



SOUTH MILWAUKEE AVENUE CORRIDOR PLAN

VILLAGE OF NILES, IL

PUBLIC HEARING DRAFT - SEPTEMBER 2015



-- This Page Intentionally Blank --



SOUTH MILWAUKEE AVENUE CORRIDOR PLAN

CONTENTS

Existing Conditions	5
Five Guiding Principles for Reimagining Milwaukee Avenue	9
Milwaukee Avenue Corridor Redevelopment Scenarios	13
Scenario One: Adaptation (The "Smoke")	15
Scenario Two: Reorganization (The "Spark").....	25
Scenario Three: Transformation (The "Fire")	29
Summary & Selection of Preferred Scenario	37
South Milwaukee Corridor Plan Implementation Work Program.....	41
Implementation Work Program - Matrix.....	51

-- This Page Intentionally Blank --



I. EXISTING CONDITIONS



SOUTH MILWAUKEE
AVENUE CORRIDOR PLAN

-- This Page Intentionally Blank --

I. EXISTING CONDITIONS

CORRIDOR OVERVIEW

This Plan presents a program for the long term redevelopment of the Milwaukee Avenue corridor in Niles, focusing on land use and form recommendations for the area between Monroe Street and Albion Avenue. It outlines three redevelopment scenarios – referred to as “the Smoke,” “the Spark,” and “the Fire,” which represent different intensities of investment and redevelopment throughout the corridor, and at specific nodes where Milwaukee Avenue intersects with other arterial roadways. These scenarios are all based upon the assertion that there is significant potential and a desire for the Milwaukee Avenue Corridor to become an “imageable” mixed-use heart of the Village – the “spine” or “backbone” of Niles.

Currently, the corridor lacks a discernible identity, a cohesive urban fabric, and a rational organization of land use and building form. Further, there are numerous physical design and traffic operations constraints that restrict transformative and comprehensive change along the corridor.

While the focus of this Plan is the southern portion of the Corridor, from Albion to Monroe – a suitable first phase – the plan suggests that expansion of the strategies and projects contained herein should be considered, to encompass the entire Milwaukee Avenue corridor within the Village of Niles.

THE CHALLENGE

The Milwaukee Avenue corridor in Niles has the potential to become the true mixed-use heart of the Village, but is currently constrained by numerous physical and operational impediments, as well as the lack of an overall vision for land use and building form. Our assessment of existing conditions along the southern section of the Milwaukee Avenue corridor has identified a number of strengths, weaknesses, opportunities, and threats (SWOT) to redevelopment, discussed below.

STRENGTHS:

- ▶ Numerous existing successful tenants and businesses draw significant traffic to the corridor.
- ▶ Milwaukee Avenue is a heavily trafficked corridor, with strong connections to Chicago and nearby suburbs. The addition of the upcoming Pace Arterial Rapid Transit (ART) service will help to bring more residents and commuters to Milwaukee Avenue each day. In short, there is a considerable amount of potential revenue flowing through this corridor, ready to be captured by the Village and its businesses.
- ▶ The southern section of the corridor has seen a number of recent redevelopment efforts, including new development at Hart’s Road, Touhy Avenue, and various additional points along the corridor.
- ▶ The Milwaukee Avenue Beautification Plan has begun implementation along the corridor, helping to improve the pedestrian

environment and create a more unified visual identity.

- ▶ The existing fountain at Touhy and Milwaukee is a strong public focal point.
- ▶ The corridor is within close proximity to stable, desirable and affordable residential neighborhoods, creating the potential for walkable environments and strong connections between residential and commercial uses.
- ▶ The Milwaukee Avenue Corridor is perceived to be the “heart” of the Village.

WEAKNESSES:

- ▶ Small, shallow and narrow parcels along the corridor create considerable encumbrances on redevelopment or reuse efforts, including lack of space for the siting of required off-street parking and loading areas, safe vehicular and pedestrian circulation, and modern residential and commercial floor plates.
- ▶ Milwaukee Avenue is a northwest radial arterial and creates oddly configured intersections with east-west streets along much of its length. This has created eccentric parcel geometries at potential key intersections along the Corridor where the potential exists to establish future mid-to-high density, mixed-use “nodes” or “centers.” These irregular parcels, coupled with the complication of multiple ownership, make parcel assembly a considerable challenge.
- ▶ Many areas along the corridor do not provide adequate off street parking, and a number

of these areas contain unsafe parking configurations, with traffic backing out onto Milwaukee Avenue or blocking pedestrian circulation along side streets. A number of these areas currently contain required off-street parking that is located partially or entirely within the adjacent public right-of-way.

- ▶ Excessive curb cuts create an inconsistent and unsafe pedestrian environment along much of the Corridor.
- ▶ Current development patterns (land use and building form) do not create transit-supportive density at key intersections along the corridor, missing opportunities to capitalize on the planned ART service, and contributing to the perception that the corridor is heavily auto-oriented, wide, and unwalkable.
- ▶ High traffic volumes and narrow sidewalks along much of Milwaukee Avenue and key intersecting streets further the “pedestrian unfriendly” perception of the corridor. This becomes a considerable challenge when combined with a lack of accommodation for amenities such as bicycle lanes, a continuous buffered pedestrian environment, and on-street parking.
- ▶ Obsolescence and vacancy is common. This is especially problematic when combined with multiple ownership along much of the corridor, limiting or precluding site assembly opportunities.
- ▶ Recent “missed opportunities,” and inconsistency in quality of development are problematic. Some newer buildings do not optimally address the corridor in terms of transparency, entrance orientation, parking location, etc. New development should begin to transition the corridor to a vision for the

future, and should not reinforce suboptimal conditions.

