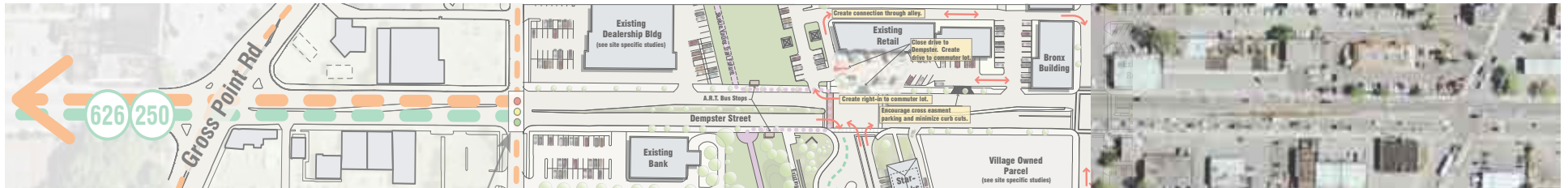


Village of Skokie



Dempster-Skokie Station Area Plan

Sector B: Dempster West



Funded through the Regional Transportation Authority (RTA) Community Planning Program

Prepared by



with assistance from



THE TAMMEN GROUP
• Real Estate Development Strategies & Solutions •

December 31, 2012

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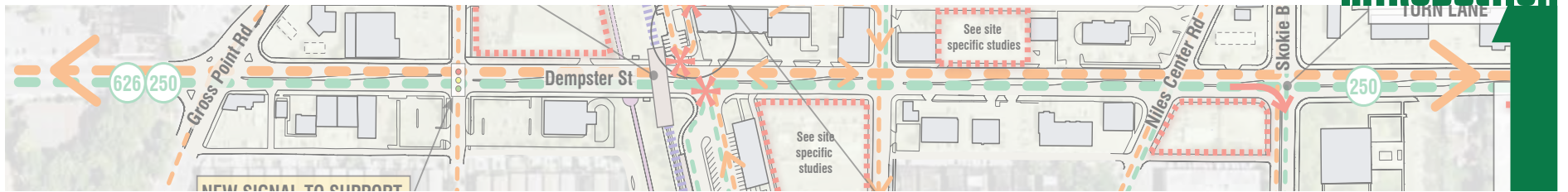
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SECTION 1
INTRODUCTION



Purpose

Over the past decade, the Village of Skokie has endeavored to lead the redevelopment of the Dempster Street Corridor in the area of the CTA Yellow Line Dempster-Skokie station. The Village has made and supported capital investments in terms of streetscape improvements, restoration of the old station building, and property acquisition, as well as a sustained planning, zoning, economic development, and aggressive marketing effort to encourage private investment in the area.

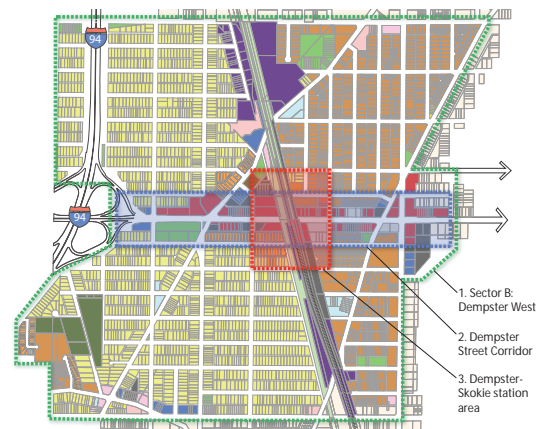
In 2010, recognizing that the area had not realized broad-scaled redevelopment despite these planning efforts, the Village established the West Dempster Tax Increment Financing (TIF) District, which includes a portion of the study area, as a method to finance needed improvements.

This planning study, funded by the RTA and the Village of Skokie, defines circulation system and parking improvements, makes land use and zoning recommendations, and provides specific development options for key properties. This study also examines the impact and opportunities of the elevation of the CTA Yellow Line tracks and Dempster-Skokie station if the line is extended by the CTA toward Old Orchard Road.

Study Area

The area of study for this report is best described as 3 areas centered on the CTA Yellow Line Dempster-Skokie station, that receive greater focus nearer the station.

1. The broadest study area is Sector B: Dempster West in the Village's Comprehensive Plan, bounded roughly by Main Street to the south, Skokie Boulevard and Niles Center Road to the east, Church Street to the north, and the Village boundary to the west. Within this area, the report examines overall land use, zoning and circulation. In this report, this area will be referred to as the study area.
2. Within Sector B is the Dempster Street Corridor, which is the blocks immediately north and south of Dempster Street between the Edens Expressway and Kilpatrick Avenue.
3. The Station Area includes properties closest to the Dempster-Skokie station and the surrounding commuter parking and transportation facilities.



History and Village Investment

This portion of Dempster Street and its rail station have long been a nexus of activity within Skokie. Dempster Street historically has been a strong commercial arterial between Evanston and communities further west. During the early part of the twentieth century, the Dempster Station established a gateway to the Village, (formerly known as "Niles Center") and the growing residential development in the area.

Likewise, the commercial district along Dempster Street in the vicinity of the train station that stretches from the Edens Expressway to Kilpatrick Avenue has been the subject of the Village's interest and investment for well over a decade.



Former gateway sign at station



View West on Dempster Street from Bronx Avenue

This study provides many of the elements necessary for a Comprehensive Plan amendment that supports Transit Oriented Development and the economic health of the Village.

Goals and Objectives

Building upon the 2001 West Dempster Street Redevelopment Plan Comprehensive Plan update, this study provides many of the elements necessary for a Comprehensive Plan amendment that supports transit-oriented development and the economic health of the Village. Based on the existing physical and market conditions, the 2001 Plan established several goals:

- » Develop a framework for private re-development to occur, allowing land use options that can sustain long-term economic growth and stability.
- » Change the emphasis of the area from a primarily vehicle-oriented commercial corridor to a mixed-use residential/retail/office area that is transit-oriented yet acknowledges the excellent motor vehicle access and proximity to the Edens Expressway.

This study builds upon the goals of the 2001 Plan to achieve the following goals:

- » Develop a safe and aesthetically-pleasing environment for both pedestrians and motorists.
- » Develop strategies to use existing parking spaces to the best advantage for existing residents and businesses, including strategies to create additional parking spaces which support greater private development and improve existing parking.

- » Develop circulation improvements for pedestrians, bicycles, and vehicles that enhance safety and interconnection along the Dempster Street Corridor and support greater private investment in real estate and development.
- » Develop redevelopment plan options for 6 specific sites within the study area as referenced in Section 4.

Process

This planning report has been written by a consultant team lead by OKW Architects, Inc, including Houseal Lavigne Associates, Gewalt Hamilton Associates, Inc, and The Tammen Group. The Planning and Engineering Divisions of the Village of Skokie and the RTA provided primary review and guidance. The effort included the following steps:

1. Outreach

- » Met with the key stakeholder agencies—RTA, CTA, Pace, and the Village of Skokie to understand existing and future property conditions and transportation system needs and plans.
- » Engaged local residents, businesses, and real estate development professionals in focus groups in order to understand the needs and concerns of the local community, the development community's interest in the area, and the type of projects and properties that would attract the most investment.

2. Analyze Existing Conditions

- » Examined and summarized the existing built conditions within the broad study area.
- » Investigated and summarized existing parking demand, vehicle circulation, and parking supply within the area of CTA Yellow Line Dempster-Skokie station.

3. Study Circulation & Parking Improvements

- » Illustrated and recommended vehicular, pedestrian, and bicycle circulation improvements.
- » Studied and illustrated alternative improvements for parking supply and access.

4. Study Site-Specific Development Options

Studied and illustrated alternative site development options for key sites in the Dempster Corridor and in the CTA Yellow Line Dempster-Skokie station area.

5. Implementation Recommendations

Included recommendations for near-term policy and infrastructure improvements that would foster private investment within the study area.

Public Outreach

The public outreach efforts included 3 separate focus group meetings and an on-line questionnaire. Full meeting notes and on-line questionnaire results can be found in the Appendix of this report.

Developers Focus Group

Over 30 development companies were contacted to attend a site visit and follow up discussion on August 4, 2011. Representatives from 6 firms attended as well as members of the design team and Skokie staff.

The walk-through of the study area and following discussion was open-ended and intended as an opportunity for the design team and staff to gain an understanding of current market expectations and perceptions of the development group regarding the potential for the study area.

The development group expressed general consensus for the following issues:

- » To encourage drivers to stop, park, and shop or dine along the Dempster Street corridor, new commercial development should incorporate parking that is readily visible and easily accessible.
- » Parcels with greater area and greater dimension from street front to the back property line than the typical dimensions found along Dempster Street are preferred for development because such sites offer greater capacity and planning flexibility.
- » Viable retail is not dependent on customers from new residential development.

Other viewpoints expressed included the following:

- » A large grocery-anchored development is needed and would succeed in the study area.
- » A shared parking deck would be a good asset.
- » In the near-term, rental apartment projects with a minimum of 150 units are financially viable, but condominiums projects are not.

Business & Property Owners Focus Group

On October 11, 2011, 10 business and property owners attended a focus group meeting at Village Hall with the design team and Village Staff. The objective of the meeting was for the design team to gather an understanding of the attendees' key issues of concern regarding the environment and function of the study area.

The primary concerns of this group of business and property owners included:

- » Difficulty for vehicles to make left turns from Dempster into commercial business parking areas due to the landscaped medians.
- » Lack of adequate public parking.
- » High number of vacancies in buildings and vacant parcels.
- » Overall appearance of the corridor.

Project Website



Resident Focus Group

On December 6, 2011, 4 local residents attended a focus group meeting at the Village Hall with the design team and Village Staff. The objective of the meeting was for the design team to obtain an understanding of the attendees' key issues of concern regarding the environment and function of the study area.

The primary concerns of this group of local residents included:

- » Lack of available residential parking in the multifamily neighborhood immediately east and south of the station area.
- » Lack of adequate enforcement of street parking within the neighborhood east and south of the station.
- » Concern with the amount of commuter traffic moving through neighborhood.
- » The need to attract a quality new user to the development site east of the historic station.

On-line Questionnaire

An on-line questionnaire was used to capture residents and business opinions related to various aspects of the study area, yielding 18 responses. Over 60% of the respondents live more than ½ mile away from the Dempster-Skokie station, and about 56% use the station less than three days per week. Desired changes in the station area varied widely to include appearance and cleanliness, bicycle and pedestrian access and safety, new development opportunities, architectural character, appropriate uses, and an extension of the Yellow Line to Old Orchard Shopping Center.

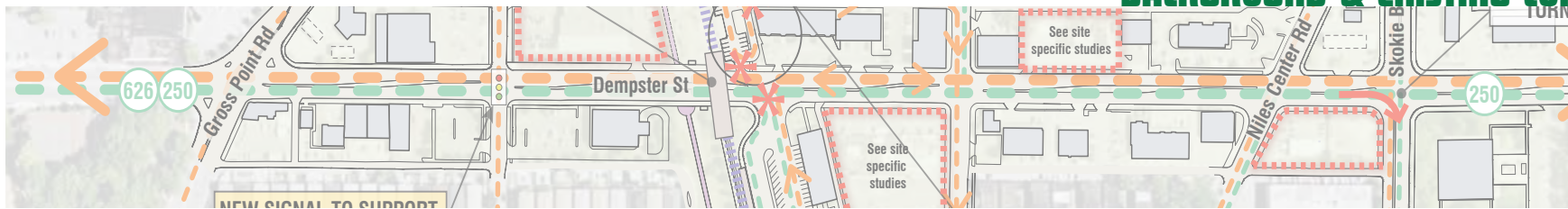
Respondents also identified a broad range of positive characteristics, including access to Chicago and other transit modes, nearby open space, and uses at the station. Various aspects of the planning area were rated. Streets, trees and landscaping, and street lights rated highly, while parks and open space, and the types and quality of businesses and housing rated poorly. Sidewalks, safety, signage and wayfinding, and overall appearance rated moderately.

Final Presentation of Report

On December 12, 2012, the design team and the Village's planning staff presented the final report to the attendees of the three earlier focus groups. An open discussion followed with questions raised by developers regarding zoning issues, village support for the development, and by residents concerned about traffic and parking impacts of new development and proposed vehicular circulation changes connecting the commuter lots to the neighborhoods.

SECTION 2

BACKGROUND & EXISTING CONDITIONS



2

Recent Studies

2000 – 2003: Relocation & Restoration of the Original Dempster Street Station

The original stationhouse, known as Dempster Street Station, is listed on the U.S. National Register of Historic Places and stands 130 feet east of its original location.

The building had not been in use as an actual transit station for decades. A new station building and platforms were built in 1994.

Narrowly avoiding demolition in 2000, the building was acquired by a partnership of two developers -- Taxman Corporation, and Terraco, Inc. who moved the station 130 feet east and refurbished the building according to the Secretary of the Interior's Guidelines for Historic Structures. It was reopened as a retail outlet incorporating a Starbucks with outdoor seating facing Dempster Street and smaller retail tenants.

The relocation of the station enabled the construction of planned parking and transit improvements, including the bus turn around and boarding areas, transforming the station into a multi-modal transit hub.

2001: Village Update of the Comprehensive Plan, West Dempster Street Redevelopment Plan

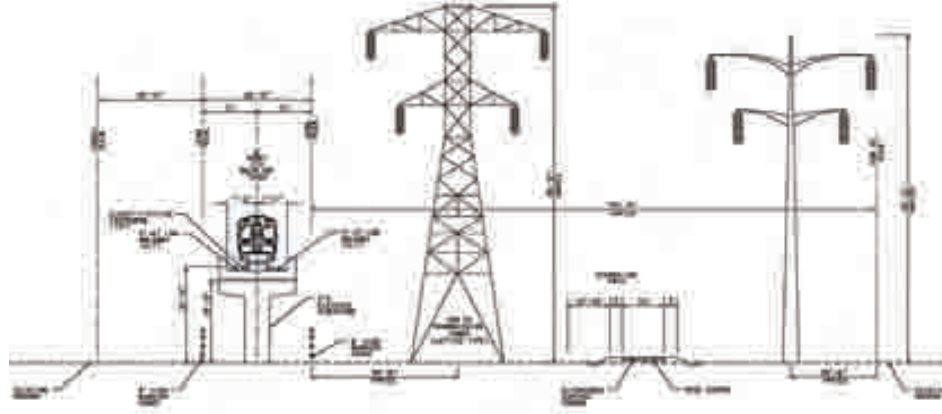
Recognizing the area was declining and underutilized as a commercial district, the Village Board adopted an update of the Comprehensive Plan for the Dempster West planning area, and designated the subarea the West Dempster Street Business Redevelopment District. The goal of the update was to encourage the development of the corridor into a mixed-use residential/retail/office area that is transit- and pedestrian-oriented while also engaging the excellent motor vehicle access and proximity to the Edens Expressway.



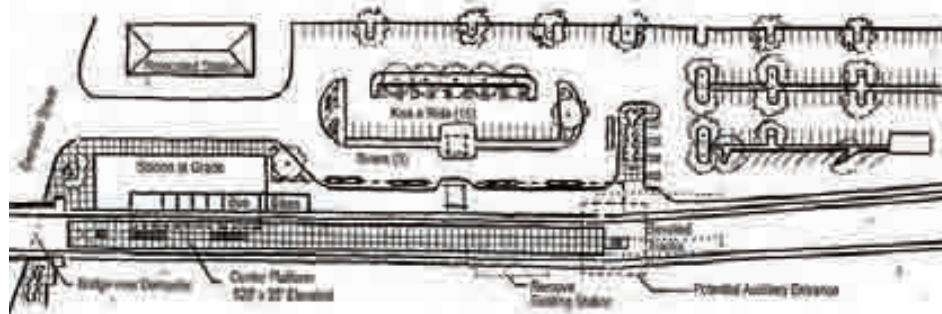
Dempster Street Station in Original Location, circa 1990



Renovated station in New Location, circa 2004



Section Diagram from 2003 Study Illustrating New Elevated Tracks



Site Plan Study from 2003 Study Illustrating New CTA station and Elevated Tracks

2001 - 2009: Skokie Swift Extension Study to Old Orchard

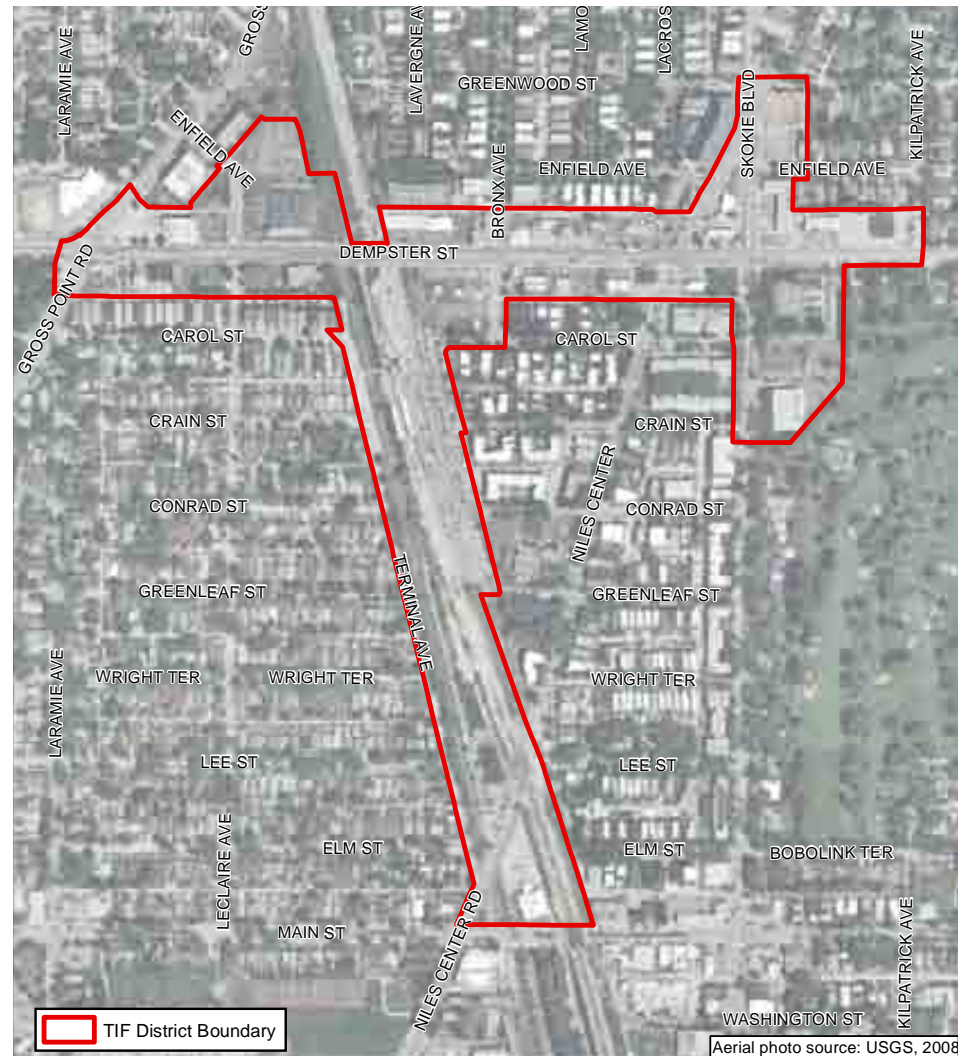
Concluding in 2003, the Village of Skokie undertook the Skokie Swift Station Location Feasibility Study, authored by Parsons Brinkerhoff, to determine the viability of adding additional intermediate stations to the existing Yellow line, as well as extending the line beyond Dempster to the vicinity of Old Orchard Road. The study recommended the construction of a new station at Oakton Street, and offered 3 alternatives for northward extensions for further study.

