North Chicago Transit-Oriented Development Plan

Prepared for:
City of North Chicago, IL

Sponsored by:
Regional Transportation Authority

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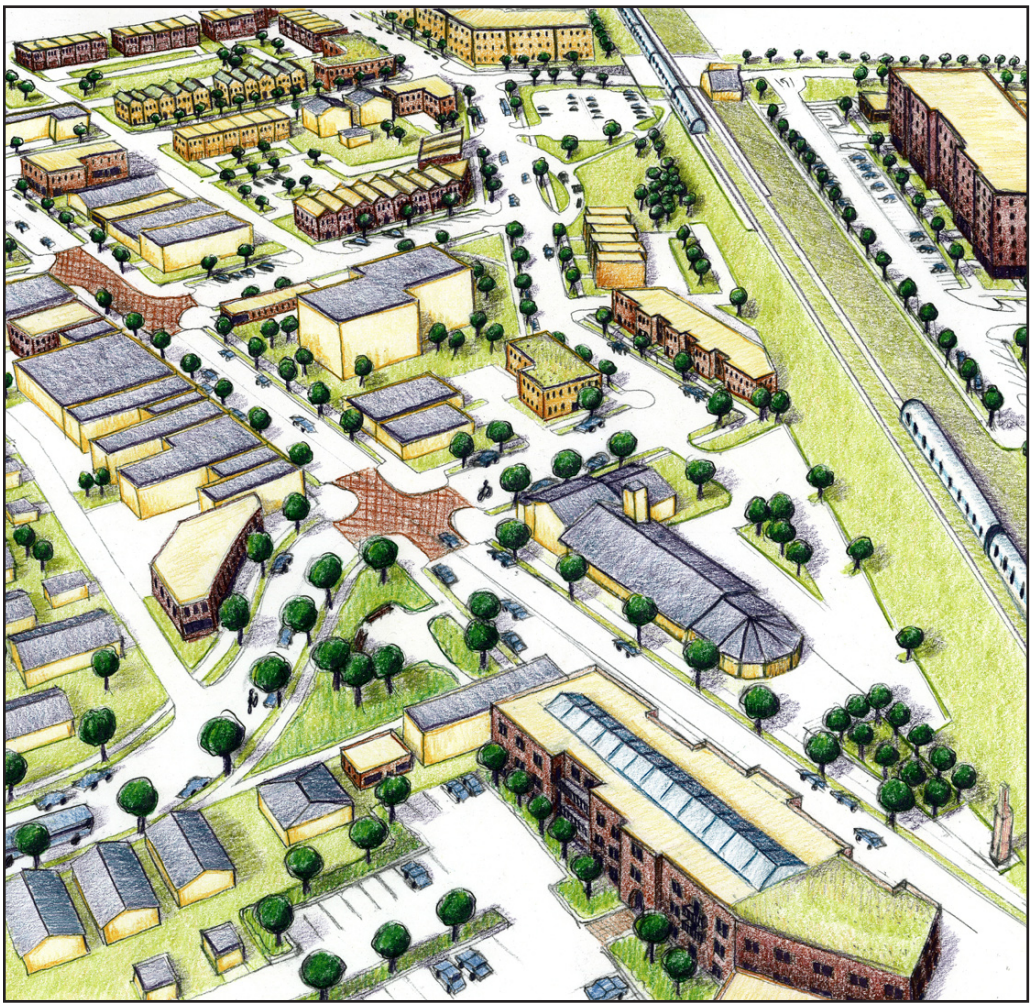
ftg fish transportation group



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Time Frame of the Plan:

This plan outlines a long-term approach to redevelopment in downtown North Chicago for the next 25-50 years. However, changes in the marketplace or property ownership within either the study area or the surrounding areas of influence may require revisiting this plan to update and revise the recommendations.

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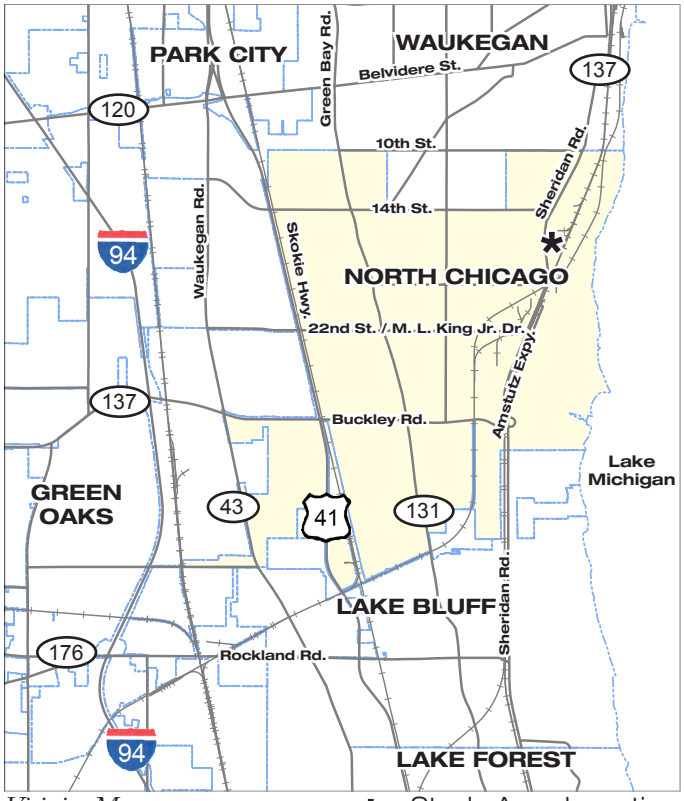
Introduction
Site Overview

Study Area
The North Chicago Transit-Oriented Development (TOD) Plan addresses an area of North Chicago, which is bounded on the north by 14th Street; on the south by the Elgin, Joliet, and Eastern (EJ&E) Railway and 2nd Avenue; on the west by Greenfield Avenue; and on the east by Sheridan Road, the Metra/Union Pacific North (UP-N) Line, and Foss Park Avenue.

Sheridan Road, between 14th Street and Broadway Avenue, is the backbone of the study area and North Chicago's historic downtown district. The study area includes the North Chicago Metra Station, which is located on the Metra/UP-N Line, operating between downtown Chicago and Kenosha, Wisconsin. The North Chicago Metra Station has potential to serve as a transit hub due to its proximity to downtown, Abbott Labs, and Great Lakes Training Center, and its service by Metra, Pace bus, and various shuttle services. The study area was also identified as a potential station location for a future phase of the development of the STAR Line along the EJ&E Railway.

Note that a second Metra station serves the Great Lakes Naval Training Center; the recently rebuilt Great Lakes Metra Station, which is also served by the Metra/UP-North Line, is located within walking distance from the Naval graduation drill hall.



Vicinity Map ✱ Study Area Location

Transit-Oriented Development: An Overview
Transit-Oriented Development is a planning concept that focuses on establishing or strengthening traditional "Main Street"-style development, which historically developed around public transit stations. A successful TOD incorporates a pedestrian-friendly environment and includes a vertical mix of commercial, residential, and civic uses that are built with higher densities adjacent to transit stations. This dense development around transit stations also must welcome users of all modes of transportation, including transit, cars, bicycles, and pedestrians, while providing walkable shopping opportunities for residents and commuters.

Purpose of the TOD Plan
The existing TOD area along Sheridan Road has elements of the traditional development pattern typical around transit stations. The TOD Plan is intended to enhance existing development and guide redevelopment efforts, particularly addressing underutilized and vacant sites. Better connections will be established between downtown North Chicago and public transit services including Metra and Pace. A key focus of this study is establishing better access to and through the site, accommodating pedestrians, transit riders, and bicyclists, as well as vehicles.

Further, economically feasible recommendations, an implementation strategy, and potential funding sources are included in subsequent sections of this report.

Concurrent Planning Efforts and Projects
Several other planning efforts and studies have been completed in recent years:

- City of North Chicago Downtown Transportation Study
- Suburban Transit Access Route Line (STAR Line) Land Use and Community Planning Study (Please see the detailed description on page 14)
- Sheridan Road Tax Increment Fund District
- North Chicago/Waukegan Enterprise Zone

The following applications and projects are pending or in progress:

- Application to the Illinois Main Street Program
- CMAQ-funded plan for street realignment and kiss-and-ride
- Current redevelopment efforts in downtown North Chicago, including Grant Place and other efforts of Five Points Redevelopment

WAUKEGAN
NORTH CHICAGO
13th St.
14th St.
15th St.
16th St.
17th St.
18th St.
Adams St.
Sheridan Rd.
Abbott Labs
Metra / Union Pacific North Line
McClory Bike Path
Foss Park Ave.
Down-
town
North
Chicago
Grant Pl.
North Chicago
Metra Station
Sewage
Treatment
Plant
FBI
Firing
Range
Lake
Michigan
Foss Park
Elizabeth Ave.
Greenfield Ave.
Glen Dr.
Jackson St.
Victoria St.
Lincoln St.
Park Ave.
Argonne Dr.
Broadway
Elgin, Joliet & Eastern Railway
Sheridan Rd.
2nd Ave.
Great Lakes
Naval Training
Center
Water
Treatment
Plant
Sheridan Crossing/
Sheridan Road South
(future development site)
Commonwealth Ave.
Study Area
north

Existing Conditions Analysis

An analysis of the existing physical and market conditions of a study area and the surrounding community is needed before initiating physical planning recommendations. This section examines current zoning, land use, access and circulation, parking, pedestrian comfort, land ownership, anticipated redevelopment areas, and planning opportunities. The results of this analysis are used to guide design schemes presented in the subsequent sections of this report.

Current Zoning Designations for the TOD

Immediately adjacent to the North Chicago Metra Station, there is a mix of zoning designations, primarily General Business (B2), Office and Research (OR), and Intensive Industrial (M3). In the station area, the B2 zoning applies only to the station itself and the associated parking lot. The designations OR and M3 are particularly inappropriate for the dense development required to support a TOD. Further, much of the land zoned OR and M3 on adjacent parcels is vacant or underutilized; compare the Zoning Map on the facing page with the Land Use Map on the following page.

The R3 Single-Family Residence District, which allows single-family homes as well as townhouses and duplexes, is appropriate for lower-density housing in the neighborhood west of Sheridan. However, higher-density zoning for residential uses is missing from Sheridan Road and/or the adjacent areas.

The Urban Redevelopment Overlay

The Sheridan Road corridor is designated with the Urban Redevelopment Overlay. This designation is the most appropriate for the TOD, since it is intended to provide design flexibility for redevelopment of historic areas.

However, the overlay effectively serves the purpose of a separate zoning classification, since it waives all minimum lot size and yard requirements for properties along the corridor. (Any lots with this designation that are located on streets other than Sheridan Road and Tenth Street may only waive the lot size requirement.) A separate zoning classification for traditional main-street-style development would be more appropriate than an overlay on top of extremely varied districts. Such a district would ideally designate *maximum* rather than minimum yards, to preserve and extend the build-to line created by the traditional mixed-use buildings along Sheridan Road.

Potential Extension of Urban Redevelopment Overlay

The Urban Redevelopment Overlay should also be extended east from Sheridan Road onto Foss Park Avenue, since the building type encouraged is ideal for development adjacent to the North Chicago Metra Station. No stand-alone zoning classification is appropriate for a TOD.

The Underlying Zoning Districts: B1 vs. B2

The B1 Neighborhood Business District and the B2 General District are currently designated in different locations along Sheridan Road and 14th Street. B1 is intended to provide for smaller retail shops and services, similar in form and use to the traditional "corner store," whereas B2 is slightly more intense and requires direct access to collector streets. The most significant difference between the two is the lot size: for B1, the minimum lot width is 25 feet and the minimum area is 3,000 square feet; and for B2, the minimum lot width is 60 feet and the minimum area is 10,000.

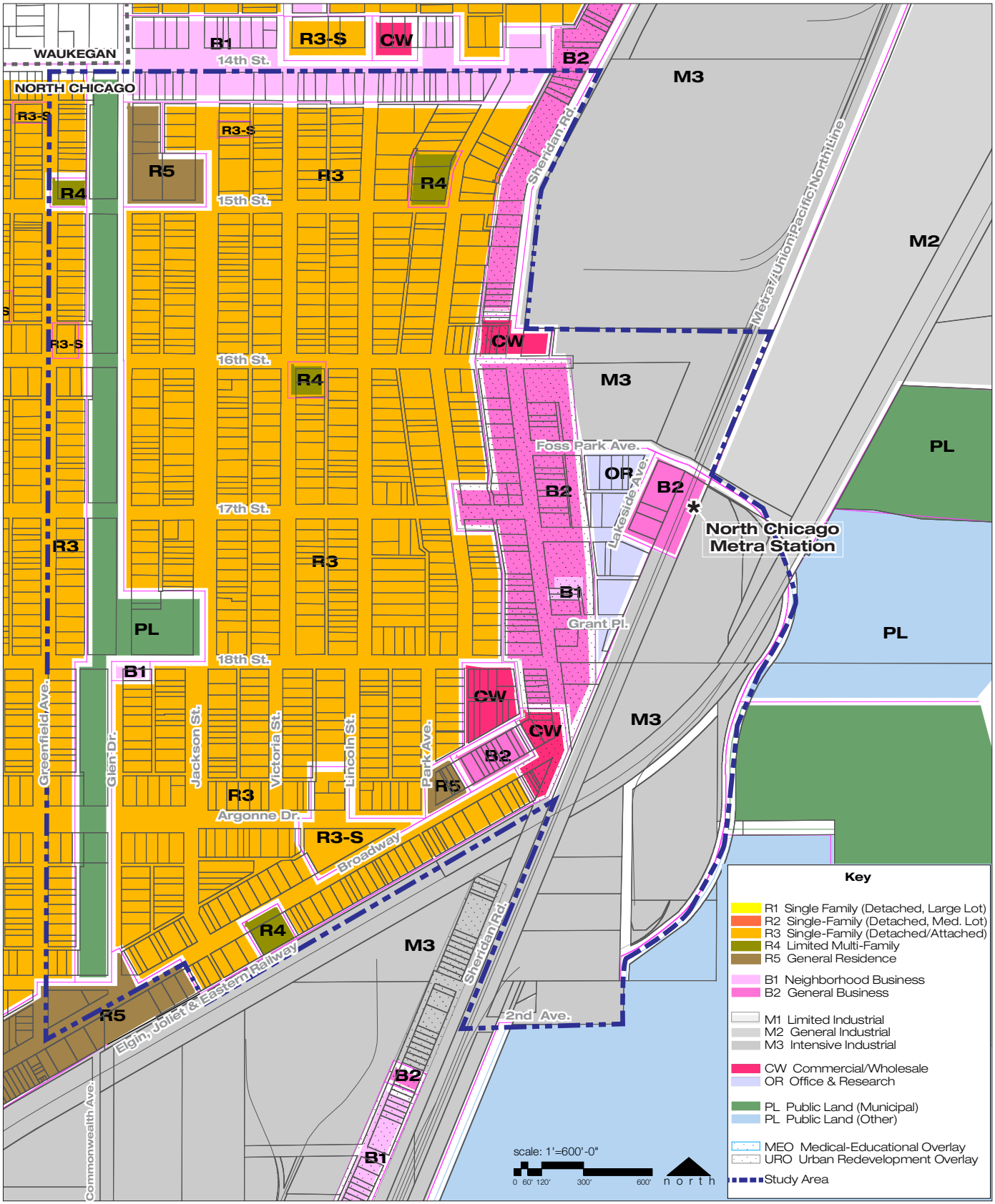
These dimensions indicate that the B1 classification may be more applicable for Sheridan Road in the study area, since most of the lots are well under 60 feet wide (and many are only 25 feet wide). However, the maximum lot coverage and FAR in the B2 district (75% coverage and 2.2 FAR) are more applicable for Sheridan Road than B1 (65% coverage and 1.2 FAR).

The B2 classification particularly does not match the form of the existing development. Again, a separate zoning district allowing 25-foot-wide lots and specifying maximum yards or a "build-to zone" would be more appropriate for the TOD as well as for Sheridan Road, to better ensure the shallow setbacks characteristic of traditional mixed-use buildings.

Also, note that there is no separate zoning classification for large-scale business uses tailored to development such as a grocery store. Any future revisions to the zoning code should consider separate classifications for neighborhood business, the downtown shopping area, and community shopping districts to accommodate larger-scale businesses with a more regional draw.

Existing Conditions Analysis

Zoning Map



Existing Conditions Analysis
Land Uses

Land Uses adjacent to the North Chicago Metra Station
There is a concentration of industrial uses and vacant or underutilized parcels immediately adjacent to the North Chicago Metra Station. The commercial and mixed-use structures along Sheridan Road, the historic downtown of North Chicago, create a more appropriate setting for a transit-oriented development.

Downtown North Chicago
Sheridan Road serves as the spine of downtown North Chicago, with a traditional mixed-use district concentrated on the west side of the street between 17th Street and Broadway. For many of these buildings, it is unclear whether there is an active use on the upper floors. Amidst the several vacant buildings and lots, there are signs of reinvestment in the existing structures.

Interestingly, the building types on the east side of Sheridan Road tend to be single-story or single-use buildings. Several of the associated uses include curb cuts to accommodate garage entries at the fronts of the buildings, even though there is alley access from the rear of the parcel.

Other notable land uses on the east side of Sheridan Road include the newly-constructed Grant Place development and the four-story apartment building housing seniors and persons with disabilities.

The neighborhood west of Sheridan Road consists mainly of single-family housing, with some multi-family dwellings at the south end of the neighborhood between 16th Street and Argonne Drive. There are several vacant buildings and lots interspersed on almost every block. Building conditions vary, ranging from well to poorly maintained.

Open Space and Access to the Lake
Beyond the industrial uses to the east of the North Chicago Metra Station are significant recreational assets as well as inappropriate uses for their location. Foss Park and Lake Michigan are within a half-mile of the station, but access to these amenities is limited. One road into the park permits access to the lake, but the FBI firing range and sewage treatment plant block access to the north. Great Lakes Naval Training Center, to which access is restricted, is just south of the park and abuts the lake, eliminating any future open space connections to the south. However, the inappropriate uses to the north may be a future opportunity for increasing public access to the lake front.

Parking Lots
There is a 61-space commuter lot located immediately west of the North Chicago Metra Station.

Many of the buildings along Sheridan Road are currently being renovated. This photo shows two building facades during an early stage of renovation.

There are many parking lots along Sheridan Road north of Foss Park Avenue that detract from the character of the corridor. Most of the parking is associated with Abbott Labs, but there are several parking lots designated for commercial use.

Sheridan Road: an Edge or a "Zipper"?
Sheridan Road serves as an edge, so that the two sides of the street and the land beyond have very different character and use. Successful corridors serve as a "zipper" that joins both of its sides together rather than acting as an edge or a division between the two sides, and efforts will need to be made to transition and connect the two sides of the street.

Comparison of Zoning and Land Use
Zoning designations match existing land uses fairly well in the study area. However, there are conflicts about whether the designated zoning classifications and land uses are appropriate for areas adjacent to a commuter rail station.

Again, transit-oriented developments thrive when they include a vertical mix of uses, including convenience retail, office, and residential uses. Although industrial uses may be accommodated, particularly because their employees are potential shoppers and residents, the significant concentration of industrial uses surrounding the site weakens the TOD.

Further the highest and best use of the land adjacent to the lake has not been realized; the industrial, public, and institutional uses should be considered for a long-term redevelopment strategy.

Priority areas for redevelopment due to inappropriate or incompatible land uses, inconsistent density, pockets of vacant lots or buildings, or deteriorated conditions are addressed in the Redevelopment Areas section of this chapter.

Existing Conditions Analysis
Land Uses

Existing Conditions Analysis
Access and Circulation

Key Access Roads

As previously mentioned, Sheridan Road is the backbone of the study area. It is an arterial and collector road with State jurisdiction. North of 14th Street, it has four lanes, although it narrows to two lanes south of 14th Street. Access to the study area via Sheridan Road is good, although congestion during peak hours is common, and illegal use of the underutilized parking lanes to facilitate passing has been observed.

Foss Park Road, a two-lane local roadway, directly accesses the North Chicago Metra Station. It carries a significant amount of industrial traffic, and it also serves as a connector to Foss Park.

Fourteenth Street, known as Pulaski Drive west of Green Bay Road, is also an important connection to the study area, although it does not extend west of Waukegan Road. It is a two-lane, collector roadway.

The attractive landscaped medians along Argonne Drive make this route a memorable and pleasant entry to the study area. However, Argonne Drive is not a key access road due to its fairly short run and since it does not connect with Sheridan Road; it begins at Broadway and terminates just west of Green Bay Road.

Vehicular Circulation in the Study Area

Traffic flows in the study area are affected by several notable features of the site.

Railroad Crossings

There are four road-rail crossings in the study area due to the presence of the EJ&E Railway and Metra/UP-North Line. Three of the crossings are grade-separated, including the UP-N and EJ&E crossings at Foss Park Avenue and the UP-N crossing at Sheridan Road. The only at-grade crossing is at Sheridan Road and Second Avenue, near the northern gate to the Great Lakes Naval Training Center. Additionally, the rail-rail crossing of the EJ&E Railway and Metra/UP-N Line is grade separated.

Foss Park Avenue runs beneath the Metra/UP-North Line.

Access to Sheridan Road is restricted at 17th Avenue.

One-Way Traffic

In the neighborhood west of the site, several north/south streets allow only one-way traffic. Ideally, the traffic flow would be improved through these streets by accommodating two-way traffic; however, despite this constraint, traffic circulation is not overwhelmingly affected since the east/west streets allow two-way traffic and the alley system improves circulation.

The only exception to the east/west streets is 17th Street, which has a one-way configuration for the block west of Sheridan Road, as further described below.

Confusing Roadway Alignments

There are confusing roadway alignments along Sheridan Road, at 17th Street and at Grant Place. At 17th Street, access to Sheridan Road is restricted; 17th Street is cut off from westbound traffic off Sheridan Road, and eastbound traffic is routed through a parking lot.

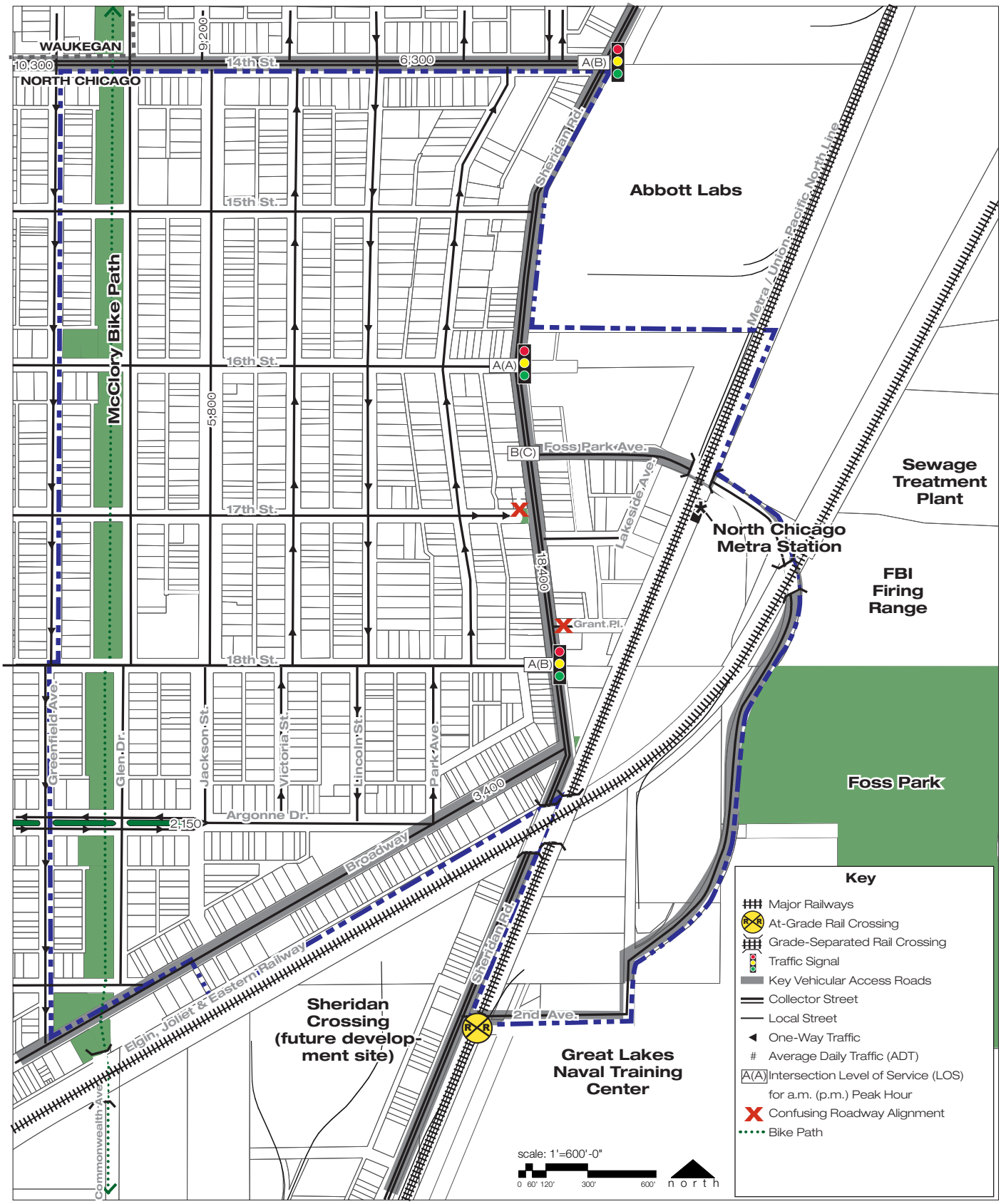
Grant Place is not aligned with the numbered streets, but it is fairly close in alignment to 18th Street. There are plans to reconfigure the intersection of 18th Street and Sheridan Road, to connect 18th Street to Grant Place; extension of Lakeside Avenue south to Grant Place is also a component of this plan, which is being facilitated through CMAQ funds.

Traffic Lights and Vehicular Flow

There are traffic lights along Sheridan Road at 14th Street, 16th Street, and 18th Street, but none coincide with an access point to the east.

Existing Conditions Analysis

Roadway Map



Metra Commuter Rail Service

Metra's Union Pacific North Line serves the North Chicago Metra Station with 25 inbound and 24 outbound trains on weekdays. Like all other Metra commuter rail lines, the UP-North Line is oriented toward downtown Chicago and functions primarily to move suburban workers to and from job locations in downtown Chicago, Monday through Friday. The Union Pacific North Line serves the station with 11 inbound and outbound trains on Saturdays and eight inbound and outbound trains on Sundays.

Historically, ridership has not changed much. Ridership was at its highest in 1997 with a total of 220 weekday boardings, which is about 10% higher than recent levels. In 2006, there were a total of 191 weekday boardings, of which 83 were AM boardings. The North Chicago Metra Station has a significant percentage of reverse commuters that alight outbound trains in the AM peak and board inbound trains in the PM peak (about 30% of the total weekday boardings). The large number of reverse commuters is due to the proximity of Abbott Labs to the station and the shuttle service offered between the station and Abbott Park. According to Metra's Fall 1999 boarding/alighting counts, there were a total of 91 Saturday boardings and 90 Sunday boardings.

According to Metra's Fall 2002 Origin-Destination Survey, two-thirds of all passengers boarding at the North Chicago Metra Station in the morning are from North Chicago. The next highest origin is Waukegan, with 20 percent of those boarding at the North Chicago station. The remaining 13% come from five other communities.

Metra's 2002 Origin-Destination Survey indicated that passengers boarding trains in the morning at the North Chicago Metra Station access the station using a variety of modes. Approximately 32% drive alone, 26% walk, 26% are dropped off, 9% carpool, 5% take taxis, and 3% ride Pace.

Transit Connections

There are two connections with Pace bus routes to the North Chicago Metra Station. Bus route #563 follows Sheridan Road to Foss Park Avenue/Second Avenue, providing access to the station. Bus route #564 provides service to Sheridan Road between 16th and 18th Streets only.

Two bus shelters are provided along the corridor, at 14th and 17th Streets. Both accommodate passengers traveling northbound. There is no bus shelter at the North Chicago Metra Station, but the station does include other transit accommodations, such as a shuttle stop to Abbott Labs and taxi stands.

Pedestrian Connections

The lack of a traffic signal at Foss Park Avenue makes it difficult for pedestrians and cyclists to cross Sheridan Road and access the North Chicago Metra Station. See the PedZone and Walkshed analyses on the following pages for additional information on pedestrian accommodations.

Bicycle Connections

The McClory Bike Path provides good bicycle access to the study area itself; however, it is not connected to Sheridan Road. There are no bicycle accommodations along Sheridan Road, such as bike lanes or bike racks.

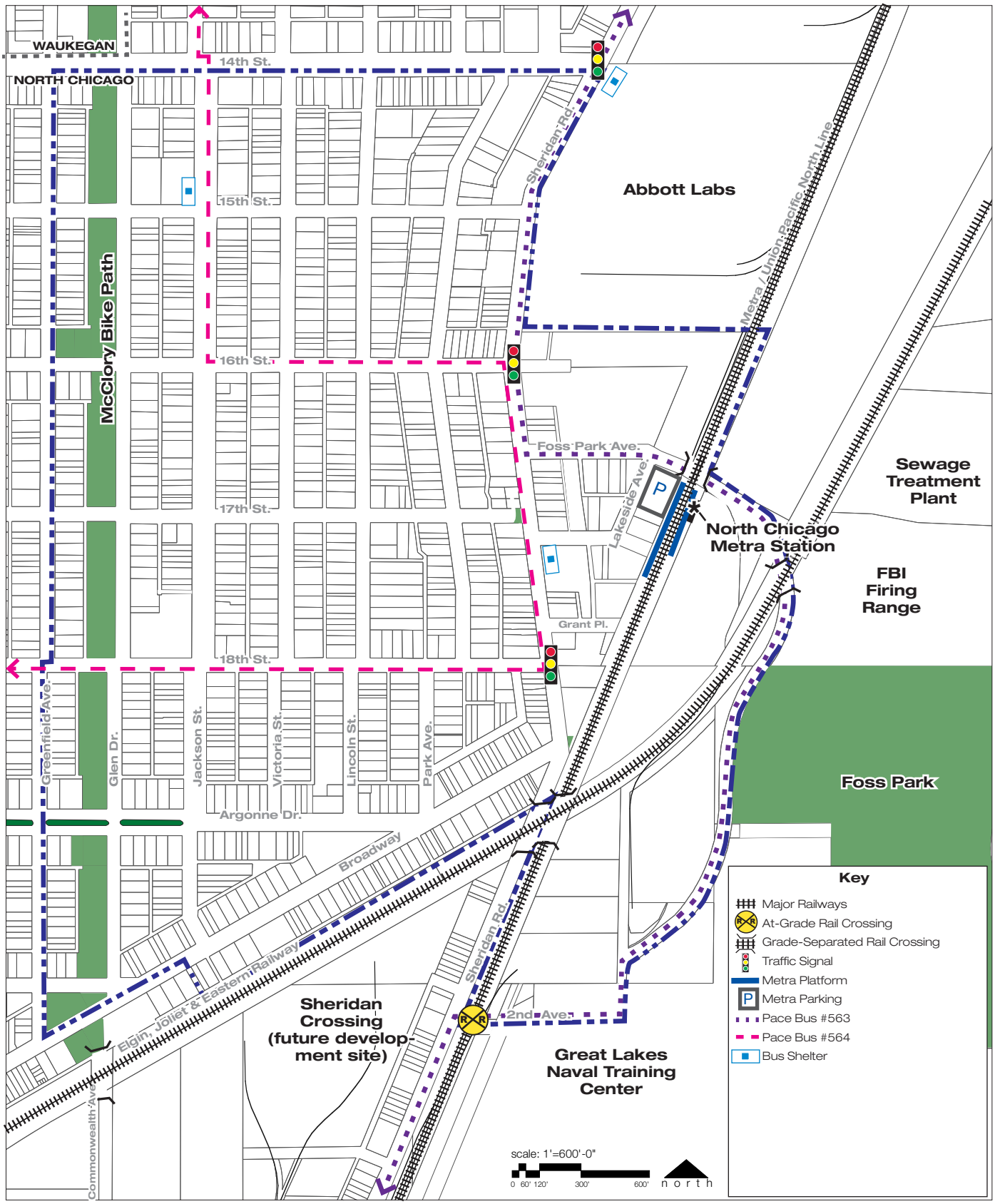
The McClory Bike Path runs through the study area.

Access to the North Chicago Metra Station

The North Chicago Metra Station is poorly linked to downtown North Chicago. The station is not visible from Sheridan Road, and its location is indicated by one small sign for traffic from each direction. Turns from northbound traffic may be difficult at peak hours, since a traffic signal is absent at the intersection of Sheridan Road and Foss Park Avenue.

Proposed Future STAR Line Rail Service

Metra is currently working on the proposed STAR Line - Phase I project through the Federal Transit Administration's (FTA's) New Starts process in order to receive federal funding to design and construct the project. The proposed STAR Line – Phase I project would operate along the EJ&E Railway between Joliet and Hoffman Estates before traveling along the Northwest Tollway to Rosemont. Once the STAR Line – Phase I project has progressed through the New Starts process, there are several potential future phases of the STAR Line that could be studied as part of a new round of New Starts projects, including an extension along the EJ&E Railway from Hoffman Estates to Waukegan, with a potential station in North Chicago. It is important to note that the New Starts program is highly competitive with demand for funds greatly exceeding the available supply. Under the FTA process, numerous transportation alternatives would be evaluated for any of the potential future phases of the STAR Line, including different alignments and modal technologies. It is anticipated that, if the future phase of the STAR Line was constructed as commuter rail, the station would be collocated with the existing North Chicago Metra Station.


WAUKEGAN
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14th St.
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16th St.
17th St.
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McClory Bike Path
Sheridan Rd.
Abbott Labs
Metra / Union Pacific North Line
Foss Park Ave.
Lakeside Ave.
Grant Pl.
North Chicago Metra Station
Sewage Treatment Plant
FBI Firing Range
Foss Park
Greenfield Ave.
Glen Dr.
Jackson St.
Victoria St.
Lincoln St.
Park Ave.
Argonne Dr.
Broadway
Elgin, Joliet & Eastern Railway
Sheridan Rd.
2nd Ave.
Sheridan Crossing (future development site)
Great Lakes Naval Training Center
Commonwealth Ave.
Key
Major Railways
At-Grade Rail Crossing
Grade-Separated Rail Crossing
Traffic Signal
Metra Platform
Metra Parking
Pace Bus #563
Pace Bus #564
Bus Shelter
scale: 1'=600'-0"
0 60' 120' 300' 600'
north

Existing Conditions Analysis
Pedestrian Conditions

The North Chicago Metra Station's Pedestrian Area, or Walkshed

The pedestrian area within walking distance of a transit station is distorted by significant pedestrian barriers, particularly train tracks and any areas where a street grid might be interrupted. These obstacles increase the distance from the station that pedestrians must walk, thus reducing the size of the station area that can be considered pedestrian-accessible.

The Walkshed for the North Chicago Metra Station, illustrated on the facing page, indicates a comfortable eight-minute walk (approximately four-tenths of a mile) from the station platform. It indicates that the Sheridan Road corridor and its side streets are fairly pedestrian-accessible; however, the site to the east of the North Chicago Metra Station is cut off by the rail viaduct and severely limited by the lack of through-streets aside from Foss Park Avenue.

PedShed℠ Analysis

The PedZone℠ Analysis uses a three-color coding system to survey and map the comfort and walkability of a pedestrian network. Safe and rewarding routes are coded green; safe but uninteresting or unrewarding routes are coded yellow; and unsafe areas where pedestrians and cars can potentially come into conflict, including crosswalks, are coded red. Finally, missing sidewalks and intersections lacking crosswalks are coded black. As an analytical tool, the PedZone℠ offers a clear indication of the walkability of the pedestrian network and will be useful to inform recommendations on the change of land form as well as land use.

Pedestrian conditions are fairly good in the 1700 and 1800 blocks of Sheridan Road as well as on most side streets and residential streets. North of 17th Street, pedestrian comfort deteriorates due to the parking lots that are adjacent to the sidewalk, as well as curb cuts accommodating driveways that interrupt the pedestrian path. Further, there are no crosswalks designated between 16th Street and 18th Street, causing frequent mid-block pedestrian crossings.

Foss Park and Lakeside Avenues both have extremely poor pedestrian conditions due to multiple curb cuts, close proximity to parking lots, and missing sidewalks. Also, the Abbott site does not incorporate pedestrian paths from the public way or parking areas to its buildings.