KEY OPPORTUNITIES:

- ▶ Create a form-based district tailored to the Milwaukee Avenue corridor, containing standards for façade transparency, building height and massing, building location, landscape and parking, buffering of adjacent uses, and general design standards for new construction along the corridor.
- ▶ Prioritize and plan for assembly of significant redevelopment parcels, including existing residential lots where appropriate.
- ▶ Consider realignment of key intersections to create new developable land.
- ▶ Leverage development interest and use recent redevelopment momentum to implement new ideas.
- ▶ Create a consistent sidewalk network and building/street interface through key streetscape and right-of-way recommendations, such as cut-out parallel parking at strategic points along the corridor.
- ▶ Identify key sites for potential shared surface parking lots.
- ▶ Create a visual identity, and curate the experience along Milwaukee Avenue for both pedestrians and automobiles, cultivating a true sense of place through concerted land use and building form recommendations. This will help to create a sense of arrival for visitors as well as reduce a pedestrian’s perception of the Corridor’s length between potential future key mixed-use nodes. In combination, these visual improvements will encourage walking along the Corridor.
- ▶ Cluster retail development at key intersections and develop connective sections

of the corridor as complementary uses, such as multi-family/commercial office/professional service.

- ▶ Capitalize on Future Arterial Rapid Transit: create opportunities for density at key transit service points, and major intersections along the corridor.
- ▶ Retrofit existing obsolete structures where appropriate -- create affordable, desirable commercial space along Milwaukee Avenue.
- ▶ Explore potential public financing opportunities, such as potential tax-increment financing (TIF) district expansion, a Milwaukee Avenue Business Improvement District (BID), a Milwaukee Avenue Special Service Area (SSA), etc.
- ▶ Continue key Milwaukee Avenue improvements down Harlem/Oakton/Howard/Waukegan/Touhy Corridors, creating a true community center for Niles.

POTENTIAL THREATS

- ▶ Policy limitations by IDOT may restrict opportunities to transform the pedestrian environment along Milwaukee Avenue. The Village should work with the Illinois Department of Transportation (IDOT) to ensure a coordinated, thoughtful approach to corridor redevelopment.
- ▶ The desire to protect residential neighborhoods near the corridor may present an obstacle to the long-term creation of density along Milwaukee Avenue.
- ▶ The Village’s current zoning ordinance may hinder redevelopment along the corridor. Coordination of corridor plans with the revision of the Zoning Ordinance is critical.



II. FIVE GUIDING PRINCIPLES FOR REIMAGINING MILWAUKEE AVENUE



SOUTH MILWAUKEE
AVENUE CORRIDOR PLAN

-- This Page Intentionally Blank --

II. FIVE GUIDING PRINCIPLES FOR REIMAGINING MILWAUKEE AVENUE

Review of relevant documents, including the Village's Comprehensive Plan, the recently adopted Bicycle & Pedestrian Plan, and the 2006 Milwaukee Avenue Corridor Plan, as well as insights gained from staff and key person interviews suggest several guiding principles that should inform any concepts for re-envisioning and improving the corridor. These guiding principles factored heavily into the development of the three redevelopment scenarios found within the Plan. They are outlined below, along with accompanying policy and programmatic directions.

1. Create Destination Environments
2. Change the Image of the Corridor
3. Encourage Public and Private Investment
4. Connect and Protect Adjacent Neighborhoods
5. Reimagine Milwaukee Avenue as a Place to Live, Work, Shop, and Play

1. CREATE DESTINATION ENVIRONMENTS

In contrast to a high-speed, "drive-through" corridor, Milwaukee Avenue in Niles should be a dynamic and vibrant mixed use environment; a place to stop and linger rather than to pass through.

- ▶ A distinctive market and design orientation should be created, engaging the street and surrounds to make the Corridor an attractive place for shopping, entertainment, living, and working. This should be coordinated with any

ongoing re-branding work in the Village.

- ▶ Prioritize "transit-friendly," higher density development to coordinate with planned ART stops and at key intersections along the corridor. Create destination "nodes" at these key intersections with increased building height, a coordinated pedestrian environment, and ample opportunities to shop, dine, and relax.
- ▶ Foster a pedestrian, bicycle, and transit-friendly environment along Milwaukee Avenue to attract visitors. Incorporate site design approaches that address the challenges of shallow lots with limited space for parking reservoirs.

2. CHANGE THE IMAGE OF THE CORRIDOR

In contrast to its current aged, nondescript image, future redevelopment along Milwaukee Avenue should cultivate an image that reflects a coordinated identity, a sense of place, and a quality of character befitting a destination location.

- ▶ Revitalize the mid-twentieth century strip commercial development along the corridor through targeted façade improvements and retrofitting. Improve the appearance and function of older building stock while maintaining a level of affordability for smaller businesses that may be unable to afford newly constructed space. Create design standards to ensure a coordinated, high quality character of development is maintained when parcels are redeveloped.
- ▶ Encourage increased building height at key intersections to punctuate the distinct radial

geometry of intersecting streets and mitigate the visual and physical "gulf" between buildings (i.e., reduce the perception of the width of Milwaukee Avenue to create a more comfortable pedestrian realm).

- ▶ Redevelop or reconfigure larger shopping complexes and single purpose facilities with large parking footprints (such as banquet halls and funeral homes). Integrate "small box" retail buildings like Walgreens and Jerry's with future development in a coordinated manner.
- ▶ Screen, or improve image of exposed parking. Relocate parking to the rear of buildings as redevelopment occurs.
- ▶ Approach the design of the corridor as a kinetic experience for drivers, riders, pedestrians, and bicyclists, incorporating rhythm and scale, public art, color and planting. Coordinate with any on-going rebranding work in the Village.

3. ENCOURAGE PUBLIC AND PRIVATE INVESTMENT

The Village should commit to supporting and managing a coordinated public-private program to finance desired redevelopment within the corridor.

- ▶ Explore relationships with local lenders to encourage streamlined procedures for review and approval of loan requests made by interested businesses for improvement of Milwaukee Avenue properties. Develop feasible strategies to encourage special attention by local banks to Milwaukee Avenue lending.

- ▶ Explore proactive Village strategies such as establishment of a Milwaukee Corridor Investment Fund, open to investment by private investors as well as the Village. This fund may be used to facilitate new building construction, existing building rehab, and redevelopment or site improvements that may not qualify for other types of funding, such as TIF.
- ▶ Review and update/expand TIF if appropriate, to accommodate funds for building rehabilitation, interior renovation, building demolition and site preparation, or purchase of identified redevelopment sites, among others.
- ▶ Consider establishing or expanding a Milwaukee Avenue SSA to accommodate street and sidewalk management, parking maintenance, snow removal, sweeping, etc. An established SSA could also coordinate hours of operation, as well as a unified marketing/advertising strategy along the corridor as appropriate.