Begun in 2006, and issued in 2009, a further "Alternatives Analysis" study by the CTA, established a "Locally Preferred Alternative for the Yellow Line Extension." This alternative was based on an elevated extension of the line to a new station at Old Orchard Road, west of the Old Orchard Shopping Center. The estimated cost of this extension was \$263 million. The implementation of the extension is not a part of this planning study, nor has any schedule for its implementation been established.

2010: Establishment of a TIF District




Recognizing that the West Dempster area was not realizing broad-scale redevelopment, continued to suffer from redevelopment impediments such as obsolescence, and had relatively slow growth in land value since the mid-1990s when compared to Village-wide trends, the Village established the West Dempster TIF District.

It is the intent of the Village that using tax increment financing for public investment within the TIF district will lay the foundation for future retail, commercial, and residential redevelopment with private capital in the study area. The southern leg of the TIF district was included to fund the development of the Skokie Valley Trail, and the redevelopment of key sites.



Outline of TIF Area



-  **Cluster #1. Dempster Swift shopping center to Niles Center Rd.**
-  **Cluster #2. North Dempster from Train tracks to McDonalds**
-  **Cluster #3. South Demspter from Gross Point Rd. to LeClaire Ave.**

Priority Clusters for Redevelopment as Outlined in Market Assessment & Retail Strategy Report

2010: Market Assessment & Retail Strategy Report

The Village of Skokie commissioned 4Insights to analyze the retail potential of the West Dempster Corridor Area and develop a supportable retail strategy and tenant recruitment plan.

The report made the following recommendations:

- » Develop the largest cluster of strategically-planned retail, focused strongly on restaurant and food service uses, in order to create a clear identity and “reason for the trip” among the workplace and daytime populations. This tenant mix will be anchored by carefully-selected favorite, proven, and moderately-priced food-service operators mentioned by respondents to the 2009 Skokie Citizen Survey.
- » Secondary tenants were recommended to consist of local food and personal service operators. This “cluster of foodservice and retail uses should be organized to create the opportunity to run several errands without moving the car.”

2008-2011: Multi-Use Path – Part of the Skokie Valley Trail

As part of the Village of Skokie Bicycle Facilities Plan adopted in 2003, a new multi-use path has been constructed just west of the CTA tracks from Oakton Street to Dempster Street. Future extensions of the path will continue north of Dempster Street to the Village of Glenview and south of Oakton Street to the Village of Lincolnwood.

2008-2011: Property Acquisition & Assembly

Recognizing the piecemeal nature of property ownership and the often deteriorated and substandard building conditions, the Village of Skokie has acquired and assembled several parcels of property along the Dempster Street Corridor, which are being actively marketed to the development community.

The Village purchased, cleared, and consolidated 2 parcels of property on the south side of Dempster between Niles Center Road and Skokie Boulevard. This prime 27,500 square foot parcel has exposure to 3 major roads. Oberweis purchased the land from the Village and developed a dine-in and drive-through ice cream parlor and limited service restaurant.

The Village also has purchased and assembled the property immediately to the east of the historic station building. All existing buildings have been demolished. The site is over 1.4 acres in size and has dimensions that can allow a variety of developments, including multi-story mixed-use developments.

Finally, the Village purchased and demolished a mostly vacant and deteriorating strip center on the north side of Dempster Street, mid-block between Bronx Avenue and Niles Center Road. The parcel is approximately 27,000 square feet in size and 120 feet in depth.



Parcels Purchased by Village

Many of the buildings fronting Dempster Street have large parking lots in front, creating an environment that is not conducive to pedestrian activity.

Existing Land Use in Sector B: Dempster West

The study area consists of the elements common to most traditional inner-ring suburbs. The Dempster-Skokie CTA station is at the center of the study area adjacent to Dempster Street, which is a commercial corridor with mostly 1-story retail buildings and 2- to 3-story office uses.

The corridor is auto-oriented. Many of the buildings fronting Dempster Street have large parking lots in front, creating an environment that is not conducive to pedestrian activity. Behind this retail zone, along most of the Dempster Street corridor, is medium density housing. Power lines run parallel to the railroad right-of-way in the corridor, causing a disconnect between the east and west parts of the commercial district and creating a continuous barrier between the residential neighborhoods.

While the majority of the study area has a regular north-south and east-west street grid, train tracks and high tension power lines create breaks in that grid, making connecting the east and west halves of the study area a challenge. Similarly, Niles Center Road and Gross Point Road run diagonally, creating irregular parcel shapes.

To the east of the railroad tracks, with the exception of the retail-oriented Dempster Street, the development is primarily townhomes, Chicago style 3-flats and 4-unit multifamily buildings. Although the areas east of the tracks have multifamily dwellings throughout, these blocks have a character that is similar to the single-family neighborhoods to the west.

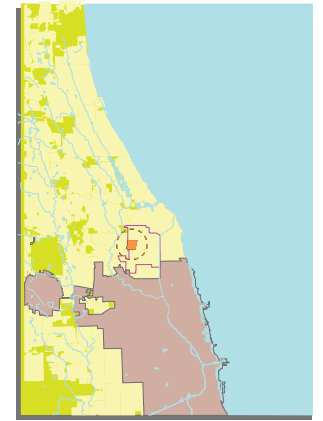
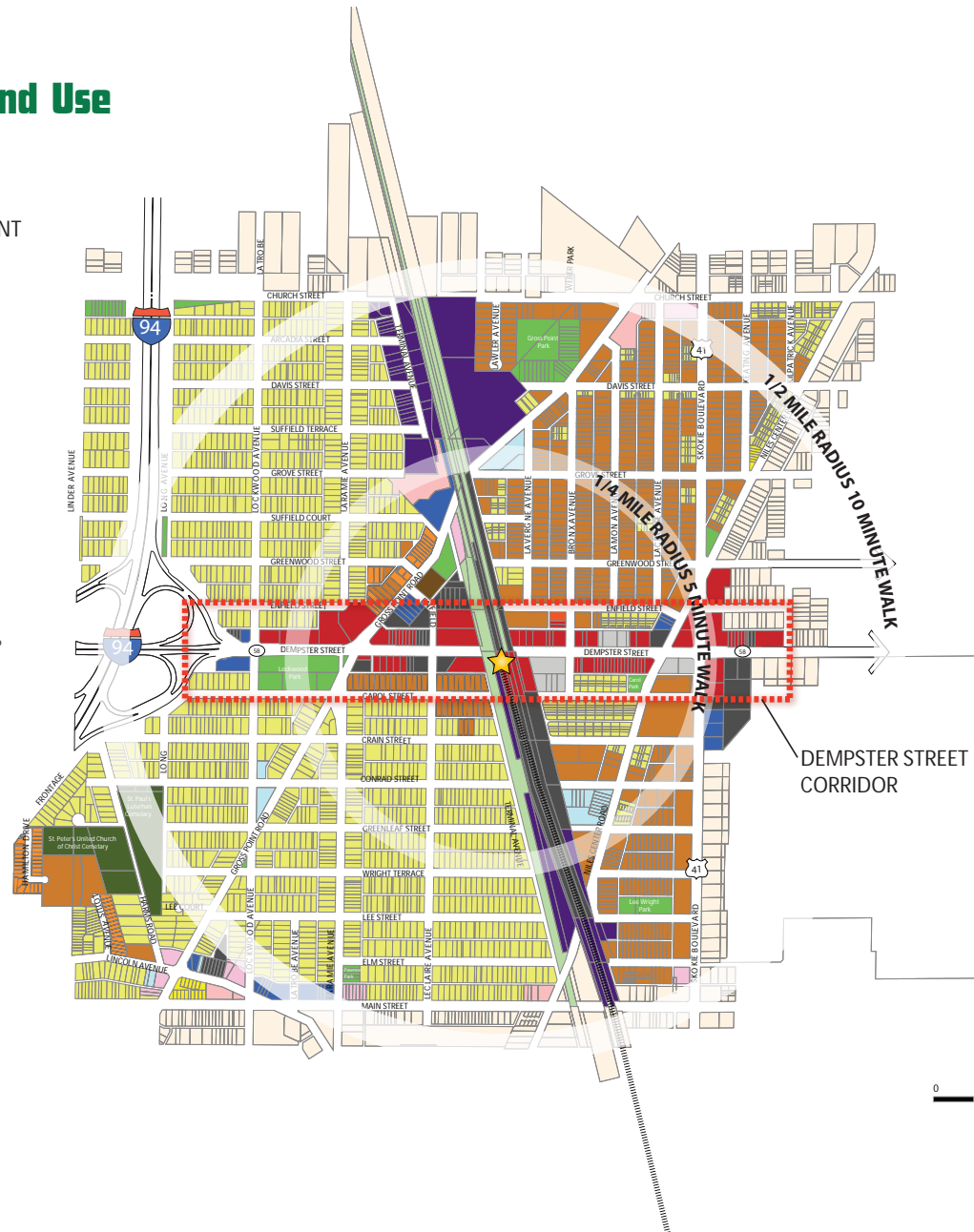
To the west of the railroad tracks are neighborhoods of mostly detached single-family housing, many of which are modest single-story buildings. As is the case with the multifamily areas east of the tracks, the single-family residential areas have quiet, tree-lined streets, front yards, and off-street parking and garbage collection in the rear.

The majority of the study area has relatively stable uses, though the area along Dempster Street in close proximity to the train station would be expected to change over time as vacancies occur and new businesses move in. The large proportion of parking lots and open land in the study area leave significant opportunities for infill development, especially as interest in TOD-style development patterns becomes more prevalent.

Around Terminal Ave and just south of Church Street, a large area of commercial and light-industrial uses exists. This industrial land directly abuts some residential housing. Similarly, south of Dempster Street, near Niles Center Road and adjacent to the CTA tracks, outdoor storage yards and auto-oriented commercial uses exist.

Area Context & Existing Land Use

LAND USE	AREA (SQ. FT)	PERCENT
COMMERCIAL	202,318	1.2%
BUSINESS	742,519	4.4%
CEMETARY	418,692	2.5%
DUPLEX	256,604	1.5%
ELDERLY HOUSING	28,499	< 1%
INSTITUTIONAL	177,931	1%
LIGHT INDUSTRIAL	970,533	5.8%
MIXED USE	8,016	< 1%
OFFICE	250,272	1.5%
PARKS & OPEN SPACE	483,498	2.9%
PARKING	779,865	4.7%
MULTI FAMILY	3,682,100	22%
SERVICE COMMERCIAL	143,299	< 1%
SINGLE FAMILY	7,430,331	45%
SF ATTACHED (TOWNHOME)	802,371	5%
UTILITY ROW	548,834	3.3%
VACANT	123,079	< 1%
TOTAL	16,535,244	100%



Sector B: Dempster West is located 12 miles north of Downtown Chicago. The CTA Yellow Line gets commuters between Dempster-Skokie and Howard stations in 9 minutes with an intermediate stop at Oakton-Skokie. It is experiencing increased ridership



Circulation Analysis

The Dempster Street Corridor has a very high level of vehicle traffic flow, averaging 30,100 vehicles passing by per day (with 175,000 average daily traffic along I-94 at Dempster Street). For comparison, the traffic along Dempster Street is approximately equivalent to that on Golf Road, but approximately 13,000 less than Touhy Avenue.

The corridor is also well served and utilized by bus and rail transit. Rail boardings at Dempster-Skokie station are approximately 2,600 per average weekday.

Capturing these vehicular and transit commuters as customers for commercial and retail developments along the Dempster Street Corridor is key to the success of the redevelopment strategies. From a planning perspective, this means developing both vehicle-friendly and pedestrian-friendly circulation systems.

In the station area itself, the existing vehicular and pedestrian circulation is characterized by a great diversity of vehicle types and users, with strict barriers and edges that restrict overall circulation. Some movement impediments, such as raised medians in Dempster Street or fencing around the commuter parking and train tracks, are established for safety, security, and traffic control.

From Dempster Street south to Main Street, the train tracks themselves create an almost continuous barrier to east-west movement between the residential neighborhood to the west and the station area and neighborhood to the east.

A large drop-off zone along Terminal Avenue exists and provides pedestrian access to the station for commuters. Pedestrian circulation is controlled by fenced or landscaped openings and pavement markings.

Existing Vehicular Circulation

Vehicular movement in the station area serves multiple functions, users, and destinations.

- » Transit functions include commuter parking, drop-off, and pick-up, taxi staging, and CTA and Pace bus movements.
- » Commercial and retail uses include both customers and employees who must commute to the establishments, find convenient accessible parking, or use a drive-through facility.
- » Residents require accessible and convenient parking for both themselves and their visitors.
- » Many automobile drivers are simply using the major streets as a circulation path through the station area.

Within the station area itself, bus and commuter traffic have strict pathways and entry points. Residential circulation within the neighborhood is controlled by one-way streets and alleys, as well as grade changes and fences between the station area parking lots and the streets. The historic station building has set-aside parking areas as well as a dedicated drive-through lane for the Starbucks restaurant.

South Commuter Parking Lot

The south commuter parking lot is on land with multiple owners, including the CTA, Commonwealth Edison, and the Village.

It has 453 parking spaces with main vehicular entries off of Dempster Street at the north, as well as connections to the south at Greenleaf and Conrad Streets. There is no direct connection to the commercial properties immediately east of the historic station building.

The north end of the lot is dominated by the bus terminal, taxi staging, parking and circulation for the historic station building, and the Starbucks coffee shop. South-bound back-ups and blocking of parked cars happens during heavy drive-through demand at the Starbucks.

North Commuter Parking Lot

The one vehicular entrance to the 221-space north commuter lot is off Gross Point Road, with a turnaround at the southern end near Dempster Street. Pedestrians exit the parking area and cross Dempster Street to the station area on a textured pavement walkway.

Commuter Parking Occupancy

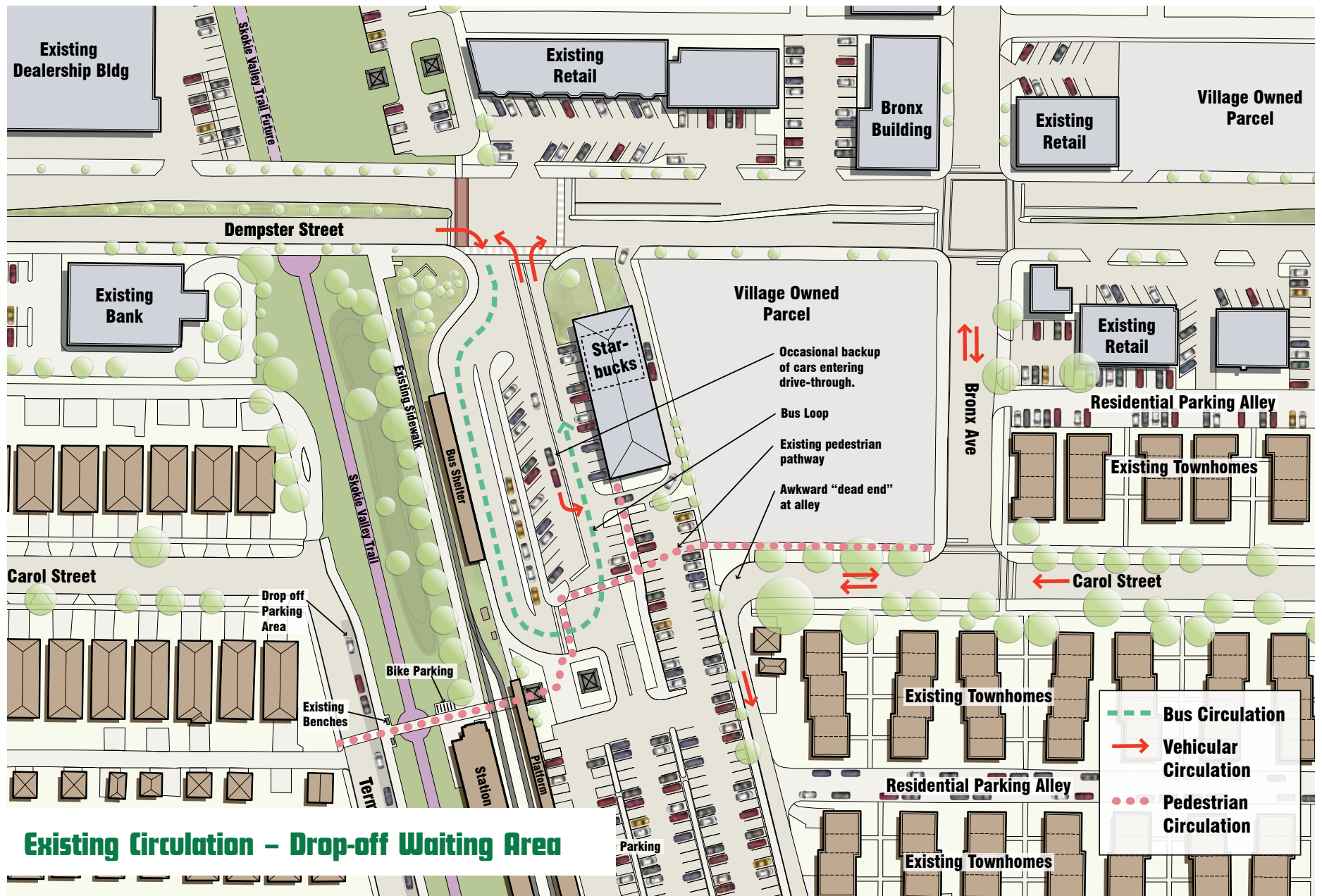
As part of this study, Gewalt Hamilton Associates conducted a survey of the occupancy of both the south and north commuter parking lots on Thursday, June 2, 2011, a day without one of the 81 Cubs home games or other special event in Chicago. The south commuter parking lot had a peak parking occupancy of 44%, while the north commuter parking lot had a peak parking occupancy of 55%, reflecting a combined peak occupancy of 46%

Street Traffic

Street traffic is more fully described in the Gewalt Hamilton Associates Parking and Traffic Study. The volume and speed of traffic on Dempster Street establishes the character for the station area. During rush hour, traffic can be backed up, particularly due to the intersections of Niles Center Road and Skokie Boulevard. The planned widening of Dempster Street at Skokie Boulevard to create a dedicated right turn lane for eastbound traffic is anticipated to create significant vehicular flow improvement in rush hour traffic.



- Village Owned
- Existing Retail
- Exist. Residential
- Auto
- Skokie Swift
- Skokie Valley Trail
- * Parking Access
- Bus Route
- 626 Pace Skokie Valley Limited
- 250 Pace Dempster
- 97 CTA Skokie
- 54A CTA N. Cicero/ Skokie Blvd



Existing Circulation - Drop-off Waiting Area

Existing Pedestrian Circulation

Pedestrian Circulation within the Station/Commuter Parking Lot Area

Within the station area itself, pedestrian movement is fairly restricted to walking within the drive aisle zones of the parking areas and designated boarding areas for buses and trains. Although opportunities for walkways exist between parking bays, raised planters for trees and parking space marking poles interrupt that pathway.