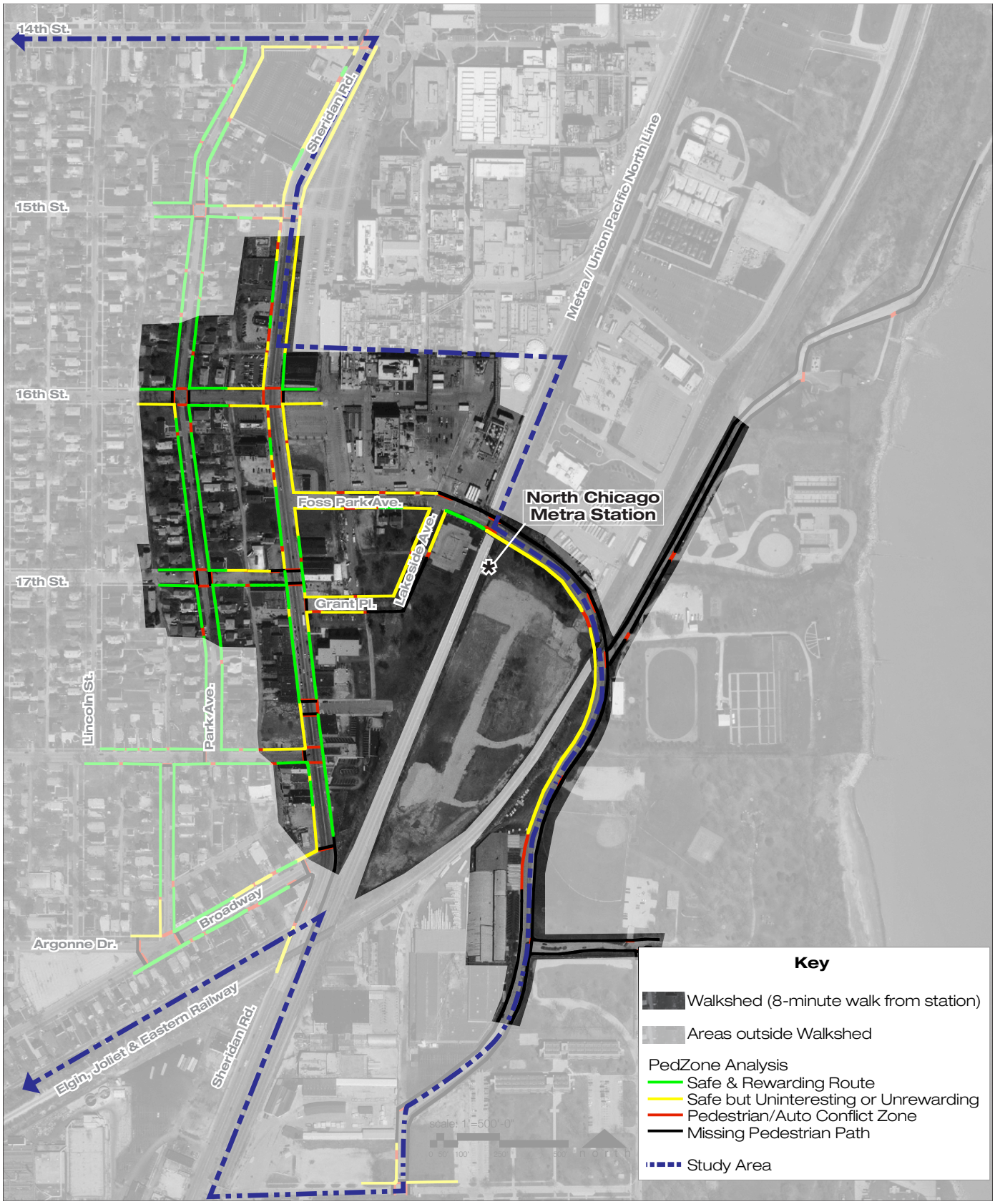
Sidewalk Conditions

Overall, public sidewalks and crosswalks are in fair to good condition. Along Sheridan Road and on side streets, parkway trees enhance the walkway. In the downtown area, between Foss Park Avenue and Broadway, terra cotta-colored pavement panels are interspersed with concrete pavement; although somewhat dated and uncoordinated with any theme, the terra cotta-colored panels are in good condition, as are the concrete sidewalks. There are also very recently laid sidewalks adjacent to the Grant Place development.

In several instances, sidewalks are significantly deteriorated. Notable areas in the downtown area with cracked, crumbling, or broken concrete are at the southwest corner of 16th Street and Sheridan Road at the driveways; the north side of Foss Park Avenue, just east of Sheridan Road; and the north side of 18th Street, west of Sheridan Road, at the vacant lot.

Sidewalks are in poor condition in several locations in the study area; however, this site is slated for redevelopment associated with street realignment.

Pedestrians crossing Sheridan Road at 17th Street do not have the benefit of crosswalks and traffic signals.


14th St.
15th St.
16th St.
17th St.
Sheridan Rd.
Metra/Union Pacific North Line
Foss Park Ave.
Lakeside Ave.
Grant Pl.
North Chicago Metra Station
Lincoln St.
Park Ave.
Broadway
Argonne Dr.
Elgin, Joliet & Eastern Railway
Sheridan Rd.
Key
Walkshed (8-minute walk from station)
Areas outside Walkshed
PedZone Analysis
Safe & Rewarding Route
Safe but Uninteresting or Unrewarding
Pedestrian/Auto Conflict Zone
Missing Pedestrian Path
Study Area

Existing Conditions Analysis
Downtown Parking Availability

Commuter Parking
The commuter parking lot located at the corner of Foss Park Avenue and Lakeside Avenue, west of the Union Pacific North Line tracks, has a total of 61 parking spaces. There are 46 daily commuter spaces, 10 permit spaces, two handicapped spaces, one employee space, and two parking spaces for taxis. According to Metra's latest parking counts, the lot is 57% occupied.

The parking lot lacks a kiss-and-ride drop-off area, causing drop-offs and pick-ups to occur within or adjacent to the parking lot. However, the CMAQ project discussed on page 12 incorporates a kiss-and-ride area.

The commuter parking lot is underutilized, with many vacant parking spaces on a weekday.

Private Parking Lots
Private parking lots are prominent along Sheridan Road, particularly north of 17th Street. Many parking lots are located along the right-of-way, in front of buildings, particularly on the east side of the street, where the lots are deeper than on the west side.

For the shallower lots on the west side of Sheridan Road, parking access is typically from Sheridan, via curb cuts, rather than through the alleys. For these lots, parking facilities tend to be on the sides of buildings rather than in front, although the configuration of 17th Street is an exception.

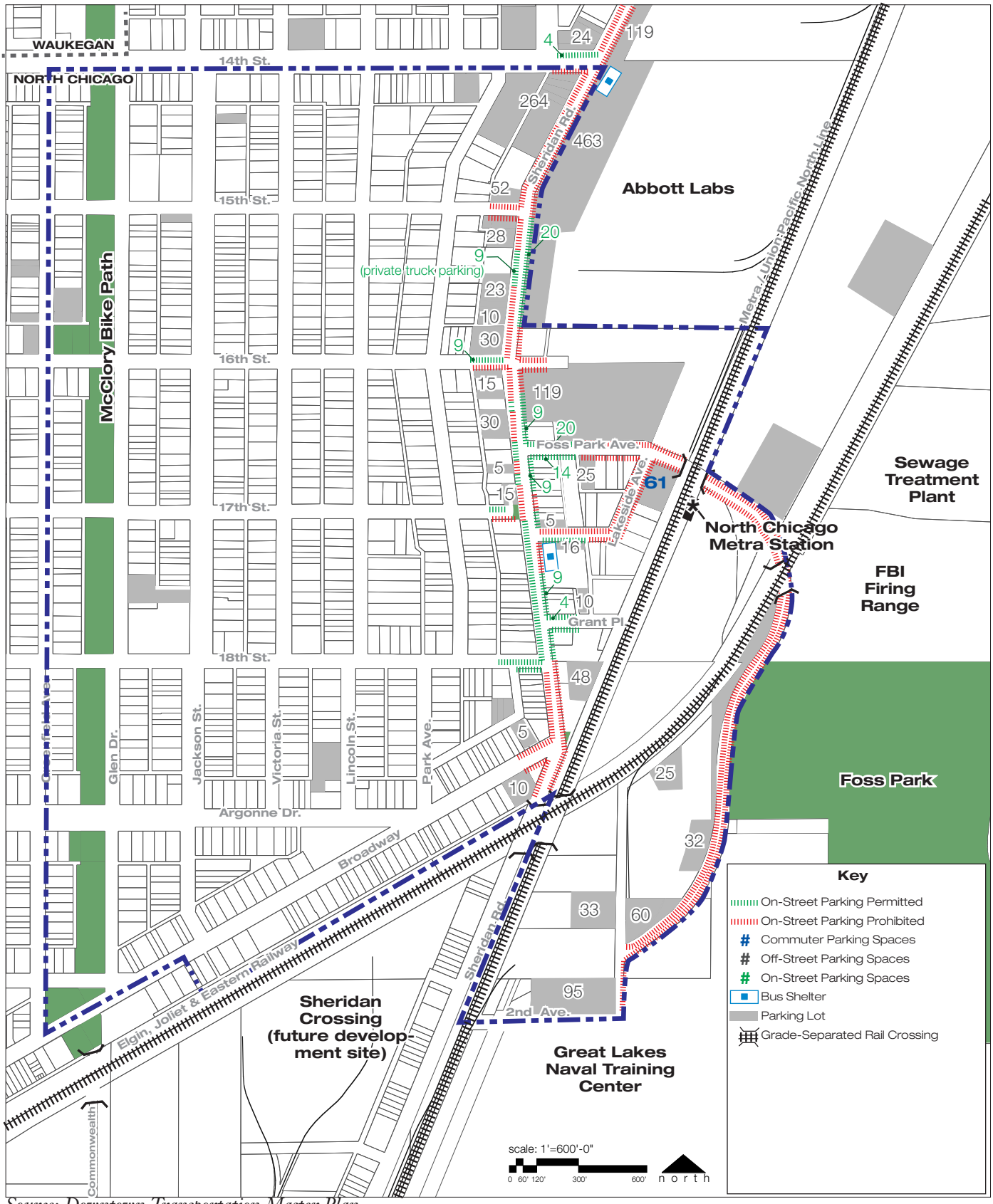
Parking for Abbott Labs tends to be located adjacent to the right-of-way.

On-Street Parking Availability
Although permitted on several blocks in downtown North Chicago, on-street parking is generally limited along Sheridan Road, Foss Park Avenue, and side streets adjacent to the study area. On-street parking is concentrated in the 1700 block of Sheridan Road, on both sides of the street except for at the bus stop.

North of 17th Street, parking availability typically hinges on whether a curb cut is present. In these cases, the right-of-way and pavement width are wide enough to accommodate on-street parking, but driveway entrances limit the availability of on-street parking.

South of 18th Street, even though there are no curb cuts to restrict on-street parking, there is no on-street parking permitted. Further, no street parking is permitted on Lakeside Avenue or on Foss Park Avenue in the station area and east of the station.

Bicycle Parking
There are no bicycle parking options at the North Chicago Metra Station or along Sheridan Road.



Source: Downtown Transportation Master Plan

Market Assessment

Goodman Williams Group conducted a market study to assess the current and future development environment in North Chicago and provide market input to the station area plan. A summary of their report is below. The full report can be found in the appendix of this report.

Methodology

As part of the market assessment, Goodman Williams Group completed the following tasks in late 2006 and early 2007:

- Interviewed key stakeholders from the City of North Chicago, Great Lakes Naval Training Center, Abbott Laboratories, and professionals familiar with the real estate industry in North Chicago and adjacent communities.
- Participated in a community meeting held in North Chicago.
- Analyzed current demographic and household characteristics to gain an understanding of future demand for various land uses.
- Visited retail, residential, and commercial developments in and around North Chicago and surrounding communities to assess the likely competitive position of development in the study area.

Summary of Findings

Sheridan Road is the main commercial spine that traverses the study area. Major initiatives are underway to redevelop what has traditionally been North Chicago's downtown. Commercial and mixed-use developments have been planned for a number of key sites and one development, Grant Place, has recently been completed. The most aggressive plan is for Sheridan Crossing, to be developed on a 40-acre site just south of the study area at the corner of Sheridan Road and Martin Luther King Drive. Redevelopment plans for this former industrial property call for one or two hotels and restaurants that would serve visitors to Great Lakes Naval Training Center. The successful redevelopment of this large site would serve as a catalyst for further development along Sheridan Road closer to the Metra station.

Commercial Opportunities in the Study Area.
North Chicago currently has limited retail offerings, and therefore the expenditure potential of households living in this community is being "leaked" to Waukegan and other nearby suburbs. Our analysis indicates potential support for approximately 20,000 square feet of retail space along Sheridan Road. The types of retailers that would be most appropriate in a transit-oriented "downtown" setting, and those that would fit with the demographics of North Chicago include small establishments in the following categories:

- Food and Beverage Stores
- Full- and Limited-Service Restaurants
- Furniture and Home Furnishing Stores
- Electronics (such as a cell phone store)
- Health and Personal Care Businesses
- Convenience Stores
- Clothing and Accessories Stores

In addition to retailers, we assume that a number of service-oriented businesses would be appropriate ground-floor tenants along Sheridan Road. Dry cleaners, hair and nail salons, as well as offices of medical, dental, and financial service firms could occupy another 8,000 square feet. In total, we find support for between 25,000 and 30,000 square feet of additional retail and other commercial space in the study area over the next 10 years.

Residential Opportunities in the Study Area.
Initial opportunities for residential development in the study area would be limited to small-scale infill projects on scattered sites. These developments could include residential units over storefronts or infill town home developments near the Metra station. Over the next ten years, the market could support approximately two dozen new residential units along Sheridan Road or on appropriate sites near the Metra station. Incomes in North Chicago suggest that new housing would need to be moderately priced. Developer or buyer subsidies would expand the pool of potential buyers and create additional opportunities.

In the neighborhood west of Sheridan Road, vacant lots and homes in need of repair are interspersed with well-maintained properties. Programs to encourage infill development and rehab activity will serve to strengthen this neighborhood and improve the opportunity for additional commercial and mixed-use development along Sheridan Road.

Long-term, residential development is envisioned on an 8.9-acre site near Foss Park that is currently owned by Abbott.

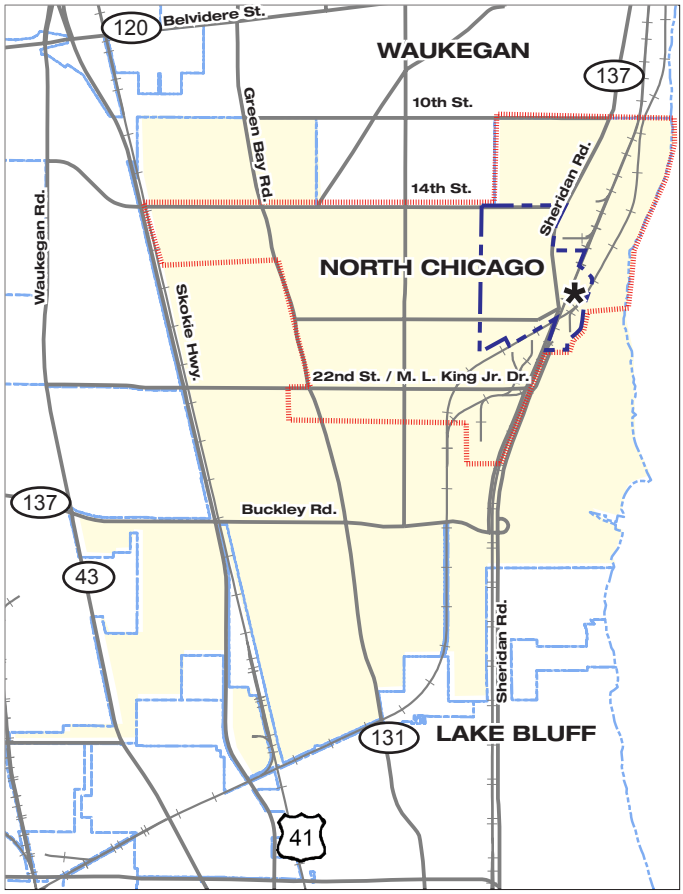
Overview

Several redevelopment tools are already in place in the study area; refer to the diagrams and table below for location and further information.

Enterprise Zone

The entire study area is located in the North Chicago/ Waukegan Enterprise Zone; the portion within the North Chicago city limits is shown on the map provided on this page. This Enterprise Zone was established in 2006.

According to the Illinois Department of Commerce and Economic Opportunity, Enterprise Zones are intended to encourage economic growth and neighborhood revitalization through state and local tax incentives, regulatory relief, and improved governmental services. Benefits include sales tax exemptions for building materials to be used in the Enterprise Zone and tax credits for job creation within the Enterprise Zone.



Enterprise Zone Boundaries

Key

- North Chicago Metra Station
- Study Area Location
- Enterprise Zone Boundaries

Recent redevelopment initiatives in downtown North Chicago

Recently renovated mixed-use building, with residential units on upper floors.

The Grant Place development, under construction as of late 2006.

Existing Conditions Analysis
Redevelopment Areas

Tax Increment Financing District
A Tax Increment Financing (TIF) District has been established along Sheridan Road in downtown North Chicago. The Sheridan Road TIF was established in 1998 and will expire in 2021.

A TIF district is a designated area within which increases in property taxes during the 23-year life of the TIF are earmarked to pay for improvements within the district. Any property taxes caused by increased value from reinvestment are allocated to the City to support redevelopment efforts.

Key Land Owners
Land assembly is often a difficult obstacle to overcome to facilitate redevelopment. Along Sheridan Road, there are several key land owners whose intent to sell or redevelop should be explored.

Abbott Labs
Abbott property ownership includes land housing current operations, several employee parking lots, and several vacant lots adjacent to the North Chicago Metra Station. Future development plans for Abbott Labs is not known at this time and should be explored by the City.

Stone Container
Stone Container owns several contiguous parcels along Foss Park Road. The business is currently active and appears to take up much of their land, but their future intentions should be ascertained.

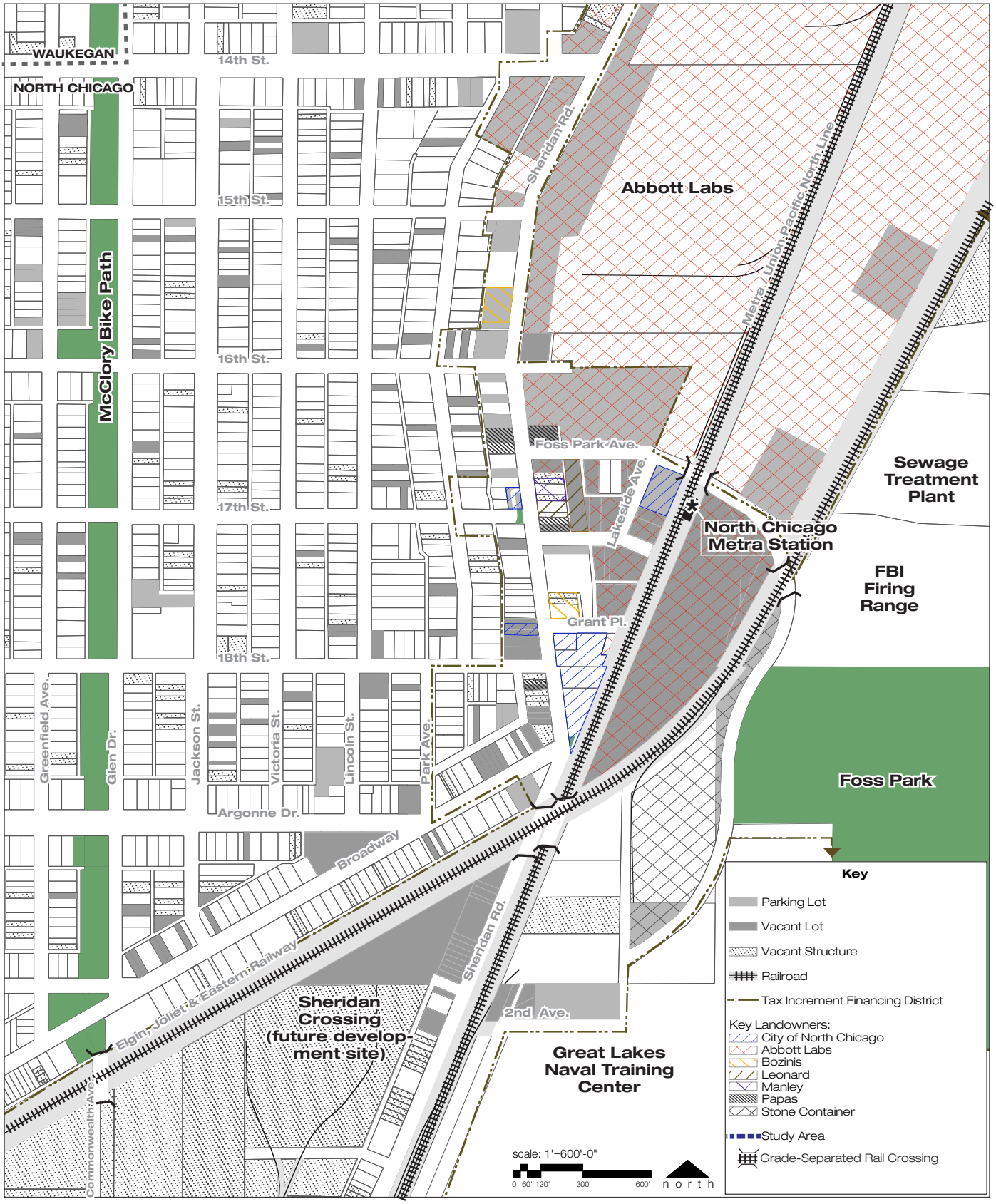
Small Individual Owners
Several property owners—Bozinis, Leonard, Manley, and Papas—control multiple contiguous lots, including vacant parcels or buildings. It is unknown whether these land owners currently operate businesses along the corridor or are banking land in anticipation of development efforts.

City of North Chicago
Finally, the City has already assembled several parcels in the study area, most notably the Grant Place site, as well as in other opportunity sites including Sheridan Crossing site. In addition to owning property along the corridor, it is actively leading redevelopment efforts through the Five Points Development Corporation.

Land owned by Abbott Labs includes active sites as well as several vacant lots adjacent to the North Chicago Metra Station.

Several individual property owners control multiple contiguous lots, vacant parcels, or vacant buildings along the corridor.

Existing Conditions Analysis
Property Ownership



Existing Conditions Analysis
Redevelopment Areas

Urban Redevelopment Overlay
North Chicago's Zoning Code provides for an Urban Redevelopment Overlay that waives the lot size and yard requirements of the underlying zoning designations.

Although their boundaries are roughly similar, the Urban Redevelopment Overlay and the TIF District do not align. These discrepancies and an evaluation of the Overlay criteria will be addressed later in this report.

City-Identified Development Sites
The City of North Chicago has already identified several key redevelopment sites, as summarized in the table below, which refers to the diagram on the facing page.

Construction is almost completed for the Grant Place development, and facade renovations are in progress for the 1700 block of Sheridan. The other sites are targeted as priorities for future development initiatives.

Existing Activity Centers
The existing centers of activity at the Post Office, Senior Housing, and North Chicago Metra Station are fairly weak and do not serve as a source of shoppers or visitors to downtown North Chicago. However, current development in progress at Grant Place is expected to increase activity on Sheridan Road.

Other Areas Subject to Redevelopment
Areas subject to redevelopment in addition to the highest priority sites identified by the City include pockets of vacant buildings and lots, particularly large parcels or multiple contiguous parcels owned by a single entity. High priority sites are those proximate to the North Chicago Metra Station, as well as current development activity along Sheridan Road. Secondary priority sites include commercial areas near the edges of the study area and residential areas.

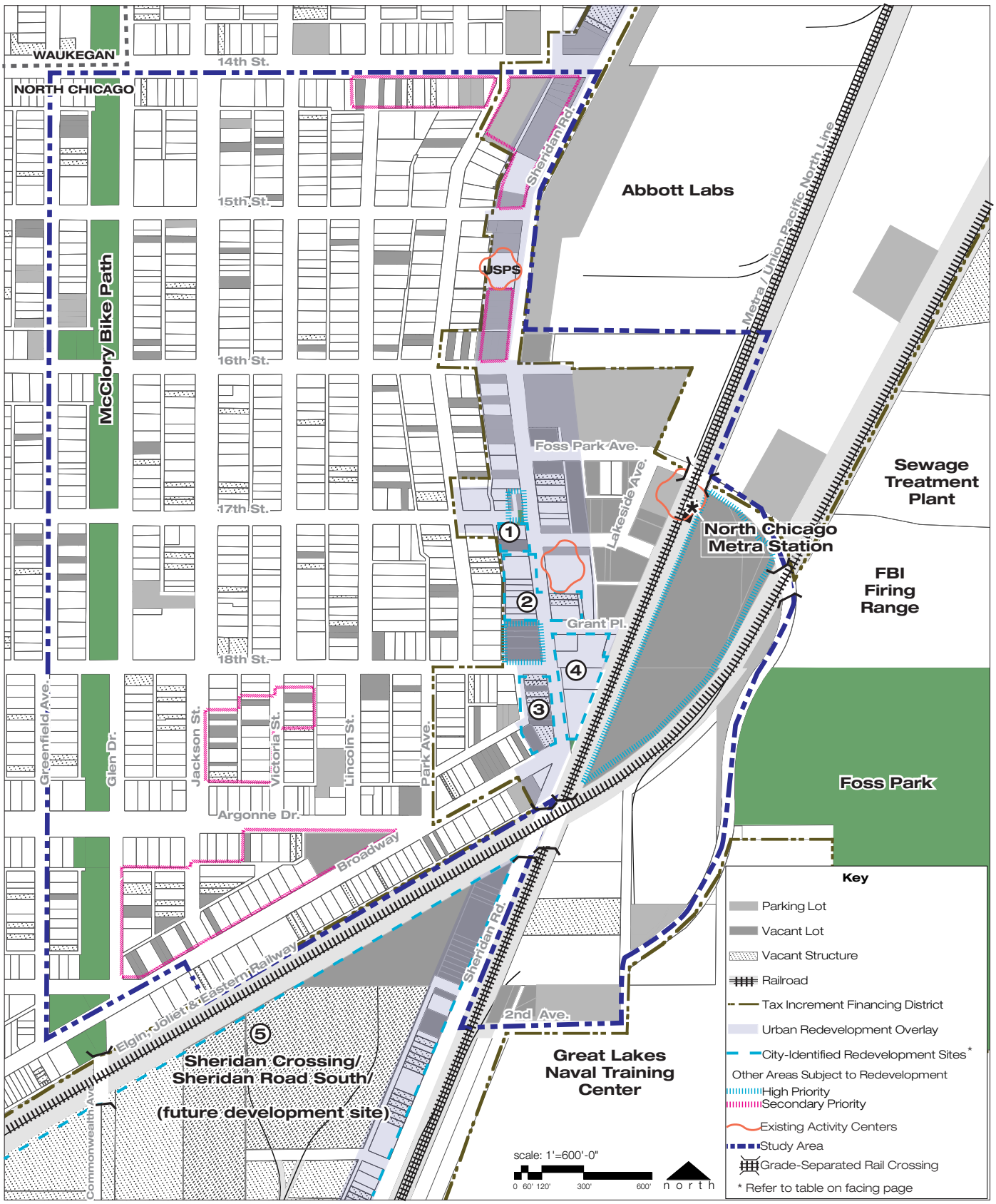
Further development opportunities will be outlined in the Implementation Strategy section of this report.

Summary of Development Sites in Downtown North Chicago

Address	Description	Status	Total Retail SF	Residential Units
① 1702 North Sheridan Road	Mixed-use corner building with up to four divisible 1st floor retail spaces and surface parking for 18 vehicles.	Significant renovations required for this existing building.	8,380	14
② 1700 Block of Sheridan Road	Stretch of mixed-use buildings constituting the historic commercial core of downtown North Chicago.	City-sponsored façade renovation is underway for multiple storefronts. Some façades have been renovated and others are still in need of improvement.	34,030	N/A
③ 1800 Block of Sheridan Road	Four mixed-use buildings and two shared surface parking lots with spaces for 41 vehicles.	Significant renovations will be required for these existing buildings.	12,909	7
④ Grant Place and Sheridan Road	New construction retail center with shared surface parking for 58 vehicles.	Recently constructed. Leased to North Chicago Trust and a police substation. Other leases are currently pending.	20,743	0
⑤ Sheridan Crossing/Sheridan Road South	40 acre formerly industrial parcel at southwest corner of Sheridan Road and the EJ&E Railway.	Future development is envisioned as commercial and mixed-use office/retail. The City currently controls 40 acres of the property.	N/A	0
		TOTAL:	**76,062**	**21**

Source: City of North Chicago and Goodman Williams Group

Existing Conditions Analysis
Redevelopment Areas



Existing Conditions Analysis
Key Planning Opportunities

Summary of Planning Opportunities
There are key planning opportunities for downtown North Chicago that deserve focus. Building off of the existing conditions diagrams in this section, particularly those addressing property ownership and redevelopment areas, the following points are highlighted.

Maximizing Visibility to the Study Area
Views to the study area from the key access routes previously identified should be explored; currently, billboards and overgrown vegetation are blocking the view to the new Veterans monument, for example. Enhancement of critical decision points and views can serve as a draw to the corridor and future TOD.

Road Realignment
Available funding for realigning the intersection of 18th Street, Sheridan Road, and Grant Place is an opportunity; again, the consultant team wishes to be part of the discussion to ensure that any proposed schemes effectively enhance the transit-oriented development.

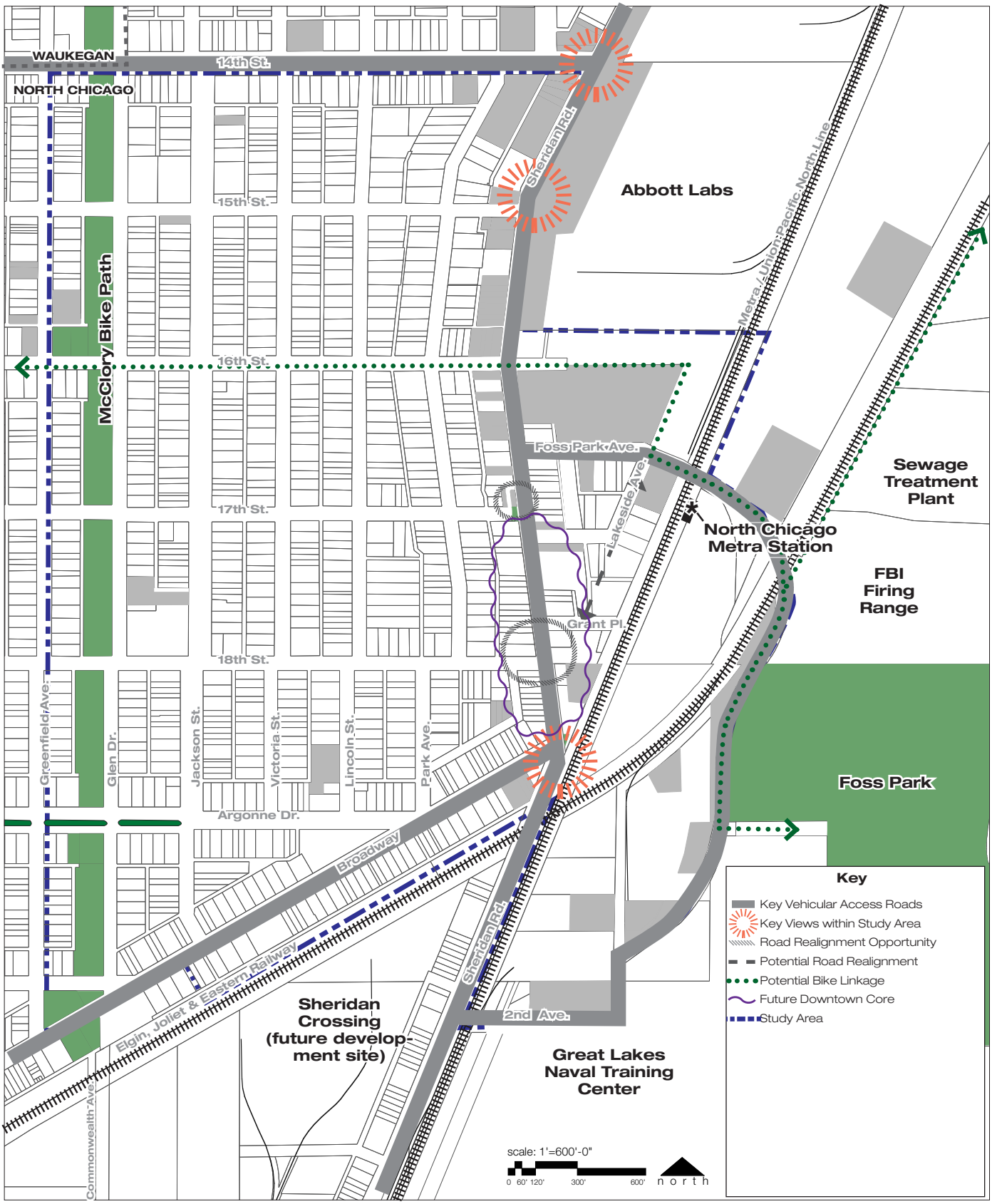
Bicycle Linkages
Bicycle linkages between the McClory Bike Path and downtown North Chicago are addressed in the Implementation Strategy section of this report.

Open Space Opportunities
Open space opportunities and connections to existing green space are present in the study area. Pedestrian and bicycle connections to Foss Park, the lake front, and McClory Bike Path will be established. Additional open space opportunities for small-scale neighborhood parks are discussed in the Implementation Strategy section of this report.

Future Downtown Core
The future downtown core, which is a concentrated area within the Downtown, is based on redevelopment sites identified by the City, clusters of vacant lots or buildings, density and presence of mixed-use buildings, and streets expected to be configured or realigned. Existing buildings within these areas have been targeted by the City for facade improvements, and some renovations are underway.

Billboards and overgrown vegetation block the view to the site from the south.

An opportunity for road realignment exists on 17th Street; at Sheridan Road, westbound traffic is cut off and eastbound traffic is routed through a parking lot.


WAUKEGAN
NORTH CHICAGO
14th St.
15th St.
16th St.
17th St.
18th St.
McClory Bike Path
Sheridan Rd.
Abbott Labs
Metra/Union Pacific North Line
Foss Park Ave.
Lakeside Ave.
Grant Pl.
North Chicago Metra Station
Sewage Treatment Plant
FBI Firing Range
Foss Park
Greenfield Ave.
Glen Dr.
Jackson St.
Victoria St.
Lincoln St.
Park Ave.
Argonne Dr.
Broadway
Elgin, Joliet & Eastern Railway
Sheridan Rd.
2nd Ave.
Sheridan Crossing (future development site)
Great Lakes Naval Training Center
Commonwealth Ave.
scale: 1'=600'-0"
0 60' 120' 300' 600'
north
Key
Key Vehicular Access Roads
Key Views within Study Area
Road Realignment Opportunity
Potential Road Realignment
Potential Bike Linkage
Future Downtown Core
Study Area

Community Input Process

The Community Input Process addresses the strategies used by the consultant team to inform stakeholders and to obtain input on the project.

This chapter includes a description of the community involvement process and the results of the community input exercises, including the Strengths, Weaknesses, Opportunities, and Threats (SWOT) survey and the Image Preference Survey.

This chapter also includes a summary of the goals and objectives informed by the Community Input Process, and a summary of the design alternatives presented to the community.

Community Input Process
Overview

Community Meetings

The City and Consultant team held two Community Meetings to solicit involvement and input from the community.

Community Meeting #1: Asset-Based Planning Workshop

On February 21, 2007, approximately 15 participants attended the first community meeting to kick off the North Chicago Transit-Oriented Development Study. The consultant team provided an overview of the project and discussed the preliminary analysis of the study area, addressing existing physical conditions, market conditions, and transportation facilities and transit service.

Several community input activities provided participants with an opportunity to voice their concerns early in the project. Activities included a SWOT (Strengths, Weaknesses, Opportunities & Threats) survey, which is a planning tool that focuses a community's assets while acknowledging its actual or perceived deficiencies. An Image Preference Survey[SM] (IPS), which collects input on community character and appearance, was then conducted.

Community Meeting #2: Design Alternative Discussion

On August 23, 2007, approximately 13 participants (8 of which were Steering Committee members) attended the second community meeting for the North Chicago TOD Study. Farr Associates presented the results of the SWOT and IPS surveys from the first Community Meeting; discussed the results of the Market Study; introduced the Goals & Objectives, which were informed by these surveys and studies; and presented the design alternatives for the study area.

Community Input Activities

SWOT Analysis

The Strengths, Weaknesses, Opportunities & Threats (SWOT) analysis was used to gain insight on existing conditions and on local stakeholders' concerns. This exercise empowers the community to build on its strengths and opportunities and to target weaknesses and threats for improvement. In addition, it assists stakeholders to gain a better understanding of the concerns and priorities.

The comments collected during the SWOT have been used over the course of the project by the consultant team as indicators of the characteristics and issues that the community feels strongest about. The community's preferences help guide the project by identifying perceived or existing positive and negative traits, to be addressed appropriately in the planning process.

At Community Meeting #1, an open discussion was held to solicit input from all stakeholders, resulting in a "laundry list" of comments for each category. A full summary of the SWOT results is included on the following page.

At Community Meeting #2, the meeting participants reviewed the SWOT results from Community Meeting #1 and marked those that they felt were most important within each category. Those items which were marked as high priority by participants are colored green on the adjacent list. Those that received two votes are a darker shade of green than those that received only one vote.

Strengths	Opportunities
What are your advantages?	What can improve or benefit?
What is the current situation?	What could change?
What are your disadvantages?	What obstacles are there?
Weaknesses	Threats

SWOT categories address the questions above.

Strengths
Existing train station/Metra service
Great Lakes Naval Station
Surplus of jobs
Good street connections to the west
Senior facility on Sheridan
Lake front
Sheridan Road is crossable for pedestrians
Residential units above storefronts
Foss Park

Weaknesses
Lack of businesses along Sheridan Road
No place for seniors to go
Abbott owns much of the land around Metra Station
No views of the lake from downtown
Retail options are limited due to small lot size
Land ownership downtown is fragmented
Second floor residential on Sheridan Rd. has a poor image
IMAGE of Sheridan Rd.
Lack of facilities (hotel, restaurants) for visitors to Great Lakes
Poor quality of pedestrian facilities
Access to the park is limited and not very visible
Lack of activities at the park
Uses surrounding lake front not conducive to recreation
"Left-over" low-functioning industrial uses
Truck storage and parking in downtown
Maintenance of bus shelters
Sidewalks and roadways are in a state of disrepair
Lack of "niche" or focus for commercial area

Opportunities
Vacant land near Metra Station
Business attraction
Visitors for Great Lakes' weekly graduation
Redevelopment of Sheridan Crossing site
Under-served retail market
Higher density development; high-rise residential with lake views
Redevelopment of industrial land with residential uses (east of Metra Station)
Affordable housing
Possibility to increase lake front/ park access
Park beautification efforts
Renovation of existing beautiful homes
Establish focus/niche for Sheridan Rd.; possibility to change IMAGE
Housing for "Geographic Bachelors" (relocated to GLNB for ~2 years, without their family)

Threats
Stagnant
Median income is low
Second floor residential on Sheridan Rd.
IMAGE – low-quality, unsafe shopping area
No clear market assets
High percentage of renter-occupied residential
Lack of energy/vitality in the downtown area
Absentee landlords in adjacent neighborhood
Lack of property maintenance
Crime/perception of crime

Strengths, weaknesses, opportunities, and threats were identified during Community Meeting #1 and prioritized during Community Meeting #2. Green items were prioritized by either two people (dark green) or one person (light green).