4. CONNECT AND PROTECT ADJACENT NEIGHBORHOODS

Redevelopment of the Milwaukee Avenue corridor should respect intact adjacent residential neighborhoods, allowing them to remain well buffered where desired. It should also facilitate connections between residential areas and new mixed-use development along the Corridor where appropriate, providing residents access to a variety of amenities within walking distance.

- ▶ Assess present alley system to determine if it can be expanded/extended in a continuous or easily accessible manner, to help buffer existing neighborhoods.

- ▶ Design a common type of buffer between neighborhoods and Milwaukee Avenue businesses – landscape/fence/building typology. Incorporate buffer requirements into revised Zoning Ordinance.
- ▶ Assess desire and potential to modify the present street system (through partial street closures and/or intersection realignment) and access points to better protect neighborhoods.
- ▶ Consider long-term replacement of some single family homes with multifamily or mixed-use in presently single family use blocks along the corridor. Look at opportunities to tie into residential areas at particular key intersections.
- ▶ Where appropriate, explore long-term opportunities to transition existing residential pockets that directly abut larger commercial sites along the corridor. Transitioning these areas to commercial uses may expand development potential on significant sites along the corridor, while improving the ability to provide an adequate buffer between the corridor and the larger neighborhood.

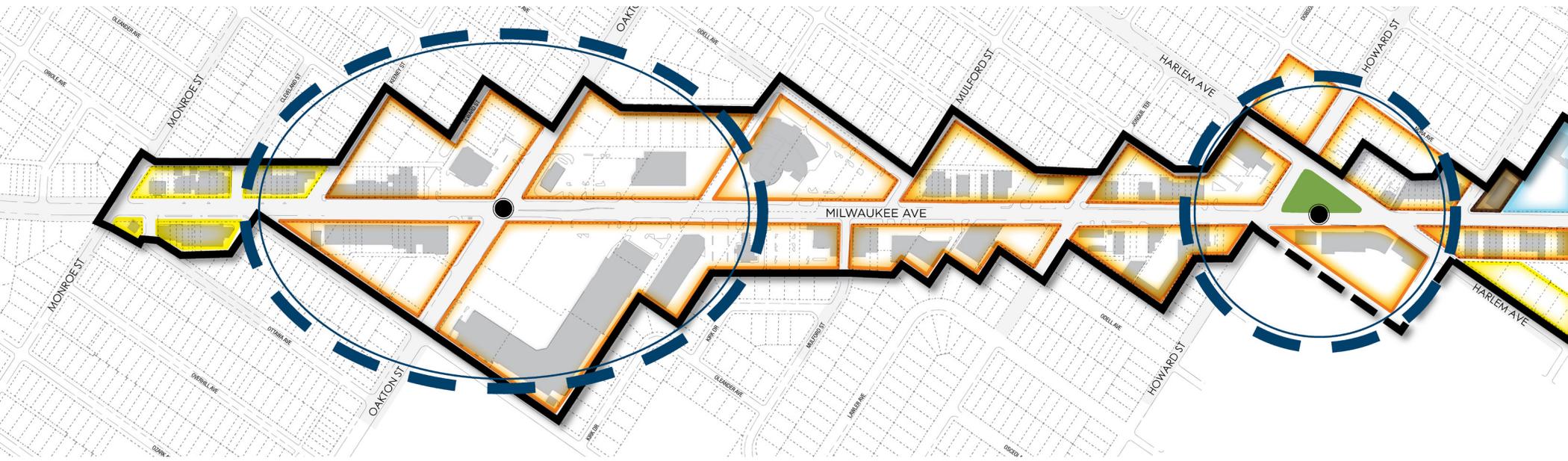
5. REIMAGINE MILWAUKEE AVENUE AS A PLACE TO LIVE, WORK, SHOP, AND PLAY

The Village’s identity should be reinforced along the Milwaukee Avenue corridor, already perceived by many as the “heart” of the Village. Niles’ “brand” should be embraced, strengthened, and marketed authentically throughout the corridor.

- ▶ Concentrate the commercial and mixed-use component of Milwaukee Avenue at key intersections, and provide strong connections to residential areas to create a desirable, convenient living environment both along

the corridor and in well-connected adjacent neighborhoods.

- ▶ Consider the Milwaukee Avenue corridor as broader than the Milwaukee frontage. Expand the planning area to include areas along Oakton, Howard, Waukegan, Harlem and Touhy as they intersect with Milwaukee Avenue to create a discernible “center.”
- ▶ Position the Milwaukee Avenue corridor as a unique combination of accessibility, amenity, and affordability to attract young professionals throughout the region. Niles has already been named the best place in the U.S. to raise a family – positioning the corridor as a place that offers a more urban experience in that same community may be appealing for young people who are looking to start a family, but still want to live in a walkable, vibrant, mixed-use environment.



III. MILWAUKEE AVENUE CORRIDOR REDEVELOPMENT SCENARIOS



SOUTH MILWAUKEE
AVENUE CORRIDOR PLAN

-- This Page Intentionally Blank --

III. MILWAUKEE AVENUE CORRIDOR REDEVELOPMENT SCENARIOS

OVERVIEW

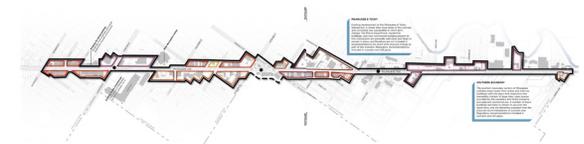
Significant change along Milwaukee Avenue will take time. At the outset, however, it is important to agree upon how aggressive or cautious the Village wants to be in initiating and supporting improvement along the corridor. The Village could choose to pursue a course that would radically change its image; through public-private and municipal entrepreneurial actions (building or site improvement funds, tax increment financing, Village initiated redevelopment), the corridor could be significantly redeveloped to foster a new brand for Milwaukee Avenue and the Village. Alternatively, the Village could choose to adopt a more conservative posture, and act to set the stage for market-based reinvestment that improves but does not radically alter the present sense of the community.

