



**VILLAGE OF LINCOLNSHIRE  
COMPREHENSIVE PLAN**

**UPDATE  
2012**

MARCH 26, 2012





# UPDATE 2012

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## CHAPTER 1 INTRODUCTION

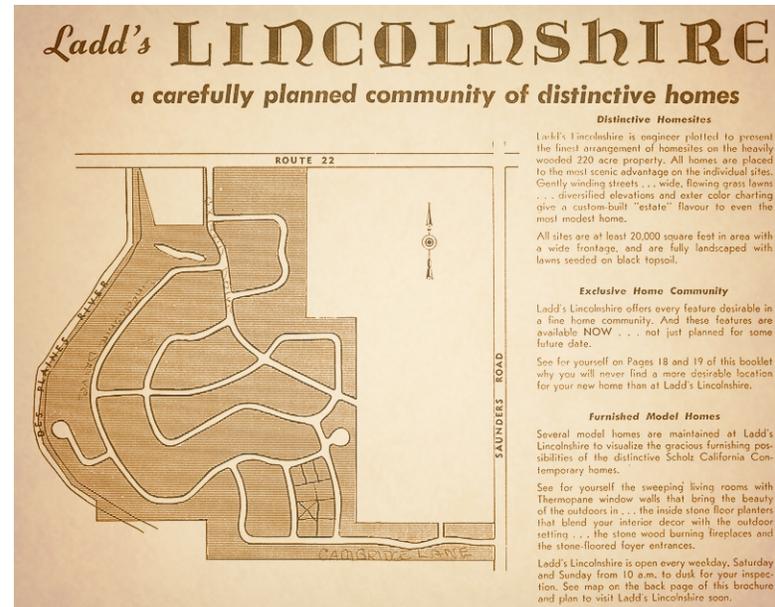
### History and Establishment

The Village of Lincolnshire was established on August 5, 1957 through the incorporation of the 280 acre Lincolnshire Subdivision, located south of Half Day Road and west of Riverwoods Road. At the time of incorporation, the community's population consisted of 237 individuals within 0.44 square miles. Resulting from the Village's establishment from a residential subdivision in then rural Lake County, the community lacked any commercial or office development upon incorporation. Nearby commercial development in the surrounding area consisted of only sporadic establishments primarily located along the Milwaukee Avenue corridor, near the intersection of Half Day Road, which did not provide the conveniences or employment opportunities sought by village residents.

The heavily forested and rural character of the Lincolnshire Subdivision was a predominant feature of the immediate area, making additional residential development highly marketable and desirable to residential developers and prospective village residents. Furthermore, the absence of extensive woodlands west of the Des Plaines River and the amount of intact acreage under the previous ownership of the Chicagoland Airport (the land area generally located southwest of Milwaukee Avenue and Half Day Road intersections) soon brought additional development pressures to the community in the 1960's and 1970's. As a result, the village - with the aid of a local planning consultant - created and adopted its first Comprehensive Plan and supplemental Land Use Policies Map on June 8, 1976 to guide and direct future growth within its corporate boundary and throughout its 1.5 mile planning jurisdiction.

In 1997, the Community Development Department embarked on updating the original 1976 Comprehensive Plan. Although the text of the 1976 Comprehensive Plan stated that the plan carried a 25-year life span, the rapid changes experienced within the village and region following the adoption of the original Plan necessitated its revision sooner than was anticipated by its authors. For the 2000 update, it was determined that revisions focusing on

selected areas of the village was the most appropriate planning approach as much of the community was built-out and future development opportunities were limited.



Advertisement for Original "Ladd's" Lincolnshire Subdivision

### Growth and Development

Lincolnshire's adoption of the 1976 Comprehensive Plan came after the further incorporation of approximately 1,300 acres or 2.0 square miles of land area. As a result of the high level of undeveloped or underdeveloped land within and around the village boundaries, the plan's scope of analysis was much more thorough in nature than what was required for the Update 2000, as well as this update to the plan.

In the ten year time period following the creation and approval of the 1976 Comprehensive Plan, the Village annexed nearly 460 acres - more than one and a half times the land area incorporated upon the Village's establishment. These annexations included land area that became much of the Lincolnshire Corporate Center and Lincolnshire Business Center. As a result, the village saw the addition of 37 commercial buildings by 1986, giving shape to its office-commercial development sector. Residential construction also experienced significant growth in the community during this time period, generating an increase of 582 dwelling units throughout the village. While growth rates of this nature may not appear

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substantially significant standing alone, their impact on a community of Lincolnshire's size could have drastically altered the unique character of the village, as established by the original Lincolnshire Subdivision.

The rate of development and growth of the village following the adoption of the Update 2000 Plan has since experienced a reduction, as compared to the steady and rapid development that occurred following the 1976 Comprehensive Plan. This reduced rate of development is understandable as available vacant land has developed and the Village's corporate boundaries have generally remained unaltered since the 2000 plan update (the annexation of 92 acres located at the southeast corner of Milwaukee Avenue and Riverside Drive for the development of the Sedgebrook Retirement Community is the most notable change to the village limits). Despite the slowed pace of growth, the development that has occurred since the Update 2000 Plan has provided substantial physical improvements that continue to evolve the economic and physical landscape of Lincolnshire.

Since the initial 1976 Plan's adoption, and the Update 2000 Plan, village planning efforts have closely adhered to the recommended land uses and policies, making it a fundamental component of such future efforts, as the foundation to any subsequent plan updates or revisions. Residential growth has closely mimicked the character and quality of development established by the original Lincolnshire Subdivision through the continued utilization of planning goals and land use policies. This level of close adherence to the Comprehensive Plan coupled with the Village's stringent environmental preservation measures has continually enabled the residential component of the community to be developed with the semi-rural character of a "village in the forest", continuously cited as an important priority of village residents.

Expanded employment opportunities were incorporated into the Update 2000 Plan as employment growth likely far exceeded the expectations of the creators of the 1976 Comprehensive Plan with the number of jobs created by the developments of the Lincolnshire Corporate Center and Lincolnshire Business Center. These employment centers are

home to many regional, national and international corporations that provide employment opportunities for both village residents and the region alike.

### WHAT IS A COMP PLAN?

A comprehensive (comp) plan is the adopted official statement of a local government's legislative body for future development and conservation. It sets forth goals; analyzes existing conditions and trends; describes and illustrates a vision for the physical, social, and economic characteristics of the community in the years ahead; and outlines policies and guidelines intended to implement that vision.

*Planning and Urban Design Standards by the American Planning Association (APA)*

### Update 2000 – Update to the 1976 Comprehensive Plan

In recognizing the substantial changes that had occurred during the growing period of the village since its incorporation in 1957, the Village Board sought an update to the Comprehensive Plan that appropriately reflected the area's growth and changes in land use trends. The Village Board's primary intent in revising the Plan was the creation of an updated Future Land Use Policies Map to reflect the appropriate land uses within the village, as well as those within its 1.5 mile planning jurisdiction. Update 2000 (to the Comprehensive Plan) was approved by the Village Board on May 14, 2001 and has been in use since its approval and adoption.

Update 2000 included a much needed update to the Future Land Use Policies Map and also introduced a new land use analysis element through the creation of Sector Areas. This approach allowed for more detailed examination of critical areas within defined sectors of the community rather than conducting a full review on every parcel within Lincolnshire. The efforts of the authors of the Update 2000 Plan in developing three Sector Areas resulted in the creation of a new planning tool that continues to offer significant value for land use regulation well after its creation.

### Deviations from the Update 2000 Plan

Although the village has closely adhered to the general policies and principles identified in the 2000 Comprehensive Plan, there have been deviations from the Future Land Use Map. While such deviations may have been prompted by a slight change in land use at one time, in some instances these variations to the Plan have significantly altered the character of areas from that which was initially recommended by the Plan. In those instances, the Village decided to reconsider appropriate land uses based upon specific proposals that added value to the community, but were not necessarily in keeping with the Update 2000 land use designations.

Another factor that impacts the feasibility and effectiveness of a land use plan are changes in land use outside of the Village's corporate limits, both within unincorporated Lake County and adjacent municipalities. Changes in land use of this nature evolve as a result of fundamental planning principles to ensure land use compatibility within a specific municipality. Therefore, the character of an area in one municipality can be substantially altered simply as a reflection of a land use change in the adjacent areas of a neighboring municipality.

Upon review of the existing conditions throughout Lincolnshire, in conjunction with the 2000 Future Land Use Map, the most apparent examples of such deviations in land use are within the southwestern portion of the village. This land area primarily consists of the Milwaukee Avenue corridor, bounded by Tower Parkway and Aptakisic Road. The most substantial land use deviation in this area consists of the annexation of 92 acres formerly referred to as the "Boznos Property" for the development of the Sedgebrook Retirement Community along the east side of Milwaukee Avenue, rather than the "Office/Research" development that is identified by the Update 2000 Plan for this area. In addition, the parcels located at the northwest corner of Aptakisic Road and Milwaukee Avenue have been developed with a Shell gas station and the Lincolnshire Commons planned shopping center contrary to the "Office/Research" land use designation identified by the Update 2000 Plan for these parcels.

Furthermore, although development has yet to occur on the vacant parcels located at the southwest cor-

ner of the Half Day Road and Milwaukee Avenue intersection, the village has contemplated proposals for a planned mixed-use commercial center, rather than the "Office/Research" land use designation identified by the 2000 Plan for this area. The proposal for such a mixed-use center has presented the potential for development that varies from the office development of the adjacent corporate center to land uses compatible with the anticipated commercial retail land uses of the Half Day Road and Milwaukee Avenue intersection. Although the current land use classification of "Office/Research" is appropriate given the surrounds, a change in the development pattern at this major intersection for further commercial opportunities would not radically alter the overall land use compatibility in this area.

As the village has an interest in the development of unincorporated parcels adjacent to its municipal boundaries since such land uses can substantially alter the character of the community, the Update 2000 Future Land Use Map contained land use classifications for parcels within the Village's 1.5 mile planning area. Following the adoption of the Update 2000 Plan, the village entered into a Boundary and Planning Agreement with the Village of Buffalo Grove to establish the appropriate allocation of unincorporated parcels to each participating community. Through the May 23, 2005 approval of the Boundary and Planning Agreement, the Future Land Use Map of the Update 2000 plan contained land use classifications for parcels now identified to be allocated to the Village of Buffalo Grove. Furthermore, the incorporated parcels located along Industrial Drive are identified to be disconnected and subsequently annexed to the Village of Buffalo Grove. Since it is unclear as to the timing of when such disconnection will occur, this area will continue to be shown on the Future Land Use Map of this Update.

### Existing Character and Development Trends

Although deviations in land use from the adopted Future Land Use Map have occurred, such variations in land uses are not uncommon based on the notion that land use classifications are forecast based on existing development patterns and surrounding conditions that are subject to fluctuation. As the village has effectively upheld the policies and principles of the Plan to achieve the comprehensive planning goals

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that were established in the Update 2000 Plan, any such departure in land use from the adopted Plan has been thoroughly vetted to mitigate conflicts. As a result, Lincolnshire has grown as a community in a cohesive manner with a central focus to preserve and enhance the distinct community character in conjunction with the natural environment.

The goals and policies established in the original 1976 Comprehensive Plan and continued in the Update 2000 Plan have guided the village to date and contributed to the character that Lincolnshire currently maintains, as a semi-rural community harnessed within a naturally maintained landscape that minimizes the appearance of developmental impacts. Tree preservation as well as the restoration and reintroduction of native plantings, are but a few of the naturalized open space elements that work to complement Lincolnshire's site planning efforts and enhance its environment. The community is further distinguished by its dedication to architectural consistency and attentiveness to building design. Finally, the cohesive effort undertaken by the village to ensure that all development is built at a scale that is appropriate for both the specific site of proposal, as well as the community as a whole, also aids in the mitigation of potential developmental impacts. In doing so, Lincolnshire is able to consistently monitor project proposals to assess their level of impact on the community, as they pertain to the achievement of the Comprehensive Planning Goals.

Through the life of the Update 2000 Plan, economic stability in the region resulted in the prominent influx of new residential development into the outlying suburbs of the Chicagoland area that generated continued interest in suburban living. Residential development interests in Lincolnshire had continued to increase, as the village experienced an influx of proposals for infill development, annexation, and out-of-village utility connections. Lincolnshire's geographic location, unique environment and high development standards further catalyzed residential development interests within the community, as evidenced through the development of residential subdivisions of Beaconsfield, Brookwood Farms, Lincolnshire Forest and Old Mill Woods, as well as the introduction of a new residential land use of the Sedgebrook Retirement Community.

Commercial development interests also continued to present themselves primarily in the form of single-lot proposals within the community's existing commercial office and retail centers. In addition, development interest in the land areas adjacent to the established commercial centers continued to escalate, as developers sought both vacant and redevelopable sites that better suited their needs or those of their clients. During this time, the village furthered the availability of high quality services for its resident and employee populations with the development of the Lincolnshire Commons retail center to complement the existing CityPark retail-entertainment development at the southern gateway to the community.

The unforeseen decline of the national economy that was set in motion in 2008 presented a dramatic decline in real estate development from the prior trend that was experienced during the production of the Update 2000 Plan. As a result of the economic downturn, Lincolnshire experienced a sharp decline in residential and commercial development that has created the benefit of keeping the degree of land use deviations from the 2000 Future Land Use Map at acceptable levels. Further, the amount of developable land that was anticipated to be promptly consumed by development in the 2000 Update was significantly less than anticipated as the financial resources required to construct any form of land development were not readily available during the economic downturn. As developable land is reduced, existing infrastructure continues to age, and the financial constraints of the national economy are realized, the village has placed greater priority on tax revenue generation as an important facet of the community's financial stability that can be directly influenced by future land use classifications.

### By the Numbers

Since the Update 2000 of the Comprehensive Plan, Lincolnshire continues to evolve and mature, as shown in the following statistical data (2011):

#### GENERAL

**Form of Government:** Home rule municipality

**Population:** 7,275 persons (2010 Census)

**Village Area:** 4.59 square miles

**Miles of Roadway:** 40 miles

#### RESIDENTIAL

**Size of Residential Development:** Approximately 1,360 acres

**Age of Housing Stock:** Less than one year to 50+ years of age

**Average Value of Single-Family Home:** \$530,000 (2011 home sales)

**Average Value of Condominium/Townhome Unit:** \$372,000 (2011 condo/townhome sales)

#### NON-RESIDENTIAL

**Size of Office-Warehouse/Industrial Development:** Approximately 573 acres

**Size of Commercial Retail/Entertainment/Office Development:** Approximately 131 acres

#### OPEN SPACE & PARKLAND

**Size of Open/Park and Recreational Lands:** Approximately 395 acres  
(incl. 158-acre Marriott Resort)

**Total Number of Parks:** 9 park/preserves

**UPDATE**  
**2012**

chapter 2  
overview



## CHAPTER 2

### UPDATE 2012 OVERVIEW

#### Methodology

The need for the *Update 2012* Plan comes as the previous plan update (*Update 2000*) has reached maturation since its establishment over ten years ago. Recognizing the changes that have occurred during the tenure of the *Update 2000* Plan, the village seeks to update the Comprehensive Plan to reflect those changes in the land use development pattern. It is further acknowledged that modern comprehensive plans typically carry a life-span of ten years, as the growth and changes that are experienced within a municipality over a ten year period can be rather significant as to render a plan obsolete.

The primary intent in revising the Plan is to produce an updated Future Land Use Map that will reflect the changes in land use patterns, identify the appropriate land uses within the Village's municipal boundaries, and those parcels within its 1.5 mile planning jurisdiction. Based on the impact and continued relevancy of the comprehensive planning goals from the original 1976 Plan, and continued in the *Update 2000* Plan, they have once again been incorporated into the scope of this plan update as the foundation of *Update 2012* (see pages 13-14). The *Update 2012* Plan will also further the use of the Sector Plan approach that was implemented in the 2000 Update, which has been found to be more appropriate than a complete analysis of all properties throughout the Village.

Introduced in the *Update 2000* Plan was the establishment of three vital sector areas of Lincolnshire that contained a variety of Critical Areas where pressures for redevelopment and new development were elevated and further detailed recommendations on the significance of each Critical Area. Land use recommendations were also provided to ensure the most appropriate land use classifications for each Critical Area. Based on the significance of the three Sector Areas, the Planning Staff has continued this process for evaluating the existing conditions of the village and those properties contiguous to its corporate boundary, as initiated in the *Update 2000* Plan, based upon the following criteria:

- ▶ **Desirability for Annexation**
- ▶ **Level and Character of Existing Development**
- ▶ **Issues Pertaining to Current and Future Development**
- ▶ **Appropriateness and Compatibility of Existing Development**
- ▶ **Impact of Future Land Uses Upon Adjacent Land Areas**

These criteria were then utilized to analyze and determine critical areas/parcels within the three sectors upon which this Update to the Comprehensive Plan focused - the East Sector, South Sector, and the Village Core Sector; the names of which are based upon their geographic location in relation to the corporate boundary of the village. The three sectors are generally consistent with the previous sectors established by the *Update 2000* Plan, which naturally have been updated to reflect the changes in land use conditions and the surrounds.

*Update 2012* was developed with the following objectives to guide the Planning Staff in performing the necessary analysis for implementing the update process:

1. A staff review of the background information, goals, strategies, policies, and community needs and interests, as established within the *Update 2000* Plan, to evaluate and determine their relevance and the extent to which this information is applicable to the interests of Lincolnshire today.
2. Staff analysis of current land uses, existing conditions, and land use trends within the three sectors, as they relate to the interests and goals of the village, to enable the formulation of each land use designation.
3. Update and refinements to the mission statement, future land use classifications and purpose statements, land use designations, and a Future Land Use Map to guide the text of the *Update 2012* Plan based upon the information obtained in Steps 1 and 2

4. Incorporation of additional plan elements pertaining to Transportation Improvements, Community Facilities, Housing, and two sub-area elements on the topics of Economic Development and Critical and Sensitive Areas to provide a more comprehensive vision for the physical, social, and economic characteristics of Lincolnshire.

The development of *Update 2012* was further guided by the community's appointed planning advisory body - the Zoning Board. As the village body charged with analyzing and reviewing the planning functions of the village and advising the Village Board on such matters, the support and endorsement of the Zoning Board is absolutely necessary to this Update's vitality and essential to its success. Furthermore, the Village Board's support of that endorsement given the history and knowledge of the Village's goals and objectives, as well as incorporating the desires of village residents, is crucial to the achievements of this *Update 2012* Plan.

### **Necessity of Update 2012**

As a result of the Village's generally consistent adherence to the directives of the Update 2000 Comprehensive Plan and the reduced rate of developable land, large-scale land use analysis throughout the village is not required for this update. However, the changing conditions and interests of Lincolnshire, county, and adjacent municipalities require the creation of this update to preserve and protect the character of the community, while simultaneously continuing to guide its future growth in a consistent manner. This updated Plan can then be utilized to protect the community's character by ensuring land use compatibility between those uses that lie within and outside of the Village's corporate boundary.

Although the creation of the *Update 2012* plan is necessary to ensure the continued maintenance of the existing character of the developed portions of Lincolnshire, the Plan also allocates special attention to undeveloped and underdeveloped areas of the village, as well as the unincorporated lands within its 1.5 mile planning jurisdiction. The planning guidance and land use classifications of these critical growth areas is essential to the interest of maintaining Lincolnshire's character, ensuring development consistency, and enabling economic growth and stability.

Moreover, the establishment of this update enables the elimination of obsolete land use classifications and the creation of new land use classifications to accommodate changes in land use trends and development since the establishment of the Update 2000 Plan. This update process also allows re-evaluation of the appropriateness of existing future land use designations based upon general principles of land use compatibility, and the interests and priorities of the village. Finally, the update provides an opportunity to reflect deviations in existing land uses from those identified by the Update 2000 Future Land Use Map, both within the Village's corporate boundary, as well as the outside areas within the 1.5 mile planning jurisdiction.

It is important to note, however, when determining the appropriateness of land uses within Lincolnshire's boundary that consideration must also be given to the land use classifications of all land areas within adjacent communities contiguous to the village, to ensure the implementation of effective land use planning. Although planning for land areas that contain natural boundaries such as the interstate, a river or woodland preserves is more easily accomplished, it is in areas where there is a minimized boundary limitation, such as a two-lane roadway (Everett Road for example), that the adjacent land uses uncontrolled by the village have greater influence.

Finally, the establishment of an updated comprehensive plan is important to secure the validity of both current and future zoning district classifications throughout the village. Not only does the Future Land Use Map affirm the appropriateness of existing zoning classifications, it also secures the compatibility of land uses while simultaneously providing a basic identification of appropriate zoning classifications for land areas within and outside of the Village's current corporate boundary, based upon general land use designations. Therefore, the Future Land Use Map not only acts as a guiding tool for the Zoning Board and Village Board to oversee the planning efforts of the community, but also serves as a gauge for developers to better assess the feasibility of a contemplated development proposal.

## Comprehensive Planning Goals

Since the adoption of the 1976 Comprehensive Plan, the priorities and interests of Lincolnshire continue to remain consistent and resonate with those of the community even through to today. For this reason, the comprehensive planning goals from the Update 2000 Plan have been retained for the *Update 2012*. However, these goals have been slightly modified to more accurately reflect the current interests of the village in relation to the changes that the community has experienced since their last update.

The Comprehensive Planning Goals of *Update 2012* are as follows, and should be utilized to effectively guide the planning functions of the community during the life of the plan:

### I. Conservation and Preservation of the Community Setting

The primary purpose of this goal is to maintain the unique character of the existing residential neighborhoods, as a fundamental quality of Lincolnshire. Efforts should be made to ensure that residential developments continue the character of high-quality design and appearance, with environmental preservation, to continue to serve as the primary identity of the Village, thereby continuing its appeal as a desirable place to reside. Future development interests should strive to ensure a balance between new development and the preservation of the Village's established unique character.

### II. Continued Establishment of Permanent Open Space

The intent of this goal is to advocate the further establishment of open space through the acquisition of properties throughout Lincolnshire not suitable for development and through the donation of vacant land via future land development proposals for the purpose of increasing public parkland. Priority should be given to those properties that offer exceptional natural resources or provides the opportunity for creating active park space. An appropriate manner in which to accomplish this is to continually re-evaluate the park donation requirements and/or offer incentives for increased donations beyond that which is currently required by Village

Code. This will help ensure any donated park land is not simply remnant land that offers no practical functionality in serving the community.

### III. Designation of Land Use Classifications in a Consistent Manner that is Compatible with the Village's Residential Character

The primary focus of this goal is to stress the importance of the integration of non-residential land uses to be in harmony with the established residential character of Lincolnshire, which should support the community's commercial needs by creating desirable places to complement the existing residential character. Sound planning will require that land uses and zoning district classifications for undeveloped or redeveloping properties be determined by a site's geographic location, existing natural resources, and potential impact upon surrounding properties, as dictated by the general level of compatibility with adjacent land uses. The attainment of this goal will ensure harmonious relationships among all residential land uses and non-residential developments that address the community's need for goods, services and economic base.

### IV. Continued Efforts to Improve Village Transportation Systems

The purpose of this goal is to develop improvements to the Village's transportation network to meet the community's mobility, accessibility, safety, economic, and quality of life needs. As the primary source of transportation in Lincolnshire is the automobile, the primary focus should be placed upon the need to manage automobile congestion on all village roadways. Special attention should be given to arterial roadways such as Half Day Road, Milwaukee Avenue, Aptakisic Road, and Riverwoods Road as they carry the majority of the Village's daily traffic and play a significant factor in the distribution of traffic through the community. In addition, where opportunities are present, potential points of roadway connections and extensions should be utilized throughout the village to provide alternate traffic routes for both residential and commercial traffic to improve the efficiency of traffic routes

and movements. However, careful consideration must be taken to ensure that such roadway improvements do not encourage cut-through traffic throughout the residential neighborhoods, which could compromise the safety and character of these areas.

Public transit services that could assist both residents and the employment population's commuting demands, such as suburban bus (Pace) and commuter train services (Metra) operated by regional transit providers, have a limited presence in the village. Collaborative efforts with transit operators in ensuring the continued success and growth of the current transit services may be the best approach in providing transit services to the village so that traffic congestion and resulting air pollution can be substantially reduced.

Finally, efforts should be continued to expand the Village's bike and pedestrian path network as a recreational amenity, while also providing feasible alternatives to automobile transportation within the Village.

#### **V. Provision and Maintenance of High Quality Public Services**

Perhaps one of the most significant concerns of the village is the necessity to accommodate and manage growth while satisfying the needs and interests of the existing resident population. The need to ensure the adequacy of community facilities such as the Village Hall and Vernon Township Library are of great importance. Furthermore, police and fire safety protection must not be compromised by an increased community population. New development should be carefully planned and engineered to ensure that its burden on village infrastructure does not exceed these capacities or be required to upgrade existing facilities to support the added burden. New methods for stormwater management should also be encouraged when assessing the impact of new development and how innovation can be used to achieve stormwater requirements, while providing secondary environmental and visual benefits.

#### **VI. Preservation of a Healthy and Natural Community Environment**

Preservation of the aesthetic and intrinsic physical appeal of the Village's highly wooded and uniquely naturalized suburban setting should continue to serve as the most important element of environmental focus for the community. Strong regard should be given to an effective balance between accommodating development needs and interests while maintaining the community's distinctive natural resources. Best Management Practices (BMP's) should be strongly encouraged in all situations in an effort to reintroduce naturalized elements of stormwater drainage and management. Efforts should also be made to improve existing stormwater drainage problem areas, whenever possible, by accommodating additional run-off beyond that produced by new development. Additionally, there has been an increased public awareness in the importance of the built environment's impact on our natural resources that has spawned new approaches in low-impact, sustainable design and development to continue preservation of our highly-valued natural amenities beyond stormwater management and preservation of natural features.

In order to aid in the attainment of these goals, careful and continuous consideration should be given to the land use policies established herein, as any deviation from these policies carries the potential to jeopardize the established goals of Lincolnshire and, therefore, the integrity of this Plan. Although they may be revised at any time, it is important that the goals, policies and objectives of the community are kept current in order to effectively represent the desires of the community and the character of its built environment.