Community Input Process

Image Preference Survey Results

IPS Survey

The Image Preference Survey (IPS) is a powerful tool for soliciting group preferences on community character and appearance. Because this survey method relies on participants individually registering their preferences as numeric scores on a "test" form, the results are perceived to be fair and neutral, helping to build consensus. Discussion took place after the scoring was complete, and comments were recorded to provide qualitative explanations of the scores.

The Image Preference Survey was administered at the first community meeting on February 21, 2007. The results were presented at Community Meeting #2.

The results of this process provide insight on North Chicago stakeholders' preference of first impressions, pedestrian character, commercial character, residential character along Sheridan Road, and the residential character in adjacent neighborhoods.

The discussion following the Image Preference Survey and the survey results themselves indicated that the majority of stakeholders participating in the exercise have similar preferences for community character, regardless of whether a participant was a concerned resident, leader of a community organization, business leader, or elected official.

Categories

Participants in the community meeting viewed a slide show of photographs, with each slide containing a pair of photographs in the following categories:

- First Impressions
- Pedestrian Character
- Commercial Character
- Sheridan Road Residential
- Neighborhood Residential

Process

Each slide included two images from the same category, paired randomly with no intended relationship between them. The photographs included primarily depicted development options that are not found locally.

For this exercise, each participant received a survey form and pencil and was asked to rate each image on a scale from -5 to +5 according to how appropriate they felt each image would be for North Chicago. As participants viewed the slides, they recorded their impressions for each image on the scorecard. After scoring was complete, a summary slide was viewed to aid discussion of individual preferences.

Scoring & Results

After the meeting, the quantitative results were tallied and the highest- and lowest-rated images in each category were compiled for insight on community priorities.

On the following pages is a summary of the IPS results, which indicate the best and worst images from each category as identified by the participants in the meeting. The complete summary of images used in the IPS and the scoring summary are located in the Appendix.

The consultant team refers to the rating of the images and discussion by the participants as an indication of community preferences for the City's identity, neighborhood character, and other urban design elements. These preferences have been used to guide the planning process and to provide insight on North Chicago stakeholders' community preferences.

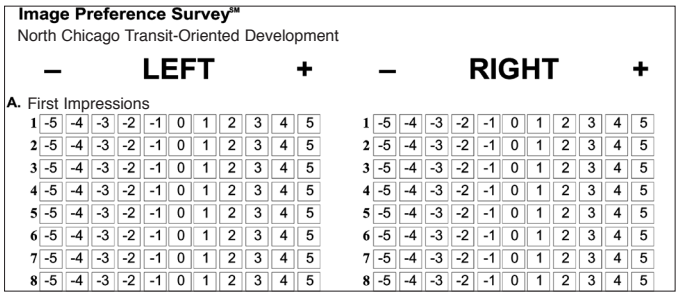


Image Preference Survey℠
North Chicago Transit-Oriented Development

	– LEFT									+	– RIGHT									+
A. First Impressions																				
1	-5	-4	-3	-2	-1	0	1	2	3	4	5	1	-5	-4	-3	-2	-1	0	1	2	3	4	5
2	-5	-4	-3	-2	-1	0	1	2	3	4	5	2	-5	-4	-3	-2	-1	0	1	2	3	4	5
3	-5	-4	-3	-2	-1	0	1	2	3	4	5	3	-5	-4	-3	-2	-1	0	1	2	3	4	5
4	-5	-4	-3	-2	-1	0	1	2	3	4	5	4	-5	-4	-3	-2	-1	0	1	2	3	4	5
5	-5	-4	-3	-2	-1	0	1	2	3	4	5	5	-5	-4	-3	-2	-1	0	1	2	3	4	5
6	-5	-4	-3	-2	-1	0	1	2	3	4	5	6	-5	-4	-3	-2	-1	0	1	2	3	4	5
7	-5	-4	-3	-2	-1	0	1	2	3	4	5	7	-5	-4	-3	-2	-1	0	1	2	3	4	5
8	-5	-4	-3	-2	-1	0	1	2	3	4	5	8	-5	-4	-3	-2	-1	0	1	2	3	4	5

Sample scorecard from the Image Preference Survey

Sample slide from the Image Preference Survey

First Impressions: Results

3 Highest-Rated Images

Rank: 1st out of 12 images
Score: 3.22
Comments: "A great look", "the trees and flowers are nice."

Rank: 2nd out of 12 images
Score: 3.20
Comments: "Great", "the natural feel is appealing."

Rank: 3rd out of 12 images
Score: 2.18
Comments: N/A

3 Lowest-Rated Images

Rank: 12th out of 12 images
Score: -2.80
Comments: "Really uninviting", "I wouldn't want to be there."

Rank: 11th out of 12 images
Score: -1.60
Comments: "Uninviting," "narrow and dark", "not a good impression on foot or in a car."

Rank: 10th out of 12 images
Score: -0.91
Comments: N/A

Community Input Process
Image Preference Survey Results

Pedestrian Character: Results

3 Highest-Rated Images

Rank: 1st out of 14 images
Score: 3.64
Comments: "The trees add to the experience", "nice facades".

Rank: 2nd out of 14 images
Score: 3.50
Comments: "Good old style and traditional look," "brick sidewalks are nice," "sidewalks could be wider".

Rank: 3rd out of 14 images
Score: 3.27
Comments: N/A

3 Lowest-Rated Images

Rank: 14th out of 14 images
Score: -2.55
Comments: "There's no real separation between cars and pedestrians", "I'm not sure where you're supposed to walk!"

Rank: 13th out of 14 images
Score: -2.18
Comments: "This would be difficult to maneuver with family or kids."

Rank: 12th out of 14 images
Score: -1.90
Comments: "Parking is too close to the sidewalk."

Commercial Character: Results

3 Highest-Rated Images

Rank: 1st out of 14 images
Score: 4.09
Comments: "Building works well with the street/sidewalk; it comes up to the corner."

Rank: 2nd out of 14 images
Score: 3.30
Comments: "The storefront windows are nice and big, but the doors make the left side of the building seem like a blank wall."

Rank: 3rd out of 14 images
Score: 2.18
Comments: "You can see the stores easily, good storefront windows."

3 Lowest-Rated Images

Rank: 14th out of 14 images
Score: -0.91
Comments: N/A

Rank: 13th out of 14 images
Score: -0.40
Comments: N/A

Rank: 12th out of 14 images
Score: -0.18
Comments: "Doesn't 'hold the corner'", priority is given to cars, not pedestrians.

Community Input Process
Image Preference Survey Results

Sheridan Road Residential: Scores

3 Highest-Rated Images

Rank: 1st out of 14 images
Score: 2.90
Comments: N/A

Rank: 2nd out of 14 images
Score: 2.82
Comments: "Storefronts with residences on upper floors would work for Sheridan Rd."

Rank: 2nd out of 14 images
Score: 2.82
Comments: N/A

3 Lowest-Rated Images

Rank: 14th out of 14 images
Score: -0.82
Comments: N/A

Rank: 13th out of 14 images
Score: -0.10
Comments: N/A

Rank: 12th out of 14 images
Score: 0.55
Comments: N/A

Neighborhood Residential: Scores

3 Highest-Rated Images

Rank: 1st out of 14 images
Score: 3.50
Comments: "Nice look for multi-family housing."

Rank: 2nd out of 14 images
Score: 2.91
Comments: "Good, traditional look would match existing neighborhood."

Rank: 3rd out of 14 images
Score: 2.64
Comments: "Porches are nice and add to the neighborhood character."

3 Lowest-Rated Images

Rank: 14th out of 14 images
Score: -2.73
Comments: N/A

Rank: 13th out of 14 images
Score: -0.60
Comments: "How do you get inside?"

Rank: 12th out of 14 images
Score: -0.55
Comments: "Wouldn't work with the existing neighborhood."

Goals & Objectives

Farr Associates created a list of Goals & Objectives for the project, based on the results of the existing conditions analysis, SWOT survey and IPS survey. The original Goals & Objectives were revised after input from the Steering Committee, and the revised Goals & Objectives were presented at Community Meeting #2, where they were received favorably.

The goals are broken into four broad categories—Land Use and Development, Transportation, Urban Design, and Business Development. Each category has a goal and corresponding objectives to provide a vision and guide future actions. The Goals & Objectives agreed upon are as follows:

Land Use and Development

Goal: Focus appropriate development in areas of most impact.

Objectives:

1. Create a concentrated walkable downtown core along Sheridan Road, between Foss Park Avenue and 18th Street.
2. Focus residential development around the station. In later phases and as available, convert properties along Sheridan Road, north of 16th Street, to residential uses to shift commercial uses to a consolidated area.
3. Anchor all corners with buildings; prioritize corner properties within the downtown core for redevelopment.
4. Identify potential infill residential sites west of Sheridan Road.

Transportation

Goal: Improve community accessibility and link all modes of transportation with the Metra Station.

Objectives:

1. Align at least one east/west intersection at Sheridan Road.
2. Create a pedestrian-friendly downtown core.
3. Provide on-street parking wherever possible to reduce negative impacts of large surface lots.
4. Link the McClory Bike Path with the Metra Station.
5. Link bus routes with the Metra Station. Shift bus routes closer to the station.
6. Meet Metra's projected parking need for 100 to 150 spaces by 2030.
7. Connect Lakeside with Grant Place for additional connections between the station and downtown.
8. Connect 16th Street with Foss Park Avenue in a future phase for a more direct route to the station.

Urban Design

Goal: Create a downtown core that will attract visitors and businesses.

Objectives:

1. Preserve existing historic downtown buildings and infill with buildings of similar character and scale.
2. Carefully guide design of new development to relate to pedestrians.
3. Add street trees, with prioritization of the downtown core.
4. Add pedestrian crossing zones on Sheridan Road, between 16th and Broadway to connect both sides of Sheridan Road and signal to drivers that they are entering a downtown area with pedestrians.
5. Provide better way finding and signage throughout the study area.
6. Designate areas for bus stops with passenger amenities such as shelters, trash cans and signage.

Business Development

Goal: Create a continuous, thriving retail district.

Objectives:

1. Expand the customer base for local businesses by prioritizing residential development with close proximity to the downtown core.
2. Attract new businesses and services.
3. Create a consolidated district to incorporate multiple destinations in one stop.

Design Alternatives

Farr Associates, with guidance from the Steering Committee, created two design alternatives for the study area. These design alternatives were presented at Community Meeting #2 and are included in the appendix of this report.

The two alternatives represented different degrees of public and private investment, but shared several specific design strategies that are recommended by the consultant team regardless of the level of investment. A combination of these two alternatives was ultimately decided on by the Steering Committee after input from the community. The resulting plan is discussed in the following section of this report.

At Community Meeting #2, North Chicago residents marked their design preferences.

Implementation Strategy

The following section outlines the proposed North Chicago Transit-Oriented Development Plan. It includes the proposed redevelopment plan, a revised access and circulation plan, proposed zoning revisions, design guidelines, and a funding toolbox. The section also includes an implementation matrix which outlines the steps recommended for implementation of the proposed plan.

Implementation Strategy
Land Use

The Land Use map on the following page shows the infill and new development that are proposed for the North Chicago Transit-Oriented Development Plan. The plan's goals are to have a concentrated retail core along Sheridan Road, increased residential density surrounding the North Chicago Metra Station, infill within the existing residential neighborhood, and infill and renovation of multi-family residential developments along Broadway Avenue.

Sheridan Road Retail Core

The plan proposes to concentrate retail and commercial development within a two-block area along Sheridan Road. This commercial district spans from Foss Park Avenue on the north, to 18th Street on the south. Currently, retail along Sheridan Road is stretched thin along the length of the study area and includes many vacant buildings, vacant parcels, and large parking lots. Concentration of retail uses within the two-block downtown core offers a more aesthetically-pleasing, pedestrian-friendly shopping experience, and will appear more uniform and inviting to commuters along Sheridan Road.

It is recommended that the historic mixed-use buildings in this area be preserved and renovated, where appropriate. Occupation of any existing vacant retail space within the downtown core should be a priority. Secondly, mixed-use infill buildings should be developed on vacant lots within the downtown core. Uniform street treatments, such as street trees, pedestrian crossing zones, benches, and signage will pull the district together.

Increased Residential Density

It is recommended that greater residential density be added to the areas surrounding the North Chicago Metra Station. The added housing will benefit from close proximity to regional and local public transportation, easily-accessible retail along Sheridan Road, and, in some cases, views of Lake Michigan.

New multi-family buildings and townhouses are recommended to the east of Sheridan Road, in the vicinity of the North Chicago Metra Station. The areas north of the downtown retail core should be transitioned to residential uses, with townhouses midblock, and mixed-use buildings anchoring the corners. In the long term, the existing vacant parcel to the east of the UP-North Line should be developed with higher density residential, some of which will have views of Lake Michigan.

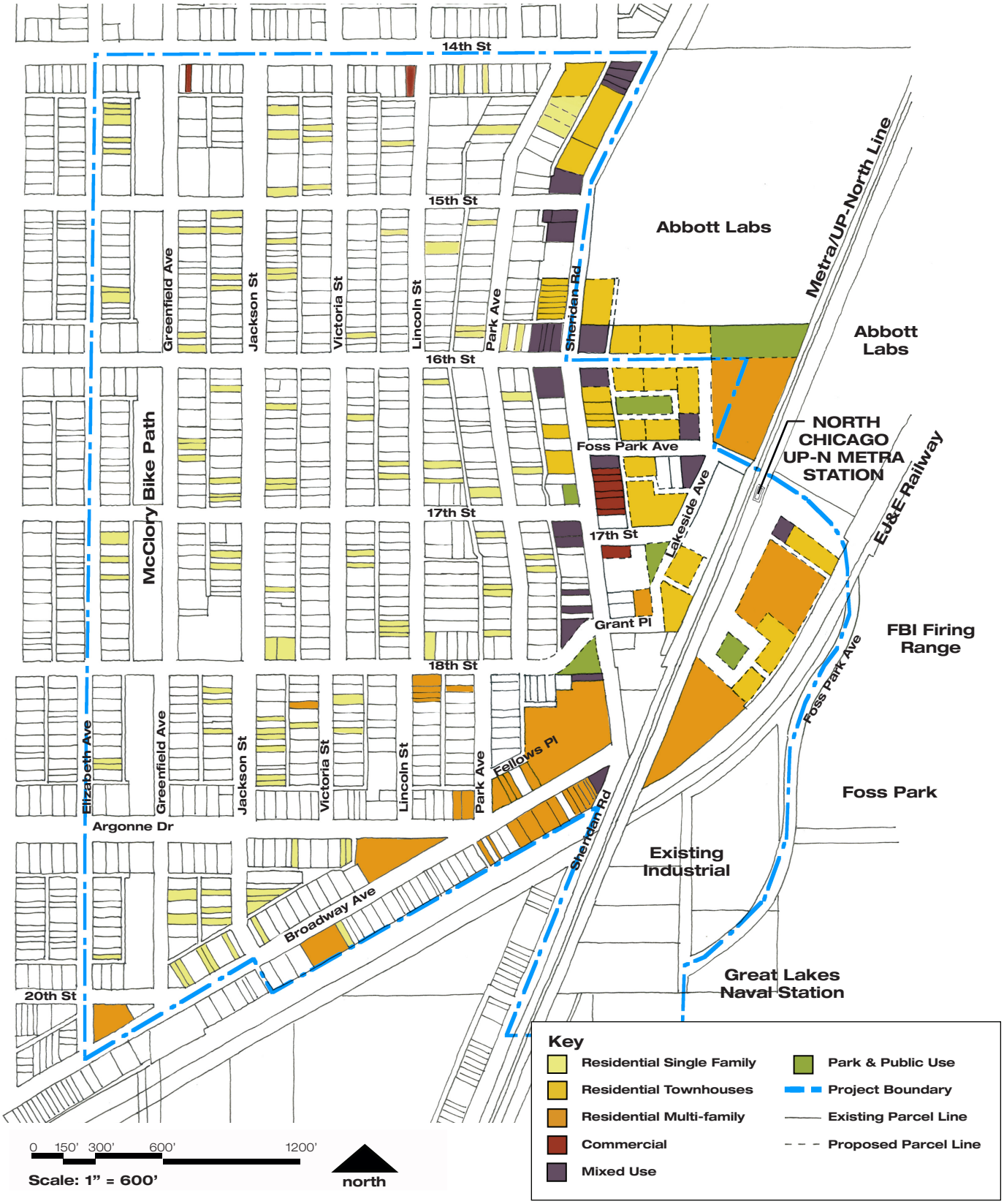
Existing Residential Neighborhood Infill

Significant changes are not recommended for the existing residential neighborhood to the west of Sheridan Road. Instead, it is recommended that infill of existing vacant parcels occur, when possible, throughout the neighborhood. Most of the vacant parcels in the existing neighborhood should be developed with single-family homes, unless the character of the street calls for multi-family development, as indicated on the adjacent land use map.

Residential Revitalization Along Broadway Avenue

Within the study area, Broadway Avenue consists of a mix of single-family and multi-family residences. Many of the buildings, especially the multi-family buildings, have fallen into disrepair. It is recommended that the City encourage the infill and renovation of properties along Broadway Avenue, with the higher density developments concentrated on the east end, as indicated on the adjacent land use map.

It is also recommended that the City support a larger multi-family redevelopment project at the corner of Broadway Avenue and Sheridan Road. The block that is bound by Broadway Avenue, Sheridan Road, 18th Street, and Park Avenue, is 1-1/2 times as deep as the surrounding blocks. Instead of having extra-deep lots, this block includes an alley-like street (Fellows Place) at its center. The few parcels that front Fellows Place, including single-family homes and an auto repair shop, have a rear view of the buildings facing Sheridan Road and Broadway Avenue. This deep block would be better suited for a multi-family development that could utilize the extra depth for screened parking.



The above land use map highlights the infill and new development parcels recommended under the TOD plan.

Implementation Strategy
Proposed Redevelopment Plan

The consultant team, with guidance from the Steering Committee, applied the results of the existing conditions analysis and the community input process to create the following redevelopment plan for the downtown core of the study area. The plan recommends the following roadway upgrades:

1. Pedestrian street treatments are added along the core of Sheridan Road to slow down the traffic and create safe crossing zones for pedestrians.

2. 18th Street is redesigned to align with Grant Place, providing a direct east/west connection across Sheridan Road.

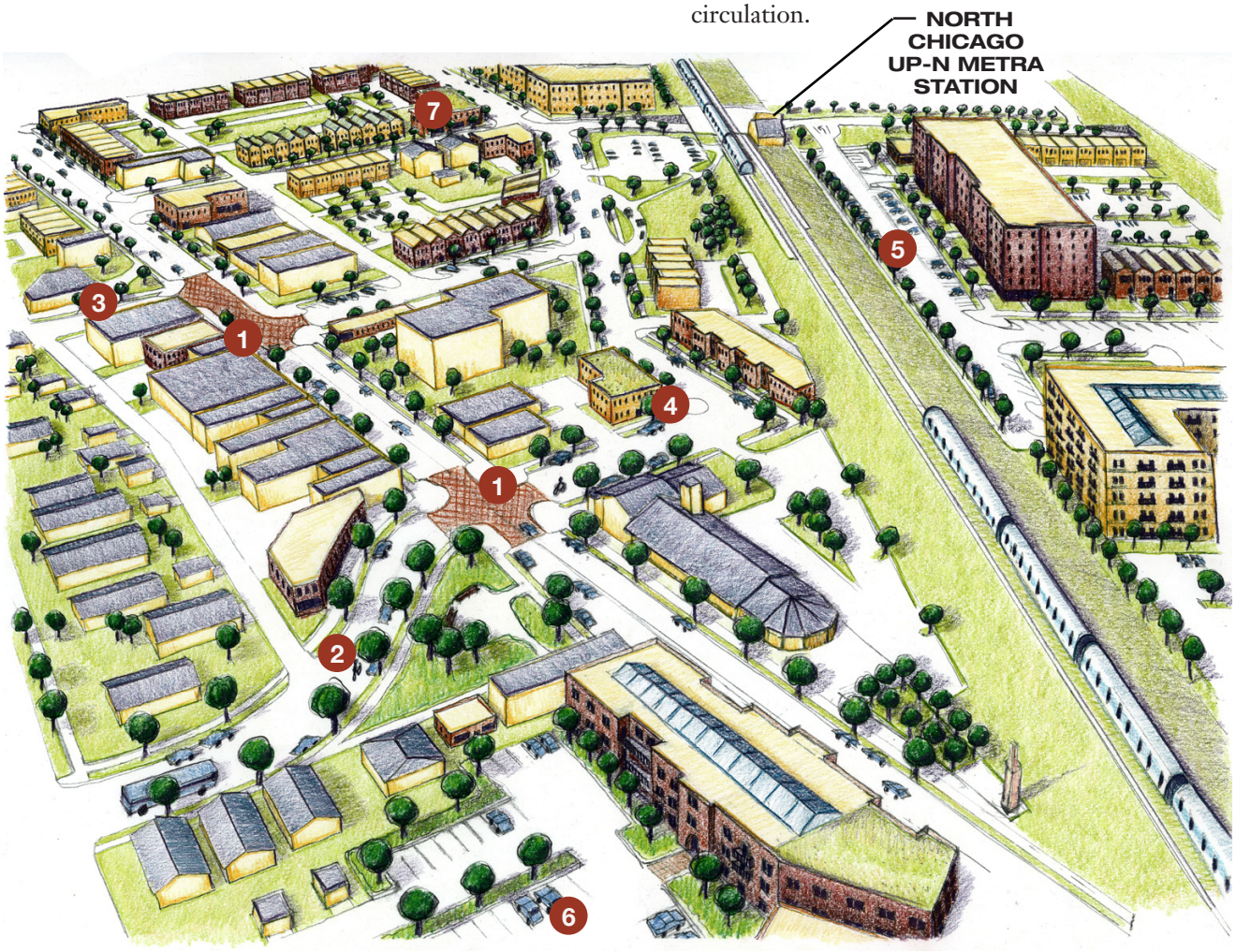
3. 17th Street is reconnected to Sheridan Road, to improve circulation.

4. Lakeside Avenue is extended southward to Grant Place to improve circulation east of Sheridan Road.

5. A new road is added for long-term development on the vacant parcel between the Metra UP-N Line and EJ&E Railway tracks, which will also accommodate 125 commuter spaces based on Metra's projected need for 100 to 150 spaces by 2030.

6. Fellows Place is partially removed to correct an awkward block configuration and allow for the development of a multi-family building.

7. If the City acquires land north of Foss Park Avenue, Lakeside Avenue is extended northward and 16th Street is extended eastward to make an additional connection across Sheridan Road and improve circulation.



The downtown core is shown here in an illustrative bird's eye view from the south.

Implementation Strategy
Proposed Redevelopment Plan

The above illustrative plan shows the recommended development for the downtown core of the study area.

Implementation Strategy
Proposed Redevelopment Plan

Retail Core

The retail core, located along Sheridan Road, between Foss Park Avenue and 18th Street, is a pedestrian-friendly, walkable corridor of retail shops and services. The following recommendations can be found on the adjacent plan:

1. Pedestrian street treatments are added along the core of Sheridan Road to slow down the traffic and create safe crossing zones for pedestrians.

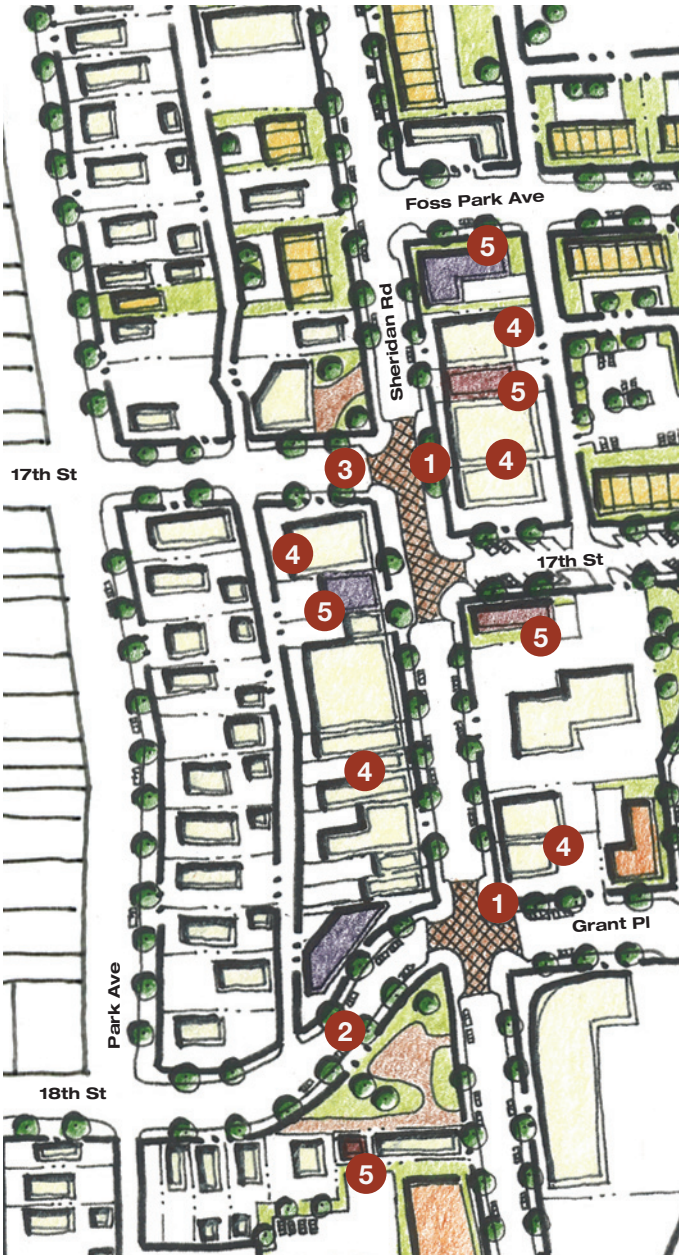
2. 18th Street is redesigned to align with Grant Place, providing a direct east/west connection across Sheridan Road. A mixed-use infill building is added to the north of the new road, and a public plaza is added to the south of the new road.

3. 17th Street is reconnected to Sheridan Road, to improve circulation. The existing parking lot north of the intersection is removed and replaced by a public plaza.

4. Existing mixed-use and commercial buildings are preserved.

5. Retail and mixed-use buildings are added to infill sites within the downtown core, and all corners are anchored with a building.

Context Map



Key

- Existing Buildings
- Residential Single Family & Townhouses
- Residential Multi-family
- Commercial
- Mixed Use
- Park & Public Use
- Pedestrian Path or Plaza
- Pedestrian Crossing Zone

0 50' 100' 200' 400'

Scale: 1" = 200'

north

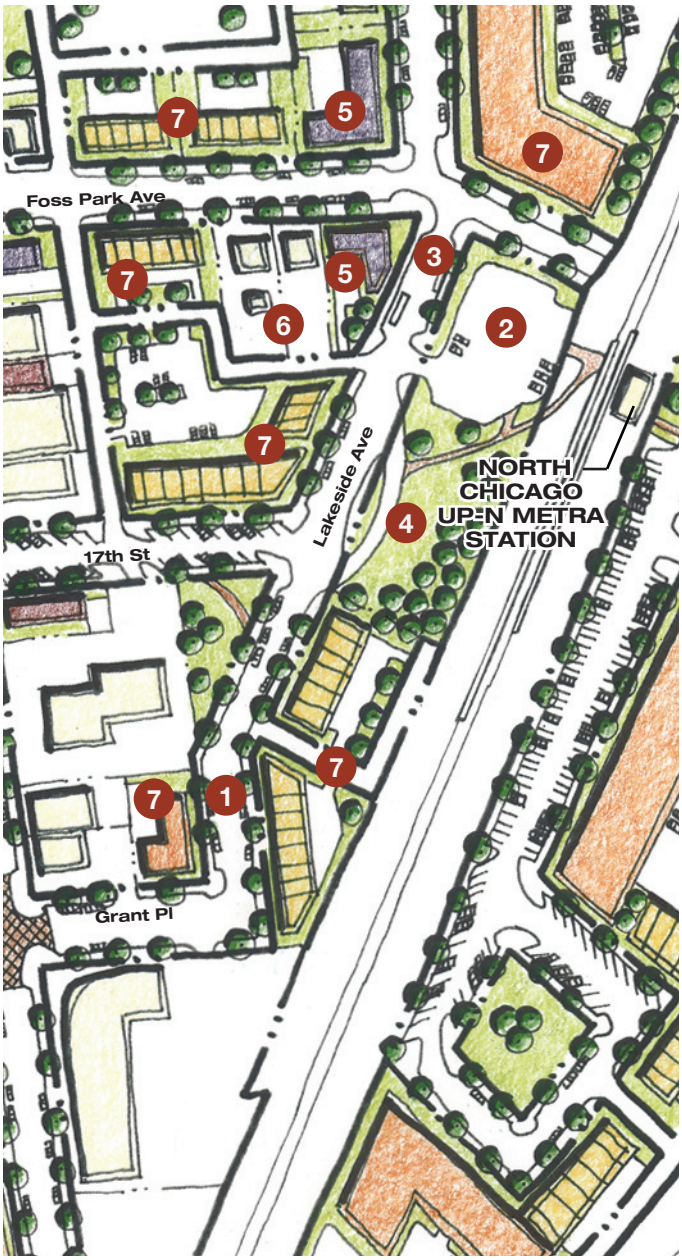
The retail core of the study area stretches along approximately two-blocks of Sheridan Road.

Metra Station Surrounds

The area west of the North Chicago Metra Station is proposed to have transit amenities and new residential and mixed-use developments. The following recommendations can be found on the adjacent plan:

1. Lakeside Avenue is extended southward to Grant Place to improve circulation east of Sheridan Road.
2. The existing commuter parking lot is preserved.
3. Two new bus bays (one in each direction) are added along Lakeside Avenue.
4. A kiss-and-ride is added to the east side of Lakeside Avenue. A new path extends from the kiss-and-ride to the west platform, subject to approval by the Union Pacific Railroad.
5. Mixed-use buildings are placed on corner properties adjacent to the North Chicago Metra Station.
6. Existing Single-family homes are preserved.
7. Townhouses and multi-family apartment or condominium buildings are located within this area to increase density around the Station.

Context Map



Key

- Existing Buildings
- Residential Single Family & Townhouses
- Residential Multi-family
- Commercial
- Mixed Use
- Park & Public Use
- Pedestrian Path or Plaza
- Pedestrian Crossing Zone

0 50' 100' 200' 400'

Scale: 1" = 200'

north

The area surrounding the North Chicago Metra Station is proposed to be redeveloped with housing.

Implementation Strategy
Proposed Redevelopment Plan

Broadway and Sheridan

The area to the west of the Sheridan Road and Broadway Avenue intersection is proposed to be revitalized with mixed use and multi-family developments. These developments will provide a welcoming gateway to the downtown district. The following recommendations can be found on the adjacent plan:

1. Pedestrian street treatments are added along Sheridan Road to slow down the traffic and create safe crossing zones for pedestrians.

2. 18th Street is redesigned to align with Grant Place, providing a direct east/west connection across Sheridan Road. A public plaza is added to the south of the new road.

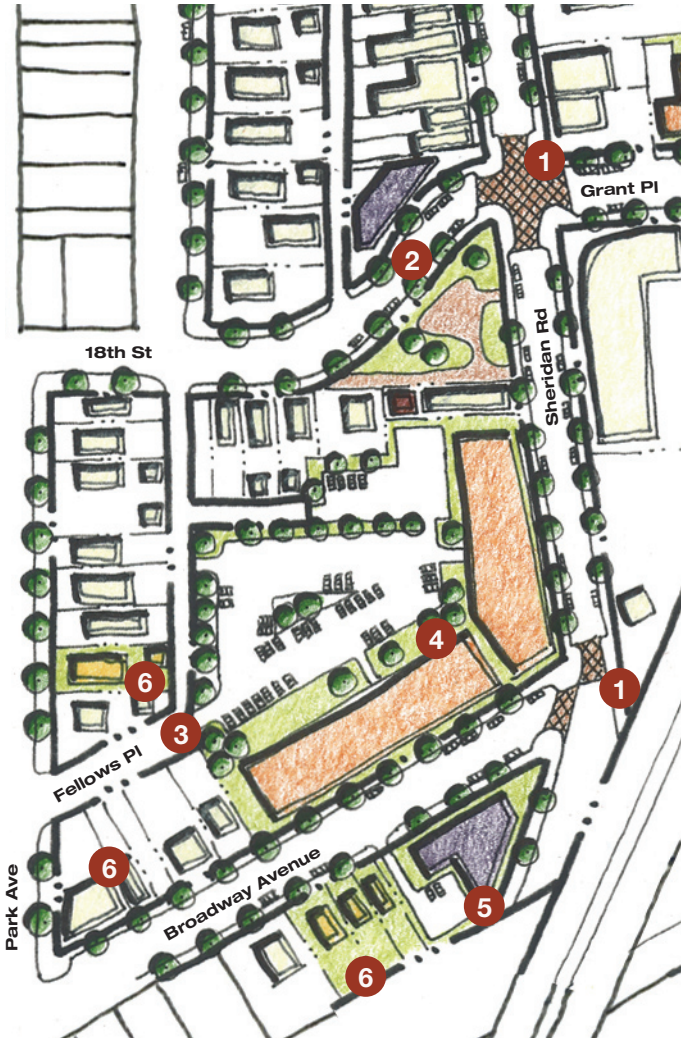
3. Fellows Place is partially removed to correct an awkward block configuration and allow for the development of a multi-family building.

4. A large multi-family apartment or condominium development is added to the corner of Sheridan Road and Broadway Avenue. Parking for the development is located at the interior of the block.

5. A mixed-use building is located at a prominent corner.

6. Small-scale multi-family buildings or single-family houses infill existing vacant parcels. Any existing housing along Broadway Avenue that is in disrepair should be renovated or replaced, if necessary.

Context Map



Key

- Existing Buildings
- Residential Single Family & Townhouses
- Residential Multi-family
- Commercial
- Mixed Use
- Park & Public Use
- Pedestrian Path or Plaza
- Pedestrian Crossing Zone

0 50' 100' 200' 400'

Scale: 1" = 200'

north

Parcels at the corner of Broadway Avenue and Sheridan Road are proposed to be redeveloped and revitalized.

Between the Tracks

In the long-term, the vacant land between the UP-North Line and the EJ&E Railway can provide greater residential density for the TOD, link the downtown area with the land east of the tracks, and allow for residential development with views of Lake Michigan. The plan includes the following recommendations:

1. A new road includes approximately 125 parking spaces to accommodate Metra's 2030 parking projections for the North Chicago UP-N Metra Station. The spaces colored blue should be dedicated for commuter parking, weekdays until 6:00 p.m. (Note: Metra can only participate in building new parking spaces where demand warrants and funding is available.)

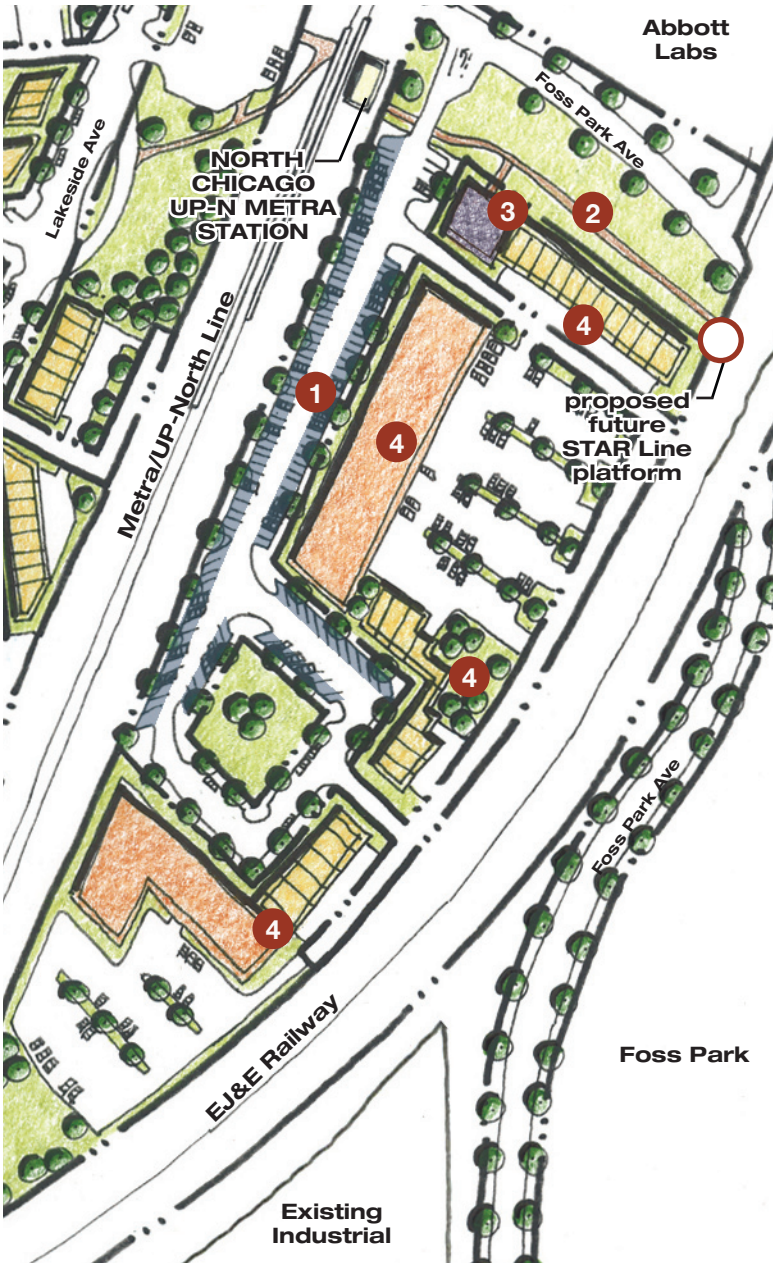
2. A public walkway is added between the Metra/UP-North Line and the EJ&E Railway to connect the proposed future STAR Line Station (which would likely be collocated with the existing North Chicago Metra Station) to its platform on the EJ&E Railway (see below).