These scenarios could also be linked into a sequential development plan, with each scenario considered as a phase of redevelopment. Thus, Scenario 1 “The Spark” could be considered the first phase of redevelopment, followed by Phase 2, “The Smoke”, and finally concluded with Phase 3, “The Fire”. Further, as these scenarios only consider redevelopment approaches for the south portion of Milwaukee Avenue in Niles, a similar program could be developed for the northerly portion, thus establishing a full plan for the redevelopment of Milwaukee Avenue within Niles.

SCENARIO 1: ADAPTATION (THE “SMOKE”)

Scenario 1 (Figure 1) presents a picture of incremental and modest redevelopment that builds upon the corridor’s existing strengths, seizes near-term opportunities, and implements strategies to mitigate specific weaknesses. This initial scenario identifies near term improvements and emphasizes pragmatic solutions to existing issues, while positioning the corridor for future growth. The scenario reflects the general land use pattern suggested by the Village of Niles Comprehensive Plan which is a continuation of the existing pattern of development. This scenario presents a challenging program of activities, suggesting substantial changes regarding the configuration of Milwaukee Avenue, the location of parking, access to existing development, siting of new development and support of existing building improvement.

Five work components are presented that target issues rooted in both physical design and regulation: parking configuration, building siting, site access, facade improvements, and new zoning with design standards. The proposals seek to improve the current image of Milwaukee Avenue, and to “set the table” for redevelopment in the longer-term scenarios. Measured improvements are proposed for the pedestrian realm, as well as rehabilitation of obsolete buildings along the corridor, with an eye toward near-term maintenance of the current building stock as a means to retain small, specialty businesses that are located along the corridor.



SCENARIO 1 MAP ▶▶▶

**See Following Pages for Component Descriptions & Illustrations

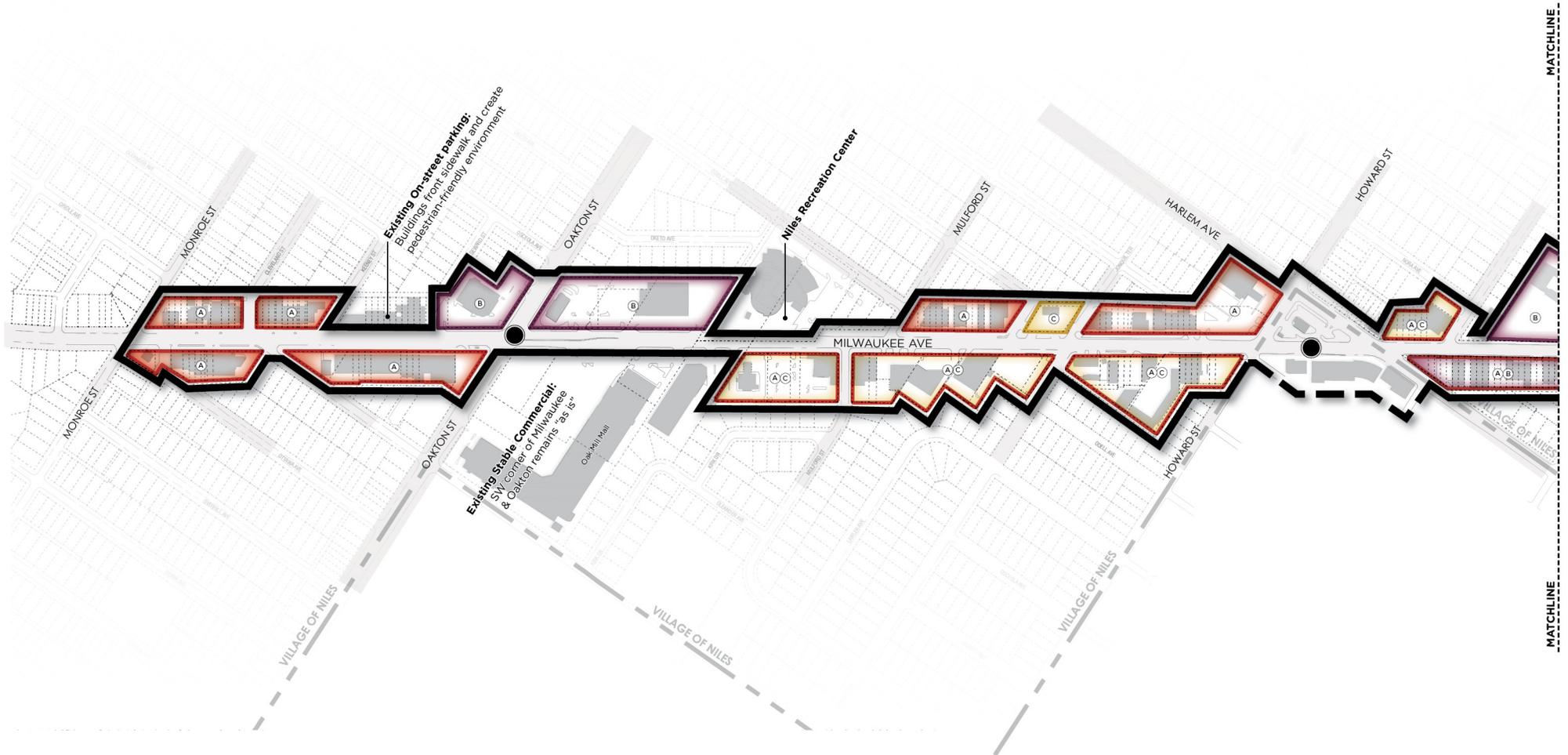
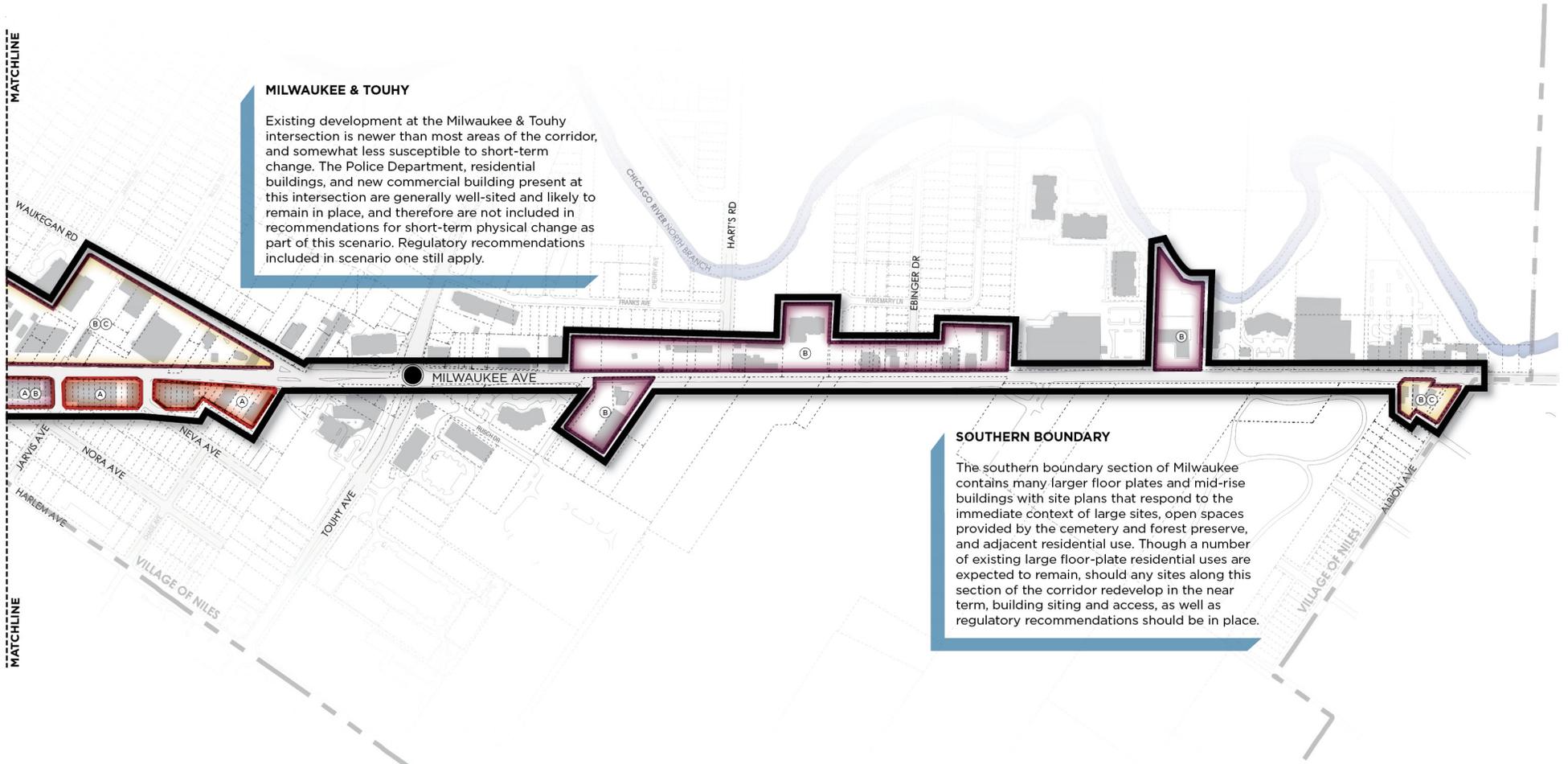