#### **Mission Statement**

The mission statement serves as a cohesive summary of the Comprehensive Planning Goals, as a working function of the community. Therefore, the Mission Statement is directly correlated to the established planning goals. For this reason, any modification to the goals of the community should be accurately reflected in the Mission Statement of this plan. The mission of *Update 2012* for the Village of Lincolnshire

is as follows and should consistently be utilized to properly steer the planning interests of the community for consideration of development proposals made subsequent to its adoption and overall guidance in its future growth:

**UPDATE 2012**

**Mission Statement**

The Mission of the *Update 2012 Plan* is to maintain and enhance the distinct character of the Village of Lincolnshire by balancing the built environment with the natural elements in a harmonious manner through the practice of sound planning efforts to ensure land use compatibility and to encourage development to sustain the social and economic welfare of the community.

**Future Land Use Classification Purpose Statements**

To guide the future land use and development of areas within and adjacent to the Village’s corporate boundary in an appropriate manner, the following Future Land Use Classification Purpose Statements have been established to identify and define the character sought at these locations. These future land use designations are consistent with those illustrated upon the Future Land Use Map (see Maps, Chapter 10), thus incorporating the map by reference as a visual representation of the Plan’s text.

**Estate Residential**

The purpose of this classification is to preserve the semi-rural character that is adjacent to or on the fringe of the Village’s municipal boundary while being attentive to the environmental sensitivities that are present in these areas. Areas located within this land use classification typically display a high level of environmental sensitivity due to the presence of woodlands, wetlands, water features, floodplains, floodways and/or other such resources of wildlife habitat. The prevalence of these highly sensitive environmental features requires significant design consideration to minimize developmental impact

upon such areas. As a result, development densities in these areas may range from 0.5 to 1.0 dwelling units per acre, depending upon overall site constraints and general site characteristics. However, the individual lots within this designation should not be less than 1.0 acre in size, inclusive of the land area of conservancy easements upon individual lots. Elements of conservation design should be employed in these areas to preserve natural features and opportunities to create greenways as open space. While the primary intent of this land use classification is the conservation of existing environmental features, such design is also encouraged in areas that do not contain expansive elements of natural sensitivity to ensure the creation of residential development in a unified manner.

**Traditional Lot Residential**

This land use classification is indicative of the traditional neighborhood character generally located south of Half Day Road and east of the Des Plaines River. As the historical foundation from which the Village has grown today, these areas offer a unique character as the most established neighborhoods within the community. Due to the established nature of this classification, densities of properties within this designation may range from 1.0-2.0 dwelling units per acre, with 2.0 dwelling units per acre being prevalent. As such, existing residential developments located within this land use classification must ensure the preservation of this distinctly established character. Likewise, undeveloped areas within this land use classification should seek to attain this same level of character upon their development. Although it is recognized that the level of environmental sensitivity of these areas does not require the creation of conservation outlots as a general policy, careful consideration should be given to the incorporation of such neighborhood preservation techniques that may be specifically tailored to maintain the conditions of each individual parcel or tract and ensure a unified character of adjacent land areas upon development. Tree preservation should continue as a primary goal throughout these established neighborhoods, as well as in those areas that have yet to be developed.

**Environmentally Sensitive Residential**

The purpose of this land use classification is to permit detached single-family residential development in

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a harmonious manner in areas that contain a distinguishable level of environmental sensitivity from the other land areas appropriate for residential development throughout the village. The intent of this land use classification is to ensure the environmentally conscious design of residential development within areas that exhibit a particular level of environmental sensitivity. As a result, development densities in these areas may range from 1.0-2.0 dwelling units per acre to ensure the creation of a unified neighborhood character between the existing and future development components of the immediate area. Subdivision design in these areas should be conducted in the same highly delicate manner as those areas of the Estate Residential land use classification to enable the preservation of open spaces, tree clusters, and natural vegetation for environmental and/or aesthetic purposes and to ensure the creation of a large-lot single-family character upon site development. Furthermore, the density variation accommodated by this land use classification should be utilized only for the purpose of open space and/or natural feature preservation and not simply as an opportunity for undue density bonus.

**Cluster Residential**

Development of this land use classification is intended for those areas that display significant site constraints as a result of environmental sensitivity, site configuration, or unique location by employing a cluster design technique that concentrates development on part of the site to allow the remaining land area to be used for recreation, open space, or preservation of environmentally sensitive features. Using this concept, the density should remain the same as a conventional development; however, densities in these areas may be increased based on the specific site constraints. This character of development should not be utilized simply as an opportunity for density bonus in areas that would not otherwise permit such a level of development intensity.

**Attached Residential**

This land use classification is intended to provide moderately low-density residential uses where the particular location, site constraints and/or adjacent land uses are not compatible with detached single-family residential or commercial development. Development of this character may be utilized as a

buffer between detached single-family residential developments and commercial land uses, where an open space buffer is not feasible. Densities in these areas should not exceed 6.0 dwelling units per acre.

**Corridor Commercial**

This land use classification accommodates retail and service oriented commercial development in locations that are not conducive to pedestrian orientation. As a result, development of such areas should be highly accessible and located in a manner that complements adjacent land use designations or developments, with special attention towards site planning and architectural design to visually unite with surrounding development.

**Planned Commercial Development**

This land use classification is intended to provide a full range of mixed-use commercial development to be planned, developed, operated, and maintained as a single entity and containing multiple structures to accommodate a combination of retail, service, commercial, or office uses. Such areas should typically be located adjacent to heavily traveled and highly visible arterials such as Milwaukee Avenue, Half Day Road, or Aptakisic Road. Site design within this classification must create a unique sense of place fostered through distinctive architectural design, accommodate pedestrian accessibility and promote circulation to reduce the necessity for vehicular travel so as to be a departure from that of standard commercial developments. This land use classification should not contain a residential component as an element of its mixed-use character.

**Mixed Use Village Core**

The purpose of this land use classification is to enable the integration of multiple-family residential and commercial land uses in a mixed-use fashion within the Village's downtown area. Land uses in this area should be integrated into a harmonious mixed-use development containing retail business and limited service elements as a convenience to area and village-wide residents. Furthermore, development within this land use classification should be characterized by an intimate scale through a sense of place, as conveyed by its pedestrian orientation and integration of uses in an urbanized manner. Such uses should coexist in both individualized and mixed-

use buildings, where the residential element of this land use classification should also be accommodated. Additional uses consistent with the character of this land use classification, such as office and entertainment uses, should also be provided; rendering this area as a “destination point” and incorporating an employment node, thereby ensuring the vitality of this area throughout the day, week and year.

### **Professional Office**

This classification is restricted to office uses, as well as support service uses ancillary to such, but does not include warehousing, manufacturing, distribution, or other heavy industrial activities. Development of this character should be located adjacent to major traffic corridors such as Half Day Road, Milwaukee Avenue, Aptakisic Road, and Interstate Tollway 94 to function as a buffer between incompatible land uses. Development within this land use classification should encourage a campus environment incorporating site amenities such as landscaped boulevards, parkway plantings, and pedestrian pathways as a recreational and interactive opportunity for the associated employee and patron populations.

### **Warehouse & Manufacturing**

This land use classification is intended to accommodate low–moderately intense manufacturing and warehousing uses, with incidental office uses, in a harmonious manner. Although, such uses should be highly accessible to arterial roadways/interstates, development of this character should be located in areas of low or reduced public visibility as a result of aesthetic considerations. As a result, this land use classification should be located in a manner that will minimize traffic conflicts between freight transportation and passenger vehicle traffic.

### **Industrial**

The primary purpose of this land use classification is to accommodate moderately intense industrial development. Although, such uses should be highly accessible to major arterials and interstates, development of this high-intensity character should be located in areas of minimal public visibility as a result of the nominal aesthetic considerations synonymous with such uses. Further, such uses should be properly located distant from incompatible land uses so as to avoid any conflicts with neighboring developments of

a significantly lower intensity such as residential, office, and retail establishments.

### **Public & Institutional**

This land use classification accommodates municipal, institutional and governmental land uses, as well as land used for public purpose.

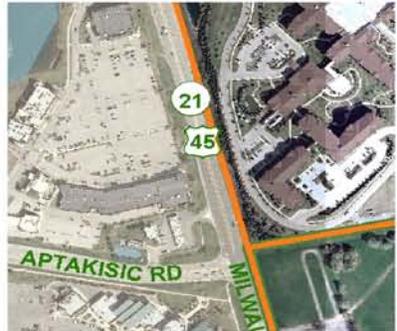
### **Recreational Activity**

This land use classification is intended to accommodate privately-owned lands whose primary function provides further recreational activities to village residents independent from publicly-owned parks/open space, such as the Lincolnshire’s Marriott Resort, Lincolnshire Swim Club, and Lincolnshire (Tennis) Club. These properties serve as distinctly unique land uses and are an important part of the Village’s history and character. The existence of such uses within the village offers essential community services ranging from a provider of a highly visible resort/entertainment destination to private health fitness/recreational opportunities.

### **Park/Open Space**

This land use classification consists of publicly-owned preserves, parks, conservation areas, and other land areas of existing and/or desired open space for the purpose of environmental feature preservation, recreational and sporting activities, and/or natural landscape buffering between otherwise incompatible land uses. Some land areas contain little to no environmentally sensitive features and, therefore, may easily accommodate the increased intensity associated with conventional active recreational uses without jeopardizing the quality of particularly sensitive intact natural areas. Conversely, other land areas in this classification contain particular environmental sensitivities that do not support recreational activities of an intensive nature. However, passive uses such as trail hiking and wildlife observation are appropriate in these areas. The remaining land areas have been placed within this classification as a result of their particular location and significant environmental attributes.

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### CHAPTER 3 SECTOR AREAS

The growth of Lincolnshire and the changes in development trends since the Update 2000 Plan have largely isolated many of the undeveloped and underdeveloped properties within and contiguous to the Village's corporate boundary due to character differences and/or issues of land use incompatibility. Without careful consideration of future land uses, the result could produce a multitude of incompatible and inappropriate land uses specifically within the three planning Sector Areas identified within this plan. Such conflicts in land use compatibility could generate concerns related to traffic flow and maneuverability, traffic safety, pedestrian accessibility and safety, aesthetic undesirability, as well as potential environmental and nuisance-related issues.

In order to address these potential conflicts, this *Update 2012* Plan focuses upon specific critical properties/tracts of land located within the following three Sector Areas: East, South, and Village Core. The information of the following chapters provides an overview of each individual Sector and provides an assessment of the existing conditions within each Sector by parcel or tract, followed by an analysis of the future land use recommendations for all properties identified within each individual Sector.

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EAST SECTOR

The East Sector represents the land area generally consisting of the residential area east of the Des Plaines River, which has historically been the natural dividing line between the residential and commercial areas of Lincolnshire. This planning area is composed of seven Critical Areas totaling approximately 80 acres of incorporated land and 178 acres of unincorporated land. These land areas have been identified as a result of their current status as areas that are undeveloped, underdeveloped, or likely to redevelop, and their resulting level of critical importance to the existing and future character of the East Sector.

The development of these areas also maintains a critical level of importance to the general interests of land use compatibility within this sector. Careful consideration must be taken to ensure that all future development or redevelopment of these areas is completed in a manner that will enhance the existing built environment and overall character of this planning area. As a result of the potential impact of any increased intensity of development on the focus areas of this sector, all proposals made subsequent to the adoption of this Plan should be closely evaluated. While a conversion of these critical properties to developments that are more consistent with adjacent land uses located within the village could greatly enhance the character of this sector as a whole, it is important to ensure that such an increased intensity does not compromise the existing character of the established land uses of this sector. For this reason, innovative design approaches are encouraged in this planning area so that the developments in these areas establish their own character while being conducted in a sensitive and effective manner that is compatible with the existing character of both the built and natural environment.

Further, due to the existence of unique natural features that are present in many of the focus areas within this sector, extensive conservation techniques should be implemented to ensure the preservation of wetlands, woodlands, native vegetation, water features and any other significant natural elements based upon their size limitations, existing quality level and/or potential quality level. Efforts to enhance,

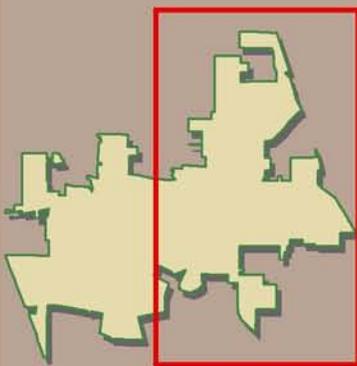
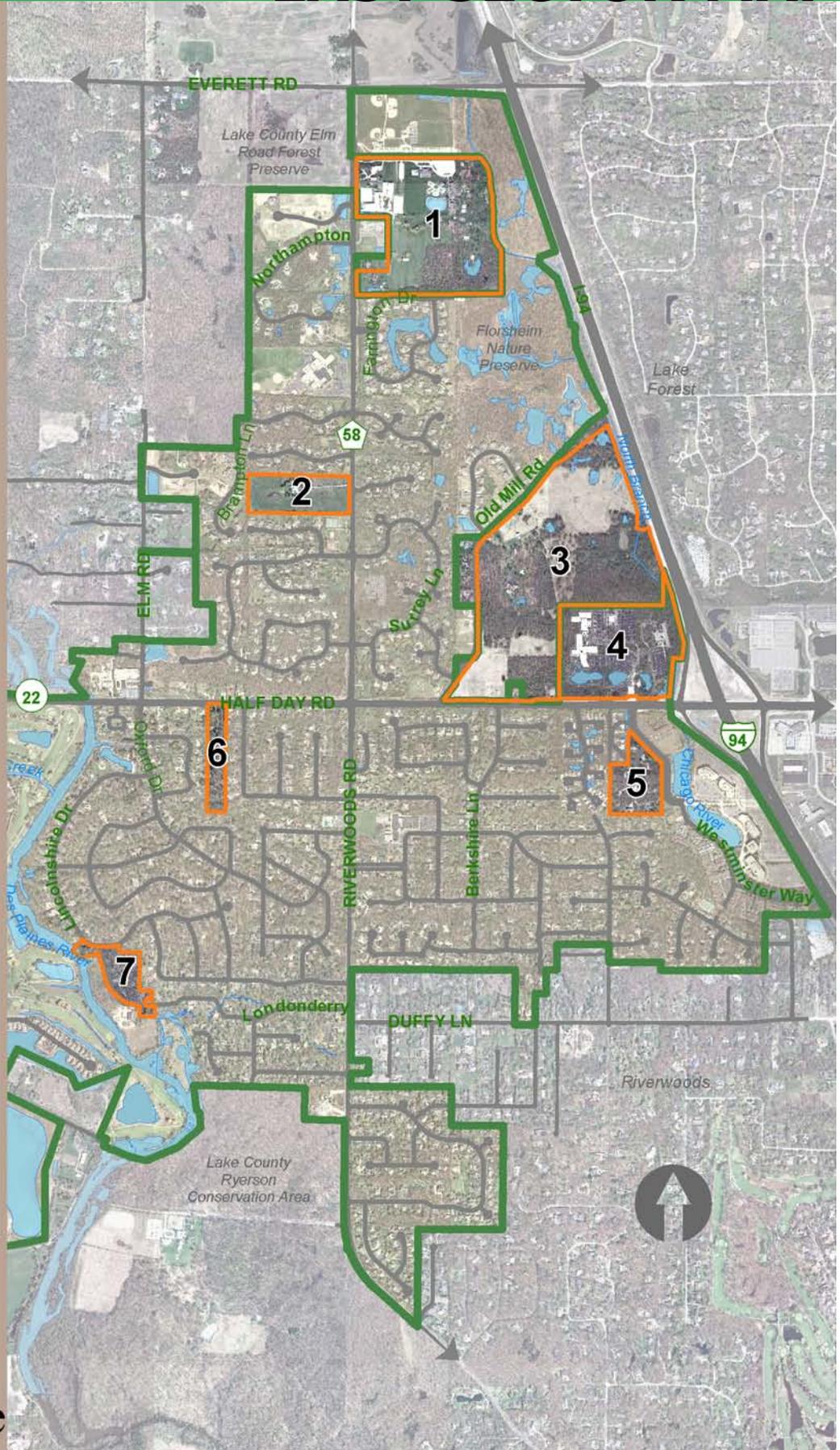
restore and even create such vibrant natural features should be made to minimize the visual impact of the built environment and balance its presence within the high quality natural environment of these areas.

As the sector of the village that currently maintains the greatest level of semi-rural character, in terms of undeveloped land and visible developmental impacts, future development in the East Sector should be cognizant of this character. Additional land uses must be complementary to existing residential developments by providing an amenity to neighborhood and village-wide residents alike. To advance this goal, continued efforts must be taken to ensure the preservation of the natural landscape and the balance of this sector's built and natural elements.

Perhaps the greatest mechanism by which to accomplish this task is via the Village's continued strict adherence to the open space policy through the creation of outlots and the establishment of conservancy areas on individual lots of record throughout residential developments. Residential subdivision design in this sector should ensure a naturalized appearance and be implemented in all areas containing significant natural features, regardless of their location within the individual focus areas or the sector as a whole.

For the purpose of this plan, seven focus areas have been assigned a number as identified on the East Sector Map on the next page to provide a better understanding of their geographic location and relation within the East Sector. The following information provides a brief description of the existing conditions within this sector by parcel or tract, further identifies the relationship of these properties to the village and contains a brief description of the land use recommendations for each critical area necessary to guide the development of the East Sector in this manner. All land use classifications referenced in the following pages are directly correlated with the land use classifications identified on the Future Land Use Map (see Maps, Chapter 10).

- ▶ The East Sector represents the land area east of the Des Plaines River, historically the natural dividing line between the residential and commercial areas of Lincolnshire.
- ▶ This planning area consists of 7 Critical Areas totaling approx. 80 acres of incorporated land and 178 acres of unincorporated land.
- ▶ Each of the 7 focus areas have been assigned a number as identified on this map to provide a better understanding of their geographic location related to the East Sector.



LINCOLNSHIRE AREA MAP



## EAST SECTOR

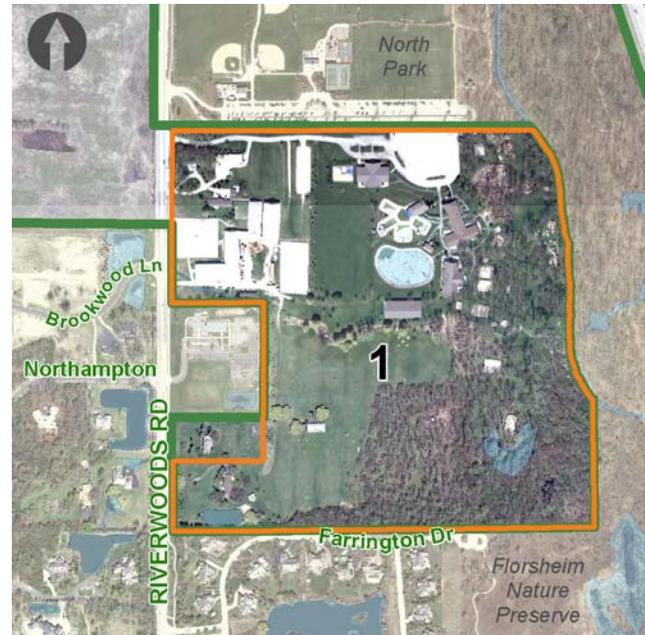
CH  
3A**Critical Area 1**

This planning area is composed of approximately 63 acres that consist of the Banner Day Camp facilities, Liberty Farms equestrian facility, and a large-lot single-family residence. While the lot size of the sole single-family home is rural-estate in character, the land in this area is primarily consumed by the Banner Day Camp. The Area is fully contiguous to the Village's corporate boundary and is partially bound on the west by the Ascension of Our Lord Greek Orthodox Church. The property's geographic location, as a gap in the Village's area of jurisdiction, makes it highly desirable for future annexation to ensure its eventual development is in keeping with the character of low-intensity residential and open space land uses surrounding this area. Frontage and accessibility to the parcels of this focus area is provided by individual driveways from Riverwoods Road, a secondary arterial roadway maintained by the Lake County Division of Transportation. Approximately one-quarter of the eastern portion of this area consists of heavy woodlands, with portions cleared to accommodate various activities of the Banner Day Camp.

**Land Use Recommendation: Estate Residential**

As essentially an infill parcel, bounded by the corporate boundary of the village and partially bounded by Riverwoods Road, the future land use of this parcel is highly influential upon the implementation of the Village's East Sector planning efforts and its overall character stability. As a result of its substantial size and general proximity to the adjacent residential subdivisions of the Meadows of Birch Lake, Brookwood Farms, Anvil Farms and Bishop's Gate, as well as the Village's North Park, the development of this focus parcel should be closely evaluated for consistency with the surrounding low-density character of this area.

For the abovementioned reasons, this Critical Area has been placed within the "Estate Residential" future land use classification to permit residential development of 0.5-1.0 dwelling units per acre, in keeping with the character of the adjacent residential neighborhoods. The Area's development under this land use classification must reflect the need for environmental consideration and woodland preservation, especially in the eastern portion of the land area where the West Fork of the North Branch of the



Chicago River forms the eastern boundary of the site. This is also the location of highly intact woodlands, similar in character and quality to the Village's adjacent North Park. As a result, this area contains an exceptional level of environmental sensitivity that is critical to be maintained for this planning area.

Due to this Area's proximity to the West Fork of the North Branch of the Chicago River, all parcels within this planning area are included in the North Branch Chicago River Watershed Plan, therefore, any development of this area should be subject to the criteria and recommendations set forth in said plan. Additionally, conservation outlots and private conservancy areas should also be fully integrated where suitable to enable the preservation of open space and tree clusters, as well as individual trees of significance and other forms of natural vegetation. Hydric soils may also be located within this Critical Area and care must be taken to account for these soils in the construction of any subdivision improvements and structures to mitigate the impacts of these soils. Integration and expansion of the existing nature trails within North Park and the Florsheim Nature Preserve to the north and east respectively should be encouraged to not only achieve preservation of quality woodlands but also enhance the Village's path system within this sector. Consideration should also be given for land dedication to the village for the expansion of North Park in lieu of park donations to accommodate the increase in residential activity.

As identified in the Transportation Map (see Maps, Chapter 10), vehicular access to the site should be provided via a curb-cut on Riverwoods Road, directly east of the existing Brookwood Farms subdivision entrance, and a second Riverwoods Road curb-cut between the Ascension of Our Lord Greek Orthodox Church and the Meadows of Birch Lake subdivision. Dual roadway access for this Area will improve traffic flow on Riverwoods Road as encouraged by Lake County Division of Transportation roadway design standards. In addition, Farrington Drive should be considered as a secondary means of vehicular accessibility to the site, linking the Meadows of Birch Lake to future residential development within this planning area and aiding in traffic circulation during periods of peak traffic flow on Riverwoods Road. An additional point of ingress/egress to the planning area from Farrington Drive will also enhance traffic safety and accessibility to both developments. While secondary street connectivity from Farrington Drive is strongly encouraged, if such vehicular connectivity is not supported, pedestrian/path access should be integrated in place of street access.

**Critical Area 2**

The future land use of Area 2 is of particular importance as a result of its high level of visibility and resulting level of potential impact upon the adjacent residential neighborhoods of the Whytegate, Briarwoods, Lincolnshire Woods and Manors of Brampton Woods subdivisions, which entirely surround the parcel.

Area 2 is composed of approximately 14 acres and is likely the least complicated components of this sector as a result of its minimal level of natural features and existing development. The site is composed of limited trees located immediately adjacent to the existing rural-remnant single-family residence and long rural driveway that provides access to the site via Riverwoods Road. Although there are no other natural features currently present on the site, the property no longer demonstrates indications of its former agricultural use.

**Land Use Recommendation: Environmentally Sensitive Residential**

The future land use and development of this planning area must be closely evaluated as a result of the

potential impact that such development could have on the surrounding established residential neighborhoods of the Whytegate, Briarwoods, Lincolnshire Woods and Manors of Brampton Woods subdivisions that surround the site. The character of these adjacent residential developments lends this Area’s future land use to development of “Environmentally Sensitive Residential”. Although the site does not contain the extensive woodlands, tree clusters, or nature features that are generally indicative of property placed within the “Environmentally Sensitive Residential” land use classification, it is imperative that it is developed in a manner consistent with that of the existing neighborhoods to ensure uniformity, consistency and cohesion as an integrated component of the residential community upon completion. Additionally, the existing grove of trees located in the center of the northern property line is directly in line with the conservation outlot of the Whytegate Unit 3 Subdivision to the north, which further supports preservation efforts for this parcel to foster consistent in-fill development patterns.



Soil borings and similar environmental analyses should be conducted to determine the existence of former or deteriorated wetlands on site to enable their potential restoration or possible expansion. Where possible, conservation outlots or private conservancy areas should be integrated into development of the site to preserve existing trees. Ingress and egress to the planning area should be

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provided via a single curb-cut on Riverwoods Road, immediately opposite Briarwood Lane. Although a secondary means of accessibility to the site via a street connection to Brampton Lane was anticipated through the Village's previous planning efforts, which resulted in the dedication of right-of-way to permit an easterly roadway extension, the Village Board has previously expressed their desire to abandon this connection. However, pedestrian path connectivity should be a strong consideration in lieu of a secondary street connection to further expand the Village's path system network by creating additional routes for alternative/recreational travel.

### Critical Area 3

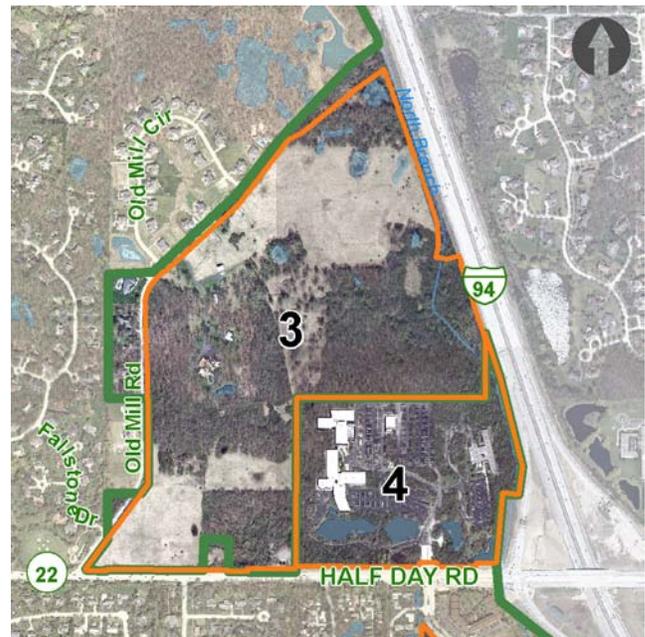
Area 3 is the most significant of the seven focus areas of the East Sector with regard to land area and undisturbed natural features. As remnants of the Florsheim family farm, this planning area contains the highest amount of intact acreage (111 acres) under common ownership of all the focus areas that are identified within this sector. As a result, the acquisition of this area for future development is likely to face significant interest to developers.