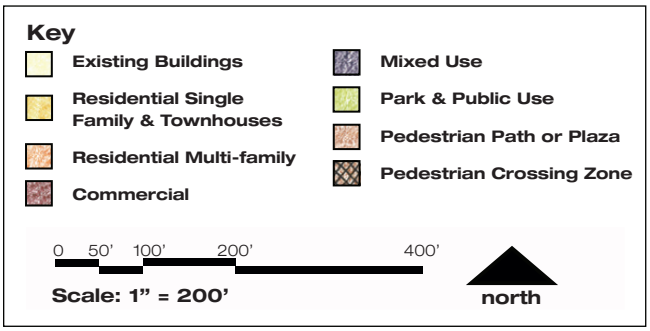
3. One mixed-use building is proposed at the entry of the development.

4. Multi-family mid-rise buildings and townhouses are added to increase the residential density around the station. Some buildings will likely have views of the lake.

Proposed Future STAR Line Commuter Rail

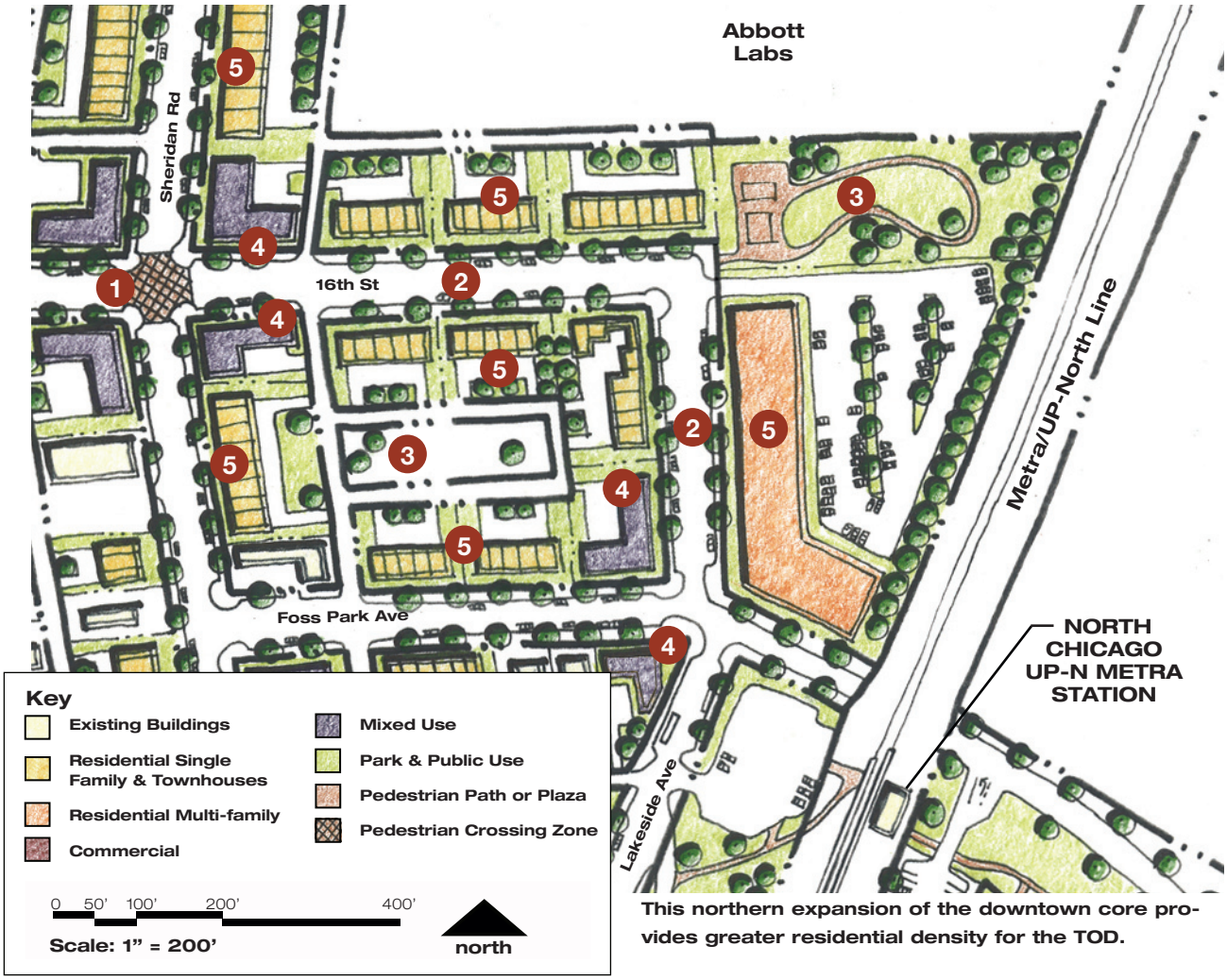
Ridership and parking projections have yet to be estimated for this phase of the STAR Line and would be conducted when and if the project proceeded to the FTA's New Starts process. If this phase of the STAR Line is pursued in the long-term, the City may need to modify the above design to accommodate the necessary parking based on Metra's ridership and parking projections. (Note: Local municipalities along the proposed future phases of the STAR Line will need to fund much of the costs associated with commuter station facilities, including station houses and parking lots, for proposed STAR Line stations if commuter rail is selected as the preferred mode for the line.)





The vacant parcel in between the tracks is proposed to be redeveloped with higher density residential.

Implementation Strategy
Proposed Redevelopment Plan



This northern expansion of the downtown core provides greater residential density for the TOD.

Context Map

Northern Expansion

If the land becomes available, it is recommended that the City expand the downtown core to the north, on what is currently land owned and occupied by Abbott Labs. This expansion will improve circulation and provide greater residential density in close proximity to the North Chicago Metra Station. The following recommendations can be found on the above plan:

1. Pedestrian street treatments are added along Sheridan Road to slow down the traffic and create safe crossing zones for pedestrians.

If the City is unable to acquire land north of Foss Park Avenue, the redevelopment plan can be amended as shown above.

2. If possible, Lakeside Avenue is extended northward and 16th Street is extended eastward to make an additional connection across Sheridan Road and improve circulation.

3. Neighborhood parks are included in the residential neighborhood.

4. Mixed-use buildings are placed at corners and other prominent locations.

5. Townhouses and multi-family apartment or condominium buildings provide greater residential density around the Station.

Land Acquisition for Northern Expansion

A large amount of the vacant land within the downtown core is owned by Abbott Labs (see page 23 for a complete Property Ownership map). As with all the vacant land within the downtown core, this plan is based on the reasonable assumption that the City can acquire the vacant parcels owned by Abbott Labs.

However, the development proposed north of Foss Park Avenue and east of Sheridan Road, is located on land currently owned and occupied by Abbott Labs. The City can develop this land only if Abbott Labs chooses to relinquish this southern-most portion of its campus. Since the acquisition of this land cannot be assumed, the above plan shows the redevelopment plan without the northern expansion.

Implementation Strategy
Access & Circulation

The redevelopment plan includes several road realignments that improve bus, bicycle, and automobile circulation within the study area. To further improve the access and circulation of the downtown core, the following changes are recommended:

Pace Bus Routes

It is recommended that Pace bus #564 be redirected from Sheridan Road to Lakeside Avenue to facilitate easier transfers with the North Chicago Metra Station. The road realignment at 18th Street and Grant Place makes crossing Sheridan Road simple, especially since a traffic signal already exists at this intersection.

The route for Pace bus #563 is not proposed to be relocated, since it already runs along Foss Park Avenue, directly adjacent to the North Chicago UP-N Metra Station.

Two new bus bays, one in each direction, are proposed along Lakeside Avenue, adjacent to the existing commuter parking lot.

Bicycle Routes

Currently, no bicycle lanes or paths extend east of the McClory Bike Path. The City has plans to connect areas west of the study area with the McClory bike path, along 16th Street. If the City is able to extend 16th Street and Lakeside Avenue north of Foss Park Avenue, then a bike route can run along 16th Street and Lakeside Avenue to connect the McClory Bike Path with the North Chicago UP-N Metra Station. However, until this connection is made, it is recommended that a bike route run, instead, along 18th Street and Lakeside Avenue. Until 16th Street and Lakeside Avenue are connected, the intersection of 18th Street and Sheridan Road will be the only street that connects across Sheridan Road to provide safe bicycle crossing.

It is recommended that the bike route be extended east along Foss Park Avenue to connect the North Chicago UP-N Metra Station with Foss Park.

A shared bicycle lane is proposed along Grant Place and Lakeside Avenue, and is shown in street section #3 on the following pages.

The McClory Bike Path

The McClory Bike Path and the linear path that surrounds it are unique amenities for North Chicago. The condition of the park varies within the study area. In some areas the path is well maintained with well cared-for community gardens or play areas. Other portions of the path are less inviting, with haphazard gravel parking areas and minimal landscaping. It is recommended that the City rehabilitate those portions of the linear park that are in disrepair. It is also recommended that consistent signage be added to direct cyclists and pedestrians to the Sheridan Road retail district and the North Chicago UP-N Metra Station.

Commuter Parking and Drop-off

The existing 61-space commuter parking lot is proposed to remain under this plan. In addition, 125 commuter spaces are proposed between the Metra UP-North Line and the EJ&E Railway in order to accommodate Metra's projected need for 100 to 150 commuter parking spaces by 2030.

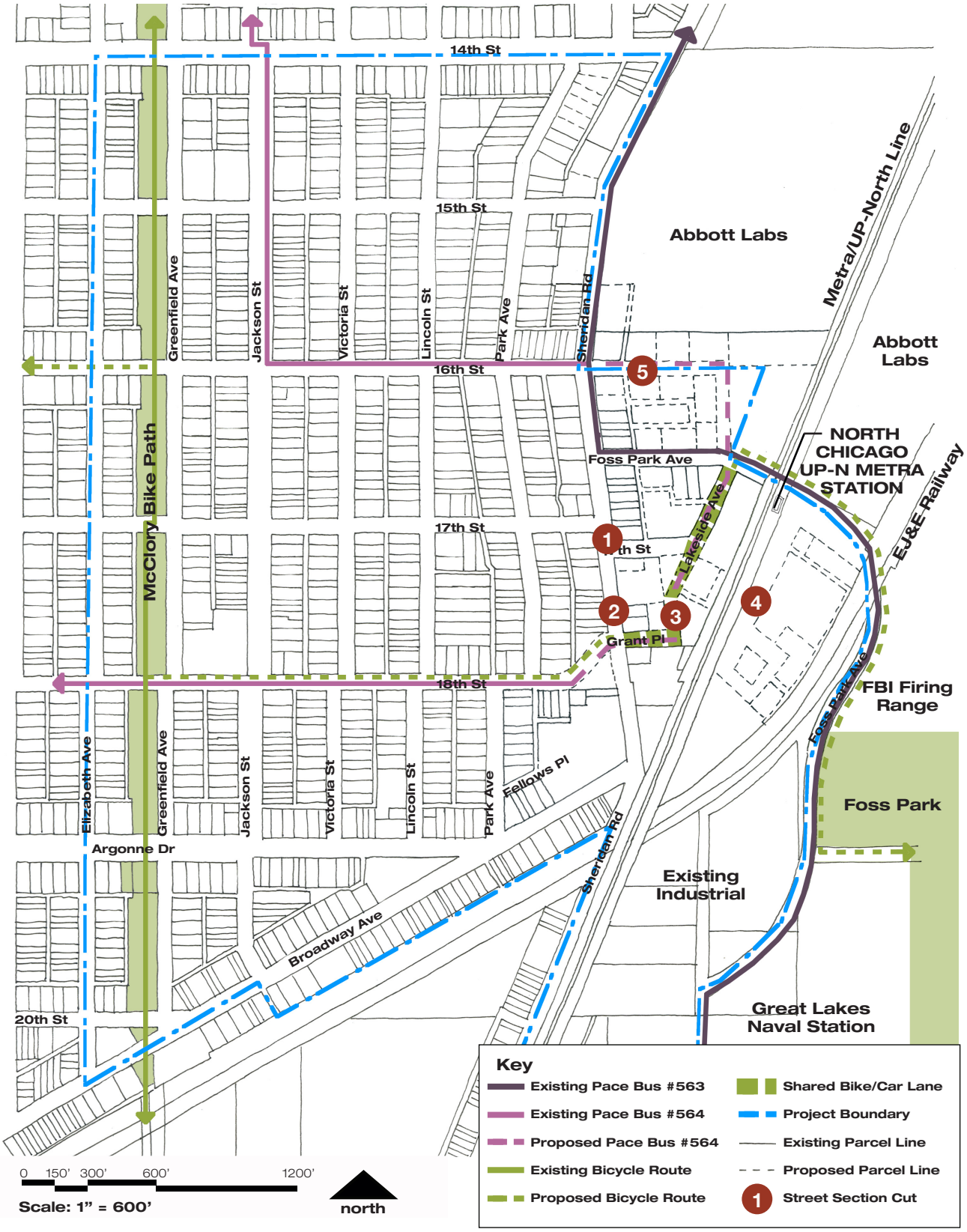
It is recommended that parking fees for the new commuter spaces match those of the existing commuter lot. It is also recommended that the City consistently enforce the commuter parking fees, which create revenue for parking lot upkeep.

A new kiss-and-ride is proposed along Lakeside Avenue, adjacent to the existing commuter parking lot. A pedestrian path is proposed to extend from the kiss-and-ride to the west platform, subject to approval by the Union Pacific Railroad.

On-Street Parking

This plan recommends on-street parking on both sides of all streets. In most cases, the plan includes parallel parking, but on several streets angled or perpendicular parking will accommodate more on-street parking. The street sections on the following pages identify the type of on-street parking proposed for each street. The location of each street section is identified with numbered circles on the adjacent map.

Currently, the downtown area does not have metered street parking. The City may choose in the future to incorporate metered parking into the downtown area, since



Changes proposed to the bus and bicycle routes will improve circulation within the study area.

it can create revenue, encourage alternative transportation modes, and assure turnover of parking spaces. However, at this time, metered parking is not recommended, because parking restrictions already exist within the study area, and if enforced properly, will assure turnover of parking spaces.

Parking requirements

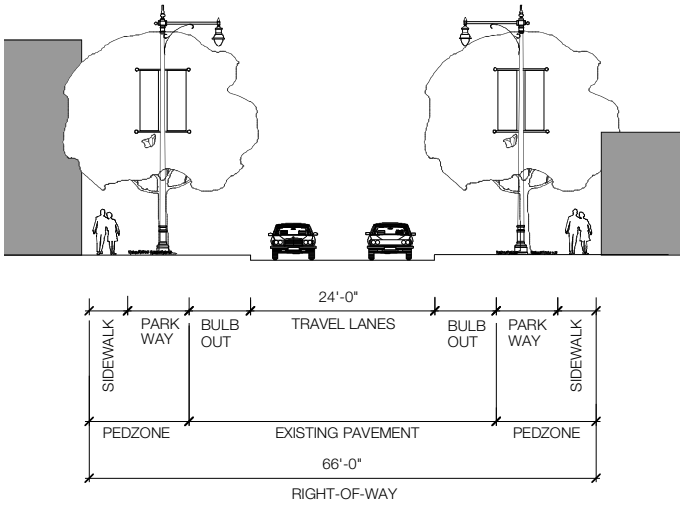
Transit-oriented developments typically have reduced parking requirements to allow for denser development and to encourage the use of alternative modes of transportation. The existing Urban Redevelopment Overlay (URO) already includes reduced parking requirements, and if extended across the entire downtown area, will contribute to the parking reductions that should be included with the TOD. However, as is standard with transit-oriented development, two additional parking credits should be implemented in the URO area. First, mixed-use buildings should only be required to comply with 75% of the URO parking requirements. Second, on-street parking that fronts a property should be counted toward the parking required for the development. These additional parking reductions will encourage a denser, more walkable downtown district.

Street Sections

The following street sections define the character and design of the streets within the redevelopment plan.

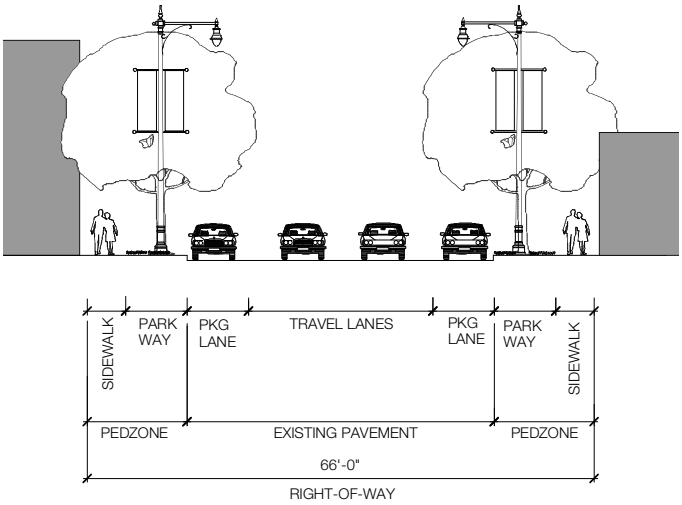
1 Sheridan Road, Pedestrian Crossings

In addition to the recommendations discussed above, bulb-outs should be incorporated into the pedestrian crossings of Sheridan Road.



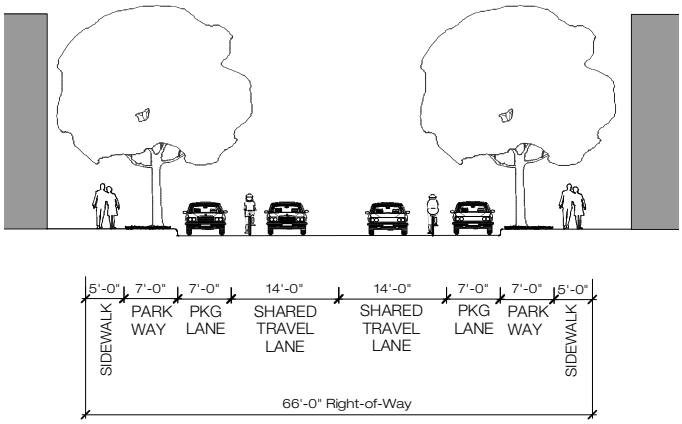
2 Sheridan Road, Mid Block

Few changes are recommended for the mid block portions of Sheridan Road. The existing travel and parking lanes should remain. Street trees, signage, and street furniture should be added to the pedzone, as needed, to comply with the design guidelines discussed later in this section.



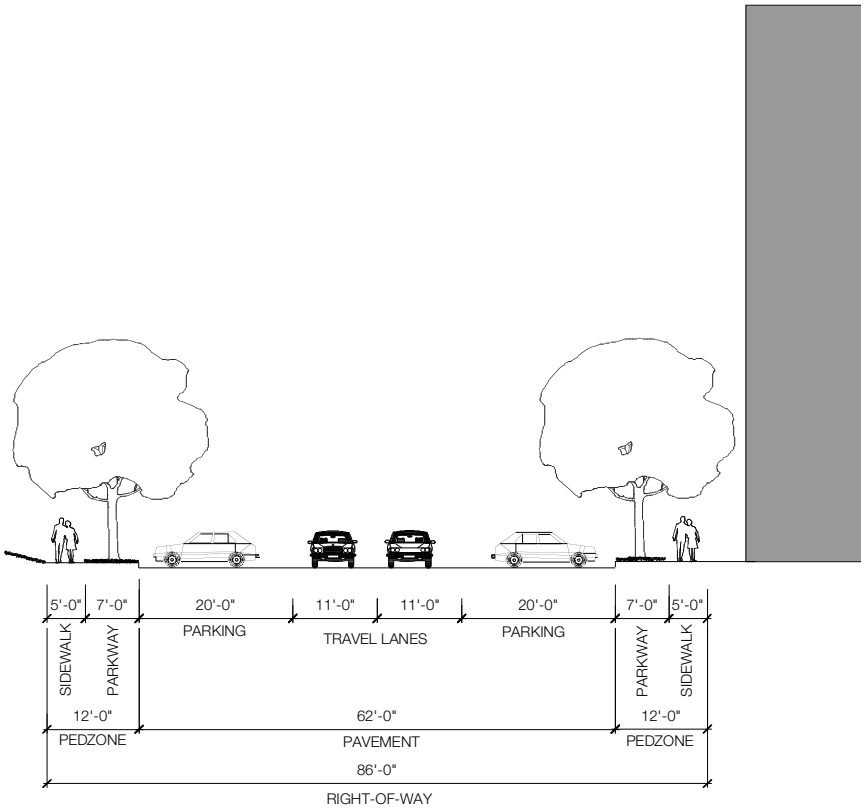
3 Lakeside Avenue and Grant Place

Lakeside Avenue and Grant Place are designed to include two shared travel lanes (each 14 feet wide), and a parallel parking lane and 12-foot pedzone on each side of the street.



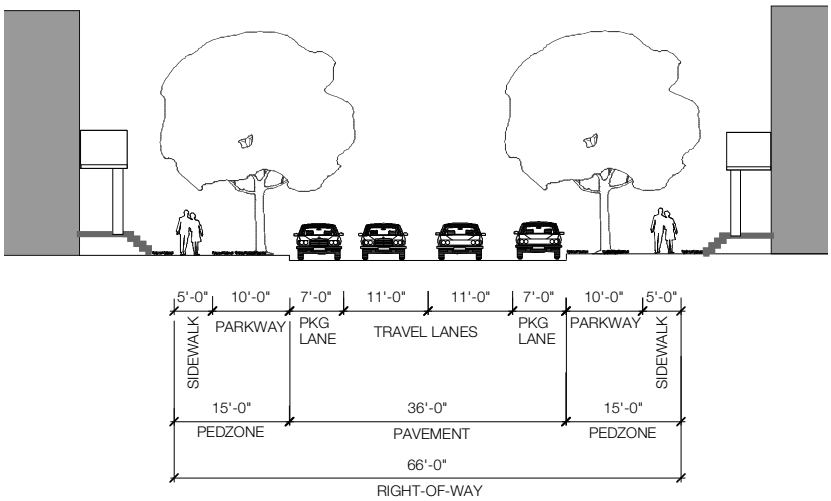
4 New Commuter Parking Street

The new street located between the tracks is designed to accommodate Metra's 2030 parking projections for the North Chicago UP-N Metra Station. Perpendicular parking runs along both sides of the street, and is flanked by 12-foot pedzones. Metra's Parking Manual should be consulted during the design of these commuter parking spaces.



5 16th Street

The 16th Street Extension includes 11-foot travel lanes, 7-foot parallel parking lanes, and 15-foot pedzones.



Implementation Strategy
Zoning Revisions

The current zoning designations are not favorable for Transit-Oriented Development, in that they separate uses and limit density. The existing Urban Redevelopment Overlay District is a step toward mixed-use, higher density development; but still does not allow for all of the changes proposed by this plan. It is recommended that the City revise the zoning designations within the study area by either creating a new form-based code for the downtown district or revising the existing zoning code.

Form Based Code

One way the City can create an active, pedestrian-friendly, and aesthetically pleasing downtown district is to create a form-based code overlay for the study area. Form-based codes focus on the ultimate form of the building, while still regulating use and zoning management. The goal of this type of coding is to reconnect buildings with the adjacent public spaces, such as streets and open spaces.

Form-based codes typically consist of the following four basic elements: a regulating plan, building type requirements, open space type requirements, and street type requirements. Additionally, the code overlay may include additional requirements for landscape, parking, and signage or other key code elements.

Revisions to the Existing Zoning Code

In lieu of a form-based code, the City can revise its current zoning code to allow for the proposed redevelopment. The Base District Zoning Map on the following page shows the underlying zoning that is recommended for the study area. A summary of the recommended zoning revisions is as follows:

Remove Inappropriate Zoning Designations

Several of the zoning designations that exist in the study area are inappropriate for transit-oriented development. The Commercial Wholesale (CW), Intensive Industrial (M3), and Office & Research (OR) zones do not allow for mixed use or residential development and should be removed from the study area. The M3 zone to the southeast of the EJ&E Railway, however, can remain, since this area is an active industrial area and is physically separated from the rest of the study area.

Rezone the Downtown Core

The downtown core, which is shown with a thick black border on the adjacent map, should be rezoned, so that the General Business District (B2) zone will be limited. It is recommended that the B2 zone is located along the two-block retail core of Sheridan Road, at intersections along Sheridan Road, and on the land surrounding the North Chicago Metra Station. The remainder of the downtown core should be zoned for General Residence (R5).

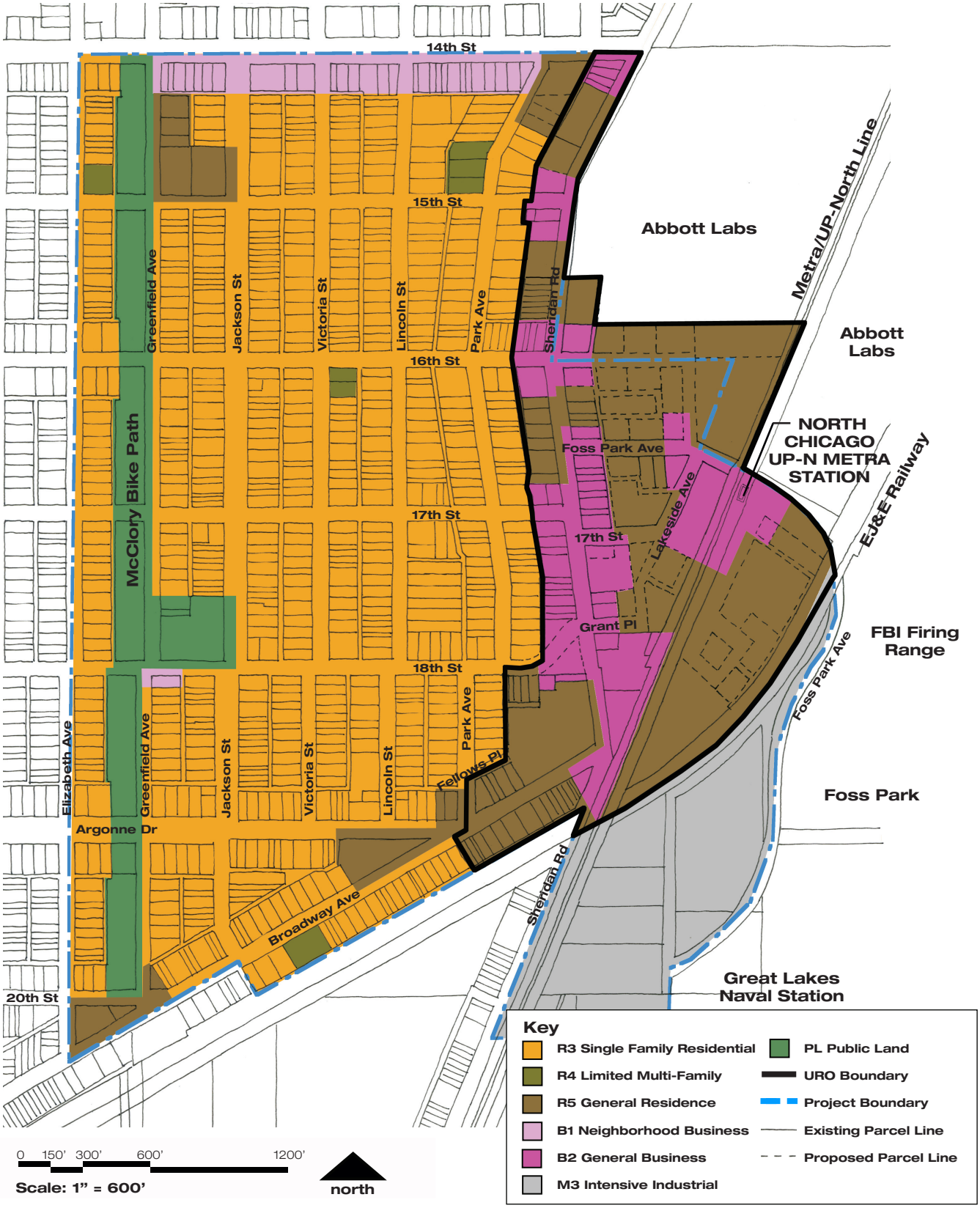
Extend Urban Redevelopment Overlay

The Urban Redevelopment Overlay (URO) (as shown on page 9 of this report) is currently limited to the Sheridan Road corridor. The overlay should be extended to cover the entire downtown core, as shown on the adjacent map.

Amend URO Regulations

Currently, all properties within the URO district are exempt from the lot size requirements, as well as the side and rear-yard setback requirements of the underlying zone. Properties along Sheridan Road that are within the URO district are also exempt from the front-yard setback regulations of the underlying zone.

It is recommended that all properties within the URO district be exempt from lot size, setback, and lot width requirements of the underlying zone. Instead, the design guidelines outlined later in this section should be employed.



The above zoning map shows the recommended zoning revisions for the study area.

Implementation Strategy
Overlay Regulating Plan

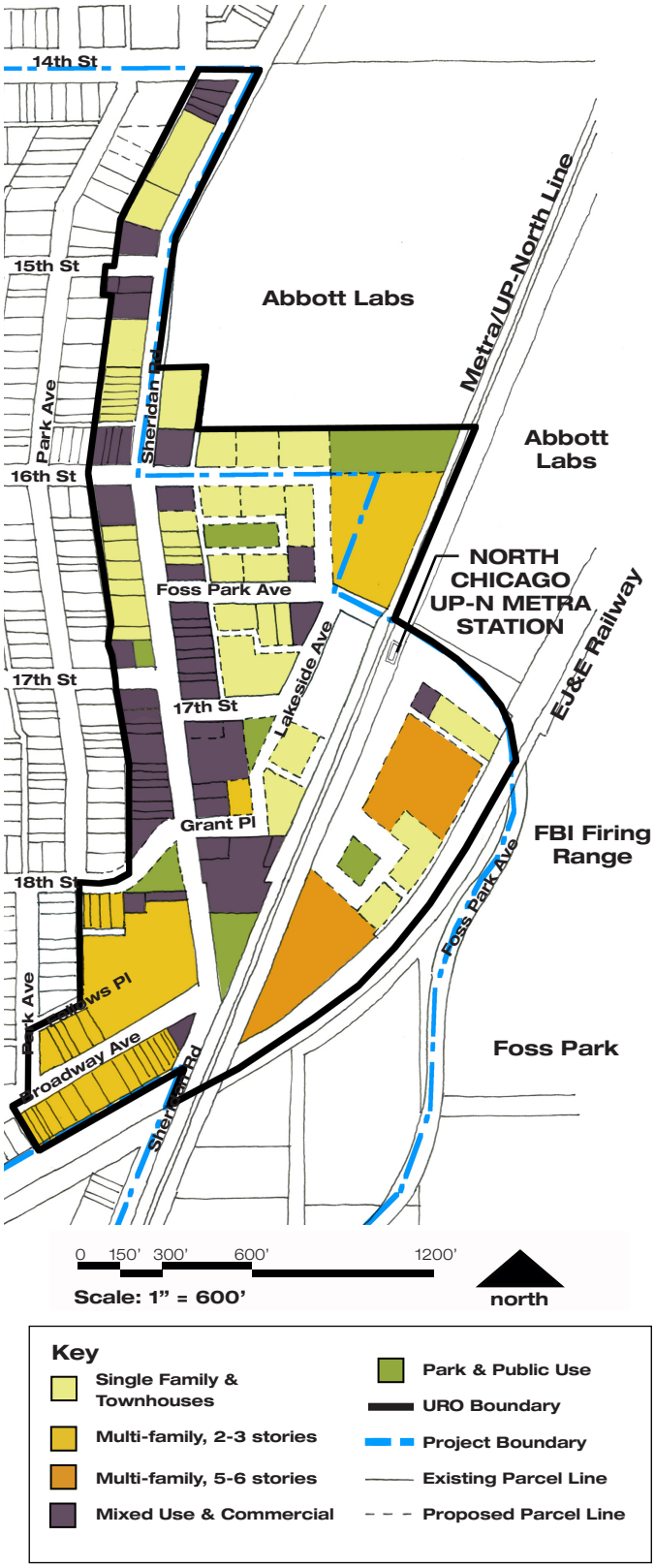
Overlay Regulating Plan
The adjacent map shows the recommended regulating plan for the overlay area. Appropriate uses for each designation are as follows:

Residential Single Family & Townhouses: This designation should allow single-family houses, two-flats, and attached housing of 2 to 8 units.

Residential Multi-family: This designation should allow apartment and condominium buildings. Buildings proposed for development phases III, IV, and V (as defined on page 68) may require approval as Planned Unit Developments, unless a Form Based Code for the downtown is implemented.

Mixed Use & Commercial: This designation should allow for retail, retail services, office, and general commercial uses with upper story apartments.

Park & Public Use: This designation should allow for public parks, plazas, and playgrounds.



The above overlay regulating plan shows the designations recommended for each area of the downtown core.

The following design guidelines will help the City guide development within the study area and can be used in the future as a basis for detailed design standards. Consistent incorporation of these guidelines will help to create a more walkable, aesthetically pleasing, and active downtown core.

The guidelines have been organized into three main categories — Neighborhood Design, Site Design, and Building Design.

Neighborhood Design

Objective: Create accessible and comfortable streets and sidewalks

Sidewalks

- The study area should include continuous and generous sidewalks that allow for a walking zone adjacent to storefronts and an amenity zone at the curb.
- The amenity zone should include street trees, benches, trash receptacles, bicycle racks, planters and/or other pedestrian amenities.
- Transit stops should include additional passenger amenities, such as shelters, attractive newspaper vending machines, and signage, pending discussion with the respective transit agencies.

Pedestrian Crossings

- At each intersection, sidewalks should connect across the street in all directions.
- Bulb-outs, wheelchair accessible ramps, and crosswalks should be incorporated at all crossings.
- Pedestrian crossings along Sheridan Road should also have distinct, pedestrian-scaled paving, such as brick or pavers.
- At driveways, the sidewalk material and pattern should continue across the pavement to signal a priority to pedestrians over vehicles.

Street Trees and Landscaping

- Street trees should be incorporated along all streets, when possible, with a minimum spacing of 40 feet on center.

Pedestrian crossing zones can be distinguished by raised paving and/or a distinct paving pattern.

Bulb-outs shorten the crossing distance and provide safe areas for pedestrians to stand.

Sidewalk paving should continue across driveways.

- Tree species should be approved by the City, and be compatible throughout the neighborhood.

- Other vegetation within the public right-of-way should be consistent along the length of the street.

Open Space

- Plazas within the study area should be well manicured and include seating areas, trash receptacles, and other pedestrian amenities.

- Larger open spaces within the Study Area, including the McClory Bike Path, should incorporate lawn areas, defined walking paths, and shade trees. Existing mature trees should be incorporated, when possible. Overgrowth should be avoided.

- Public open space, including that along the McClory Bike Path, should include ornamental lighting sufficient to ensure secure walking conditions after dark, especially at off-street pathways.

Way finding

- Gateway treatments should be established at key locations to announce arrival into the Downtown.

- A consistent style of way finding signage should be established to direct visitors to the North Chicago Metra Station, parking areas, and civic facilities.

Railroad Embankments & Viaducts

- Sufficient lighting should be incorporated along the sidewalk passing under all railroad viaducts, subject to the approval of the Union Pacific Railroad and the EJ&E Railway.

- Viaducts should be well maintained and regularly painted. Signage can be painted on the viaducts to direct visitors to Foss Park or other public amenities, subject to the approval of the Union Pacific Railroad and the EJ&E Railway.

- Weed growth and overgrown vegetation should be avoided along the railroad embankments.

Many factors contribute to a walkable street, including street trees, pedestrian amenities, and the design and scale of the adjacent buildings.

Small public spaces should include benches and manicured vegetation.

Site Design

Objective: Create a streetwall to define the public space of the street.

Build To Zone

- Buildings should be built to a Build To Zone (BTZ) rather than a setback to establish a continuous streetwall along street faces.

  a. Mixed Use Buildings. Commercial façades should be built up to the front property line with very minimal setbacks to limit the transitional space and define the streetwall. Commercial façades should be built to the side property lines, with very minimal setbacks to limit breaks in the streetwall.

  b. Residential Buildings. Residential, street-facing façades should be built between 5 and 15 feet from the property line to allow for a transitional space between public and private, while maintaining the streetwall. Steps may extend to within 2' of the property line.

- The street corner at the intersection of side and front property lines should be occupied by building.

Street Termini

- Where a street terminates at a parcel, building shall span the parcel line to sufficiently contain that view. The building at that location should include a special feature marking this terminus. Special features may include a tower, a significant protrusion or recess in the façade, and the main entrance to the building.

- Under no circumstance should a street terminate a parking lot.

A continuous streetwall is created by building to the front and side property lines.

A small transitional space lies between the street and the front porches of these townhouses.

By occupying the corner, this building creates a continuous streetwall.

Implementation Strategy
Design Guidelines

Driveways

- Driveway access should be off an alley or side/ secondary street.
- More than one driveway per secondary street frontage should be discouraged.
- Driveways should be located a minimum of 50' from the intersection of the front and side property lines.

Garages

- Garage entrances should not front any street and should be accessed off a driveway or alley.
- Garage entrances should be screened from view of any primary street.