FIGURE 1

SCENARIO 1: ADAPTATION (THE "SMOKE")

SOUTH MILWAUKEE AVENUE CORRIDOR PLAN | VILLAGE OF NILES | JUNE 2014

**See Following Pages for Component Descriptions & Illustrations



MILWAUKEE & TOUHY

Existing development at the Milwaukee & Touhy intersection is newer than most areas of the corridor, and somewhat less susceptible to short-term change. The Police Department, residential buildings, and new commercial building present at this intersection are generally well-sited and likely to remain in place, and therefore are not included in recommendations for short-term physical change as part of this scenario. Regulatory recommendations included in scenario one still apply.

SOUTHERN BOUNDARY

The southern boundary section of Milwaukee contains many larger floor plates and mid-rise buildings with site plans that respond to the immediate context of large sites, open spaces provided by the cemetery and forest preserve, and adjacent residential use. Though a number of existing large floor-plate residential uses are expected to remain, should any sites along this section of the corridor redevelop in the near term, building siting and access, as well as regulatory recommendations should be in place.

LEGEND

- 5-MINUTE WALK
- ARTERIAL RAPID TRANSIT STATION
- COMPONENT A: PARKING CONFIGURATION
- COMPONENT B: BUILDING SITING
- COMPONENT C: SITE ACCESS
- STUDY AREA BOUNDARY
- VILLAGE BOUNDARY
- EXISTING BUILDING