This Area fronts Half Day Road, a primary arterial State roadway, and Old Mill Road, a remnant rural thoroughfare that was converted to a cul-de-sac upon the construction of the Interstate Tollway 94. A secondary point of access to Fallstone Drive is provided via the immediately adjacent Lincolnshire Woods Subdivision. Finally, Area 3 distinguishes itself from the other focus areas of this plan due to the presence of substantial natural features such as wetlands, woodlands, floodplain, and the West Fork of the North Branch of the Chicago River, which traverses the eastern boundary of the Area.

### Land Use Recommendation: Environmentally Sensitive Residential

As the most environmentally sensitive of the seven focus areas within the East Sector and potential significant impact on the surrounding character of the adjacent residential neighborhoods, this planning area has been placed within the "Environmental Estate Residential" future land use classification to permit residential development of 0.5-1.0 dwelling units per acre. Residential development of this nature is consistent with the character of the Old Mill Woods

subdivision and also provides the reduced density and increased sensitivity necessary to accommodate the existing natural elements of the site. This Area's contiguity to the Old Mill Woods subdivision and the Florsheim Nature Preserve will require substantial consideration of potential developmental impact on these adjacent properties. Landscape bufferyards in the form of dedicated park land or conservation outlots should be utilized along Half Day Road to mitigate the impact of traffic and preserve the semi-rural character of the Half Day Road corridor. As an indication of the exceptional level of environmental sensitivity that is maintained in this planning area, it is included in the North Branch Chicago River Watershed Plan, therefore, any development of this area should be subject to the criteria and recommendations set forth in said Watershed Plan.



As identified in the Transportation Map (see Maps, Chapter 10), ingress and egress to the site should be provided via a relocated single curb-cut on Half Day Road, opposite Berkshire Lane to create a four-way intersection, with potential for traffic signalization. In order to preserve the secondary means of accessibility and interlinking roadway network currently provided by Fallstone Drive, this roadway should be extended easterly from its current terminus at Old Mill Road to enable the creation a new three-way intersection upon the northerly extension of Berkshire Lane. The section of Old Mill Road between Half Day Road and Fallstone Drive should

be removed in its entirety to permit the design of the subdivision and the reconfiguration of these roadways. The newly created intersection will provide the improved traffic flow necessary for the anticipated increase in residential traffic in this area.

#### **Critical Area 4** (see map on page 24)

Area 4 consists of approximately 38 acres and contains three office buildings and off-street parking areas for the AonHewitt Half Day Road Campus located along the north side of Half Day Road, immediately west of Interstate Tollway 94. The campus was developed around the environmental features present in this Area through the preservation of significant woodlands and incorporation of required stormwater detention facilities. This planning area has long served as the Half Day Road Office Campus for Hewitt Associates, which was merged with Aon Corporation in 2010 and currently remains an active center of the restructured AonHewitt company. Access to the site is maintained by a divided four-lane entrance/exit from Half Day Road, directly north of Westminster Way.

#### **Land Use Recommendation: Professional Office**

As the improvements of this planning area consist of an aging office campus developed under outdated corporate office design standards, the ability for the site to sustain its current development design may not be reasonable in its existing form. In the latter years of the 2000's, corporations have streamlined internal operations and no longer operate under the surplus employee workforce as was standard prior. As a result, the overall planning area may be too expansive for one corporation, current or future, and future redevelopment of this area may be likely. The planning area's proximity to the nearby Tri-State International Office Center and adjacent Interstate Tollway 94 could foster future development pressure for commercial support services based on the high visibility and traffic generated by the surrounds. However, the "Professional Office" land use classification has been designated for this Critical Area to reinforce that professional office uses remain as the most appropriate land use classification for this planning area.

Any future redevelopment of this planning area should continue to be done so in a manner that miti-

gates any impacts on adjacent residential neighborhoods. Critical Area 3 is located to the north and west of this Area and is classified for future single-family residential development. Therefore, the dense woodlands along the perimeter to Area 3 should remain to provide a naturalized buffer for any such future residential development. The presence of wetlands along Half Day Road supports the preservation of the substantial tree coverage along this frontage and would also continue the semi-rural character of the Half Day Road corridor. In addition to the significant tree coverage, the West Fork of the North Branch of the Chicago River traverses the eastern boundary of the planning area and development is subject to the North Branch Chicago River Watershed Plan to ensure preservation and restoration of this waterway. Furthermore, the existing stormwater detention ponds constructed from the expansion of the AonHewitt Center should be reconditioned to current Best Management Practices (BMP's) and incorporate native plantings to further retain the natural setting of the campus.

Vehicular access to the site will remain at the current four-lane entrance to the Area, which provides signalization from the intersection to Half Day Road. Due to the recent reconstruction of the Half Day Road overpass of Interstate Tollway 94 in 2010, the intersection to this planning area can sustain an increase in traffic volumes that could be associated with any potential future office redevelopment.

#### **Critical Area 5** (see map on page 26)

This planning area is composed of approximately 11 acres of land within the Village's corporate boundary and is zoned for the single-family residential land uses of the R-2 and R-3 residential zoning districts in consideration of the eight single-family homes that have existed in this area prior to the Village's annexation of this land area. With some exception, the majority of the existing residences are characterized as older rural-remnant structures that do not maintain any specific historical architectural significance.

This Area is nestled between the Tri-State International Office Center to the north and east, and the Wood Creek Courts of Lincolnshire residential community to the west. Access to the site is provided by Story Book Lane, a partially dedicated

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and improved roadway that intersects with Westminster Way, which gains access from Half Day Road. However, the majority of Story Book Lane remains undedicated and unimproved as a gravel lane that is utilized by six of the eight residences in this planning area. The highly intact wooded forest that exists in this area is a natural resource of great quality that should not be overlooked, despite the encroachment of development that has occurred within it to date.



#### Land Use Recommendation: Cluster Residential

Although the prior land use designation of detached single-family residential had been acceptable for this Area, detached single-family residential does not fit the character of the surrounding development pattern of cluster residential to the west and north, and commercial land use of the Tri-State International Office Center to the east. The location of this area supports future redevelopment of the “Cluster Residential” classification that functions as a transitional land use from the commercialized uses to the east and the residential developments west of this Area. Cluster residential development can be conducted in a highly sensitive manner to ensure the preservation of the uniquely forested character. Consideration should be given to permitting reduced lot sizes and/or zero-lot line development to preserve the significant wooded character, while permitting single-family residential development indicative of the high quality of housing stock found

throughout the village. However, the “Cluster Residential” land use classification should not be used in a manner to attain density bonuses that are incompatible with the surrounding residential character. Any such redevelopment of this area should be accomplished at the same housing density as required by the Zoning District classification, and designed in a cluster development to retain as much of the woodlands as possible.

Ingress and egress to the site should be provided via the existing improved Storybook Lane with the remaining portion of the roadway improved to adhere to the Village’s engineering standards for residential roadway construction. However, consideration should be given to permitting reduction from the Village’s standard residential roadway cross section to minimize the disturbance of the Area’s forested character and the resulting inherent loss of mature trees. While tree loss in this planning area will occur from the necessary stormwater detention facilities, the construction of such stormwater basin(s) should be executed in a manner that limits the amount of tree removal and carefully designed to create the appearance of a pre-existing wetland or pond, complete with native vegetation. Further, stormwater Best Management Practices (BMP’s) should be strongly encouraged to reduce the amount of surface run-off from any increase in impervious surfaces by allowing for the immediate ground absorption of stormwater, thereby, aiding the efficiency of stormwater mitigation.

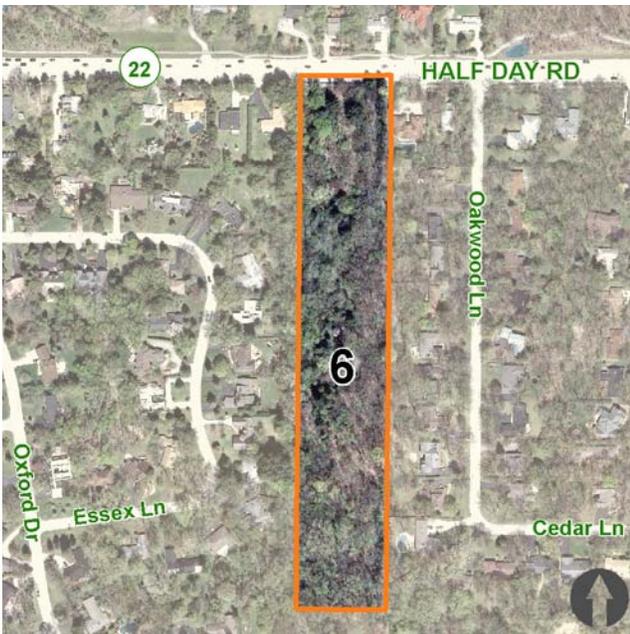
#### Critical Area 6

This planning area is composed of approximately 7 acres of in-fill land area surrounded by existing detached single-family residences of the Deerfield Woods Subdivision to the east and the original Lincolnshire Subdivision to the south and west. This Area maintains a significant woodland element. Access to the planning area is currently limited to an unused driveway via Half Day Road.

#### Land Use Recommendation: Traditional Lot Residential

This planning area’s immediate contiguity to the established residential neighborhoods of Deerfield Woods and the original Lincolnshire subdivision strongly suggest its appropriate future land use as

“Traditional Lot Residential”. Although the development of the Area in this manner permits a density range of 1.0-2.0 dwelling units per acre, the extensive conservation measures that should be required to mitigate the environmental impact caused by development will likely render an ultimate density of 1.0+ dwelling unit per acre. As such, development at this density will ensure its consistency and compatibility with the adjacent neighborhoods while ensuring its development in a manner that is sensitive to the substantial environmental features. Naturally, in-fill development of this area will disturb the existing dense woodlands and be a cause of concern for neighboring residents. Therefore, conservation outlots and/or conservancy easements upon individual lots of record should be provided throughout any development to ensure the preservation of existing tree clusters and minimize the impact of development upon the adjacent residences. On-site tree replacement will also be an important design element to aid in the established wooded character and is essential to the minimization of development impact upon the established character of the adjacent neighborhoods.



As a result of the parcel’s proximity to Half Day Road, the subdivision design of this site should be sensitive to the visual and noise-related concerns inherent with the daily use of this heavily traveled arterial roadway. While constructing an earthen berm along the roadway to reduce its impact may be

possible, the preservation of the existing thick woodlands can provide both visual and noise reduction benefits. To further reduce the impact of this arterial upon the area, consideration should be given to appropriate subdivision design, such as the possible incorporation of a forested conservancy lot adjacent to Half Day Road.

Future ingress and egress to the site will be limited to a right-in/right-out, single curb-cut on Half Day Road, subject to IDOT standards and approval. Although the limited access design is not ideal for two-way traffic of Half Day Road, and will create inconveniences for future resident’s of this planning area, IDOT has established that such design is the only means that would attain their support for connectivity to Half Day Road. As a result, a lower density design may be even more appropriate in order to minimize vehicular conflicts accessing this site.

Consideration should also be given to a reduction from the Village’s standard residential roadway cross-section to minimize the disturbance of the site’s wooded character and the inherent loss of mature trees from such. Further, the location and configuration of this roadway should also be considered. Any road design should be determined if it can be conducted in a manner that will equally distribute its impact upon the adjacent neighborhoods, rather than permitting a straight in-line road configuration along the site’s east or west lot lines. Should the future road be feasible only on one side of the Area, a substantial tree buffer should be required.

**Critical Area 7** (see map on page 28)

Area 7 is composed of 8.8 acres of land and inappropriately located in the B2-General Business District Zoning District situated amongst R-3 Single Family Residential dwellings along the east bank of the Des Plaines River. Despite this area’s annexation in total during 1957 and 1958, it has remained undeveloped to date as a heavily wooded land area. The current B2 Zoning classification is a result of past plans for the Lincolnshire Marriott Resort to extend across the Des Plaines River into this planning area for the expansion of the resort golf course. At that time, it was expected that cluster housing could be incorporated surrounding the proposed golf course

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expansion. The planning area is surrounded by the original Lincolnshire single-family residential subdivision and the Rivershire Park and Nature Center to the south and east. Access to this planning area is provided via an undedicated, but partially improved portion of Londonderry Lane that intersects with Lincolnshire Drive at its northernmost extent.

Natural elements on the site consist of woodland features, as well as portions of the Des Plaines River floodway and the Special Flood Hazard Area of the 100-Year Floodplain. These flood water limitations collectively consume nearly the entire site inclusive of the undedicated portion of Londonderry Lane.



**Land Use Recommendations: Park/Open Space (Primary), Traditional Lot Residential (Secondary)**

This planning area presents many difficulties for development interests, especially given the historic problematic flooding of this area. As evidenced by previously proposed residential subdivision designs for this area, there is a high degree of difficulty in developing this area in compliance with modern codes and regulations. The combination of tree preservation and civil engineering required for any such development essentially renders any residential construction too costly. Furthermore, any future development would require the relocation and elevation of Londonderry Lane out from the Des Plaines River floodway to eliminate a persistent problem of

roadway maintenance. Based on the conditions necessary for development of this area, the most suitable land use classification is the “Open Space” designation.

However, if any such development of this Critical Area should ever become feasible, such should be done in a manner consistent with the established residential neighborhood of the adjacent original Lincolnshire Subdivision in the “Traditional Lot Residential” land use classification to permit detached single-family residential development. In so designing any such development, Londonderry Lane should be relocated, elevated, dedicated and improved to the Village’s standards for residential roadways, consistent with that of Lincolnshire Drive and the off-site extension of Londonderry Lane that intersects with Riverwoods Road. Although the provision of a compensatory storage stormwater facility will be necessary to permit the relocation and elevation of Londonderry Lane, the facility should be designed in a manner that will minimize the resulting loss of existing trees in its location and alleviate the potential for the unnecessary loss of adjacent trees during its construction. To further minimize undue tree loss on this site, creative stormwater solutions should be considered. Finally, conservation outlots and conservancy easements across individual lots of record should be utilized to further enable tree preservation in this planning area.

## CHAPTER 3B

### SOUTH SECTOR

The South Sector represents the land area generally located south of Half Day Road and west of the Des Plaines River. This planning area is composed of 11 focus areas, totaling approximately 90.65 acres of unincorporated land and 162 acres of incorporated land. These areas have been identified due to their current status as underdeveloped or redeveloping land areas and the resulting potential impact upon the established commercial office and retail sectors of the village. Furthermore, the focus areas of this sector have also been identified for analysis as a result of their high level of visibility along the Milwaukee Avenue and Aptakisic Road corridors.

The future land use and development of these areas is critical, as many of them currently exist as gaps or missing links in the cohesive and uniform trend of development that has been experienced throughout the South Sector. Furthermore, many of the current uses on these focus tracts are no longer compatible with the trend of development in this area. Therefore, future development of these critical areas should be closely evaluated to ensure consistency and compatibility with the immediate character of this sector area.

While intact natural features within the South Sector are limited solely to the Des Plaines River, extensive preservation techniques will be necessary to ensure that this important regional waterway is not adversely impacted by additional development. Careful site planning must ensure the creation and continued maintenance of a naturalized buffer along the river's corridor to permit the preservation of the river banks and the overall enhancement of water quality. Restoration measures should also be implemented to permit the return of natural features, such as wetlands and floodplains, whose quality has been continuously degraded by years of exploitation for agricultural purposes.

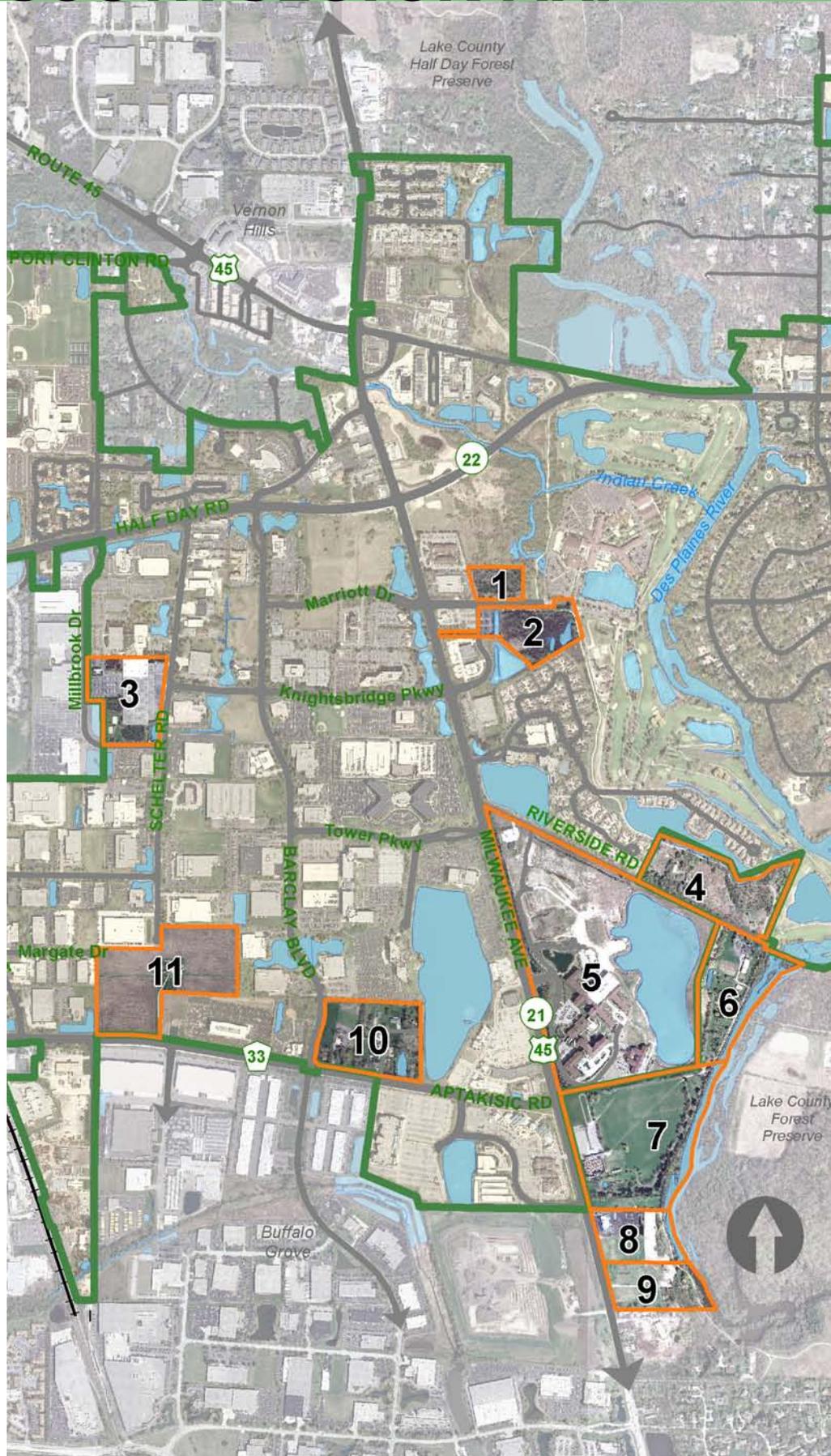
As the sector of the village that currently maintains the greatest commercial component of development, the future land uses in this area should be closely monitored and evaluated for consistency in both land use and character with those of the immediate area.

While evolution of land uses in this sector certainly presents a level of excitement for the future of the community with regard to the sector's development potential and resulting tax revenue generations, it is important to ensure that the redevelopment of this sector is completed in a manner in which careful consideration of the appropriateness of both land uses and site design is given equal treatment.

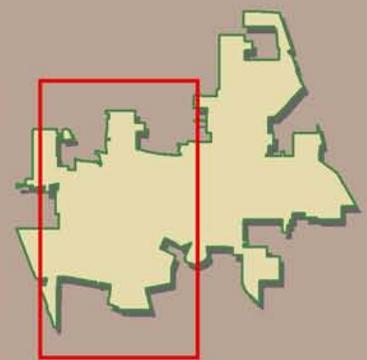
The village will also be faced with difficult challenges upon the development and redevelopment of this sector as concerns may arise from the increase in residents in this area. Although the trend of development in this area is commercial in nature, the existence of large residential communities will continually be present. Therefore, the village must exercise discretion and balance the appropriateness of future commercial development proposals while keeping in mind the residents of this sector.

For the purpose of this plan, the 11 focus areas of the South Sector have been assigned a number, as identified on the South Sector Map on the next page, to aid in a better understanding of their geographic location and relation to the South Sector. The information presented in the following sections provides a brief description of the existing conditions, proposes land use recommendations within this sector, and further identifies the relationship of these properties to the village as a whole in order to guide the development of this sector. All land use classifications referenced on the following pages are directly correlated with the land use classifications identified on the Future Land Use Map (see Maps, Chapter 10).

# SOUTH SECTOR MAP



- ▶ The South Sector represents the land area generally located south of Half Day Road and west of the Des Plaines River.
- ▶ This planning area is composed of 11 focus parcels, totaling approx. 90.65 acres of unincorporated land and 162 acres of incorporated land.
- ▶ Each of the 11 focus areas have been assigned a number as identified on this map to provide a better understanding of their geographic location related to the South Sector.



LINCOLNSHIRE AREA MAP



**Critical Area 1**

This planning area is composed of approximately 4 acres located between the Lincolnshire Marriott Resort to the east and an existing single-story professional office building to the west. Despite the commercial growth experienced along the Milwaukee Avenue corridor, this area has remained undeveloped, most likely due to the lack of visibility and direct access from Milwaukee Avenue. There is no current improved vehicular access directly into the area. However, the site has street frontage along Marriott Drive to the south and an improved access driveway constructed for the Courtyard of Marriott hotel along its western boundary.

Due to the absence of development, the environmental features present are reminiscent of the once naturalized environment that has remained intact. Naturalized woodlands are prevalent in the area, which assist in establishing the environmental backdrop for the Lincolnshire Marriott Resort. Most significant is the planning area’s location within the Des Plaines River watershed, which covers approximately two-thirds of the area. Furthermore, the presence of wetlands and wildlife habitat may be present on the site, further adding to the critical importance of this planning area.

**Land Use Recommendation: Professional Office**

As a result of the location of this planning area amongst low-intensity commercial uses, such as two Marriott hotels, a professional office building and a bank, the land use classification of “Professional Office” is most appropriate for this area and in keeping with the surrounding commercial character. In consideration of the appropriateness of any future development proposal, the lack of visibility and access from Milwaukee Avenue must not be ignored and taken into consideration in planning for the best land use for the site.

Ingress and egress should be maintained at the existing access drive servicing the Courtyard of Marriott hotel along the area’s western boundary to prevent traffic conflicts and to avoid the need to construct turn lanes in the existing landscaped median along Marriott Drive. Portions of the currently unnamed access drive would need to be widened and improved to village street standards to accommodate the increase in commercial traffic. A pedestrian path-

way should be extended to connect with the nearby Des Plaines River Trail to further expand the Village’s pedestrian path system and provide recreational opportunities to employees of the planning area.

In order to preserve the more significant environmental characteristics at the eastern portion of this area, future development should be concentrated on the western end of the site, which may also assist in keeping any structures farthest away from the Des Plaines River flood area. Furthermore, due to the area’s location within the Des Plaines River watershed, additional stormwater measures that support sustainable Best Management Practices (BMP’s) to reduce the rate of water runoff produced by an increase in impervious surfaces should be strongly encouraged. The implementation of stormwater BMP’s would also function to treat and reduce stormwater contaminants prior to discharging into the Village’s storm sewers and waterways.



**Critical Area 2**

This planning area is comprised of two parcels with a total land area of 11 acres, located along Marriott Drive, south of Critical Area 1. The geography of this area is rather unique as Knightsbridge Parkway bisects the planning area thereby creating two separated land areas. The majority of the planning area is undeveloped, with the exception of a 93 space, free-standing parking lot and associated detention pond

constructed immediately east of the parking lot. Although separated by Knightsbridge Parkway, the existing parking lot was constructed as part of the BankFinancial bank and office building to serve as overflow parking for the bank/office uses. However, the overflow parking lot in this planning area is no longer utilized as intended and does not serve the purpose as originally designed. With street frontage along Milwaukee Avenue, Knightsbridge Parkway, and Marriott Drive, the only appropriate vehicular access to the area is via the existing free-standing parking lot from Knightsbridge Parkway.

The eastern portion of the planning area consists entirely of natural woodlands, including the presence of wetlands and naturalized ponds. Additionally, the portion of land area east of Knightsbridge Parkway is located within the Des Plaines River flood area and watershed. Outside of a small cluster of large woodland trees, the western portion of the planning area does not contain any significant environmental characteristics.

#### **Land Use Recommendation: Professional Office**

The unique layout of this planning area presents challenges for future land use development. Although the western land extension of this area contains frontage along Milwaukee Avenue, the approximate 75-foot lot width does not provide sufficient width to accommodate commercial land development consistent with the high-quality uses and character established along the Milwaukee Avenue corridor. Therefore, any development of this planning area should be concentrated east of Knightsbridge Parkway in a manner consistent with the “Professional Office” land use classification, which is further supported by the existing free-standing parking lot that can be repurposed for any future commercial office land use. The remnant sliver of land west of Knightsbridge Parkway should be considered for future parking should the adjoining bank to the north expand or the site is redeveloped.

