



Milwaukee Avenue Corridor Plan

VILLAGE OF GLENVIEW

APPROVED SEPTEMBER 4, 2007



the Milwaukee Avenue Corridor Plan

was created by the residents of the Village of Glenview

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The Milwaukee Avenue corridor is outlined in red.

The Milwaukee Avenue corridor begins at the intersection of Greenwood Avenue and Milwaukee Avenue and extends north to the Village limits, just south of Winkleman Road.

Milwaukee Avenue lies on the western edge of the Village of Glenview. Portions of the corridor remain under Cook County jurisdiction – even today. Much of the Milwaukee Avenue corridor developed under Cook County zoning authority, and is of a different character than development within the Village of Glenview, especially the most recent development such as downtown infill and The Glen. After the Village’s recent efforts in planning and developing The Glen, and then planning for downtown redevelopment, it was time for further consideration of future development in the Milwaukee Avenue corridor. The Village recognizes that the corridor is not the downtown, and it’s not The Glen – so what is it? The answer lies in the key functions of Milwaukee Avenue today:

- A vital transportation link through Glenview
- A series of commercial nodes serving adjacent neighborhoods
- A gateway to Glenview for visitors

To date, the Milwaukee Avenue corridor has been developed in a haphazard fashion, with limited overall vision. This has occurred only because so much of the corridor is under Cook County jurisdiction, where the Village has limited land use authority. Much of the existing development has occurred under Cook County regulations. As the Village annexes more of the land area adjacent to the corridor, the need for consistent planning in the area grows.

Milwaukee Avenue is designated as a Strategic Regional Arterial by the Illinois Department of Transportation (IDOT). IDOT has proposed three major improvements along the Milwaukee Avenue corridor – the most significant is a widening at Lake and Milwaukee for additional turn lanes. Future improvements to the corridor threaten existing businesses due to the need for additional right-of-way land, which impinges on existing parking and access. Improvements may also bring significant access restrictions due to the need for barrier medians to protect traffic flow at intersections. This restriction on left turn movements threatens many uses along the corridor under the current conditions (where limited cross-access to other parcels is available).

In addition, the time for a land use plan and consistent corridor vision is ripe due to the number, complexity and intensity of development proposals being put forth by the private sector along the corridor. More than 12 proposals were in the discussion or submission stage with the Village just prior to this project.

The Village has a long history of pro-active planning. The Village’s Comprehensive Plan designates Milwaukee Avenue as a “Community Corridor,” and Section 7.5 provides specific recommendations for the Milwaukee Avenue corridor. The Plan suggests that commercial uses in the corridor should only be developed following preparation of a detailed redevelopment plan. This corridor plan provides the basis for commercial development to move forward throughout the corridor, consistent with this Plan’s shared vision for improvement of the entire corridor.

This plan has been developed in order to successfully integrate the Milwaukee Avenue corridor into the Village, provide consistent direction for private development activity, and improve the corridor as a gateway to the Village. The Plan intends to answer several questions:

- What is the economic and land use role of the corridor in the Village?
- Can the area remaining outside the IDOT ultimate right-of-way be successfully redeveloped?
- How can the Village improve the character of the corridor today?



“Multiple driveways, strip parking, and aging facilities characterize the clusters of commercial development at major intersections along the corridor.” (Village of Glenview Comprehensive Plan, p. 54)

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the past

Indian trail, stagecoach route, plank road, two-lane state highway, commercial strip and traffic nightmare—all part of Milwaukee Avenue history.

The earliest settlers of Glenview chose farming locations based on proximity to the Indian trails that would later become Milwaukee Avenue, Waukegan Road and Glenview Road.

In the mid-1830's, Doctor John Kennicott, a practicing physician and horticulturalist, built a home near the Milwaukee Trail in an area now preserved as "The Grove." It is likely that Kennicott selected the homestead property and paid the \$1.25 per acre price to the federal government because of its proximity to the Milwaukee Trail and because the stand of trees on the property provided building materials and a source of fuel.

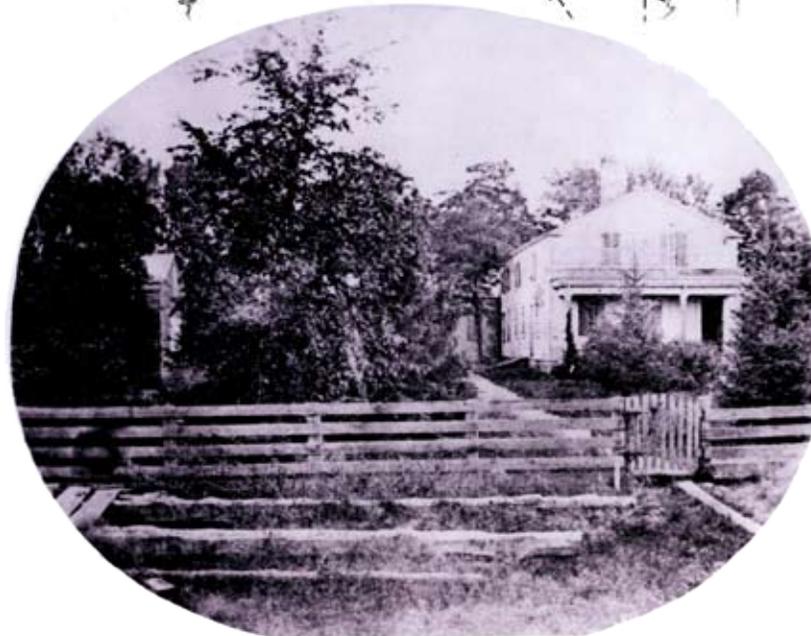
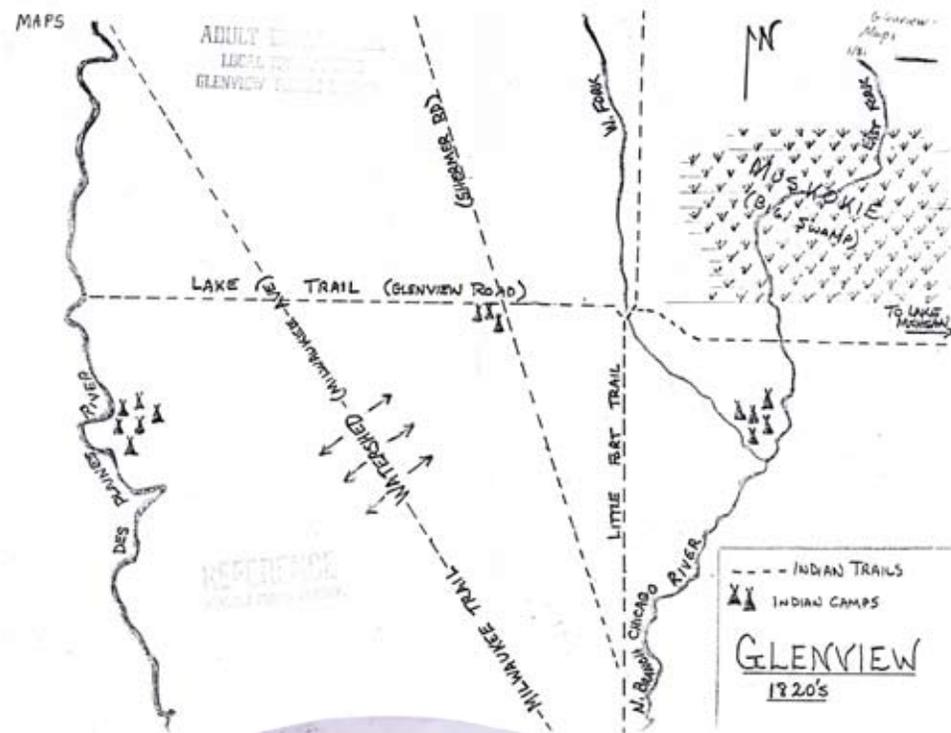
Eventually the Milwaukee Trail became a "plank" road. The addition of wood planks solved the problem of deep ruts and mud that made the road all but impassible during certain seasons. The planks increased traffic substantially. At one time, Milwaukee Avenue was the most significant route for transporting agricultural products to Chicago from the north since the alternate route, Green Bay Road, was used mainly for military and postal services.

In May of 1836, a stagecoach route was established along Milwaukee Avenue. The stagecoach ran three times per week. The stagecoaches carried passengers, mail and freight. The establishment of the stagecoach made the early settlements in Glenview far less isolated from the markets and entertainment available in Chicago.

The "modern" history of Milwaukee Avenue in Glenview and unincorporated Cook County started when the road was paved in 1914. By this time, the early settlements along Milwaukee Avenue--Glenview, Libertyville and Gurnee—had grown substantially. With the suburban growth and the heavy traffic demand, the State of Illinois designated Milwaukee Avenue a state highway (Illinois Route 21) and the state assumed responsibility for road maintenance.

Redrawing of an older map that shows the Indian settlements near the Milwaukee Trail in 1820.

Map: Glenview Public Library



Stagecoach Inn (probably called the Sherwin Hotel) that is best known for the family that bought and converted it to a farmhouse. This picture is from 1835-40 and is typically labeled the Charles R. Suydam farmhouse. This photo shows Milwaukee Avenue as a "plank" road.

Photograph: Glenview Area Historical Society



Intersection of Milwaukee and Lake taken in 1985.

Photograph: Glenview Area Historical Society

For many years, Illinois Route 21 (Milwaukee Avenue) along with Illinois Route 131 (Green Bay Road) were the principal routes to Milwaukee, Wisconsin. However, with construction of the Skokie Highway and the Tri-State Tollway, Milwaukee Avenue became far less important for interstate travel but perhaps more significant for travel between Chicago and the surrounding suburbs.

Milwaukee Avenue continues to be an important corridor within the major employment centers of Chicago's northern suburbs. In the Glenview area, it has also developed as a location for hotels and motels serving visitors arriving at nearby O'Hare Airport. With the growth of population in Glenview, Prospect Heights and unincorporated Cook County, Milwaukee Avenue has also become attractive for development of convenience commercial uses, fast-food restaurants and business services. Much of this "stand alone" development and "strip development" has contributed to the serious traffic problems along the Avenue.



The Nelson Building at 611 Milwaukee Avenue where Lawrence M. Nelson ran a printing company for many years.

Photograph: Glenview Area Historical Society

the present



Looking south along Milwaukee near southern edge of Village boundary.



Looking north through the Milwaukee and Lake intersection.



Looking south along Milwaukee across from Ridgewood Cemetery



Looking north along Lawrence Lane behind strip shopping center that fronts Milwaukee.



Looking north along Milwaukee adjacent to Abt Electronics.



Looking south along Milwaukee adjacent to Frito Lay (near Sanders Road).

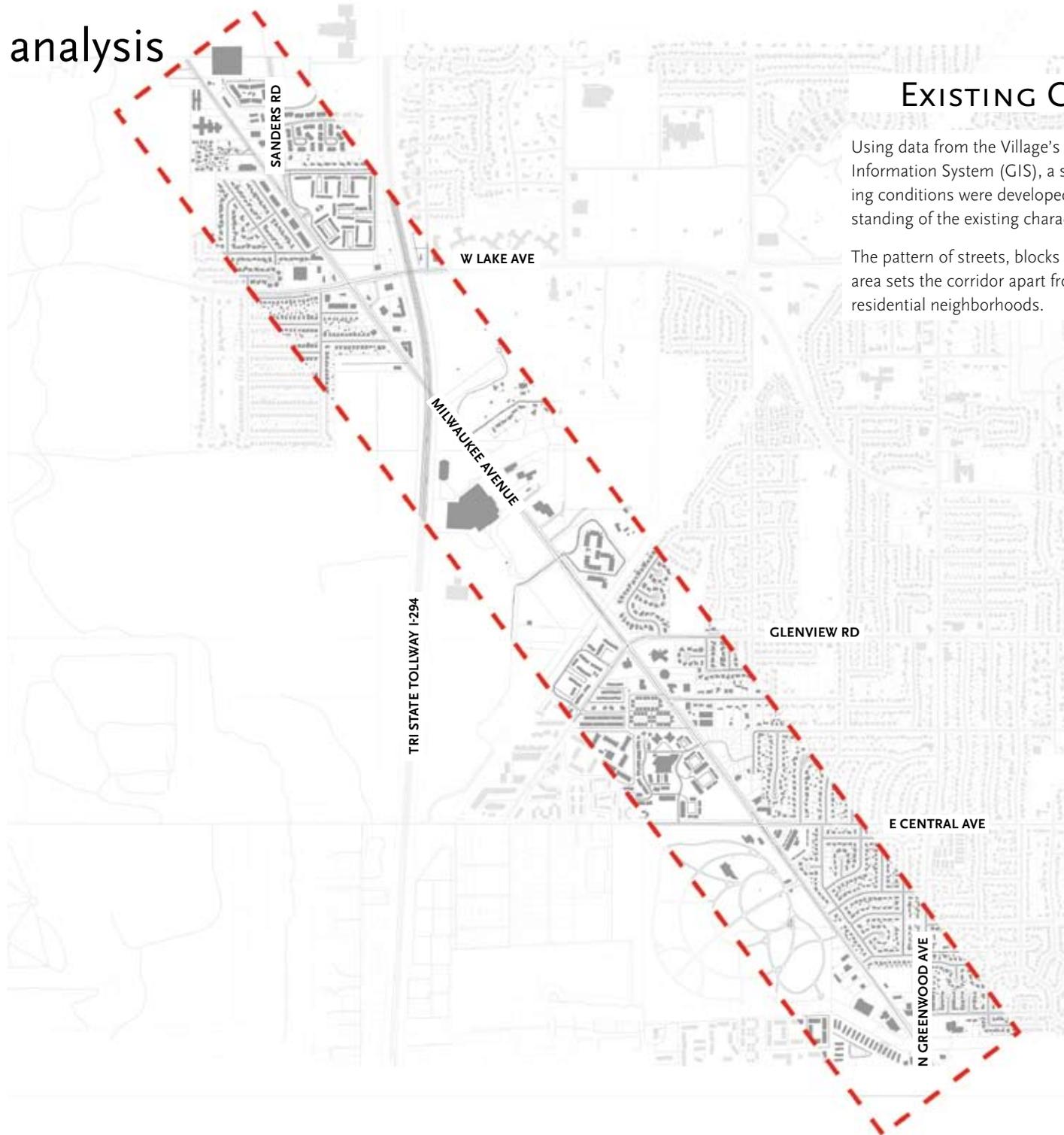


Looking north along Milwaukee past Michael Todd Terrace (near Countryside Lane)



Looking north along Milwaukee just south of Lake Avenue.

analysis



EXISTING CONDITIONS

Using data from the Village's recently developed Geographic Information System (GIS), a series of maps analyzing existing conditions were developed to help gain a better understanding of the existing character of the corridor.

The pattern of streets, blocks and buildings in the study area sets the corridor apart from the adjacent single-family residential neighborhoods.