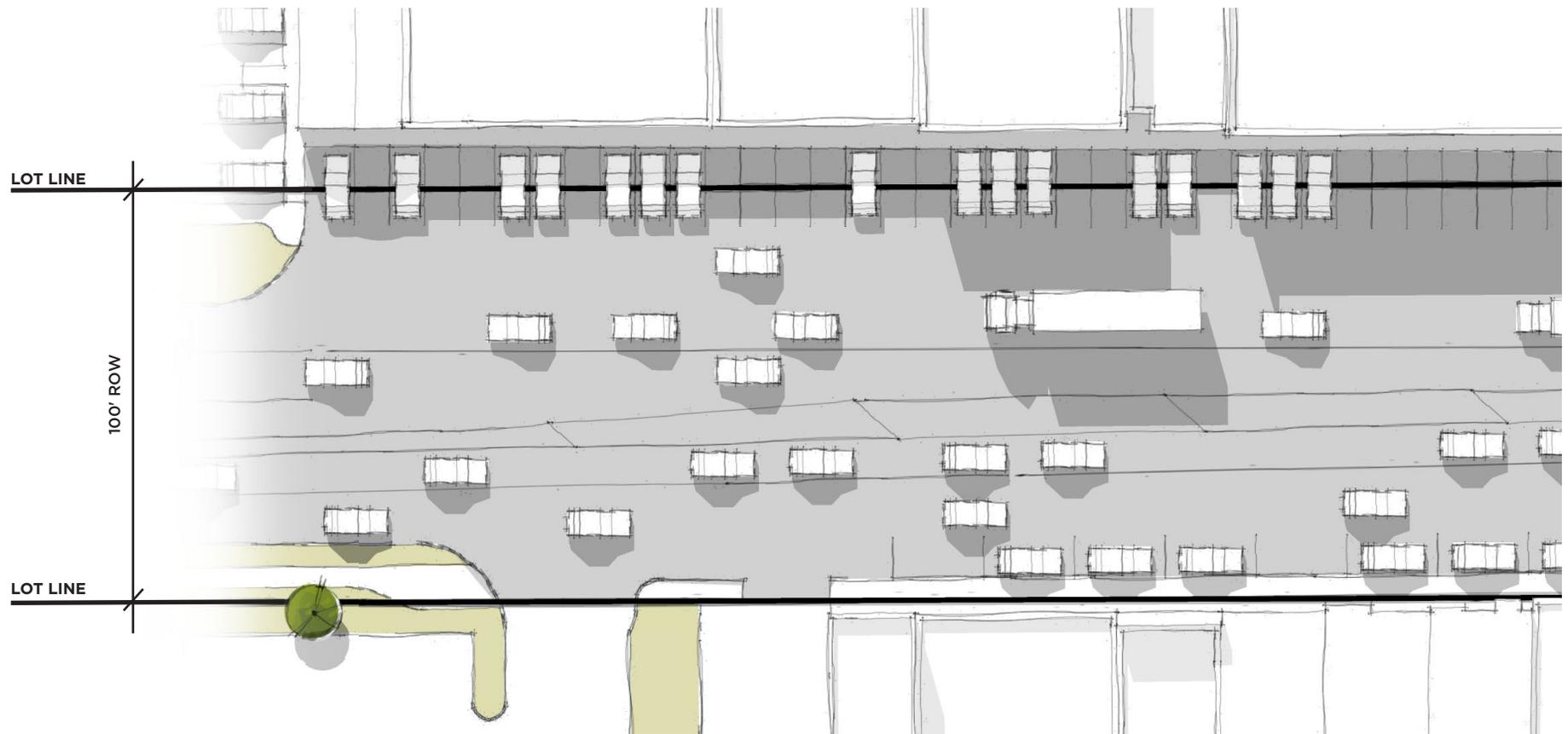


FIGURE 2: COMPONENT A: PARKING CONFIGURATION - EXISTING CONDITION

COMPONENT A: PARKING CONFIGURATION

Improved parking is probably the greatest challenge of the program. The head-in parking currently found along Milwaukee Avenue presents serious safety concerns for both pedestrians and automobiles. Further, much of the existing head-in parking straddles lot lines, and in some cases is located entirely within the existing right-of-way. This must be addressed. The east side of the Milwaukee Avenue corridor just south of Keeney Street

provides a typical example of conditions along the corridor. This section of the corridor is currently accommodating on-street parking on the east side of the corridor, helping to create one of the more walkable, pedestrian friendly blocks along Milwaukee Avenue. The west side of the corridor at this point, however, is in need of improvement, currently featuring head-in parking with no separation from fast moving traffic along Milwaukee Avenue, as seen in Figure 2 above.

The Village is presently moving forward with improvements for this section of the corridor, as well as other sections north of Oakton Street, in accordance with the approved "ITEP-Phase IV" plans for the area. For the area between Oakton Street and Keeney Street, these improvements will create a raised, 7.5' wide separation with planters and decorative paving, protecting 45° angled parking and an interior circulation lane on the west side of the corridor. The sidewalk on this side of the corridor will remain between