Ingress and egress to any future development of the area should be maintained via the existing access points from the parking lot along Knightsbridge Parkway. Access to/from Marriott Drive should not be permitted in order to avoid traffic conflicts with the Lincolnshire Marriott resort. However, should this area be developed for uses associated with the

Lincolnshire Marriott Resort, access from Marriott Drive could be provided through the improvement of a new four-way intersection at the entrance to the resort grounds, where an informal intersection currently exist. Pedestrian pathways should be considered for connection with the nearby Des Plaines River Trail to further expand the Village’s pedestrian path system and to provide recreational opportunities to employees within the planning area.

Environmental preservation of the existing naturalized elements should be concentrated at the eastern and southeastern portions of the site to function as a naturalized buffer from the adjacent Rivershire residential development and to separate incompatible land uses. The existing ponds may be sufficient based on the extent of future development proposals, however, restoration and the inclusion of native and aquatic plantings should be required to improve the quality of the existing ponds upon development. Furthermore, the planning area’s location within the Des Plaines River watershed encourages the incorporation of stormwater Best Management Practices (BMP’s) to assist in stormwater run-off and improve water quality from contaminants before stormwater is discharged into nearby ponds, rivers, and the Village’s stormwater sewers.

#### **Critical Area 3**

Area 3 is comprised of the southern 14 acres of the current Quill/Staples Corporation office and warehouse site that totals 29.6 acres along the west side of Schelter Road within the Lincolnshire Corporate Center. Unlike the other critical areas of this Sector, this planning area does not include an entire parcel, rather only the southern 14 acres that is improved with an existing 218,000-square foot warehouse and distribution structure. The remainder of the Quill/Staples campus contains associated office buildings, surface parking lots, and pedestrian paths. Once the regional headquarters for the Quill/Staples office supply company, the entire site previously functioned as a complete system to serve the operational needs of the company. However, due to internal corporate restructuring, the decision was made to relocate the headquarters outside the village. As a result of the corporate move, services of the Quill/Staples site have been reduced to basic office functions and occasional use of the attached warehouse building.

The site is bound by Millbrook Drive to the west and south, and Schelter Road to the east. Vehicular access is primarily limited to Schelter Road, totaling six curb-cuts along the property's 1,700 feet of this street frontage, with a single access point from the north/south leg of Millbrook Drive. Access to this planning area is provided via the four southern-most driveways off Schelter Road.

Based on the industrial warehouse development characteristics of the planning area, there are few environmental qualities present. Remnant tree clusters are sporadically located in areas that were not disrupted during the construction of this area. Two detention ponds are located at both southern corners of the developed site and include shoreline vegetation.



**Land Use Recommendation: Warehouse and Manufacturing**

Although the overall Quill site continues to retain limited operational use by the corporation, the inclusion of this planning area was determined as a result of the significant decline in use of the warehouse structure and the potential for future reuse of this area. The entire parcel was not included in this planning area as the existing office buildings and associated off-street parking areas could be reoccupied by any number of businesses seeking available standardized office space. However, the 218,000-square foot attached warehouse building creates a

difficult scenario in which it is highly unlikely a single tenant would occupy the entire parcel in its current size and layout. While the natural thought for future use of this area is an occupant nearly identical to the current, such is very limiting and may not be realized for a significant duration of time, at which point the existing structures may to be too antiquated to remain attractive for reuse.

The current O/Id – Office/Industrial Zoning District renders the most appropriate future land use of “Warehouse and Manufacturing” classification for the planning area. However, creative planning approaches will be necessary to achieve a successful reuse of this planning area to continue success of the Village’s corporate and industrial sector. Physical separation of the warehouse building from the attached office building to the north should be considered to create two disconnected structures and land uses and allow for more flexibility in the reuse and/or redevelopment of the planning area. Once disconnected, the warehouse structure could be repurposed to provide for divisible warehouse/office space that creates individual, leasable spaces for smaller business owners/operators that do not require the larger, expansive office/industrial sites prevalent in the corporate and business centers of the village. This type of redevelopment would maintain the industrial/warehouse character along Schelter Road and fill a void in building inventory that is lacking in Lincolnshire and further expand the economic tax base of the Village’s corporate and industrial sector.

Ingress and egress to the area for commercial traffic should be maintained from the existing driveways along Schelter Road. However, consideration should be given to reducing the number of curb-cuts along the street frontage, especially at the intersection of Schelter Road and Knightsbridge Parkway, to reduce the potential of industrial and standard vehicular traffic conflicts. In the event the planning area is subdivided into a separate lot, a shared access easement will be necessary in order to permit use of the existing surface parking lot on the west side of the warehouse building.

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This area consists of two parcels, comprising 18 acres of total land area. Although unincorporated, this site is bound by the Rivershire residential community to the north and west, with portions of the Crain's Landing golf course of the Lincolnshire Marriott Resort to the east, and Critical Areas 5 and 6 to the south. As a result of this tract's geographic location, as a gap in the Village's area of jurisdiction, and its immediate contiguity to the Rivershire community, it is highly desirable for future annexation.

The site contains natural woodland features primarily located in two clusters on the eastern and western portions of the area. Those tree clusters on the western portion of the site stand within and around an existing deteriorated residence and outbuildings that remain from a former farmstead. It is important to note that nearly the entire area, with the exception of the residence, is encompassed by the Des Plaines River floodway, despite prior action by previous ownership to fill the site area. As a result, this planning area only contains approximately 6.5 acres of buildable land area. Frontage and accessibility to the planning area is provided via Riverside Road, a neglected, two-lane Vernon Township roadway. A segment of the Des Plaines River Trail also traverses the northern and eastern boundary of the Area.

**Land Use Recommendation: Cluster Residential**

As a result of the predominance of the Des Plaines River floodway in this planning area and its resulting level of environmental sensitivity, any future development must be cognizant of these sensitivities.

Therefore, this area has been placed within the "Cluster Residential" land use designation to facilitate residential development compatible with the adjacent Rivershire residential community and allow accommodations for the environmental sensitivities in the planning area. The 6.5 buildable acres in the central portion of the area is the only reasonable area for development. Consideration may be given to permit an increase in dwelling unit density, with the enhancement of surrounding natural features and centralization of the developable area, to provide for a reasonable return for the property owner, while keeping building envelope sizes to a minimum. Any such cluster development and increase in density should not erode the adjacent residential character of the Rivershire subdivision.



Preservation of the existing woodland clusters should be easily attained as they are located within the Des Plaines River floodway where development should not be permitted. A stormwater detention pond should be considered along the western end of the planning area to provide a naturalized buffer from the adjoining residences of Rivershire, which would result in little to no removal of existing trees, given its current open state. The stormwater detention facility should be supplemented with native and aquatic vegetation to enable the introduction of naturalized landscape features to this area.

Vehicular access should be limited to a single access point via Riverside Drive, and improvement of the street to village street standards to accommodate the increase in traffic. As identified in the Transportation Map (see Maps, Chapter 10), the intersection of Riverside Drive with Milwaukee Avenue should be required to be reconfigured to align with Tower Parkway, a signalized intersection. The realignment of this intersection would eliminate traffic disruptions that would be caused as a result of increased residential traffic navigating the current, insufficient intersection of Milwaukee Avenue and Riverside Drive. Through the development of the Sedgebrook Retirement Community to the south of this planning area, such roadway realignment was envisioned and planned. Preservation of the Des Plaines River Trail should be required, along with connections to the

current trail to allow future residents of this planning area quick and easy access to recreational opportunities.

### Critical Area 5

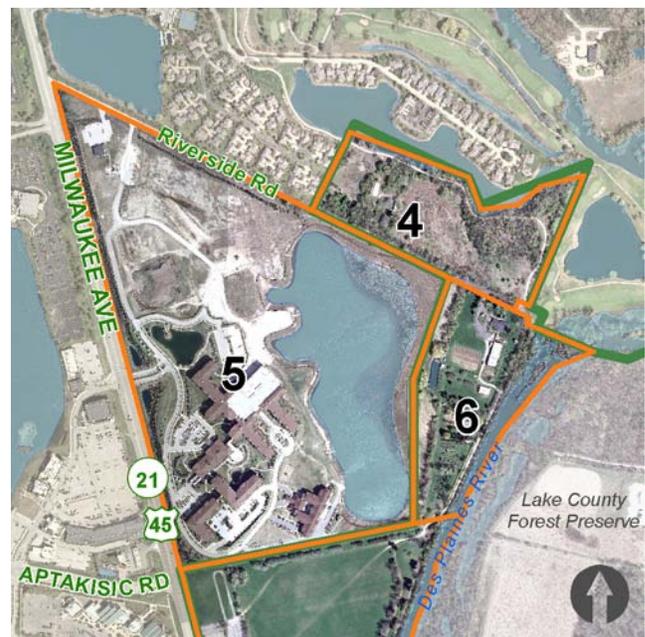
Critical Area 5 distinguishes itself from the other focus areas of the South Sector, as well as all other critical areas of this Plan as a result of its status as the largest parcel of intact acreage within Lincolnshire's municipal boundary (approximately 90.4 acres). The property is located at the southern most end of the current municipal boundary, along the east side of Milwaukee Avenue. Historically used for agricultural crop growth, the planning area was annexed into Lincolnshire and construction began on the development of the Sedgebrook Retirement Community in 2004. The Village's approval of the Sedgebrook residential development substantially altered the character of the Milwaukee Avenue corridor in this area. Pursuant to that approval, the first of three total "neighborhoods" in Sedgebrook was completed in 2009, with the construction of the remaining two neighborhoods yet to occur.

As a result of the scope of the Sedgebrook development, careful consideration was taken to ensure ingress and egress to the site was managed to avoid causing traffic conflicts along Milwaukee Avenue, a four-lane primary arterial under the authority of IDOT. In order to achieve this, access was confined to a single location in-line with the Milwaukee Avenue access for Lincolnshire Commons retail center to establish a fully signalized intersection.

### Land Use Recommendation: Attached Residential

Although development of this planning area is one-third complete and Village Board approvals have been granted to the conceptual development plans for the remaining Planned Unit Development (PUD), the site remains as a critical area. Typically, phased development projects that have not reached completion would not evoke the need to be included in a focus area. However, the effects of the economic downturn set off in 2008 have stalled the progress of the Sedgebrook development and resulted in the property being acquired by a new corporation from the original developer of the campus. As the weakened economy has largely affected residential home

sales, further expansion of the residential retirement campus has been placed on hold. While there are approximately 26 acres remaining for development in the approved retirement community site development plans, this area could generate additional land use interests that are consistent with the "Attached Residential" land use classification, but are not compatible with the adjacent Sedgebrook development land use. The land use recommendation focuses on the current continuing care retirement community land use as most appropriate for this planning area. Any deviations should not be permitted in order to prevent incompatible land uses that could jeopardize the existing Sedgebrook Retirement Community. Furthermore, since the current owner/operator of the Sedgebrook development was not the original developer of the community, any future expansion must be carefully considered in order to maintain the quality and character that identifies the currently built area of the Sedgebrook campus.



### Critical Area 6

This planning area consists of 18 acres and is bound by Area 5 to the west and the Des Plaines River to the east. Much like Critical Area 4, this site exists as a former farmstead, which has been well maintained to date.

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Natural features in this planning area consist of a combination of mature coniferous and deciduous trees sporadically located throughout the site. In addition, a large portion of the planning area is consumed by the Des Plaines River floodway. In fact, approximately 3 acres of buildable land area remains outside of the floodway. Frontage and accessibility to this planning area is provided via Riverside Road, a neglected, two-lane Vernon Township roadway that does not comply with village roadway standards.

**Land Use Recommendation: Park/Open Space (Primary), Estate Residential (Secondary)**

The predominance of the Des Plaines River floodway in this planning area and its resulting level of environmental sensitivity render the most appropriate future land use as “Park/Open Space”. Given the limitations that such land use recommendation places on this planning area, a secondary land use classification of “Estate Residential” is provided for this area to allow for the continued current use as a single-family residence. No further increase in residential density should be permitted through the secondary land use classification.

In support of the primary land use recommendation, if the opportunity presents itself, the village should consider acquisition for the purpose of expanding the community’s park land and to ensure protection of the Des Plaines River greenway. This site could then be utilized for the further integration of the Des Plaines River Trail to provide for active park playgrounds, outdoor exercise areas, a kayak launch area, and amenities for trail users.

The reintroduction of native vegetation should also be considered in order to return the land to a natural state. However, such restoration efforts must be made with particular sensitivity to potential soil erosion and maintenance requirements as a result of the site’s immediate proximity to the Des Plaines River.

**Critical Area 7**

Although currently developed as the location of the Par-King miniature golf attraction, the majority of this 38 acre unincorporated area has remained undeveloped. The site is bound by Critical Area 5 to the north, the Des Plaines River to the east, and Milwaukee Avenue to the west.

Since the Des Plaines River extends along the eastern portion of the site, the river’s floodway reduces the amount of buildable land area within this focus area. The area also contains an existing tree line along its north, east and southern perimeter that functions as a naturalized barrier from the adjacent land uses. Access to the site is provided via Milwaukee Avenue, a four-lane arterial roadway under the jurisdiction of IDOT.

**Land Use Recommendation: Planned Commercial Development**

As a result of the establishment of the Milwaukee Avenue and Aptakisic Road intersection as a commercial node at the southern end of the community, this planning area has been placed within the “Planned Commercial Development” future land use designation. As such, development of this site should be undertaken in a unified manner under a single master plan to integrate a mixture of retail, service, entertainment, and office uses to support the character of the adjacent planned commercial retail developments.



An existing cellular monopole tower (cell tower) and associated service access drive is located along the area’s southern boundary, permitted under Lake County jurisdiction. High-quality design and development of this area should not be hindered by the existing cell tower and any proposed site design should strive to conceal the tower as best as possible.

ble. If necessary, the cell tower should be relocated on the site to a more appropriate location based on site design.

The eastern portion of the site is well suited for environmental restoration purposes as a result of the extensive level of environmental sensitivity of the Des Plaines River floodway. To further reinforce this, on-site stormwater detention facilities should be located in the area's eastern portion along with the introduction of native plantings, which could also be utilized as an amenity to any future commercial development. Stormwater Best Management Practices (BMP's) should be strongly encouraged in any future site design, including use within the surface parking lot area to reduce the impact of impervious surfaces and contaminants to the Des Plaines River. Pedestrian pathways should also be incorporated into this design as a recreational amenity to village residents and employees of any future development. Further consideration should be given to the ideal location of the Des Plaines River Trail based on proposed development plans, as to whether the trail should continue along the west bank of the river pursuant to Lake Count Forest Preserve's current practices or proceed along Milwaukee Avenue to provide a safe pedestrian pathway along the commercialized corridor.

As illustrated on the Transportation Map (see Maps, Chapter 10), ingress and egress to the planning area should be provided via an eastern extension of Aptakisic Road to create a full access intersection, which is already signalized. Additional points of right-in/right-out accessibility may be a consideration, dependent upon site design and support by IDOT. In addition, a secondary means of accessibility to/from this planning area to Critical Area 8 should be achieved to aid in traffic circulation and provide easy access to adjoining commercial developments.

#### **Critical Area 8** (see map on page 38)

This planning area is composed of 5 parcels with a total unincorporated land area of approximately 10.6 acres. The property is bound by Critical Area 7 to the north, the Des Plaines River to the east, and Milwaukee Avenue to the west. The area is primarily utilized for the Cubby Bear North restaurant and bar, with the remaining parcels consisting of vacant unused land.

Natural features of the planning area include sporadic tree locations, with the exception of the eastern boundary of the area, as a result of the Des Plaines River. It is important to note that the entirety of the area is consumed within the 100-Year Floodplain of the Des Plaines River. As a result, the site may sustain development, provided that compensatory storage for such is supplied in accordance with the regulations of the Lake County Stormwater Management Commission (LCSMC). Frontage and accessibility to the planning area is currently provided via an improved curb-cut access from Milwaukee Avenue, a four-lane arterial roadway within the jurisdiction of IDOT, to the Cubby Bear North parcel and an unimproved private gravel drive supplying access to the southern parcel of this area.

#### **Land Use Recommendation: Corridor Commercial**

As a result of this area's proximity to the established commercial-based uses of CityPark at Lincolnshire and Lincolnshire Commons developments, this planning area has been placed within the "Corridor Commercial" future land use classification. In addition, the existing Cubby Bear North restaurant/bar further demonstrates the appropriateness of commercial development of this future land use designation. Although the nearby commercial centers have been developed as planned commercial developments, the size of this planning area does not lend itself to a similar unified development. Standardized commercial retail, service, and/or office land uses within a single structure or small-scale commercial development should be expected. For this reason, the importance of quality site design and architecture is paramount to any future redevelopment plans to prevent the creation of a commercial-retail "strip" center layout that is uncharacteristic of Lincolnshire and the Milwaukee Avenue corridor. Structures should be oriented along Milwaukee Avenue, with all off-street parking facilities located in the rear of the planning area.

An existing cellular monopole tower (cell tower) is located in the central portion of the area, within the existing parking lot, permitted under Lake County jurisdiction. High-quality design and development of this area should not be hindered by the existing cell tower and any proposed site design should strive to conceal the tower as best as possible. If necessary,

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the cell tower should be relocated within the site to a more appropriate location based on site design. Given the location of the adjacent Des Plaines River, the eastern portion of this planning area should preserve the existing tree line for environmental protection purposes due to its extensive level of environmental sensitivity, as is demonstrated by the presence of the Des Plaines River floodway. Native landscape plantings should also be encouraged throughout the site design to reintroduce native environmental elements into the planning area. Furthermore, stormwater Best Management Practices (BMP's) should be strongly encouraged in any future site design, including use within the surface parking lot area to reduce the impact of impervious surfaces and contaminants to the Des Plaines River.



Ingress and egress to this planning area could be maintained via the current access drive of the Cubby Bear North bar/restaurant, unless any future site design proposes a more appropriate location along Milwaukee Avenue. However, primary access may be more appropriate as far south as permissible in order to minimize traffic conflicts that may be present with the Parkway Drive entrance to/from Milwaukee Avenue. Interior portions of this area should then be accessed by way of cross-access easements, thereby minimizing curb-cuts on Milwaukee Avenue. Furthermore, interior points of vehicular connection between this planning area and

Critical Areas 7 and 9 should be strongly encouraged to reduce unnecessary traffic flow between these sites on Milwaukee Avenue. Additional points of right-in/right-out accessibility should be considered as necessary, dependent upon site design.

### Critical Area 9

This planning area is composed of 5 parcels with a total unincorporated land area of approximately 10 acres. The site is bound by Critical Area 8 to the north, the Des Plaines River to the east, and Milwaukee Avenue to the west. The area consists of vacant unutilized land.

Natural features of the planning area include sporadic tree locations, with the exception of the eastern and southeastern boundary of the area, as a result of the Des Plaines River. More importantly, the entirety of the area is consumed within the 100-Year Floodplain of the Des Plaines River. As a result, for the site to sustain development, compensatory storage must be provided in accordance with the regulations of the Lake County Stormwater Management Commission (LCSMC). Frontage and accessibility to the planning area is provided via unimproved curb-cuts from Milwaukee Avenue, a four-lane arterial roadway within the jurisdiction of IDOT.

### Land Use Recommendation: Corridor Commercial

As a result of this area's frontage along the Milwaukee Avenue corridor that is characterized with commercial-based land uses, this planning area has been placed within the "Corridor Commercial" future land use classification. The size of this planning area does not lend itself to a planned/unified development. Standardized commercial retail, service, and/or office land uses within a single structure or small-scale commercial development should be expected. Therefore, the importance of quality site design and attention to architectural detail is paramount for any future redevelopment plans in order to prevent the creation of a commercial-retail "strip" center layout that is uncharacteristic of Lincolnshire and the Milwaukee Avenue corridor. Structures should be oriented along Milwaukee Avenue, with all off-street parking facilities located in the rear of the planning area.

Given the location of the adjacent Des Plaines River, the eastern portion of this planning area should preserve the existing tree line for environmental protection purposes due to its extensive level of environmental sensitivity, as is demonstrated by the presence of the Des Plaines River floodway. Native landscape plantings should also be encouraged throughout the site design to reintroduce native environmental elements into the planning area. Furthermore, stormwater Best Management Practices (BMP's) should be strongly encouraged in any future site design, including use within the surface parking lot area to reduce the impact of impervious surfaces and contaminants to the Des Plaines River.

Ingress and egress to this planning area could be maintained via one of the current access drives, unless future site design proposes a more appropriate location along Milwaukee Avenue. Furthermore, interior points of vehicular connection between this planning area and Critical Area 8 should be strongly encouraged to reduce unnecessary traffic flow between the sites on Milwaukee Avenue.

### Critical Area 10

This planning area is composed of 18 incorporated rural-remnant single-family residential lots that collectively encompass a gross land area of 17 acres. The area, which was forcibly annexed in January of 1996, is surrounded by office, warehouse, industrial and commercial retail land uses. Although surrounded by incompatible land uses, the structures located within this planning area have not generally experienced a level of property disinvestment. As a result, the area has largely maintained its original character as an intact single-family residential neighborhood. Regardless of this fact, the planning area remains as an incompatible land use in the midst of the existing commercial office, warehouse/industrial, and retail uses that are established within the South Sector.

Access to the individual properties within the planning area is provided via Aptakistic Road, a four-lane secondary arterial roadway under the jurisdiction of the Lake County Division of Transportation, and the residential local roads of G.K. Lane and Raabe Court/Lane. Although Barclay Boulevard borders the site's western boundary, direct accessibility to this

roadway cannot be obtained without the consent of the owners of the Lincolnshire Corporate Center, which own a small strip of land that separates this area from the road right-of-way.

As a result of the area's long standing residential land use, this planning area contains limited natural features, such as existing wooded tree stands and a man-made pond located at the southeastern corner of the area.



### Land Use Recommendation: Professional Office

The remnant residential neighborhood that exists within this critical area is no longer compatible with the predominant existing land uses in the immediate area or with its trend of development. As a result, this area has been placed within the "Professional Office" land use classification to accommodate uses consistent with that of the surrounding area. Furthermore, this land use designation is consistent with the character of development sought to be attained within the heavily traveled and highly visible Aptakistic Road corridor.

To ensure that development of this area does not impede traffic flow on Aptakistic Road, ingress and egress to this planning area should be encouraged via a single full-access point from Barclay Boulevard, opposite the vehicular entrance to the United Auto Workers Regional Headquarters site. However, the existing curb-cut for G.K. Lane should be maintained

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as an alternate access point that would allow this area to be redeveloped as either one large development or two.

While it is encouraged that redevelopment of this planning area occurs by way of consolidation of parcels that make up this area in order to achieve consistency amongst the surrounding corporate centers, future development proposals should be evaluated upon their level of consideration of the redevelopment of this area as a whole. Therefore, individual development requests may be acceptable provided they do not result in haphazard development that fails to facilitate the future character sought for this planning area.

Detention and/or retention facilities for stormwater management should be encouraged adjacent to Aptakistic Road as a result of its high level of visibility. Such facilities should be supplemented with native and aquatic vegetation to enable the introduction of naturalized landscape features in this area.

### Critical Area 11

This planning area is composed of approximately 25 acres and is currently utilized for the purpose of crop farming and a remnant rural single-family residence, with detached accessory structures associated with the crop farming operations. The property is contiguous to the incorporated developments of the Lincolnshire Corporate Center and Lincolnshire Business Center. Frontage and accessibility to the site is currently provided via an unimproved private driveway from Aptakistic Road, a secondary arterial roadway under the jurisdiction of the Lake County Division of Transportation. It should be noted that the local roadways of Schelter Road and Margate Drive currently stub into the northern and western boundaries of the planning area, respectively, thereby providing alternative points of future accessibility. In fact, recent land developments adjacent to this area have resulted in Schelter Road extending further south into the planning area, as well as the establishment of southern most stub connection to Aptakistic Road.

Although the minimal intensity of the area's operational crop farming land use presents little to no issues of concern as a result of incompatibility with

the office/industrial/warehousing operations of the adjacent commercial office business centers, it is clear that the farm remains as an island of the area's former use and character. Finally, the area contains no natural features and only sparse woodland features as a result of its historical use for agricultural purposes.



### Land Use Recommendation: Professional Office (South), Warehouse & Manufacturing (North)

As a result of this area's contiguity to the existing professional office and industrial/warehouse land uses, the southern portion of this critical area has been placed within the "Professional Office" land use classification along Aptakistic Road and the remaining area is placed in the "Warehouse & Manufacturing" land use classification to ensure development consistency and land use compatibility. To ensure the development of this focus area in a manner consistent with that of the adjoining commerce parks, land uses appropriate in character with that of the "Professional Office" designation should locate immediately along the heavily traveled and highly visible Aptakistic Road corridor. More intensive lands uses conducive to the "Warehouse & Manufacturing" designation may then be located in the northern section of this planning area. The designation of the land area in this manner will ensure the appropriateness of future land uses with those of the established uses in the adjacent area. It should be noted that redevelopment of this planning area is dependant upon the

single land owner's desire to sell parts or all of the property within this area. At this juncture, it would appear that redevelopment of this area is not inherent and will occur at some time in the future.

To complete the roadway network of this area, the remaining unbuilt segment of Schelter Road should be extended to connect with the recently constructed street stub at Aptakistic Road, and its signalized intersection. Similarly, Margate Drive should be extended in an easterly direction to connect with Schelter Road upon its extension. Based on the current development pattern of parcels along Schelter Road, any further easterly extension of Margate Drive would not be possible. The development of the interior road network in this manner should result in a reduced traffic burden currently placed upon Bond Street and Barclay Boulevard by providing a third means of ingress/egress as an intermediate roadway between these existing points of access. To ensure the adequate flow of traffic on Aptakistic Road, no additional points of access should be provided to the planning area via this roadway.

Detention and/or retention facilities for stormwater management should be encouraged adjacent to Aptakistic Road as a result of its high level of visibility. Such facilities should be supplemented with native and aquatic vegetation to enable the introduction of naturalized landscape features in this area. Finally, connections should be made to the established pedestrian pathway within the adjacent commercial developments on Aptakistic Road.

CHAPTER 3C  
VILLAGE CORE SECTOR

The Village Core Sector represents the land area generally concentrated within the proximity of the Milwaukee Avenue and Half Day Road intersection, with two critical areas located outside of the Core Sector. The overall planning area is composed of seven focus parcels or land areas totaling approximately 58 acres, of which approximately 12 acres fall within the Village's Downtown Redevelopment Area. As a result of the Village's growth experienced since the Update 2000 Plan, only 2 acres of the total land within this Sector is unincorporated, with the remaining 56 acres located within the current corporate boundary of the village.