While there are some defined walkways, obstacles such as drive-through lanes and narrow walkways diminish a comfortable and safe pedestrian experience.

Pedestrian movement between the renovated historic station building and the Dempster-Skokie CTA station and bus boarding area is compromised by existing paths that cross drive-through lanes and broad, busy vehicular movement zones. Additional pavement markings, bollards, and wayfinding graphics would improve the pedestrian experience.



Sidewalk at Bronx Building



Pedestrian movement from the renovated historic station building and the Dempster-Skokie CTA station and bus boarding area is compromised by existing paths that cross drive-through lanes and broad, busy vehicular movement zones. Additional pavement markings, bollards, and wayfinding graphics would improve the pedestrian experience.

Although opportunities for walkways exist between parking bays, raised planters for trees and parking space marking poles interrupt that pathway.



Typical Sidewalk



Skokie Valley Trail near station



Existing bike parking near station

Pedestrian Environment along the Dempster Corridor

Sidewalks along Dempster Street have been improved with the addition of traditional street lamps, banners, trees in grates, and precast pavers in the “carriage walk” zone against the curb, as well as landscape buffers at parking lots. The Village’s goal for the sidewalk dimension is based on a 2-foot wide carriage walk, a 4-foot wide tree grate zone, and a 5-foot clear walking area.

In many locations, the sidewalk width is narrow in relationship to the pace and level of traffic on Dempster Street, which does not create a comfortable pedestrian experience. Likewise, some zones have frequent curb cuts that diminish the continuity of the sidewalk.

Crosswalks along Dempster are typically defined by painted stripes. At the western crossing from the north commuter lot, contrasting colors of pavers define the crosswalk.

Bicycle Movement & Parking

In and around the station area as a whole, there is little existing infrastructure in place to support the biking commuter. The Village of Skokie Bicycle Facility Plan includes Niles Center Road; Gross Point Road; and Conrad Street as active bike routes, however, no primary east-west bicycle circulation path exists for this stretch of the corridor. Dempster Street itself is not a bike-friendly street, because of the high traffic volumes and fast-moving traffic, and few businesses have bike racks in place to support cyclists.

A portion of the Skokie Valley Trail, stretching between Oakton and Dempster Streets just west of the CTA tracks, was constructed in 2012 and is the second link in a dedicated corridor from Chicago to Waukegan. A minimal number of bicycle racks exist in and around the Dempster-Skokie CTA station. Parking in the station is controlled by station personnel.

Impact of Future Transit Improvements

While it may be a decade or more before the CTA Yellow Line is extended toward Old Orchard Road, several circulation plans are possible because the planned extension will elevate the tracks above Dempster Street.

Likewise, Pace is planning and engineering an Arterial Rapid Transit (ART) route along Dempster Street, with implementation anticipated within the next several years. A stop will be located by the Dempster-Skokie CTA station. Pace has completed design and engineering for Transit Signal Priority on Dempster Street signals, including optimization.

General Parking Analysis

Key Findings from the Existing Conditions Parking Assessment Include:

- » Commuter parking is plentiful, with a total of 674 parking spaces that are usually no more than half occupied on a typical workday.
- » If the Yellow Line is extended to Old Orchard Road, the parking demand at the Dempster-Skokie CTA station will likely decrease, and the parking occupancy will decrease as well.
- » All blocks within a 1,200-foot walking radius of the Dempster-Skokie station have the potential to be impacted by commuter parking as people look to avoid parking fees.
- » The neighborhoods in the study area have very little excess on-street parking capacity to accommodate future residential development.
- » Approximately 7% of on-street parkers south of Dempster Street are assumed to be commuters which represent about 40 occupied parking spaces over the course of a day.
- » On-street parking restrictions vary from block to block making parking enforcement difficult.

Existing parking demand in the study area is as follows:

- » An existing parking demand of 1.29 vehicles per residential unit was surveyed for a combination of both townhomes and multifamily buildings in a study sample of the neighborhood.
- » An existing parking demand of 1 vehicle

per 370 gross square feet of commercial area was surveyed for commercial uses along the Dempster Street Corridor.

- » Overall, the existing parking demand ratios in the study area are comparable to other TOD/downtown requirements which take into account proximity to public transportation and mixed-use interaction.

Based on these findings, several general parking strategies are recommended to achieve a parking system where TOD trips generate only one parking action. To achieve this, the study area needs an appealing and accessible supply of public parking, in conjunction with an interesting and safe pedestrian environment that connects parking resources.

Development Constraints & Opportunities

The commercial district along Dempster Street from Kilpatrick Avenue to the Edens Expressway has both thrived and struggled economically over time. In the past, the former Chrysler-Jeep Dealership and vacant former Barnum and Bagel restaurant were strong businesses, and strip retail centers on both sides of Dempster Street were occupied with local independent merchants. Changes in the retail economy that saw the growth of large “big box” national retailers has led to fewer independent businesses, contributing to the high vacancies in the remaining strip retail centers along Dempster Street.

Constraints

- » A large portion of the properties along Dempster Street have a shallow depth, varying from 115 feet to 120 feet, which is difficult to accommodate the building and parking footprint requirements that mixed-use building developments require.
- » The depth from curb face to property line along Dempster Street is likewise shallow, not allowing for a more generous sidewalk that is more conducive to supporting pedestrian activity.
- » Many existing buildings have small footprints and low ceiling heights that minimize their attractiveness to national tenants.
- » There are multiple owners of parcels along Dempster Street, making the assembly of parcels into a critical mass of land area for more productive development difficult in some areas.

Opportunities

- » The intermodal transit facility brings riders and potential customers to the district via multiple forms of transportation.
- » The commuter parking lots, both north and south of Dempster, provide a potential resource of parking that can support enhanced development along Dempster Street.
- » The volume of traffic along Dempster Street, as well as Skokie Boulevard, Niles Center Road, and Gross Point Road, establishes a strong customer base for commercial and retail businesses.
- » Some parcels, including the Village-owned former Dempster Swift Shopping Center site and the former Chrysler-Jeep Dealership site, offer a size and scale that can be inviting for larger scale or mixed-use developments.



SECTION 3
CIRCULATION & ACCESS PLAN

3

Circulation & Access Plan Goals

While the existing circulation systems work to create secure and safe commuter traffic movement, the circulation does not encourage convenient movement between commercial/retail uses and the station/commuter area.

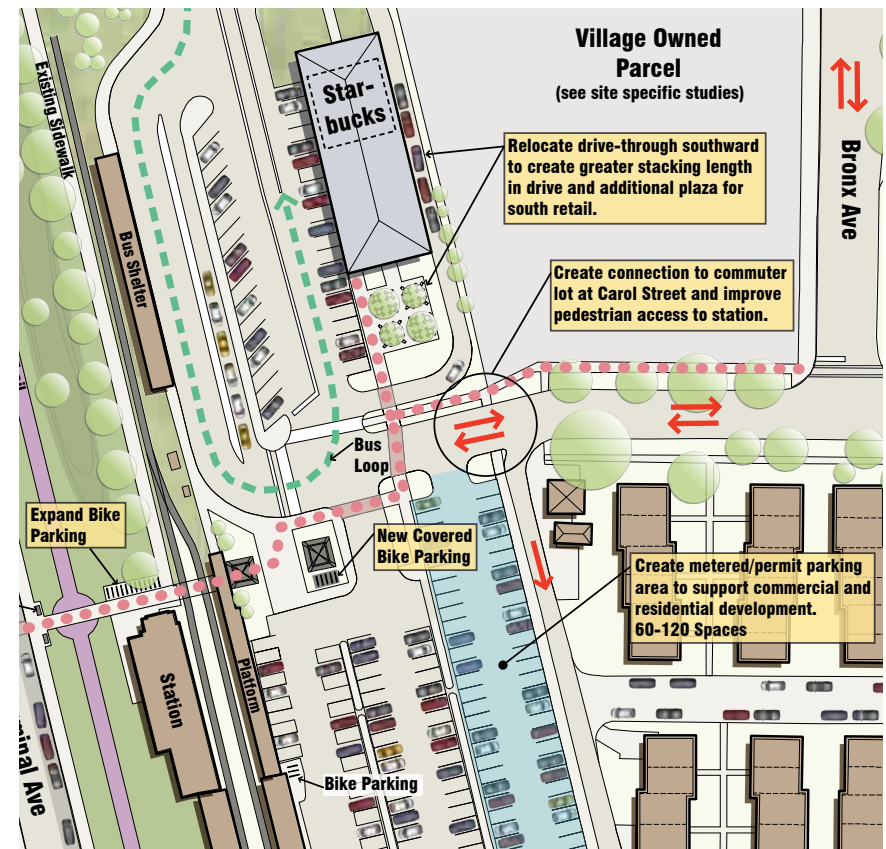
Goals

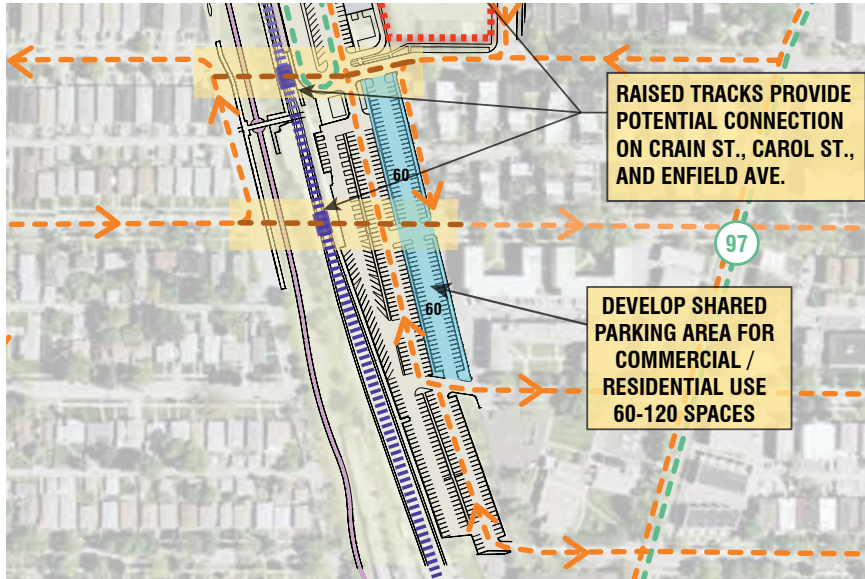
- » Encourage a pedestrian-friendly environment that capitalizes on the numerous commuters using the Dempster-Skokie CTA station.
- » Determine the location of new signalized intersections and needed improvements by monitoring the volumes and capacity of existing intersections for signalization and other improvements.
- » Maximize the efficiency of on- and off-street parking resources to meet the varying parking needs of businesses, commuters, residents, and visitors.
- » Improve traffic flow, safety, and access by limiting the number of access drives on Dempster Street and by sharing access opportunities.
- » Provide a safe, interconnected pathway network for pedestrians and bicyclists, with special emphasis on planning for east/west connections to the new Skokie Valley Trail.
- » Improve access to the Dempster-Skokie station for bicycle commuters by providing adequate bicycle parking and circulation.
- » Accommodate future Dempster Arterial Rapid Transit route and bus stops.

Vehicular Circulation Recommendations

- » Create greater connectivity between the retail commercial uses on Dempster Street and the commuter parking lots. A "campus" planning concept that integrates uses can capitalize on excess parking capacity in the commuter lots and opportunities for synergy between the retail and transit zones.
- » Create a direct connection into the south commuter lot via Carol Street to enable easy vehicular movement to commercial uses on the south side of Dempster Street. In designing this connection, the existing drive-through to the Starbucks can be re-positioned to create greater stacking length to minimize the possibility of drive-through traffic blocking overall circulation. Doing this also enlarges the open space to the south of the building, creating an opportunity for an outdoor plaza/green space that can support additional food service tenants at the south end of the historic station building.

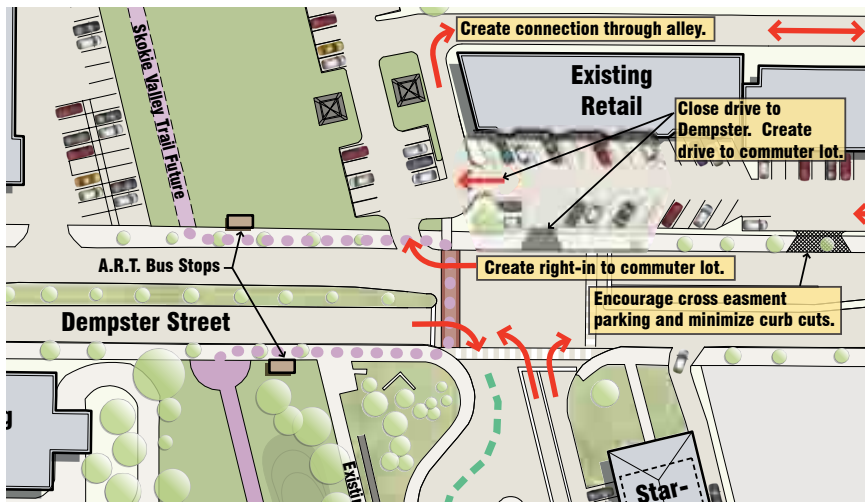
Carol Street Connection





Shared parking opportunity (light blue)

- » Roadway design and orientation should follow a “Complete Streets” policy that accommodates all vehicles, pedestrians, and bicyclists, creating a safer and more accessible transportation network.
- » Should the existing dealership site be redeveloped as a high-density mixed-use project of residential and retail, a new traffic signal at Dempster Street and LeClaire Avenue should be added to improve safety for all modes. With the addition of redevelopment traffic, the volumes appear to meet peak hour warrants for signalization, which would improve pedestrian and bicycle crossing safety, plus provide better access for the local streets.
- » Should sites be redeveloped to higher density and traffic volumes, the vehicular flow of Dempster Street should be improved by optimizing the signal timings.



Right-in only at north commuter lot

Vehicle Parking Strategies & Recommendations

Commuter parking is a key component of the transportation plan. Not only does this promote the use of the CTA Yellow Line, but also provides some shared parking resources.

With the overall occupancy of commuter spaces being only about half of capacity on a typical day, many spaces are available for use by residents and area customers.

There are some opportunities for improving parking resources in the study area. These are potential options that could be considered to support new commercial or commercial/residential mixed-use development. Each is briefly described below.

Additional review and vetting of the shared parking strategies would be required to more fully integrate ownership; park and ride functions, and vehicular movement. Terminal station park and ride facilities are important resources to the mass transit system.

Recommendations

- » Create additional shared/public parking resources to supplement the on-site parking demands of future developments.
- » Set aside a parking area within the south commuter lot for shared commercial/residential parking. Using a combination of metered/permitted parking may be

a prudent use of underutilized infrastructure and could be a benefit both for higher parking demand occupants or redevelopment, and overnight parking for residents in the immediate area. The 60-foot wide eastern most parking bay, closest to the the Dempster Swift Shopping Center parcel can provide from 60 to 120 spaces. The northernmost spaces would be most beneficial to the development parcels on Dempster Street. Prospective tenants in new developments using the shared parking area would have strong opinions on how far away their customers would be willing to walk. The displaced parking spaces that support the historic station building could be accommodated in the shared parking area.

- » Create a right-in only entrance to the north commuter lot from westbound Dempster Street and an exit path to the alley immediately north of Dempster. Likewise, create a connection from the private lot along Dempster Street immediately to the east. As with the south commuter parking lot, create a metered parking zone in the north commuter lot, adjacent to the existing retail to provide additional parking capacity to encourage higher demand occupants or redevelopment of the existing strip retail buildings. RTA has raised safety concerns regarding a new entrance to the north commuter lot from Dempster Street. Further study is required to assure that safety issues are addressed.
- » Introduce a new access point into the south commuter lot from Carol Street to allow residents and customers to easily circulate from the east and maximize the shared parking usage.

- » Modify on-street parking regulations to reduce the number of parking violations and make enforcement easier. Signage restricting parking during mornings hours may be appropriate: "No Parking from 6:00 A.M. to 11:00 A.M. except Zone 1 permit." This would minimize utilization by commuters and streamline enforcement.



Commuter parking north of Dempster Street



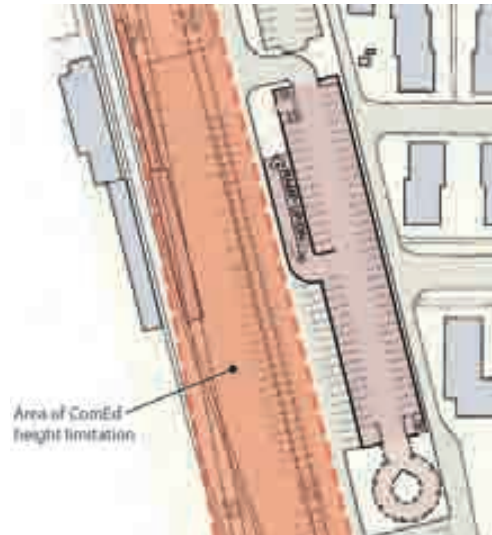
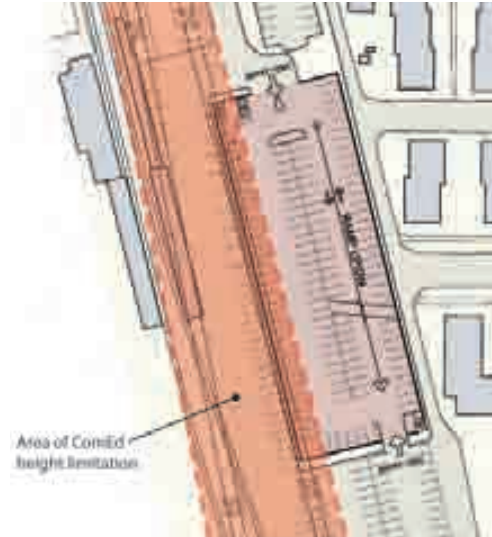
120-Foot Wide Parking Deck
3 Stories, 24' Height
+/- 375 Spaces
+/- 225 Net Gain

120-Foot Wide Parking Deck



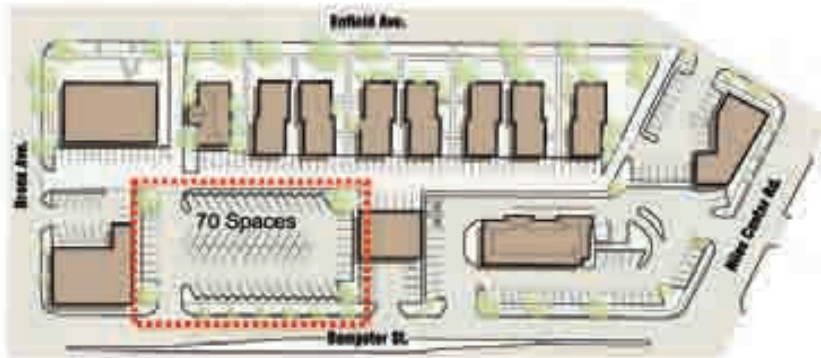
60-Foot Wide Parking Deck
4 Stories, 35' Height
+/- 240 Spaces
+/- 170 Net Gain

60-Foot Wide Parking Deck



Parking Deck Study

- » A 120-foot wide deck would be limited in height by ComEd transmission lines, and thus create a limited number of new spaces.
- » A narrow 60-foot wide deck which would be unobstructed by the transmission lines, but which would have cost-inefficient ramping structures.
- » Due to height restrictions under the ComEd high transmission lines and the limited number of spaces that could be added in proximity to the Dempster-Skokie station and Dempster Street Corridor, **the construction of a parking deck within the commuter lot was not considered a viable option to recommend.** However plan and massing studies are included to illustrate the size and scale of 2 options.