Services

- Service, loading, and trash collection should be accessed off alleys or driveways or from within a parking structure and should be screened from the street.

Parking

- Parking lots should be located in the rear of the building and should not front primary streets. Parking lots fronting on secondary streets should be screened from the street with landscaping.
- Parking lots should be edged by vegetation of at least 4 feet in width. Vegetated islands, of at least 4 feet in width, should be incorporated between rows of parking. These planting areas should include trees, when possible, at a minimum spacing of 40 feet on center.
- Surface parking lots larger than 10,000 square feet should include stormwater swales and/or other best management practices for the infiltration and detention of stormwater.

Garages, driveways, and services should be accessed from alleys.

Planting area and trees should be incorporated into parking lots.

Building Design

Objective: Create aesthetically-pleasing, pedestrian-oriented buildings.

Green Building

- New buildings should be designed to comply with US Green Building Council's LEED (Leadership in Energy and Environmental Design) certification. (For more information visit www.usgbc.org).

Occupied Space

- The street façades of buildings should contain usable, occupied space, with a minimum depth of 10 feet for townhouses and 20 feet for all other building types.

- Garage, storage, and utility space should be located on an interior side or rear façade.

Façade Proportions

- Façades should be divided vertically in sections 30'-50' in width. The division can be accomplished by the use of any setback, protrusion, or change in material that generates a shadow line.

- An expression line should define the ground floor from upper floors on buildings taller than two stories. An expression line is any setback, protrusion, or change in material that generates a shadow line.

- Building Heights are provided in stories. Each story shall not exceed 16' in height or it shall be considered two stories.

Entrances

- Entrances to the building must be located on the front façade of the building.

    a. For non-residential façades in mixed use buildings, multiple entrances should be supplied every 50' to 80'.

    b. For residential buildings, when possible, multiple entrances should be supplied approximately every 80' to 100' along the façade. Entrances should be no more than 8' above sidewalk grade for residential buildings and accessible via direct route from the sidewalk.

This building has an occupied first floor street facade and an expression line above the ground floor.

These townhouses are divided vertically by setbacks, and have entrances with direct access to the sidewalk.

Implementation Strategy
Design Guidelines

Façade Transparency

- On any façade facing a street, for each floor of the building, there should be no continuous area without transparency greater than 20', measured horizontally.

    a. Mixed Use Buildings: On ground-floor, non-residential façades, 65-75% must be clear, transparent windows, as measured between 2' and 6' along the façade from the ground up.

    b. Residential Buildings: A minimum of 15% to 20% of each floor, measured floor to floor on the façade, shall be clear, transparent windows.

Materials

- All sides of a building should have finished surfaces.

- When renovating a historically-significant existing building, original materials should be preserved, if possible. New materials should be consistent with those of the original building.

- Surface materials shall be high quality, durable, natural materials, such as brick, stone, or concrete. Unnatural materials, such as plastic, should be discouraged. Materials intended to replicate a natural material, such as false stucco or EIFS (exterior insulated finish system), vinyl or metal siding, or false brick should be discouraged. Oversized masonry such as concrete block and jumbo brick should not be utilized.

Roofs

- Flat roofs with parapets are the preferred roof style for all buildings. Parapets should not be greater than 4' in height.

- Pitched roofs, greater than 4:12 and less than 12:12, may be utilized for residential buildings or to cap a special feature on a mixed use building.

- All mechanical equipment and utilities located on the roof shall not be visible from the street.

- Consideration should be given to roofs visible from the associated or other surrounding buildings. These roofs may contain roof terraces.

Great transparency creates more interesting, walkable streets.

This mixed use building incorporates quality materials, such as brick, concrete, and wood. It also has a flat roof with a parapet, which is preferred over other roof types.

Mechanical and Storage Areas

- Exterior mechanical systems or storage areas should be located behind the building and screened from public right-of-ways, including the rail right-of-ways.

Awnings & Signage

- Awnings should be made of weather-resistant canvas or metal. Plastic awnings should be avoided.
- Simple, pitched awnings open on the ends should be used over box (fully enclosed), arched or rounded awnings.
- Billboards, internally illuminated signs or awnings, or signs with flashing or moving text/parts should be avoided.
- Awnings and signage should coordinate with and complement the overall architectural style and color scheme of the building. The scale of awnings and signage should be in proportion to the scale of the building.
- Signage on awnings or storefront glass, plaque signs, and hanging signs are the most appropriate signs.

Lighting

- Exterior lighting should serve only to illuminate entries, signage, pedestrian areas, or to highlight architectural features.
- Lighting should be focused down to reduce light trespass. Overlighting should be avoided.

Signage can be incorporated with the storefront glass.

Small hanging signs are appropriate storefront signage.

Implementation Strategy
Funding Toolbox

The following section provides an overview of potential funding sources for the proposed development in the Study Area. The funding sources contribute to different aspects of development, and are organized under four main topics: Community Development, Transportation Improvements, Building Construction, and Brownfield Redevelopment.

Community Development

Tax Increment Financing & Enterprise Zone

The established TIF district and enterprise zone can assist with business development through tax credits, exemptions and deductions. For more information: http://www.illinois-tif.com/about_TIF.asp. http://www.illinoisbiz.biz/dceo/Bureaus/Business_Development/Tax+Assistance/Enterprise-Zone.htm

Community Development Financial Institutions Fund

U.S. Department of the Treasury

Through a certification process, this fund provides financing assistance for economic development. For more information: http://www.cdfifund.gov/what_we_do/overview.asp

Hope VI Main Street Grants

U.S. Department of Housing & Urban Development

This grant program provides financing assistance for affordable housing in conjunction with the revitalization of downtown business districts. For more information: http://www.hud.gov/offices/pih/programs/ph/hope6/grants/mainstreet/

Corridor Planning Grant Program

Illinois Department of Transportation

This grant program provides funding for planning projects that reduce traffic congestion, preserve open space, and encourage reinvestment. For more information: http://www.dot.state.il.us/corridorplanning/corridor_grant.html

Community Service Block Grant Loan Program

Illinois Department of Commerce & Economic Opportunity

This loan program provides financing for new or expanding small businesses. For more information: http://www.commerce.state.il.us/dceo/Bureaus/Business_Development/Lo

Minority, Women, and Disabled Participation Loan Program

Illinois Department of Commerce & Economic Opportunity

This loan program provides financing for businesses owned and managed by persons who are minorities, women, or disabled. For more information: http://www.commerce.state.il.us/dceo/Bureaus/Business_Development/Loan+Programs/mwd.htm

American Communities Fund

Fanny Mae

This fund provides financing assistance for housing developments and community revitalization efforts. For more information: http://www.fanniemae.com/housingcommdev/commdev/acf.jhtml?p=Affordable+Housing+%26+Community+Development&s=Community+Development&t=Community+Lending

Transportation Improvements

Bus and Bus Facilities Program

United States Department of Transportation

This grant program provides funding for new and replacement buses and facilities. For more information: http://www.fta.dot.gov/funding/grants/grants_financing_3557.html

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

United States Department of Transportation

This grant program provides funding for projects that improve air quality, such as pedestrian and bicycle facilities or projects promoting greater transit ridership, including new additional commuter parking. It is administered locally by the Chicago Metropolitan Agency for Planning (CMAP), and applications are submitted to CMAP yearly, with competition for funds only within the 6-county region. For more information: http://www.cmap.illinois.gov/cmaq/default.aspx

Surface Transportation Program (STP)

United States Department of Transportation

This grant program provides funding for projects that improve public transportation or bicycle and pedestrian facilities. It is administered locally by CMAP, the Illinois Department of Transportation (IDOT), and the Council of Mayors. Applications are submitted to the local Council of Mayors (North Shore/Northwest Council of Mayors), with competition for funds only among the other members of that council. For more information: http://www.nwmc-cog.org/jahia/Jahia/pid/36

Safe Routes to School Program
United States Department of Transportation
This grant program provides funding for projects that improve the ability of school aged children to walk and bike to school. It is administered through IDOT, which recently established (per federal mandate) its own Safe Routes to School Program with money available statewide for improvements. For more information: http://www.dot.il.gov/saferoutes/SafeRoutesISRPContent.aspx

Illinois Transportation Enhancement Program
Illinois Department of Transportation
This grant program provides funding for projects that enhance the transportation experience, such as pedestrian and bicycle facilities, landscape beautification, and historic preservation of transportation facilities. For more information: http://www.dot.il.gov/opp/itep.html

Illinois Bicycle Path Grant Program
Illinois Department of Natural Resources
This grant program provides funding for bike trail renovation. For more information: http://dnr.state.il.us/ocd/newbike2.htm

Recreational Trails Program
Illinois Department of Natural Resources
This grant program provides funding for bike trail renovation. For more information: http://dnr.state.il.us/ocd/newrtp2.htm

Job Access Reverse Commute (JARC)
Regional Transportation Authority
This program provides financial assistance for transportation services planned, designed, and carried out to meet the transportation needs of eligible low-income individuals and of reverse commuters regardless of income. For more information: www.rtachicago.org

New Freedoms
Regional Transportation Authority
This program seeks to reduce barriers to transportatoin services and expand the transportatoin mobility options available to persons with disabilities beyond the requirements of the Americans with Disabilities Act. For more information: www.rtachicago.org

Building Construction

Federal Historic Preservation Tax Incentives Program
National Park Service
Tax incentives are available for the rehabilitation of income-producing certified historic structures. For more information: http://www.nps.gov/history/hps/TPS/tax/incentives/essentials_1.htm

Business Energy Tax Credit
U.S. Department of Energy
This tax credit benefits businesses employing renewable energy sources. For more information: http://www.energy.gov/taxbreaks.htm

Business Credit of Energy-Efficient New Homes
U.S. Department of Energy
This tax credit benefits contractors who construct new energy-efficient homes that reduce annual energy consumption by 50%. For more information: http://www.energy.gov/taxbreaks.htm

Energy-Efficient Commercial Building Deduction
U.S. Department of Energy
This tax credit is given for the construction of new commercial buildings that reduce annual energy and power consumption by 50%. For more information: http://www.energy.gov/taxbreaks.htm

Illinois Incentives for Renewable Energy Systems
Illinois Department of Commerce and Economic Opportunity
This tax exemption benefits property owners who employ solar-energy and other renewable energy systems. For more information: http://www.dsireusa.org/library/includes/incentive2.cfm?Incentive_Code=IL01F&state=IL&CurrentPageID=1&RE=1&EE=1

Green Communities Grants & Loans
Enterprise, Enterprise Social Investment Corporation & the Natural Resources Defense Council
These grants and loans provide assistance for the development of affordable housing using green building technologies. For more information: http://www.greencommunitiesonline.org/tools/funding/grants/

Implementation Strategy
Funding Toolbox & Project Phasing

Brownfield Redevelopment

Brownfields Economic Development Initiative
U.S. Department of Housing & Urban Development
This grant program provides funding for brownfield redevelopment. For more information: http://www.hud.gov/offices/cpd/economicdevelopment/programs/bedi/index.cfm

Brownfields Assessment, Revolving Loan Fund, and Cleanup Grants
U.S. Environmental Protection Agency
These grants provide funding for brownfield redevelopment. For more information: http://www.epa.gov/brownfields/applicat.htm

Underground Storage Tank Fund
Illinois EPA & Illinois Office of the State Fire Marshal
This fund assists with the cleanup of contamination from underground storage tanks. For more information: http://www.epa.state.il.us/land/lust/ust-fund.html

Project Phasing

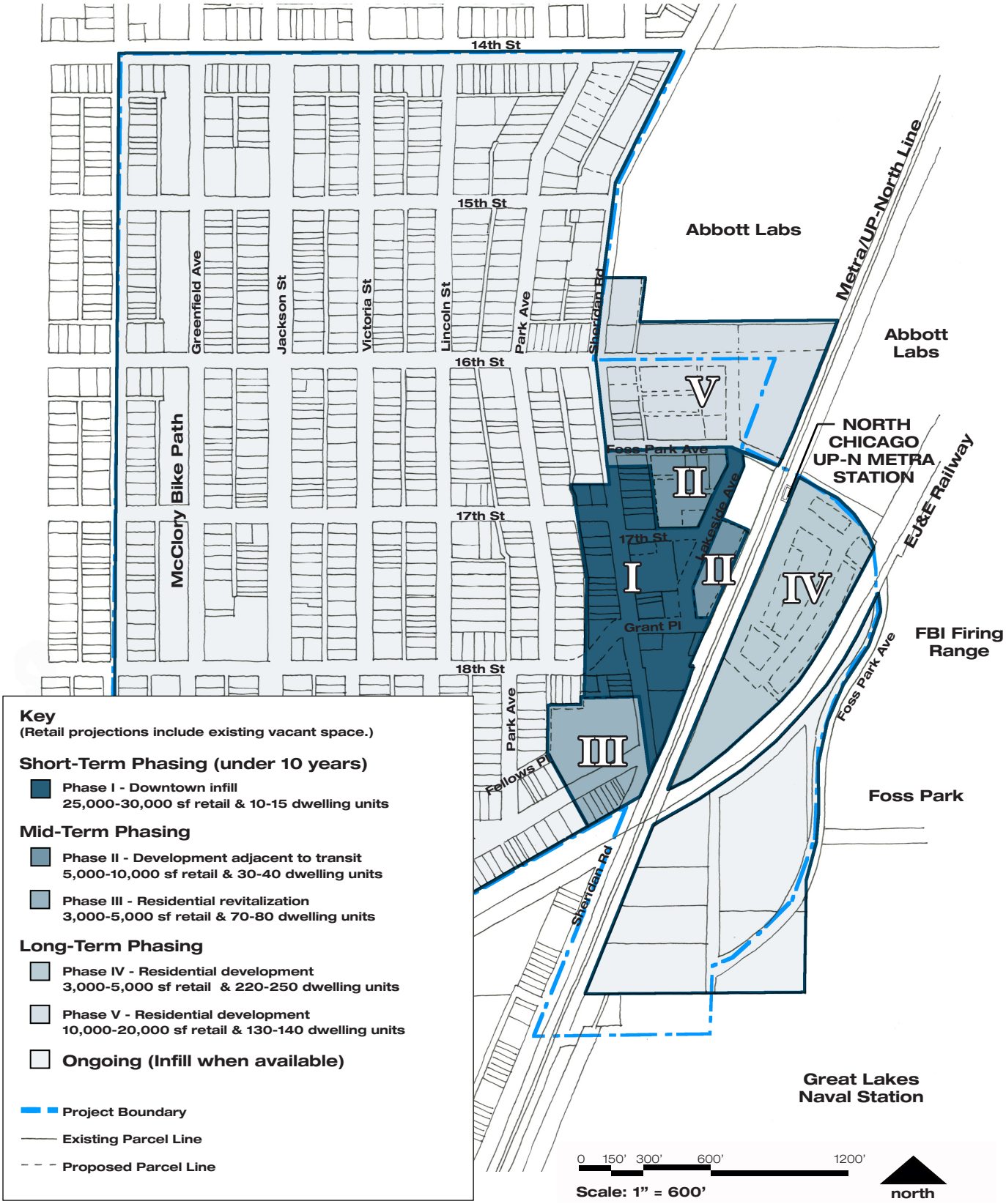
Redevelopment within the study area will require careful phasing. According to the market study conducted by Goodman Williams Group, the current market will not allow large amounts of retail or residential development within the study area. Their study suggests that over the next ten years, only two dozen residential units and 25,000 to 30,000 square feet of commercial space should be pursued within the downtown area. Therefore, the TOD plan is phased appropriately. It is recommended that Phase I, which will cover roughly the next ten years, include those improvements that can have the most near-term impact. As shown on the following phasing map and the implementation matrix on the following pages, Phase I focuses on infrastructure improvements, municipal investment, and infill of existing vacant buildings and parcels along the retail core. Creating a strong two-block retail core may help to support further development in future phases.

Phase II focuses on the land east of the North Chicago UP-N Metra Station, to boost residential density around the station. Phase II should happen as soon as possible after the completion of or in conjunction with Phase I.

Phases III, IV and V include more intensive residential development and should occur when the market allows and land acquisition is possible.

The Ongoing Phase, which includes reinvestment in the existing residential neighborhood and the elimination of nonconforming uses along Sheridan Road, should occur as parcels become available.

The implementation matrix on the following pages outlines the steps required for implementation of the North Chicago TOD plan.



The redevelopment of North Chicago relies on careful long-term planning.

Implementation Strategy
Implementation Matrix

Phase	Action Type	Task
Ia*	Establish	Choose an existing downtown organization or create a new organization to act as a downtown management authority, monitoring and mapping existing businesses and targeting key new businesses to fill in the gaps.
Ia	Funding Application	Apply for amendments to the approved CMAQ grant for the realignments of 18th Street, Grant Place, and Lakeside Avenue, based on the recommendations in this plan.
Ia	Funding Application	Apply for other grants and funding for street upgrades and other infrastructure improvements, including new bus stops, bike path improvements, bicycle lanes, signage, and other transit amenities.
Ia	Regulate	Rezone the study area, per the recommended zoning and regulating plans. Alternatively, hire a planning consultant to prepare a form-based code for the downtown district.
Ia	Regulate	Adopt the recommended design guidelines for the study area.
Ia	Assist	Assist property owners within the downtown core in finding businesses to occupy vacant space. Assist property owners within the downtown core with development of buildings on all vacant parcels. Provide incentives to encourage development through speedier development permit processes.
Ia	Design	Hire a design consultant to design streetscapes throughout the study area, the public plaza at the northwest corner of 17th Street and Sheridan Road, and the public plaza at the southwest corner of 18th Street and Sheridan Road.
Ia	Design	Hire a design consultant to create consistent signage throughout the study area. Signage should direct visitors to and from the North Chicago Metra Station, Foss Park, McClory Bike Path, and other downtown attractions. Signage should be installed as portions of the project are constructed.
Ia	Construct	Install pedestrian crossing zones, bulb outs, street trees, and other street amenities along Sheridan Road and other existing streets addressed in Phase I.
Ib	Purchase	Purchase from various land owners and assemble the vacant parcels at the northwest corner of 18th Street and Sheridan Road for the 18th Street/Grant Place road realignment.
Ib	Purchase	Purchase from Abbott Labs and assemble the vacant parcels south of 17th Street, north of Grant Place, and directly west of the Metra/UP-North Line, for the extension of Lakeside Avenue.
Ib	Construct	Reconnect 17th Street to Sheridan Road and construct a small public plaza at the northwest corner of 17th Street and Sheridan Road.
Ib	Construct	Construct the CMAQ funded road reconfigurations at 18th Street, Grant Place, and Lakeside Avenue. The approved design should be amended to incorporate the changes recommended in this report. Construct a new public plaza at the southwest corner of 18th Street and Sheridan Road.
Ib	Parcelization	Work with land owner(s) to create new parcels at the southeast corner of 17th Street and Sheridan Road and the northwest corner of Grant Place and Lakeside Avenue. Assist property owners and developers with constructing retail and multi-family buildings on these new parcels.
II	Parcelization	Assist with the purchase and parcelization of the land east of the North Chicago UP-N Metra Station (as shown in Phase II on page 69).
II	Assist	Assist with the development of the land east of the North Chicago UP-N Metra Station.
III	Purchase	Acquire and assemble parcels from various land owners at the northwest corner of Broadway Avenue and Sheridan Road to create a new multi-family development.
III	Issue RFP	Issue an RFP for the development of the new multi-family development at the northwest corner of Broadway Avenue and Sheridan Road.
III	Assist	Assist with the development of a new mixed-use building on the prominent parcel at the southwest corner of Broadway Avenue and Sheridan Road.
III	Assist	Encourage reinvestment or redevelopment of small residential parcels on either side of Broadway Avenue. Provide incentives to encourage development through speedier development permit processes.
III	Construct	Add street trees and other street amenities along Broadway Avenue.

Phase	Action Type	Task
IV	Coordinate	Meet with Metra and RTA regarding plans for the STAR Line commuter rail project. Determine whether additional parking is required within Phase IV. In the short-term, mid-term, and long-term, continue to monitor the commuter parking use at the station. Pending demand and funding, plan to construct the proposed 125 commuter spaces between the EJ&E Railway and the Metra UP-North Line in order to meet Metra's projected parking need by 2030. Metra can only participate in building new parking spaces where demand warrants and funding is available.
IV	Parcelization	Assist with the purchase and parcelization of the Abbott-owned parcel located between the Metra/UP-North Line and the EJ&E Railway.
IV	Assist	Assist with the residential development between the Metra/UP-North Line and the EJ&E Railway.
V	Purchase	If possible, acquire from Abbott Labs the southernmost portion of their campus to create a new residential development.
V	Issue RFP	Issue an RFP for the development of the land north of Foss Park Avenue.
Ongoing	Funding Application	Apply for grants and funding for low-income housing, brownfield redevelopment, business development, bike path rehabilitation, green construction, and other aspects of the plan.
Ongoing	Construct	Add street trees, and other street amenities throughout the study area.
Ongoing	Construct	Rehabilitate portions of the linear park that surrounds the McClory Bike Path.
Ongoing	Assist	Encourage rehabilitation of poorly-maintained homes within the existing residential neighborhood. Encourage infill of single-family and multi-family homes on vacant parcels within the existing residential neighborhood. Provide incentives to encourage rehabilitation and development through speedier development permit processes.
Ongoing	Purchase	As they become available, acquire parcels with non-conforming uses and redevelop with a use that aligns with the recommended zoning designation.

* Phase Ia is expected to span approximately two years.

Appendices

Market Assessment
Community Input Process

Appendix
Market Assessment

STATION AREA MARKET ASSESSMENT

CITY OF NORTH CHICAGO

Prepared in Conjunction with
The North Chicago Station Area Plan

May 2007

By
GOODMAN WILLIAMS GROUP
Chicago, Illinois

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ADDENDA

- Marketing Materials for Sheridan Road Development Sites
- Residential Development Information Sheets

I. INTRODUCTION AND CONCLUSIONS

Background to the Assignment

Farr Associates has been retained by the City of North Chicago under the RTAP Program to complete a transit-oriented development plan for the area around the North Chicago Station on Metra's Union Pacific North Line. As part of this planning process, Farr Associates has contracted with Goodman Williams Group to assess the current and future development environment in North Chicago and provide market input to the station area plan. This report presents overviews of the commercial and residential markets.

Methodology

As part of these market overviews, Goodman Williams Group completed the following tasks in late 2006 and early 2007:

- Interviewed key stakeholders from the City of North Chicago, Great Lakes Naval Training Center, Abbott Laboratories, and professionals familiar with the real estate industry in North Chicago and adjacent communities.
- Participated in a community meeting held in North Chicago.
- Analyzed current demographic and household characteristics to gain an understanding of future demand for various land uses.
- Visited retail, residential, and commercial developments in and around North Chicago and surrounding communities to assess the likely competitive position of development in the study area.

Summary of Findings

Sheridan Road is the main commercial spine that traverses the study area. Major initiatives are underway to redevelop what has traditionally been North Chicago's downtown. Commercial and mixed-use developments have been planned for a number of key sites and one development, Grant Place, has recently been completed. The most aggressive plan is for Sheridan Crossing, to be developed on a 40-acre site just south of the study area at the corner of Sheridan Road and Martin Luther King Drive. Redevelopment plans for this former industrial property call for one or two hotels and restaurants that would serve visitors to Great Lakes Naval Training Center. The successful redevelopment of this large site would serve as a catalyst for further development along Sheridan Road closer to the Metra station.

Commercial Opportunities in the Study Area. North Chicago currently has limited retail offerings, and therefore the expenditure potential of households living in this community is being "leaked" to Waukegan and other nearby suburbs. Our analysis indicates potential support for approximately 20,000 square feet of retail space along Sheridan Road. The types of retailers that would be most appropriate in a transit-oriented "downtown" setting, and those that would fit with the demographics of North Chicago include small establishments in the following categories:

- Food and Beverage Stores
- Full- and Limited-Service Restaurants
- Furniture and Home Furnishing Stores
- Electronics (such as a cell phone store)
- Health and Personal Care Businesses
- Convenience Stores
- Clothing and Accessories Stores

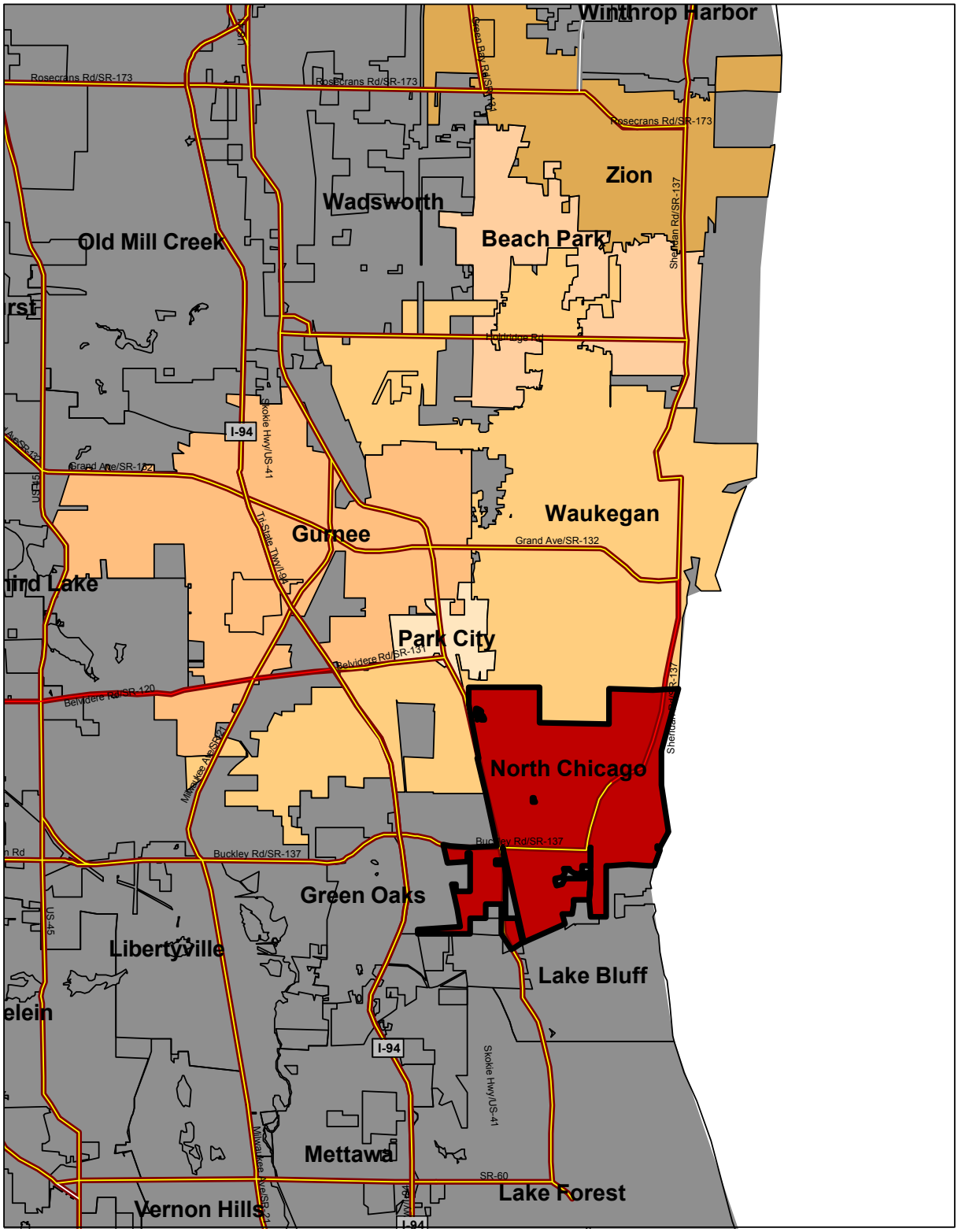
In addition to retailers, we assume that a number of service-oriented businesses would be appropriate ground-floor tenants along Sheridan Road. Dry cleaners, hair and nail salons, as well as offices of medical, dental, and financial service firms could occupy another 8,000 square feet. In total, we find support for between 25,000 and 30,000 square feet of additional retail and other commercial space in the study area over the next 10 years.

Residential Opportunities in the Study Area. Initial opportunities for residential development in the study area would be limited to small-scale infill projects on scattered sites. These developments could include residential units over storefronts or infill town home developments near the Metra station. Over the next ten years, the market could support approximately two dozen new residential units along Sheridan Road or on appropriate sites near the Metra station. Incomes in North Chicago suggest that new housing would need to be moderately priced. Developer or buyer subsidies would expand the pool of potential buyers and create additional opportunities.

In the neighborhood west of Sheridan Road, vacant lots and homes in need of repair are interspersed with well-maintained properties. Programs to encourage infill development and rehab activity will serve to strengthen this neighborhood and improve the opportunity for additional commercial and mixed-use development along Sheridan Road.

Long-term, residential development is envisioned on an 8.9-acre site near Foss Park that is currently owned by Abbott.

Figure 1. North Chicago Area Overview Map



II. SOCIOECONOMIC ANALYSIS

Location Characteristics

The City of North Chicago is located along Lake Michigan in Lake County, Illinois, approximately 40 miles north of downtown Chicago and 10 miles south of the Wisconsin border. Lake Bluff borders North Chicago to the south, and the City of Waukegan is its neighbor to the north. North Skokie Highway (US-41) runs along North Chicago's western edge. South Green Bay Road (ST-131) and Sheridan Road (SR-137) are the major commercial arteries that run north-south through North Chicago.

Description of the Study Area

As shown in the following map, Figure 2, the study area extends north from the North Chicago Metra Station to 14th Street, east to Foss Park Avenue and Sheridan Road, south to 2nd Avenue (20th Street) and the Elgin, Joliet & Eastern Railway, and west to Greenfield Avenue. Sheridan Road and the Union Pacific North Line are the main features of the study area.

The current land uses within the study area include a commuter parking lot adjacent to the Metra station, a multifamily residential development for seniors at 1705 N. Sheridan Road just west of the station, mixed-use buildings along Sheridan Road with commercial storefronts, and industrial facilities operated by Abbott Labs north of the station. Additional industrial land is located south of the station. Further from the station, west of Sheridan Road, is a neighborhood of predominantly single-family homes. Directly outside the study area, Foss Park lies to the east and Great Lakes Naval Training Center lies to the south.

Figure 2. Study Area

Population Trends

Between 1990 and 2000, the population of North Chicago grew from 34,978 to 35,918, an increase of 2.7%. (See Table 1) Lake County has been growing at a rapid pace, and certain communities within the county, Gurnee in particular, have experienced explosive growth. In comparison, North Chicago's growth rate has been modest.

According the Northeastern Illinois Planning Commission's projections, higher rates of growth are expected for North Chicago in the coming decades. By 2030, NIPC projects the population of North Chicago to reach 43,747, an increase of 7,829 persons or 21.8%. The most rapid rates of growth are expected to occur in the neighboring communities of Beach Park and Zion.

Table 1. POPULATION TRENDS AND PROJECTIONS

	1990 Population	2000 Population	% Change	2030 Projection	Projected Growth 2000-2030	% Change
North Chicago	**34,978**	**35,918**	**2.7%**	**43,747**	**7,829**	**21.8%**
Gurnee	13,701	28,834	110.5%	35,791	6,957	24.1%
Park City	4,677	6,637	41.9%	6,956	319	4.8%
Waukegan	69,392	87,901	26.7%	92,714	4,813	5.5%
Beach Park	9,513	10,072	5.9%	16,729	6,657	66.1%
Zion	19,775	22,866	15.6%	32,242	9,376	41.0%
Lake County	516,418	644,356	24.8%	844,315	199,959	31.0%

Source: U.S. Census and Northeastern Illinois Planning Commission for projections.

Demographic Characteristics

Table 2 presents selected demographic characteristics from the 2000 Census for the City of North Chicago. The Census reports that the population is 47.7% white and 36.3% Black or African-American. An estimated 18.2% of the population identifies themselves as Hispanic. Close to three quarters of the households in North Chicago (72.8%) are family households and 46.3 % of households are families with children. The median household income in North Chicago for the year of 1999 was $38,180.

The demographic characteristics of North Chicago reflect the presence of Great Lakes Naval Training Center, which is located within the community. An estimated 34.2% of the population (12,282 persons) resides in group quarters, the majority of which are accounted for by those living in military barracks. The high ratio of males in the population (61%) and the low median age (22) can also be attributed to the large number of military trainees living at the Naval Base.

Table 2. SELECT DEMOGRAPHIC AND HOUSEHOLD CHARACTERISTICS CITY OF NORTH CHICAGO - 2000 CENSUS

	Number	Percent
Population	35,918	100.0%
Hispanic or Latino	6,552	18.2%
Race (partial list)		
White alone	17,140	47.7%
Black or African-American alone	13,024	36.3%
Asian alone	1,289	3.6%
Male Population	21,904	61.0%
Female Population	14,014	39.0%
Household Population	23,636	65.8%
Group quarters population	12,282	34.2%
Households	7,661	100.0%
Family Households	5,575	72.8%
With own children under 18 years	3,548	46.3%
Median Household Income	$38,180	
Median Age	22	

Sources: U.S. Census

Household Incomes

The median household income in North Chicago in 2006 is estimated to be $40,424. This figure is $34,691 less than the estimate of $75,115 for Lake County. Table 3 shows the estimated number of North Chicago households at various income levels. An estimated 1,979 households in North Chicago, or 27.4% of the total, have incomes below $25,000.

Table 3. 2006 ESTIMATED HOUSEHOLD INCOMES CITY OF NORTH CHICAGO

	Households	Percent
Less than $15,000	1,081	15.0%
$15,000 to $24,999	898	12.4%
$25,000 to $34,999	1,078	14.9%
$35,000 to $49,999	1,520	21.1%
$50,000 to $74,999	1,519	21.1%
$75,000 to $99,999	540	7.5%
$100,000 to $149,999	369	5.1%
$150,000 to $249,999	132	1.8%
$250,000 to $499,999	45	0.6%
$500,000 or more	31	0.4%
Total	7,213	100.0%
Median household income	$51,085	

Source: Claritas

The three maps that follow illustrate population density, median household income, and aggregate income within North Chicago and its neighboring communities. These three demographic indicators are among those most often analyzed by retailers and developers.

The population density map (Figure 3) shows that most of the area within the communities of North Chicago and Waukegan have population densities that exceed 7,410 persons per square mile, shown in red. Population density decreases to the south in the communities of Lake Bluff and Lake Forest, and to the north away from the lakefront (shown in shades of blue).