The focus areas within this sector have been identified as a result of their current status as either undeveloped land areas or those with redevelopment potential, as well as their high level of visibility within the major transportation corridors of Milwaukee Avenue and Half Day Road, which provide entry into, through, and out of the village. With such prominent locations present, the village should be mindful of the areas identified in this sector to ensure that any and all future development of such is compatible with the adjacent land uses and character of development expected within the Village's core.

In general, natural features within the Village Core Sector are not as prevalent as those found throughout other areas of the community. Unlike the East and South Sectors, floodplain and floodway within this planning area is generally limited to the Indian Creek watershed that traverses west to east through the sector, which will attribute to certain site constraints of the individual focus areas and tracts. In addition, some of the focus areas within this sector are composed of an abundance of trees, while other areas possess little to no significant tree coverage, which is typical of the more urbanized character of the Village's core.

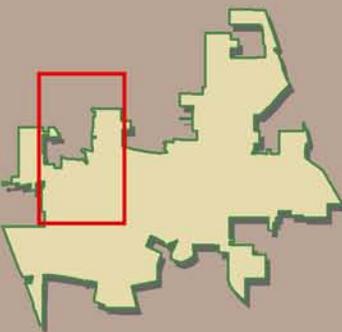
Finally, the Village Core Sector should be distinguished as the location of the Village's Downtown Redevelopment Area. The Village's establishment of a Tax Increment Financing (TIF) district within the Downtown Redevelopment Area in 1989 was a

proactive measure to ensure redevelopment of the once unincorporated character of the Half Day area in a manner and character conducive with that of Lincolnshire. Most importantly, the district is representative of the community's commitment to provide long-desired retail and service-oriented establishments to its residents as well as establishing a true "core" to the community. The village continues to make progress towards this ultimate goal.

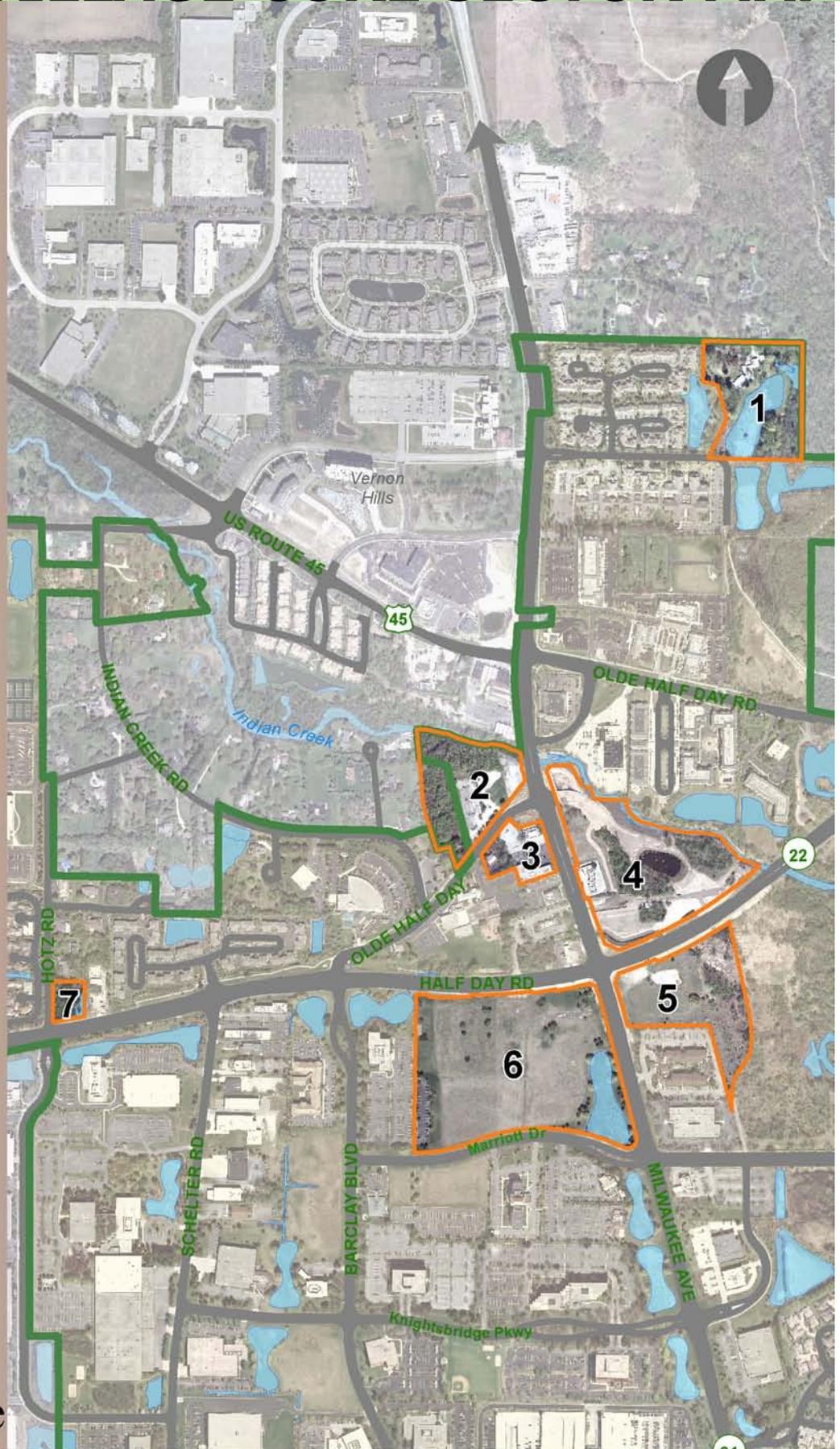
For the purpose of this plan, the seven focus areas of the Village Core Sector have been assigned a number as identified on the Village Core Sector Map on the following page to aid in a better understanding of their geographic location and relation to the sector. The information presented in the following sections provides a brief description of the existing conditions and the future land use recommendations necessary to guide the development of the Village Core Sector. All land use classifications referenced on the following pages are directly correlated with the land use classifications identified on the Future Land Use Map (see Maps, Chapter 10).

# VILLAGE CORE SECTOR MAP

- ▶ The Village Core Sector represents the land area generally within the proximity of the Milwaukee Avenue and Half Day Road intersection, with 2 critical areas located outside of this core area.
- ▶ This planning area consists of 7 Critical Areas totaling approx. 58 acres, of which approx. 12 acres fall within the Village's Downtown Redevelopment Area.
- ▶ Each of the 7 focus areas have been assigned a number as identified on this map to provide a better understanding of their geographic location related to the Village Core Sector.



LINCOLNSHIRE AREA MAP



## VILLAGE CORE SECTOR

CH  
3C**Critical Area 1**

This focus area is comprised of the 7.3 acre incorporated parcel commonly referred to as the “Tischer Property”, which remains as a remnant of the sector’s formerly rural character. The site has eluded the development pressures that have been prevalent along the Milwaukee Avenue corridor as evidenced by its land-locked location, immediately east of the Heritage Creek residential subdivision. The parcel is accessed from Milwaukee Avenue via an unimproved private drive within a 25-foot wide access easement along the northern boundary of the Heritage Creek development.

This site contains a high level of environmental sensitivity as nearly the entire area is covered by the Special Flood Hazard Area (floodway) of the Des Plaines River floodplain. The interior of the parcel contains a substantially sized pond, which has been expanded over time to the current size of approximately 1.6 acres. Significant tree coverage is present throughout the site, as the land east and south of the planning area is within the Des Plaines River Trail and Lake County Forest Preserve.

**Land Use Recommendation: Park/Open Space (Primary), Estate Residential (Secondary)**

As a result of this planning area’s severe accessibility constraints from Milwaukee Avenue and the high level of environmental sensitivity due to the predominance of the Des Plaines River floodway and 100-Year Floodplain, this site has been placed within the “Park/Open Space” land use designation. Given the limitations that such a land use recommendation places on this site, the secondary land use classification of “Estate Residential” is provided to allow for the continued use as a single-family residence. No further increase in residential density should be permitted through the secondary land use classification.

In accordance with this recommendation, acquisition by the Lake County Forest Preserve for the expansion of the Des Plaines River greenway to ensure further protection of this regional water system would be the best strategy.

**Critical Area 2**

This approximately 6.5 acre planning area contains six parcels at the northwest corner of Milwaukee Avenue and Olde Half Day Road that was formerly the site of commercial establishments reminiscent of the prior unincorporated Half Day commercial area. Of the six parcels within this planning area, the western 2 acre parcel remains within unincorporated Lake County and contains a single-family residence that is no longer suitable for occupancy.

Resulting from the focus area’s immediate proximity to Indian Creek along its northern boundary, the northern portion of the area contains both the Indian Creek’s associated floodway and 100-Year floodplain. In addition, the area contains significant tree coverage along the north and western portion of the planning area, while the formerly developed portions still contain the existing surface parking lots. Although the planning area maintains frontage along both Milwaukee Avenue and Olde Half Day Road, ingress and egress to the site is solely provided via Olde Half Day Road. This access was established through a recent re-alignment of the Olde Half Day Road intersection with Milwaukee Avenue as a result of continued public improvements to the Village’s Downtown Redevelopment Area (Critical Area 4).

**Land Use Recommendation: Corridor Commercial**

This planning area was identified as a result of its high level of visibility along the Milwaukee Avenue corridor and proximity to the Village’s Downtown Redevelopment Area (Critical Area 4). The established land use character along this segment of the Milwaukee Avenue corridor renders the most appropriate future land use as “Corridor Commercial”. Any potential development of this planning area should require all parcels be annexed, consolidated and developed as a unified development to prevent the creation of haphazard commercial growth at this vital intersection of the Village’s commercial core. Architectural characteristics should include high-quality design elements and building materials. Furthermore, site design should include building facades oriented to the Olde Half Day Road frontage and rear parking areas in a manner consistent with traditional downtown development.



Ingress and egress to the area should be restricted to the current access drives constructed along Olde Half Day Road, as established by IDOT. As a result of the presence of the Indian Creek floodway and floodplain, development of this site should be conducted in keeping with the Indian Creek Watershed Development Plan, prepared by Lake County Stormwater Management Commission (LCSMC). Tree preservation at the northern portion of the planning area should be achieved as a result of the

requirements of the Indian Creek watershed. Woodland preservation should also be established along the western boundary of the planning area to provide a dense, naturalized buffer to the adjacent single-family residences to the west, mitigating any impacts caused by neighboring incompatible land uses.

**Critical Area 3**

This area is composed of five parcels with a total land area of approximately 2 acres. The planning area is located to the south of Critical Area 2, at the southwest corner of Milwaukee Avenue and Olde Half Day road. Existing development within this planning area consists of a single-family residence converted into a small office use, Simon Lin’s Asian Bistro restaurant, and the Oak Tree Corners office/retail building, which are remnants of the former rural Half Day commercial area.

Ingress and egress for this planning area is currently provided by three curb-cuts along Milwaukee Avenue and two curb-cuts on Olde Half Day Road. Four of the five total curb-cuts service the combined development of the restaurant and Oak Tree Corners center. Natural features within this planning area are minimal as a result of the Area’s historic commercial development character.

**Land Use Recommendation: Corridor Commercial**

Despite the haphazard development pattern that characterizes this planning area, the mixture of existing commercial uses supports the “Corridor Commercial” land use classification, which permits retail and service oriented establishments complementary to the land uses sought within the Village Core. The disjointed development that typifies this planning area should be redeveloped through the consolidation of parcels and designed in a unified manner consistent with the character of development sought along the Milwaukee Avenue corridor and the adjacent Downtown Redevelopment Area. Architectural characteristics of such should incorporate high-quality design elements and building materials. Furthermore, site design should include building facades oriented to the Milwaukee Avenue frontage and rear parking areas in a manner consistent with traditional downtown development.

## VILLAGE CORE SECTOR

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3C

Continued ingress and egress to the planning area from Milwaukee Avenue and Olde Half Day Road remains acceptable, however, consolidation of curb-cuts along Milwaukee Avenue should be strongly encouraged to reduce traffic conflicts.

#### Critical Area 4

This planning area is composed of approximately 12.8 acres of the Village's Downtown Redevelopment Area established at the northeast corner of Milwaukee Avenue and Half Day Road. Although this planning area previously contained several deteriorated commercial retail and residential structures, including a former Lincolnshire-Riverwoods Fire Protection District station, the village has removed all the remnant structures and prepared the area to construction ready condition.



As a result of the Village's progression in preparing the site for future construction, the majority of the existing low-quality scrub trees have been removed. Furthermore, the village has also performed substantial improvements to the banks of Indian Creek, including the planting of additional trees and aquatic vegetation. Included in the site preparation work was construction of a stormwater detention basin and compensatory stormwater storage facility. Additional environmental considerations include the ongoing environmental remediation work at the site of former and current gas stations. It is important to

note that the current remediation work must be completed prior to any future development of the planning area.

Ingress and egress to this planning area has been re-established on Half Day Road as a restricted, right-in/right-out configuration and at the reconfigured Milwaukee Avenue/Olde Half Day Road signalized intersection, pursuant to IDOT restrictions and approval.

#### Land Use Recommendation: Mixed Use Village Core

This planning area has been placed within the "Mixed Use Village Core" land use classification to permit its redevelopment in conformance with the Village's Downtown Redevelopment Plan. The redevelopment of this area should be characterized by human-scale buildings with street frontage facades and rear or interior parking areas. Architectural characteristics of this design should include four-sided buildings employing high-quality design and building materials, with pedestrian connectivity to the greatest extent possible. Furthermore, the design of this area should convey a unique sense of place.

Land uses acceptable within this planning area include retail, service-oriented, and entertainment-based uses as a convenience and destination point for village residents and visitors. Access to the site should be provided via the recently constructed curb-cuts on Milwaukee Avenue and Half Day Road.

#### Critical Area 5

Area 5 is partially made up of a collection of four parcels consisting of approximately 7 acres. This vacant planning area is located at the southeast corner of Milwaukee Avenue and Half Day Road, south of Critical Area 4.

Although the trees within this planning area do not exhibit the level of superior quality found throughout other areas of the village, additional environmental considerations within the area include the presence of wetlands and a small portion of the Indian Creek 100-Year Floodplain at the eastern boundary.

Even though the site maintains frontage on both Milwaukee Avenue and Half Day Road, access to the vacant site is currently not provided.



**Land Use Recommendation: Corridor Commercial**

This planning area has been placed within the “Corridor Commercial” land use classification in recognition of its location along a major traffic intersection and to supplement the mixed-use commercial development forecasted for Critical Area 4. Due to the environmental constraints, land size and accessibility limitations of this planning area, a commercial planned unit development (PUD) typical of the Village Green of Lincolnshire, CityPark, and Lincolnshire Commons cannot be expected for this area. However, any retail development should be complimentary to the development qualities and character of the Village Core. Creative site planning and design is necessary to ensure that any development of this area is not executed hastily in order to avoid the occurrence of a traditional commercial retail “strip” center at this highly visible intersection. Architectural design consistent with that of Critical Areas 2 and 4 is strongly encouraged in order to visually unite the entire area by way of strong architectural elements, features and high-quality building materials. Further, site design should orient building facades to the Milwaukee Avenue and Half Day Road frontages and rear parking areas in a manner consistent with traditional downtown development.

The limited frontage of this planning area along Milwaukee Avenue and proximity to the Half Day Road intersection creates a unique challenge for vehicular access. Ingress and egress on Milwaukee Avenue and Half Day Road will be limited to a single right-in/right-out/left-in curb-cut design. Opportunities for a full access curb-cut on Half Day Road to align with Critical Area 4 to the north have been denied by IDOT and further reinforced through the positioning of the Half Day Road curb-cut to Critical Area 4. Full access to the area can be achieved via a northern extension of Knightsbridge Parkway from its current terminus at Marriott Drive. This roadway extension would extend northerly to connect to Half Day Road.

Stormwater detention facilities should be established at the southeastern portion of the area, between the existing Courtyard by Marriott hotel and the future extension of Knightsbridge Parkway. This location would result in minimal disruption of the nearby wetlands and provide a naturalized separation to the hotel from the extended roadway. Pedestrian connectivity should also be required along the Knightsbridge Parkway extension and to the neighboring hotel to facilitate pedestrian access for nearby hotel guests and employees of the surrounding office buildings.

**Critical Area 6** (see map on page 48)

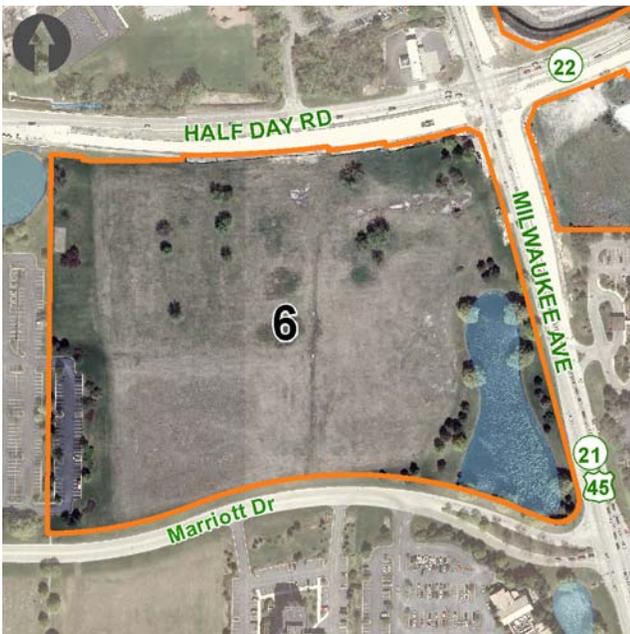
This planning area is composed of two vacant parcels at the southwest corner of Milwaukee Avenue and Half Day Road totaling approximately 21 acres, located within the Lincolnshire Corporate Center. Although the area is situated adjacent to the most visible intersection in the village, development of this land area has yet to occur.

Currently there are no access points to this vacant site. However, Marriott Drive provides opportunity for multiple curb-cuts into the planning area. No environmental constraints are present in this area, however, an existing stormwater detention pond is located at the southeast corner of the planning area.

## VILLAGE CORE SECTOR

CH  
3C**Land Use Recommendation: Planned Commercial Development**

Although this planning area is located within the Lincolnshire Corporate Center and currently zoned O/Ia – Office/Industrial Zoning District, the highly visible location at the Milwaukee Avenue and Half Day Road intersection (situated diagonally from the Village’s Downtown Redevelopment Area) makes it viable to support commercial land uses. The land use classification of “Planned Commercial Development” is recommended for this area to highlight the feasibility of the highest and best land use for this critical area. Any such commercial development must be executed in a unified manner with unique architectural character and detail to complement the commercial character outlined for Critical Area 4.



Primary vehicular access should be limited to Marriott Drive and align with the existing driveway curb-cuts of Walker Bros. Original Pancake House restaurant and the Spring Hill Suites hotel on the south side of Marriott Drive. Limited right-in/right-out access could be accommodated off Half Day Road based on site design and authorization from IDOT. Pedestrian paths should also be incorporated along the perimeter of the planning area and incorporated into the development site design to provide alternative transportation means and recreational amenity to village residents and employees in the nearby corporate center.

Expansion of the stormwater detention facilities may be necessary depending on the proposed development of the planning area and should be integrated as an extension of the existing pond located along Milwaukee Avenue. The existing stormwater pond has experienced significant shoreline erosion and any future improvements to the site should require restoration to the banks, including the introduction of native and aquatic vegetation.

**Critical Area 7**

Critical Area 7 consists of a single parcel encompassing slightly under one acre within the Village’s corporate boundary, located at the northeast corner of Half Day Road and Hotz Road. Single-family residential is located north and west of the area, with the neighboring Lincolnshire Animal Hospital to the east. The area is currently vacant and is heavily wooded, with elements of a wetland present.

**Land Use Recommendation: Professional Office**

Although quite small in land area, this site has been identified as a result of its high level of visibility within the Half Day Road corridor and the sensitivity of future land uses to the adjacent properties. The heavily wooded nature and wetland qualities further contribute to the difficulty of appropriate land use development for this planning area. Residential land use, regardless of its form, is not suitable and should be discouraged due to the area’s Half Day Road frontage and lack of opportunities for the incorporation of proper buffer yards as a result of the land area’s minimal size. As a result, this area has been placed in the “Professional Office” land use classification to accommodate small-scale office uses consistent with the neighboring Lincolnshire Animal Hospital to the east. As any form of development of this planning area will cause some impact to the surrounding residences, future development should be limited to a single-story structure, with sufficient landscape screening along the northern boundary of the area to provide a natural buffer to mitigate any such impacts. Architectural design consistent with that of the prevalent residential character surrounding this area is strongly encouraged to visually unify by way of architectural elements and features, as well as through the use of high-quality building materials. Furthermore, site design should include building facades oriented to the Half Day Road frontage and

rear parking areas in a manner consistent with traditional downtown development.

Ingress and egress to the area should not be permitted via Half Day Road, and should be limited to Hotz Road. Tree preservation should be encouraged along the northern portion of the planning area to serve as a naturalized buffer from the adjacent single-family residences to the north. The presence of wetlands at the southeast corner of the area should be preserved and restored through the incorporation of native and aquatic vegetation. In order to minimize the loss of trees and achieve sufficient stormwater detention as a result of developing this area, underground stormwater detention facilities should be considered.



UPDATE  
2012

chapter 4  
community  
facilities



## CHAPTER 4 COMMUNITY FACILITIES PLAN ELEMENT

A Community Facilities Element includes the physical manifestations of governmental or quasi-governmental services on behalf of the public (water/sewer service, governmental buildings, community services such as medical facilities, parks, etc.). This includes buildings, land, interests in land, parks, open space, cultural resources, and whole systems of activities. This element can extend further to include facilities operated by public agencies and even water supply and wastewater treatment facilities. Furthermore, the provision of needed or desired private facilities such as specific retail uses and other service facilities are also included in this plan element.

### The goals of this plan element are:

- ▶ Provide for the necessary or desirable community facilities to support the future land-use pattern proposed in this Update 2012 to meet the needs of the Village and its residents.
- ▶ Endeavor to ensure such facilities are provided in a logical and cost-effective manner, including optimizing the use of existing facilities, to ensure the most effective use of land.

This element also recognizes those facilities within the village controlled by other agencies, such as school districts, library districts, fire protection districts, public utilities, and forest preserves. These outside agencies may have their own internal requirements and plans for future improvements and expansion, which may vary from that of this Plan. Whenever possible, coordination with other agencies and districts is encouraged to maintain the goals of this Plan or to minimize impacts from facilities outside the management of the Village of Lincolnshire. This element focuses on facilities that are necessary for the public health, safety, and welfare.

Examples of this include governmental buildings, parks, hospitals, clinics, art centers, etc.

Furthermore, a focus on the gaps in private retail and service industries that should be made available in order to provide a more complete community is also recognized by this Plan element.

### Assessment of Existing Community Facilities

In order to gauge those community facilities that are desirable or missing in Lincolnshire, an assessment of the existing facilities must first occur. As mentioned, community facilities can include a multitude of elements that pertain to interests in land. However, this Plan will focus on addressing a specific range of facilities that has been determined based on their importance to the community.

### Village Facilities – Village Hall, Public Work Buildings, and Village Parks

The Lincolnshire Village Hall houses all administrative functions and police services for the village.

Throughout the evolution of Lincolnshire, the Village Hall and Police Department have experienced their share of transitory locations, from previous residences to occupying commercial office space. The village ultimately constructed a purpose-built administrative facility in 1993 at the current location of One Olde Half Day Road. The current Village Hall continues to serve its purpose of providing sufficient facilities to serve and protect the residents of Lincolnshire. Naturally over time, all buildings will begin to show wear and require routine and preventative maintenance, and the Village Hall is no exception. Through the continued work and dedication of the Village Trustees, village administrative staff, and Public Works Facility personnel, the Village Hall continues to be a symbol of the quality services expected and offered in Lincolnshire. At its current capacity, the Village Hall continues to function as intended and adequately serves the community and its residents. As the age of the building continues to increase, maintenance will be essential to preserve its physical appearance and functionality. Further, as technology continues to evolve and advance, consideration must also be given to upgrading equipment to provide village staff with the necessary tools to continue offering the highest quality service justifiably expected in Lincolnshire. The Village Hall itself should continue to function as the Village's administrative center for the foreseeable future.

## COMMUNITY FACILITIES

### CH 4

The Lincolnshire Public Works Facility is located in the area formerly used as the Chicagoland Airport, commonly addressed as 205 Schelter Road. The initial facility was constructed in 1985, and expanded in 1998 based on the growing fleet of vehicles, equipment, and personnel necessary to maintain the Village's infrastructure. Similar to the Village Hall, as this building begins to age, regular maintenance and repair will be expected for the Public Works Facility. The continued efforts of the Public Works staff in maintaining the facilities have aided in its ability to continue to serve the village and its infrastructure maintenance needs. As the Public Works Facility is more senior to the Village Hall, building maintenance needs and upgrades may be a priority, which can also include fleet vehicles and equipment to increase efficiency. Given the current and planned development and expansion of the Village's municipal boundaries, it is not envisioned that this facility will require relocation or major expansions in the foreseeable future.

Lincolnshire parks are comprised of a variety of parkland offering various functions and activities, ranging from passive nature trails to the award winning athletic fields of North Park. Through the combined efforts of the Village Trustees, the Park Board, and village staff, the Lincolnshire park system has evolved to satisfy a full range of village resident's recreational needs. A recent trend for many community parks and recreation programs has been constructing aquatic and exercise health club facilities for their residents. While water parks and state-of-the-art health club facilities are very appealing, many communities that constructed these facilities are finding the daily maintenance costs far exceed what is sustainable by the community and operating budgets. Further, private health clubs are expanding beyond the once single-user and attracting families by offering day-care facilities, spa services, pools and water play areas that provide activities for all family members. Lincolnshire is complemented by the historic Lincolnshire Tennis Club and Lincolnshire Swim Club that have been offering tennis, fitness, swimming, and social activities to residents for generations. The village has been mindful of these private facilities and has concentrated on offering additional recreational opportunities through the development of the parks system. As future residential development occurs, expansion of the Village's park system may be warranted to serve an increased

population size. Careful assessment on the type of park - active or passive - should be considered when planning new residential neighborhoods. An active dialogue with land developers is crucial during the preliminary subdivision design phases to establish how park land will be addressed, either through dedication of land or through financial donation. Whenever practical, the dedication of land to the village should be a priority to benefit both the village and residents alike. However, dedication of land should only be encouraged where parkland would meet a practical size threshold or in areas where environmental features can provide recreational value, regardless of size. The Village's Park Board has played a crucial role in advising the Village Board on park related matters and will continue in this capacity, and further supplementing the village staff's experience and expertise in this area.