AERIAL PHOTOGRAPH



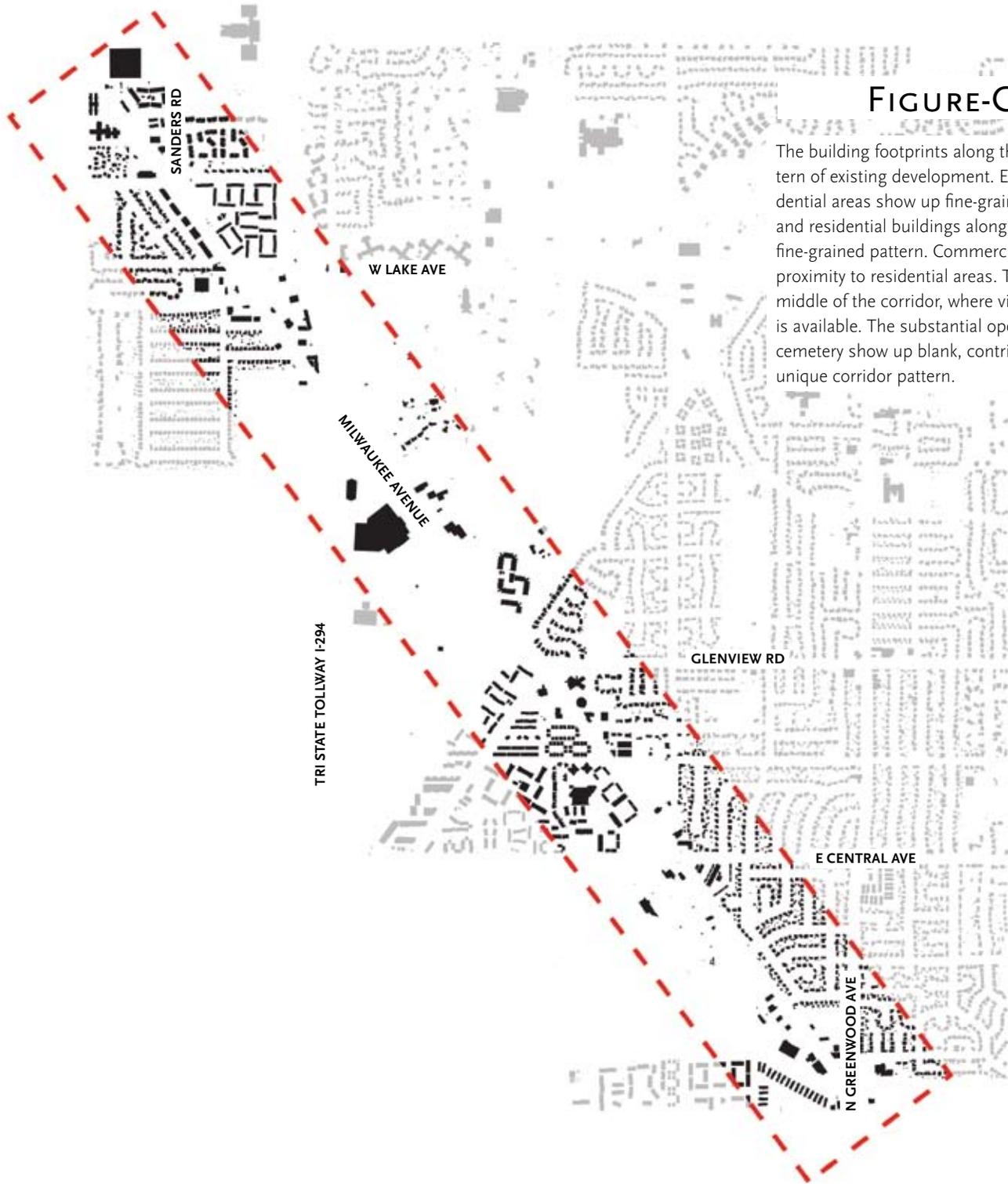
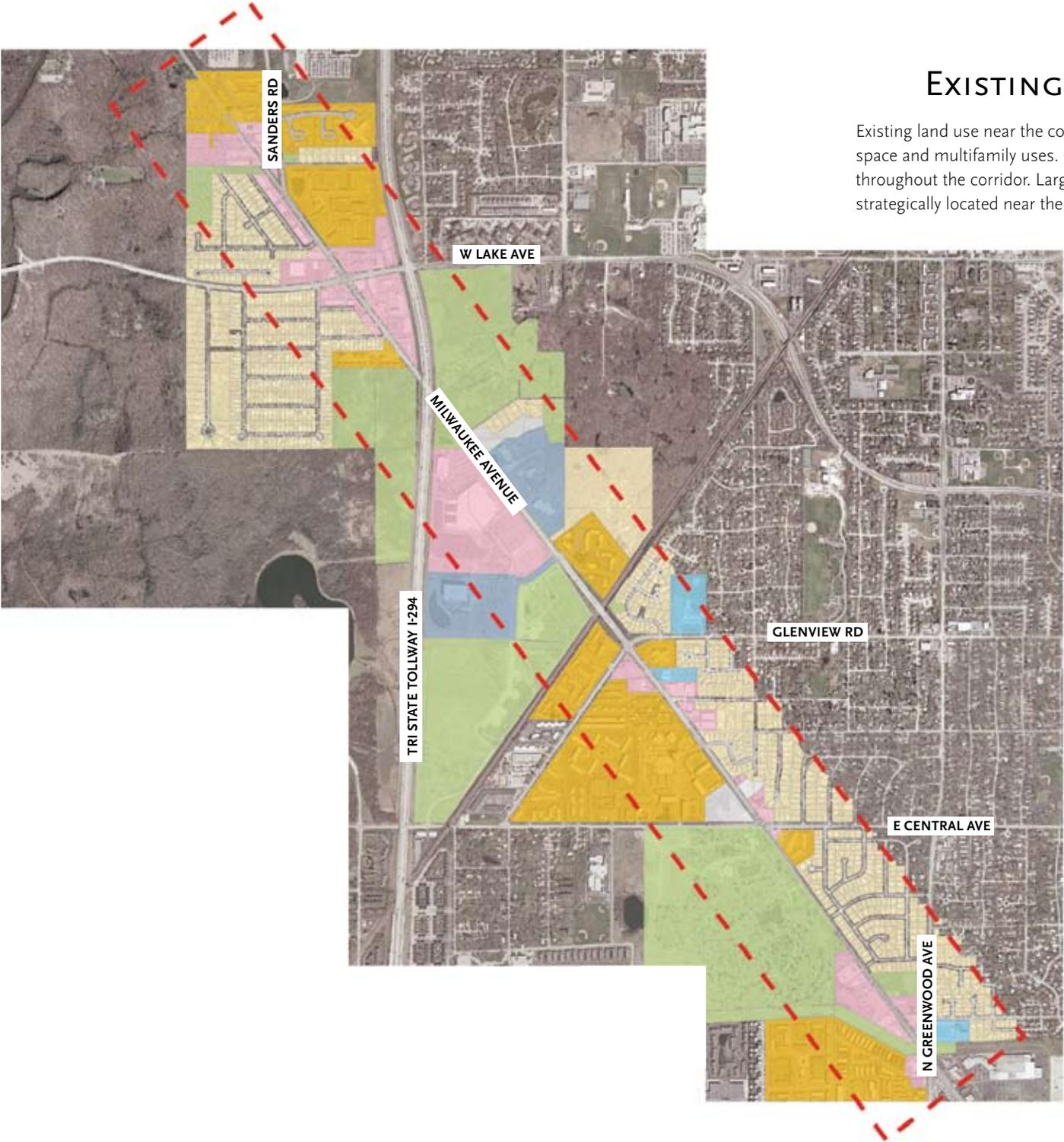


FIGURE-GROUND

The building footprints along the corridor illustrate the pattern of existing development. Existing single-family residential areas show up fine-grained. The larger commercial and residential buildings along the corridor break up this fine-grained pattern. Commercial buildings are found in close proximity to residential areas. The largest buildings lie in the middle of the corridor, where visual access to the tollway is available. The substantial open spaces of the parks and cemetery show up blank, contributing in their own way to the unique corridor pattern.

EXISTING LAND USE

Existing land use near the corridor is dominated by open space and multifamily uses. Commercial nodes are located throughout the corridor. Large-scale office and hotel uses are strategically located near the tollway for high visibility.



- Undeveloped
- Park/Open Space
- Single-Family
- Multifamily
- Civic
- Office
- Commercial

PARKS & OPEN SPACE

The corridor has significant access to parks and open space, including the Grove, Park District and Forest Preserve lands. The Forest Preserve property follows the Des Plaines River at the western edge of the Village. Ridgewood Cemetery, at the southern end of the corridor, provides substantial scenic vistas for corridor users. A wide, open right-of-way containing a major power transmission line traverses the Village's southern boundary. There are also several schools located near the corridor.



 Park/Open Space

 School

FIVE-MINUTE WALK

A five-minute walking radius provides a sense of the amount of development served by pedestrians traveling to existing commercial nodes. Concentrations of multifamily residential development near the corridor provide the majority of the opportunities to reach commercial areas on foot within a five-minute walk. The hotels at the tollway and near the intersection of Lake and Milwaukee also provide substantial opportunities for foot traffic.



the market

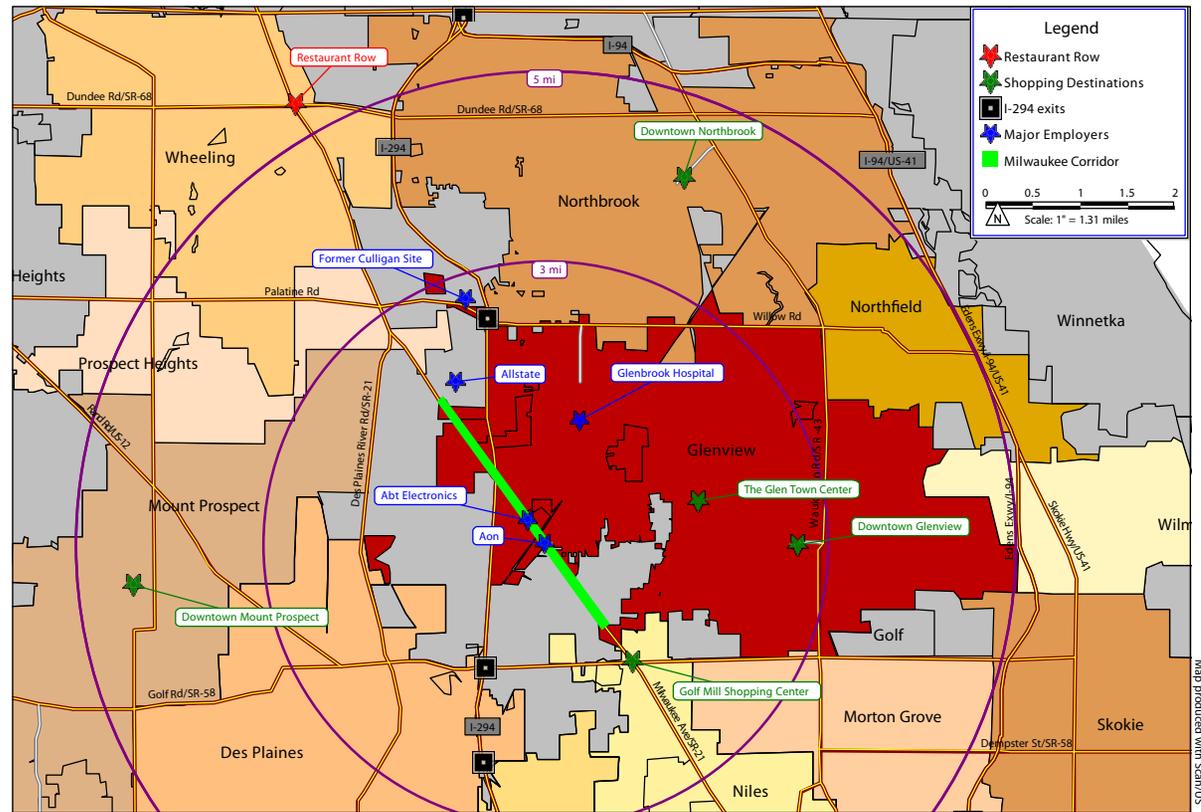
On average, 41,800 vehicles travel the Milwaukee Avenue corridor daily, including area residents, employees and hotel visitors. This mix of users creates dynamic opportunities for residential, retail and other commercial development along the corridor. The findings of the market overview summarized here helped inform the planning process and should be used to guide future decisions on appropriate land uses and development scale along the corridor.

Demographics. An estimated 45,201 households live within three miles of the study area and 116,505 households live within five miles. Within the three mile study area, 71.5% of the population is White, 19.7% is Asian, 9.8% is of Hispanic origin, and 2.5% is Black.

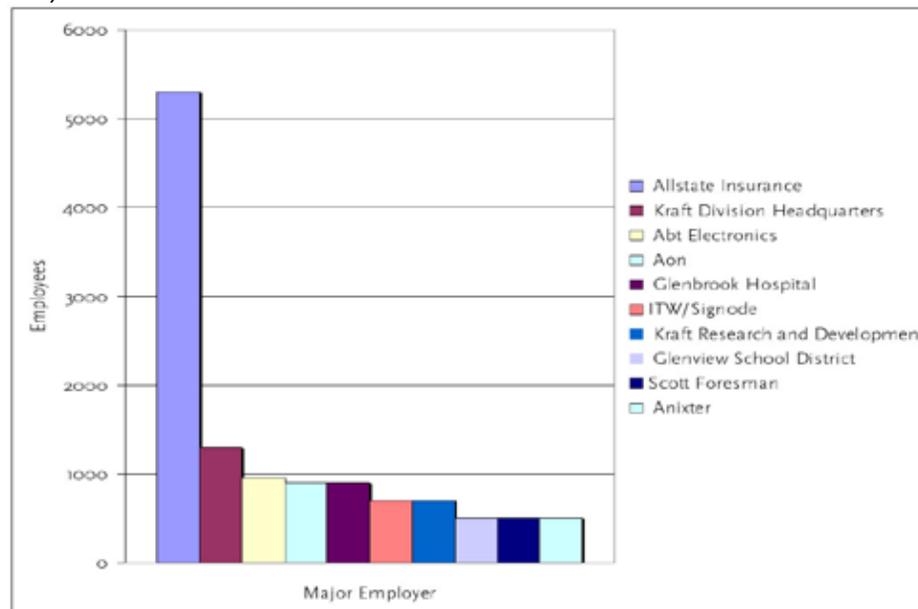
The growing Asian population has sizeable representation in Morton Grove, Nilis, Mount Prospect and Glenview. Retailers catering to this market are in evidence along the corridor. The Hispanic population has also been increasing, particularly in the communities west of I-294 including Des Plaines, Mount Prospect, Prospect Heights and Wheeling.

The Village of Glenview is affluent, with an estimated 2006 median household income of \$85,475.

Housing. The corridor presents a number of opportunities for residential development. Property types that would be appropriate include residential units above ground floor commercial uses, and attached townhomes. Existing neighborhoods that flank the corridor would benefit from enhancements to the corridor, such as better pedestrian and vehicular links. Of special importance is the Dearlove Triangle, an unincorporated area west of Milwaukee Avenue that has a concentration of reasonably-priced work-force housing.



MAJOR AREA EMPLOYERS: 2006



Sources: Illinois Bureau of Employment Security, Village of Glenview

Retail. Neighborhood retail centers are in evidence along the corridor with more opportunities likely in the future. These commercial centers “provide for the sale of convenience good (food, drugs, and sundries) and personal services for the day-to-day living needs of the immediate neighborhood.” Four specific sites along the corridor are prime for this scale of retail development:

- Sanders
- Lake Avenue
- Central
- Greenwood

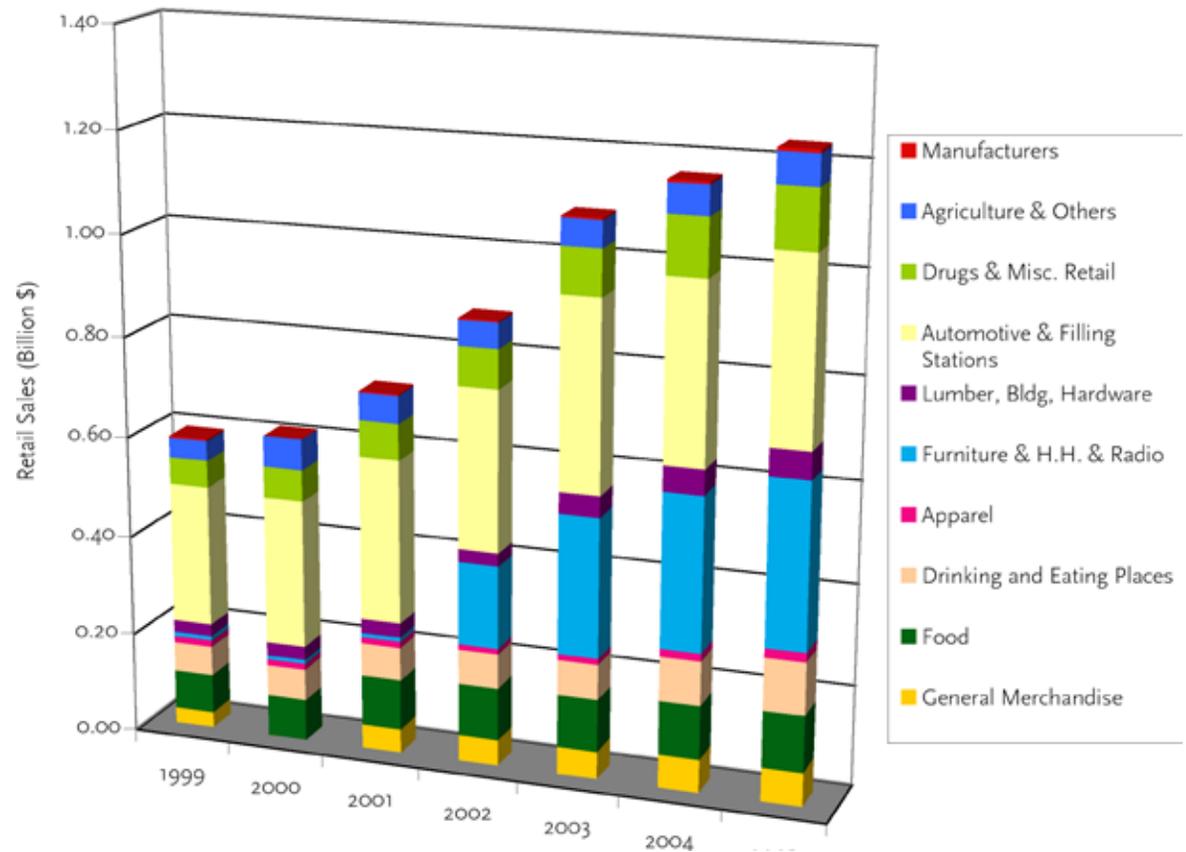
Based on an analysis of expenditure potential and retail sales trends, the following categories provide the strongest market opportunities:

- Restaurants
- Specialty food
- Convenience retail
- Abt Electronics spin-off activity