The median household income map (Figure 4) illustrates the dramatic difference in the affluence of households in North Chicago, Waukegan, and Zion relative to communities located to the south and west of North Chicago. Aggregate income, which combines population density and income, is indicative of the spending power of the trade area (Figure 5). *Areas with high population densities have considerable buying power even if household incomes are modest.*

Figure 3. Population Density

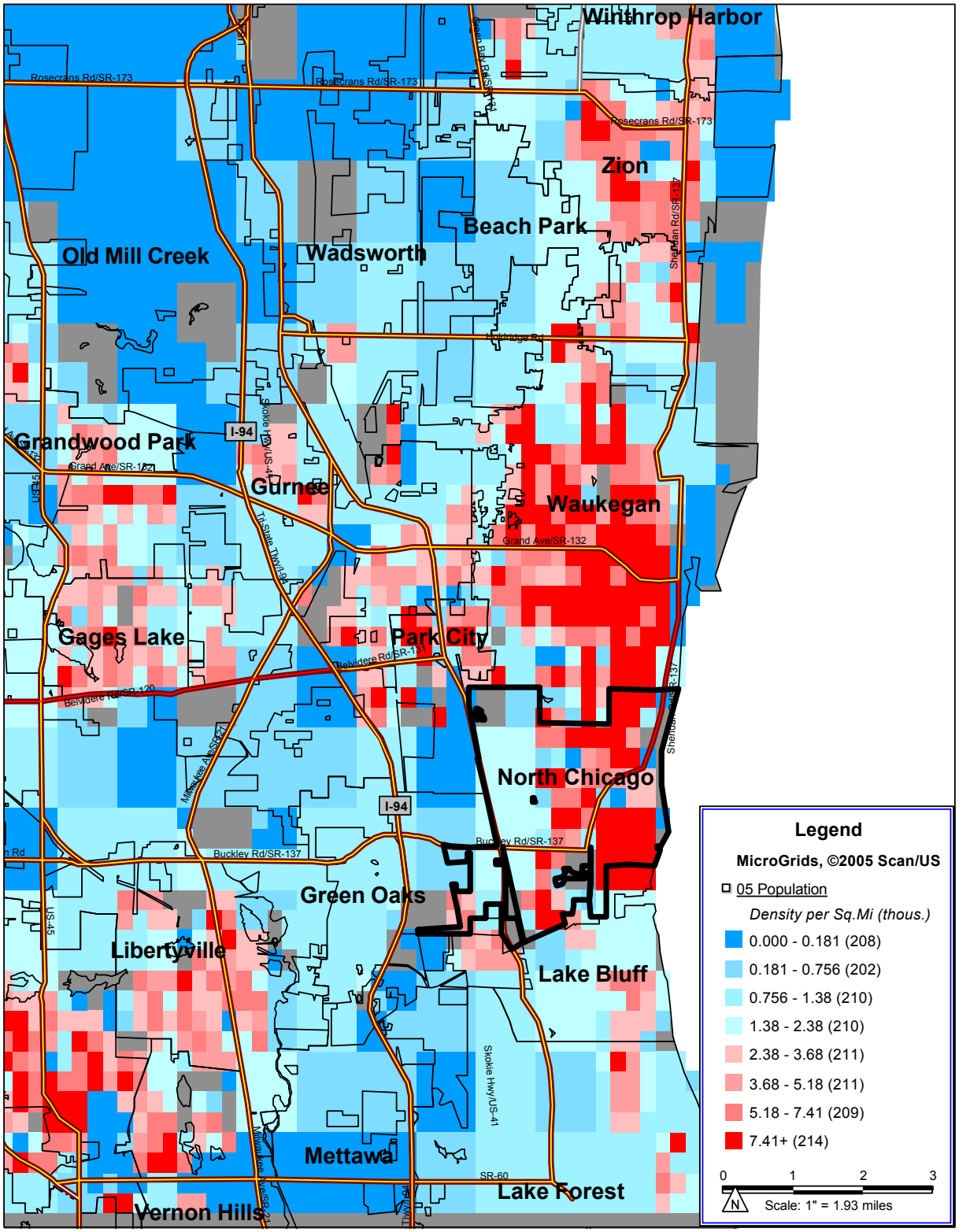


Figure 4. Median Household Income

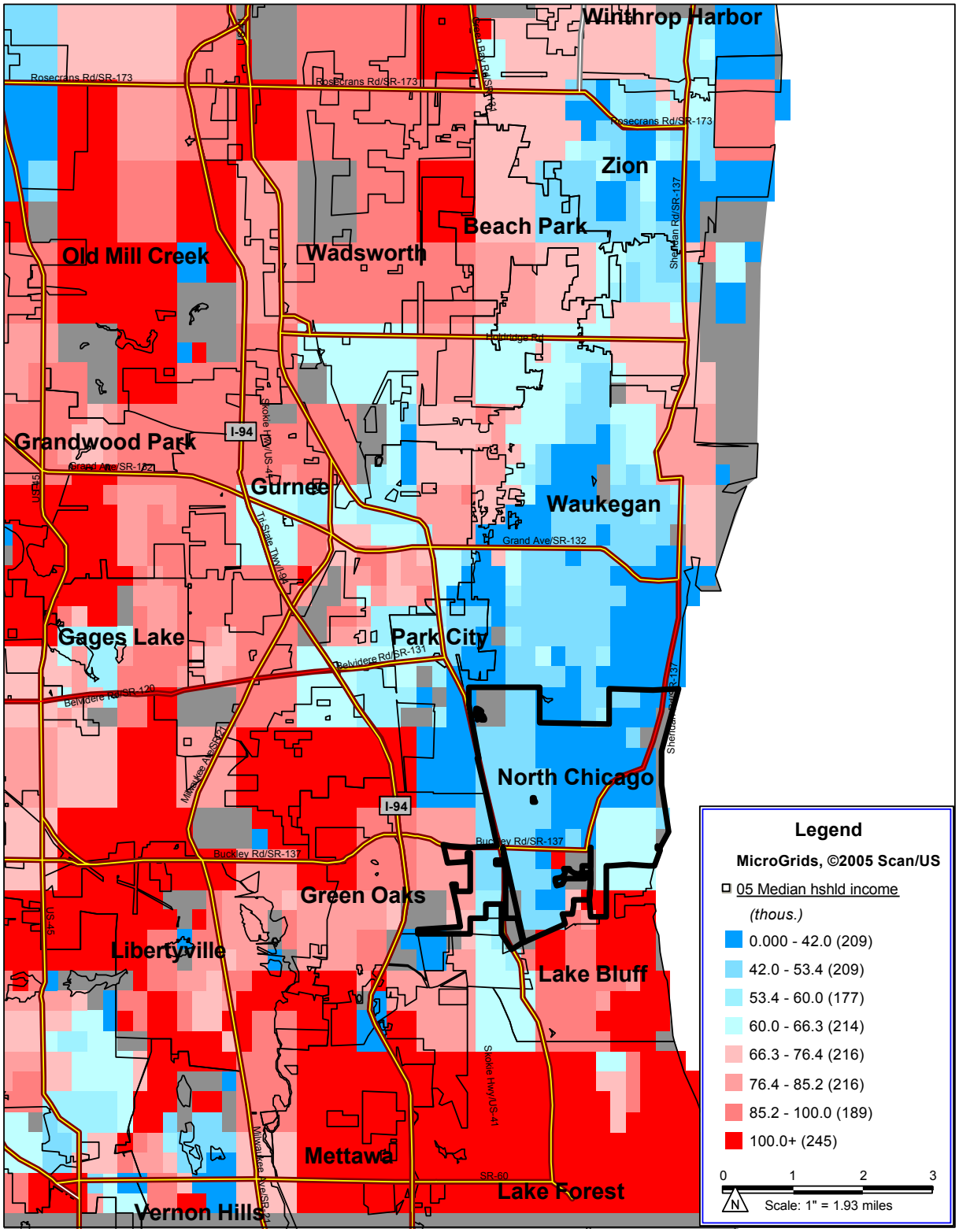
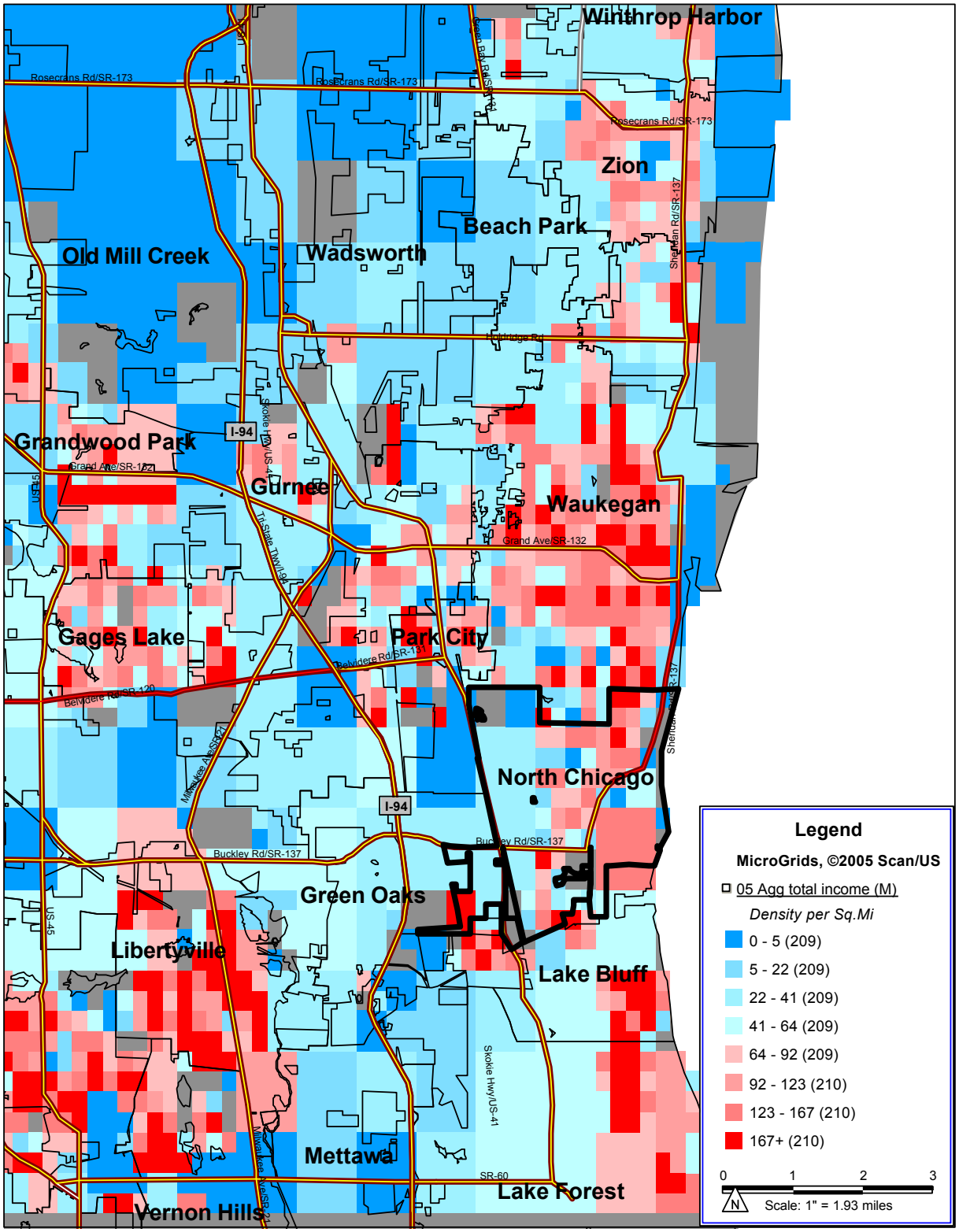


Figure 5. Aggregate Income



Area Employment

With a total of 20,661 private-sector employees in 2005, North Chicago is one of the largest employment centers in Lake County. Only Waukegan, with 25,683 private-sector employees, has more employees. As shown in Table 4, manufacturing is the largest sector, with 82.4% of private-sector jobs.

Table 4. NORTH CHICAGO PRIVATE-SECTOR EMPLOYMENT BY CATEGORY, 2005

	Employment	% of Total
ALL INDUSTRIES	20,661	100.0%
CONSTRUCTION (23)	N/A	N/A
MANUFACTURING (31-33)	17,019	82.4%
WHOLESALE TRADE (42)	1052	5.1%
RETAIL TRADE (44-45)	177	0.9%
TRANSPORTATION & WAREHOUSING (48-49)	17	0.1%
INFORMATION (51)	N/A	N/A
FINANCE & INSURANCE (52)	172	0.8%
REAL ESTATE & RENTAL & LEASING (53)	20	0.1%
PROFESSIONAL, SCIENTIFIC & TECH. SVCS. (54)	113	0.5%
MNGMT. OF COMPANIES & ENTERPRISES (55)	0	0.0%
ADMIN. & SUP. & WASTE MGMT. & REMED. SVCS. (56)	N/A	N/A
EDUCATIONAL SERVICES (61)	N/A	N/A
HEALTH CARE & SOCIAL ASSISTANCE (62)	230	1.1%
ARTS, ENTERTAINMENT & RECREATION (71)	0	0.0%
ACCOMMODATIONS & FOOD SERVICES (72)	388	1.9%
OTHER SERVICES (except PUBLIC ADMIN.) (81)	56	0.3%

Source: Illinois Department of Employment Security

The major public and private employers in North Chicago are listed in Table 5 on the following page. With 10,000 employees, ***Abbott Laboratories*** is the largest employer in North Chicago. Its corporate headquarters lies along I-94 just outside the boundaries of North Chicago, and one of its major installations is located at 14th and Sheridan Road within the city limits. Approximately 3,000 people work at the Sheridan Road facility. According to company officials, the vast majority of employees at that facility drive to work; only an estimated ten employees use North Chicago's Metra Station.

With 4,500 employees, the ***U.S. Navy's Great Lakes Naval Training Center,*** which occupies 1,628 acres of land just south of the study area, is also a significant employer. Employees at the base include officers, enlisted personnel, and civilians. Students, recruits and visitors increase the average daily population on the base to more than 20,000 people.

Table 5. MAJOR EMPLOYERS IN NORTH CHICAGO

Employer	Address	Product/Service	Number of Employees
Abbott Laboratories	1401 Sheridan Road	Pharmaceuticals	10,000
U.S. Navy	610 Farragut Ave #B	Recruitment & Training Services	4,500
V.A. Hospital	3001 Green Bay Road	Veteran's Hospital	2,650
Coleman Cable	1530 S Shields Drive, Waukegan	Steel Cable & Wire Mfg.	250
Stone Container	1900 Foss Park Avenue	Corrugated Boxes	250
Emco Chemicals	2110 Commonwealth Avenue	Chemical Distributor	200

Source: Illinois Department of Commerce and Economic Opportunity

Metra Commuter Station

The North Chicago Station on the Metra/Union Pacific North Line is located southeast of the intersection of Lakeside and Foss Park Avenues, a block east of Sheridan Road. According to Metra's data (see Table 6), the weekday passenger boardings (both inbound and outbound) at the North Chicago Station held relatively steady between 1991 and 2002, with the latest figure showing 190 boardings. The Waukegan Station, one stop north of North Chicago, sees significantly higher numbers of boardings, with 893 boardings in 2002. The Great Lakes Station, also located in North Chicago, one stop south of the North Chicago Station, has slightly less boarding activity than the North Chicago Station, with 156 boardings.

On weekdays, 25 trains travel inbound to Chicago's Ogilvie Transportation Center and 24 trains run outbound. Weekend service is also offered on this line, with 22 trains running on Saturday and 16 on Sunday. The total trip between the Ogilvie Transportation Center and North Chicago's station takes about an hour and 15 minutes.

Table 6. Metra Union Pacific North Line Weekday Station Passenger Boardings Over Time

Station	MP	1991	1993	1995	1997	1999	2002
Kenosha	51.5	296	308	264	306	301	341
Winthrop Harbor	44.5	28	34	57	47	49	77
Zion	42.1	92	100	94	91	93	103
Waukegan	35.9	780	752	841	806	925	893
North Chicago	**33.7**	**165**	**139**	**192**	**220**	**200**	**190**
Great Lakes	32.2	98	186	110	118	153	156
Lake Bluff	30.2	357	390	379	425	420	504
Lake Forest	28.3	700	721	652	661	689	726
Fort Sheridan	25.7	338	279	296	276	276	285
Highwood	24.5	290	290	246	258	270	311
Highland Park	23.0	1,240	1,171	1,118	1,133	1,124	1,107
Ravinia	21.5	346	327	416	362	347	330
Braeside	20.5	324	292	275	247	330	340
Glencoe	19.2	784	789	770	774	786	724
Hubbard Woods	17.7	470	444	428	456	441	397
Winnetka	16.6	689	695	721	668	660	630
Indian Hill	15.8	396	372	372	375	378	368
Kenilworth	15.2	533	468	446	505	480	435
Wilmette	14.4	1,473	1,465	1,505	1,484	1,494	1,363
Central Street (Evanston)	13.3	1,317	1,226	1,210	1,161	1,246	1,276
Davis Street (Evanston)	12.0	1,073	1,124	1,208	1,322	1,395	1,439
Main Street (Evanston)	11.0	820	726	773	756	933	769
Rogers Park	9.4	881	924	877	977	1,072	973
Ravenswood	6.5	663	747	878	914	1,246	1,455
Clybourn	2.9	268	368	424	419	479	491
Ogilvie Transportation Center	0.0	10,792	10,689	10,455	10,714	11,209	10,595
Total UP North		**25,213**	**25,026**	**25,007**	**25,475**	**26,996**	**26,278**

Source: Metra's Fall 2002 Origin-Destination Survey

Figure 6 illustrates the points of origin of North Chicago commuters and their mode of transportation in arriving at the station. Based on Metra's Fall 2002 Origin-Destination Survey, shown in Table 7, 66.7% of the North Chicago's Station's riders reside in North Chicago, 20% in Waukegan, and an additional 13.3% in other surrounding communities.

Figure 6. Origins of Riders Using North Chicago Station

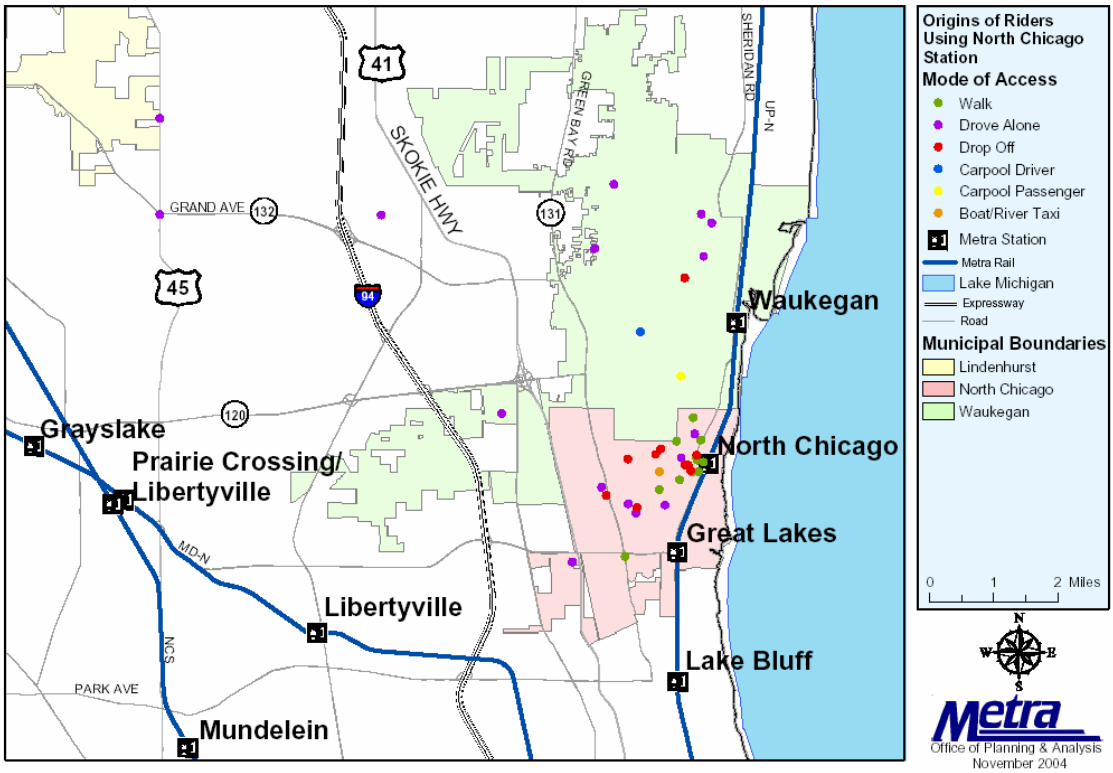


Table 7. ORIGIN OF ALL RIDERS USING THE NORTH CHICAGO UP-N STATION

Municipality	Frequency	Percent
NORTH CHICAGO, IL	66	66.7%
WAUKEGAN, IL	20	20.0%
LINDENHURST, IL	4	4.4%
GURNEE, IL	2	2.2%
KENOSHA, WI	2	2.2%
WAUCONDA, IL	2	2.2%
ZION, IL	2	2.2%
Total	**99**	**100.0%**

Source: Metra's Fall 2002 Origin-Destination Survey

Traffic Counts

Sheridan Road in the Study Area has average daily traffic counts of 18,400 vehicles. As shown in Figure 7 below, Belvidere Street, Green Bay Road, Skokie Highway, and Buckley Road all have higher traffic counts than Sheridan. Most national retailers are looking for sites with an average of at least 20,000 daily vehicles.

Figure 7. TRAFFIC COUNTS

III. COMMERCIAL MARKET OVERVIEW

Retail Concentrations

North Chicago offers limited retail activity. A cluster of fast food restaurants, gas stations, and auto-oriented commercial activity are located along ***Martin Luther King Drive*** and ***Green Bay Road***. ***Sheridan Road*** has a limited assortment of stores and services in the Study Area, which are listed in Table 8 below.

Table 8. INVENTORY OF NORTH CHICAGO'S DOWNTOWN BUSINESSES ON SHERIDAN ROAD

West side of Sheridan Road:	
1732 N Sheridan Rd	Hair Gallery
1730 N Sheridan Rd	Vacant/Dilapidated
1728 N Sheridan Rd	Cadre Management Group
1724 N Sheridan Rd	Vacant (former restaurant)
1722 N Sheridan Rd	Jim's Glass Services
1720 N Sheridan Rd	Super Save Foods & Liquor
1716 N Sheridan Rd	Fiesta Meat Market
1712 N Sheridan Rd	Dollar Plus
1710 N Sheridan Rd	Bart Pace El Boricua (bar)
1606 N Sheridan Rd	Jj Fish & Chicken
1632 N Sheridan Rd	General Insurance
East side of Sheridan Road:	
1721 N Sheridan Rd	Bozini's Sundries
1721B N Sheridan Rd	Waukegan Township's Cease Fire Main Office
1721C N Sheridan Rd	Christian Book Store
1705 N Sheridan Rd	Thompson Manor (senior residence)
1639 N Sheridan Rd	Big Top Productions
1643 N Sheridan Rd	Vacant

Source: Goodman Williams Group

The newly built Grant Place on Sheridan Road and 18th Street is currently occupied by a bank and a police substation and has additional storefronts available for lease. A new laundromat is also being built at the northeast corner of Foss Park Avenue and Sheridan Road.

The only large-scale retail development in North Chicago is ***Great Lakes Burkey Mall***, the military shopping center located on the west side of Green Bay Road north of Buckley Road on the grounds of the Great Lakes Naval Training Center. Burkey Mall contains both a Commissary (grocery store) and a Navy Exchange (NEX). These stores are open only to members of the military services, the Reserve and National Guard, military retirees, and members of their immediate families. Patrons buy products at costs and pay no sales tax.

The Commissary at Burkey Mall is 59,000 square feet in size and offers a full range of grocery store items. Because commissary patrons do not pay sales tax, they save an average of 27% on their grocery bills, according to information published by the Defense Commissary Agency. Conversations with military personnel stationed at Great Lakes indicate that they do, on occasion, shop at commercial grocery stores either for sale items, which may be less expensive than the comparable item at the Commissary, or for better selection. Those who live off base shop at grocery stores closer to their homes.

A 79,000-square-foot Navy Exchange (NEX) is located adjacent to the Commissary. The Navy Exchange offers general merchandise and convenience items. As is the case at the Commissary, only military families can shop there and patrons do not pay sales tax. There is also a Student Store NEX across from Gate 4 proximate to the Service School Command students. Table 9 lists the goods and services available to military personnel on the base.

Table 9. SUMMARY OF GOODS AND SERVICES AVAILABLE ON-SITE AT GREAT LAKES NAVAL BASE

Retail:
- Burkley Mall
  - Navy Exchange and the Commissary
    - Shoes
    - Clothing
    - Jewelry
    - Health and Beauty
    - Housewares
    - Appliances
    - Electronics
    - Books
    - Luggage
    - Toys
    - Hardware
    - Auto supplies
    - Liquor
    - Flowers
    - Eyeglasss
    - Haircuts
    - Engraving
    - Check-cashing
    - Snacks
    - Ice cream
    - Bakery
    - Videos
    - UPS
    - Dry-cleaning
    - Travel agency

Fitness & Sports:
- Swimming Pools
- Beach
- Basketball, volleyball, and racquetball courts
- Free weights
- Running track
- Climbing wall
- Outdoor fields and courts

Recreation:
- Archery
- Boating, sailing, fishing
- Camping
- Bowling
- Golf
- Ross Theater

Dining:
- Banquet Center
- Duffers Den Restaurant
- Eagle's Nest Café
- Zapper's HCS
- Parcheezi's Express
- Pub 140
- Skyline Food Court
- Student Store Food Court:
  - Subway
  - Pizza Hut
  - Taco Bell
- 11th Frame Lounge

Source: Great Lakes Naval Base Website

Trends in Taxable Retail Sales

In 2006, North Chicago generated $228.3 million in taxable retail sales, according to data provided by the State of Illinois Department of Revenue. Figure 8 compares taxable retail sales since 1994 with the neighboring communities of Beach Park, Park City, Waukegan, and Zion.

With more than $800 million in taxable retail sales, Waukegan has a significantly larger retail base than North Chicago, while Beach Park and Park City generate less retail activity.

Figure 8. Annual Taxable Retail Sales

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Beach Park	$18,436,41	$20,613,69	$21,646,21	$23,216,58	$30,228,90	$35,071,11	$37,686,07	$38,632,72	$41,170,30	$42,632,64	$44,365,82	$44,485,60	$49,811,46
North Chicago	$86,081,07	$78,538,77	$75,517,59	$70,472,00	$66,851,58	$68,331,82	$72,963,23	$178,921,8	$215,569,4	$196,666,6	$259,770,7	$200,135,8	$228,285,7
Park City	$34,125,62	$33,986,76	$35,275,93	$32,850,76	$31,055,11	$35,482,36	$41,572,13	$39,445,06	$37,590,66	$38,926,04	$45,980,84	$42,458,87	$42,302,78
Waukegan	$692,315,6	$714,978,8	$730,035,7	$761,405,8	$742,241,4	$813,584,5	$977,635,4	$820,039,7	$761,720,5	$730,336,1	$745,734,1	$744,621,2	$809,044,5
Zion	$113,630,4	$110,372,7	$113,910,0	$115,325,3	$158,160,2	$160,809,6	$176,017,5	$165,963,0	$167,224,9	$162,616,2	$165,863,6	$173,075,2	$194,142,4

Source: Illinois Department of Revenue

Competitive Shopping Centers

To understand North Chicago's retail potential, it is necessary to understand the competitive environment and identify the major retail concentrations where residents of North Chicago and adjacent communities typically shop. The locations of major shopping centers are detailed in Table 10, shown on the accompanying map (Figure 9), and discussed below.

Gurnee Mills is the largest regional mall in the area. It is located just over seven miles from the study area at the intersection of I-94 and Grand Avenue in Gurnee, Illinois. The Mills Corporation developed this 1.7 million square foot shopping center in 1991. Bass Pro Shops Outdoor World, Bed, Bath & Beyond, Burlington Coat Factory, JCPenney Outlet, Kohl's, Marshalls, Rinkside Sports, Sears Grand, Sports Authority, and Value City Department Store anchor the shopping center. ***Grand Hunt Center*** and ***North Ridge Plaza*** are smaller shopping centers adjacent to Gurnee Mills that were built soon after its development.

Westfield Hawthorne is a 1.2 million square foot shopping center located in Vernon Hills approximately 8.8 miles from the study center. It was built in 1997 and renovated in 2003. It is anchored by Babies 'R Us, Carson Pirie Scott & Co., and JCPenney. ***Townline Commons,*** a 320,000 square foot shopping center, is also located in Vernon Hills and is anchored by Wal-Mart, Golf Galaxy, OfficeMax, and Toys 'R' Us.

Lake Plaza and ***Belvidere Discount Mall,*** located along Belvidere Road in Waukegan, are the shopping centers closest to North Chicago. Lake Plaza, a 215,462 square foot center built in 1986, is anchored by Home Owners Bargain Outlet and Pick N Save. Belvidere Discount Mall, a 300,000 square foot center built in 1965 and renovated in 1998, is anchored by Home Depot, Morelos Supermarket, and Belvidere Theater.

Waukegan Plaza and ***Yorkhouse Commons*** are located along Lewis Avenue in Waukegan. These community shopping centers are just over 200,000 square feet in size. Built in 1956, Waukegan Plaza was last updated in 1983 and is anchored by Big Lots and Franklin Foods. Yorkhouse Commons was built in 1966 and is anchored by Jewel and Target.

Fountain Square of Waukegan is currently being developed by the Shaw Company at the southwest corner of Waukegan Road (Illinois Route 43) and Illinois Route 120 on the site formerly occupied by the Lakehurst Mall. The shopping center is anchored by a Wal-Mart, which opened in 2006. Other tenants will include OfficeMax, Fashion Bug, Payless Shoe Source, Discovery Clothing, and Anna's Linen's. Space is expected to be delivered to these tenants in fall of 2007.

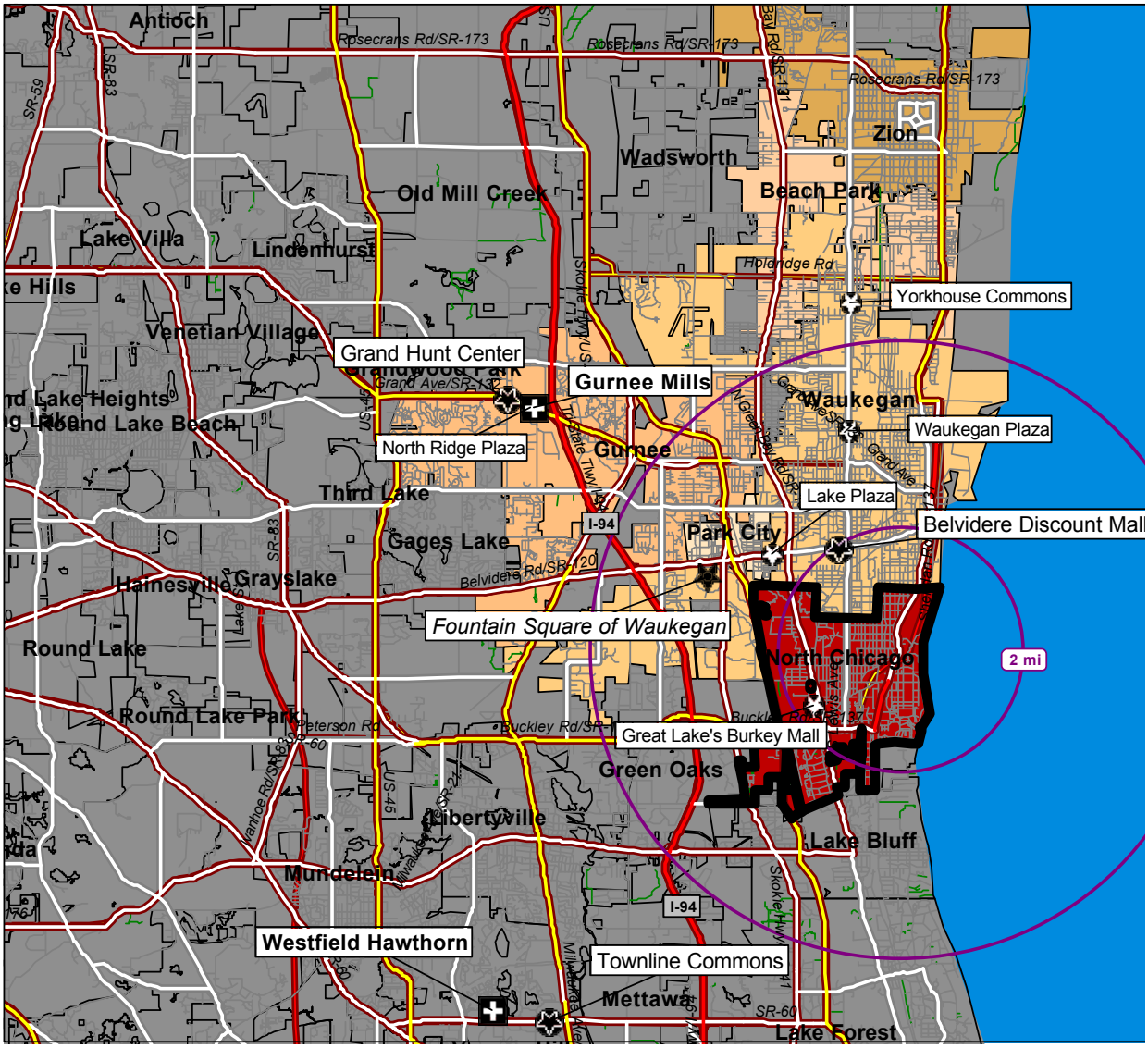
Table 10. MAJOR SHOPPING CENTERS IN AREA

Name	Intersection	Address	Community	Distance from Site*	Year Built /Renovation	Total GLA	Anchor Tenants
GURNEE MILLS	NWC I-94 & W Grand Ave	6170 W Grand Ave	Gurnee	7.1	1991	1,699,808	Bass Pro Shops Outdoor World, Bed, Bath & Beyond, Burlington Coat Factory, JCPenney Outlet, Kohl's, Marshalls, Rinkside Sports, Sears Grand, Sports Authority, Value City Dept. Store
WESTFIELD HAWTHORN	NWC Town Line Rd & Milwaukee Ave	122 Hawthorn Center	Vernon Hills	8.8	1997/ 2003	1,233,861	Babies 'R Us, Carson Pirie Scott & Co., JCPenney
GRAND HUNT CENTER	SWC Hunt Club & Grand Ave	6557 Grand Ave	Gurnee	7.5	1993	366,222	Jewel/Osco, Kohl's, OfficeMax, Target Greatland
TOWNLINE COMMONS	Townline Rd & Milwaukee Ave	555 E Townline Rd	Vernon Hills	8.3	1991	320,000	Wal-Mart, Golf Galaxy, OfficeMax,Toys 'R' Us
BELVIDERE DISCOUNT MALL	SWC Belvidere St & Lewis Ave	2101-2245 Belvidere Rd	Waukegan	1.9	1965/ 1998	300,000	Belvidere Theatre, Home Depot, Morelos Supermarket
LAKE PLAZA	Belvidere St & Green Bay Rd	3110 Belvidere Rd	Waukegan	2.5	1986	215,462	Home Owners Bargain Outlet, Pick N Save
NORTH RIDGE PLAZA	I-94 & Rte. 132	6401 Grand Ave	Gurnee	7.1	1992	215,000	
WAUKEGAN PLAZA	NEC Lewis Ave & Glen Flora Ave	1325 N Lewis Ave	Waukegan	3.6	1956/ 1983	213,585	Big Lots, Franklin Foods
YORKHOUSE COMMONS	SWC Yorkhouse & Lewis Ave	3050 N Lewis Ave	Waukegan	5.6	1966	202,000	Jewel/Osco, Target

**Intersection of Sheridan Road and 18th Street*

Source: Shopping Center Directory and Goodman Williams Group.

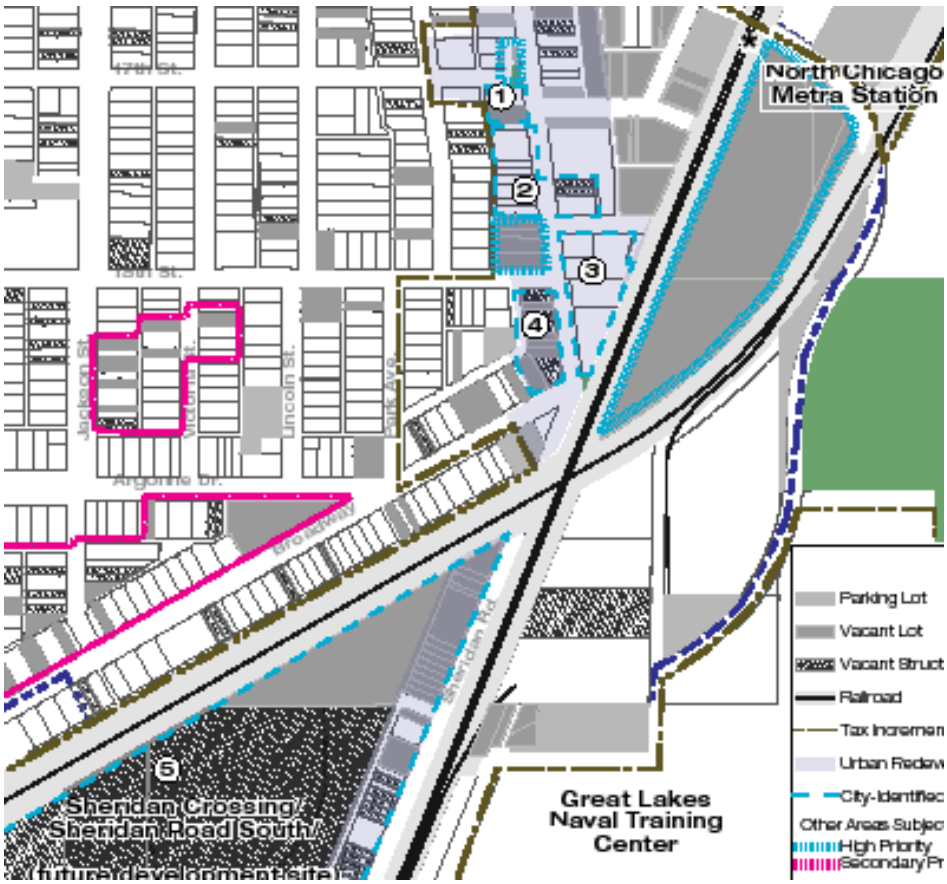
Figure 9. North Chicago Area Shopping Cent



Sheridan Road Development Sites

The City of North Chicago has been aggressively working to attract more retail development to the downtown as well as to sites along the commercial arteries. The sites shown in Figure 10 below are those in the downtown that are currently being marketed by the City. Table 11 on the following page provides a detailed summary of these development opportunities. In total, the City envisions approximately 76,000 square feet of ground floor commercial space on Sheridan Road, most of which would be created through the adaptive reuse of existing structures. Marketing materials for these developments are included in the addenda to this report.

Figure 10. LOCATION OF DEVELOPMENT SITES



1. 1702 North Sheridan
2. 1700 Block of Sheridan Road
3. Grant Place
4. 1800 Block of Sheridan Road
5. Sheridan Crossing/
   Sheridan Road South

Table 11. SUMMARY OF DEVELOPMENT SITES IN DOWNTOWN NORTH CHICAGO

Address	Description	Status	Total Retail Square Footage	Residential Units
1700 Block of Sheridan Road	Stretch of mixed use buildings constituting the historic commercial core of downtown North Chicago.	City sponsored façade renovation is underway for multiple storefronts. Others in poor to moderate condition.	34,030	N/A
1800 Block of Sheridan Road	Four mixed use buildings and two shared surface parking lots with spaces for 41 vehicles.	Significant renovations will be required for these existing buildings.	12,909	7
1702 North Sheridan Road	Mixed use corner building with up to four divisible 1st floor retail spaces and surface parking for 18 vehicles.	Significant renovations required for this existing building.	8,380	14
Grant Place and Sheridan Road	New construction retail center with shared surface parking for 58 vehicles.	Under construction. Leased to North Chicago Trust and a police substation. Looking for a sandwich shop and a restaurant to lease remaining space.	20,743	0
Sheridan Crossing/Sheridan Road South	40 acre formerly industrial parcel at southwest corner of Sheridan Road and the EJ&E Railway.	Future development is envisioned as commercial and mixed use office/retail. The City currently controls 30 acres of the proerty, and condemnation has begun on the remaining 10 acres.	N/A	0
		TOTAL:	76,062	21

Source: City of North Chicago and Goodman Williams Group

The existing buildings along the 1700 and 1800 blocks of Sheridan Road are in various states of repair. City sponsored façade renovation has begun or been completed on some storefronts, while others are still in need of significant renovations.

1808 N Sheridan Road

1730-1732 N Sheridan Road

1724-1726 N Sheridan Road

1712-1716 N Sheridan Road

Grant Place, an attractive new commercial development at the southeast corner of Sheridan Road and 18th Street, was recently completed by Five Points Economic Development Corp., a non-profit social service and economic development organization. It is currently tenanted with a bank and a police substation, but the remaining space is still available.