### **Schools, Library, and Fire Protection Districts**

Lincolnshire is served by a variety of area Districts that support the community in providing essential public services on a regional basis that may not be otherwise feasible without their existence. Common for Lake County communities, including Lincolnshire, is the overlay of service districts that often span across multiple municipal boundaries. The village is served by six such districts; 1) School District 125, 2) School District 103, 3) Vernon Township Library District, 4) Lincolnshire-Riverwoods Fire Protection District, and to a limited degree 5) Long Grove Fire Protection District and 6) Vernon Township. All of these Districts not only provide Lincolnshire with necessary school, library, and emergency response facilities, they also serve the surrounding areas of Vernon Township, Riverwoods, Buffalo Grove, Prairie View, Long Grove and areas of unincorporated Lake County. With the exception of Vernon Township and the Long Grove Fire Protection District (which has a very limited service area in the southwest portion of the village limits) the remaining Districts have located their facilities within Lincolnshire and have been great assets to the community. Lincolnshire has traditionally maintained a secondary role regarding such Districts and has relied on the respective District boards to evaluate and determine their future needs. This support role is anticipated to remain unchanged and will continue to rely on the expertise of the service Districts regarding service and physical site improvements.

### Medical Facilities

Facilities that address the public health and welfare can range from safe neighborhoods, adequate roadways for safe travel, park lands for recreation and exercise, to clean potable water and adequate sanitary services. The most evident facility to satisfy residents' health and welfare is a medical health services building or campus. Individual medical practice offices are located in Lincolnshire to serve residents and are an asset in providing medical and dental care throughout the community. Consolidation of new individual health services into a campus environment would increase the convenience to residents in having the ability to receive multiple health care services in one location.

### Public Utility and Service Facilities

Lincolnshire's utility infrastructure is comprised of electrical distribution, water supply systems, and sanitary waste management facilities that provide village residents amenities for their general welfare, health, and quality of life. To ensure that such utilities are safely and effectively provided to its residents, the Public Works Department performs routine inspections and maintenance on all village utility systems. The electrical distribution for the village is provided and maintained by Commonwealth Edison (ComEd). Gas distribution for the village is provided and maintained by North Shore Gas.

#### Water Supply

Lincolnshire's water supply is sourced from Lake Michigan via an agreement with the City of Highland Park. All parcels connected to Lincolnshire water receive this water supply. There are a minority of parcels within the village that are still connected to long-established well-water systems, primarily remnant lots acquired through annexation which have been connected to well-water systems prior to their annexation. The Village's water agreement with the City of Highland Park has continued to successfully serve Lincolnshire throughout its growth and development. While the current system can sustain the intensity of developments recommended by this Plan, future developments of substantial acreage may need to be further evaluated to determine the adequacy of the water supply from the established system. Development plan review of large-scale projects in conjunction with the Village

Engineer/Public Works Department is the best approach to verify water supply will be sustained by future developments.

### Sanitary Waste Management

A critical utility for any modernized municipality is the handling of sanitary waste. As such, Lincolnshire provides sanitary collection, which is then processed by the Lake County Division of Public Works. While absent of allure, an inadequate or failed sanitary sewer line or lift station will garner immediate attention from those impacted. Although the scope and extent of the current sanitary sewer system is adequate in its current state, future developments must be properly designed to ensure that any additional load to the sewer system can be supported.

### Electrical

The Village's power supply is provided through Commonwealth Edison (ComEd), as-is most of Lake County and the Chicagoland region. Although Lincolnshire is a relatively young municipality, the original establishments of the village rely on above ground power supply lines. In an effort to improve the visual aesthetics of the community and to modernize public utility distribution, the village instituted a requirement of the Lincolnshire Village Code that certain new developments must place all public utilities entirely underground, which includes electrical service. Placing all utilities underground extends beyond visual benefits to ensuring that such utilities are protected from above ground interferences and obstructions that could lead to disruptions in service. As the village prides itself on tree preservation and wooded residential lots, such natural amenities can be detrimental to above ground electrical lines as tree overgrowth can run into power lines or collapse service lines during high-wind storm events that could lead to prolonged service outages. In order to reduce this conflict, burial of existing above-ground electrical lines should be strongly encouraged.

It has been Lincolnshire's experience over the past several years that the summer storm season results in substantial loss of power throughout the community for prolonged periods. While a power outage in this region is not uncommon during

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storm events, suburban growth and dependency on ComEd service has increased, affecting a significant number of residents with loss of power for longer durations. Although the village has developed code language to help reduce the occurrence of power loss through the burial of electrical lines for new development, many of the main supply lines and distribution equipment are highly susceptible to failures as the lines remain above ground and/or the equipment is too antiquated to handle the continual increase in customer demand.

Although the village remains proactive in gauging and responding to ComEd's involvement in the community and how residents can be better served, ComEd remains as the sole owner and operator of Lincolnshire's electrical power supply and equipment. As a result, the village is dependant on the initiatives of ComEd in regards to equipment upgrades and improvements to existing facilities. Collaborative efforts should continue to be explored to strongly encourage ComEd to conduct upgrades and maintenance of the Village's power system.

### Recommendation for Proposed Facilities

Although the village enjoys a multitude of governmental and quasi-governmental services, supported by generally new facilities, it is the private-sector services that must be improved in order to provide a balanced and well-rounded service community.

Based on the above assessment of existing community facilities focused upon in this Plan, the following priorities have been determined to fill the apparent voids that are present in Lincolnshire:

#### Grocery Store

With the growth of the Village's residential subdivisions spanning the years following development of the original Lincolnshire Subdivision, the commercial needs of the growing residential population became evident and sparked the development of retail centers such as the Lincolnshire Village Green, CityPark at Lincolnshire, and more recently Lincolnshire Commons. While these commercial centers provide much needed and desired commercial services such as restaurants, entertainment, and retail shopping to Lincolnshire residents and the surrounding area, the availability of grocery and other food supplies has

remained outside the municipal boundaries, requiring residents to travel outside the community to purchase food provisions. Not only does the absence of a grocery store result in inconveniences, it also results in lost tax revenue for the village.

Lincolnshire's location amongst larger populated communities has placed the community at a disadvantage in attracting a grocery store operator since grocery stores traditionally seek locations that center amongst a higher population base, such as those communities surrounding Lincolnshire, to maximize shopper counts. This has resulted in surrounding communities having a greater ability to attract grocery store operators, thus placing Lincolnshire at a disadvantage in locating a grocery store within the community. However, an emerging trend in the food store industry is smaller neighborhood markets and specialty food stores focusing on natural, organically farmed, and high-end food products not offered at the standard supermarkets. These neighborhood market stores are better suited for Lincolnshire and operate within a smaller building footprint more sustainable to the community population. Providing a grocery store appropriate for Lincolnshire has been a long-held objective of the village and its residents that should continue as a primary goal for which necessary accommodations are made.

#### Medical Office Campus

The population and geographic size of Lincolnshire does not logically support a full-service hospital campus. However, a small-scale medical office campus may be suitable for increased convenience and fill a void in health services for village residents. Additionally, the increase in medical services could also attract high-skill jobs to Lincolnshire and provide a tangible economic benefit. Although these facilities would not be owned or operated by the village, facilitating their development should be strongly considered.

A medical office campus could operate in a number of various commercial and office locations. This type of use has the advantage of not requiring frontage on a major arterial roadway as it is a destination use that does not rely solely on drive-by traffic. In fact, these uses have the flexibility of clustering in a new building or multiple buildings, or occupying multiple floor space in an existing office building. In regards to

a medical office campus, opportunities for such a facility are present throughout the Corporate Center and other office districts. An example of a future redevelopment area that would be appropriate for such a campus development is the northeast corner of Barclay Boulevard and Aptakisic Road (see inset map below). The area is comprised of rural-remnant single-family residential lots that have remained since their forced annexation in 1996. The land area is surrounded by the Lincolnshire Corporate Center to the north and west, with the Lincolnshire Commons shopping center to the east, resulting in an incompatible land use in the midst of the surrounding commercial uses. The future land use classification of this Plan continues to recommend Professional Office uses for this area, which could support a medical campus, amongst other uses. A medical office campus would also establish an ideal transition from the retail uses of Lincolnshire Commons, to the larger-scale office buildings of the Lincolnshire Corporate Center.



**Cellular Facilities**

As cellular technology continues to advance and become commonplace, cell phone users are starting to abandon their landline telephones and rely solely on cell phones for all telephone communications. Due to high population densities, urbanized areas traditionally receive priority from cellular providers and the equipment necessary to handle the load on cellular networks, which is less complex to achieve

based on the urban landscape of elevated building skylines and similar opportunities for cellular antenna placement. As densities and the height of the built environment decreases away from the urban core and extends into suburban areas, cellular coverage becomes challenging based on dispersed travel corridors and residential nodes, combined with greater aesthetic criterion obstructing the placement of cell towers. This situation is exemplified in Lincolnshire where the combination of substantial tree coverage and high aesthetic standards produces limitations on suitable cell tower locations and results in compromised cellular service in the village. Reduced cellular reception and poor call quality is an inconvenience for recreational cell phone use, but can become a life safety concern during an emergency situation or during a storm event where power and landline phone service is disabled rendering a cell phone as the sole phone service available.

The inconvenience and safety concerns have caused many residents to express their frustrations regarding the limited cellular phone reception in Lincolnshire. While there are specific provisions in the Lincolnshire Zoning Code permitting the installation of cell towers within areas of the community, previous proposals to increase cellular coverage in residential areas have received negative feedback from neighboring residents citing visual and safety concerns due to the proximity of the proposed tower(s) to neighboring residences, resulting in the withdrawals of such requests. Access to cellular service in Lincolnshire typically requires tall cell towers, often perceived as visually obtrusive, to extend above the existing tree canopy to provide unobstructed signals, so it is understandable that residents may object to tower locations within close proximity to their homes.

It is not uncommon for municipalities to become proactive in ensuring stable cellular service throughout the community by permitting cell towers and antennas to be installed on public land/buildings. Beyond providing reliable cellular service, the use of public land/buildings also provides financial benefits to participating communities. Cellular providers typically lease the areas where their equipment is located via long-term lease contracts. This stable source of revenue is a twofold benefit to municipalities by receiving reliable cellular coverage and

## COMMUNITY FACILITIES

### CH 4

collecting rent payment for the lease of public land. In order to provide better levels of cellular service and the additional revenue generation potentials, village owned facilities should be considered when exploring suitable sites for cellular service within the community.

To address the inherent siting constraints of cellular facilities in Lincolnshire, the Community Facilities element was used to analyze and establish the following criterion that can be used to select areas of the community where it may be appropriate for such facilities:

1. Parcel locations that would result in the least amount of visual impact to residential land uses.
2. Adequate separation from existing cell towers/antennas to prevent concentrated proliferation.
3. Co-location opportunities on existing structures.

The goal in the establishment of criteria in this Plan is to continue preservation of the Village's character and its quality of life, while providing reasonable areas for the consideration of evolving technologies to remain competitive and attractive to both residents and businesses.

UPDATE  
2012

chapter 5  
housing



CHAPTER 5  
HOUSING PLAN ELEMENT

The Housing Element assesses the current strata of housing types and projects future housing needs to sustain the current quality of life in Lincolnshire, and to offer housing that would sustain this quality by permitting future generations of current Lincolnshire residents the opportunity to experience this quality of life. As the availability of developable land decreases, differing housing stock may need to be considered to provide for the most appropriate balance of housing and development trends.

The purpose of the housing plan is to preserve the existing housing stock that has established the character and quality of life in Lincolnshire, and to attract new families and residents to the village by expanding the available housing types to complement the established quality and sustain Lincolnshire for the long term. The housing plan should function as a strategic action plan, which emphasizes those segments of the housing market unlikely to be achieved by the private market, unaided by public intervention.

#### The goals of this plan element are:

- ▶ Preserve and enhance the existing housing stock and quality.
- ▶ Provide new housing supply that maintains the quality of character of Lincolnshire to ensure a balanced mix of housing types.
- ▶ Attract and retain younger demographics and families to ensure a balanced age strata in the community.
- ▶ Encourage environmentally supportive neighborhood designs and housing.

#### Assessment of Existing Housing Stock

Since the development of the original Lincolnshire Subdivision, the focus of the village has been in providing desirable residential housing that upholds property values and creates an attractive quality of

life. Based on assessment of the housing types in Lincolnshire, the following types have been identified:

#### Detached Single-Family Residence

This housing type consists of a broad spectrum of styles ranging from moderately-sized mature homes representative of the original Lincolnshire subdivision to generously-sized homes characteristic of the housing escalation of the 1990's through 2000's to typical sized homes on condensed lot sizes within a cluster development. It is this variety that has sustained the average village demographic by offering a mixture of single-family housing types based on housing needs. Occasionally, the land value has surpassed the value of the structure within the initial Lincolnshire subdivision, which has resulted in some inconsistencies in scale and character in this area as mature homes have been subject to the “tear-down” trend and replaced with larger, modern homes on parcels not originally envisioned for the new trend of larger home sizes. Overall, the detached single-family residence is the most common housing type within Lincolnshire and has shaped the residential makeup of the community.

#### Attached Single-Family Residence

This housing type is typically developed in a manner influenced more by surrounding conditions and land uses. Attached single-family residences are typically within the smaller range of single-family home sizes in the village and are attached to two or more one-family dwellings by common vertical walls (often referred to as “party walls”). Representative of planning best practices, this housing type has been developed in areas that are not sustainable for detached single-family residences based on site constraints or location, but remain appropriate for residential uses. Within Lincolnshire, the attached single-family developments have often employed the cluster design technique that concentrates buildings on a part of the site to allow the remaining site to be used for common open space, recreation, or preservation of environmentally sensitive features. This housing type has also been used to function as “soft” transition from nearby non-residential uses to detached single-family buildings. Beaconsfield, Heritage Creek, and Sutton Place are examples of attached single-family residence developments.

### **Condominium**

This housing type provides a departure from the single-family residences in the village and comprises smaller residential units that are individually owned, with maintenance-free common areas and facilities that primarily attract the “empty nester” demographic. As the Village has concentrated on developing the downtown corridor, condominium housing has become the accepted housing element in proximity to commercial services and amenities. The Rivershire Community along Milwaukee Avenue also includes a condominium component within this master planned community. Lincolnshire condominiums have continued to be attractive to “empty nesters” as developers have focused on this age group by increasing floor areas and the quality of interior amenities that are favored and more attainable to this demographic.

### **Community Residential Unit**

This housing type represents the segment of housing for unrelated residents that include care and supervision by supportive staff to meet the physical, emotional, and social needs of its residents. More commonly identified terms such as “assisted living facilities” or “long-term care facilities” do not address the spectrum of housing services provided in Lincolnshire. The Wealshire, the Ponds at the Wealshire, Riverside Foundation, and Sedgebrook Retirement Campus each provide a different scope of housing services to address their residents’ specific needs. It is for these reasons that “community residential” is deemed to be an appropriate label for the diversity of assisted housing communities in Lincolnshire.

### **Multifamily Apartment**

Although not commonplace, a single, 20-unit multifamily apartment building, annexed into Lincolnshire in 1995, is located at the western corporate limits of the village along Half Day Road, bordering the Stevenson High School campus. While single-family residences (detached or attached) and condominiums are not immune to rental occupancy, especially during nationwide economic declines, the rate at which these buildings are non-owner occupied is traditionally lower in Lincolnshire.

### **Recommendations of Housing Plan**

The implementation of this housing element should focus on addressing the goals established in this chapter to foster continued appeal of the Village’s residential areas. The housing quality and value maintained in Lincolnshire have produced an attractive location within north suburban Chicago. Without thoughtful consideration, balancing the preservation of the existing housing stock and encouraging new housing types to attract younger generations to Lincolnshire can easily create conflict amongst these two goals.

### **Preserve the Existing Housing Stock and Quality**

As the availability of developable land for residential uses becomes limited, often situated between existing developments, it is vital that proposed residential developments are compatible with their surrounding land uses and the built environment to minimize the impact of new construction and preserve existing home values. Naturally, a proposed development that replicates the same density and housing characteristics of adjacent properties will achieve the highest compatibility, thus limiting most potential negative impacts and preserving housing values, but could lead to repetition and lack of character. Compatibility could also be attained without duplicating the same housing type(s) and development pattern of neighboring developments, but must be accomplished in a careful manner to ensure this goal is achieved. This precedent has already occurred within Lincolnshire where the detached single-family residences of Woodcreek Courts are sited on reduced-sized lots, in a cluster development, located adjacent to typical, half-acre single-family residential lots on Robinhood Court, Friar Tuck Court, and Nottingham Drive (see inset map on page 60). This is achievable through concerted site planning efforts and appropriate natural woodland screening buffers. Future residential developments, regardless of density and housing types, must be executed in a similar comprehensive manner that is not only suitable for the specific parcel being developed; but also compatible with the existing housing types in the vicinity in order to uphold the existing housing stock and quality. The use of appropriate zoning tools to preserve and promote this character of residential development should be continued and enhanced where necessary.

# HOUSING PLAN

## CH 5



Woodcreek Courts Inset Map

### New Housing to Attract and Retain Younger Demographics and Families

As the City of Chicago and regional suburbs have grown and evolved, Lincolnshire has remained a locale for residents seeking a natural environment in which to reside while retaining close access to Chicago, O’Hare International Airport, and other regional attractions. Corporate employers have recognized these attributes and have made Lincolnshire home for their corporate headquarters or regional offices. Based on real estate values and available housing types in the village, many local employees must reside outside the community. This housing element should also explore opportunities for direct connections between major employers and entry-level workforce housing in planning future housing strategies. Attracting younger corporate employees and small families to Lincolnshire allows residents to establish themselves within the community at a younger age and remain in the village as their family grows and ages. Younger demographics are prone to be more active and enjoy parks and outdoor recreational opportunities, and may be more frequent users of certain local commercial establishments. Younger Census demographics could also attract new commercial opportunities within the Village.

While “starter home” developments would certainly address this aspiration, it could be contrary to the

first goal of preserving the existing housing stock and values in Lincolnshire. However, the village should recognize that housing types that are suitable for “empty nesters”, corporate employees, and young families can be achieved. A shift in the housing approach by the village and developers will be necessary in order to provide housing that is suitable in size and property value for young families and young corporate professionals. Condominium housing has proven to be a flexible housing type that functions well as a stand alone development or can be integrated into a mixed-use development that is attractive to a range of age groups, but must be done in a manner that does not threaten existing housing conditions or gravitates to only one specific demographic. As an example, condominiums or professional apartments could be acceptable in the area of the Tri-State International Center, specifically the property at 20 Westminster Way (see inset map below).



20 Westminster Way Inset Map

This vacant site was initially planned for commercial uses in the original planned unit development, and was later approved for a 36-unit condominium building that failed to complete the building permit process. The site’s location lends itself to a multifamily residence that would complement the residential nature of the existing hotel to the north and the existing cluster residences along the west side of Westminster Way, while providing a buffer from the

professional office development of the Tri-State International Center to the southeast. It should be noted that similar to any proposal for single-family residential development, the potential increase in student population must also be considered when analyzing the appropriateness of a development request, in order to mitigate the potential impacts that an influx of students could have on the Village's school districts and balance of class sizes. Condominium or professional housing units tailored towards a younger/professional demographic that recognize the quality of life in Lincolnshire could be supported in a cognizant manner in addressing the goals of this Housing Plan.

### **Encourage Environmental Supportive Neighborhood Designs and Housing**

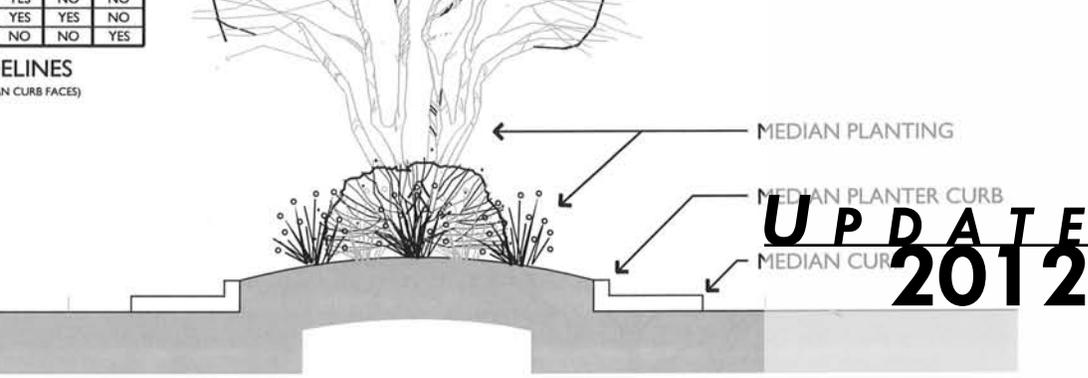
Environmental stewardship and sustainability is emerging from simply being a trend to becoming an awareness and willingness to make lifestyle adjustments to decrease our impact on the environment. Lifestyle trends from recycling to hybrid vehicles have become commonplace within our daily lives and as popularity increases, sustainable practices have become more realistic to achieve financially. This has also extended into the built environment where the number of buildings being renovated and constructed to achieve LEED designation is on the rise. LEED, or Leadership in Energy and Environmental Design, is an internationally-recognized green building certification system developed in 2000 by the U.S. Green Building Council to provide building owners and operators with a framework for identifying and implementing practical and measurable green building design, construction, operations, and maintenance solutions. LEED promotes sustainable building and development practices through a suite of rating systems that recognize projects that implement strategies for better environmental and health performance. This principle has recently been applied to neighborhood design (LEED-ND) to achieve sustainable development on a neighborhood level. Lincolnshire has been a pioneer in environmental preservation from the onset of the first residential neighborhoods designed to be "carved" from the woodlands, preserving natural features as amenities to be enjoyed by residents. This standard continues to be a priority in residential neighborhood design in Lincolnshire and has expanded to encourage planting of native landscaping and the utilization of best man-

agement practices (BMP's) for stormwater detention basins/ponds. The village should continue to be at the crest of this increasing wave of sustainable land development and implement policies, codes and regulations in order to continue to uphold these goals.

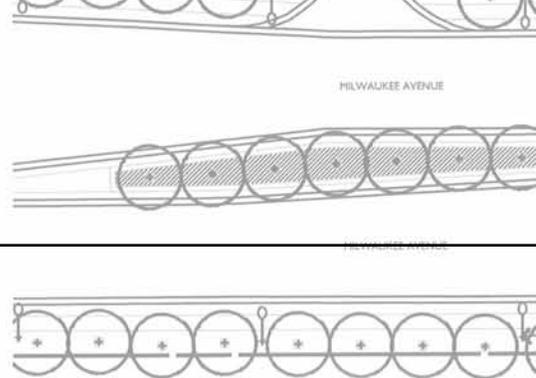
As developers and residents become more aware and supportive of sustainable living, sustainable neighborhoods have become appealing from an architectural and conscientiousness perspective. The goal is to increase the sustainability of future residential subdivisions beyond traditional policies and to encourage creative design both visually and environmentally.

YES	YES	NO
NO	NO	YES

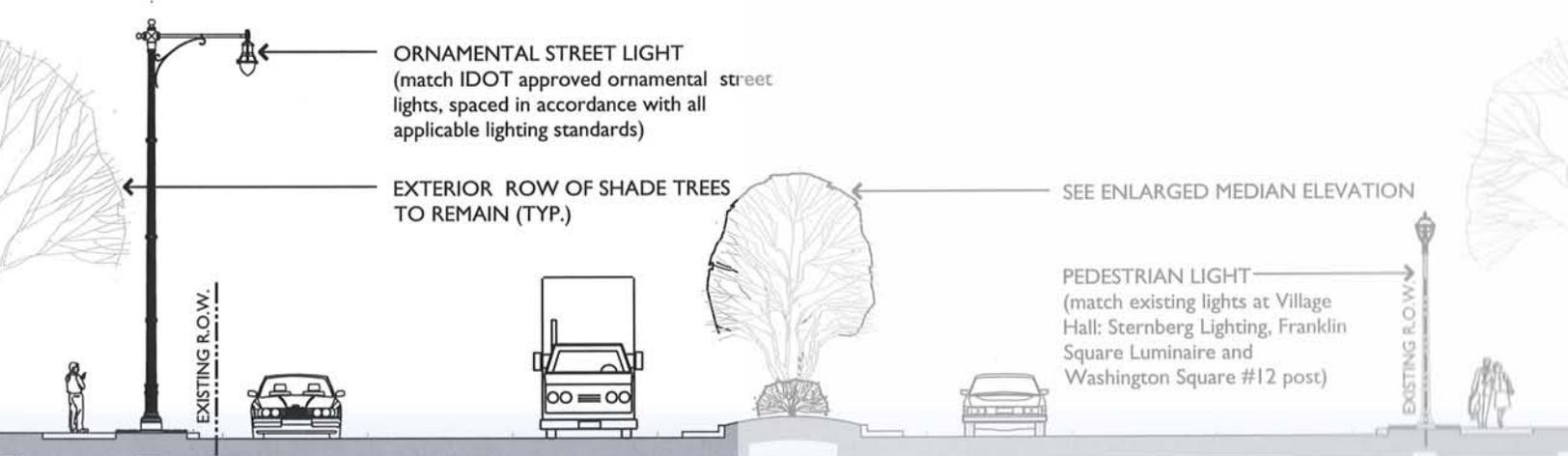
ELINES  
(IN CURB FACES)



MEDIAN SECTION / ELEVATION



PARTIAL PLAN  
SCALE: 1" = 50'-0"



ELEVATION

MILWAUKEE AVENUE CORRIDOR, FUTURE ROAD EXPANSION, STREETSCAPE ENHANCEMENTS

# chapter 6 transportation



## CHAPTER 6 TRANSPORTATION PLAN ELEMENT

Effective transportation systems are central to maintaining the productivity, health, and safety of Lincolnshire and the region. This transportation plan element should be used to guide improvements to the transportation network to meet the Village's mobility, accessibility, safety, economic, and quality of life needs. On the surface, Lincolnshire's transportation system is rather simplistic in that the majority of transit within the village is derived from a street network. However, various public agencies have a controlling stake in the Village's transit system, which requires a careful balance of the Village's transit goals and those by larger regional, county, and state administrations:

- Illinois Tollway Authority – Interstate 94
- Illinois Department of Transportation (IDOT) – Milwaukee Avenue (Route 21) and Half Day Road (Route 22)
- Lake County Division of Transportation (LCDOT) – Riverwoods Road and Aptakisic Road
- PACE Suburban Bus – Four bus/shuttle routes operated in Lincolnshire
- Metra Rail – Commuter train operator of the North Central Service rail line along Lincolnshire's western corporate limits

### The goals of this plan element are:

- ▶ Forecast future road extensions.
- ▶ Make recommendations for reducing congestion.
- ▶ Eliminate conflicts with outside entities responsible for components of the Village's transportation network.
- ▶ Determine improvements to the Village's recreational path network.