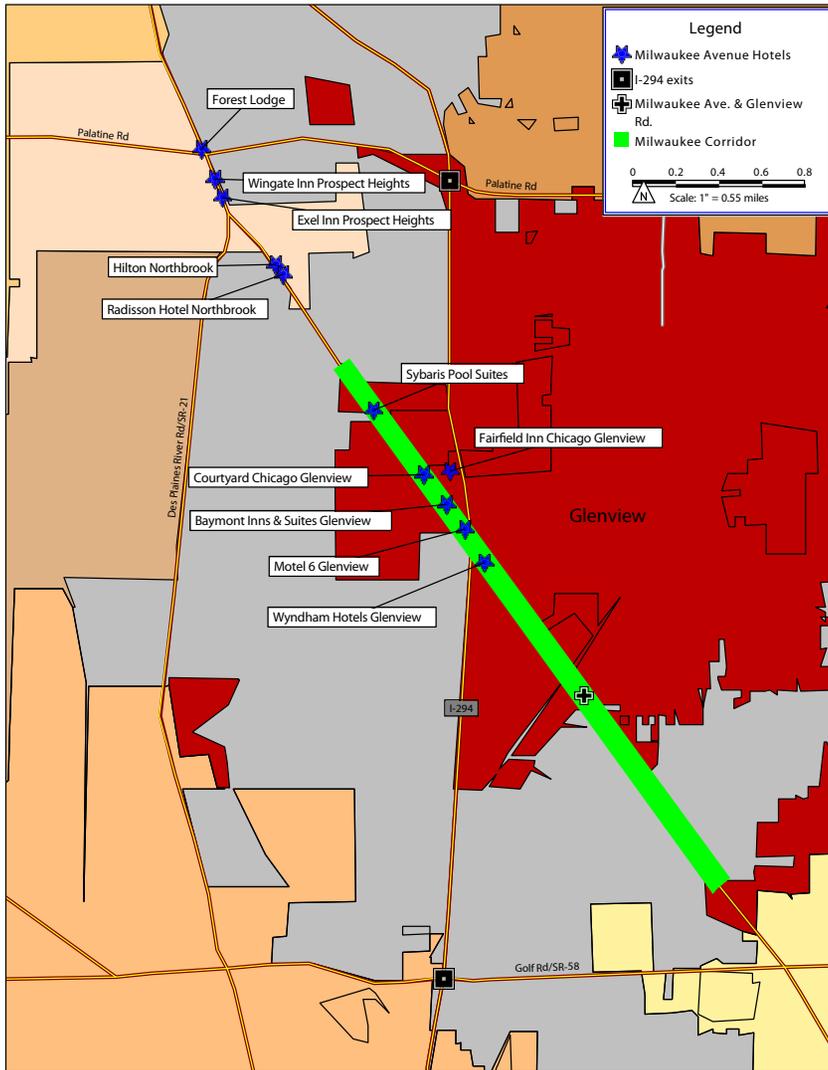
While economic activity in neighborhood retail centers is focused on the immediate neighborhood, this should not imply that it does not also draw customers from the commuter traffic along Milwaukee Avenue or from the broader metro region. A successful neighborhood restaurant, for example, may also be a successful regional attraction.

Office. Private-sector employment in the area surrounding the corridor is concentrated in the Northbrook ZIP codes (including land in Cook County outside of the Village of Glenview) with 42,069 employees. In Glenview, 20,700 private-sector employees work each day. Several investment-grade office buildings are located along the corridor, visible from the tollway. The vacancy rate in the North Suburban market has been falling and now stands at 13.2%. New office development has resumed, mostly in areas further north of the corridor in Lake County. One significant investment-grade opportunity in the corridor is the current Aon parking lot site, where the development of a second office building with structured parking is possible.

GLENVIEW RETAIL SALES BY CATEGORY: 1999-2005

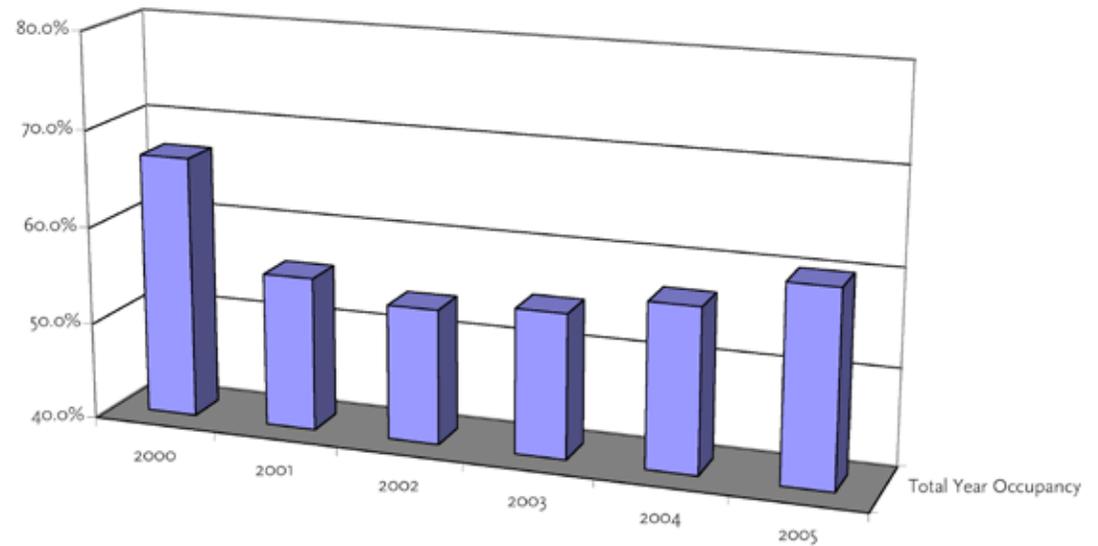


With the area’s population growth, demand is strong for professional and personal services. Professional services firms, such as those in the finance, insurance, real estate, legal, and accounting fields, are appropriate tenants for office space in the corridor. Personal services, including medical and dental services, counseling, and educational support are growth fields. These types of businesses will benefit from the expanded office opportunities in the corridor.



MILWAUKEE AVENUE HOTELS

OCCUPANCY RATES FOR NORTH CHICAGO AREA HOTELS: 2000-2005



Visitors. Business travelers and tourists find many reasons to visit the corridor, and can choose from a number of existing hotel facilities. Twelve hotels with a total of 2,294 rooms are located along Milwaukee Avenue. Assuming an overall occupancy rate of 60%, this translates to more than 500,000 occupied room-nights annually. Hotel demand in the larger Chicago North submarket fell dramatically in 2001 as a result of 9/11, but has been recovering steadily since 2003. To remain competitive, renovations should be undertaken at many older existing hotels, and obsolete hotels should be replaced. There will also be potential for re-branding existing facilities as they change hands. Enhancing the competitiveness of hotels in the Glenview area will provide new energy to this important segment of the economy; as the number of visitors grows, opportunities for further retail and commercial development will increase.

the roadway

Over the years, Milwaukee Avenue, also known as Illinois Route 21, has been a major focus of Illinois Department of Transportation (IDOT). The roadway has an important place in the state's hierarchy of roads serving the Chicago metropolitan area. Today, the roadway is categorized by IDOT as a "Strategic Regional Arterial" – a designation that makes its importance second only to the interstate system. In the 1980's, IDOT described the concept of the strategic regional arterials, and proposed an ultimate roadway that would be six lanes wide, with additional lanes possible at intersections for turning movements. The right-of-way required for this roadway would be 120 feet in width – a width that does not exist anywhere along the corridor at present, implying that right-of-way will need to be negotiated from existing businesses and residences throughout the entire length of the corridor.

Current Projects. There are three IDOT projects currently slated for Milwaukee Avenue within or very close to the study area.

The first project is the widening of the tollway bridge over Milwaukee Avenue. The creation of additional tollway lanes provides the opportunity to widen the area under the bridge to accommodate potential future widening of Milwaukee Avenue to the full Strategic Regional Arterial right-of-way (six lanes). This project is anticipated to start in 2008.

The second project is improvements just north of the study area along Milwaukee Avenue, including reconfiguration of the intersection of Milwaukee and River Road. This project is also slated to begin in the next several years; however, it will have the least impact on the planning area.

The third and most significant project is the proposed widening of both Lake and Milwaukee at their intersection. This includes new dual turn lanes, and "barrier" medians (which cannot be crossed) for some distance back from the intersection. Construction is scheduled to begin sometime within the next five years and discussions concerning right-of-way acquisition have already begun.

One final project in the works is a signalized intersection at Abt's main entrance. While such a signal may not fit the typical traffic counts required, the landowner is working with IDOT to provide such a signal to help with traffic movement during peak hours.

Greenwood Avenue to Central Road. The number of vehicles on this portion of Milwaukee Avenue is approximately 41,000 Average Daily Trips (ADT). While the Strategic Regional Arterial plan for the roadway calls for 85 to 120 feet of right-of-way, existing right-of-way widths are only 70 to 114 feet. From Greenwood Avenue to Ridgewood Cemetery all of the future right-of-way (approximately 35 feet) must come from the west side of Milwaukee. The proposed right-of-way must transition to the west to avoid the James Woodworth Prairie Preserve (a protected natural treasure), then back to the east to avoid Ridgewood Cemetery. The full ultimate right-of-way of 120 feet can begin near Central Road and continue to the north. Access control (the opportunity to consolidate access points) is important in the southern-most portion near Greenwood Avenue.



Greenwood to Central. Existing and Ultimate Right-of-Way

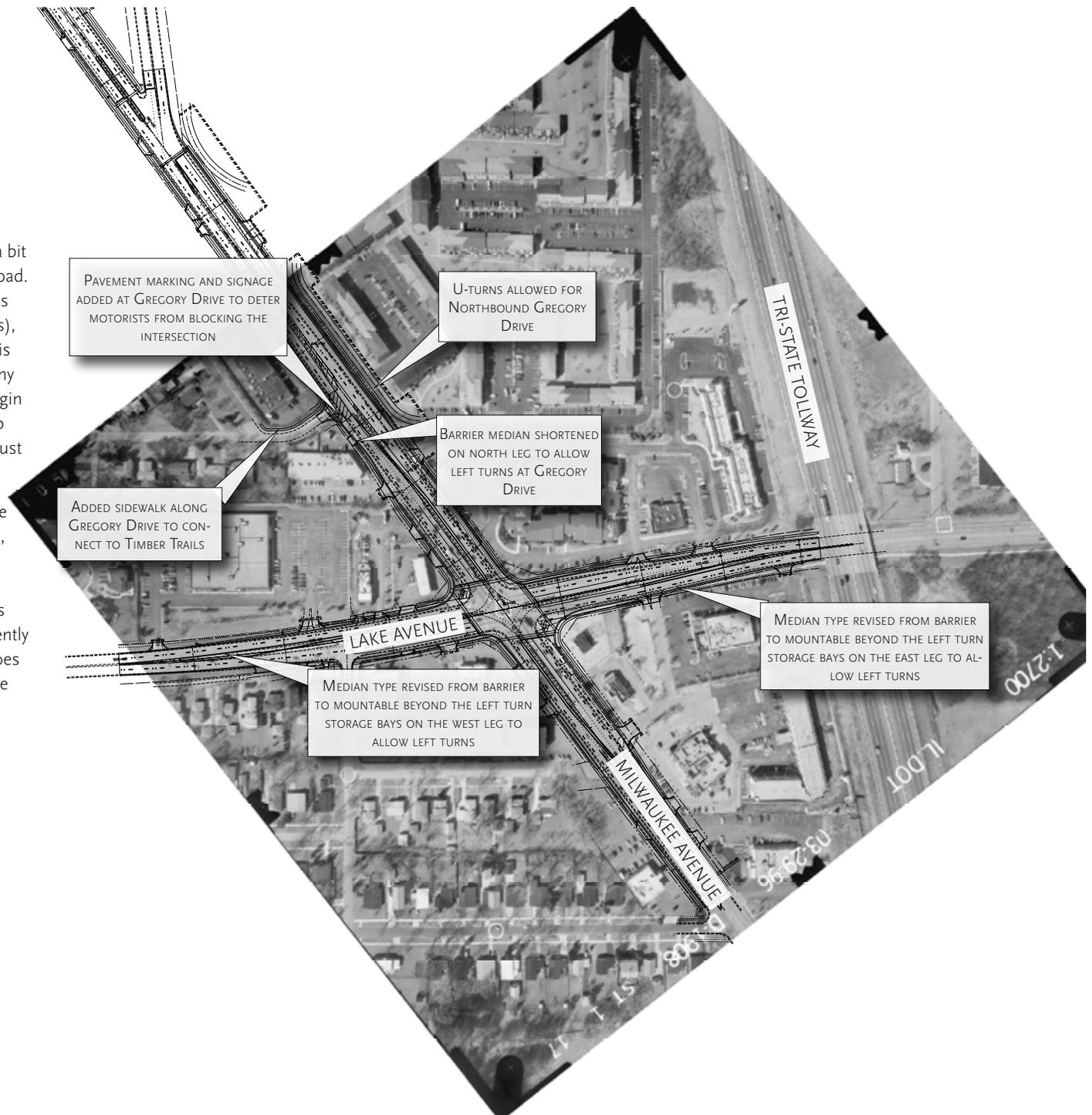


Central to Tollway. Existing and Ultimate Right-of-Way

Central Road to I-294 Tollway. The traffic counts on this portion of Milwaukee Avenue is approximately 41,800 vehicles ADT. Although the ultimate right-of-way is intended to be 120 feet in width, current right-of-way is about 100 feet in width. Additional expansion of the right-of-way would come from both sides of the road in this section. This center section of the roadway has few buildings near the existing roadway, so future right-of-way acquisition will be much simpler than to the north and south.

I-294 Tollway to Sanders. The ADT in this portion is a bit lower -- 38,000 vehicles per day just south of Sanders Road. While the proposed ultimate right-of-way in this section is 130 to 143 feet in width (due to the need for turning lanes), existing rights-of-way are only 86 to 100 feet in width. This section of the corridor will be significantly impacted by any future widening efforts -- the first of which is slated to begin in 2010. The greatest impacts will be on those small strip center properties that lie on the west side of Milwaukee just south of Sanders Road.

Additional impacts will occur as improvement of the Lake and Milwaukee intersection brings restrictions on access, including limits on left-turn movements. This intersection carries heavy volumes in both directions, creating a significant impact as construction occurs in the area. It is important to note that the significant improvement currently proposed for this intersection (see image to the right) does not necessarily reflect the final improvement and ultimate right-of-way needed.

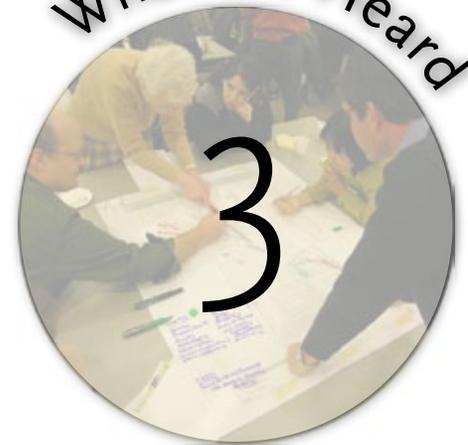


cha•rrette \shuh-RET\ n.
1. a multiple-day **collaborative design**
and planning workshop held on-

site and inclusive of all affected stakeholders.

[From French charrette (cart), from Old French. Anecdotal-ly, professors at the Ecole de Beaux Arts in Paris during the 19th century collected architecture students' final drawings in a cart for jury critiques while students frantically put finishing touches on their work]

What We Heard



Milwaukee Avenue Corridor

www.milwaukeeecorridor.com

(847) 904-4301

public participation
workshop
PLANNING CHARRETTE

hosted by the Village of Glenview

COME JOIN US ! Fri. Jan. 19 - Wed. Jan. 24

POLICE STATION COMMUNITY ROOM, 2500 EAST LAKE AVE

KICK-OFF EVENT

FRI. JAN. 19

7:00 PM

HANDS ON DESIGN SESSION

SAT. JAN. 20

8:30 AM TO 12:30 PM

PIN UP SESSION

MON. JAN. 22

6:00 PM TO 8:00 PM

WORK-IN PROGRESS

PRESENTATION

WED. JAN. 24 7:00 PM

public outreach

The Village began its public outreach process by establishing a steering committee composed of a diverse set of community residents (the Milwaukee Avenue Corridor Committee), chaired by a member of the Board of Trustees. A web site was prepared to provide background information and a calendar of project activities (see www.milwaukeeecorridor.com). The web site continues to serve as a way to distribute project documents, including meeting minutes and agendas, and the Plan document itself, to the general public. The Village's monthly e-newsletter was used to promote charrette events, along with the hard copy newsletter mailed to all residents.

A bus tour of the entire corridor was arranged so that Committee members would more accurately understand the issues of the area. Photos from the bus tour were provided to the consultant team to improve their familiarity with the opportunities and problems there.

The Committee and staff worked to pull together a list of businesses along the corridor, along with other potential stakeholders such as the Park District. Individual letters were sent to residential and business property owners located within two lots of the corridor. Various community organizations were also contacted to ensure that the public outreach events would be well-attended. Local businesses placed a project poster advertising the charrette in their windows, and many residents helped by encouraging their friends and neighbors to attend the charrette events.