The city recently approved $6.1 million in bonds to complete the purchase of the buildings on the 40-acre site where the ***Sheridan Crossing*** project is planned. To be built on the northwest corner of Sheridan Road and Martin Luther King Drive, plans call for one or two hotels and some restaurants on this site. Though Sheridan Crossing is not in our study area, the successful redevelopment of this large site would serve as a catalyst for further development along Sheridan Road.

Another important catalyst for future development along Sheridan Road is the reopening of the Great Lakes Naval Station base entrance known as Gate 4, located near Sheridan Road and Martin Luther King Drive. The reopened gate will allow for easier access to and from Sheridan Road for thousands of Navy personnel, civilian government workers and visitors. The success of the planned Sheridan Crossing Development is thought to be contingent on the reopening of this entrance.

Trade Area Analyses

Future retail development along Sheridan Road in the Study Area is likely to be smaller-scale, neighborhood-serving retail and restaurants that take advantage of the proximity to the train station and to employees at Abbott and Great Lakes along Sheridan Road. To determine the potential support for this type of retail development, we performed an opportunity (or gap) analysis, which compares the expenditure potential and retail sales estimates within a relatively small trade area.

For the purposes of this analysis, we have assumed that the trade area supporting new retail on Sheridan Road would be the city itself. The 2006 estimate of 7,312 households in North Chicago would form the primary source of support for local establishments selling convenience goods and smaller specialty items, as well as for restaurants and coffee shops. The estimates were provided by Claritas, a data firm used by many national retailers.

The expenditure potential figures are based on estimates of what households typically spend for various types of retail items, using sources such as the Consumer Expenditure Survey. These estimates of demand are then compared to retail sales estimates (the supply).

If the expenditure potential exceeds the sales estimates in a particular category, dollars are being “leaked” to other communities, indicating a potential opportunity for additional retail development that can capture those dollars. When the opposite is true, and sales estimates exceed expenditure potential, the existing stores in that category are attracting patrons from outside the community.

As shown in Table 12, North Chicago is leaking sales in almost every major retail category. More than $100 million of retail sales potential are being spent outside the community. The retail categories where the gap numbers appear in black indicate more expenditure potential than sales, and thus potential opportunity to capture dollars that are being leaked. The red numbers indicate a surplus of sales.

Table 12. RETAIL OPPORTUNITY ANALYSIS FOR THE CITY OF NORTH CHICAGO

	Demand (Expenditure Potential)	Supply (Retail Sales)	Opportunity (Gap/Surplus)
Total Retail Sales (Incl Eating & Drinking Places)	244,615,765	143,203,867	101,411,898
Motor Vehicle and Parts Dealers	50,868,559	34,183,574	16,684,985
Furniture and Home Furnishings	5,507,943	469,000	5,038,943
Electronics and Appliance	5,658,988	959,565	4,699,423
Building Material, Garden Equip	19,783,777	17,497,788	2,285,989
Food and Beverage	32,037,846	18,468,708	13,569,138
Health and Personal Care	11,860,421	913,086	10,947,335
Gasoline Stations	27,231,985	18,586,952	8,645,033
Clothing and Clothing Accessories	12,753,328	7,313,347	5,439,981
Sporting Goods, Hobby, Book, Music	4,359,887	254,731	4,105,156
General Merchandise	31,568,896	3,504,601	28,064,295
Miscellaneous Store Retailers	5,461,640	17,157,729	(11,696,089)
Florists	381,360	3,219,647	(2,838,287)
Office Supplies, Stationery, Gift Stores	2,058,504	631,769	1,426,735
Office Supplies and Stationery Stores	1,142,881	312,967	829,914
Gift, Novelty and Souvenir Stores	915,623	318,802	596,821
Used Merchandise Stores	505,905	11,769,144	(11,263,239)
Other Miscellaneous Store Retailers	2,515,871	1,537,169	978,702
NonStore Retailers	14,105,876	68,523	14,037,353
Foodservice and Drinking Places	23,416,619	23,826,263	(409,644)
FullService Restaurants	10,448,698	7,290,094	3,158,604
LimitedService Eating Places	10,103,645	12,589,586	(2,485,941)
Special Foodservices	2,004,710	1,873,718	130,992
Drinking Places Alcoholic Beverages	859,566	2,072,865	(1,213,299)
2006 Demographics			
Population	31,821		
Households	7,213		
Median Household Income	$40,424		
Average Household Income	$51,085		

Claritas' RMP data is derived from two major sources of information. The demand data is derived from the Consumer Expenditure Survey (CE Survey), which is fielded by the U.S. Bureau of Labor Statistics (BLS). The supply data is derived from the Census of Retail Trade (CRT), which is made available by the U.S. Census.

The difference between demand and supply represents the opportunity gap or surplus available for each retail outlet in the specified reporting geography. When the demand is greater than (less than) the supply, there is an opportunity gap (surplus) for that retail outlet. For example, a positive value signifies an opportunity gap, while a negative value signifies a surplus.

Source: Goodman Williams Group based on data from Claritas, Inc.

Commercial Opportunities in the Study Area

Table 13 translates this potential demand into square footage estimates and numbers of stores that could eventually be supported along Sheridan Road over the next ten years, given typical sales per square foot estimates and store sizes for stores in a downtown setting. We assume that only a portion of the unmet demand can be captured along Sheridan Road; the remainder may be captured by new stores located on other commercial streets in North Chicago or outside the community. In total, we envision support for approximately 20,000 square feet of ground floor retail along Sheridan Road.

In addition to the retailers, we assume that a number of service-oriented businesses would be appropriate ground-floor tenants along Sheridan Road. These businesses could add another 8,000 square feet. In total, we find support for between 25,000 and 30,000 square feet of retail and other commercial space in the Study Area.

Table 13. ESTIMATED UNMET COMMERCIAL DEMAND STUDY AREA IN NORTH CHICAGO

Retail Category:	Estimated Leakage	Typical Sales per sf	Potential Demand	Study Area Capture	Square Feet	No. of Businesses
Food and Beverage Stores	$13,569,138	$250	54,277	10%	5,428	2
Full-Service Restaurants	$3,158,604	$300	10,529	50%	5,264	2
Furniture & Home Furnishings	$5,083,943	$250	20,336	10%	2,034	1
Health and Personal Care	$10,947,335	$300	36,491	10%	3,649	2
Clothing and Accessories	$5,439,981	$250	21,760	10%	2,176	1
Gift & Novelty	$915,623	$250	3,662	25%	916	1
Total Retail					19,466	9
Services Businesses:						
Dry Cleaners					1,000	1
Salon / Personal Service					3,000	2
Business / Fin. Service					3,000	2
Shipping					1,000	1
Total					8,000	6
Total Potential Commercial Demand					27,466	15

Source: Claritas for Estimated Leakage and Goodman Williams Group

The following categories of retailers are those that we feel are most appropriate in a transit-oriented "downtown" setting, and those that would fit with the demographics of North Chicago:

Food and Beverage Stores. For a number of years, North Chicago has been trying to attract a full-service grocery store, focusing on large available sites along Green Bay Road near Martin Luther King Drive. Sheridan Road does not have an appropriate site for a full-service grocery store. Smaller food or beverage stores, however, would be appropriate in this type of setting. The expenditure potential indicates support for two small stores.

Full-Service Restaurants. A sit-down restaurant would be an important addition to North Chicago, and Sheridan Road would be an appropriate location. One or more hotels at Sheridan Crossing would add significantly to the demand for a restaurant. One large (5,000 square feet in size) or two smaller restaurants are possibilities. Although there is not current evidence of leakage in the ***Limited Service Eating Places*** category, we believe there could be support for one or more sandwich shops or pizzerias in downtown North Chicago. A Subway franchise was considering a location in Grant Place.

Furniture and Home Furnishings. A mattress franchise or other small store selling home furnishings would be appropriate, as would small-scale ***electronics*** stores offering items such as cell phones.

Health and Personal Care. It is unlikely that a Walgreen's, CVS, or full-service drug store with a pharmacy would choose to locate on Sheridan Road in North Chicago. An independently-owned drug store or ***Convenience Store*** selling limited food items and sundries is a possibility.

Clothing and Accessories. We also identified potential demand for a small store that sells apparel items or accessories.

Gift and Novelty. This catch-all category could include a store selling a variety of miscellaneous items.

Service Businesses. The businesses we have identified include those offering personal services, such as dry cleaners and hair and nail salons, as well as offices of medical, dental, and financial service firms.

IV. RESIDENTIAL MARKET OVERVIEW

Characteristics of the Housing Stock

The City of North Chicago had 8,377 housing units at the time of the 2000 Census, 90.9% of which were reported as occupied. Approximately one-third of the occupied residential inventory was owner-occupied and approximately two-thirds was rental. As shown in Table 14, less than half of the housing stock consisted of single-family homes. Multifamily buildings with two to four units comprised about a quarter of the housing stock, while multifamily buildings with five or more units comprised another quarter of the housing stock, although relatively few buildings had 50 or more units.

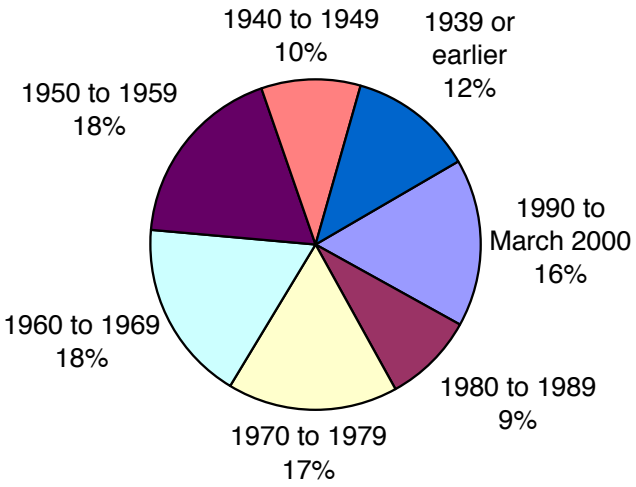
Table 14. PROFILE OF NORTH CHICAGO HOUSING STOCK

	Number of Units	Percent
Total Housing Units	8,377	100.0%
Occupied Units	7,611	90.9%
Owner-Occupied	2,780	36.5%
Renter-Occupied	4,881	64.1%
Vacant	716	8.5%
Building Size		
Single Family (Attached and Detached)	3,897	46.5%
Buildings with 2-4 units	2,157	25.7%
Buildings with 5-49 units	1,981	23.6%
Buildings with 50 or more units	202	2.4%

Source: 2000 Census

As shown in Figure 11 on the following page, the age of North Chicago's housing stock varies. Approximately 40 percent of the homes were built before 1960 and a significant number of homes have been built in each decade since then. A total of 1,265 homes, comprising just over 16 percent of the housing stock, were built in the 1990s.

Figure 11. North Chicago Housing Stock By Year Constructed



Source: U.S. Census

Great Lakes Housing Stock

Great Lakes currently provides a total of 2,089 housing units on the base. The military personnel and their families are an important component of the population of North Chicago. In 2005, The Navy hired Forest City Military Communities, a private developer, to upgrade and manage the residential communities housing the military personnel at Great Lakes. Current plans call for 629 of the existing housing units to be demolished and 74 new homes to be built, resulting in 555 fewer units on the base. This reduction is in response to a downsizing in military personnel and an increase in the number of families choosing to live off the base.

The following developments function as individual neighborhoods within the Great Lakes community.

- Forrestal Village, located west of Green Bay Road and South of Buckley Road houses the majority of enlisted families at Great Lakes. It offers two-, three-, and four-bedroom units.

- Halsey Village, located on the north side of Buckley Road between Green Bay Road and Lewis Avenue houses senior enlisted and officer families.

- Nimitz Village is located east of Halsey Village across Lewis Avenue. Residents are primarily junior enlisted families.

The recruits live in barracks at the training command located south of Buckley Road on the west side of Sheridan Road and are more restricted in terms of their ability to leave the base. Other residential buildings are interspersed within buildings at the training command east of Sheridan Road.

Subsidized Housing

As listed in Table 15 below, North Chicago has eight subsidized housing developments, providing a sizable inventory of affordable housing units in affluent Lake County. One of these developments, Thompson Manor, is located in the study area at 1705 N Sheridan Road.

Table 15. SUMMARY OF SUBSIDIZED HOUSING IN NORTH CHICAGO

Project Name	Address	Subsidy Type	# Units
Manchester Knolls Cooperative	1700-02 Barrett Court	Section 8	90
Manchester Knolls II Cooperative	1705-09 Arrington Circle	Section 8	90
Prairie View Apartments	1 Prairie View Court	Section 8	219
1106 McAllister	1106 McAllister	Tax Credit	NA
1440 Jackson Street	1441 Jackson Street	Section 8-NCHA	NA
1439 Hervey Avenue	1440 Hervey Avenue	NA	NA
Thompson Manor	1705 Sheridan Road	Elderly-NCHA	48
Rolling Green	2013 Barrett Place	Tax Credit	NA

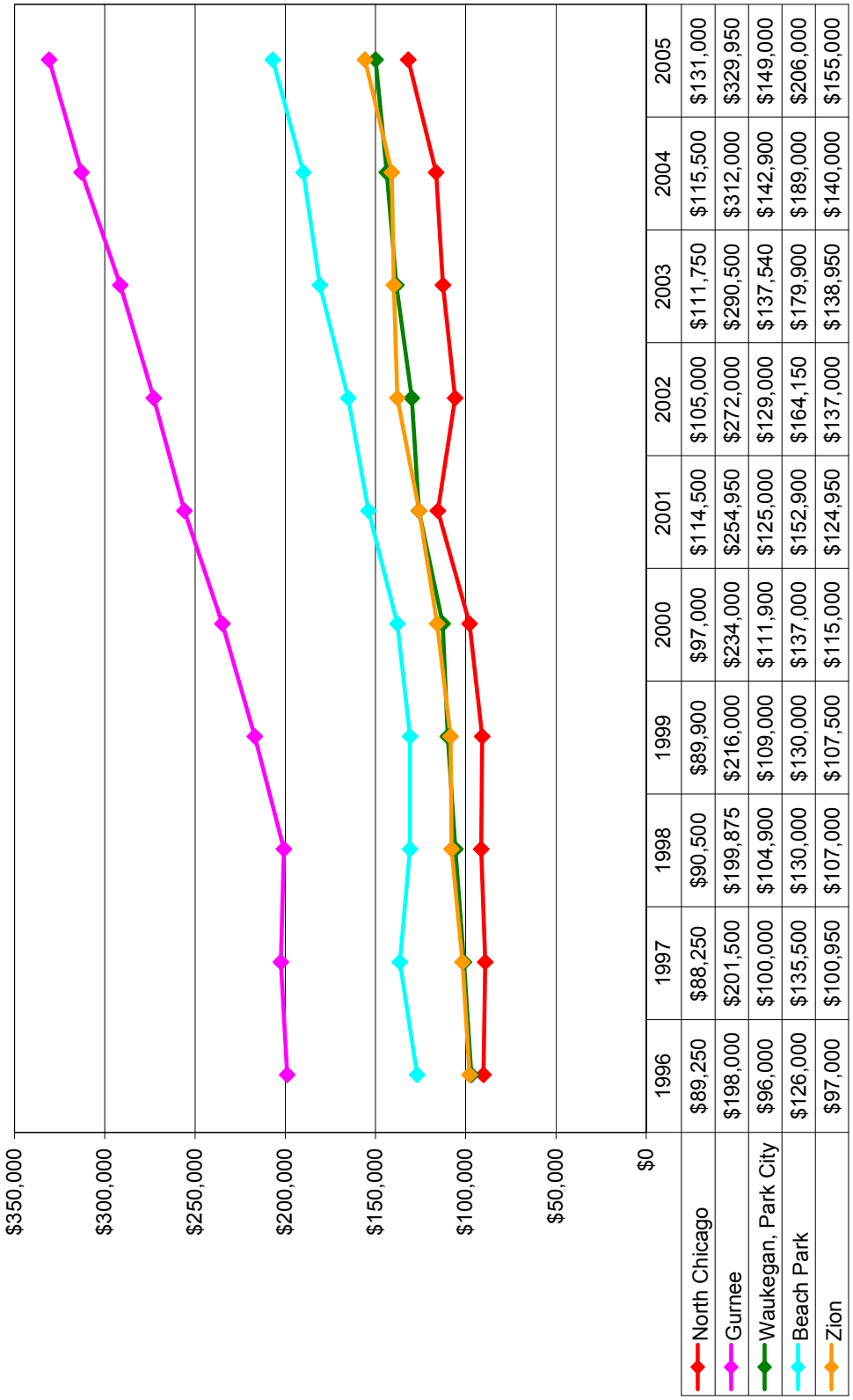
Source: U.S. Department of Housing and Urban Development

Data from Multiple Listing Service

According to data from the Multiple Listing Service, the median price for a single-family detached home in North Chicago in 2005 was $131,000. As shown in Figure 12, that median is lower than home prices in the neighboring communities of Beach Park, Gurnee, Park City, Waukegan, and Zion. Gurnee has a considerably higher median home price at $329,950.

The graph also shows the extent to which home prices have escalated. In 1996, the median price of a single-family detached home in North Chicago was $89,250 and remained relatively stagnant until it rose to $114,500 in 2001. The median sale price has risen most rapidly in Gurnee.

Figure 12. Median Sales Price of Single Family Homes Sold By A Realtor



	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
North Chicago	$89,250	$88,250	$90,500	$89,900	$97,000	$114,500	$105,000	$111,750	$115,500	$131,000
Gurnee	$198,000	$201,500	$199,875	$216,000	$234,000	$254,950	$272,000	$290,500	$312,000	$329,950
Waukegan, Park City	$96,000	$100,000	$104,900	$109,000	$111,900	$125,000	$129,000	$137,540	$142,900	$149,000
Beach Park	$126,000	$135,500	$130,000	$130,000	$137,000	$152,900	$164,150	$179,900	$189,000	$206,000
Zion	$97,000	$100,950	$107,000	$107,500	$115,000	$124,950	$137,000	$138,950	$140,000	$155,000

Recent Permit Activity

Table 16 shows the number of residential units permitted in North Chicago between 1997 and 2006. The annual average over this ten-year period is 39.7 units, the majority of which have been single-family detached homes.

Table 16. NORTH CHICAGO RESIDENTIAL BUILDING PERMITS

Year	Single Family Units	Multifamily Units	Total
1997	27	66	93
1998	27	42	69
1999	30	5	35
2000	39	7	46
2001	24	2	26
2002	33	5	38
2003	34	7	41
2004	32	2	34
2005	18	0	18
2006	13	0	13
Total	**277**	**136**	**413**
Annual Average	**27.7**	**13.6**	**41.3**

Source: U.S. Census

Table 17 on the following page and Figure 13 below track residential permit activity from 1997 through 2006 for North Chicago, Beach Park, Gurnee, Park City, Waukegan, and Zion. A total of 5,686 single-family units and 1,951 multi-family units have been permitted in the six community areas over the past ten years. Waukegan and Gurnee have seen the most permitting activity during this time period, with increasing activity in Beach Park and Zion.

Figure 13. Permits Issued By North Chicago and Surrounding Communities

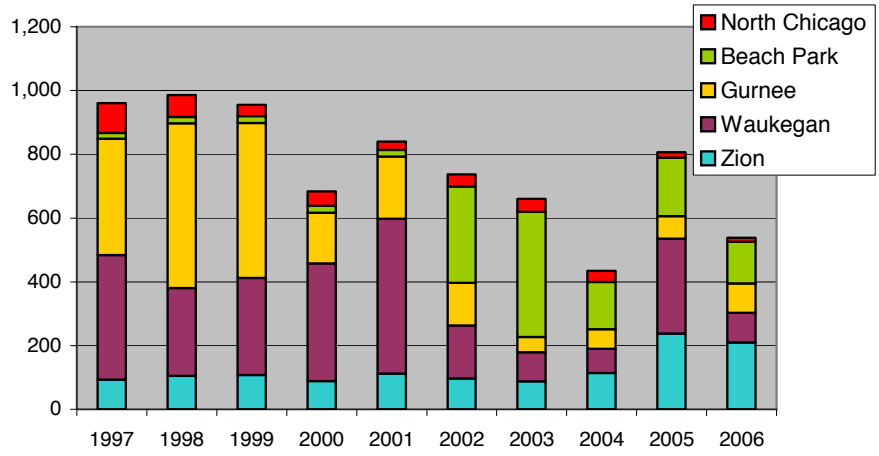


Table 17. RESIDENTIAL BUILDING PERMITS

	North Chicago		Beach Park		Gurnee		Park City		Waukegan		Zion		TOTAL	
	Single Family Units	**Multi-Family Units**	Single Family Units	Multi-Family Units	Single Family Units	Multi-Family Units	Single Family Units	Multi-Family Units	Single Family Units	Multi-Family Units	Single Family Units	Multi-Family Units	Single Family Units	Multi-Family Units
1997	**27**	**66**	18	0	275	90	1	0	326	65	93	0	740	221
1998	**27**	**42**	20	0	317	199	3	0	218	58	105	0	690	299
1999	**30**	**5**	22	0	226	260	0	0	142	162	108	0	528	427
2000	**39**	**7**	21	0	150	9	0	0	162	207	89	0	461	223
2001	**24**	**2**	21	0	135	60	7	0	121	365	98	14	406	441
2002	**33**	**5**	163	139	125	9	7	0	146	20	97	0	571	173
2003	**34**	**7**	392	0	46	2	8	0	85	6	74	14	639	29
2004	**32**	**2**	149	0	61	0	9	0	76	0	114	0	441	2
2005	**18**	**0**	183	0	71	0	1	0	217	80	222	16	712	96
2006	**13**	**0**	130	0	92	0	0	0	88	5	175	35	498	40
Total	**277**	**136**	1,119	139	1,498	629	36	0	1,581	968	1,175	79	5,686	1,951
Annual Average	**27.7**	**13.6**	111.9	13.9	149.8	62.9	3.6	0.0	158.1	96.8	117.5	7.9	568.6	195.1

Source: U.S. Census

Housing in the Study Area

The only multi-family housing development that currently exists on Sheridan Road in the study area is Thompson Manor, a 48-unit HUD property for seniors and disabled persons that was built in 1986. A number of residential units are located above the storefronts along Sheridan Road, but most appear to be in poor condition and/or unoccupied. To the west of Sheridan Road in the study area is a residential neighborhood of predominantly single-family homes interspersed with some smaller multi-family properties and vacant lots.

Single-Family Developments in Neighboring Communities

The majority of residential development built in recent years in the surrounding communities has consisted of low-density single-family communities with some attached townhouse product. This type of residential development would not be appropriate for the study area, where higher densities and a mix of uses are called for. Figure 14 shows where some of the newer residential developments are located. The Addendum includes more detailed information on these new subdivisions and single-family developments.

Base prices for single-family homes in new developments in Beach Park, Zion and Waukegan are generally in the low- to mid-$200,000s. Developments in Gurnee have higher base prices between the mid $500,000s and the upper $600,000s. Recently, national homebuilders such as Cambridge Homes have joined smaller local builders in this market area.

Base prices for townhomes in new developments in Beach Park and Zion are generally in the mid- to upper-$100,000s. A new development that offers townhomes in Waukegan has base prices between the mid $200,000s and low $300,00s. The only development in Gurnee that offers townhomes has higher base prices, in the low- to high-$300,000s.

Condominium Developments in Neighboring Communities

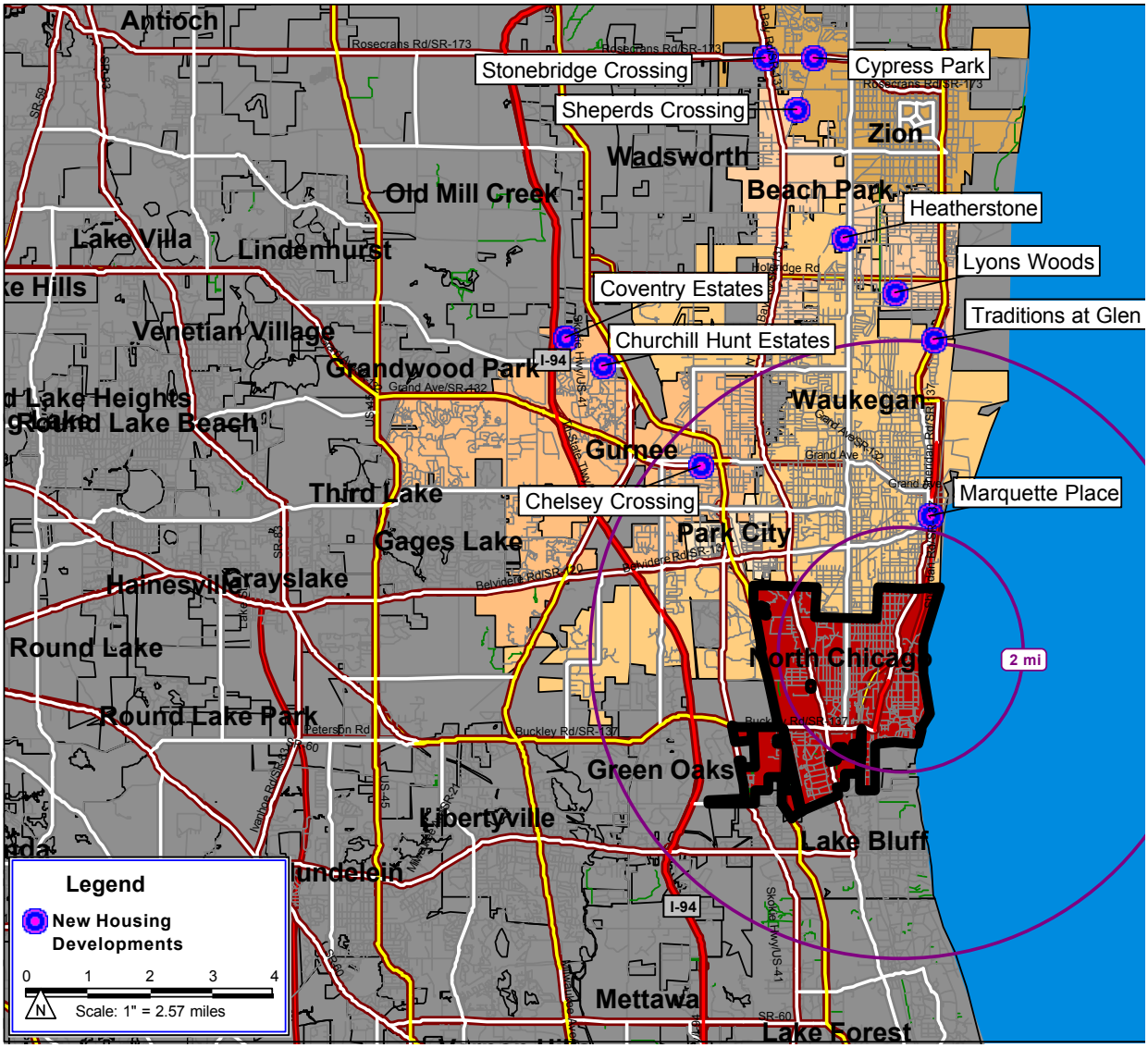
Waukegan is one of the few communities near North Chicago with plans to develop multifamily for-sale units. In 2002, a panel sponsored by The Urban Land Institute (ULI) created a plan to remediate and redevelop Waukegan's lakefront for residential, recreational, educational, and retail uses. ***Marquette Place***, located at Sheridan Road and Water Street in Downtown Waukegan, is currently in its pre-construction marketing phase. This project will offer 68 condominium units between 1,166 and 2,768 square feet at base prices ranging from $219,500 to $895,500. Marketing began in March of 2006 and only 16 units had been sold by January of 2007. Further details on this project are included in the Addenda.

It was recently announced that an existing 13-story building at the corner of Sheridan Road and Washington Street, ***Harborview Apartments***, will be converted into a mixed-use project with ground floor retail, office space on the second and third floors, and 54 condominium units on the upper floors. Initial base prices will range from $130,000 to $260,000 per unit. The sales office is scheduled to open in May of 2007.

The Residences at 200 North County is a condominium project being developed in downtown Waukegan. This adaptive reuse of the historic downtown YMCA building will offer 19 units.

Approximately nine miles to the south of the North Chicago Metra Station at 700 North Sheridan Road in the community of Highwood, where the Mega Group is planning a 164-unit condominium building. ***Highwood Towers*** will include 31,000 square feet of retail space.

Figure 14. New Residential Developments



Residential Opportunities in the Study Area

Initial opportunities for residential development in the study area would be limited to small-scale infill projects on scattered sites. These developments could include:

- Small condominium or rental units over storefronts
- One or more infill town home developments near the Metra station

Over the next ten years, the market could support approximately two dozen new residential units along Sheridan Road or on appropriate sites near the Metra station. Incomes in North Chicago suggest that new housing would need to be moderately priced. Developer or buyer subsidies would expand the pool of potential buyers and create additional opportunities.

In the neighborhood west of Sheridan Road, vacant lots and homes in need of repair are interspersed with well-maintained homes. Programs to encourage infill development and rehab activity will serve to strengthen this neighborhood and improve the opportunity for additional commercial and mixed-use development along Sheridan Road.

Long-term, the potential exists to develop more significant market-rate housing in the Study area. One site in particular, a vacant 8.9-acre site currently owned by Abbott, offers several advantages for higher-density housing:

- Views of Foss Park and potential linkages to the park across the railroad tracks.
- Views of Lake Michigan from the upper floors of a mid-rise or high-rise development.
- Walking distance to the North Chicago Metra Station.
- Walking distance to Great Lakes and Abbott, two major employers.

The site is large enough to plan for a mix of housing types and to include recreational and other project amenities. The long-term potential for this site is similar, although smaller in scale, to what is envisioned for the Waukegan waterfront. Before there is a market for this type of residential development in North Chicago, however, Sheridan Road will need to be transformed into a vibrant downtown with retail and service businesses and the Sheridan Crossing site will need to be developed with restaurants and hotels.

ADDENDA

- Marketing Materials for Sheridan Road Development Sites

- Residential Development Information Sheets

  (These developments do not necessarily represent the product type that is recommended for the Study Area.)

North Chicago

1700 Block of Sheridan Road

DISTRICT CONTEXT

Current Zoning
B-2 General Business District
Urban Redevelopment Overlay

District Details
Buildings on the 1700 Block of Sheridan Road constitute the historic commercial core of Down town North Chicago

Mixed-use retail/residential

Available on and off-street parking

Affordable lease rates

City sponsored facade renovation is underway for multiple buildings

COMMUNITY CONTEXT

Major Employers

Abbott Laboratories	7,000
Great Lakes Naval Center (Average Daily Population)	23,000
VA Medical Center	1,150
Chicago Medical School	1,000

Available Incentives
Tax-Increment Financing (TIF)
Revolving Loan Program
Facade Rebate Program

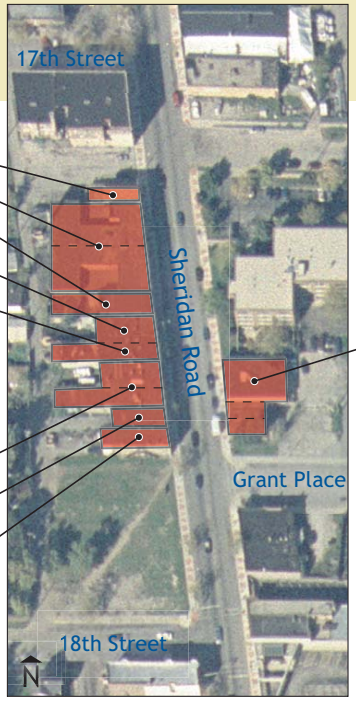
Traffic Counts

Sheridan Road ADT	15,400

North Chicago Metra Rail Station

Weekday Inbound/ Outbound Boardings	200

Pace Bus Route
#564 (Sheridan Road, 18th Street)



West of Sheridan Road

1710 Sheridan
1,527 gsf

1712-1716 Sheridan
11,909 gsf (Two Units)

1720 Sheridan
3,392 gsf

1722 Sheridan
1,430 gsf

1724 Sheridan
3,713 gsf

1726-1728 Sheridan
5,189 gsf (Divisible)

1730 Sheridan
1,617 gsf

1732 Sheridan
1,836 gsf

East of Sheridan Road

1721 Sheridan
3,417 gsf (Three Units)

Discover the Possibilities

North Chicago

1800 Block of Sheridan Road

SITE CONTEXT

Current Zoning
B-2 General Business District
Urban Redevelopment Overlay

Project Site
39,181 sq. ft. (0.90 Acres)
Existing Building Renovations

Development Details
Downtown North Chicago gateway location at the northwest corner of Sheridan Road & Broadway Avenue

Mixed-use retail/office/residential development (12,909 gsf/7 res. units)

Shared surface parking available for 41 vehicles

COMMUNITY CONTEXT

Major Employers

Abbott Laboratories	7,000
Great Lakes Naval Center (Average Daily Population)	23,000
VA Medical Center	1,150
Chicago Medical School	1,000

Available Incentives
Tax-Increment Financing (TIF)
Revolving Loan Program
Facade Rebate Program

Traffic Counts

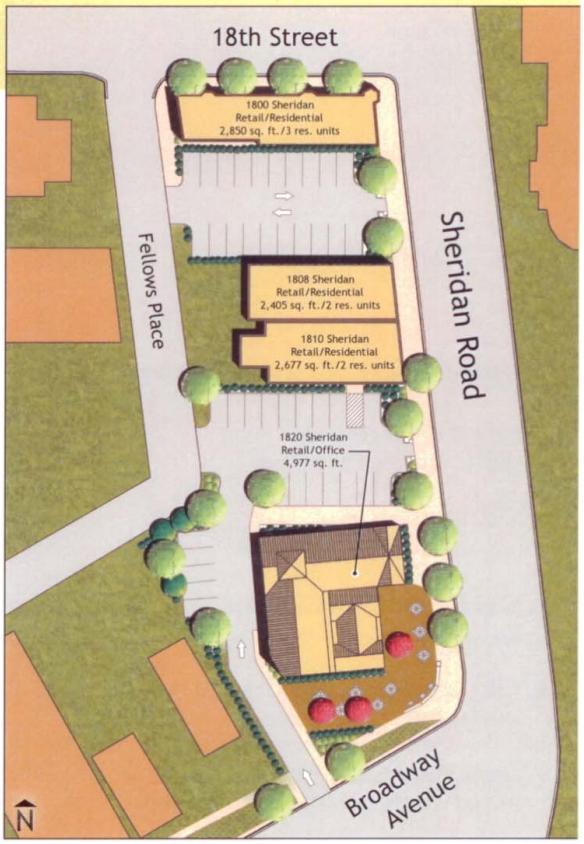
Sheridan Road ADT	15,400

North Chicago Metra Rail Station

Weekday Inbound/ Outbound Boardings	200

Pace Bus Route
#564 (Sheridan Road, 18th Street)

Conceptual Site Redevelopment Plan



Perspective Rendering Looking Northwest from Sheridan Road

Discover the Possibilities

North Chicago

1702 North Sheridan Road

SITE CONTEXT

Current Zoning
B-2 General Business District
Urban Redevelopment Overlay

Project Site
15,975 square feet (0.37 acres)
Existing Building Renovation

Development Details
Downtown North Chicago location at the southwest corner of Sheridan Road & 17th Street

Mixed-use retail/office/residential development (8,380 gsf), divisible up to four 1st floor retail spaces

Surface parking available for 18 vehicles

COMMUNITY CONTEXT

Major Employers

Abbott Laboratories	7,000
Great Lakes Naval Center (Average Daily Population)	23,000
VA Medical Center	1,150
Chicago Medical School	1,000

Available Incentives
Tax-Increment Financing (TIF)
Revolving Loan Program
Facade Rebate Program

Traffic Counts

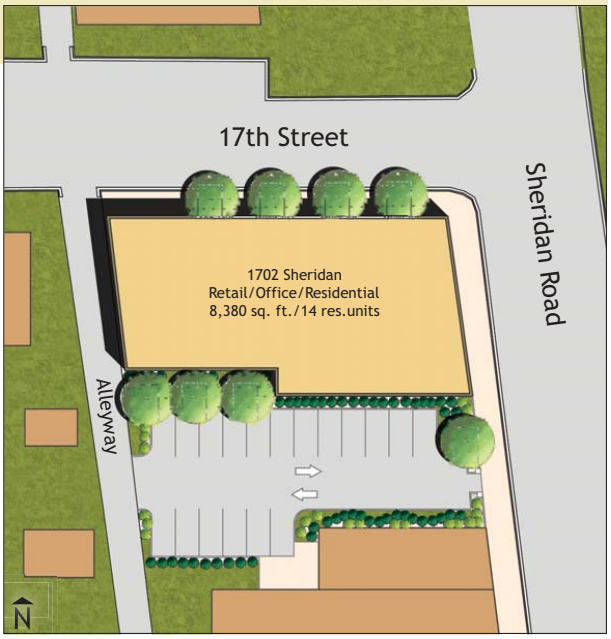
Sheridan Road ADT	15,400

North Chicago Metra Rail Station

Weekday Inbound/ Outbound Boardings	200

Pace Bus Route
#564 (Sheridan Road, 18th Street)

Conceptual Site Redevelopment Plan



Perspective Rendering Looking Southwest from Sheridan Road

Discover the Possibilities

North Chicago

Grant Place & Sheridan Road

Aerial Rendering
Looking Northwest

SITE CONTEXT

Current Zoning
B-2 General Business District
Urban Redevelopment Overlay

Project Site
1.25 acres (approximately)
New Building Construction

Development Details
Prime location within Downtown North Chicago at the southeast corner of Sheridan Road & Grant Place

Mixed-use retail/office/restaurant development (20,743 gsf)

Shared surface parking available for
58 vehicles (off street)
14 vehicles (on street)

COMMUNITY CONTEXT

Major Employers

Abbott Laboratories	7,000
Great Lakes Naval Center (Average Daily Population)	23,000
VA Medical Center	1,150
Chicago Medical School	1,000

Available Incentives
Tax-Increment Financing (TIF)
Revolving Loan Program
Facade Rebate Program

Traffic Counts

Sheridan Road ADT	15,400

North Chicago Metra Rail Station

Weekday Inbound/ Outbound Boardings	200

Pace Bus Route
#564 (Sheridan Road, 18th Street)

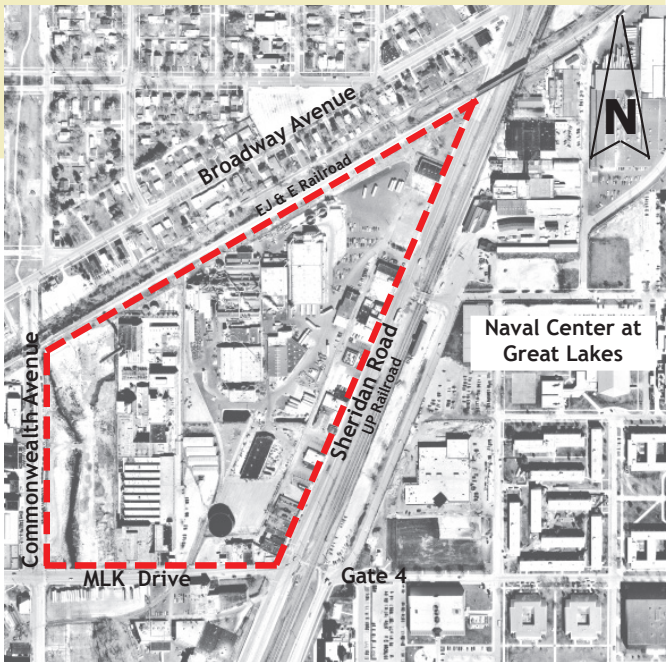
Grant Place Site Redevelopment Plan

Perspective
Rendering Looking
Northwest from
Parking Lot

Discover the Possibilities

North Chicago

Sheridan Road South



Sheridan Road South

Parcel Size: 40 Acres

PUD Designation Preferred

Parcel Context

The parcel is walking distance from the Naval Center at Great Lakes, Abbott Laboratories, and the North Chicago Metra Rail Station. Future development is envisioned as commercial and mixed-use office/retail. The City currently controls 30 acres of the property, and condemnation has begun on the remaining 10 acres.