Study for Surface Parking Lot on Dempster Street

The Village owned parcel at 4874-4912 Dempster Street has the potential to be developed as a public surface parking lot that could accommodate up to 70 parking spaces. While not immediately adjacent to parcels that are open for development, new spaces in this location could offer support to higher parking demand developments further west on Dempster Street, or on the south side of Dempster Street. Sidewalks, crosswalks, and crossing signals should be upgraded on circulation paths to the parking lot to enhance the pedestrian's experience and encourage the use of the parking lot by patrons of businesses on the Dempster Street Corridor.

Increasing Parking Capacity in Future Developments

Creating additional shared/public parking resources may also be possible within future mixed-use developments that may happen on the larger parcels within the study area. For instance, if an apartment development incorporates a parking structure to meet its own demand, the Village can pursue partnering with the developer to add additional floors of parking to the planned structure. Those additional spaces can become part of the shared/public resources for the station area and Dempster Street Corridor.

Parking Ratios

Traditional parking generation rates published by the Institute of Transportation Engineering (ITE) can be used to generate the parking demand associated with individual land uses. These rates, however, do not reflect specific site characteristics such as the mix, density, and interaction between land uses as well as proximity to transit.

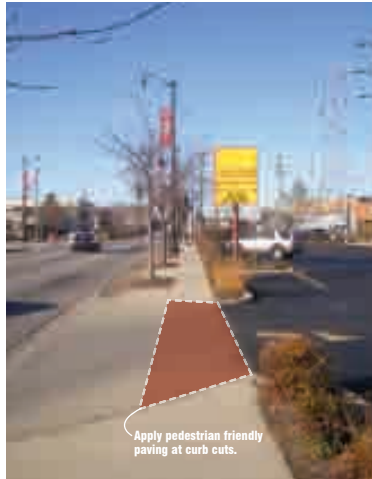
Using the traditional rates without regard to site-specific factors could create an oversupply of parking. This could drive up development costs and reinforce an auto-oriented environment with negative impacts on the bicycle and pedestrian environment, and the use of transit.

Based on best practices, there are some generally accepted parking rates and/or reductions for TOD areas that can be used for project planning. While, there is no set reduction percentage approach to parking that applies to every transit-oriented development (TOD), a typical parking generation rate reduction of 10% to 25% has been documented across the county.

For the Dempster-Skokie Station Area Plan, parking generation rates are proposed based on best practices research. The following table presents the recommended rates, along with a comparison of typical ITE rates.

TOD Parking Generation Rates

Development Type	Unit	Typical TOD Ratio		Proposed TOD Study Area Ratio	Typical ITE Rates
		LOW	HIGH		
Residential	Per unit	0.50	1.50	1.30	1.50 - 2.00
Retail	Per 1000 GFA	2.50	4.00	3.00	4.00 - 5.00
Restaurant	Per 1000 GFA	4.00	8.00	8.00	10.00 - 20.00



Pedestrian Paving

Pedestrian Circulation Recommendations

Station/Commuter Parking

- » Crosswalks within the commuter lots and station area should be enhanced with pedestrian priority paving of contrasting color and texture to the parking fields, and other visual cues including wayfinding and pedestrian safety signage.
- » Re-establish walkways between parking bays as a safe walkway for pedestrians by removing obstacles such as planters and sign poles.



Station Area Circulation Plan Detail

- » Improve the streetscape at the base of the east ComEd tower near the station. Replace highway guardrail with bollards and guardrails in keeping with design of existing streetlamps on Dempster Street and bus transfer area. Explore the use of land around the tower base for additional bike parking.
- » Along with suggested vehicular connection from Carol Street to the south commuter parking area, improve pedestrian and bicycle connections from the areas east of the historic station building by directing the primary pedestrian movement along the north side of Carol Street, crossing to the Dempster-Skokie CTA station through automobile circulation lanes, and not through the bus circulation lanes as currently exists.
- » Pursue implementing a consistent wayfinding and signage program at the pedestrian scale to encourage safe movement to/from the station and location of retailers.
- » Add countdown signals at all signalized intersections along Dempster Street.
- » In new or improved parking areas, install parking lot trees and landscape islands to meet Skokie's landscape requirements and reduce heat island effect.
- » If and when commuter parking lots undergo significant renovation, best management practices for stormwater engineering should be utilized, including permeable paving systems and landscape islands.

Dempster Street Corridor

- » When existing sites become redeveloped with buildings that front the street, the 11-foot overall sidewalk width should be enlarged to at least 13 feet (with 15 feet preferred) to create a more comfortable pedestrian/shopping experience along Dempster Street.
- » Crosswalks across Dempster Street in the station area should be enhanced with pedestrian paving. Along with the existing streetscape improvements, this improvement would help to visually link both sides of Dempster Street together as a shopping district.
- » Curb cuts should be minimized. Where possible in existing developments, driveways should be consolidated and cross-site access easements should be encouraged.
- » In some locations, such as at the Bronx Building, bollards in the carriage walk zone can help create a greater sense of safety, and can inhibit jay-walking. Specific locations would need to be reviewed with IDOT.
- » Pursue implementing a consistent wayfinding and signage program at the pedestrian scale to encourage safe movement to the station, parking, and location of retailers.
- » In new or improved parking areas, install parking lot trees and landscape islands to meet Skokie's landscape requirements and reduce heat island effect.
- » Stormwater best management practices should be encouraged, including permeable paving systems and landscape islands.

Bicycle Movement & Parking Recommendations

- » With the construction of the new Skokie Valley Trail, more substantial and perhaps sheltered bicycle parking and support facilities are warranted. The area around the base of the eastern ComEd tower may be a good candidate for additional bike parking and a shelter. Ample space is available for additional bike parking where the Skokie Valley Trail approaches the station. Bike lockers, as used at several Metra stations may also be incorporated within the vehicular parking areas.
- » Redevelopment sites should also include bike parking on-site per the Zoning Ordinance requirement.
- » The future extension of the Skokie Valley Trail design should address the bike path crossing of Dempster Street and the connection to the Arterial Rapid Transit (ART) station. An alternate alignment of the trail crossing at Dempster Street will be coordinated with the final ART station design and CTA turn-back track requirements.

Impact of Future Transit Improvements

Connect the East West Streets through the Station Area

- » Elevating the platform directly over Dempster Street creates a great opportunity to design “gateway” architecture for the station area and the Dempster Street Corridor.

- » Given the preferred extension plan to elevate the train tracks to cross Dempster Street, the opportunity becomes available to connect the currently separated east and west sections of Carol Street and Crain Street. Enfield Avenue can be connected in the nearer term. Doing so enables greater ease of circulation of residents from the west side of the CTA tracks to the Dempster-Skokie station and the surrounding retail developments.
- » The boarding platform for the elevated tracks should be placed directly over Dempster Street. Doing so creates an opportunity for stair/elevator circulation directly from the North Commuter Lot to CTA service without crossing Dempster Street at grade level.

Integrate ART Bus Stations with Circulation & Development Strategies for Station Area

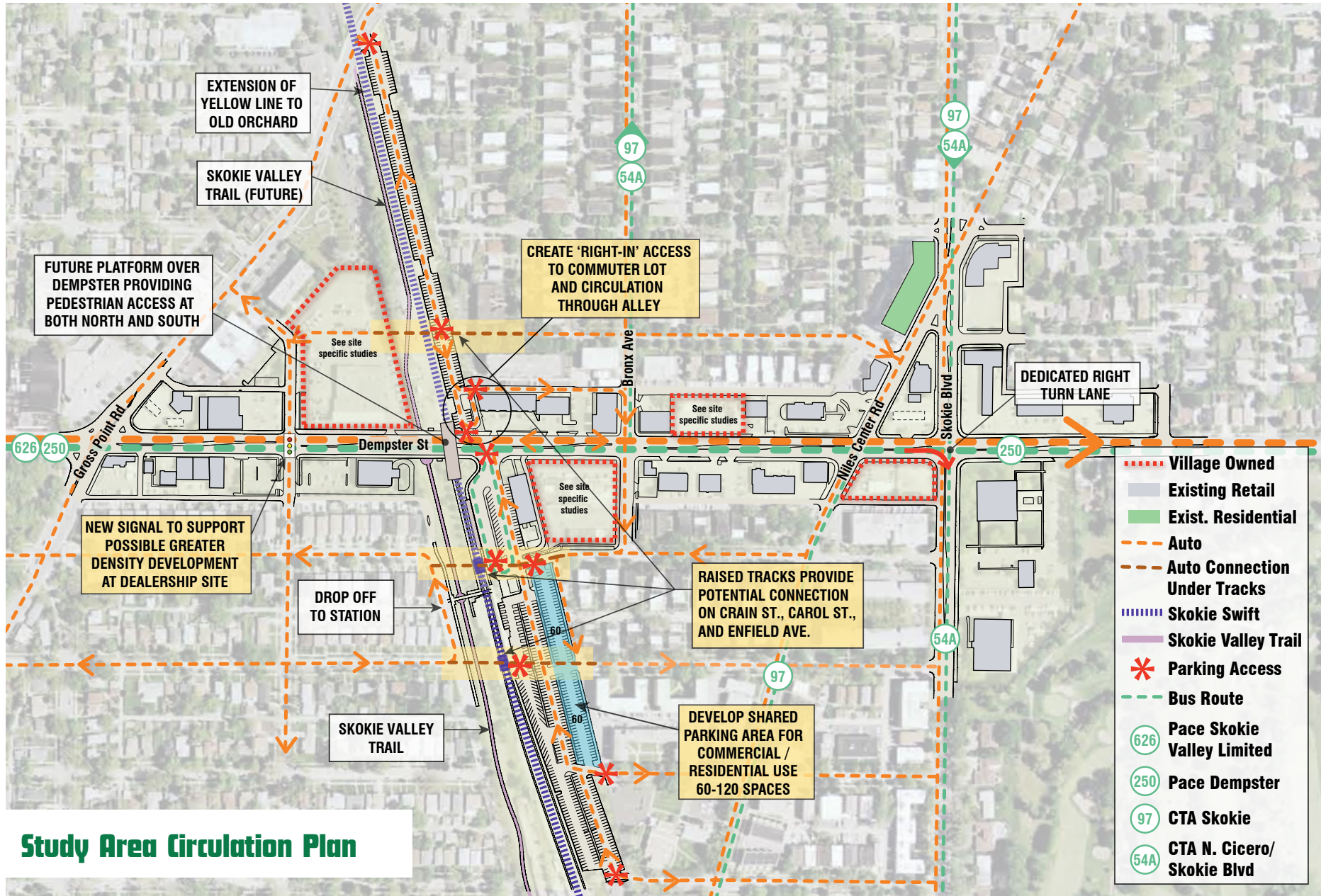
- » Design specifications for the ART stations will be finalized through Pace’s ART design and engineering work. The stations should be located on Dempster Street near the traffic light for the south commuter parking lot so that buses remain on the arterial. The eastbound station should be on the near side of the intersection and the westbound station should be on the far side.
- » Provide bus shelters at the ART stations.