The physical execution and maintenance of the Village's transportation network relies on the Public Works Department, who have played an integral role in developing a transportation plan that addresses goals to reduce potential conflicts between land use and infrastructure improvements.

### Assessment of Existing Transportation System

In order to determine where improvements to the Village's future transportation network are necessary, it is critical to understand the current system, its benefits and limitations.

#### Streets

As the primary source of transportation in suburban communities is the automobile, the same is true of Lincolnshire's transportation system that relies on a street network focused on automobile circulation and distribution. Each street functions at a specific level of service, regardless of whether it performs at the level originally intended or at maximum levels its been designed to accommodate. A common occurrence in suburban areas experiencing continued growth is the expansion of arterial roadways, which become obsolete from their initial rural street design due to significant increases in traffic demands.

Each street is classified by type based on their design and level of use. The following assessment of existing village street conditions is based on their street type:

#### I. Local Streets

The sole function of a local street is to provide access to adjacent residential properties, and not intended to carry through traffic. As a result, these streets are primarily designed as cul-de-sacs and loop streets. Local streets are primarily located within the residential neighborhoods of the village and are maintained by the Public Works Department. Private streets within residential developments are also classified as local streets, however, are maintained by private maintenance contracts and not the Public Works Department due to their designation as "private". Aside from routine street surface maintenance, all existing local streets perform at acceptable levels of service.

**2. Collector Streets**

Collector streets are main arteries within residential and commercial areas. Their primary function is to provide a convenient link between major arterial streets and local streets. The collector streets within the residential and corporate areas of the village are maintained by the Public Works Department. Collector Streets within private commercial and residential developments are maintained by private maintenance contracts and not the Public Works Department. Aside from routine street surface maintenance, all collector streets perform at acceptable levels of service.

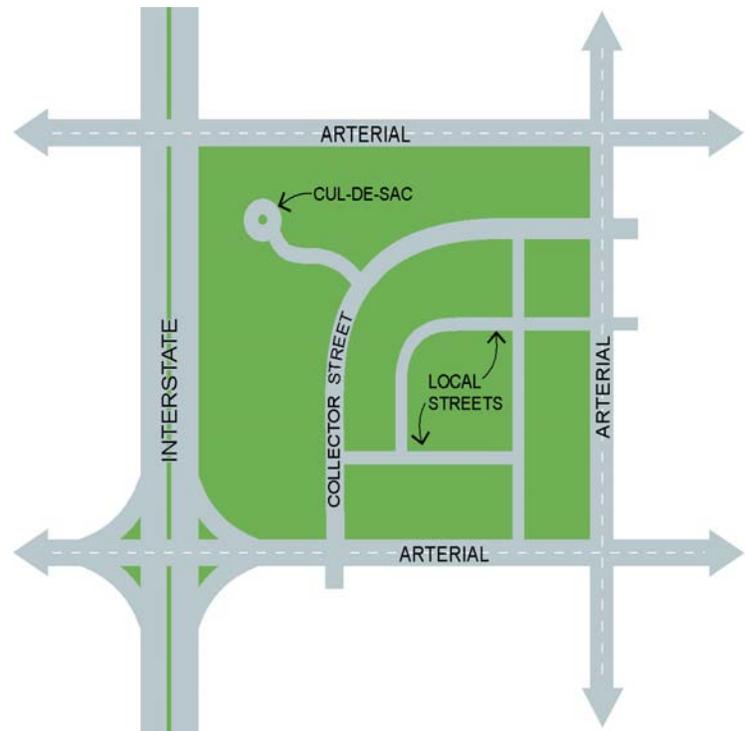
**3. Arterial Streets**

Arterial streets in Lincolnshire can be divided into “major arterials” and “minor arterials”. The major arterials are Milwaukee Avenue and Route 22, both four lane streets with dedicated turn lanes, within the jurisdiction of the Illinois Department of Transportation (IDOT). Riverwoods Road and Aptakisic Road are classified as minor arterials, both managed by Lake County DOT (LCDOT). As all four arterials are outside the controlling authority of Lincolnshire, their planning and maintenance is regulated by these outside entities. Through the widening and enhancements to Route 22, traffic levels have been restored to an acceptable capacity per traffic engineering standards. Riverwoods Road and Aptaksic Road remain at acceptable levels of minor arterial service. The northern segment of Milwaukee Avenue experiences decreased levels of service, in the area north of the Route 22 intersection. While the number of travel lanes is maintained throughout its passage within Lincolnshire, the commercial density along Milwaukee Avenue increases north of Route 22 resulting in a proliferation of access points that creates a contradiction with through traffic.

**4. Interstate**

Interstates are devoted entirely to the high-speed movement of traffic between major segments of the metropolitan area and carry a heavy volume of traffic. Given Interstate Tollway 94’s designation as a tollway, access to and from the interstate is highly controlled and limited to maintain high-speed travel. In 2009, the Illinois Tollway Authority began reconstruction of the Half Day

Road interchange to modernize egress and ingress to Interstate Tollway 94 and the grade-separated overpass, and was completed in 2011. In conjunction with the overpass project, the interstate was also improved. From these improvements, Interstate Tollway 94 (that portion within Lincolnshire) performs at acceptable capacity per traffic engineering standards.



**STREET SYSTEM DIAGRAM**

**Public Transit**

A public transit component generally involves bus, train/light rail facilities, water-based facilities, and/or intermodal facilities (the transfer from one transit mode to another). However, due to the characteristics of Lincolnshire, “public transit” is realistically limited to bus service provided by Pace Suburban Bus. Although there is an existing Metra commuter train line along the western boundary of the village, two Metra commuter stations in Prairie View and Buffalo Grove are positioned within too close of proximity to consider the addition of a Lincolnshire station. In addition, the village previously elected to forego providing such facilities in Lincolnshire when the opportunity was available. Such opportunities to expand train access in Lincolnshire almost certainly no longer exist.

There are currently three active Pace Bus routes servicing Lincolnshire, two routes connect to/from the Deerfield Metra Station (Lake-Cook Road), with the third route providing access to/from the Buffalo Grove Metra Station. Bus stops in Lincolnshire have primarily been positioned to accommodate employees and specific employers within the Lincolnshire Business and Corporate Centers. Providing such transit opportunities for employees within Lincolnshire assists in reducing the number of vehicles on village roadways during peak travel times, and lowers carbon emissions from the reduction of vehicles on the road. While generally, bus service is used by both employees and residents within a community, the village has not been made aware that such bus service is paramount to our resident's mobility.

#### **Bike and Pedestrian (Bike-Ped) Path System**

Since the initial establishment of the original Lincolnshire Subdivision, the village has strived to provide for the enjoyment of the natural environment, not only through tree preservation, but also through the creation of greenways and path systems. As the village has grown, the length of the path networks has also increased. The planning and implementation of the Village's bike-ped path system is conducted by the Park Board and Public Works Department. System-wide, the bike-ped paths provide access to Lincolnshire parks and connections to local and regional pathways for expanded recreational opportunities. However, the path system network decreases west of the Des Plaines River and only limited paths are present. The pathways that are present mainly consist of pedestrian sidewalks, which do not provide sufficient width for both bike and pedestrian traffic. The Lincolnshire Corporate Center has developed their own path network, which is not identified on the paths map. Despite being a privately developed pathway, it should be shown to further illustrate the total extent of the Village's path system. Additionally, there are no existing or proposed paths along Milwaukee Avenue. While this may be intentional, there should be consideration as to whether it would be appropriate to provide for a path along this arterial, as well as safe pedestrian crossing at signalized intersections. As commercial development has expanded at the southern point of Lincolnshire, providing bike-ped access to these developments should be a consideration.

#### **Recommendations for Transportation Improvements**

The assessment of Lincolnshire's transportation network has provided the opportunity to expose the limitations of the transit elements that can be improved to create efficient mobility and enhance the quality of life in the village. Improvements in mobility not only benefits Lincolnshire residents, but also creates secondary benefits to local employers and commercial areas by decreasing travel times for employees and customers. To achieve the goals of the transportation plan element, the following recommendations have been established:

#### **Forecast Future Road Extensions**

Although the availability of developable land has decreased, there remain large assemblages of land that are anticipated to be developed given their size, location and proximity to other land uses. Based on the specifics of each undeveloped land area, access to each potential development will require thorough consideration to ensure proper site access and to eliminate potential traffic conflicts. For the purpose of this plan, the future road extensions and reconfigurations have been identified in the Transportation Map (see Maps, Chapter 10) based on existing street conditions and anticipated development patterns.

#### **Recommendations for Reducing Congestion**

The Transportation Map also identifies areas where street or bike/pedestrian connections can occur to improve traffic distribution and circulation. In the past, contrary to planning best practices, the village has not taken available opportunities to provide street connections between residential developments. While this may be based on the perception that such connections foster cut-through traffic, excess speeding, and a decrease in property values; inter-connectivity of neighborhoods can improve traffic circulation and even foster stronger neighborhood relationships without the perceived negative impacts. The disconnection of neighborhoods can result in the rise of unnecessary vehicular traffic due to lack of street connections between adjoining subdivisions. Connectivity of adjacent land uses should also be explored for commercial land uses along Lincolnshire's arterial roadways as access to neighboring developments can then be achieved without requiring use of the public roadways. Furthermore,

this would also assist in reducing the number of congestion inducing curb-cuts along heavily traveled thoroughfares.

#### **Eliminating Transportation Plan Conflicts**

In 2009, the village approved the Lincolnshire Corridor and Entry Plan (herein referred to as the Corridor Plan) to reinforce and enhance Lincolnshire's character through physical improvements to its principal roadway corridors and the main points of entry into Lincolnshire. Naturally, the Corridor Plan focuses on the arterial streets in the village as they play a key role in mobility throughout Lincolnshire and are significant contributors to the visual character of the community. Therefore, it is fundamental that the Corridor Plan be utilized in considering development and land redevelopment proposals along the Village's arterials, and that improvements to these corridors are viewed as being of the same importance as the architectural quality of Lincolnshire's built environment.

Each one of Lincolnshire's arterial streets are within the jurisdiction of Illinois Department of Transportation (IDOT) or Lake County Division of Transportation (LCDOT), which most likely have established plans for street improvements separate from the village. Planned development along the Village's arterials must be mindful of the DOT's that are responsible for the provision and administration of funds for construction and maintenance of their roadways. With the importance these arterials play in traffic circulation and visual association, inclusion of such DOT plans in the development and redevelopment of parcels along the identified arterials is fundamental to maintaining the integrity of these plans.

#### **Half Day Road (Route 22)**

Half Day Road is identified as a Strategic Regional Arterial (SRA) by IDOT in their adopted SRA report prepared April 1993. Most of the street enhancements identified in the plan have been implemented, while other improvements have yet to occur. Half Day Road is also identified in the Lincolnshire Corridor Plan outlining specific criteria for streetscape improvements. Improvements of parcels with frontage along Half Day Road are subject to the recommendations established in the Route 22 SRA and Lincolnshire Corridor Plan.

#### **Milwaukee Avenue (Route 21)**

Milwaukee Avenue is identified as a Strategic Regional Arterial (SRA) by IDOT in the adopted SRA report prepared May 1993. While portions of the street enhancements in the plan have been implemented, other improvements and right-of-way acquisitions have yet to occur. Milwaukee Avenue is also identified in the Lincolnshire Corridor Plan outlining specific criteria for streetscape improvements. Improvements of parcels with frontage along Milwaukee Avenue are subject to the recommendations established in the Route 21 (Milwaukee Avenue) SRA and Lincolnshire Corridor Plan.

#### **Aptakisic Road**

Aptakisic Road is under the administration of LCDOT, which may include separate street improvement criteria from Lincolnshire. Aptakisic Road is also identified in the Lincolnshire Corridor Plan outlining specific criteria for streetscape improvements. Improvements of parcels with frontage along Aptakisic Road are subject to review of LCDOT and the recommendations established in the Lincolnshire Corridor Plan.

#### **Riverwoods Road**

Riverwoods Road is under the administration of LCDOT, which may include separate street improvement criteria from Lincolnshire. Riverwoods Road is also identified in the Lincolnshire Corridor Plan outlining specific criteria for streetscape improvements. Improvements of parcels with frontage along Riverwoods Road are subject to review of LCDOT and the recommendations established in the Lincolnshire Corridor Plan.

#### **Improvements to Recreational Path Network**

An extension of Lincolnshire's street network is the bike-ped path system, which functions to provide safe and efficient movements throughout the village to best serve residents' recreational needs. The village has made significant efforts in enhancing the path network through its expansion to align with the evolution of the community. While there are obvious opportunities for continued expansion of the path system associated with future development, other improvements to the established network should also be considered to increase its function

**Expansion**

Opportunities to expand the path system along Milwaukee Avenue, as well as pedestrian connections across Milwaukee Avenue, should be explored based on the increase in commercial activity along this corridor as well as the goal to provide safe access for pedestrians. While the majority of parcels fronting Milwaukee Avenue have been developed, there remain opportunities for path improvements through redevelopment and development of the few remaining parcels. Additionally, street improvement plans such as IDOT’s Strategic Regional Arterial plans for the future reconstruction of the Milwaukee Avenue corridor presents opportunities to work in conjunction with IDOT to include pathways within their future projects. The remaining gaps in the path system along Milwaukee Avenue could then be addressed through obtaining access easements on previously developed properties, which could be appealing to private land owners that would gain pedestrian access, along with seeking and obtaining grants for vehicular congestion mitigation efforts.

**Connectivity**

Many of the paths identified on the Hiking, Biking, and Recreational Path System Map result in dead-ends, which should be avoided whenever possible. While path connectivity will not always occur due to site and locational constraints, the development of new pathways should remain attentive to avoiding further dead-end paths.

**Way-Finding**

Many path users can become disoriented due to changes in directions or multiple path systems joining together. Instituting a way-finding program would classify each path for easy identification and provide direction when a path alters course. Way-finding identification can also be used to identify local area landmarks or destination points for people who choose to divert from the path to enjoy Lincolnshire’s commercial opportunities.

**Site Furniture**

Site furniture is often used to describe benches, trash receptacles, lamp posts, and other elements that can visually and functionally enhance an area. Often, such furniture is forgotten in path design.

Strategic lighting can increase safety during dawn and dusk hours, trash and recycling receptacles can be placed along paths to prevent the proliferation of garbage, water fountains can bring much needed relief, and dog waste stations can be invaluable for dog walkers. The addition of these elements enhances the functionality of the path system and its interaction with the user.



Recreational Path - North Park

UPDATE  
2012

chapter 7  
economic  
development



## CHAPTER 7

### ECONOMIC DEVELOPMENT SUB-AREA

Economic development is an integral component of Lincolnshire's comprehensive planning efforts. It broadly refers to the business retention, attraction and development of the community's economic base, as well as quality of life characteristics for residents and businesses. These attributes strongly influence Lincolnshire's vitality as well as its economic position and competitiveness within the region. The community's economic development initiatives are guided by the Economic Development Strategic Plan, which was developed in 2006 and used as a valuable resource for an economic development agenda over the past five years.

#### The goals of this plan element are:

- ▶ Preserve and enhance the quality of life and infrastructure in Lincolnshire in order to maintain the Village's position as an attractive place for both residents and businesses.
- ▶ Attract diverse industries and business types to ensure economic stability and tax base in Lincolnshire.
- ▶ Achieve a desirable mix of commercial and retail development that meets the needs of Lincolnshire residents and employee population.
- ▶ Promote the Village's shopping, dining, entertainment and recreational amenities locally and regionally.

#### Assessment of Economic Conditions

##### Location and Access

Lincolnshire boasts an excellent accessible location within Lake County and the Chicago regional area. As a result of its direct access to Interstate Tollway 94, Lincolnshire is conveniently accessible to the key economic sectors of Chicago's downtown and O'Hare International Airport. In addition, three major U.S. and State routes traverse the village that include US Route 45/IL Route 21 (Milwaukee Avenue) and IL Route 22 (Half Day Road). While Lincolnshire does not have a dedicated Metra com-

muter train station within its corporate limits, both residents and employees enjoy convenient access to nearby Metra stations of the North Central Line and the Milwaukee District North Line, providing transportation alternatives to Chicago and O'Hare International Airport. Additionally, the village is further served by Pace Suburban Bus, providing alternative transportation options for many employees of the corporate and business centers.

##### Economic Base

Lincolnshire is home to six nationally recognized hotels that supply a total of 1,050 rooms and offer amenities such as meeting, conference and events space, and teleconferencing capabilities for business travelers and tourists. In addition to guest accommodations, the Lincolnshire Marriott Resort also provides entertainment and recreational opportunities, including a highly-acclaimed live theater and the Crane's Landing PGA certified championship golf course.

The village is also home to a number of prominent office and industrial parks, including the Lincolnshire Corporate Center, Lincolnshire Business Center, Millbrook Business Center and the Tri-State International Office Center. These corporate parks were largely established between the 1970's through 1990's, with most of these developments located on the former Chicagoland Airport site (bounded by Milwaukee Avenue, Half Day Road and Aptakisic Road). The Tri-State International Office Center is located at the eastern limits of the village, south of Half Day Road, with Interstate Tollway 94 serving as the eastern boundary of the center. Additionally, a number of individual office/industrial properties that are not affiliated with a specific center, are located within the corporate and business centers.

Approximately 300 businesses and a number of high-profile corporate headquarters, employing close to 20,000 people are located in Lincolnshire. This figure is derived from periodic business surveys conducted by the village, which provides the current daytime population in addition to local business-specific data. Local office and industrial businesses represent a variety of industries, including medical/pharmaceutical, biotechnology, human resources and office equipment suppliers to name a few. It is this diversity in industries that helps lessen the impacts caused by

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changes in specific industries. The top five largest companies in the village (based on their current employment) are AonHewitt, Walgreens, HydraForce, Marriott's Lincolnshire Resort and W.W. Grainger - Walgreens and W.W. Grainger being the corporations that do not maintain their corporate headquarters in Lincolnshire. Apart from important job benefits, local businesses generate significant support for Lincolnshire retailers, supplementing the spending power provided by village residents. Lincolnshire's three lifestyle commercial centers (CityPark of Lincolnshire, Lincolnshire Commons and Village Green), were developed since the mid-1990's and supply over 400,000 square feet of commercial/retail and office space. In addition to the historic Marriott's Theater, the village is home to other entertainment venues that include Regal Cinema and IMAX movie theaters, and the recently opened Viper Alley live music and bowling venue. The Village's abundant recreational opportunities through its parks, recreational trail system and nature/forest preserves provide enjoyment to both village residents and business employees in the area.

### Demographics

Due to Lincolnshire's location within Lake County, village businesses benefit from a strong labor pool and above-average incomes in the surrounding trade area. Although the majority of Lincolnshire residents are employed by companies outside the community, a portion of village residents, as well as residents from surrounding areas, work in the community. Village residents have a median disposable household income of \$110,170, which significantly surpasses national levels. Based on demographic and socioeconomic characteristics, Lincolnshire residents are categorized into the "top rung" and "connoisseurs" tapestry segments that represents the two most affluent consumer groups coveted by both businesses/suppliers and marketing agencies.

### Quality of Life

Lincolnshire's housing stock predominately consists of custom built, single-family residences on 0.5-2.0 acre picturesque wooded lots along winding roads with many natural amenities.

Lincolnshire is also recognized nationally for its award-winning public schools, which include the Laura B. Sprague Elementary School (grades

Kindergarten-2), Half Day School (grades 3-4), Daniel Wright Jr. High School (grades 5-8) and Adlai E. Stevenson High School. Additionally, the College of Lake County-South Lake Education Center, located in neighboring Vernon Hills, provides continuing education and professional development programs for both village residents and businesses.

### Municipal Taxes

Lincolnshire is a home-rule municipality with property taxes comparable with surrounding communities. Unlike many other regional suburban communities, the village derives only a small portion of its municipal revenues from property taxes. These property tax revenues are used exclusively to fund municipal employee pensions and are not levied for operational purposes. The village relies heavily on consumption taxes that include sales tax, utility and telecommunications tax, and room and admission tax revenues that are prone to decline during unfavorable economic conditions. Due to the recent economic downturn, in 2011 the village instituted a 0.5% home-rule sales tax increase to supplement its existing 1% share of sales tax collected by the State of Illinois in an effort to boost its financial position. In a July 2011 report by the Illinois Department of Revenue, Lincolnshire's largest ten sales-tax generators consist of (in no specific order) W.W. Grainger, Walgreens, Toms-Price Furniture, Forsythe Solutions Group, BP Gas Station, Cheesecake Factory Restaurant, Lincolnshire Marriott Resort, Wildfire Restaurant, Interior Investments and Shell Gas Station.

### Business Development Tools

Lincolnshire utilizes several financial tools to aid its economic development efforts and maximize its tax revenue. One such tool is the Tax Increment Financing (TIF) District. The Village's only TIF District was adopted in 1989, and expires in 2013 pursuant to Illinois State law, for properties designated within the Village's Downtown Redevelopment Area in order to facilitate redevelopment with the aid of incremental property tax revenue increases generated by new development where market factors alone are not sufficient. A number of residential and commercial properties in the Downtown Redevelopment Area have benefited from TIF investment.

An additional economic tool used in Lincolnshire is sales tax rebates. This type of rebate is provided on a case-by-case basis to specific businesses that locate their “point-of-sale” operations in the village where it can be illustrated that significant sales tax benefits that meet specific thresholds will be generated for Lincolnshire. This tool is particularly advantageous as the Village’s operating budget is heavily dependent on sales tax revenues. Certain high-profile corporations locating in the village are also eligible to receive property tax credits and other subsidies from the State of Illinois. In addition, Lincolnshire businesses can consult with a number of local, state and federal agencies that offer business assistance in the form of financing, education/training, counseling, advocacy and promotion.

### Recommendations for Economic Development

Based on the assessment of the local economic conditions, the following recommendations have been developed to achieve the four main goals of the Economic Development Element:

#### Achieve a Desirable Mix of Commercial and Retail Development

Although Lincolnshire has a strong commercial and retail presence for a community of its size, there are certain types of commercial/retail uses that are underrepresented in the village. One such use that

has been long desired by the community is a grocery store. Efforts are also under way to develop the core of the Village Downtown Redevelopment Area into productive use. After completing property acquisition, parcel assemblage, environmental remediation and infrastructure preparation, the village is now able to focus its efforts on attracting a suitable grocery store and other complementary commercial uses for this key economic development area.

Additional desirable commercial uses will need to be identified in order to meet the needs of both residents and employees, through a combination of independent market studies and community surveys. Suitable locations for those uses should be promoted by the village and further promoted amongst property owners and the real estate community.

#### Preserve and Enhance the Quality of Life and Infrastructure

It is important to maintain the quality of life that currently exists in the village through thoughtful planning for new development and redevelopment of existing properties. This includes careful review of development proposals to achieve high-quality design standards, especially in the Village’s residential zone and in the core area along Milwaukee Avenue and Olde Half Day Road. As the supply of developable land in the village continues to diminish, there is an even greater awareness of existing commercial and



Downtown Redevelopment Area Concept Sketch  
by A. Epstein & Sons International

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industrial properties that may be suitable for redevelopment. Many of these properties were developed over three decades ago and no longer meet current zoning and building standards. It is important to note that in cases where such properties are privately owned, the village has limited control over the timing and scope of any potential redevelopment occurring on these properties. The largest private property that presents a future redevelopment opportunity is the existing 38-acre, AonHewitt Half Day Road office campus that was established in the 1980's. It consists of three individual buildings along Half Day Road, two of which are currently occupied, while the third building (along the eastern edge of the campus) has recently been vacated (see Critical Area 4 on page 25 for further details).

Furthermore, special attention should be given to promoting the type of uses that are compatible with Lincolnshire's long-established image as an attractive residential and business community with significant environmental resources. In addition, the village will need to continue investing in its transportation, communication and other types of infrastructure - described in detail in other elements of this Plan - in order to meet the needs of Lincolnshire residents and employees.

### **Attract Diverse Industries and Business Types**

While Lincolnshire's economy is relatively diverse, which allows it to adjust to economic downturns, it is of paramount importance to attract new industries and business types to ensure that Lincolnshire's economy remains well-balanced. Although much of business attraction is in the hands of private brokers and location search consultants, the village will need to enhance the business climate by further streamlining its permitting processes and offering a list of available local, state and federal resources to private businesses. In addition, addressing areas within the Lincolnshire Village Code that may serve as an impediment to attracting new corporate headquarters or sales-tax generating businesses, as well as retaining existing businesses in the village, needs to occur on a continual basis. Further, as the Village's current TIF District expires in 2013, it will be necessary to evaluate the feasibility of additional financial tools that could be offered locally to incentivize eligible businesses.