Demographics

Population	35,918
Households	7,682
Median HH Income	$35,663
Average Home Value	$94,200

Traffic Counts

Sheridan Road	15,400

North Chicago Metra Rail Station

200 Weekday
Inbound/Outbound Boardings

Major Employers

Abbott Laboratories	7,000
Great Lakes Naval Center (Average Daily Population)	23,000
VA Medical Center	1,150
Rosalind Franklin University of Medicine	1,000

Planned Improvements

King Drive & Union Pacific Railroad Grade Crossing

Available Incentives

Tax-Increment Financing (TIF)
Special Service Area (Potential)

CONTACT INFORMATION

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www.northchicago.org

Discover the Possibilities

Heatherstone

Address:	Route 41 and Wadsworth Road
Community:	Beach Park
Developer:	Cambridge Homes
Number of Units:	Single Family Homes: 560 Townhomes: 312 "Carillon" Adult Single Family Homes: 84 "Carillon" Adult Townhomes: 88 TOTAL UNITS: 1,055
Marketing Began:	2002
Units sold as of 1/25/2007:	Single Family Homes: 410 (73%) Townhomes: 282 (90%) "Carillon" Adult Single Family Homes: 69 (82%) "Carillon" Adult Townhomes: 87 (99%) TOTAL UNITS: 848 (80%)
Range of Units Sizes:	Single Family Homes: 1,580 – 3,018 sq ft Townhomes: 1,110 – 1,375 sq ft "Carillon" Adult Single Family Homes: 1,414 – 1,951 sq ft "Carillon" Adult Townhomes: 1,107 – 1,332 sq ft
Range of Base Prices:	Single Family Homes: $219,000 - $320,000 Townhomes: $154,000 - $169,700 "Carillon" Adult Single Family Homes: $217,000 – 234,000 "Carillon" Adult Townhomes: $157,000 - $184,778

Source: Strategy Planning Associates and Developer's website

Shepherds Crossing

Address:	N Kenosha Road and Van Court
Community:	Zion
Developer:	Deer Point Homes Development
Number of Units:	Single Family Homes: 239 Townhomes: 222 TOTAL UNITS: 461
Marketing Began:	Single Family Homes - 2004 Townhomes – 2006
Units sold as of 4/10/2007:	Single Family Homes: 196 (82%) Townhomes: 6 (3%) TOTAL UNITS: 202 (44%)
Range of Units Sizes:	Single Family Homes: 1,575 – 2,467 sq ft Townhomes: 1,290 – 1,871 sq ft
Range of Base Prices:	Single Family Homes: $224,490 - $264,490 Townhomes: $174,990 - $189,990

Source: Strategy Planning Associates and Developer's website

Stonebridge Crossing

Address:	Route 173 and Green Bay Road
Community:	Zion
Developer:	Kennedy Homes
Number of Units:	Single Family Homes: 128
Marketing Began:	2005
Units sold as of 1/29/2007:	121 (95%)
Range of Units Sizes:	2,320 – 3,530 sq ft
Range of Base Prices:	$227,990 - $266,990

Source: Strategy Planning Associates and Developer's website

Cypress Park

Address:	Route 173 and N Kenosha Road
Community:	Zion
Developer:	Pulte Homes
Number of Units:	Single Family Homes: 88
Marketing Began:	2006
Units sold as of 1/29/2007:	19 (22%)
Range of Units Sizes:	2,140 – 3,341 sq ft
Range of Base Prices:	$250,990 - $296,990

Source: Strategy Planning Associates and Developer's website

Traditions at Glen Flora

Address:	N Sheridan Road and Blanchard Road
Community:	Waukegan
Developer:	Burnside Homes
Number of Units:	Club Series Townhomes: 62 Carriage Series Townhomes: 36 TOTAL UNITS: 98
Marketing Began:	2004
Units sold as of 1/25/2007:	Club Series Townhomes: 10 (16%) Carriage Series Townhomes: 11 (31%) TOTAL UNITS: 21 (21%)
Range of Units Sizes:	Club Series Townhomes: 1,609 – 1,861 sq ft Carriage Series Townhomes: 1,414 – 2,047 sq ft
Range of Base Prices:	Club Series Townhomes: $266,900 - $283,900 Carriage Series Townhomes: $236,900 - $307,900

Carriage Series (4 units per building)

Club Series (2 units per building)

Source: Strategy Planning Associates and Developer's website

Lyons Woods

Address:	W Yorkhouse Road and N Chestnut Street
Community:	Beach Park
Developer:	Assorted Builders
Number of Units:	Single Family Homes: 18
Marketing Began:	2000
Units sold as of 1/25/2007:	15 (83%)
Range of Units Sizes:	2,376 – 2,490 sq ft
Range of Base Prices:	$291,500 - $299,888

Source: Strategy Planning Associates and Developer's website

Chelsey Crossing

Address:	Route 120 and Hunt Club Road
Community:	Gurnee
Developer:	Jacobs Homes
Number of Units:	Townhomes: 52
Marketing Began:	6/1/2006
Units sold as of 1/25/2007:	14 (27%)
Range of Units Sizes:	1,950 – 2,360 sq ft
Range of Base Prices:	$330,990 - $375,990

Source: Strategy Planning Associates and Developer's website

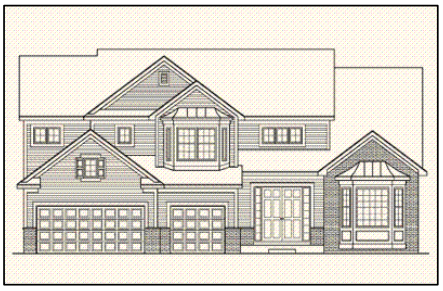
Marquette Place

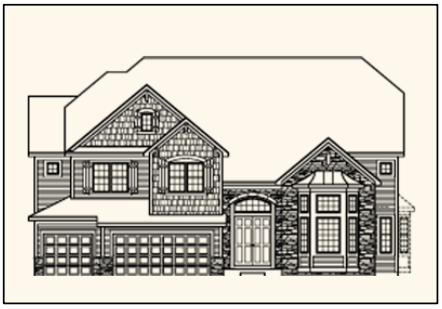
Address:	Sheridan Road and Water Street
Community:	Waukegan
Developer:	Marquette Enterprises
Number of Units:	Condominiums: 68
Marketing Began:	3/6/2006
Units sold as of 1/25/2007:	16 (22%)
Range of Units Sizes:	1,166 – 2,768 sq ft
Range of Base Prices:	$219,500 - $895,500

Source: Strategy Planning Associates and Developer's website

Coventry Estates

Address:	Dileys Road and Westminster Lane
Community:	Gurnee
Developer:	Richmond American Homes
Number of Units:	Single Family Homes: 39
Marketing Began:	2005
Units sold as of May 2007:	Single Family Homes: 22 (56%)
Range of Units Sizes:	Single Family Homes: 2,961 – 4,528 sq ft
Range of Base Prices:	Single Family Homes: $568,995 - $643,995





Source: Strategy Planning Associates and Developer's website

Churchill Hunt Estates

Address:	Stearns School Road and Notting Hill Road
Community:	Gurnee
Developer:	Toll Brothers
Number of Units:	Single Family Homes: 120
Marketing Began:	2003
Units sold as of May 2007:	Single Family Homes: 105 (88%)
Range of Units Sizes:	Single Family Homes: 2,800 – 4,200 sq ft
Range of Base Prices:	Single Family Homes: $537,975 - $674,975

Source: Strategy Planning Associates and Developer's website

Appendix
Market Assessment

Appendix
Community Input Process

Image Preference Survey Results
Community Meeting #1, February 21, 2007

Image #	Slide #	Score	Rank
First Impressions			
1	1L	-2.80	12
2	1R	2.18	3
3	2L	1.50	5
4	2R	3.22	1
5	3L	-0.91	10
6	3R	3.20	2
7	4L	1.91	4
8	4R	0.70	8
9	5L	1.09	6
10	5R	-1.60	11
11	6L	-0.55	9
12	6R	1.00	7

Pedestrian Character			
13	7L	3.27	3
14	7R	-2.18	13
15	8L	-1.70	11
16	8R	3.50	2
17	9L	-2.55	14
18	9R	2.27	6
19	10L	-1.90	12
20	10R	2.09	7
21	11L	-0.90	9
22	11R	-0.91	10
23	12L	2.90	5
24	12R	3.18	4
25	13L	-0.40	8
26	13R	3.64	1

Community Character			
27	14L	1.09	7
28	14R	1.00	8
29	15L	-0.91	14
30	15R	3.30	2
31	16L	1.91	4
32	16R	1.80	5
33	17L	0.60	10
34	17R	1.73	6
35	18L	-0.40	13
36	18R	3.18	3
37	19L	1.00	8
38	19R	-0.18	12
39	20L	4.09	1
40	20R	0.60	10

Image #	Slide #	Score	Rank
Sheridan Rd. Residential			
41	21L	2.90	1
42	21R	-0.82	14
43	22L	2.82	2
44	22R	1.00	8
45	23L	0.82	10
46	23R	0.55	12
47	24L	0.56	11
48	24R	1.00	8
49	25L	-0.10	13
50	25R	2.36	5
51	26L	1.20	6
52	26R	2.82	2
53	27L	1.18	7
54	27R	2.50	4

Neighborhood Residential			
55	28L	0.70	10
56	28R	-2.73	14
57	29L	0.82	9
58	29R	2.40	5
59	30L	-0.55	12
60	30R	-0.18	11
61	31L	1.80	6
62	31R	2.91	2
63	32L	0.89	8
64	32R	1.45	7
65	33L	-0.60	13
66	33R	3.50	1
67	34L	2.64	3
68	34R	2.50	4

First Impressions: Summary

Rank: 12th out of 12 images
Score: -2.80

Rank: 3rd out of 12 images
Score: 2.18

Rank: 4th out of 12 images
Score: 1.91

Rank: 8th out of 12 images
Score: 0.70

Rank: 5th out of 12 images
Score: 1.50

Rank: 1st out of 12 images
Score: 3.22

Rank: 6th out of 12 images
Score: 1.09

Rank: 11th out of 12 images
Score: -1.60

Rank: 10th out of 12 images
Score: -0.91

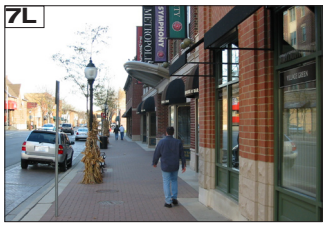
Rank: 2nd out of 12 images
Score: 3.20

Rank: 9th out of 12 images
Score: -0.55

Rank: 7th out of 12 images
Score: 1.00

Appendix
Community Input Process

Pedestrian Character: Summary



Rank: 3rd out of 14 images
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Score: -0.91

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Score: -1.70

Rank: 2nd out of 14 images
Score: 3.50

Rank: 5th out of 14 images
Score: 2.90

Rank: 4th out of 14 images
Score: 3.18

Rank: 14th out of 14 images
Score: -2.55

Rank: 6th out of 14 images
Score: 2.27

Rank: 8th out of 14 images
Score: -0.40

Rank: 1st out of 14 images
Score: 3.64

Rank: 12th out of 14 images
Score: -1.90

Rank: 7th out of 14 images
Score: 2.09

Commercial Character: Summary

Rank: 7th out of 14 images
Score: 1.09

Rank: 11th out of 14 images
Score: 0.10

Rank: 9th out of 14 images
Score: 0.60

Rank: 6th out of 14 images
Score: 1.73

Rank: 14th out of 14 images
Score: -0.91

Rank: 2nd out of 14 images
Score: 3.30

Rank: 13th out of 14 images
Score: -0.40

Rank: 3rd out of 14 images
Score: 3.18

Rank: 4th out of 14 images
Score: 1.91

Rank: 5th out of 14 images
Score: 1.80

Rank: 8th out of 14 images
Score: 1.00

Rank: 12th out of 14 images
Score:-0.18

Rank: 1st out of 14 images
Score: 4.09

Rank: 9th out of 14 images
Score: 0.60

Appendix
Community Input Process

Sheridan Road Residential: Summary

Rank: 1st out of 14 images
Score: 2.90

Rank: 14th out of 14 images
Score: -0.82

Rank: 2nd out of 14 images
Score: 2.82

Rank: 8th out of 14 images
Score: 1.00

Rank: 10th out of 14 images
Score: 0.82

Rank: 12th out of 14 images
Score: 0.55

Rank: 11th out of 14 images
Score: 0.56

Rank: 8th out of 14 images
Score: 1.00

Rank: 13th out of 14 images
Score: -0.10

Rank: 5th out of 14 images
Score: 2.36

Rank: 6th out of 14 images
Score: 1.20

Rank: 2nd out of 14 images
Score: 2.82

Rank: 7th out of 14 images
Score: 1.18

Rank: 4th out of 14 images
Score: 2.50

Neighborhood Residential: Summary

Rank: 10th out of 14 images
Score: 0.70

Rank: 14th out of 14 images
Score: -2.73

Rank: 6th out of 14 images
Score: 1.80

Rank: 2nd out of 14 images
Score: 2.91

Rank: 9th out of 14 images
Score: 0.82

Rank: 5th out of 14 images
Score: 2.40

Rank: 8th out of 14 images
Score: 0.89

Rank: 7th out of 14 images
Score: 1.45

Rank: 12th out of 14 images
Score: -0.55

Rank: 11th out of 14 images
Score: -0.18

Rank: 13th out of 14 images
Score: -0.60

Rank: 1st out of 14 images
Score: 3.50

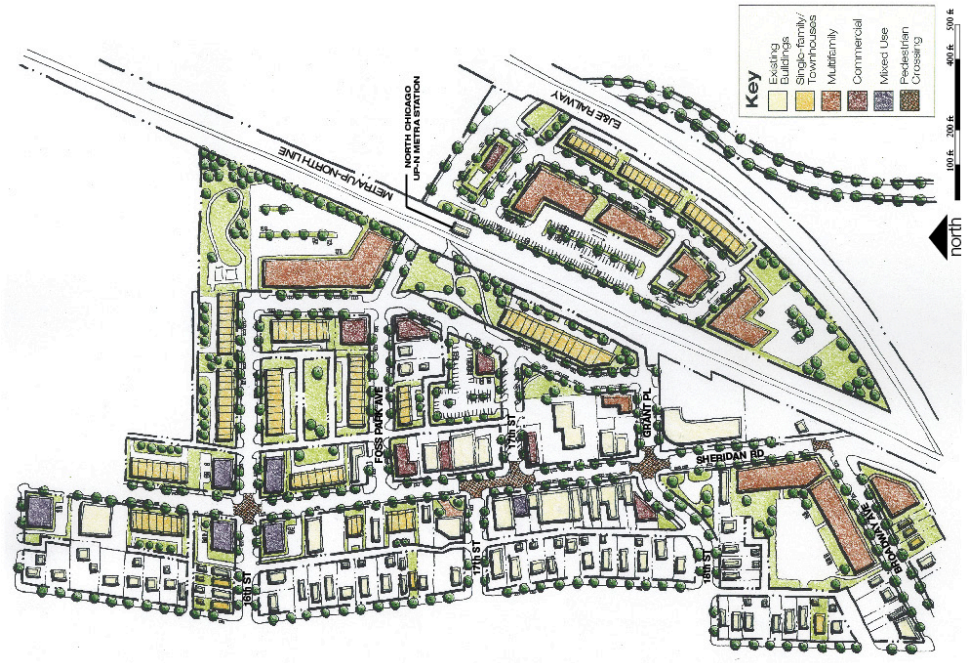
Rank: 3rd out of 14 images
Score: 2.64

Rank: 4th out of 14 images
Score: 2.50

Design Alternatives Powerpoint Presentation
Community Meeting #2, August 22, 2007

Alternative #2

Long-Term Plans



Alternative #1

Recommendations

1. Downtown Infill

Alternative #1

Alternative #2

Recommendations

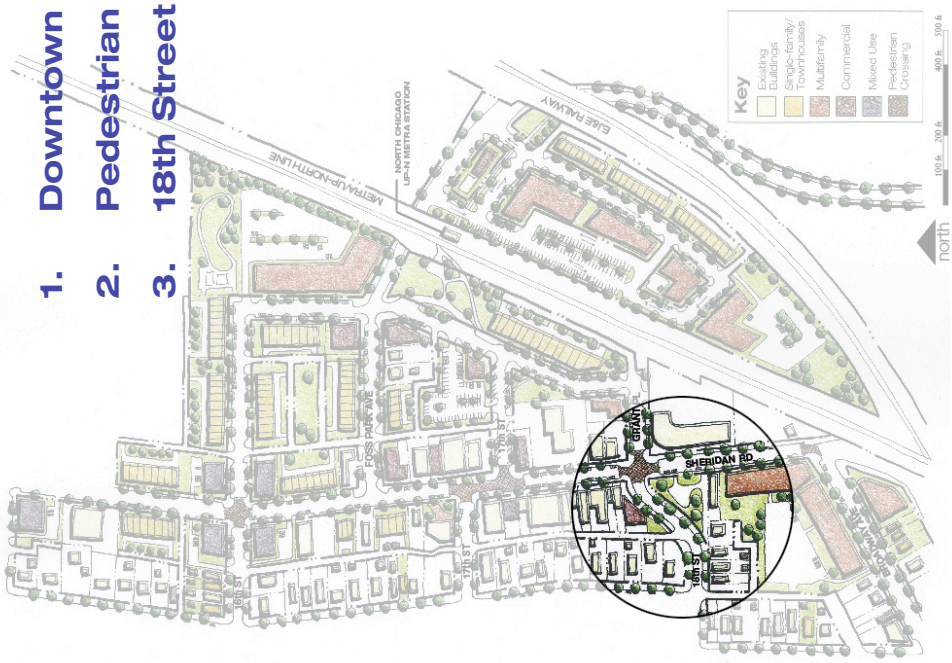
1. Downtown Infill
2. Pedestrian Crossings

Alternative #1

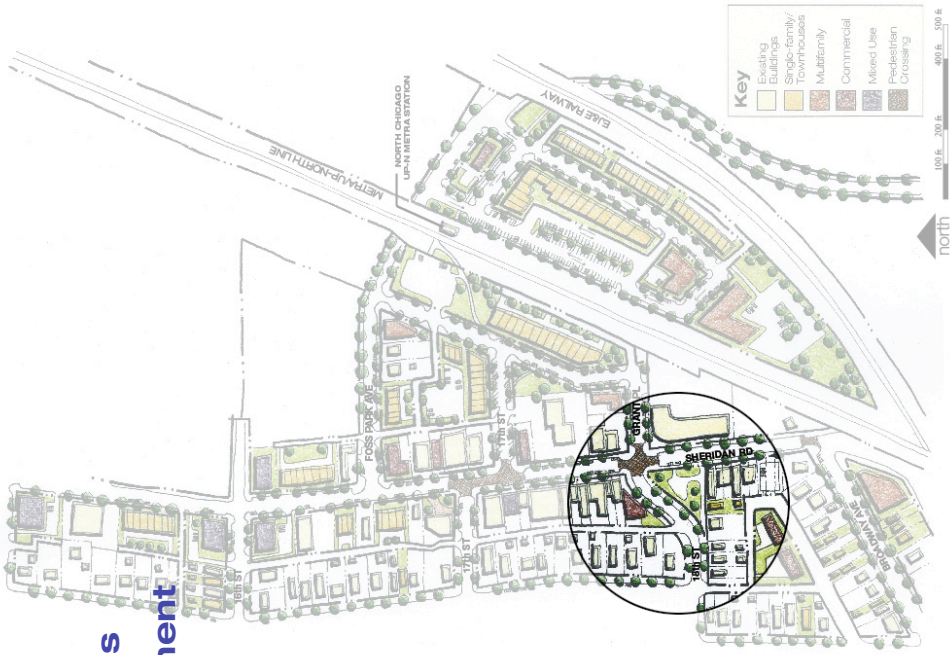
Alternative #2

Recommendations

1. Downtown Infill
2. Pedestrian Crossings
3. 18th Street Realignment



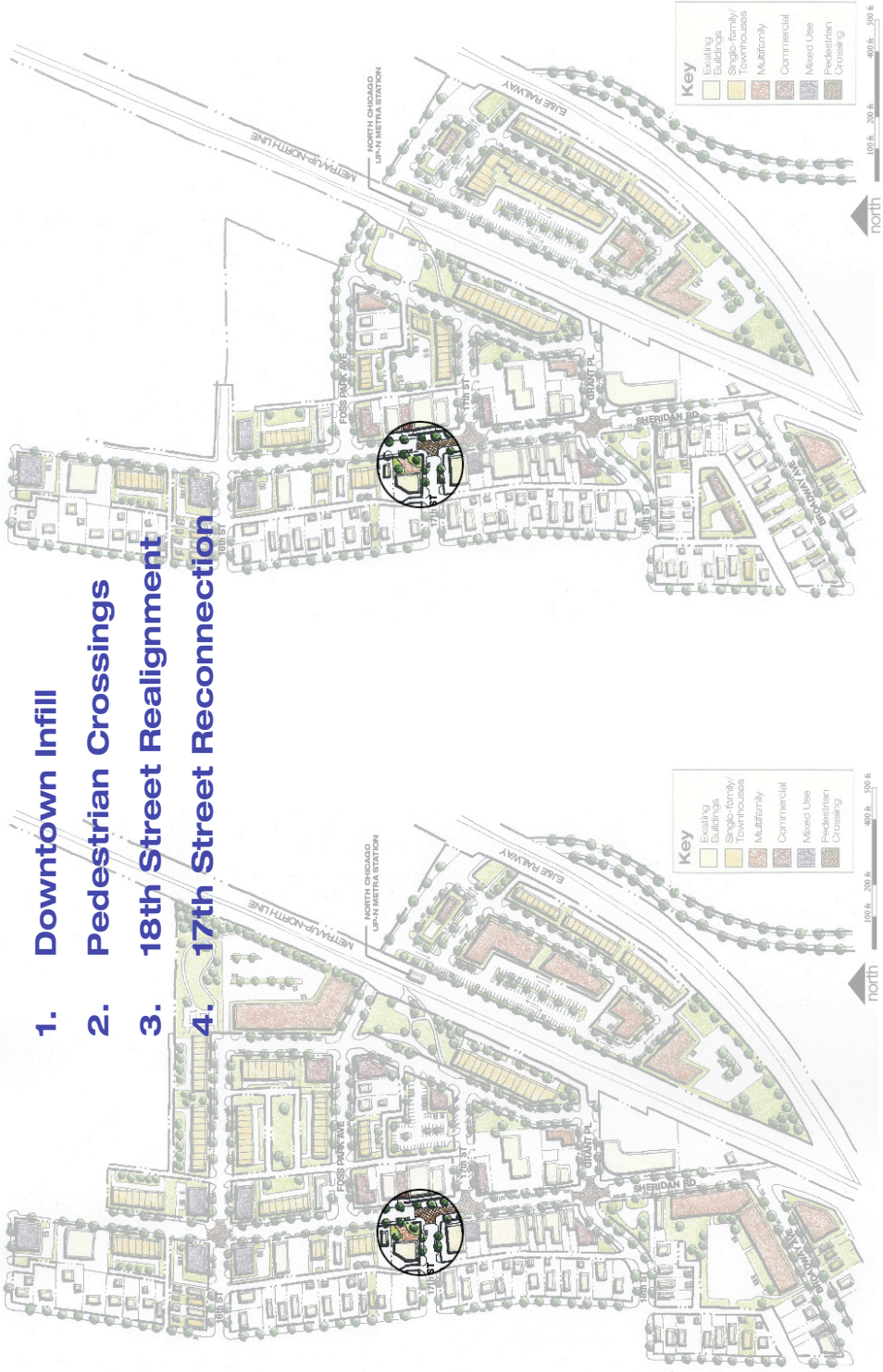
Alternative #1



Alternative #2

Recommendations

1. Downtown Infill
2. Pedestrian Crossings
3. 18th Street Realignment
4. 17th Street Reconnection

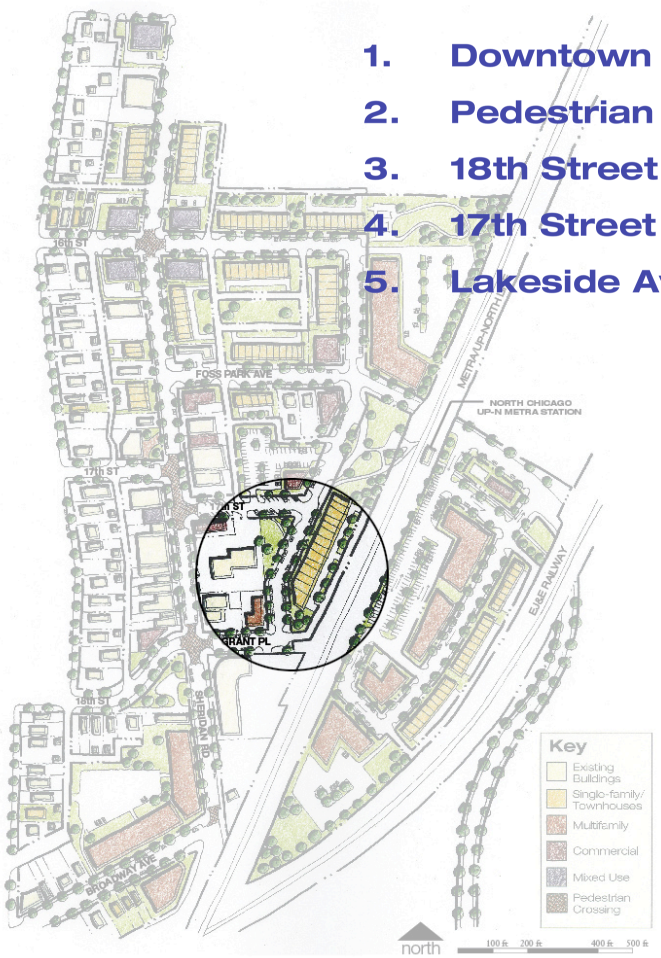


Alternative #1

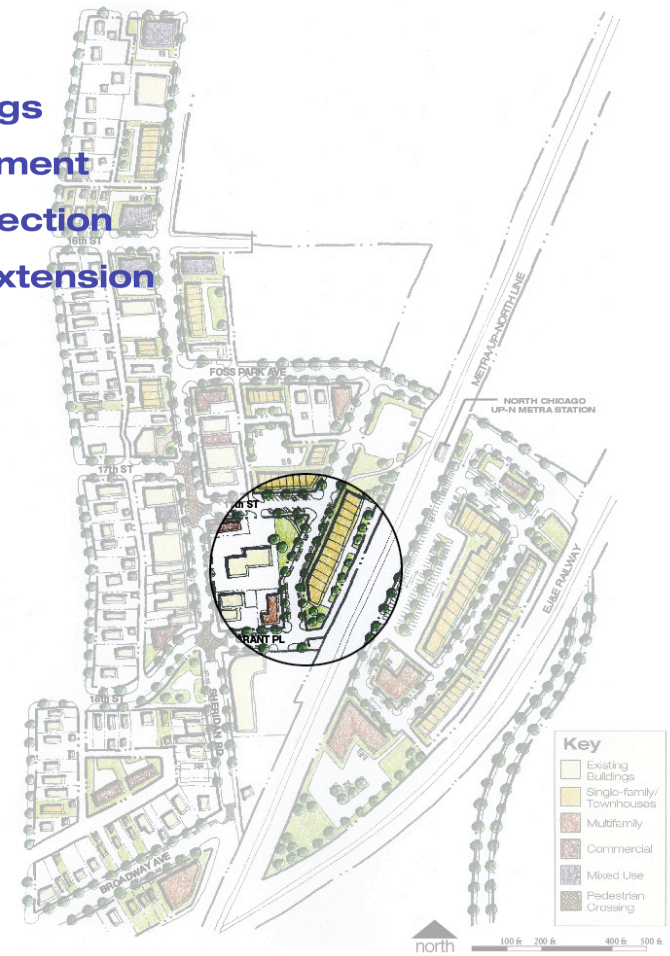
Alternative #2

Recommendations

1. Downtown Infill
2. Pedestrian Crossings
3. 18th Street Realignment
4. 17th Street Reconnection
5. Lakeside Avenue Extension



Alternative #1



Alternative #2

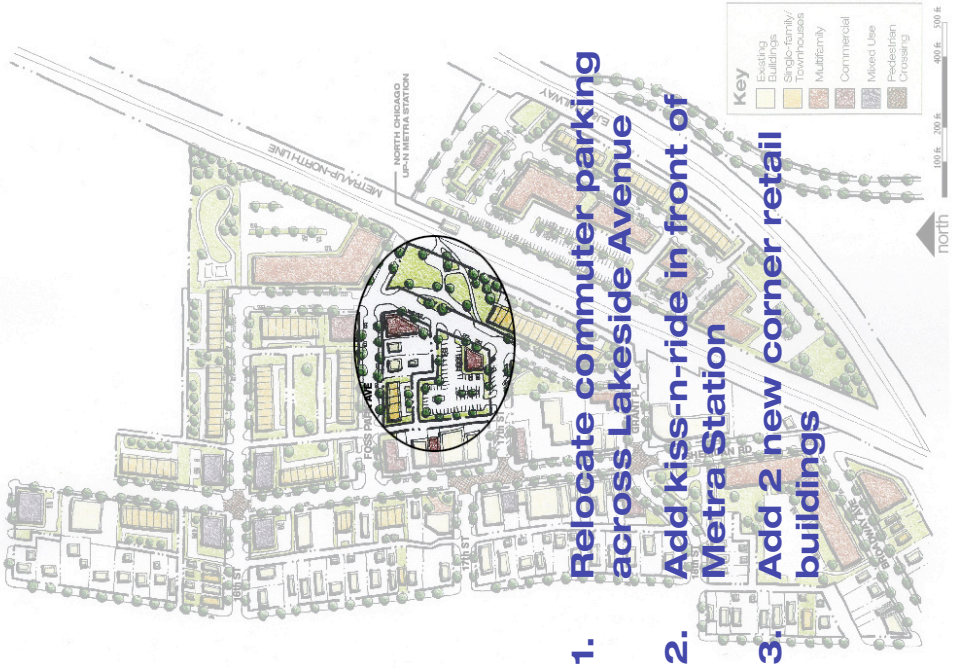
Recommendations

1. Downtown Infill
2. Pedestrian Crossings
3. 18th Street Realignment
4. 17th Street Reconnection
5. Lakeside Avenue Extension
6. Centralize Retail

Alternative #1

Alternative #2

Design Alternatives: West of Station



1. Relocate commuter parking across Lakeside Avenue
2. Add kiss-n-ride in front of Metra Station
3. Add 2 new corner retail buildings

Alternative #1

1. Commuter parking remains as existing
2. Add bus and drop-ff bays in front of Metra Station
3. Add a multi-family building and townhouses

Alternative #2

Design Alternatives: North of Broadway

1. Remove Fellows Place to correct awkward block configuration.
2. Create a large block for a multi-family development at the gateway from the South.

Alternative #1

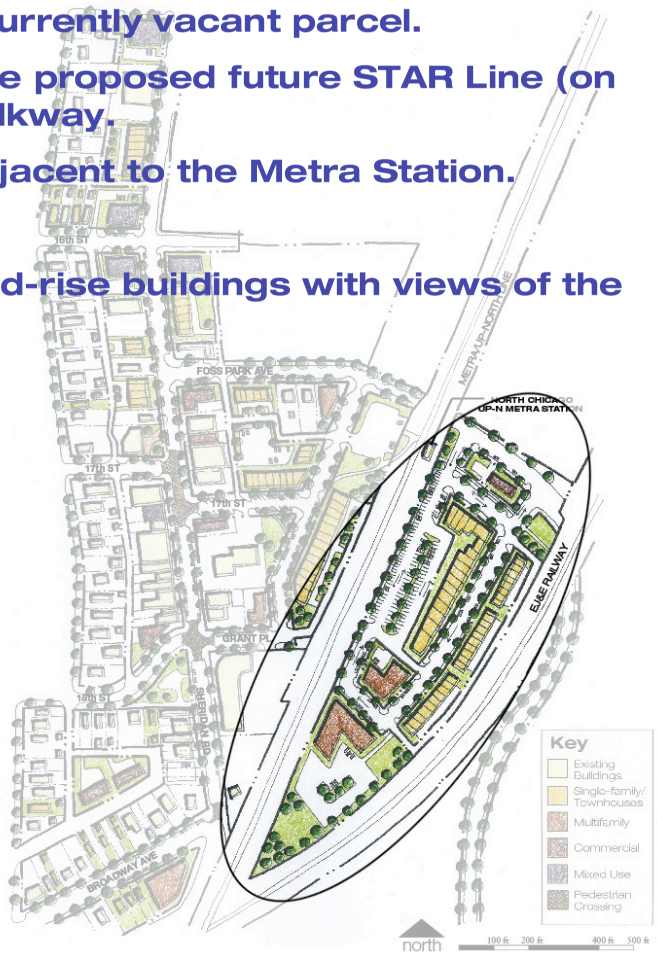
1. Retain Fellows Place
2. Phase out residential use in the interior of the block. Instead, locate light industrial and commercial in this area.
3. Infill existing vacant buildings and lots.

Alternative #2

Design Alternatives: East of Station

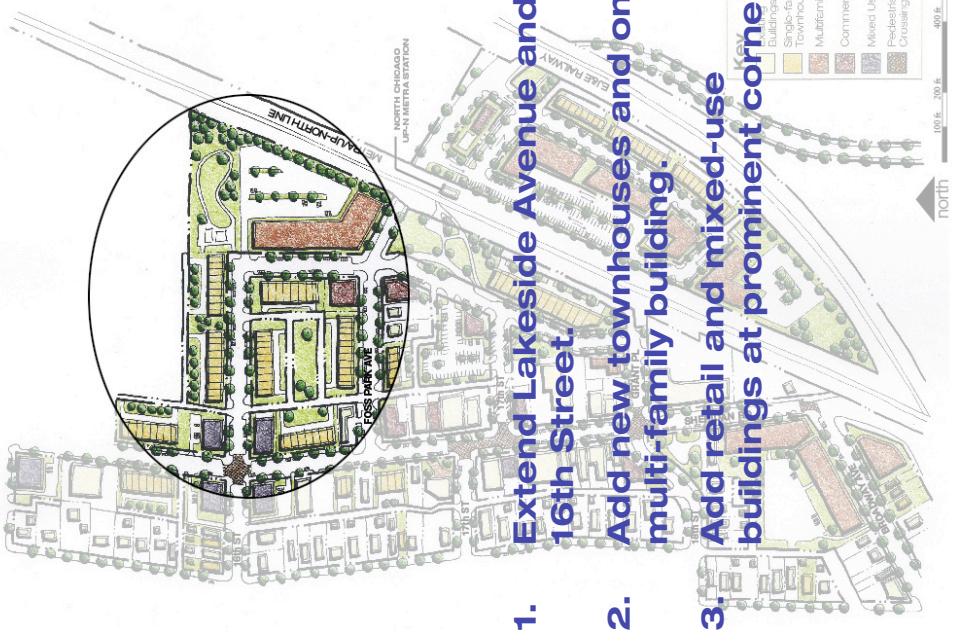
1. Add new streets and buildings on this currently vacant parcel.
2. Connect the Metra/UP-North line and the proposed future STAR Line (on the EJ&E Railway) with a pedestrian walkway.
3. Include additional commuter parking adjacent to the Metra Station.
4. Add an automobile and bus drop-off.
5. Construct new townhouses and new mid-rise buildings with views of the lake.

Alternative #1



Alternative #2

Design Alternatives: North of Station



1. Extend Lakeside Avenue and 16th Street.
2. Add new townhouses and one multi-family building.
3. Add retail and mixed-use buildings at prominent corners.

Alternative #1

1. Retain as existing.
2. Line Sheridan Road with townhouses and a corner mixed-use building.

Alternative #2