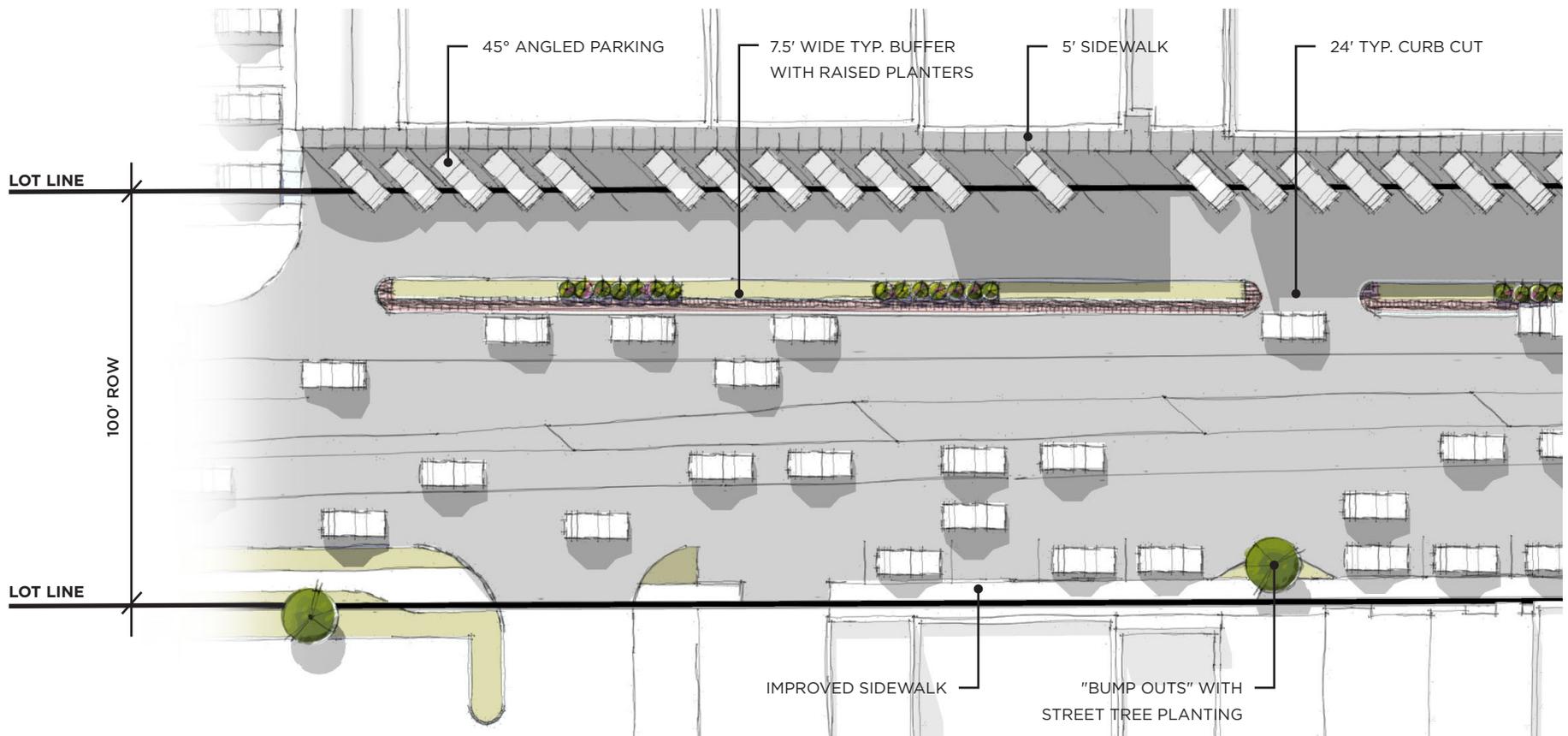


FIGURE 3: COMPONENT A: PARKING CONFIGURATION - ITEP PHASE IV IMPROVEMENTS

the parking lot and the existing buildings, transitioning to meet existing constructed sidewalks to the north and south. On the east side of Milwaukee Avenue, the plans provide new "bump out" curb extensions, a new sidewalk, and street trees in new beds. These improvements are shown in Figure 3, above.

Improvements to parking along Milwaukee Avenue are a clear priority for the Village, and the need to improve safety while maintaining

enough parking to support existing successful businesses is undeniably challenging given existing building placement and shallow lot configurations. The "ITEP-Phase IV" improvements serve to continue the Village's beautification efforts along Milwaukee Avenue, unifying the corridor's appearance, and to mitigate a number of access and safety concerns while maintaining as much existing parking as possible. To fully support long term corridor transformation however, the

Village may want to consider strategies in addition to the ITEP improvements to provide more flexibility as redevelopment occurs and buildings move up to the lot line, with parking to the side, rear, or along the street. In coordination with recommendations being made through the current zoning ordinance revision, it is recommended that the Village consider alternative strategies to solving the problem of parking along Milwaukee Avenue.



FIGURE 4: COMPONENT A: PARKING CONFIGURATION - ON-STREET PARKING CONCEPT

One strategy that should strongly be considered is the re-establishment of on street parking. As there is no consistent right-of-way width, and the corridor narrows from 100 feet to 66 feet in sections, incorporation of on-street parking will need to be evaluated for technical feasibility on a block-by-block basis. In some narrower areas, on-street parking can be accommodated with the incorporation of a sidewalk maintained on private property, directly abutting the storefronts and providing

a unified streetscape along Milwaukee Avenue. Along those portions of the corridor with a 100' right-of-way, incorporation of on-street parallel parking is recommended as illustrated in Figure 4. The configuration illustrated in the bottom half of Figure 4 above fits within the current Milwaukee Avenue right-of-way, and allows for relocation of a sidewalk up to the existing set back building façades, moving valuable foot traffic closer to businesses. Further, on-street parking provides the flexibility

needed as redevelopment occurs and buildings move closer to the street, allowing for a reconfiguration of the sidewalk and parkway to maintain a comfortable pedestrian environment, complete with wide sidewalks and street trees as illustrated in the top half of Figure 4 above.

Improvements such as these could work in tandem with strategies such as the establishment of Village-owned parking lots, and with the recalibration of parking

requirements as part of the zoning ordinance update, to accurately reflect existing conditions and alleviate many of the access, safety, and supply issues related to parking along Milwaukee Avenue. As a long-term approach to supporting corridor redevelopment, the Village should coordinate with IDOT to develop a comprehensive on-street parking strategy for the Milwaukee Avenue corridor.

It is a given that eliminating head-in parking along sections of the corridor will result in a net loss of available spaces. This loss is mitigated in part through the improved walkability of the corridor. Currently, there is no consistent, legible arrangement of off-street and on-street parking supply along the corridor (for instance, if a customer wishes to visit a particular business, they must quickly discern the type of parking provided [head-in, parallel, 45° angled, or within a front lot with a curb cut], and locate a spot close to the business, as parking and walking is, in many cases, not a viable or safe option). With the incorporation of clearly delineated on-street parking, a customer can locate the first available spot near the business, park, and walk right to the front door. Further, as redevelopment occurs, the Village can begin to target specific sites for the creation of public surface parking lots, to provide additional capacity where needed.