The consultant team met with many groups and individuals prior to the charrette to get a sense of future plans for individual properties along to the corridor as well obtain ideas for future development along the entire corridor. Many of the existing businesses had plans for expansion of existing uses, and were excited about the possibilities for collaboration along the corridor.

On Thursday, before the charrette process began, the Village arranged for a special meeting between landowners and business owners affected by the proposed improvements at Lake and Milwaukee, and the state's transportation planners and engineers. IDOT presented their plans, explained access and construction logistics, and listened to concerns raised by the public.



friday Opening Presentation



A public participation planning charrette is a multi-day community-based planning forum that brings together residents, local stakeholders, business people, and government officials to collectively craft a vision for a designated area. Public participation charrettes have unequalled effectiveness in identifying and focusing citizen participation. The format of the charrette is designed to encourage participants to identify their goals for the community in a meaningful and constructive manner.

Opening Presentation. The six-day charrette began Friday, January 19th at 7:00 p.m. with an opening presentation explaining the process and outlining goals for the week ahead, as well as offering “food for the thought” about the future of the corridor and highlighting some

saturday Hands-On Session



principles of good corridor planning. Approximately 50 residents, business owners and concerned citizens turned out to hear the presentation and ask questions about the project. The presentation was held in the Police Station Community Room.

Hands-On Design Session. On Saturday morning more than 50 participants gathered at the Police Station Community Room to play planner for a day. Small groups, each with a team facilitator, gathered around tables to describe their ideas for the future of the corridor. The groups worked on large maps of the study area, identifying landmarks and special features, problem areas and issues, and targets of opportunity for redevelopment. At the conclusion of the session, a spokesperson from each group presented their table's findings before the larger audience.

sunday Brainstorming



Brainstorming Session. On Saturday afternoon, the consultant team convened with Village staff to work through the table drawings, consolidating issues into a single drawing and developing a set of common themes that could be applied strategically along the corridor. To test how well these commonalities could be applied to “real world” situations, priority areas were selected for detailed development scenarios. On Sunday afternoon, these areas and issues were discussed with local architects, builders and developers.

Open Design Studio. From Sunday through Wednesday, the consultant team worked in an on-site design studio at the Police Station where they began refining and testing the ideas and solutions for the corridor. The studio was open to the public each day, enabling anybody to drop by and see how the planning was pro-

monday Designing/Testing



gressing and to bring in new ideas for the team to consider.

Technical Meetings. During the week, members of the consultant team met with various stakeholder groups and technical specialists -- gathering additional information, asking questions, and testing the applicability of issues and ideas. Stakeholders included the Park District staff, developers, Village staff (including fire and police), and IDOT.

Pin-Up Session. On Monday evening, the general public was invited back to the design studio for an informal open house and pin-up session. Participants toured the studio, met with members of the consultant team, and reviewed draft plans and sketches. The purpose of the session was to receive feedback from the general public before beginning final production.

tuesday Production



Final Production. On Tuesday and Wednesday, the consultant team began working to finalize the development scenarios for each priority area. Hand drawings were inked and rendered, computer visualizations were fine-tuned, and preliminary data for the economic and transportation analysis was prepared.

Work-in Progress Presentation. The charrette week ended with an evening "Work-in Progress" presentation on Wednesday, January 24th, held at the Police Station Community Room. About 100 members of the general public gathered for the presentation to see how the consultant team fused the ideas presented at the hands-on session into an achievable cohesive plan for the corridor.

wednesday Presentation



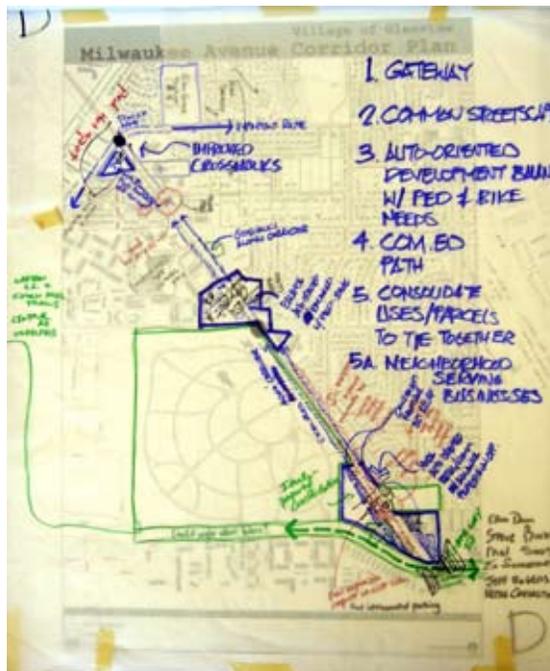
Lee Einsweiler of Code Studio started the presentation with a summary of the week's work, which included initial sketches illustrating a refined development scenario for each priority area. "Before" and "after" photographic simulations of the roadway expansion, the Southern gateway and an internal main street were also presented. Tim Doron of KLOA then spoke about the ultimate right-of-way and its affect on adjacent properties. Linda Goodman of the Goodman Williams Group then spoke about market support for the development scenarios. Lee concluded the presentation with a summary of the big ideas and outlined the next steps for the preparation of the plan itself.

big ideas

The hands-on design session produced a remarkably consistent vision for the Milwaukee Avenue corridor (the results from each table are presented in full as an appendix to this document). The goal of the hands-on session was to determine the full impact of ultimate road right-of-way, foster an initial consensus among Village residents and develop a comprehensive future land use plan for the corridor. As participants presented their findings and major points to the larger group, a common set of issues began to emerge. Of the many ideas heard, some of the most widely shared ideas included:

- ▷ Respect the Ultimate Right-of-Way: Design projects for the future of the corridor
- ▷ Enhance the Non-Vehicular Experience: Street trees, sidewalks, multi-purpose paths
- ▷ Create Walkable Commercial Nodes: Along Milwaukee and internally
- ▷ Embed the Corridor in the Community Fabric: Link amenities to and through the corridor

At the conclusion of the hands-on session, the results from each table were consolidated into a single drawing, organized and prioritized in five special study areas (shown on the following page, labeled consolidated issues). These areas presented unique opportunities due to their strategic location along the corridor and were used to test the proposals generated during the hands-on session against the physical and economic realities of the facts on the ground. They also provided key locations for detailed development scenarios, reflecting one way in which each area could redevelop incorporating the big ideas presented during the hands-on session.



Village residents gathered at the Police Station Community Room to play planner for a day. Several small groups, each with a team facilitator, gathered around tables to describe their ideas for the future of the corridor.

consolidated issues

sunday, january 21

SANDERS AT MILWAUKEE

- Create Gateway - Milwaukee & Sanders
- Redirect Sanders to intersect Milwaukee at 90 degrees at Forest Preserve.
- Redevelop properties - mixed use neighborhood-scaled, shared access, parking.
- Scenario - Frito Lay, appropriate in use and scale to Milwaukee, compatible with adjacent single-family.
- Consolidate access, parking lot connectivity, provide additional opportunities for parking.
- Recommend appropriate treatment including vehicular, bicycle, and pedestrian access, landscaping, and lighting.

RAILROAD TO TOLLWAY

- Reconstruct to include a landscaped center median, tree-lined edges, and multi-purpose path.
- Multi-purpose paths along railroad line that tie into path along Milwaukee.
- Extend multi-purpose path from Flick Park to the Path along Milwaukee.
- Redevelop Aon parking and entry area - mixture of office and office support uses.

GREENWOOD AT MILWAUKEE

- "Gateway" at the intersection of Milwaukee & Greenwood, signage, monumentation, landscaping.
- Scenario - area north of intersection, mixed use neighborhood-scaled, shared access, parking.
- Multi-purpose path along the ComEd transmission lines.
- Replace existing chain link fence along prairie frontage to match existing Village standard and define pedestrian entrance.
- Recommend appropriate treatment including vehicular, bicycle, and pedestrian access, landscaping, and lighting.

LAKE AT MILWAUKEE

- Scenario - Lake and Milwaukee, mixed use community-scaled uses, sharing access, parking.
- Redevelop the southeast quadrant, internal main street, consolidated access, shared parking.
- Recommend appropriate treatment including vehicular, bicycle, and pedestrian access, landscaping, and lighting.

CENTRAL AT MILWAUKEE

- Scenario - Central and Milwaukee, mixed use neighborhood-scaled, shared access, parking, direct pedestrian connections into Dearlove Triangle.
- Provide design recommendations, future incorporation of the Dearlove Triangle into Village framework.
- Recommend appropriate treatment including vehicular, bicycle, and pedestrian access, landscaping, and lighting.



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special study areas

This plan for the Milwaukee Avenue corridor sets forth a coordinated strategy to guide appropriate growth and infill development along the corridor and identifies development opportunities at key places along as a means to test the big ideas and common themes gathered during the public input process. This chapter explains why each area along the corridor was chosen and includes specific recommendations for the various areas. The detailed development concepts were used to test the ideas that came out of the charrette process, and to show one way in which each area could potentially develop in the future. It is important to note that the individual buildings shown on each illustration are less important than consistent implementation of the guiding principles and the overall intent of the plan. The scenarios were prepared without consideration of the existing zoning requirements. As a result, the illustrations as shown may not adhere to the Village's current zoning code requirements.

Special Study Area Assumptions

In preparing the detailed plans for the special study areas, some assumptions about the potential intensity of projects were made, including assumptions about future parking demand. While there are a variety of ways in which each parcel of land in the project area might build out, these basic assumptions help narrow the possibilities. One initial assumption is that many of the buildings will contain a mix of uses. Mixing uses provides an opportunity to share parking, and therefore reduces the total number of spaces provided. The drawings assume that vertically mixed use -- with careful selection of uses for maximum shared parking opportunities -- yields the highest building square footage on each site. Single-story retail buildings (with no opportunity for shared parking) may yield smaller total building square footages than those depicted in the special study areas.

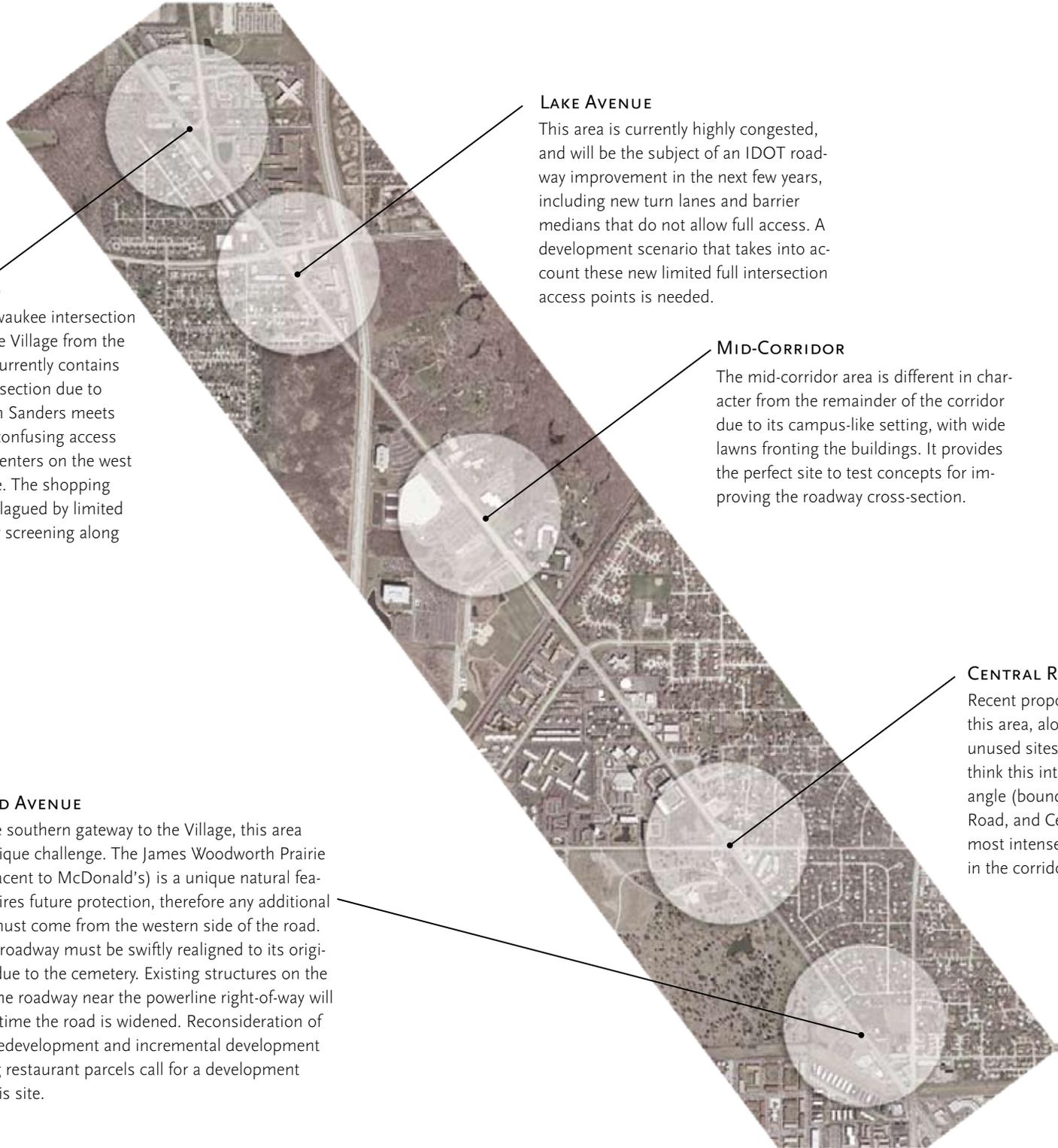
Many of the special study areas also included options for shared, structured parking. If the sites develop as individual parcels without access to this shared parking, the footprint of the buildings will also be reduced. Mixing uses, when combined with shared options for structured parking, creates the opportunity for a more dense environment. Additional transit use in

the future also reduces the need for parking. And larger parcels have more flexibility than smaller parcels.

The maximum height for the majority of buildings is three stories. Some options for taller office or hotel buildings exist adjacent to the Tollway both in the Lake/Milwaukee area and from the Tollway south to the freight rail line.

Parking ratios would vary based on the specific use mix, but a range from about 3.5 spaces per 1,000 square feet of gross floor area (mixed use with a significant focus on professional offices or significant opportunities for shared parking such as office mixed with entertainment uses) to 5 spaces per 1,000 square feet of gross floor area (where the mix focuses more heavily on retail and restaurants) was used to generate the drawings. Where structured parking is employed in the future, the options with regard to use and scale increase on each site.

Some townhouses are shown in the special area drawings. These townhouses assume access from the rear of the structure for parking purposes, and lot widths ranging from 18 to 25 feet. Lot depths of 80 feet are common, with depths of 35 or 40 feet for the building itself. Deeper lots may be appropriate when matching with existing adjacent residential patterns. Townhouses with detached garages are anticipated to contain two stories, while three stories is most likely in townhouses with internal garages. A parking ratio of 1.5 dedicated spaces per unit, plus visitor parking (if possible, on the street) is assumed.



SANDERS ROAD

The Sanders/Milwaukee intersection is a gateway to the Village from the North. The area currently contains a dangerous intersection due to the angle at which Sanders meets Milwaukee, with confusing access to the shopping centers on the west side of Milwaukee. The shopping centers are also plagued by limited parking, and poor screening along Lawrence Lane.

LAKE AVENUE

This area is currently highly congested, and will be the subject of an IDOT roadway improvement in the next few years, including new turn lanes and barrier medians that do not allow full access. A development scenario that takes into account these new limited full intersection access points is needed.

MID-CORRIDOR

The mid-corridor area is different in character from the remainder of the corridor due to its campus-like setting, with wide lawns fronting the buildings. It provides the perfect site to test concepts for improving the roadway cross-section.

CENTRAL ROAD

Recent proposed Village annexations in this area, along with proposals for long unused sites create an opportunity to rethink this intersection. The Dearlove Triangle (bounded by Milwaukee, Glenview Road, and Central Road) represents the most intense area of pedestrian activity in the corridor at present.

GREENWOOD AVENUE

Serving as the southern gateway to the Village, this area presents a unique challenge. The James Woodworth Prairie Preserve (adjacent to McDonald's) is a unique natural feature that requires future protection, therefore any additional right-of-way must come from the western side of the road. However, the roadway must be swiftly realigned to its original location, due to the cemetery. Existing structures on the west side of the roadway near the powerline right-of-way will be lost at the time the road is widened. Reconsideration of this area for redevelopment and incremental development of the existing restaurant parcels call for a development scenario at this site.

SANDERS ROAD

SANDERS TRIANGLE

- Development oriented to Milwaukee with shared parking to the rear and frontage road along Milwaukee.
- Evergreen screening for parking along Sanders ensures parking lot buffer for existing residential uses.

FRITO LAY SITE

- New building fronts Milwaukee.
- Median divides slip road from building for pedestrian frontage.