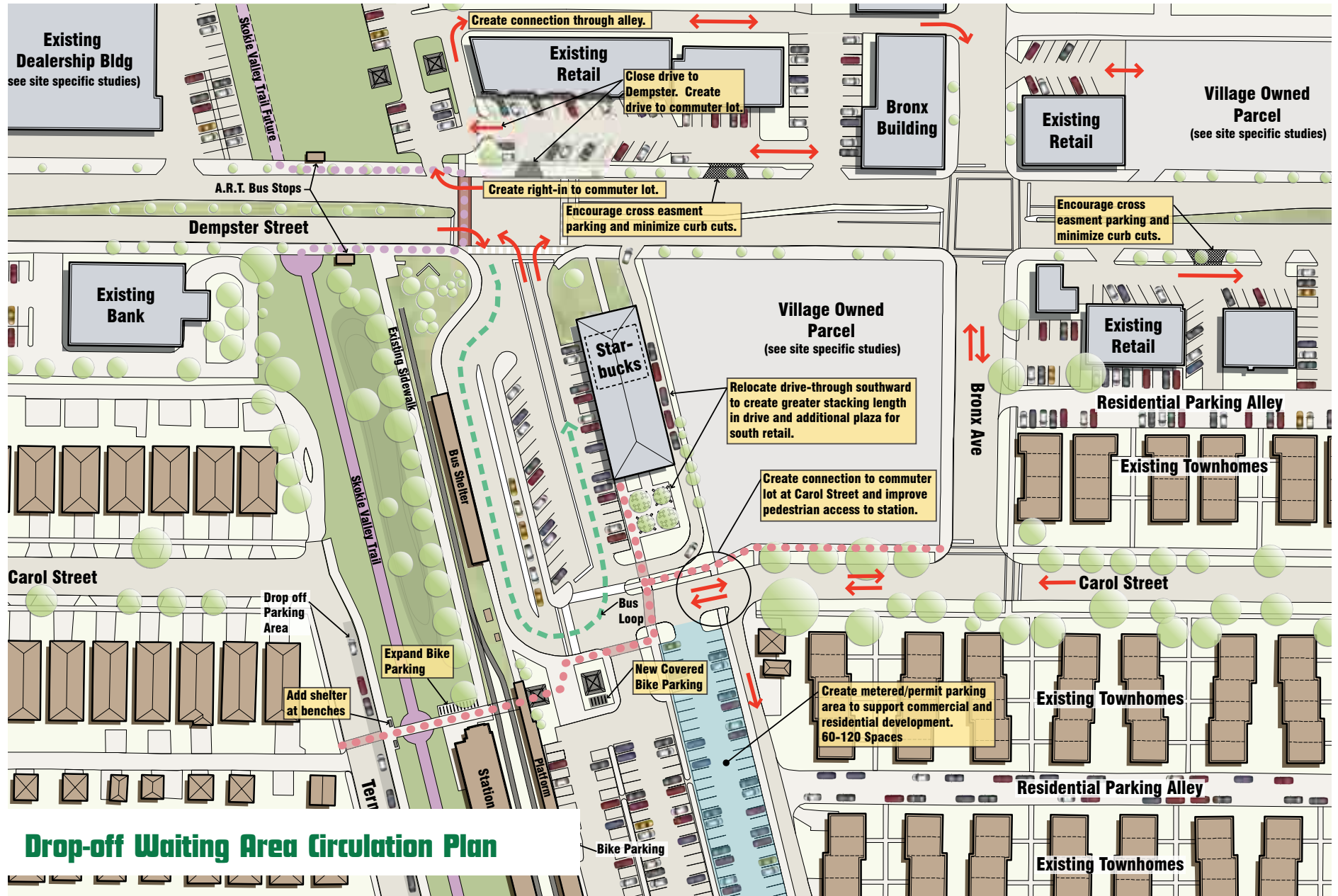
Bikeway System Plan



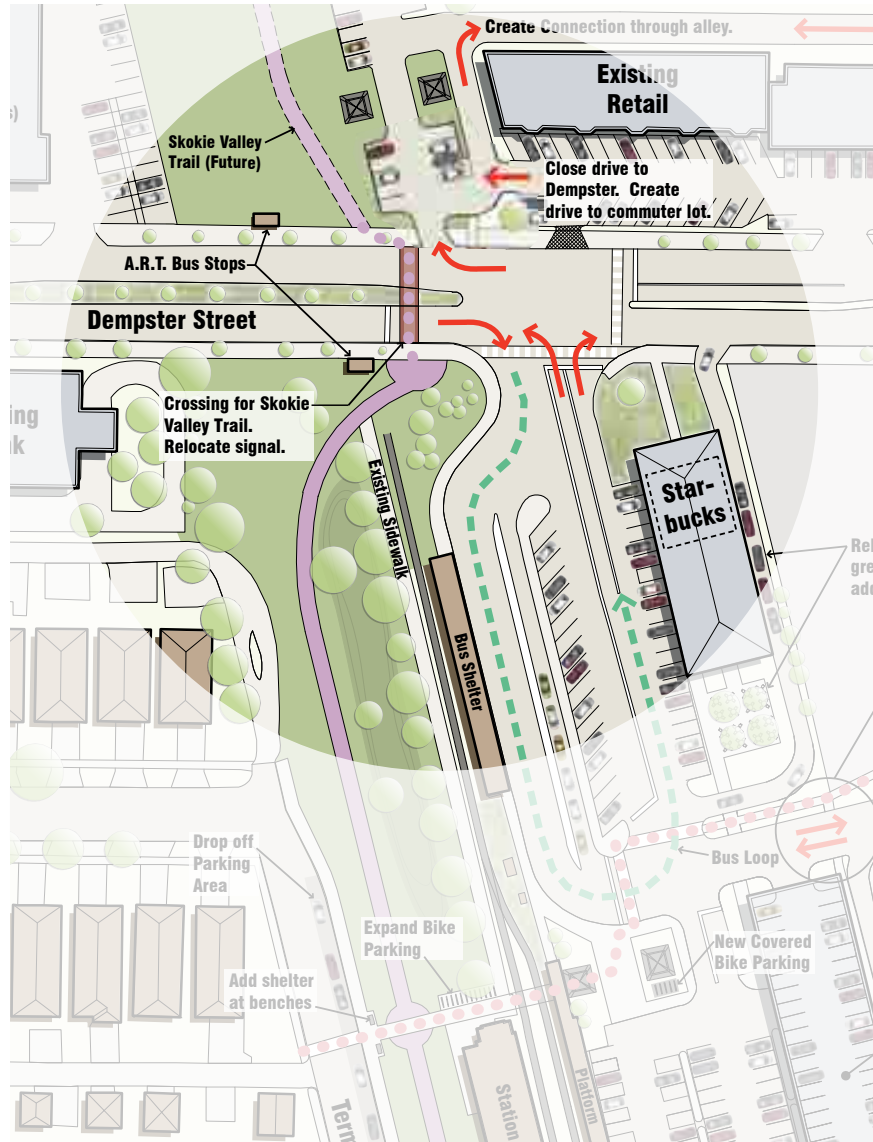
Example of bike lockers



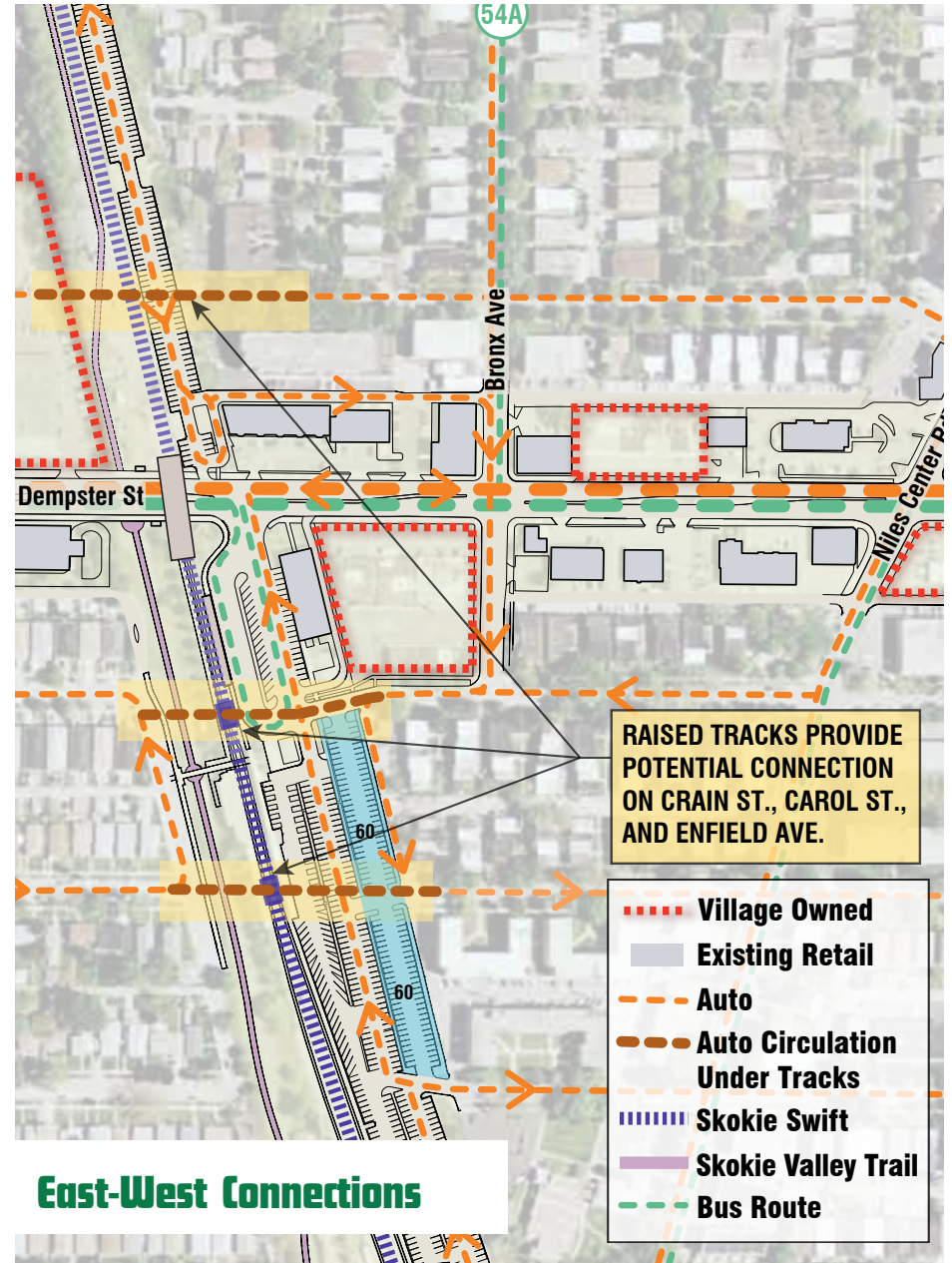
Study Area Circulation Plan



Drop-off Waiting Area Circulation Plan

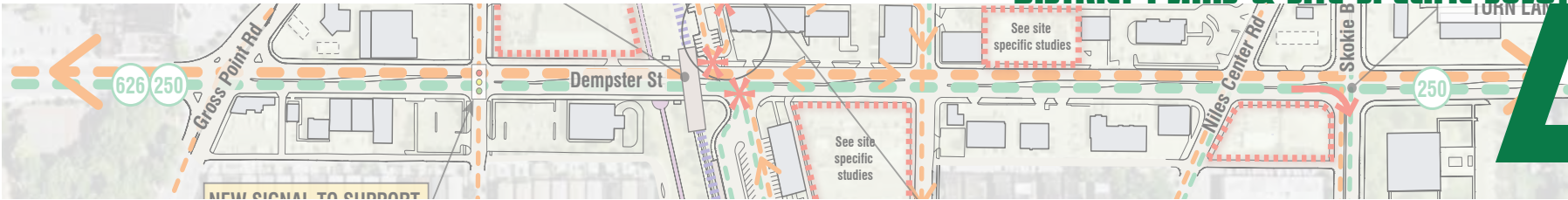


Alternate Skokie Valley Trail Alignment



East-West Connections

SECTION 4
DISTRICT PLANS & SITE SPECIFIC SOLUTIONS



4

Corridor Redevelopment Strategies

In studying the opportunities for the individual parcels, 2 redevelopment opportunities emerge, each determined by the 2 large parcels within the station area—the Dempster Swift Shopping Center parcel, and the site of the former Chrysler-Jeep dealership.

It is the Village's long-term goal to develop parcels closer to the Dempster-Skokie CTA station consistent with the Local Activity Center designation in the CTA Typology Study, which encourages a mix of housing types, local commercial serving the area around the station integrated into mixed-use buildings at medium densities, retail and service employment, and strong pedestrian and vehicular connections between uses and the surrounding neighborhoods. However, due to the duration of the current difficult economic conditions, alternative near- and medium-term development alternatives developed in this study may need to be considered.

Strategy 1: Retail-Oriented District

If the investment community pursues single-story retail developments, with high quality, or large customer base projects, such as signature restaurant, grocery, or food service retail, then adjacent businesses or developers may seek to capitalize on that customer base and improve or replace existing structures with modern buildings that attract the highest quality tenants.

With the Village possibly developing shared parking strategies in the commuter lots and other locations, as well as clear pedestrian and vehicular circulation paths, a “campus-like” relationship among the varied retail uses can be created that establishes an ambience and character that reinforces a walkable, TOD retail district that attracts further investment.



Retail-Oriented Master Plan



Mixed-Use Master Plan

Strategy 2: Mixed-Use Oriented District

If the real estate investment community pursues higher density, mixed-use development for either large site, it can serve as a catalyst for similar investment on the other large sites and encourage developers to pursue assembling other privately owned parcels that could transform the existing retail structures into buildings that can attract higher quality restaurants and retail.

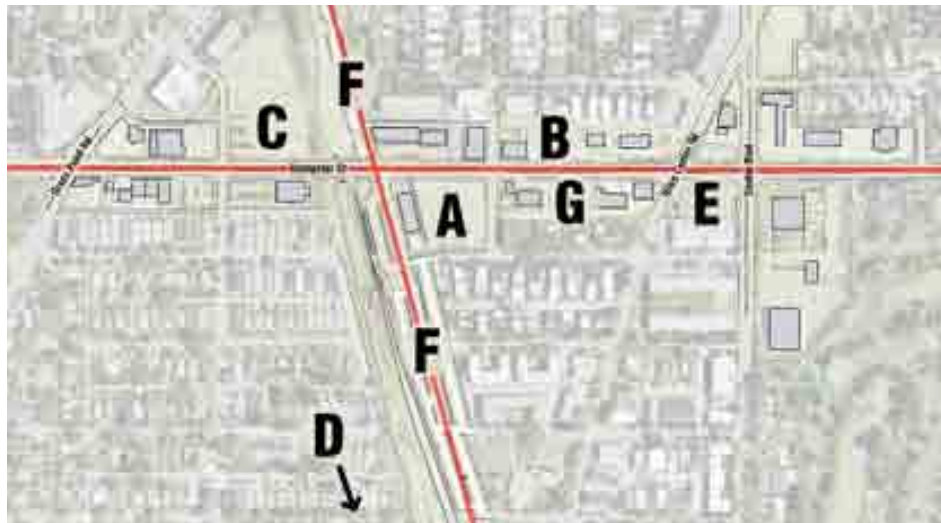
This scenario can bring hundreds of new residents to the district, supporting the retail community and reinforcing the investment actions, perhaps even leading developers to assemble parcels within the existing residential area to pursue new multifamily housing projects.

Shared parking strategies with the commuter lots and other locations whenever possible are important assets that the Village can offer to encourage investment. By lowering the costs of constructing all parking on-site, mixed-use projects become more economically viable.

Site-Specific Development Options

As outlined in the original RFP for the Dempster-Skokie Station Area Plan, site specific development options were requested for several sites:

- A. 4933-4959 Dempster Street and 8734-8738 Bronx Avenue (Dempster Swift Shopping Center parcel)
- B. 4874-4912 Dempster Street (former retail strip center)
- C. 5050 Dempster Street (former Chrysler-Jeep dealership)
- D. 8440-8444 Niles Center Road and the adjacent storage lot (8436 Niles Center Road)
- E. 4801 and 4829 Dempster Street (Oberweis Dairy and That Burger Joint currently under construction)
- F. North and south commuter parking lots.
- G. South side of Dempster Street, between Bronx Avenue and Niles Center Road. While not part of the requested site development studies, this entire block of Dempster Street was studied as a template for how the shallow properties that define most of the commercial corridor on Dempster Street can be planned.



Development Options Key



Retail-Oriented Master Plan Concept



Mixed-Use Master Plan Concept

Dempster Swift Shopping Center Parcel

The Dempster Swift Shopping Center parcel represents 61,665 square feet (1.42 acres) of land. As one of the largest available parcels with a depth of 257 feet, this site has the greatest opportunity for a range of development strategies. Having frontage on Dempster Street, Bronx Avenue, and Carol Street, the parcel has multiple opportunities for vehicular and pedestrian access as well as valuable visibility along Dempster Street. However, the drive-through lane that serves the Starbucks in the historic station building inhibits strong pedestrian connections between the historic station building and both the Dempster-Skokie CTA station and the bus transfer area.

Given the ready availability of this site and its scale, it should be regarded as a catalytic opportunity to instigate further private investment in the area. The caliber and scale of development on this site should be encouraged to be of the highest quality, incorporating well-organized pedestrian and public spaces to help knit the broader district and the station area together. Ideally, multiple tenants are preferred to a single dominant tenant, encouraging pedestrian activity and a variety of customers.

Two general strategies were explored for the site:

- » A retail program focused on restaurant uses that was recommended in the 2010 4Insights study, with single-story buildings incorporating larger scale, dine-in restaurants of 4,000 square feet or larger.

The capacity of the site will be governed by the amount of parking that will be demanded by the program uses, the layout and quantity of parking around and between the buildings, and how much off-site parking may be available to support the uses.

- » A mixed-use building that incorporates up to 200 market rate apartments above retail and indoor parking.

Retail Options

- » In all of the options, Carol Street is connected to the south commuter parking lot, enabling customers to use shared parking that can be developed at the east side of the commuter lot.
- » In all options with street-fronted buildings, it is recommended that new buildings be set back 15 feet from the curb, creating a more comfortable pedestrian zone along Dempster Street.

Retail Option 1 – Street-fronted retail buildings

In this option, retail/restaurant buildings are placed on Dempster Street, with a parking field behind the buildings. Space between each of the buildings provides opportunity for outdoor seating and pedestrian connections to Dempster Street sidewalks, potential ART bus stops, and other retail along Dempster Street. A large open space to the south of the main building can support an outdoor plaza. An overall vehicle parking ratio of 7.5 spaces/1,000 sf will accommodate parking demand for this option.

Retail Option 2 – Large restaurant anchor + drive-through restaurant

This option illustrates 2 retail buildings: A large, 5,000 to 6,000 square foot restaurant at the street, with a two-tenant restaurant building set back south of Dempster Street that accommodates a drive-through window for one of the restaurants. The parking in this plan is clearly visible to the street, a key component for some prospective tenants. Low height masonry walls at the north east corner of the site help to visually anchor this important corner. Setting the drive-through to the rear of the site provides ample room for stacking and little chance that any back-up would compromise parking areas or entry drives to the streets. An overall vehicle parking ratio of 7.5 spaces/1,000 sf will accommodate parking demand for this option.

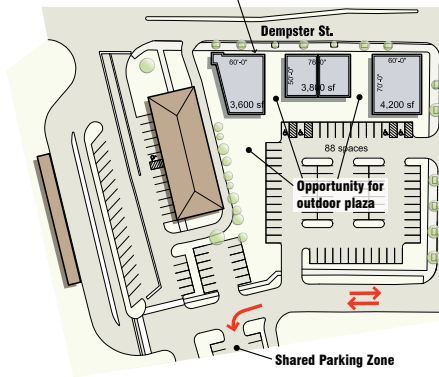
Retail Option 3 – Two Large restaurant anchors + smaller scale retail building

Similar to Option 2 with parking toward the front of the site, this option illustrates 2 larger-scale restaurant buildings and 1 smaller-scale retail building with the smaller building facing a plaza to the south. The overall vehicle parking ratio of 3.5 spaces/1,000 sf will not accommodate the parking demand for this option on-site, and additional off-site parking, such as a shared parking area, is required.

Dempster Swift Shopping Center – Retail Options

Option 1. Street-Fronted Retail

Set back street fronted buildings to create minimum 15-foot distance to back of curb.

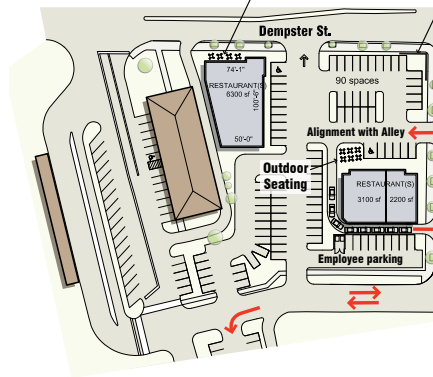


Broad openings from street and building fronts to parking to provide pedestrian connections and protected areas for outdoor dining. Rear and side entrances possible.

Option 2. Restaurant Anchor & Drive-Through

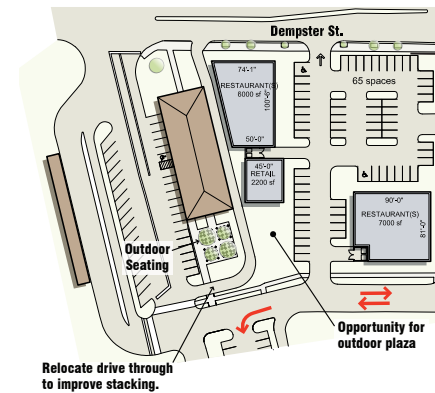
10- to 15-foot setback for outdoor cafe.

Low height wall to anchor corner.



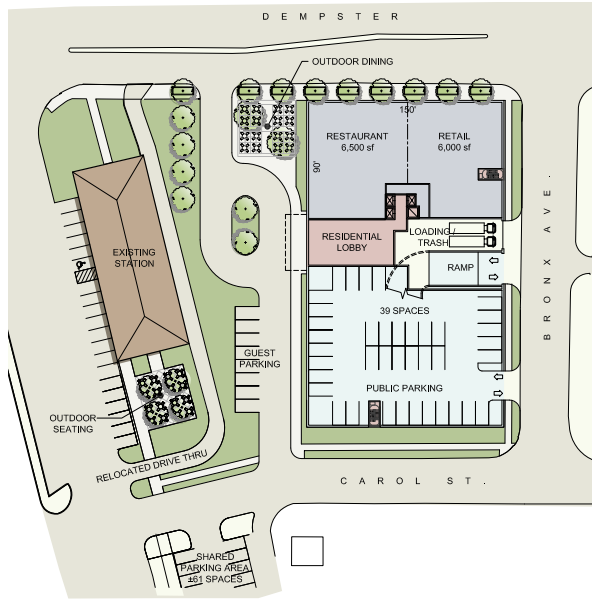
Dempster access to parking areas. Drive-through layout avoids back-up of vehicles into the parking lot or street.

Option 3. Two Major Restaurants



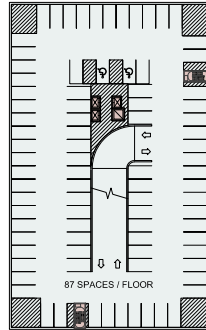
Additional off-site parking resources required to support large volume restaurants.

Dempster Swift Shopping Center – Mixed Use

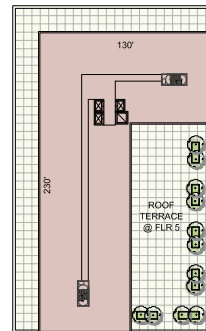


Ground Floor Plan

- 12,500 SF Retail
- Protected Outdoor Dining
- Residential Lobby
- 39 Public Parking Spaces



Floors 2, 3, 4
Residential Parking
- 261 Total Spaces
- 1.3 Spaces / Unit



Floors 5 - 16
- 10 Floors Total
- 20 Units Per Floor
- ± 200 Units Total

Mixed-Use Option

A mixed-use project, incorporating apartment residential above 3 stories of parking and grade-level retail is considered to be a viable development strategy for this site. In the recent past, the Village has been approached by developers seeking to build 100 or more units of market rate apartments. The focus group meeting with developers confirmed a valid interest in the site for projects of similar scale, and regionally, apartment projects are one of the strongest parts of the development economy.

Apartment developers, unlike the condominium-based projects of several years ago, seek a minimum number of units to pursue a viable project. The design team's experience and industry information validate that a mixed-use project on this site should seek 200 units minimum. The unit types would be heavily focused on smaller units, with perhaps 50% 1-bedroom units and the balance 2-bedroom units and studios.

The plans illustrate a 15-story building. The building is sited to create outdoor space between the new structure and the renovated station building. Loading and access to upper level parking is off of Bronx Avenue, aligned with the existing alley south of Dempster Street.

Over 12,000 square feet of retail faces Dempster Street and could include 1 or 2 signature restaurants that include a generous outdoor seating area. The south half of the ground floor contains 39 parking spaces to support the retail area, (3.25 spaces/1,000 sf). This grade-level parking on-site is not adequate to support high demand restaurant use, so a shared parking opportunity with the commuter lot is important to accommodate restaurant tenants.

Three floors of parking are required to produce a parking ratio of 1.3 spaces per unit for a 200-unit residential development.

Apartment floors are set back from the face of the walls of the lower level. The apartment footprint has 20 units per floor, requiring 10 floors to achieve 200 units.

Zoning/Massing issues: While certainly above the 75-foot height restrictions of the B3 Business or TX Transit Mixed-Use zoning districts, this site development study represents the viable building type that developers have expressed interest in on this site. Zoning code changes and recommendations will be examined in the "implementation" phase of the study.

Former Chrysler-Jeep Dealership Parcel

The former Chrysler-Jeep dealership parcel has an area of 117,000 square feet. Currently the building is occupied by a variety of automotive businesses. The size and context of the site make it a very good candidate for larger scale retail uses – grocery stores being a prime example. Grocery stores were mentioned in both the resident and developer focus groups as welcome and viable additions to the district. The planning options illustrate a variety of sizes of grocers, from 18,000 square feet to 60,000 square feet.

While not readily available this site should be regarded as a catalytic opportunity to instigate further private investment in the area. The amount of retail area and the number of customers it would draw could benefit the entire Dempster Street Corridor.

Like the Dempster Swift Shopping Center parcel, the size of this parcel would be able to accommodate a variety of mixed-use programs.

Two general strategies were explored for the site:

- » The first being a retail development, based on a key anchor tenant ranging in size from 18,000 square feet to 35,000 square feet, with additional smaller scale retail or restaurants.
- » The second strategy is for a mixed-use building that incorporates up to 200 residential units (market rate rental apartments) above a retail and parking base, or a mixed-use development comprising retail/office and senior housing.