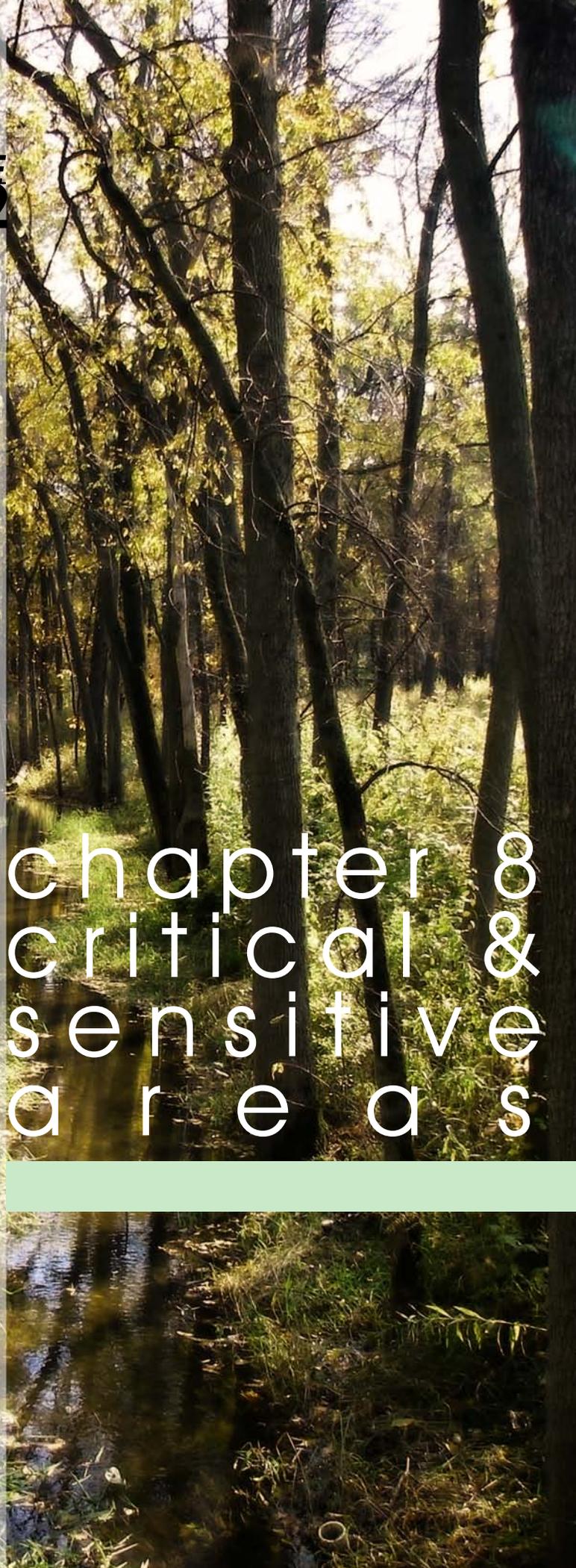
### **Promote Lincolnshire's Amenities**

Efforts should be made to promote the Village's dining, entertainment and recreational amenities locally and regionally on a consistent basis. In addition to the bi-annual publication and public dissemination of the Shop & Dine Guide by the village, as well as extensive website marketing content, it will be important for the village to broaden its marketing outreach by maintaining strong partnerships with the Greater Lincolnshire Chamber of Commerce, Lincolnshire Community Association, the Lake County Convention and Visitors Bureau, as well as a number of private businesses and agencies. Such partnerships have enabled the village to promote its local and regional profile, which have proved successful in stimulating the local economy; especially the retail, hospitality, and entertainment sectors.

Moreover, continuing current community public events for village residents, employees and visitors, such as the Taste of Lincolnshire, Lincolnshire Art Fair, Fourth of July Celebration and Holiday Tree Lighting, should be viewed as a priority. While the village has served as the primary sponsor of some of these events, private funding sources will become increasingly important for the expansion of these events in the future.



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critical &  
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areas

# CRITICAL & SENSITIVE AREAS

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### CHAPTER 8 CRITICAL & SENSITIVE AREAS SUB-AREA

The Critical and Sensitive Areas sub-area plan defines areas of Lincolnshire that are environmentally sensitive, with a goal of safeguarding such from inappropriate or excessive development that could diminish or result in their eradication. The inclusion of specific guidelines and recommendations within this plan element, will aid in the protection of environmentally sensitive areas to allow for their continued preservation for future Lincolnshire generations.

This sub-area plan also provides the opportunity to incorporate existing watershed and natural hazards plans that have been produced for Lake County which include critical areas within the village. Plans such as the *Indian Creek Watershed Plan* and the *North Branch of the Chicago River Watershed Plan* both encompass natural features that traverse portions of the village, but also play a larger role in the regional ecosystem. As the elements detailed in such existing regional plans are all directly impacted by development and growth, their incorporation into this Plan will present the opportunity to uphold the objectives of those existing plans to ensure their goals of protecting the Village's and region's natural resources are achieved. In addition, their inclusion in this Plan will benefit Lincolnshire residents by helping to improve our rating in the Community Rating System (CRS) Program, which provides a tangible benefit to residents in reducing insurance rates.

#### The goals of this plan element are:

- ▶ Safeguard environmentally sensitive areas of Lincolnshire from inappropriate or excessive development that could diminish or result in their eradication.
- ▶ Incorporate existing watershed plans produced for Lake County into the Update 2012 Plan that defines critical environmental areas within Lincolnshire.
- ▶ Improve Lincolnshire's rating in the Community Rating System (CRS) Program.

### Assessment of Existing Critical and Sensitive Areas

In order to address the goal of protecting Lincolnshire's environmentally critical and sensitive areas, such areas must first be identified. These are areas that are known to contain significant natural environmental features, such as wetlands, watersheds, wildlife habitats, and woodlands deemed critical or sensitive to the village.

#### Indian Creek Watershed

The Indian Creek Watershed covers a 38-square mile area in southern Lake County that drains approximately 24,116 acres before discharging into the Des Plaines River in Lincolnshire. The watershed is comprised of many streams, lakes, and land uses within 10 municipalities and unincorporated areas. Predictably, flooding has increased and water quality decreased as development pressures have impaired the ability of the landscape to serve these functions. As a result, a "flood problem areas" inventory noted 15 flood problems in the watershed. The Illinois EPA also formally listed Indian Creek on its 2002 Section 303(d) Impaired Waters List (Indian Creek Watershed Plan, LCSMC, 2004). It was for these reasons that the Indian Creek Watershed Committee (ICWC) was formed in 1999 to work along with Lake County Stormwater Management Commission (LCSMC) and the Watershed Project Team to develop the Indian Creek Watershed Plan.

#### Des Plaines River

The Des Plaines River is the longest water stream in Illinois, originating in Wisconsin and flowing 150 miles (105 miles in Illinois) southwest to its confluence with the Kankakee River to create the Illinois River, a significant tributary of the Mississippi River. Through the collaborated efforts of the Lake County Forest Preserve and municipalities along the Des Plaines River, 85% of the river in Lake County is protected by the Des Plaines River Trail and Greenway, providing wildlife habitat, natural flood protection, and outdoor recreation opportunities. While a vast percentage of the river is within the protection of the Lake County Forest Preserve, such is not the case in Lincolnshire, where the entire 1.47-mile long river course is not located within any dedicated protection district. The exception is the eastern bank of the river at the village-owned

Rivershire Park and Nature Center that was established in 1998 to provide outdoor educational opportunities and to foster the restoration of the river's floodplain and natural areas. Through this effort, Rivershire Park has provided a small level of protection and restoration within the village. However, the Lincolnshire Marriott Resort and Marriott-owned Crain's Landing Golf Course are the single largest land occupants along the Des Plaines River. In these areas, river protection and bank restoration has been very limited. The resort and golf course are expected to remain for the foreseeable future, which has allowed the river to avoid any additional threats from private development. With the absence of a protective district or land classification to inhibit pressures of private development or encourage restoration of the Des Plaines River within Lincolnshire, it is important that consideration be given to regulations that achieve a level of protection for the river.

#### **West Fork of the North Branch of the Chicago River Watershed**

The North Branch of the Chicago River Watershed encompasses over 50.4-square miles in Lake County and 44.4-square miles in Cook County, once composed of savanna, woodlands, prairie and wetlands. These natural features are only represented as remnants within the watershed today, as land uses along the watershed has changed from farmland to suburbanization. Storm sewers and drainage systems installed from the increase in development that characterizes the landscape of the North Branch impact the watershed by causing water to move off the land more quickly, resulting in larger amounts of stormwater reaching streams in a shorter period of time. As a result of the declining quality of the watershed and the increased flooding that causes significant economic damage every flood event, in 2007 the Lake County Stormwater Management Commission (LCSMC) updated and expanded the 2000 Final Draft of the North Branch Chicago River Watershed Assessment and Management Plan for Lake County. The North Branch watershed plan serves as a blueprint for future watershed improvements, and includes a comprehensive assessment of the condition of the watershed and recommends both programmatic needs and site-specific projects to improve the health of the watershed and river (North Branch Watershed-Based Plan, LCSMC, 2007).

While the value of Lincolnshire's watersheds cannot be determined monetarily since they are not used for utility purposes, their value of providing recreational activity and environmental benefits to Lincolnshire residents retains an immense community value. A large part of what continually attracts residents to the Village of Lincolnshire is the preservation of the Village's environmental resources, such as woodlands, wetlands and watersheds. In a way, such features function as an economic development tool for attracting residents to Lincolnshire. It is for these reasons that such areas have been identified in this Plan as critical areas to Lincolnshire for which it is recommended that policies be created to ensure their protection.

All three of Lincolnshire's watersheds and their greenways play an important regional role in water quality, wildlife habitat, wetlands, and environmental sustainability, all of which offer a value not easily converted to a fixed economic cost. The fundamental goal of this sub-area plan is for the village to be thoughtful stewards in preserving our natural environmental features for current and future enjoyment of all Lincolnshire residents and visitors. The village has recognized the importance these critical areas play in our community through efforts such as establishing the Rivershire Park and Nature Center along the Des Plaines River, providing educational opportunities related to the local flora and fauna, and recognizing the importance of preserving our natural environment.

#### **Recommendations for Resources Protection of Critical and Sensitive Areas**

There are two watershed plans that have been developed by the Lake County Stormwater Management Commission (LCSMC); the *Indian Creek Watershed Plan (2004)* and *The North Branch of the Chicago River - Watershed Plan (2007)*. Both plans lobby for mitigating flood damage, improving water quality, protecting open space and natural areas, and enhancing open space through development of sustainable recreation opportunities for these two watersheds.

# CRITICAL & SENSITIVE AREAS

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### Indian Creek Watershed Plan

The Indian Creek Watershed Plan provides an available reference to be applied when considering future development and redevelopment of identified parcels along the watershed to ensure best management practices (BMP's) have been used to the greatest extent possible. The Indian Creek Plan contains a multitude of information and recommendations, however two sections of the plan should be specifically highlighted; *Section 6.0 – “Toolbox” of Watershed BMP's* and *Section 8.0 – Prioritized Action Plan*.

#### Section 6.0 – Toolbox of Watershed BMP's:

As described by the plan, “the watershed restoration and management techniques described in Section 6.0 can help achieve the watershed goals and objectives identified in the plan. The watershed techniques contained [therein] are broadly organized to reflect the plan goals of improving water quality, reducing runoff and minimizing flood damages, protecting and restoring natural resources, and improving education and outreach programs.”

#### Section 8.0 – Prioritized Action Plan:

The Prioritized Action Plan of Section 8.0 is “developed to provide stakeholders with action items for watershed-wide improvements and direct stakeholders towards specific sites in the watershed where BMP implementation would result in the greatest watershed benefits. The Action Plan is divided into a Programmatic Action Plan and a Site Specific Action Plan. The Site Specific Action Plan is organized by municipality, with Lincolnshire containing 29 action numbers.

**The Critical and Sensitive Areas Map (see Maps, Chapter 10) identifies village parcels within the Indian Creek Watershed that are further subject to the Indian Creek Watershed Plan. Any development proposal of an identified parcel should focus on achieving the goals and objectives outlined in the Indian Creek Watershed Plan.**

### North Branch Chicago River Watershed Plan

From the origins of an ad hoc group coordinated by the Friends of the Chicago River, their involvement and interest in the future of the North Branch watershed ultimately led to the creation of the North Branch Chicago River Watershed Plan. The village contributes 572 acres to the North Branch watershed making up 0.9% of the total watershed, with approximately 2.35 river miles located within the village boundaries. The assessments involved in the plan were considerable and attentive to detail, providing a significant degree of specificity. Chapter 5 of the plan serves as the “Action Plan” that outlines the roles and responsibilities of affiliated partners or stakeholders in watershed management. The Action Plan is further divided into a Programmatic Action Plan and a Site Specific Action Plan based on the goals and objectives of the watershed plan. The Site Specific Action plan includes recommendations for watershed improvement projects within Lincolnshire.

**The Critical and Sensitive Areas Map (see Maps, Chapter 10) identifies village parcels that are further subject to the North Branch Chicago River Watershed Plan. Any development proposal of an identified parcel should focus on achieving the goals and objectives outlined in the plan.**

### Des Plaines River

The Des Plaines River serves as a major water system within Lincolnshire and also to the greater region providing resources, environmental, and recreational opportunities and benefits. As residents and stakeholders become increasingly aware and knowledgeable about environmental preservation and the need to institute policies to ensure protection of our valued natural resources, it may be unexpected that the Lake County portion of the Des Plaines River watershed does not have such a prepared plan. It should not be interpreted that the Des Plaines River does not play an important environmental role in the region or that further policies for protection are not warranted. The reason that could be attributed for the lack of protective plans is that the Lake County Forest Preserve District has done an exceptional job of placing a substantial number of acres along the river within the protection of forest preserves and parks. With 85% of the river-way

located within Lake County Forest Preserve's management, the focus of restoration and preservation has been and continues to be addressed.

Since only a small portion of land along the Des Plaines River in Lincolnshire has been placed within the protection of the Village's park system, the majority of the river within Lincolnshire traverses private land. As previously noted, the largest land owner along the river's west bank is the Lincolnshire Marriott Resort and Crane's Landing Golf Course. A priority of any golf course is to ensure that the turf achieves the standards of a quality course surface, which requires very specific care. In order to maintain quality control of a natural sports surface, lawn care products are often applied to the course turf. These compounds are absorbed into the ground and can seep into nearby water sources or can be washed into adjacent water ways during rain events thereby exposing non-point pollutants into nearby water bodies. However, without knowing the turf maintenance program for the Crain's Landing Golf Course, it must not be assumed that non-point pollution is emptying into the Des Plaines River by the golf course. Outreach efforts should be made to facilitate discussions with the Marriott Resort golf course and village staff to analyze how the course is maintained and how BMP's can be used to reduce potential pollutants from reaching the Des Plaines River.

The eastern bank of the Des Plaines River primarily consists of single-family residences in the Stone Gate subdivision and the original Lincolnshire residential subdivision. Through the evolution of the Watershed Development Ordinance (WDO) of Lake County, which is supported by Lincolnshire, efforts have been made to limit property damage during flood events and to ensure new buildings comply with construction standards within the watershed. While the WDO regulations strive to control flooding resulting from increased development and impervious surface coverage, they cannot address how residents use and maintain their property. Contaminants such as motor oil and other vehicle fluid leaks, along with the use of lawn care products, are common place in residential areas and can be washed into nearby water systems or carried through storm drains. The closer residences are located to a water body, the greater the opportunity for contaminants to reach them. As

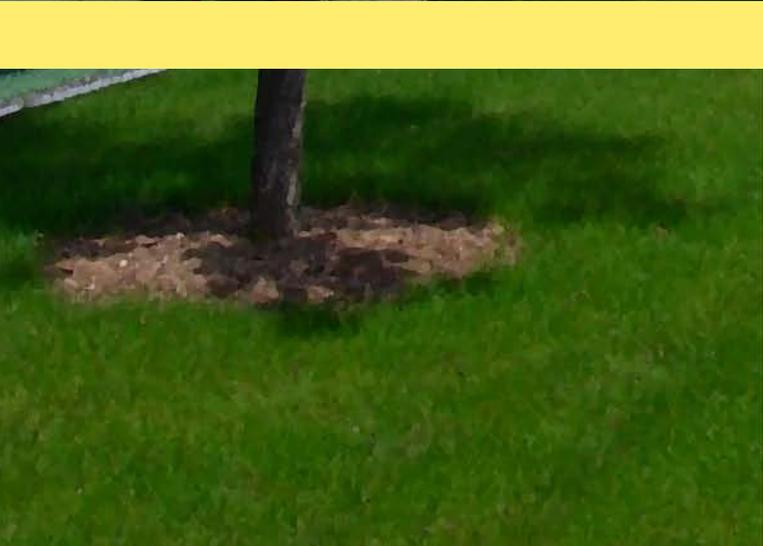
the village has no intention to relocate or acquire residential properties along the Des Plaines River, the village must increase efforts to educate residents on the harm imposed by common household/lawn contaminants and provide information on alternative sustainable care products and proper disposal practices. Further, the Lake County Stormwater Management Commission (LCSMC) has prepared A *Citizen's Guide to Maintaining Stormwater Best Management Practices for Homeowners Associations and Property Owners* that can also be used as a guide-book for BMP's

**Improvements on parcels adjacent to the Des Plaines River and within said floodplain, as identified in the Critical and Sensitive Areas Map (see Maps, Chapter 10), should be subject to stormwater best management practices (BMP's). Opportunities for restoration should also be considered when possible and appropriate. Increased village educational opportunities should be taken regarding BMP's and the importance of stewardship of residents, especially residents along the Des Plaines River and their support role in maintaining Lincolnshire's natural resources. Efforts should also be made to open dialogue with the Marriott Resort to determine how the golf course is maintained and how BMP's can be used to reduce potential pollutants from reaching the Des Plaines River.**

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chapter 9  
implementation



## CHAPTER 9 IMPLEMENTATION

The recommendations provided in this *Update 2012 Plan* have been derived from the collaborative dialogue achieved through village staff and the Zoning Board, under Village Board direction. The completion and adoption of the Update 2012 Plan provides the direction from which the village should monitor its future growth in a manner to ensure land use compatibility and design consistency throughout the community. Therefore, this Plan should be utilized as a guidance tool during the review process of any future development to ensure growth in a manner consistent with the community's adopted goals, policies, and objectives, as identified herein. Furthermore, frequent consultation with this Plan will ensure adequate consideration of all development proposals with regard to land use character and appropriateness.

The most fundamentally important instrument through which this Plan may be implemented is zoning. As a result, the appropriateness of a land area's zoning classification is vital to the regulation of its future development and land use in a manner consistent with the objectives of this Plan. Therefore, continued and regular comprehensive review of the Zoning Title of the Lincolnshire Village Code is recommended to ensure the appropriateness of the regulatory provisions are in keeping with the land use recommendations and desired character distinctions identified throughout the Plan. Although the designation of zoning districts should be utilized to steer the appropriate future land use of all land areas throughout the village, zoning by itself cannot achieve the quality of development and character that this Plan seeks to accomplish. Therefore, the appropriateness of the Village Code regulations must be considered in partnership with the directives of this Plan. To supplement the zoning district classifications, the village should also consider the incorporation of design guidelines and illustrative examples of appropriate site planning techniques to achieve the character of development identified herein.

The importance of this Plan Update to guide and direct the future growth of the Village of Lincolnshire cannot be emphasized enough. While deviations

from the directives of this Plan will jeopardize its integrity as a whole, it is understood that minor modifications and amendments may be necessary to ensure the Village's proactive approach to changes in development trends and community goals. However, any deviations from the policies, objectives, and future land use recommendations identified in this Plan should be closely evaluated to consider their immediate and potential impact upon its overall implementation.



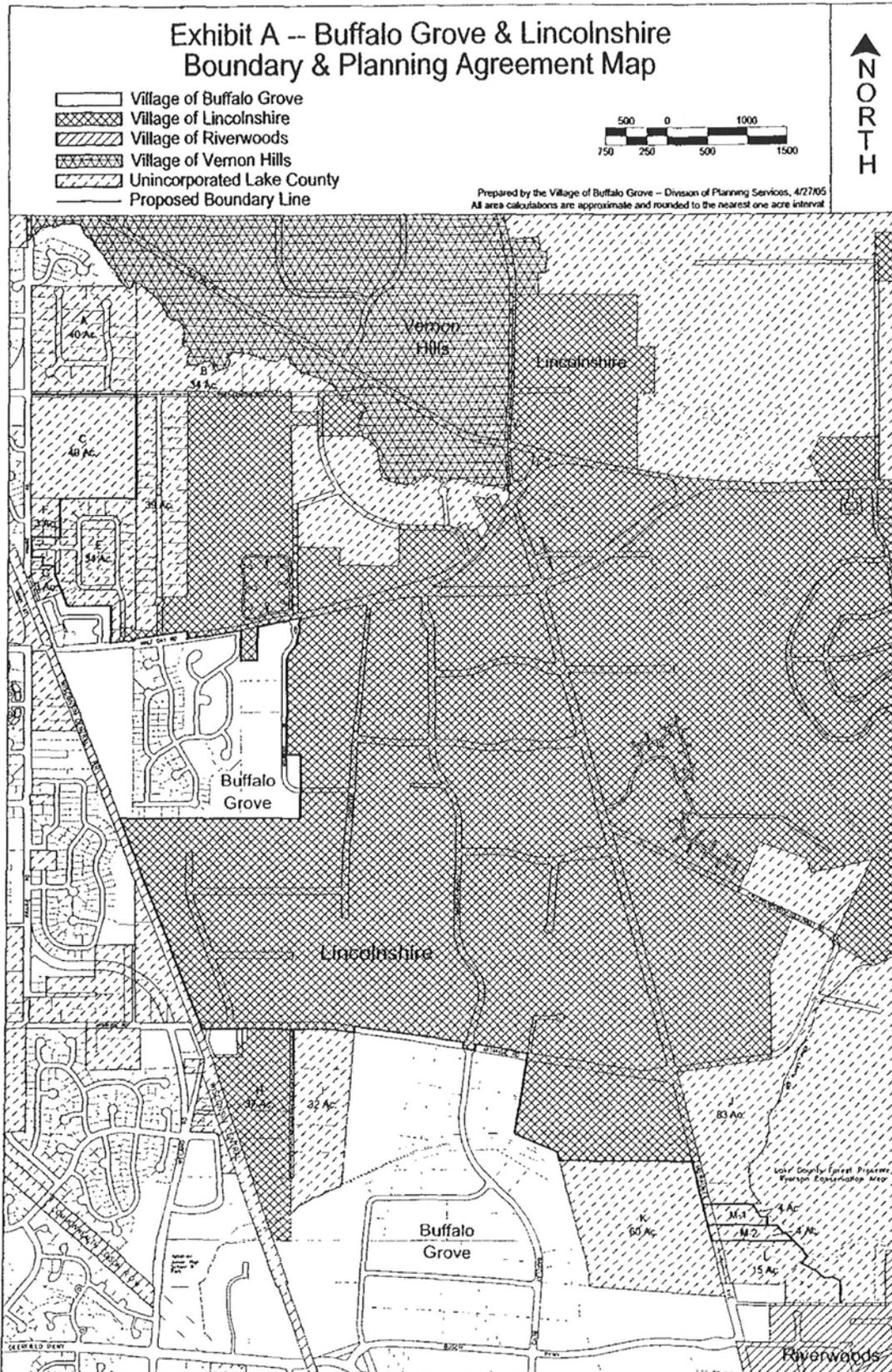
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**FUTURE LAND USE MAP**

**TRANSPORTATION MAP**

**CRITICAL & SENSITIVE AREAS MAP**

**chapter 10  
maps**



**APPENDIX**

**Exhibit B -- Buffalo Grove & Lincolnshire  
Boundary & Planning Agreement**

**Area Description & Land Use**

**Village of Buffalo Grove**

Area	Acreage <sup>1</sup>	Description	Land Use/Zoning District <sup>2</sup>
C +	40 Ac.	Stancilff Property	Single Family Detached, 2 Units / Acre
F +	3 Ac.	Prairie Road / Opposite Rostyn Woods	Single Family Detached, 2 Units / Acre
G +	3 Ac.	Prairie Road / North of Noah's Landing	Single Family Attached, 6 Units / Acre
H +	37 Ac.	Industrial Drive / Dick's Crane Service	Office & Research / Industrial
I +	32 Ac.	Peerless / Cole Wire / Laidlaw	Office & Research / Industrial
K +	60 Ac.	Land & Lakes / West Milwaukee Avenue	B1/B2/B3/B4 or Recreational / Open Space
L +	15 Ac.	Cowhey / East of Milwaukee Avenue	B1/B2/B3/B4 or Recreational / Open Space
	190 Ac.		

**Village of Lincolnshire**

Area	Acreage <sup>1</sup>	Description	Land Use/Zoning District <sup>2</sup>
A +	40 Ac.	Meadows of Prairie View Subdivision	Single Family Detached, 2 Units / Acre
B +	34 Ac.	East of the Meadows / North of Port Clinton Road	Single Family Detached, 2 Units / Acre
D +	39 Ac.	Prairie Ridge Subdivision (Apple Hill Lane)	Single Family Detached, 2 Units / Acre
E +	34 Ac.	Kris View Acres Subdivision	Single Family Detached, 2 Units / Acre
H -	37 Ac.	Industrial Drive / Dick's Crane Service	Office & Research / Industrial
J +	83 Ac.	Boznos / East Milwaukee Avenue	B1/B2 or Recreational / Open Space
	193 Ac.		

**Flex Parcels**

Area	Acreage <sup>1</sup>	Description	Land Use <sup>2</sup>
M-1 +	4 Ac.	PIN # 15-26-100-030 & PIN # 15-26-100-040	Lincolnshire - Commercial / Parking / Open Space Buffalo Grove - Commercial / Transfer Station / Open Space
M-2 +	4 Ac.	PIN # 15-26-100-035	Lincolnshire - Commercial / Parking / Open Space Buffalo Grove - Commercial / Transfer Station / Open Space
	8 Ac.		

<sup>1</sup> All area calculations are approximate and rounded to the nearest one acre interval.

<sup>2</sup> Notwithstanding any mixed uses allowed by each party's zoning code, no residential uses are permitted except where expressly described herein.