NARROW PARCELS

- Narrow shopping center parcels are joined by a one-way frontage road serving shared parking areas.
- An evergreen screen along Lawrence Lane replaces the existing rear buffer against the neighborhood.
- One center is replaced; due to its lack of area for parking it has been reduced in size.



BUILDING EXPANSION

Additions to existing building defines the street edge along Milwaukee and Sanders.

REALIGNMENT OF SANDERS

- Improve safety of intersection through realignment to 90 degrees.
- Signalized intersection provides improved access to frontage road serving shopping to the southwest.

NEW OPPORTUNITY

New triangle of land (formerly right-of-way) allows for new building.

NEW ACCESS POINT

Connect businesses to Gregory Drive for improved access.

LAKE AVENUE

GAS STATION/WENDY'S

- Convenience store oriented to Milwaukee, gas pumps placed behind building.
- Green gateway at intersection.
- Driveway access pulled away from corner.
- Creation of median and frontage road along edges.

IDOT IMPROVEMENT

IDOT project creating dual turn lanes and adding barrier medians anticipated in 2010.

HOWARD PLAZA

- New access to local street on west to allow for west-bound exit to Lake Avenue/Euclid.
- Corner parcel landscaped, shares parking with plaza.
- Building orientation to pedestrian-scale frontage road along Milwaukee.
- Evergreen screening for homes to the south (Larch Avenue).

NEW ACCESS POINT

- Potential for frontage road with new shared access to left-turn northbound on Milwaukee at Elly's Pancake House.



INTERNAL MAIN STREET

- New internal Main Street connects full intersections on Lake and Milwaukee.
- Internal green space along new Main Street.

MIXED USE VILLAGE

- Frontage roads separated by landscaped median provide for pedestrian orientation to both roads.
- Potential for internal parking deck wrapped with active uses along Lake Avenue edge.
- Gateway green-space at corner conceals underground stormwater storage facility.

MOTEL 6

Site access improved through frontage road and rear cross-access connections to sites to the north.

LAKE AVENUE - INTERNAL MAIN STREET



Existing Conditions. Looking south towards the Baymont Hotel, across the parking area from the TGI Friday's restaurant. Tollway berm is in the far left. New internal "main street" connects existing full access driveways.



Main Street. Using existing parking areas and drive isles, a new Main Street is created within the site. Street trees, native landscaping, and street lights supplement on-street parking to create a new pedestrian environment.



Vertical Mixed Use. Internal to the site, new mixed use buildings are constructed, organized along the internal Main Street. With high enough intensity, a new parking garage could also be created.



Structured Parking. As new structured parking is developed, the surface parking areas become sites for new development along the Main Street. A more urban look for the TGI Friday's is added.

MID-CORRIDOR



Existing Conditions. Looking south along Milwaukee Avenue near Abt. The roadway today is four lanes, with a sidewalk on both sides, and berms or deep lawns fronting adjacent development.



Improved Street Edge. Using the ultimate right-of-way line (120 feet wide), trees and a multi-purpose path are provided to enhance the edge of the street. A wide shoulder remains as the location for a future travel lane.



Road Widened to Six Lanes. At some point in the future, IDOT will widen the roadway to six lanes. This provides an opportunity for a new 20-foot wide center median, planted with trees.



Exclusive Transit Lane. When the road is widened, consideration should be given to use of the additional lane for exclusive transit purposes.

CENTRAL ROAD



NEW SHOPPING CENTER

- Oriented to both Central and Milwaukee, with a frontage road creating pedestrian opportunities along Milwaukee.
- Accommodates mid-size grocery store.
- Pedestrian connection to Dearlove Triangle.
- Significant presence along Milwaukee, with smaller buildings on Central.
- Corner parcel allows for drive-through bank.

IMPROVED PARKING

- New frontage road and landscaped median create pedestrian space along Milwaukee.
- Shared access to rear parking.
- Development pulled forward to reduce impact on homes to the rear.

TOWNHOUSES

- Potential location for townhouse development on existing large lots along Central Road.
- Good transitional use between commercial/mixed use and existing single-family.

ACCESS IMPROVEMENTS

Reorientation of building to internal parking area pulls access back from intersection, improving safety.

GREENWOOD AVENUE



NEW RESTAURANT

New drive-through restaurant and small retail center accessing frontage road.

EXISTING RESTAURANT

Expansion of existing restaurants, creation of new frontage road system with pedestrian atmosphere and shared rear parking.

NEW STREET

New internal street connects development with Milwaukee.

MIXED USE CENTER

- Multi-story mixed use development occurs at time of road widening due to additional right-of-way loss.
- Potential townhouses along rear of development abutting green space of cemetery and powerline.
- Potential embedded parking garage location, if warranted by intensity of development.

PRAIRIE ENHANCEMENT

Enhancement of the prairie with new fencing, informational signage, relocated parking and shared access.

RESTAURANT

- Replacement restaurant including dual drive-through lanes.
- New frontage road and consolidated access.
- New off-set access to Greenwood, if possible.

GATEWAY

- New gateway feature at intersection.
- Replacement mixed use building with shared parking to rear, orientation to both Milwaukee and Greenwood.

NEW TRAIL

- Creation of new trail access through powerline right-of-way.
- Potential to connect to Forest Preserve and other trails.

GREENWOOD AVENUE - SOUTHERN GATEWAY



1
Existing Conditions. Looking north along Milwaukee Avenue at Greenwood Avenue (the southern boundary of Glenview).



2
New Landscaped Gateway. Using the existing right-of-way line on the east side of Milwaukee, a new landscaped gateway is created at the intersection, along with sidewalks and street trees.



3
Road Widening/New Development. When the road is widened in the future, buildings on the west side will be lost. New development includes a frontage road and median that create a pedestrian environment at the edge of Milwaukee.



4
Exclusive Transit Lane. When the road is widened, consideration should be given to use of the additional lane for exclusive transit purposes. Eventual replacement of single-story uses with more intense development is likely at this key intersection.

Paving the Way



Over a period of two months, the big ideas and common themes developed during the charrette week were further refined. A series of principles to guide redevelopment along the entire corridor have been formulated. Shaped from input by Village residents, these principles embody the vision for the future of the Milwaukee Avenue corridor.

1. Build to the Ultimate Right-of-Way
2. Organize the Corridor as a Distinct Place
3. Make the Corridor More Walkable
4. Mix Land Uses and Housing Options
5. Connect to the Neighborhoods
6. Balance Transportation Options

The illustrations of various site-specific development scenarios in the previous chapter should be considered just one possible way that future development could occur along the corridor.

The key principles embedded in the development scenarios are the critical element for future review of proposed projects along the corridor – not the specific details of building size or type of roof or color. The key principles have been set out in detail on the following pages in order to support future decision-making regarding development along Milwaukee Avenue. The photos and graphics used to visualize the key principles were used or prepared without consideration of the existing zoning requirements. As a result, the photos and graphics as shown may not adhere to the Village's current zoning code requirements.

1. BUILD TO THE ULTIMATE RIGHT-OF-WAY

Property owners and the Village need to be able to plan successfully for future development and redevelopment along the Milwaukee Avenue corridor. IDOT's proposed improvements at Lake and Milwaukee demonstrate how existing development will be impacted by roadway widening. In order to ensure the Village and property owners do not have to go through the painful process of losing parking areas, full access to properties, and even the ability to use the existing buildings, the Village should protect the proposed ultimate Strategic Regional Arterial right-of-way across each property. This protection would ensure that future development and redevelopment is not impacted by any foreseeable modification of the roadway by IDOT in the future.

The ultimate right-of-way throughout the corridor is centered on the current center line of the roadway, extending 60 feet to either side (for a total of 120 feet). In some cases, sites near major intersections where additional turn lanes are required may require a greater setback in consultation with IDOT. At the southern end of the corridor, the Village should anticipate that no right-of-way will be taken from the James Woodworth Prairie Preserve due to its sensitive environmental character. In this area, any additional right-of-way required for the six-lane arterial would be taken from the west side of the road.

Protection for future development or redevelopment should include setting back buildings and parking areas beyond the ultimate right-of-way line. This will ensure that existing sites do not become nonconforming if the road is widened. Other details on the layout of sites are included on the following page.

The Village's efforts to beautify or enhance the Milwaukee Avenue streetscape should consider the ultimate right-of-way as well, placing trees and other plantings at the exterior edge of the ultimate right-of-way where they will not be at risk due to future road widening. Sidewalks or multi-purpose paths serving the corridor should also be located as though the ultimate six-lane roadway will one day be constructed.

This conservative approach to the corridor will allow everyone to benefit from reliance on a long-term roadway location – not short-term maximization of each site at the expense of later losses during roadway widening.



Tree planting at edge of right-of-way ensures that future road widening will leave the trees intact.

2. ORGANIZE THE CORRIDOR AS A DISTINCT PLACE

In order to become more than the sum of its parts, the corridor needs stronger connections and a more cohesive identity. The view from the street establishes the framework within which people will get their first impression of Milwaukee Avenue, and it offers the single strongest opportunity to create a distinctive identity for the area.

Village Gateways. The sequence of arrival into Glenview along Milwaukee Avenue forms a lasting impression for visitors and can determine return visits to the Village. Gateways placed at strategic locations along the corridor will announce an arrival into the Village. Depending on the Gateway, signature architecture, distinctive landscaping and streetscape treatments, public art, or any combination of these elements can be used to create a sense of arrival.

Streetscape Improvements. Streetscape describes the space between the face of buildings on opposite sides of a street. Elements of the streetscape include landscaping (street trees, yards, plantings), sidewalks, street paving, street furniture (benches, kiosks, trash receptacles, fountains), public art, signage, and outdoor lighting. At the time of development of individual parcels, it is critical that sidewalk connections be made between sites along the corridor, in order to create a continuous connection over time.

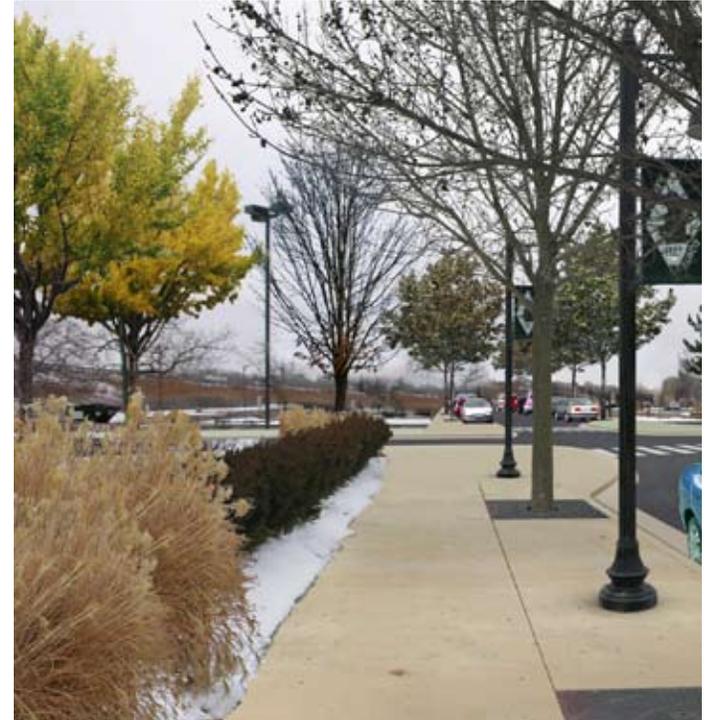
Public Gathering Places. Public gathering places are the soul of a community, where people can relax, exercise, meet acquaintances, and enjoy art and culture. They establish a distinctive identity for a community, while creating value for the property surrounding them. Successful parks, squares, and plazas create positive environments, whether they are being used quietly by a few people on a day-to-day basis or whether they are hosting hundreds for larger community gatherings and events.



Conceptual streetscape with street trees (planted in tree grates or a tree lawn) with pedestrian-scale lighting and seating areas.



STREETScape IMPROVEMENTS



PUBLIC GATHERING PLACES

Public gathering spaces should reflect the needs of Village residents. Urban gathering places often include children’s play on structures or in water; festivals and performance space; lawns that allow for a wide range of activities including informal play, picnicking, and gatherings; public art; interpretive installations; plazas where people can see and be seen; and quieter seating areas. Buildings attract people into parks and plazas, and provide services and “eyes on the park.” These facilities might offer restaurants and outdoor cafes, information, restrooms, and, in some cases, equipment rental such as bicycles or rollerblades.



Birkdale Village, Huntersville, North Carolina



The Glen Town Center, Glenview, Illinois



The Glenview Bear



Water feature



Davis Commons, Davis, California



Southlake Town Square, Southlake, Texas

3. MAKE THE CORRIDOR MORE WALKABLE

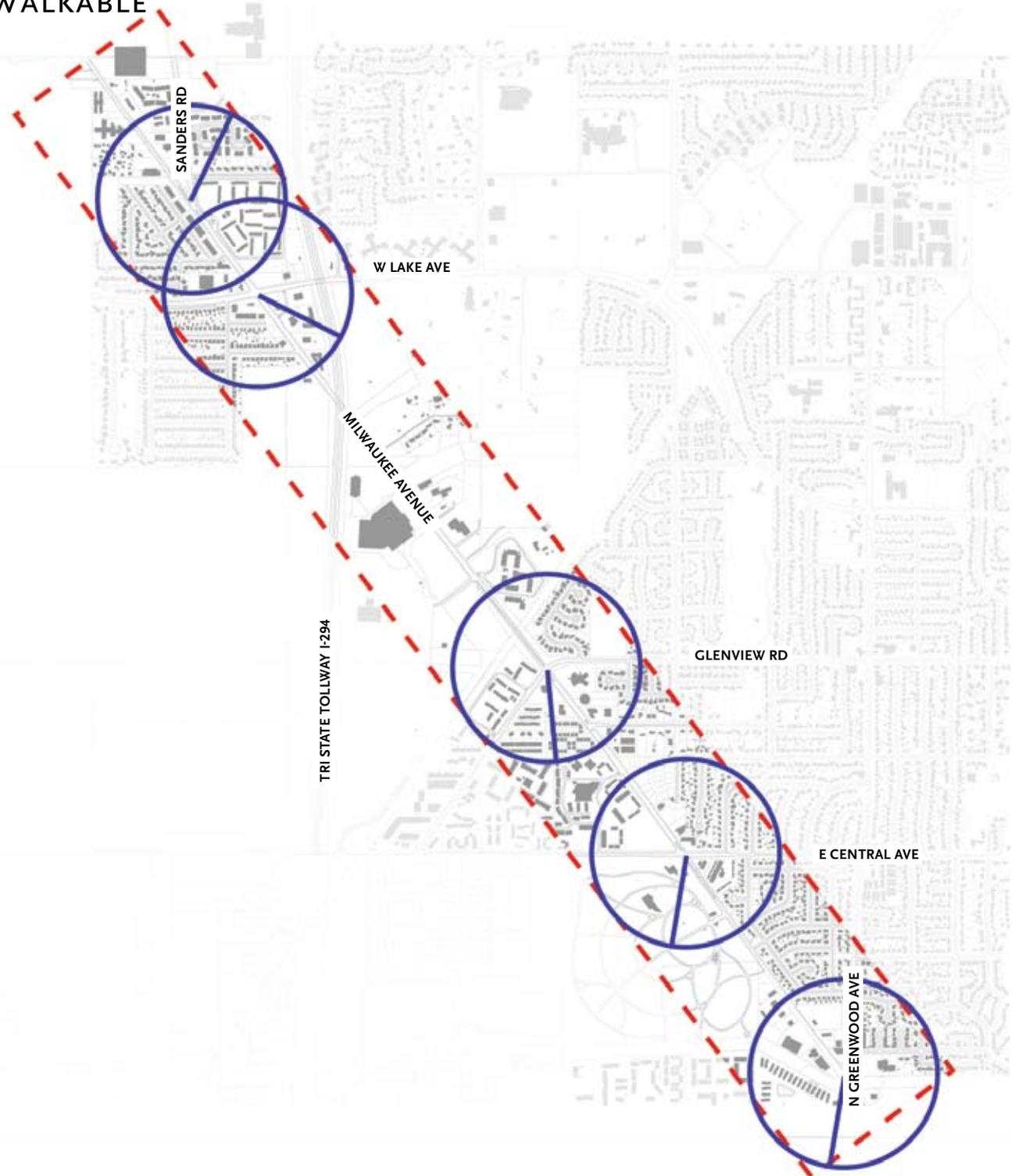
Pedestrian-scaled streets and buildings are rooted in the history of human communities. It is not realistic to expect the entire corridor to become a haven for those on foot, it is however possible for key intersections to become entirely more walkable and for the remaining portions to do a better job at addressing the needs of the pedestrian and reducing the visual impact of the automobile.

Although pedestrians are invariably more comfortable on narrower streets, great streets vary in size and shape and are successful in many different configurations. Most people will walk a distance of approximately $\frac{1}{4}$ mile or 5 minutes before turning back or opting to drive or ride a bike rather than walk.