In all the planning options, there may be opportunities for using some of the property to the east (the former rail line right of way) as additional land area for parking. This issue will need further analysis of future plans for the Yellow Line extension and the future extension of the Skokie Valley Trail.

Retail Options

Three optional site plans of single-story development are presented. Options 1 and 2 are sited to allow the extension of Enfield Avenue across the existing rail line right-of-way or under the raised tracks of a future Yellow Line extension, while Option 3, with the largest building, would not accommodate the future extension of Enfield Avenue

Option 1 – Small grocer with street fronted retail buildings

This option illustrates a small, 18,000 square foot grocer facing west and a strip of multi-tenant retail facing the street. A surface parking field can be created large enough to support the demand of both buildings—96 spaces or 3.5 spaces/1,000 sf. The street-fronted multi-tenant building does not have immediate adjacency to parking, but it does provide activity for the street, can benefit from pedestrian commuters, and can also benefit from the possibility of shared parking in the North Commuter Parking Lot. The buildings are held close to Dempster Street to strengthen the street environment, and the northernmost portion of the site can be used for stormwater detention and landscaping.

Option 2 – Small grocer with multi-tenant building at rear of site

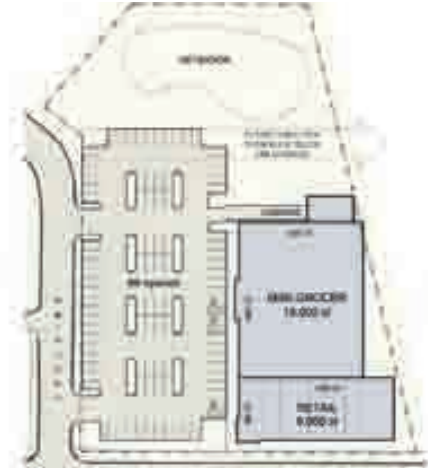
A similar program to Option 1, but with the multi-tenant building placed towards the rear of the site which could then benefit from greater parking adjacency. This surface parking can accommodate 97 spaces or 3.5/1,000 sf.

Option 3 – Single, medium-size grocer or retail building

In this option, a 35,000 square foot retail tenant is proposed, located to the rear of the site with an ample parking field in front. This site strategy accommodates 140 parking spaces, or 4.0/1,000 sf of retail space.

Former Chrysler-Jeep Dealership – Retail Options

Option 1. Small Grocer & Street Fronted Retail



The street-fronted multi-tenant building provides activity for the street, can benefit from pedestrian commuters, and can also benefit from the possibility of shared parking in the North Commuter Parking Lot.

Option 2. Small Grocer & Rear Retail



A similar program to Option 1, but with the multi-tenant building placed towards the rear of the site which could then benefit from greater parking adjacency.

Option 3. Grocery Anchor



In this option, a 35,000 square foot retail tenant is proposed, located to the rear of the site with an ample parking field in front.

Mixed-Use Options

Option 1

As with the Dempster Swift Shopping Center parcel, a large-scale mixed-use project, incorporating apartment residential over lower levels of retail and structured parking, is considered to be a viable development strategy for this site. At 2.7 acres, the site is capable of supporting a large retail user on the ground floor with residential above.

Apartment developers, unlike the condominium-based projects of several years ago, seek a minimum number of units to pursue a viable project. The design team's experience and industry information validate that a mixed-use project on this site should seek 200 units. The unit types would be heavily focused on smaller units, perhaps 50% 1 bedrooms, with the balance 2 bedrooms and studios.

The plans illustrate a 12-story building, incorporating a 60,000 square foot grocer on the ground floor, 3 floors of parking above, and a 200-unit apartment building above that.

With a large footprint, parking floors can be efficiently planned, and the 3 floors split between grocery and residential parking.

The residential entry and residential building is oriented to the west side of the site, to engage the street, and to place the occupants away from the future Yellow Line extension. The grocer has an entry on Dempster Street that incorporates the elevators and stairs that would serve its customers on the parking levels, allowing them to access activities on Dempster Street as well. Loading and service access is kept to the rear of the site as is the ramp to the parking levels.

Early traffic analysis recommends that a signal be added at the LeClaire-Dempster intersection if a high density project is pursued for this site.

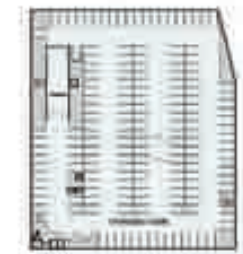
Zoning/Massing issues: While certainly above the 75-foot height restrictions of the B3 Business or TX Transit Mixed-Use zoning districts, this site development study represents the viable building type that developers have actively expressed interest in on this site. Zoning code changes and recommendations will be examined in the "implementation" phase of the study.

Former Chrysler-Jeep Dealership – Mixed-Use Options

Option 1. Single Mixed-Use Building



Ground Floor Plan
 – 60,500 SF Retail
 – Residential Lobby



Floors 2, 3, 4
 522 Total Spaces
 Residential Parking
 – 282 Spaces
 – 1.4 Spaces / Unit
 Grocer Parking
 – 240 Spaces
 – 4.0 Spaces / 1,000 SF



Floors 5 - 12
 Residences
 – 8 Floors Total
 – 25 Units Per Floor
 – ± 200 Units Total

Option 2

This design option illustrates the possibilities for the site if the CTA Yellow Line is extended to Old Orchard on an elevated track. This would allow Enfield Avenue to connect under the tracks to LeClaire Avenue and Gross Point Road, and create 2 separate parcels of land, north and south of the extension. The north parcel would be approximately 0.6 acres and the south parcel would be approximately 1.75 acres.

This option illustrates 2 separate developments:

» The north parcel is illustrated as a 5-story senior housing development of approximately 45,000 square feet and 50 units. Senior housing is an appropriate use of this site, both because of the existing senior housing building immediately to the west, and the amenity of the park space to the north. Given the small land area, the former rail line right-of-way property to the east could be used to accommodate the majority of the 37 parking spaces that serve the senior housing project and still accommodate the Skokie Valley Trail alignment.

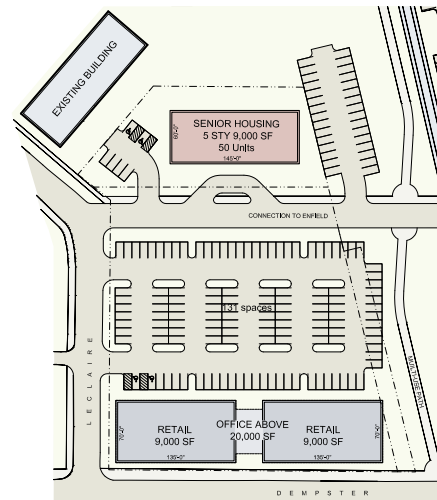
» The south parcel is designed with a 2-story mixed-use building comprising 18,000 square feet of ground level retail with 20,000 square feet of office space above. The ground floor retail incorporates a north-south passage under the second floor office allowing a pedestrian connection between the parking field and Dempster. With 131 parking spaces, this parcel achieves a parking ratio of 3.5 spaces/1,000 square feet. This parking supply does not support medical office space, which has higher parking demand, but may be well-suited to more conventional office space. Particular attention should be paid to the tenant profile should such a development be proposed in the future.

Former Dealership – Mixed-Use Options

Option 2. Mixed-Site Concept



Two developments, a 5-story senior housing building to the north, and 2-story retail/office building separated by an extension of Enfield Avenue across the railway right-of-way

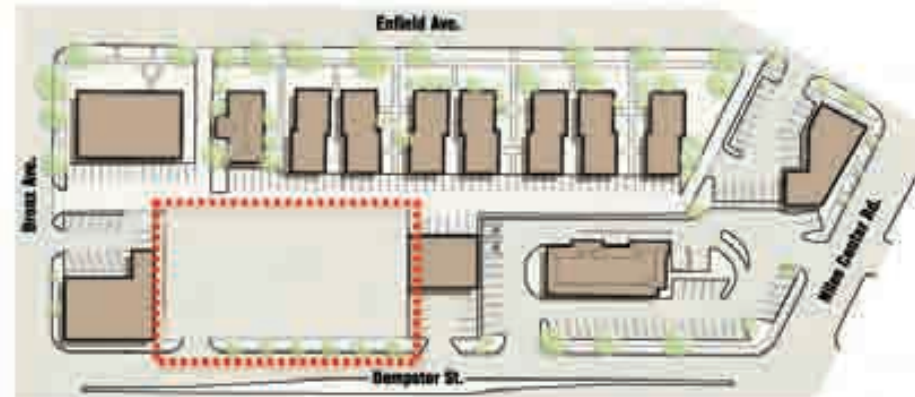


4874-4912 Dempster Parcel

This site on the north side of Dempster Street totals over 27,000 square feet of land area, approximately 225 feet long and 118 feet deep. The site does not have close proximity to either of the commuter lots to fulfill much of their parking requirements, so planning options represent programs that have parking demand met on-site.

The general development strategies explored for this site are based on recommendations from the 2010 4Insights study—a program focused on restaurant and food service use—single-story buildings incorporating dine-in or drive-through restaurants of 1,500 to 3,500 square feet. Typically these tenants would be in buildings of 2 to 4 tenants. It should be noted that many of the site geometric constraints for this location can be lessened if this parcel were combined with one or more adjacent parcels.

- » In all options, the alley is used for vehicular circulation to provide access to the traffic signal at Bronx Avenue.
- » In all options eastbound traffic is restricted from accessing the site by the raised landscape median in Dempster Street.
- » Specific loading/trash requirements will need to be programmed with specific tenants. Trash enclosures should be located near the alley.
- » In all options with street-fronted buildings, it is recommended that new buildings be set back 15 feet from the curb, creating a more comfortable pedestrian zone against the traffic of Dempster Street.



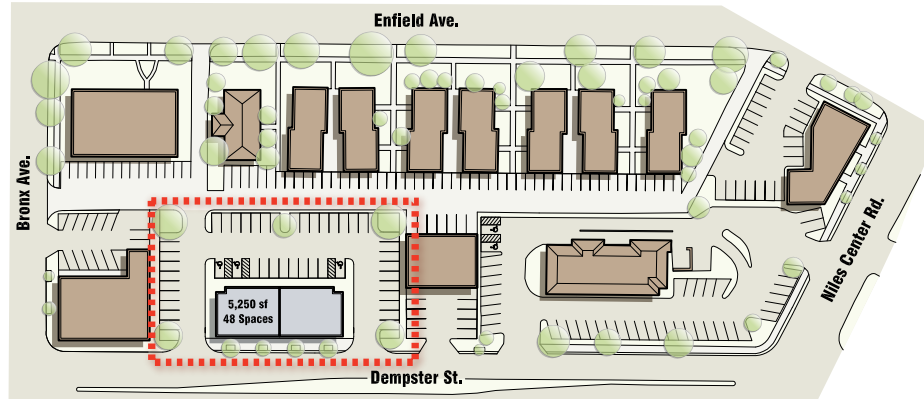
North Side of Dempster Street Development

4874-4912 Dempster Parcel – Retail Options

Option 1. Retail & Restaurant Use



Building Area: 5,250 SF
 Parking Spaces: 48
 Parking Ratio: 9.1 Spaces / 1,000 SF



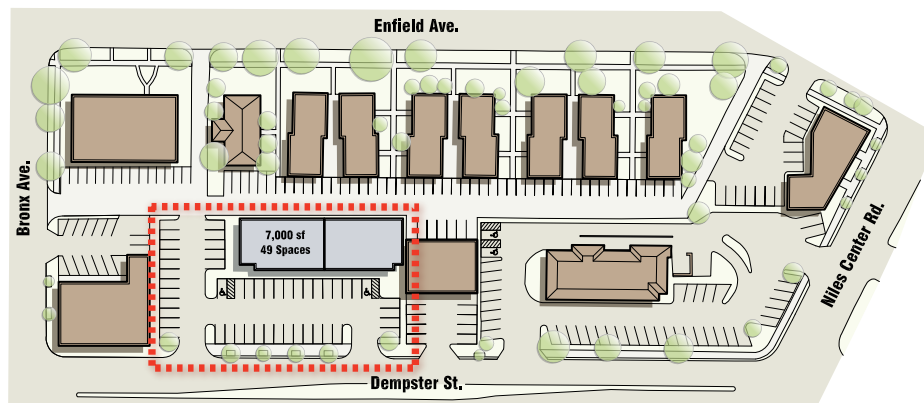
Option 1

This option illustrates a modest-scale building of 5,250 square feet housing restaurant or retail uses, with parking behind the building. Typically, buildings of this size will set their entries facing the parking area, so in this option, entry doors and storefront will face away from Dempster Street. Architectural design guidelines and standards should require that the street walls of such buildings incorporate vision and display glass to add visual life to the street. This option illustrates a parking ratio of 9.1 spaces/1,000 square feet, of a scale to support restaurant use for the entire building.

Option 2. Retail & Restaurant Use



Building Area: 7,000 SF
 Parking Spaces: 49
 Parking Ratio: 7.0 Spaces / 1,000 SF



Option 2

Like Option 1, this illustrates a 7,000 square foot building housing restaurant or retail uses but with parking in front of the building facing Dempster Street. This option illustrates a parking ratio of 7.0 spaces/1,000 square feet, of a scale to support a blend of retail and restaurant uses, but not enough to support 7,000 square feet of high demand restaurants.

Option 3

This option illustrates a 4,000 square foot building set back from Dempster Street, with a drive-through lane behind the building. A large outdoor seating area is created adjacent to the building. This layout could support a single tenant, with a larger area requirement that wanted to brand the site for their unique identity. This option illustrates a parking ratio of 7.5 spaces/1,000 sf.

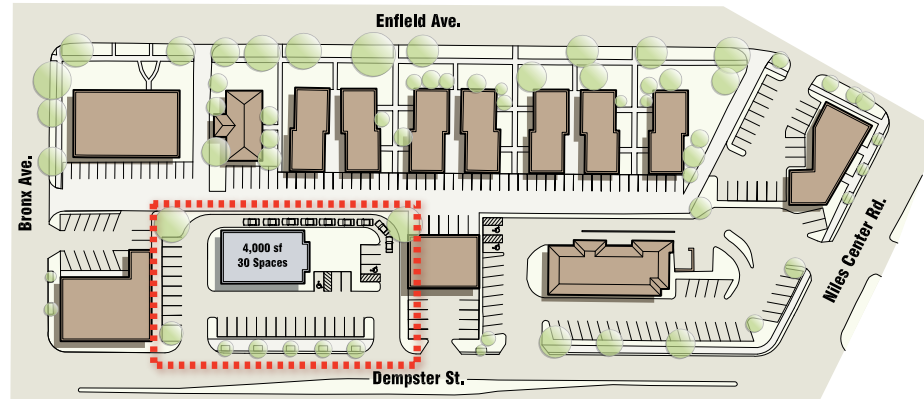
Option 4

This option illustrates a 4,800 square foot building on Dempster Street, with two to three tenants, incorporating a drive-through lane for one restaurant. With the drive-through wrapping two sides of the building, entrances will be oriented to the street. One-way movement is required for most of the parking, and an alley exit is essential to vehicular circulation. Stacking distance and drive-through layout should be examined closely with prospective tenants to assure stacking does not block driveway entrances. This option illustrates a parking ratio of 7.7 spaces/1,000 sf, which would support restaurant use for the entire building.

Note that both options 3 and 4 do not allow for eastbound traffic on Dempster Street to use the drive-through.

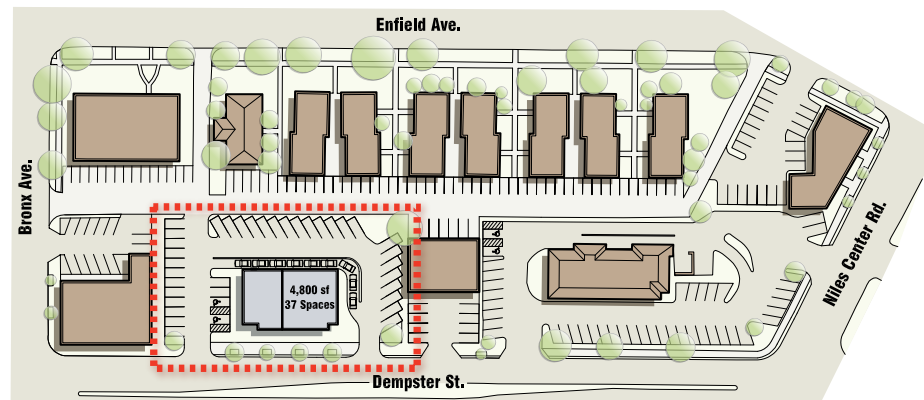
4874-4912 Dempster Parcel – Retail Options

Option 3. Drive-Through Restaurant Use



Building Area: 4,000 SF
 Parking Spaces: 30
 Parking Ratio: 7.5 Spaces / 1,000 SF

Option 4. Drive Through Restaurant Use



Building Area: 4,800 SF
 Parking Spaces: 37
 Parking Ratio: 7.7 Spaces / 1,000 SF

8440-8444 Niles Center Road Parcel – Townhome Concept



8440-8444 Niles Center Road Parcel

This site, while not a part of the Dempster Corridor, is part of the larger Comprehensive Plan, Sector B, that is the context of the overall study. The site is long, narrow, and wedge-shaped and is currently occupied by an auto body repair shop, a car wash, and outdoor storage. It has street frontage on Niles Center Road and is separated from Terminal Avenue by the Skokie Valley Trail, with an eastern edge backing up against the CTA Yellow Line right-of-way. Currently zoned M2 Light Industry, this study examines integrating the site into the residential neighborhood surrounding it, either with townhomes, or a modest scale multifamily building.

Option 1

This option illustrates 24 townhomes in groups of 7 or 5. The townhomes would be 3-story buildings, with garages within and at the rear of each townhome. The existing east-west street grid at Wright Terrace and Lee Street would cross the Skokie Valley Trail to access the parking drives and guest parking at the rear of the buildings.

Facing west, the townhomes would reinforce the residential character of the single-family homes to the west. They would be set back from the Skokie Valley Trail, with their own private walks to each front door.

8440-8444 Niles Center Road Parcel – Multi-family Concept



Option 2

This option illustrates a 4- to 5-story multifamily building, with a surface parking lot for 85 cars. This scale of building is in keeping with the multifamily buildings immediately to the east of the tracks. The amount of on-site parking could support a building with 60 to 80 units. While the size of this building does not meet the current needs of developers for 150-200 market rate apartments, it is an ideal size for the supportive senior housing market.

South Side of Dempster Street – Bronx Avenue to Niles Center Road

Because the 4801 and 4829 Dempster site in the original scope of services was under contract and a development plan was in the public hearing process during the study, this block of Dempster Street was studied instead, to be used as a template for how the shallow depth properties that define most of the commercial corridor on Dempster Street can be planned as a group. All the schemes illustrate planning principles which support walkable, TOD-based design, incorporating street-fronted retail, minimal curb cuts, shared parking, defined pedestrian circulation paths, and opportunities for outdoor seating and public space amenities.

The mix of uses is based on strategies outlined in the 2010 4Insights market assessment.

Ideally, such a full block development would happen under single ownership; however, the redevelopment concepts can

accommodate multiple owners and tenants implemented in phases as opportunities for renovation or building replacement occur. Three options are diagrammed that illustrate differing programming mixes, from retail-dominant to restaurant-dominant. These illustrate the balance between the amount of parking that can be constructed on-site and the buildable square footage that zoning requirements for parking would allow. The existing zoning requirements for parking are very specific to food service type and are based on the actual net area of each establishment, so these diagrams represent approximations of actual requirements that would be resolved when an actual project is proposed.