Building Placement. Buildings set far back on a site do not encourage pedestrian activity such as window shopping, nor do they provide any sense of safety to the pedestrian. Consistent orientation of new buildings to Milwaukee Avenue will reinforce the importance of this corridor. Pulling buildings up to Milwaukee will not necessarily create a walkable environment (since it would abut a future six-lane roadway). Placing buildings near the roadway only works where the proposed frontage road or an internal main street provides calmer traffic conditions and on-street parking.

Building Design. The design of buildings substantially affects the willingness of pedestrians to use the corridor. Extensive blank walls do not generate any interest for the pedestrian. The transparency of a building (the amount of clear window and door glass) is key to encouraging walkable commercial areas. Even if upper stories do not have many windows, it is critical that ground floor spaces provide substantial windows and doors – shopfronts – along Milwaukee Avenue. And those windows and doors must be see-through – not reflective or shuttered. Activity visible from the street creates safety and encourages pedestrian activity.

Liner Buildings. Liner buildings along the street that are used to hide large areas of parking are one way to provide conventional patterns of large-format retail located to the rear of a site, while retaining walkability along the street edge. Retail uses with double frontage (a pedestrian access along Milwaukee and a more conventional parking lot access on the interior) screen the large parking area.



Internal “Main Street.” The underlying premise of the internal “main street” is to mimic the development pattern of a traditional “main street” environment within the context of a contemporary shopping center. Creating a truly walkable environment along Milwaukee is always going to be a challenge. The internal “main street” provides the opportunity for a more pedestrian friendly environment, because an internal “main street” does not need to accommodate through traffic.

Multi-Way Boulevard. Protecting the pedestrian from the large volume of traffic on Milwaukee Avenue requires either internal orientation of the project along a “main street,” or the inclusion of an access lane along Milwaukee Avenue. This one- or two-way street would be separated from the lanes of Milwaukee Avenue by a landscaped median (wide enough for planting street trees). The combination of parking and access street with at least one full through lane is often described as a multi-way boulevard. Models of such boulevards exist – recently constructed Octavia Boulevard in San Francisco, and “K” Street in Washington, DC, are two such boulevards.

Parking Design and Placement. Walking past large expanses of parking (especially empty areas of parking in front of a large building set far back on the site) deters pedestrians. Parking access across pedestrian facilities puts the pedestrian at risk. To the maximum extent possible, parking areas should be located to the rear of new development or redevelopment. Parking may also be located to the side of a building that is pulled up to the street, provided that it is successfully screened with either evergreen plant materials or low walls.

Wrapped Parking Garages. If parking garages become necessary for redevelopment, they should be located to the center of the site, and wrapped with active uses along all street frontages. The parking facilities at The Glen provide an excellent example of this approach.

Shared Access. Reducing the total number of access points along the corridor would improve the situation for pedestrians and bicyclists, and increase the flow of Milwaukee Avenue. Methods include sharing entry drives to parking areas, providing cross-access between parcels (to allow more efficient shared use of parking), and providing rear access and connections, where possible. Methods of connecting development without requiring use of Milwaukee Avenue will enhance the capacity of the roadway.



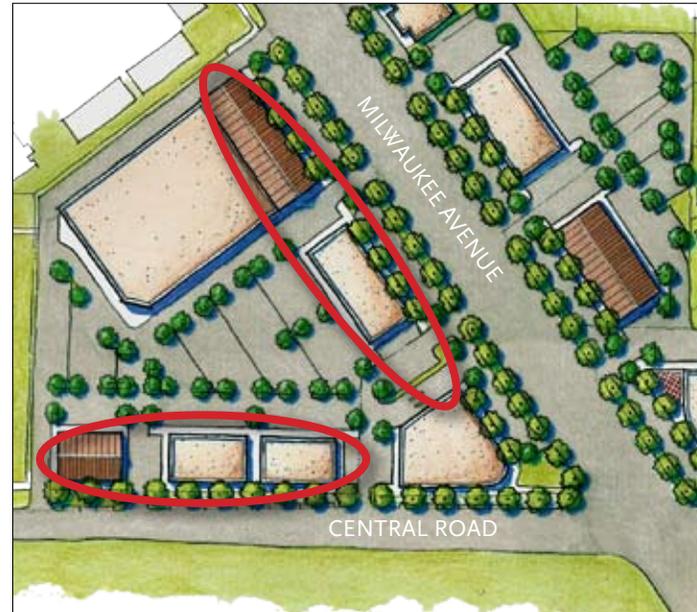
Internal Main Street, Southlake, Texas



BUILDING PLACEMENT. *When auto-oriented sites redevelop, it is an opportunity to incorporate elements that enhance the experience of the pedestrian. Pulling buildings up to the edge of the ultimate right-of-way will create a more walkable environment.*



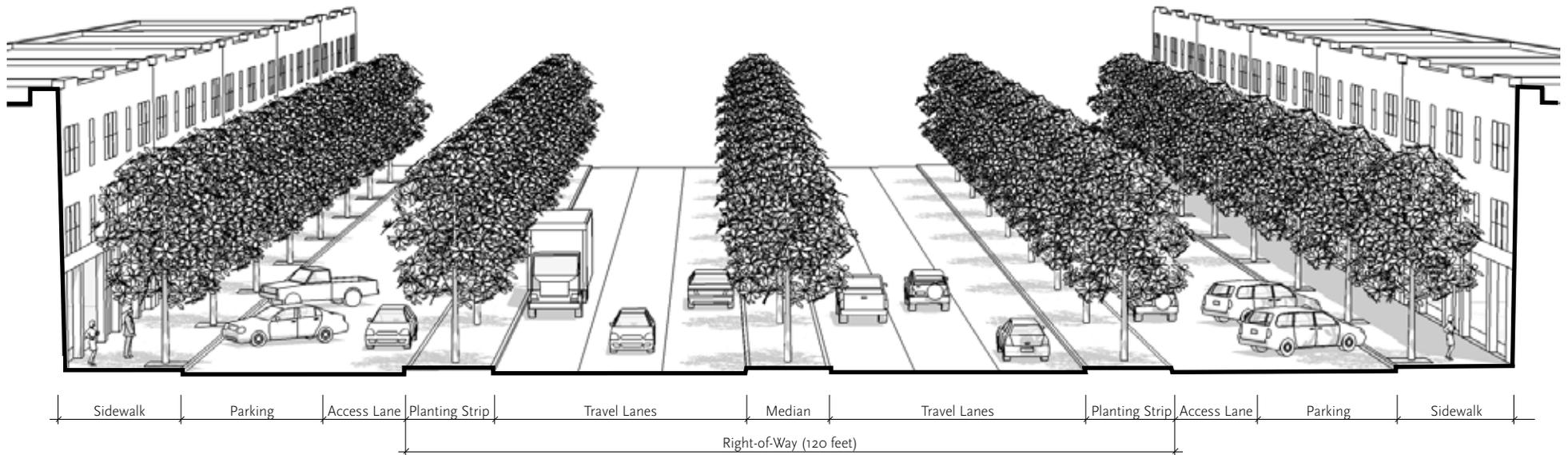
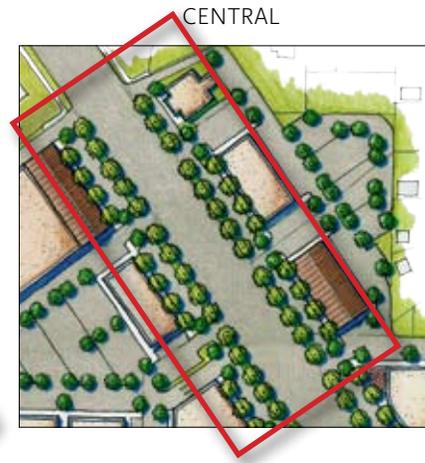
BUILDING DESIGN. *It is critical that ground floor spaces provide substantial windows and doors – shopfronts – along Milwaukee Avenue. And those windows and doors must be see-through – not reflective or shuttered. Activity visible from the street creates safety and encourages pedestrian activity.*



LINER BUILDINGS. *Liner buildings along the street can be used to screen large areas of parking are one way to provide conventional patterns of large-format retail located to the rear of a site, while retaining walkability along the street edge.*

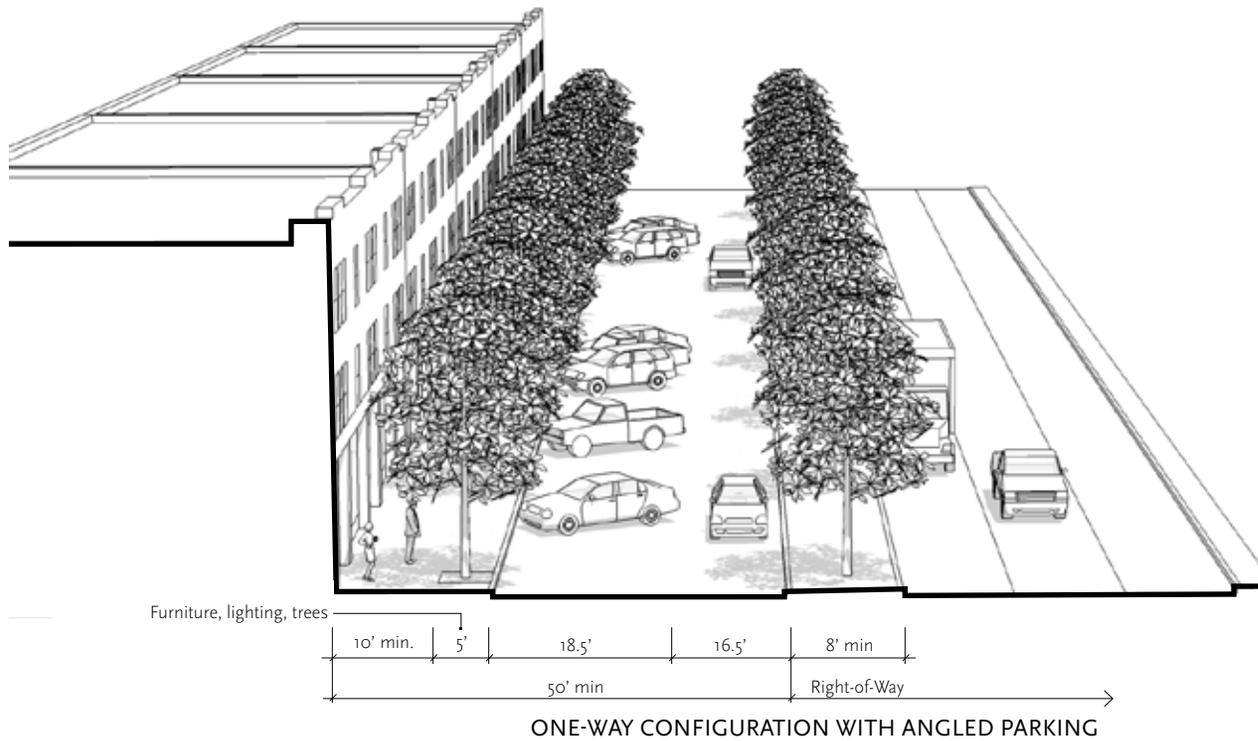


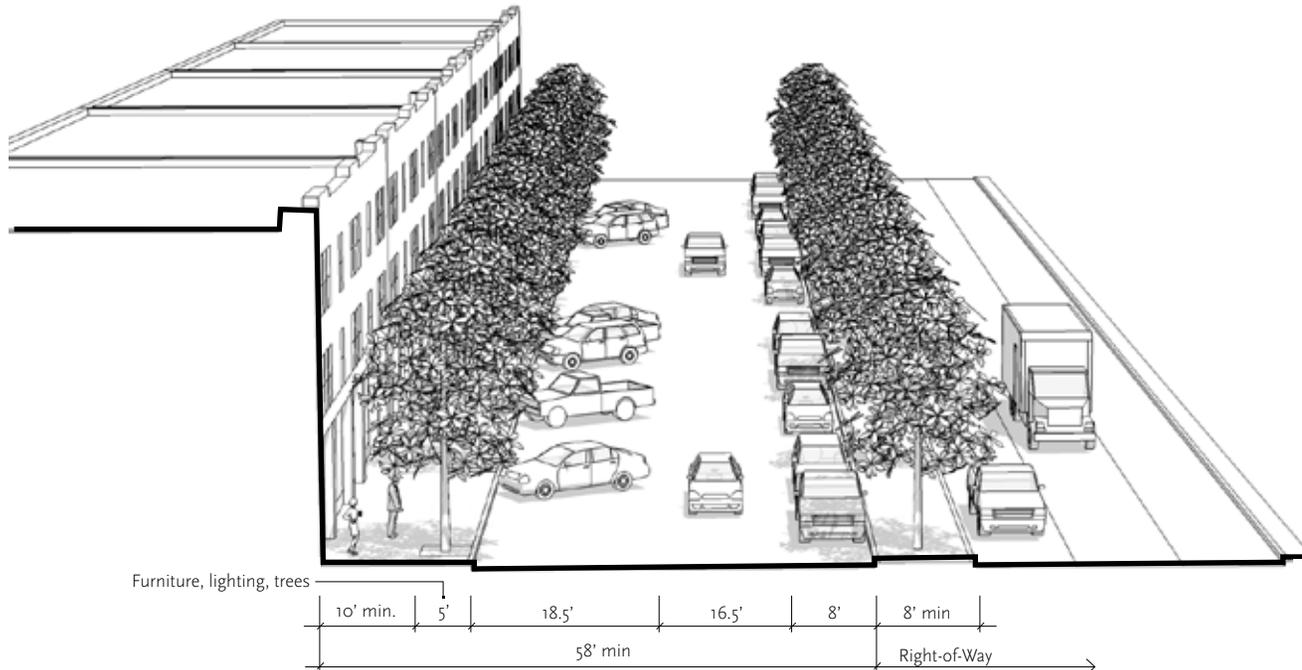
INTERNAL MAIN STREET. *Creating a truly walkable environment along Milwaukee is always going to be a challenge. The internal “main street” provides the opportunity for a more pedestrian friendly environment, because an internal “main street” does not need to accommodate through traffic. The internal “main street” benefits from active ground floor uses (retail/restaurant).*



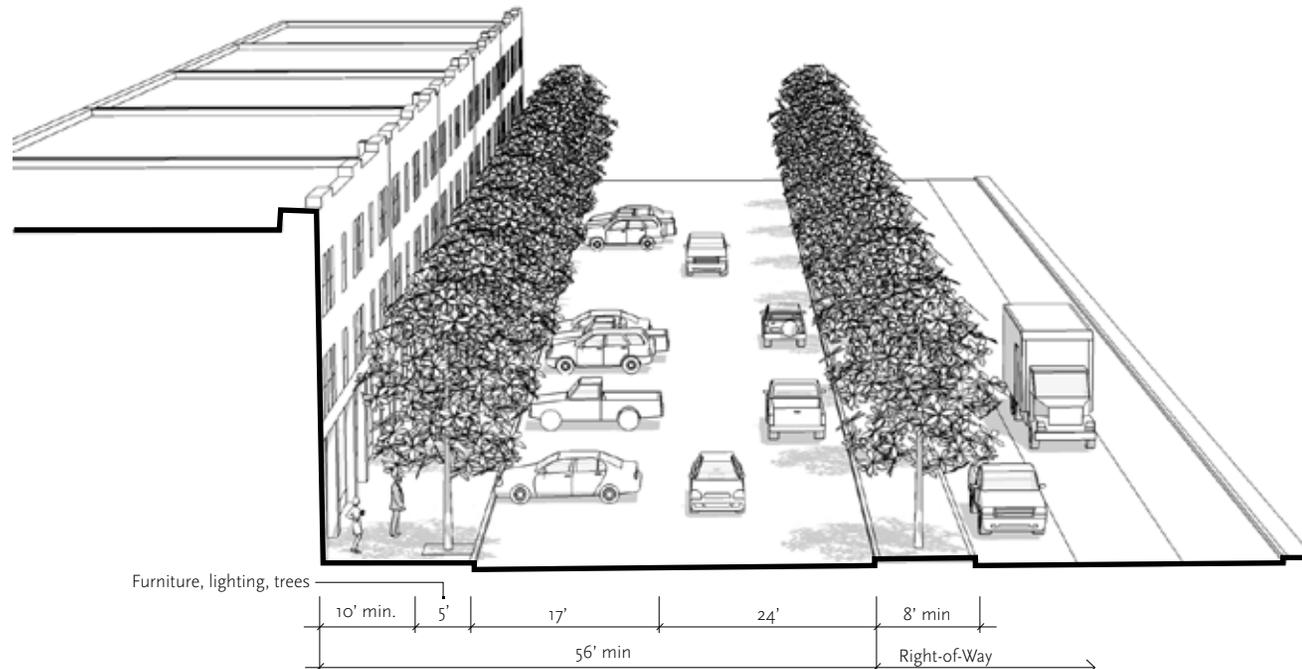
MULTI-WAY BOULEVARD. Protecting the pedestrian from the large volume of traffic on Milwaukee requires the inclusion of a separate access lane. This one- or two-way street would be separated from Milwaukee by a landscaped median with trees. The combination of parking and access street with at least one full through lane is often described as a multi-way boulevard. Detailed access lane configurations are shown on the following pages. In all cases, a series of trees are planted in the medians, and also as street trees along the outer edge of the sidewalk. Parking occurs adjacent to the sidewalk as well, so that those arriving by car can reach the sidewalk without crossing traffic in the access lane. The center median should be provided (and planted with trees) wherever possible within the available right-of-way. In instances where the right-of-way is constrained, such as near the Ridgewood Cemetery and the James Woodworth Prairie Preserve, the median may not be possible.

Access Lane Configurations. A successful multi-way boulevard can be configured in a number of ways. One- and two-way access lane configurations with either angled or head-in parking can be used depending on the amount of land or depth of lot available at the time of redevelopment as shown below and on the following page.





ONE-WAY CONFIGURATION WITH ANGLED AND PARALLEL PARKING



TWO-WAY CONFIGURATION WITH HEAD-IN PARKING ON ONE SIDE

PARKING PLACEMENT AND DESIGN



To the maximum extent possible, parking should be located to the rear or side buildings.



When it is not feasible to place parking behind or to the side of buildings, parking lots should be fully screened from the adjacent roadway.



Landscaped islands with raised curbs should be used to define parking lot entrances, the ends of all parking aisles and the location and pattern of primary internal access drives, and to provide pedestrian refuge areas and walkways.

WRAPPED PARKING GARAGES



If parking structures become necessary for redevelopment, they should be located to the center of the site, and wrapped with active uses along all front-ages visible to the public.



Boulder, Colorado. The 15th and Pearl Mixed-Use Structure combines retail and office space around a 700-car parking structure.



Crocker Park, Cleveland, Ohio. Retail and residential uses surrounding multi-story parking structure.

SHARED ACCESS. Reducing the total number of access points along the corridor would improve the situation for pedestrians and bicyclists, as well as increase traffic flow on Milwaukee Avenue. Methods include sharing entry drives to parking areas, providing cross-access between parcels (to allow more efficient shared use of parking), and providing rear access and connections, where possible.

GREENWOOD

Existing Conditions. Numerous access points into each parcel (highlighted in red). No access across parcels (shown in yellow).



Plan Concept. Consolidated access point (see red highlight). Cross-access to adjacent parcels (see yellow arrow).

SANDERS

Existing Conditions. Numerous access points into shopping center (highlighted in red).



Plan Concept. Consolidated access point to shopping center (see red highlight).

4. MIX LAND USES, BUILDING TYPES AND HOUSING OPTIONS

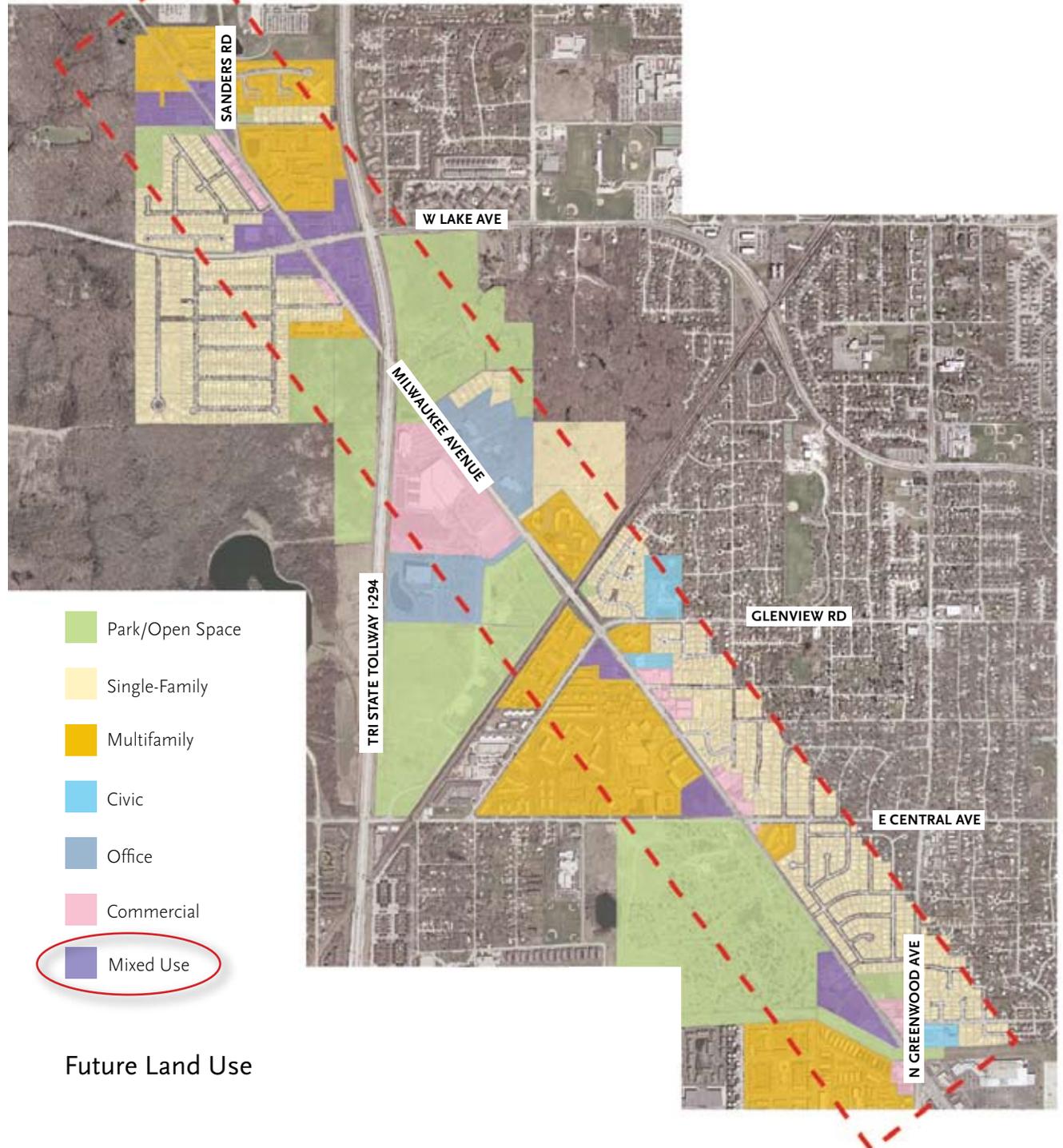
A variety of uses—residential, commercial, civic, office—is a critical component of any vibrant community. It provides opportunity and convenience, and accommodates many households and types. A collective mix of uses enables neighborhood residents to walk from their house to pick up milk, drop off their dry cleaning, pick up a book, or grab a cappuccino.

Office. Only one portion of the corridor is appropriate for additional single-use high-rise office development -- near the existing large-scale office buildings between Glenview Road and the Tollway. Low-rise offices should be encouraged in all of the mixed use and commercial areas.

Horizontal Mixed Use. One way to ensure pedestrian activity is to provide goods and services in close proximity to residential development. This horizontal mixing of uses may help to reduce vehicle trips on Milwaukee. Horizontal mixed use is appropriate in all of the mixed use areas.

Vertical Mixed Use. A vertical mix of uses is appropriate for all of the commercial areas along the corridor. Where appropriate, buildings should contain ground floor retail uses, and upper stories with office or residential uses. These uses provide additional “eyes on the street” that help improve safety. The adaptability of such buildings over the long term is far higher than conventional patterns of single-use development. The viable economic life of a mixed use facility is by nature longer than that of a single-purpose facility. Vertical mixed use is appropriate in all of the mixed use areas.

Mixed Housing. A mix of housing types ensures that Glenview will continue to appeal to a wide variety of citizens – as it does today. The corridor should continue to support single-family housing where it exists today, but increasingly, the density along the corridor will call for more compact housing types, including additional attached units, townhouse or rowhouse units, and apartment or condominium units. While a mix of housing types does not guarantee economic diversity, there is a better chance of maintaining diversity with a variety of unit types. New housing should be encouraged in all of the mixed use areas -- either horizontally or vertically mixed with other uses.



VERTICAL MIXED USE. *Where appropriate, buildings should contain ground floor retail uses, and upper stories with office or residential uses.*



MIXED HOUSING. Density along the corridor will call for more compact housing types, including additional attached units, townhouse or rowhouse units, and apartment or condominium units.



5. CONNECT TO THE NEIGHBORHOODS

A mix of uses alone does not provide increased pedestrian activity or reduce vehicle trips where such uses are completely separated from each other. Milwaukee Avenue needs better connections along the corridor itself, as well as to the surrounding neighborhoods. Connections from the commercial areas to residential areas are key. The existing pattern of parking lots, berms, fences and other barriers in the Dearlove triangle is one example of poor connections which inhibit pedestrian movement.

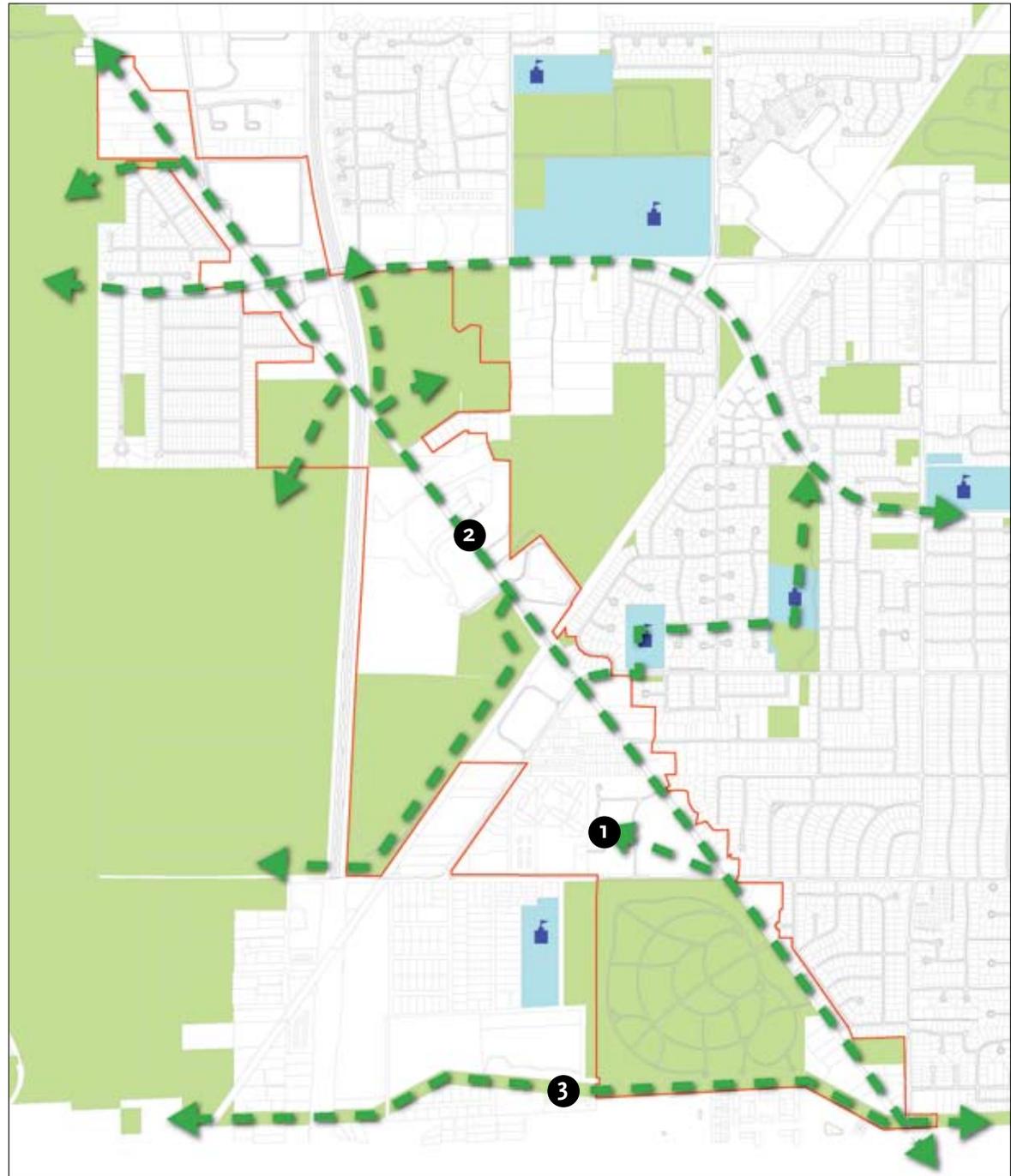
In addition, there are schools, parks, forest preserve areas and other natural features near the corridor that could become assets to the corridor. Connecting existing trail systems in the area, especially past school sites and reaching westward to the Forest Preserve along the river would knit the area together.

The Village is currently preparing a Bike and Sidewalk Master Plan. The connections shown in the diagram to the right should be included in that master plan.

At the time of development, sidewalks should be a required part of any site plan, including connections to the edge of the property so that a continuous system of sidewalks is eventually created along the corridor.



Pedestrian connections to adjacent neighborhoods should be created wherever possible, such as this one from Central Road to the Dearlove triangle.



2



The Village should work with IDOT to create a system of sidewalks and multi-purpose paths stretching the entire length of Milwaukee Avenue. Transportation enhancement funds may be available to help fund improvements, provided that the improvements meet federal standards. Trees should be planted at the edge of the right-of-way, where they will not have to be moved at the time of future road widening.

3



The Village should work with ComEd to develop a trail system below the powerline at the southern edge of the Village like the Horsham Power Line Trail, Philadelphia, Pennsylvania.

Image: Urban Advantage



Pedestrian crossings should include changes in both texture and color, in order to signal drivers that pedestrians may be present. Crossings should include features that make pedestrians comfortable, such as medians that serve as refuge for pedestrians crossing multiple lanes of traffic.

Image: Urban Advantage



In order to connect the neighborhoods and uses on opposite sides of Milwaukee Avenue, the Village will need to work with IDOT to improve key intersections. Pedestrian refuge areas in the center of the roadway are one tool to make crossing easier and safer.

6. BALANCE TRANSPORTATION OPTIONS

While much of the previous discussion of design principles has focused on the pedestrian, it is only because pedestrian issues have been so badly overlooked in the Milwaukee Avenue corridor to date. The best function for the corridor would be to provide for all modes of transportation.

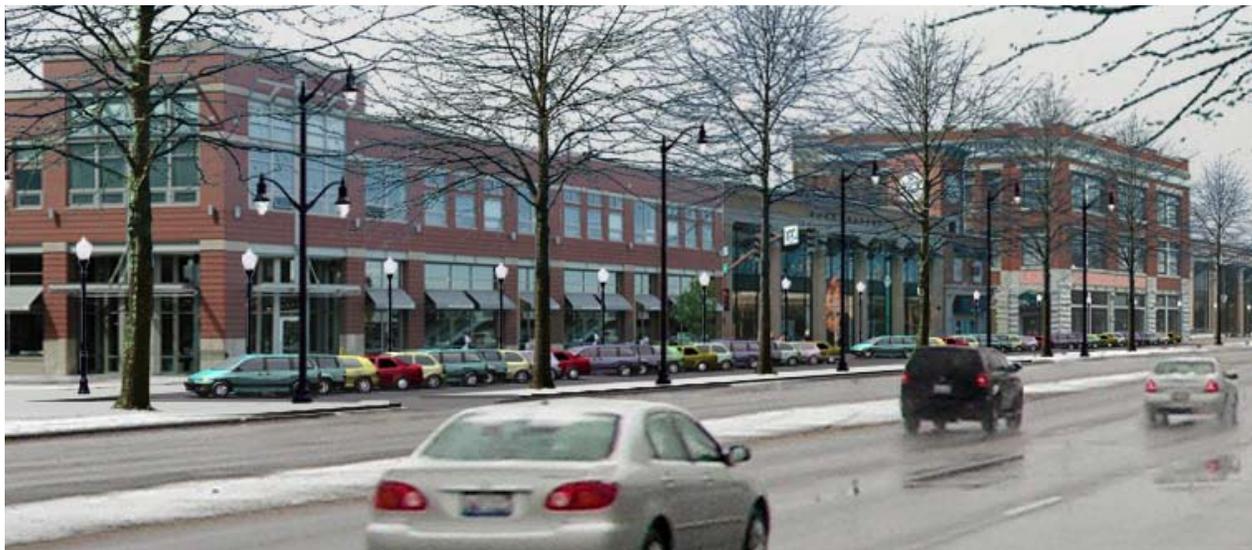
Private Vehicles. The private vehicles on the corridor are both a blessing and a curse. They are a blessing, because they provide potential consumers for commercial areas along the corridor, but a curse in that many of them traverse Glenview without stopping. Walkable commercial areas immediately adjacent to the corridor may entice additional spending in the Village. And the creation of a multi-way boulevard system over time will allow through traffic to continue through the community without adversely affecting walkability.

Pedestrians. Many of the improvements described in the prior principles are focused on improving pedestrian movements within the corridor. Enhanced pedestrian activity should be seen as one way to measure the success of this plan.

Bicycles. The ability to accommodate both fast-moving, on-road commuter cyclists, while also providing a multi-purpose pathway for slower-moving cyclists should encourage increased biking in the area (albeit only seasonally).