Option 1

This option illustrates a program of 70% retail and 30% restaurant/food service, creating 20,800 square feet of building area and 80 parking spaces, a blended ratio of 3.85 spaces/1,000 square feet. This option has the largest square footage, but the least restaurant space.

Option 2

This option illustrates a program of 30% retail and 70% restaurant/food service, creating 16,250 square feet of building area and 109 parking spaces, a blended ratio of 6.7 spaces/1,000 square feet. With more food service square footage, parking demand is greater, and thus total buildable area is less.

This option also illustrates incorporating 2 curb cuts to Dempster Street, creating additional parking fields and perhaps more marketable conditions for some tenants seeking sites with direct access to their parking areas.

Option 3

This option illustrates a program of 70% retail and 30% restaurant/food service, with 2 drive-through restaurants creating 14,200 square feet of building area and 80 parking spaces, a blended ratio of 5.6 spaces/1,000 square feet. Carryout restaurants have a lower parking demand than sit-down restaurants.

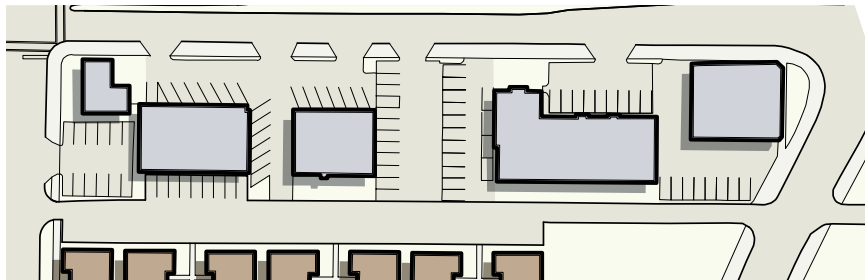
Drive-through lanes are organized with access off the rear parking area as opposed to Dempster Street, eliminating the possibility of over-stacking and cars backing out into a street.

Option 4

This option illustrates a 5-story, mixed-use building, split into 2 masses at mid-block. The ground floor is comprised of 20,600 square feet of retail facing Dempster Street with continuous parking behind providing 3.8 spaces/1,000 square feet of retail/commercial space. A second, (mezzanine) level provides 78 parking spaces for residential units above the retail base. Three levels of residential create up to a total of 78 residential units, approximately 1,000 square feet average size. Residential parking would be at 1.0 space/unit.

The scale of this project and the inherent complexities of the structure would make this a relatively high-cost project, and would not likely be viable in today's economy; however, in the future, should higher density mixed-use projects succeed, then a project of this scale may be successful.

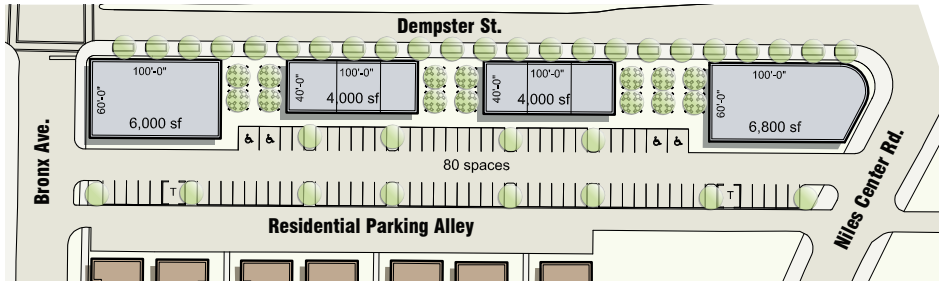
South Side of Dempster Street – Existing Development



Building Area: 21,645 SF
 Parking Spaces: 82
 Parking Ratio: 3.8 Spaces / 1,000 SF

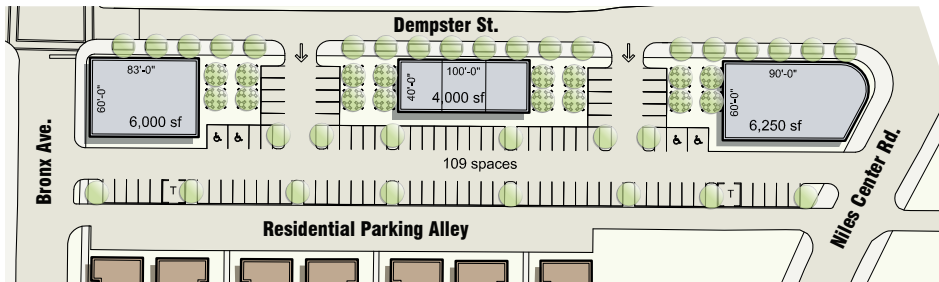
South Side of Dempster Street – Retail Options

Option 1. Retail Dominant – 30% Restaurant, 70% Retail



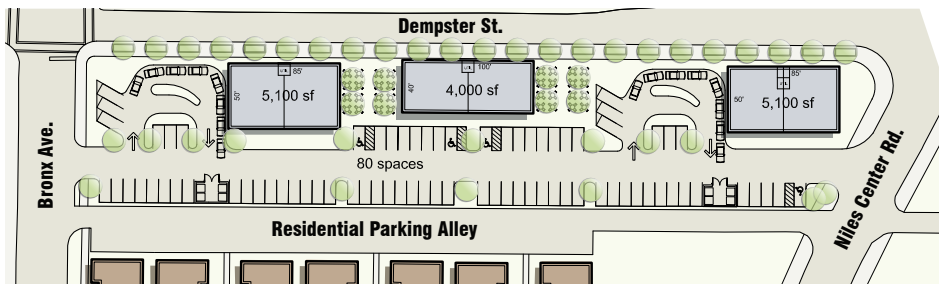
Building Area: 20,800 SF
 Parking Spaces: 80
 Parking Ratio: 3.85 Spaces/1,000 SF

Option 2. Restaurant Dominant – 70% Restaurant, 30% Retail



Building Area: 16,250 SF
 Parking Spaces: 109
 Parking Ratio: 6.7 Spaces/1,000 SF

Option 3. Drive-Through Dominant – 70% Restaurant, 30% Retail



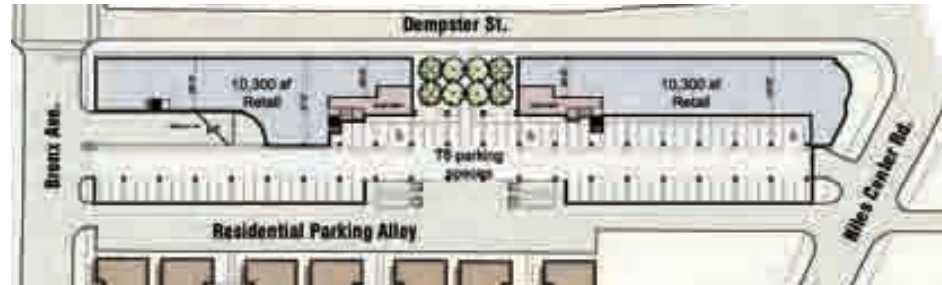
Building Area: 14,200 SF
 Parking Spaces: 80
 Parking Ratio: 5.6 Spaces/1,000 SF

South Side of Dempster Street – Mixed-Use Option

Option 4. Mixed-Use – Ground Floor Retail w/Residential

Ground Floor Plan

- 20,600 SF Retail
- 2 Residential Lobbies
- 78 retail parking spaces at 3.8 spaces/1,000 sf



Floor 2

- 78 parking spaces at 1.0 Spaces/unit



Floors 3 - 5

- 78 residential units at 13 units/floor in two towers



North and South Commuter Parking Lots

The north and south commuter lots are comprised of parcels with varying owners and with various constraints on potential building development.

North Commuter Lot

The north commuter parking lots are sited on a long 1.5 acre parcel with the approximate dimensions of 1200 ft x 60 ft. Restricted in height because it is located directly underneath ComED high tension transmission lines and with a shallow depth of only 60 ft, the north commuter lot has no development potential for building construction. As recommended in the "Parking Strategies and Recommendations" section of this report, changing a section of lot closest to Dempster Street to a metered parking area would a public parking resource that could support higher parking demand developments along the Dempster Street Corridor.

South Commuter Lot

The south commuter parking lot, exclusive of the bus transfer area, is approximately 3.3 acres, and is comprised of several ownership parcels and utility rights-of-ways. As in the north commuter lot a significant portion of the lot is under the ComEd high transmission lines, and thus has very difficult obstacles to the construction of buildings. However, the eastern most section of the south lot is not under the transmission lines. This portion of the lot, 2.3 acres in area, with approximate dimensions of 1000 ft x 100 ft, may have potential for redevelopment.

Given this portion of the south lot's location, off of Dempster Street and given its adjacency to existing townhome and multifamily neighborhoods, redevelopment of some of the parcels (particularly those owned by the Village of Skokie), as low- to mid-rise residential uses would be the likely and logical scenario. The residential uses could be market rate townhome, apartment, senior or supportive housing. The reduction of the commuter parking spaces by the construction of new buildings could be compensated for by shared/public parking resources constructed elsewhere in the commuter lots or along the Dempster Street corridor in proximity to the station area. Similarly, if an apartment building with structured parking garage is planned, the garage can be enlarged to contain additional commuter spaces to replace those lost.

Traffic Generation Comparisons

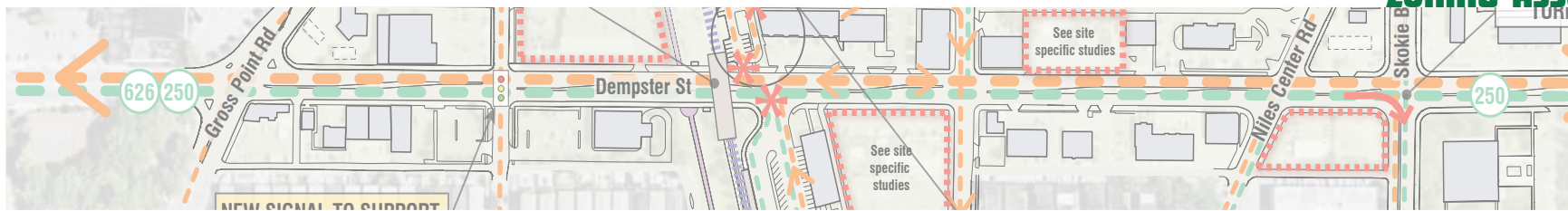
Redevelopment Site	Approx. Density	Incremental Growth		
		Morning Peak Hour Total In/Out	Evening Peak Hour Total In/Out	Daily 2-way
Dempster Swift Shopping Center				
Residential Apartments	200 units	100	125	1,300
Retail	15,000 sf	<u>15</u>	<u>55</u>	<u>650</u>
	Subtotal	115	180	1,950
4874-4912 Dempster Parcel				
Retail	5,000 sf	5	15	220
Former Chrysler-Jeep Dealership Parcel				
Residential Apartments	200 units	100	125	1,300
Grocery Store	60,000 sf	<u>165</u>	<u>535</u>	<u>5,800</u>
	Subtotal	265	660	7,100
8440-8444 Niles Center Road Parcel				
Senior Housing	70 units	10	15	190
4801 & 4829 Dempster Parcel				
Restaurant	5,000 sf	10	170	1,700
	Increment Subtotals =	405	1,040	11,160
	Less Interaction @ 20% =	<u>-80</u>	<u>-210</u>	<u>-2,160</u>
	Growth Increment Totals =	+325	+830	+9,000

Traffic Impacts of Development Options

The traffic generation characteristics of any development are based on the magnitude and character of its land use. Projected peak hour and average daily traffic (ADT) generations were developed based upon the proposed development options. While some redevelopment sites have more than one option, the alternative that would generate the most traffic was used in order to project a worst-case scenario. The table at left shows the increase in traffic at each redevelopment site. As can be seen from these tables, the development parcels could have approximately 20% of their traffic reduced by the proposed complementary uses.

Traffic data was collected throughout the study area and the existing traffic conditions at key intersections along Dempster Street are shown in adjoining table. To determine intersection improvements that may be needed as a result of redevelopment, the site traffic shown in the table was “layered” onto the existing volumes to come up with a model for traffic growth. Future traffic conditions after redevelopment are shown in the table. Evaluation of the intersections indicates that there is sufficient reserve street capacity available to accommodate incremental growth. However, several improvement recommendations are cited in Chapter 3 including future signalization of LeClaire Avenue, optimization of signal timing coordination along Dempster Street, consolidating and sharing access where possible and generally integrating uses through a campus

planning concept that would create east-west alternative routes and reduce traffic on Dempster Street.



SECTION 5
ZONING ASSESSMENT

5

Zoning Assessment

This section of the plan focuses on zoning-related aspects of implementation. Zoning, along with other development regulations, can be an important and effective tool to realize planning objectives. Building upon the existing Zoning Ordinance and Zoning Map, this section of the plan provides recommendations for ordinance and map amendments that should be considered by the Village for the Dempster Street Corridor and station area.

The overall approach to the zoning recommendations for the corridor is not to create unnecessary regulations or to create new districts that would only have applicability to a relatively small area of the Village. Instead, the approach is to examine the Village's existing zoning districts and regulations and make necessary adjustments or to apply components of the existing code in a manner that is consistent with the plan's land use and development recommendations, without creating any undue regulatory burden for property owners, existing business operators, or future developers.

The focus of the zoning recommendations are for those non-residential properties fronting on and near to Dempster Street, between Skokie Boulevard and Gross Point Road. While there may be zoning implications in the residential areas adjacent to commercial properties, the focus will remain primarily on the existing commercial properties with redevelopment potential.

Existing Zoning

Just as it is important to understand the existing land use and development pattern of the Dempster Street Corridor and station area, it is also important to understand the existing zoning within the study area. The existing zoning is the regulatory tool that most directly influences development and has significantly contributed to the overall character of the corridor and the built form that currently exists.

B3 Business District

The B3 Business district is the zoning designation for the majority of the properties with frontage along the north and south sides of Dempster Street. According to the Zoning Ordinance, "The B3 Business district is designed to accommodate a larger consumer population than that provided in the B1 Service Commercial and B2 Commercial districts. It provides an appropriate category for establishments that are primarily but not entirely retail in nature and is intended for areas that do not directly abut properties in the R1, R2, and R3 districts."

The existing B3 zoning designation along Dempster Street has been adequately guiding commercial development along the corridor over the years and accommodates a wide variety of commercial uses. There are, however, locations where B3-zoned properties abut properties zoned R3 Combined Housing, primarily in the areas west of the railroad tracks and south of Dempster Street. In most other areas, the B3 zoning abuts properties that are zoned R4 Multifamily Housing, B2 Commercial, M1 Office Assembly Industry, and M2 Light Industry.

Other Districts

Other zoning in the area surrounding the B3 frontage along Dempster Street includes:

B2 west of Gross Point Road;

M1 between Gross Point Road and the railroad tracks, north of Dempster Street;

M2 along the railroad tracks;

R2 north and south of Dempster Street west of the railroad;

A small amount of R3 north and south of Dempster Street between Laramie Avenue and the railroad tracks; and,

Large areas of R4 in the areas east of the railroad tracks.

For the most part, the existing zoning is reflective of the established development pattern and use of the properties within and near the study area. Although some amendments are recommended for certain aspects of the ordinance and some map amendments/rezoning considerations are recommended, the existing zoning districts and designations are generally appropriate for the Dempster Street Corridor and station area.

Potential Commercial Rezoning

There are two primary areas that could be considered for possible rezoning: the Dempster Swift Shopping Center and the former Chrysler-Jeep dealership. Alternate retail-oriented and mixed-use development scenarios are provided for both areas in Section 4 of this plan. Compared to other sites along the corridor within the study area, these two sites provide a lot area, depth, and overall geometry that can accommodate a wider range of development types, including more intense multiple-story mixed-use development.

“Retail-Oriented District” Approach

The existing B3 Business zoning can accommodate more traditional retail and commercial development and no rezoning is necessary along the Dempster Street Corridor.

Any expansion of the B3 zoning in this area to accommodate a larger redevelopment opportunity would require rezoning R4 residential properties to commercial zoning and developing over existing rights-of-ways. The former Chrysler-Jeep dealership parcel on the north side of Dempster Street, however, has the potential for commercial expansion into an existing area currently zoned M1 Office Assembly Industry.

In order to accommodate a larger redevelopment and realize greater development potential and design flexibility, consideration should be given to rezoning a portion of the M1 area north of the Enfield Street alignment to provide an “extension” of the B3-zoned area. Rather than proactively

rezoning the property prior to a development being proposed, the Village should clearly indicate its preference that the rezoning, lot consolidation, and commercial expansion occur as part of a desirable and appropriate commercial development of the area.

Similarly, to further mitigate the shallow commercial lot depths of parcels fronting Dempster, consideration should be given to rezoning adjacent R4 properties, thereby allowing for the expansion of the B3 district and the ability to better accommodate contemporary commercial/mixed-use development. Rather than proactively rezoning adjacent areas of R4, rezoning should be considered on a case-by-case basis as a means of accommodating desirable new development. Although shown on page 52 as a residential/commercial transition area, proactively rezoning residential properties to commercial would result in higher property taxes for the property owners, even if the residential uses were to remain for several years and the commercial market and development opportunities had not yet materialized.

“Mixed-Use-Oriented District” Approach

The other approach represented in the Plan for the two sites identified above is the Mixed-Use-Oriented approach. For this approach, both sites are designated for more intense mixed-use development. In Section 4 of the Plan, District Plans and Site Specific Development Options, each of the two sites is visualized for intense mixed-use (commercial/residential) development,

15 stories for the Shopping Center Parcel and 12 stories for the former Chrysler-Jeep dealership parcel.


For either of these development scenarios to be realized, the B3 zoning will need to be changed. Although the existing B3 Business zoning does accommodate mixed-use buildings, the height is limited to 75 feet tall. In order to implement the more intense 12- and 15-story mixed-use developments referenced in Section 4 of this plan, consideration should be given to re-zoning to CX Core Mixed-Use, which is intended for areas close to transit hubs and employment centers and accommodates buildings up to 156 ft in height.

As with the retail-oriented approach, the Village should refrain from proactively rezoning the former Chrysler-Jeep dealership parcel, but rather leave the existing zoning in place and clearly indicate its preference for rezoning in conjunction with a desirable mixed-use development proposal. However, if the Village wishes to more strongly demonstrate its intent and commitment to realizing the more intense redevelopment potential of the Village-owned Dempster Swift Shopping Center parcel, the Village should rezone that parcel to CX Core Mixed-Use proactively.

The development opportunity for the former Chrysler-Jeep dealership parcel has the potential to involve both B3 and M1 zoned properties. If both are included in any mixed-use development proposal, lot consolidation and rezoning of both M1 and B3 to CX is recommended.

The adjacent office building parcel to the west, located at the corner of Gross

Existing Zoning



ZONING LEGEND

RESIDENTIAL DISTRICTS

- R1 Single-Family
- R2 Single-Family
- R3 Combined Housing
- R4 Multifamily Housing
- R5 Elderly and Disabled Housing

MIXED-USE DISTRICTS

- NX Neighborhood Mixed-use
- TX Transit Mixed-use
- CX Core Mixed-use

BUSINESS DISTRICTS

- B1 Service Commercial
- B2 Commercial
- B3 Business
- B4 Regional Shopping
- B6 Downtown Science and Technology
- H1 Hospital


INDUSTRIAL DISTRICTS

- M1 Office Assembly Industry
- M2 Light Industry
- M3 Industry
- OR Office Research

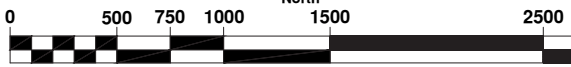
Other Symbols:

- Body of water
- Special Use Permit
- Site Plan Approval/Planned Development

(Please contact the Planning Division at 847-933-8447 for a list of all Special Uses within the Village.)

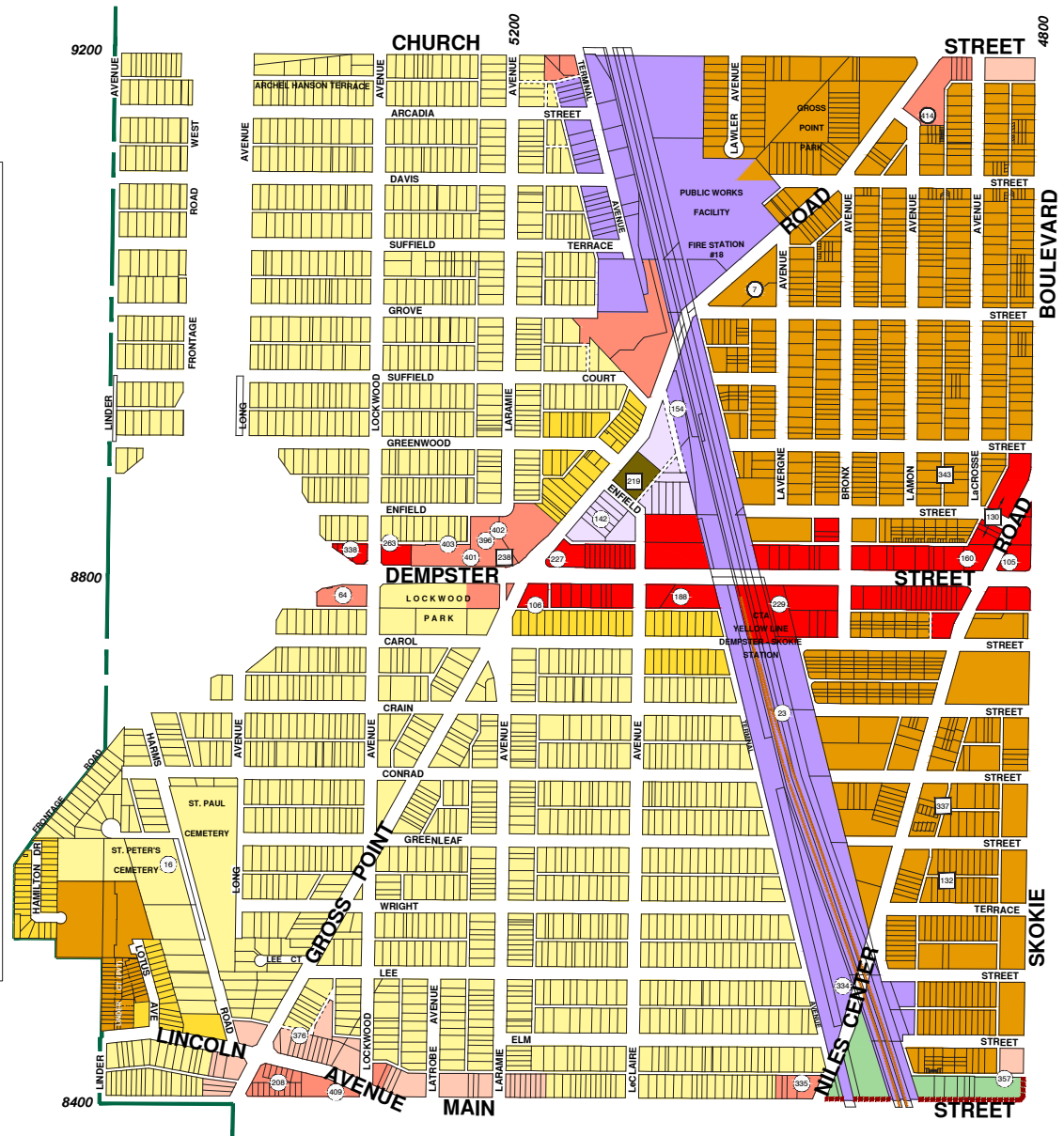


North



2640 ft.
(0.5 mi.)

Map reflects zoning as of January 1st, 2012



Point Road and Enfield Avenue, should be considered as a potential candidate for rezoning from M1 to CX to accommodate more intense mixed-use development. The existing office development on the site is in good condition and the site is well-utilized, making redevelopment of the property less likely in the short- or mid-term.

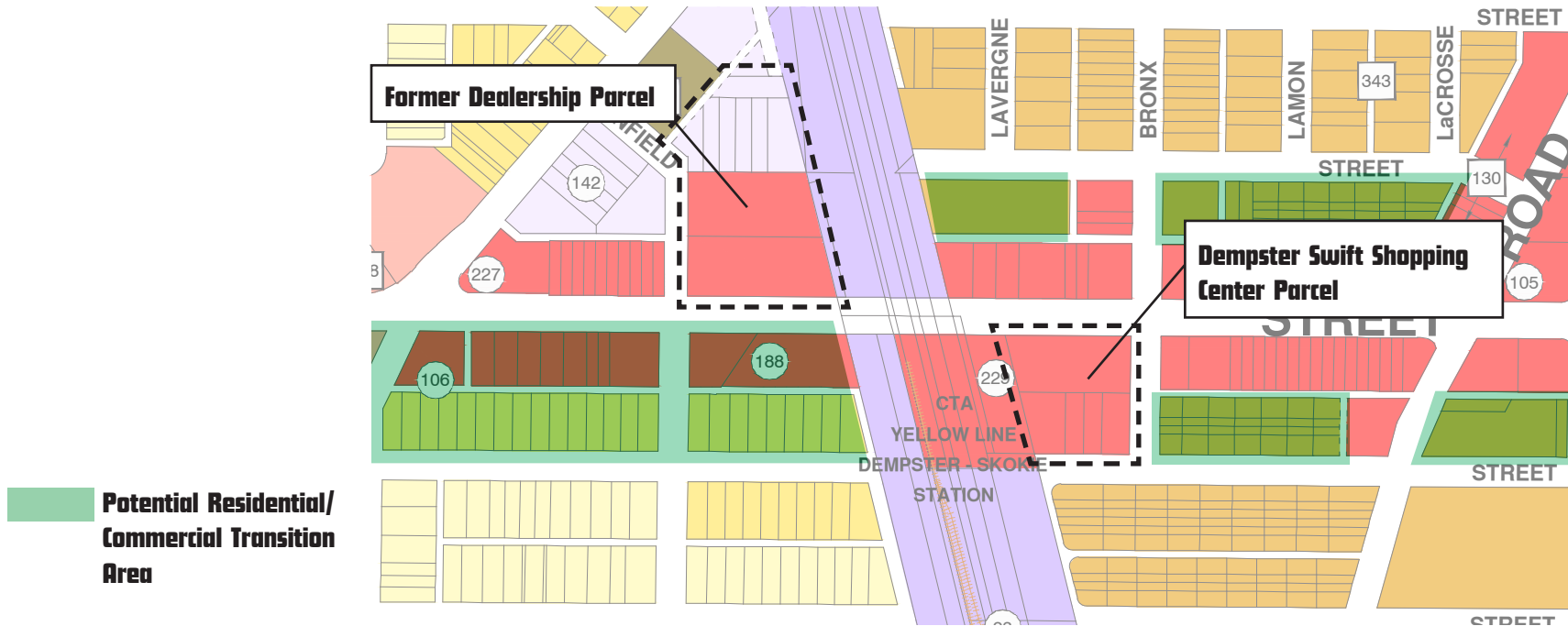
It is also important to note that other smaller parcels along the corridor may also be appropriate for smaller mixed-use development projects. Given the relatively small size of some of these other sites, the height restrictions and mixed-use

provisions of the B3 district would likely accommodate smaller mixed-use development without rezoning to the NX, TX, or CX districts.

Planned Developments

One of the most effective tools available to municipalities in their effort to attract, guide, promote, and realize attractive and creative development is the planned unit development (PUD) or planned development (PD). This approach to zoning and development review and approval is based on the notion of establishing an envelope of development where more creative and flexible approaches can be utilized, rather than strictly adhering to the regulations established by the underlying zoning designated for a property.

Commercial Re-Zoning Parcels



The Village's existing Planned Development regulations most effectively apply to traditional single-family detached, single-family attached, and multifamily residential development. As currently crafted, the Village's existing Planned Development regulations are not effectively written for application to creative commercial/residential mixed-use projects. The main reason for this is the "prescribed conditions" which are placed on proposed development that must be met in order to seek relief from standards addressing use, bulk, and density.

For example, the existing ordinance establishes that the Village can authorize exceptions to the bulk regulations when specific setback dimensions are increased or wall height maximums are maintained, or that density bonuses can be granted when improved/enlarged common space or open space is provided.

Again, these are examples of flexibility that can be provided only if prescribed conditions can be met. But what about where flexibility is desired (by the Village, the developer, and the neighbors), but the prescribed conditions cannot be met? This is often the case when it comes to complex, infill, mixed-use developments.

A recommendation of this plan is for the Village to revisit its existing Planned Development regulations and revise/replace the existing ordinance with a Planned Development ordinance that includes a process and regulations specifically targeted to maximizing development flexibility by ensuring higher-quality design and sensitivity to surrounding conditions.

Rather than establishing conditions of "2

times the required side yard" or "the first quarter-acre of common open space...a maximum increase of 1.0 unit per acre", the new Planned Development ordinance should be designed to work with the B3, NX, TX, and CX districts in a way that focuses on accommodating creative design, working in tandem with the underlying zoning districts to foster better mixed-use development.

In such an ordinance, consideration to granting regulatory relief could factor in components of architecture, sustainability/green building design, public amenities, shared parking, providing public parking as part of the development, and more. The difference relative to the existing Planned Development regulations may seem minor, but the positive impact of mixed-use development can be significant.

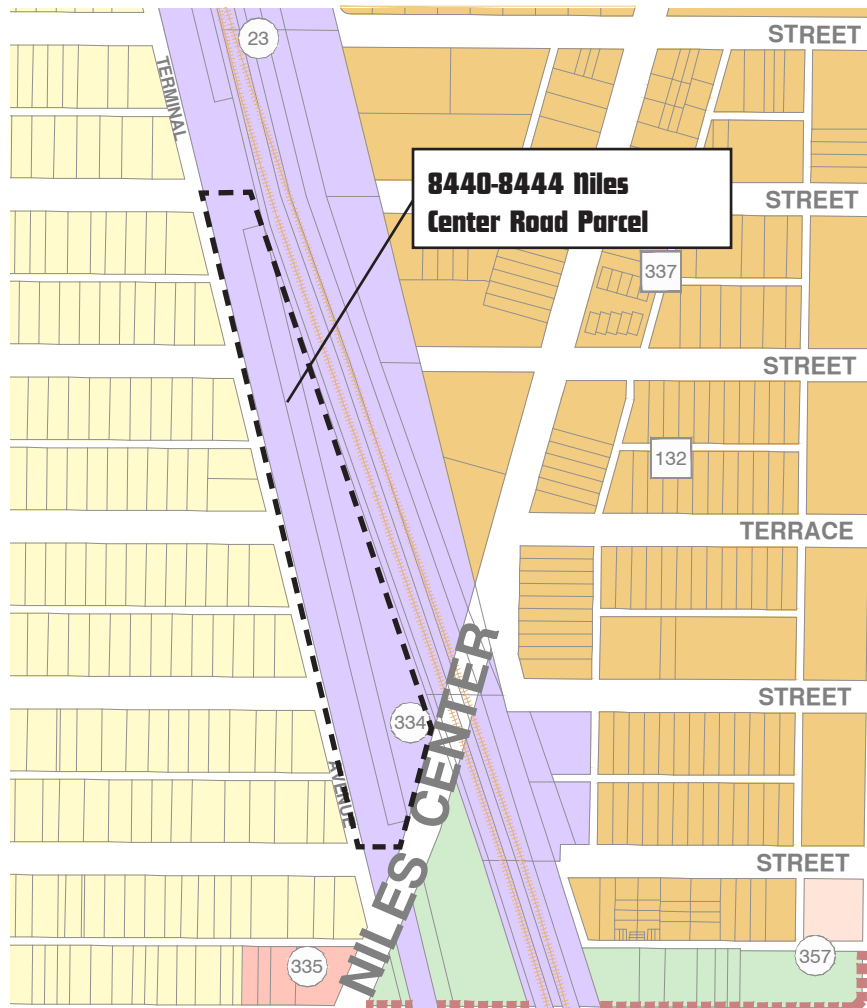
Design Standards

The Village currently uses Design Standards and Guidelines to guide components of development including open space, parking, building orientation and placement, landscaping, and more. Revised planned development regulations should ensure that creative and appropriate relief from these guidelines be accommodated to better facilitate desired mixed-use and commercial development along and near the Dempster Street Corridor.

Even if not proposed as part of a planned development, a procedural mechanism should be established that provides some avenue of relief from the Design Standards and Guidelines, if such relief can be demonstrated to be necessary to accommodate better and more desirable development. Given the context of existing conditions that may impact the development potential and influences of a particular site, such relief may be necessary in certain circumstances.

As currently crafted, the Village's existing Planned Development regulations are not effectively written for application to creative commercial/residential mixed-use projects.

Residential Re-Zoning Parcels



Residential Zoning Districts

The study area consists primarily of a commercially-zoned corridor surrounded by established residential neighborhoods comprised of a range of residential zoning districts, including R2, R3, R4, and R5. There are no amendments recommended as part of this study for the R2 Single-Family and R3 Combined Housing districts, although the Village may want to examine the setback requirements for single-family lots to ensure appropriate standards are in place (current standards may be a bit too excessive). There are some amendments that should be considered for the R4 and R5 districts, as identified below.

R4 Multifamily Housing

The R4 neighborhoods surrounding the corridor study area are stable, well-established, and comprised primarily of multifamily structures with 2-6 units in each structure, along with some single-family detached dwellings and larger multifamily residential structures. It appears, however, that many of the properties are legal, nonconforming with regard to lot area, width, and density. Parking also seems to be an issue with many properties not meeting the required number of off-street parking spaces.

Although no dramatic zoning amendments are being recommended as a direct result of the recommendations in this plan, the Village should conduct a careful inventory and assessment of the R4 district to determine the representative characteristics of the neighborhood, and then, based on the existing characteristics such as lot area, lot

width, density, parking, and more, determine how best to amend the ordinance to reflect the existing physical character. The intent is not to legitimize undesirable development conditions, but rather to appropriately eliminate the non-conforming status of the majority of residential structures that are reflective of the overall character of the area and that are likely not to dramatically change through redevelopment in the future.

Having well-established areas that are not likely to see dramatic change but are comprised of a high number of nonconforming situations is an indication that the zoning needs to be amended. The purpose is not to simply concede to the way the neighborhood currently is, but to identify what can remain, what will likely remain, and what is OK to remain.

On the other hand, it is also important to identify the problem areas that should be addressed, currently established as nonconforming, and corrected or eliminated over time. The intent is to be realistic and effective with the zoning regulations and the intent of zoning within the specific residential district.

R5 Transit Area Housing

Skokie's Temporary Zoning Commission has recommended that the existing R5 Elderly and Disabled Housing district be completely repurposed to a new R5 Transit Area Housing district. The R5 Transit Area Housing district is intended to accommodate higher-density housing near rapid transit stations that is environmentally-friendly, encourages redevelopment of multiple lots with a mix of housing types, encourages the development of shared parking and open space, and is not adjacent to R1 and R2 zoning districts being used for detached residences.

Density for the district would start at a base of 55 units per acre, with bonuses established for open space, lot coverage, parking facilities, housing mix, and LEED rating certification, that could allow a maximum of 85 units per acre.

Parking requirements for the proposed R5 district would be at a level of 1 space/unit and .25 guest parking space/unit. Up to 100% of resident parking in the proposed R5 Transit Area Housing district could be eligible for a financial contribution in lieu of providing the parking spaces, and eligible to be included in public or shared parking resources. Thus the proposed R5 Transit Oriented Housing district provides a great deal of flexibility for how parking requirements are met within proposed developments.

The parking requirements of the proposed R5 district are favorable for the type of mixed-use development options illustrated for the Skokie Swift Shopping Center Parcel, or the former Chrysler-Jeep dealership

parcel. However, the maximum residential unit density of 85 units per acre of the proposed R5 district may not allow for the number of total residential units that some developers may expect to make a residential mixed-use project on either site financially viable.

There is currently only one site in the study area that is zoned R5 (on Gross Point Road north of Dempster Street) and that site is already developed with an appropriate and well-established residential facility.

Possible R4 or R5 Rezoning

The 8440-8444 Niles Center Road Parcel is shown with a couple of conceptual development options in Section 4 of this plan. The concepts show both a townhouse approach to development as well as a multiple-story, multifamily residential building approach to development that could easily be used to accommodate a range of multi-family residential unit types. This parcel, unlike other parcels in the study area that have potential for rezoning, should be considered for proactive rezoning rather than simply as a means of accommodating a development when it is proposed. Because of this site's proximity to adjacent residential development and relatively narrow width, it is recommended that the Village should no longer accommodate industrial development on this parcel. Instead, the site should be rezoned and marketed for residential development. R5 or R4 should both be considered appropriate zoning designations.

Other R4 zoned areas throughout Sector B should also be considered potentially

appropriate for rezoning to R5, in order to create higher residential densities and better/higher quality multi-family residential development adjacent to CX zoning and transit facilities. Through property assembly and redevelopment, appropriate areas of the R4 zoned neighborhoods could be rezoned to R5 and redeveloped with higher density transit-oriented housing. Although the potential exists within the area for such rezoning and development activity, rezoning of R4 properties to R5 should not be done proactively, but rather as necessary to accommodate desirable new transit-oriented housing development that furthers the goals of the Village, or to correct the legal nonconforming status of existing development.

SKOKIE-DEMPSTER PLANNING STUDY CONCLUDING REMARKS



The Dempster-Skokie Station Area Plan supports the Village's long-standing efforts to improve the district's attraction to business and private real estate development.

Redevelopment and reinvestment in the Dempster Street Corridor will occur over several years, driven by private developers, and encouraged by the Village's investment and planning efforts, such as key property acquisition, streetscape improvements, pedestrian and bicycle trail construction, and zoning amendments and other procedural and regulatory changes, as well as the establishment of the West Dempster TIF district.

This study reinforces and expands the Village's efforts by recommending the use

of excess parking capacity in station area commuter lots to support existing and future development, as well as circulation improvements for automobiles and pedestrians between the commuter lots and the retail development areas.

The study also examines development strategies for several specific sites that enable the Village staff to understand the capacity and potential of each site for differing development strategies.

By improving the physical conditions in the study area and acquiring strategic properties, the Village has set the table for private investment to initiate redevelopment.