Transit. There are a number of Pace bus stops in the area now, and even special service for Aon employees. However, over time, the Milwaukee Avenue corridor needs to become more transit-friendly. Enhancement of the existing commercial nodes, and extension of additional services northward from Niles may provide for additional transit in the future.

Exclusive Transit Lane. As the full six-lane roadway is considered, discussion of options for improved transit use of the outside lanes of the new roadway should be included.



A multi-way boulevard, as imagined in the upper photo and recently constructed in San Francisco (Octavia Boulevard) in the lower right. The boulevard provides a balance of through lanes with calmer frontage roads. The sign in the lower left illustrates a “park once” strategy where shoppers are encouraged to use shared parking facilities. The built environment in the upper photo -- with its shopping lining the street -- supports the park once strategy.



The Village should investigate the possibility of an exclusive transit lane at the time IDOT widens the roadway. Even without an exclusive lane, large employers such as Abt and Aon ensure that transit in the corridor is viable. The provision of bus shelters encourages transit use. A unified style for such street furniture elements throughout the corridor could be part of a consistent “branding” of Milwaukee Avenue in Glenview.

The introduction of designated bikeways improves safety for bicyclists. Separation of bike lanes is the best possible solution (see top photo), however, wider lanes on the roadway also works.

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The obligation for improvement of the Milwaukee Avenue corridor does not lie solely with the Village of Glenview, or the landowners and business owners along the corridor. Many entities will contribute to the future character of the corridor.

IDOT. The state will be responsible for improvements within the right-of-way, except where the Village contributes funds to enhance proposed work by IDOT.

Village of Glenview. The Village may be involved in implementation in many ways. Review of future development along the corridor is one of the most significant roles the Village will play. Encouraging developers to build to the vision of this Plan will be key to successful implementation. The Village may also participate in selected projects, including streetscape (sidewalks, trees, landscaping and lighting), trail connections and other public elements necessary to knit the corridor into the fabric of the Village.

Other Public Entities. Public entities such as the Park District may also play a role as they improve their properties along the corridor.

Private Sector. Many of the improvements within the corridor will occur over time as new development or significant redevelopment occurs. The private sector will pay the costs associated with these improvements. Leveraging private sector improvements through Village participation may be appropriate. Financial incentives for improvements to existing properties not anticipated to undergo significant change may also be required in order to ensure consistent implementation of the Plan throughout the corridor. Concepts such as matching funds for landscape or sidewalk improvements may be appropriate.

Milwaukee Avenue Edge. There are multiple options for creating the edge treatments along Milwaukee Avenue described in this Plan. A property owner or developer may propose to dedicate the additional area along Milwaukee Avenue to the Village of Glenview after it has been improved -- relinquishing responsibility (and reducing their tax bill accordingly). In the alternative, the improvements could be located in an easement dedicated by the landowner to the Village for the purposes of the landscape and parking improvements along Milwaukee Avenue.

NOW

- Adopt the Plan
- Review individual development proposals using Plan principles
- Include trail connections in Village Bike/Pedestrian Facilities Plan

WITHIN ONE YEAR

- Revise Section 7.5 of the Comprehensive Plan for consistency with this Plan
- Revise zoning to eliminate vehicle sales and other open sales lots along the corridor
- Determine appropriate CIP project timing, including tree-planting, sidewalk construction, wayfinding signage, lighting, gateway acquisition and improvements, and bikeway and trail construction
- Reach agreement with IDOT on ultimate ROW
- Support the installation of a signal at Abt's main drive
- Work with University to improve edges of James Woodworth Prairie Preserve
- Work with IDOT to plan Village-funded enhancements (if any) during I-294 bridge project and Lake/Milwaukee project
- Work with Chambers of Commerce to encourage separate corridor identity

WITHIN TWO YEARS

- Update the 1993 Annexation Study
- Develop the gateway at Greenwood Avenue
- Prepare a Corridor-Wide Access Management Plan
- Prepare a Corridor-Wide Streetscape Improvement Plan
- Study the possible realignment of Sanders Road

WITHIN FIVE YEARS

- Construct the corridor-wide streetscape improvements (trees, sidewalks, multi-purpose paths, wayfinding signage, landscaping and lighting) at ultimate ROW line
- Underground the power lines along the Milwaukee Avenue corridor
- Construct the trail connections

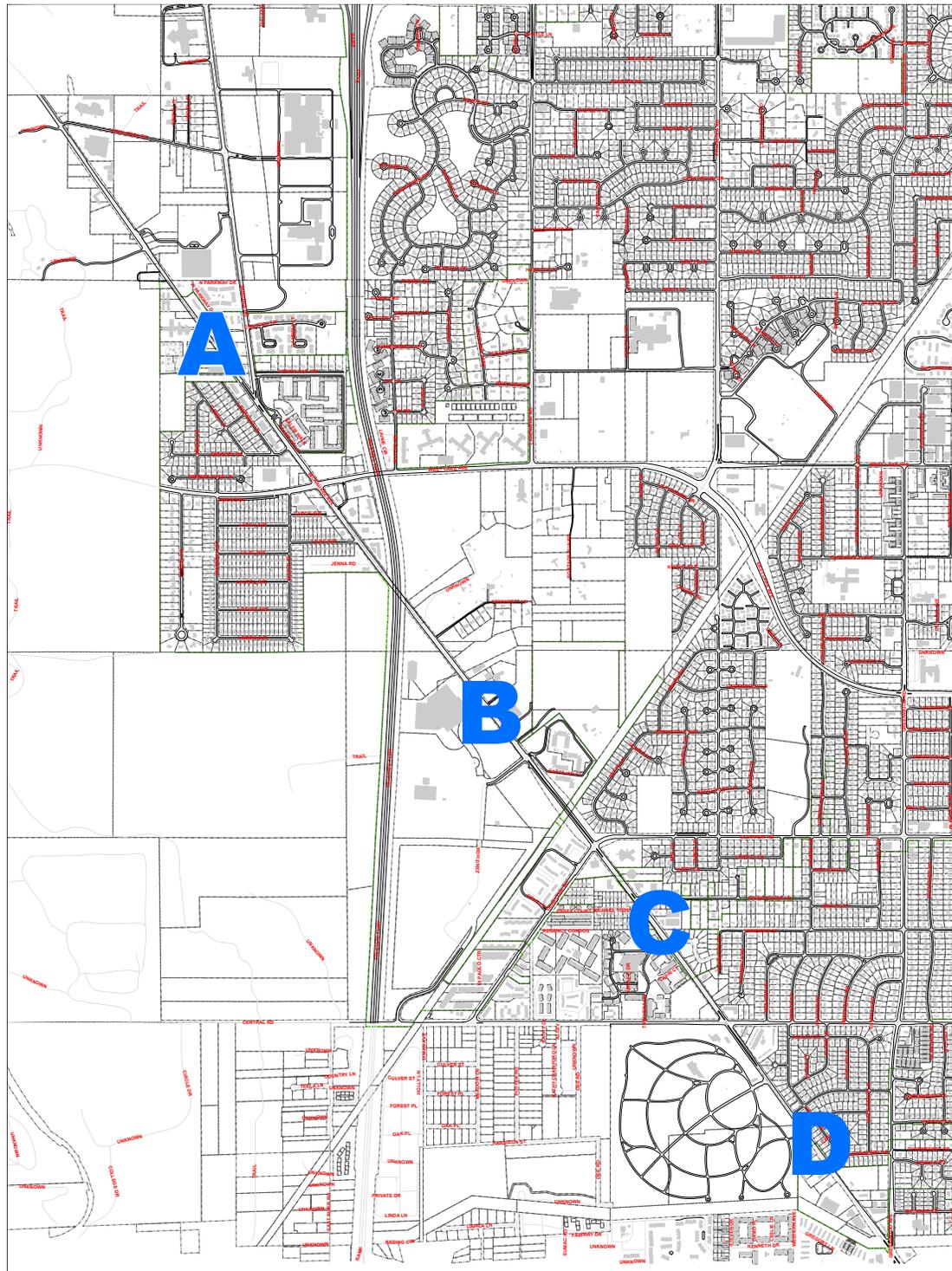
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Appendix



table drawings

On Saturday morning (January 20th) more than 50 participants gathered at the Police Station Community Room to play planner for a day. Small groups, each with a team facilitator, gathered around tables to describe their ideas for the future of the corridor. The groups worked on large maps of the study area, identifying landmarks and special features, problem areas and issues, and targets of opportunity for redevelopment. Due to the size of the study area, groups were asked to focus on specific areas of the corridor (A, B, C, and D). Participants were divided into five tables with two tables assigned to Area A. The results from each table are shown on the following pages.



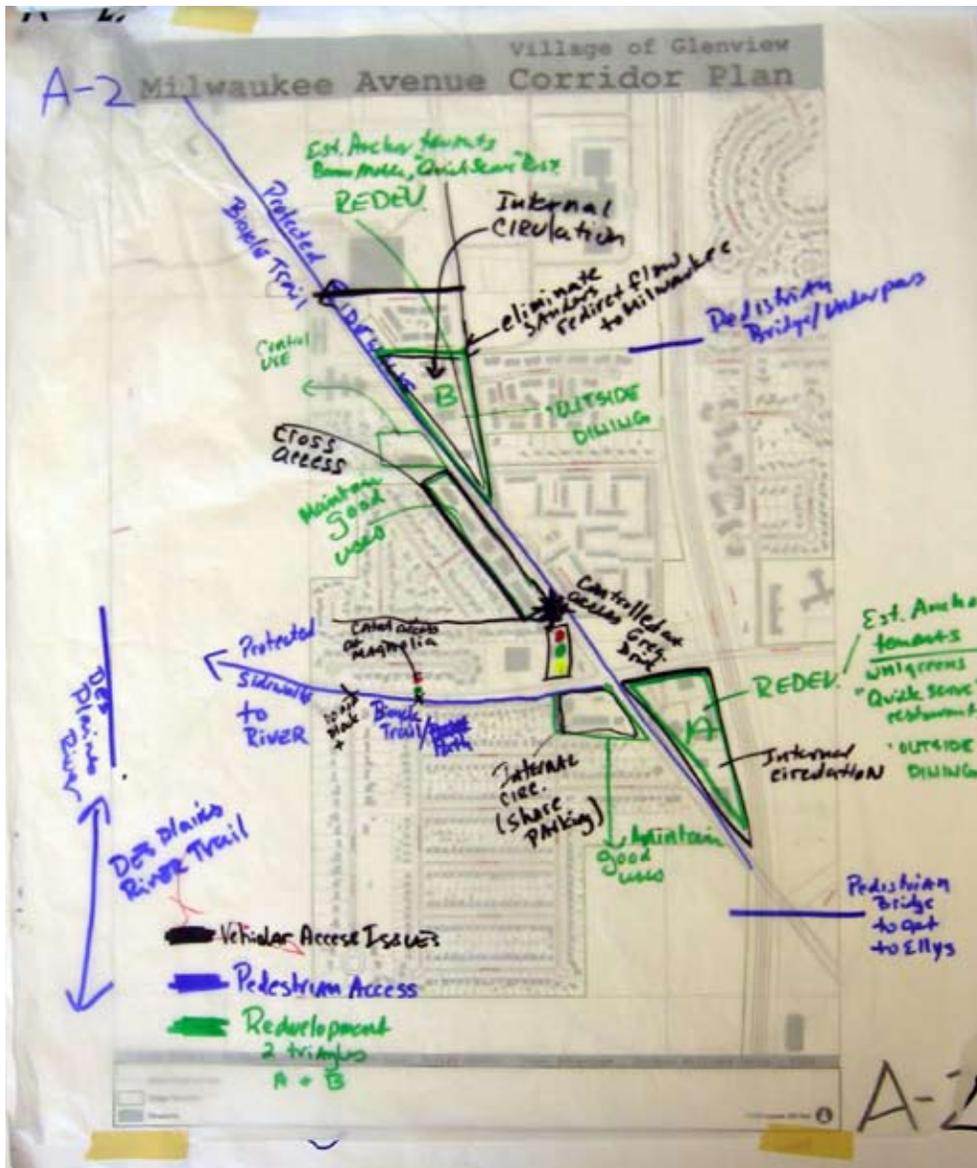


Table A-2 (Tollway to northern Village Boundary)

- Improve vehicular access, pedestrian access, allow for redevelopment
- Internal access and circulation on large parcels
- Left turns
- Stoplight at Gregory or Magnolia for Timber Trails residents
- Need access from Forest Drive to Lake Avenue
- Sanders strip malls need internal cross-access
- Sanders triangle area needs to reconnect road to Milwaukee, revise internal circulation
- Provide pedestrian access from The Grove to residents along the corridor
- Des Plaines river trail connection to sidewalks
- Add “protected” sidewalks, bike trail, pedestrian overpasses
- Redevelopment should include “established” anchor tenants
- Share parking, add lighting

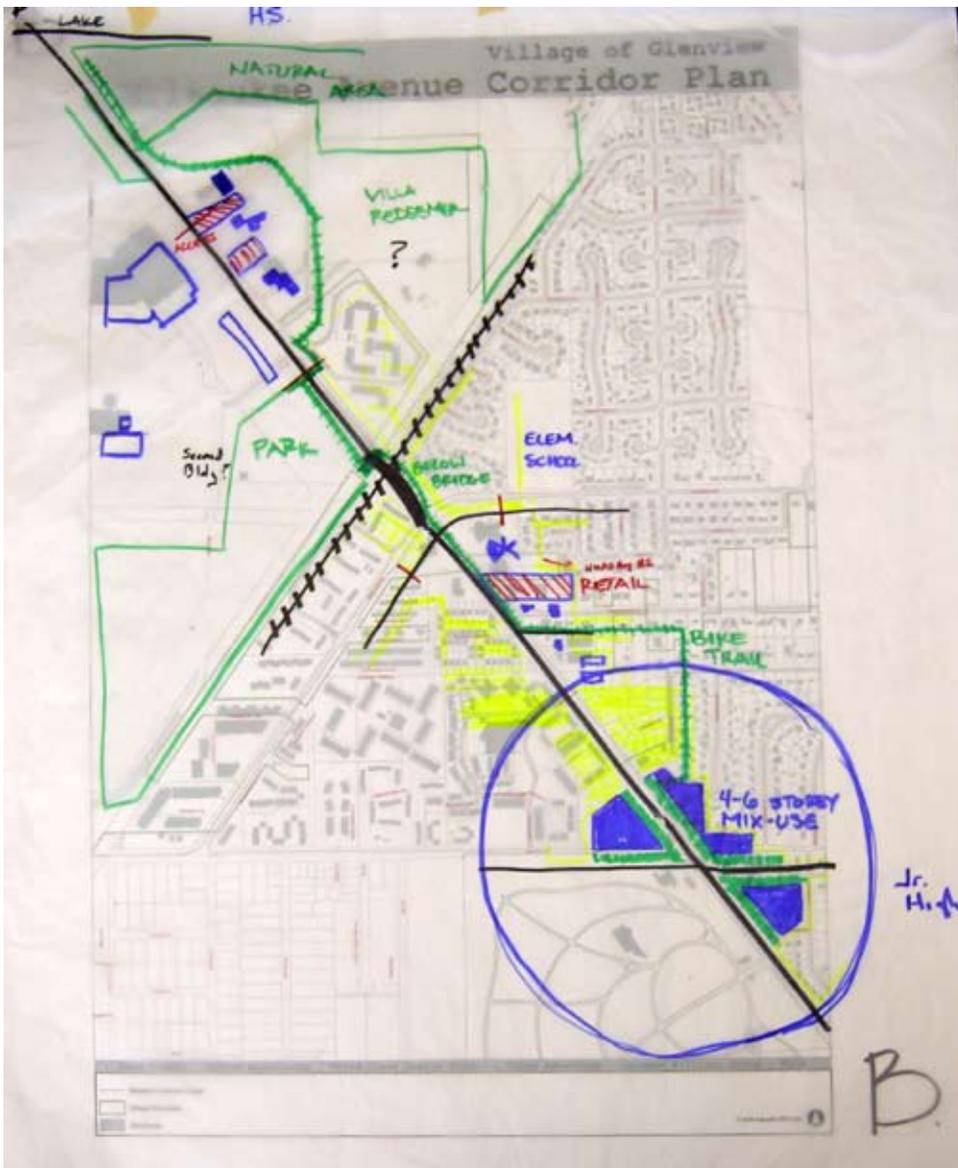


Table B (Central Road to the Tollway)

- Connect schools via bike path along railroad
- Redevelopment at White Hen site, vacant lot across the street
- Use green setbacks along the streets
- 4-6 stories
- Condo's are good due to limited students
- Access to bike trail, Jr. High
- New development on Temple site, expand nursing home
- Bike path back into neighborhood
- No changes at The Grove
- Connect overpass to park district land for children
- Options for Villa Redeemer – natural corridor along property
- More offices near Aon
- Move Abt access point
- Add open landscape islands (no trees)
- Use native plantings
- Redesign Michael Todd homes, create a street
- Create entry feature using pedestrian overpass