COMPONENT B: BUILDING SITING IMPROVEMENTS

At present, there are very few buildings and blocks along the Milwaukee Avenue corridor that establish a consistent architectural street wall, which is critical to creating a comfortable, walkable, and pedestrian-oriented environment. Building siting improvements can help to create the type of walkable environment that gives the corridor a pleasing character, mitigates some of the perceived width of the corridor,

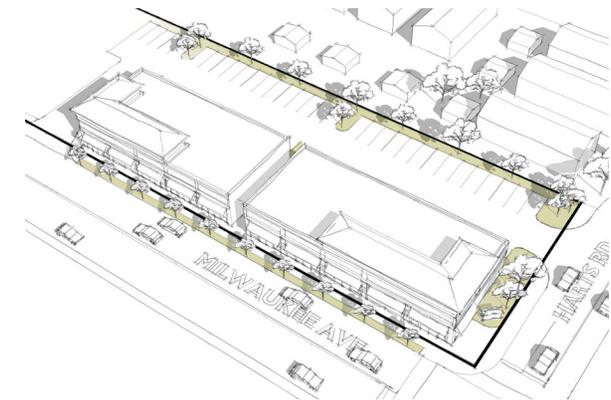
Existing Conditions

- ▶ Building is set back more than 60 feet from right-of-way
- ▶ Parking located in front of development (traditional strip configuration)
- ▶ Curb cut on Hart's Road is too close to the intersection
- ▶ The new building directly abuts existing residential development, no significant buffer can be established with this configuration
- ▶ Sidewalk directly abuts traffic on Milwaukee Avenue, no tree planting/lawn to provide separation or a comfortable pedestrian environment - no architecture to create a sense of space along the street edge



Recommended Configuration

- ▶ Buildings located at a build-to zone, established at a distance to maintain the street wall, while providing transitional space between pedestrian circulation and building entries
- ▶ Parking located behind development
- ▶ Curb cut relocated to safer location on Hart's Road
- ▶ Transitional buffer is established between commercial development and residential uses behind Milwaukee Ave.
- ▶ Pedestrian realm is created using architecture and streetscape/furnishings, as well as street tree planting and tree lawn



Future Development Phases Mitigate Existing Conditions

- ▶ New development phases establish a street edge and pedestrian environment, as well as a buffer along the existing residential to the rear
- ▶ Parking is moved to the rear of new development, and connected internally to existing lot, no new curb cuts needed

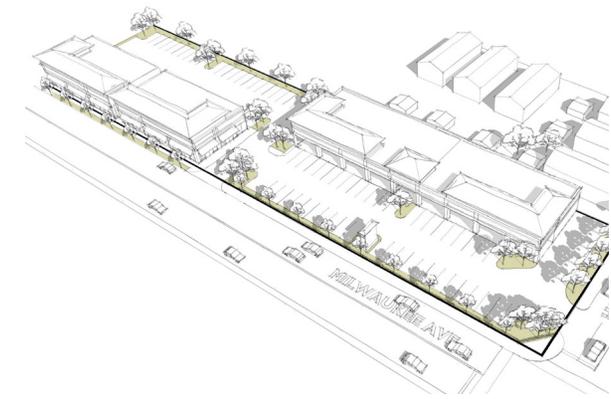


FIGURE 5: COMPONENT B: BUILDING SITING IMPROVEMENTS



Example 1: Two curb cuts separated by 4-inch curb



Example 2: Closely spaced curb cuts



Example 3: Absence of physical separation and sidewalk

FIGURE 6: COMPONENT C: SITE ACCESS IMPROVEMENTS

and discourages development that puts parking between buildings and pedestrians.

The Village’s new zoning for Milwaukee Avenue should incorporate a “build-to zone” or “build-to line,” to encourage development of a consistent street wall along critical sections of the corridor, while maintaining enough distance to create a transitional zone between pedestrian circulation and building entries that contains seating, landscaping, or other furnishings. This will create a more comfortable pedestrian environment without impacting available parking, as in certain cases, spaces can be accommodated to the rear of new development. Locating parking behind the building also offers greater opportunity to consolidate curb cuts – even providing access through existing alleys where possible -- and to create a transitional landscape buffer for adjacent residential uses.

COMPONENT C: SITE ACCESS IMPROVEMENTS

There are a number of prevalent site access problems along the Milwaukee Avenue corridor, from closely spaced curb cuts, to the absence of a sidewalk and physical separation from the travel lanes at certain points along Milwaukee Avenue. Site access management strategies, such as consolidating curb cuts,

- Lack of cornice/articulation along roofline and sign band give the facade a flat, squat appearance
- Building design has no clear base/middle/top, and storefronts are not well defined -- difficult to tell where one space ends and the next begins
- Entrances lack definition, and are difficult to distinguish from the facade as a whole

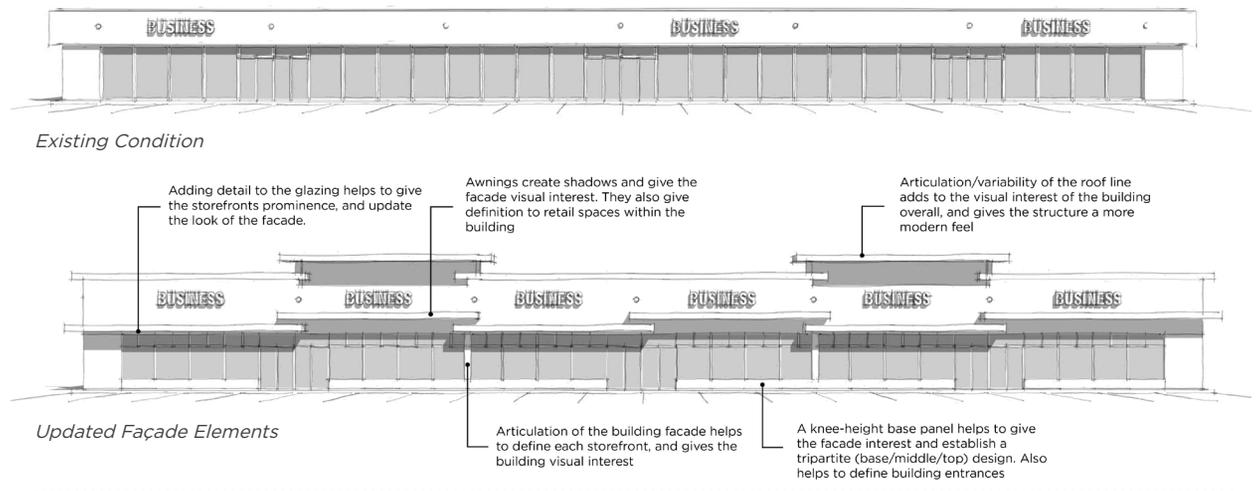


FIGURE 7: COMPONENT D: FAÇADE IMPROVEMENTS

and encouraging cross-access easements and agreements between adjacent owners could greatly help to alleviate some of these issues.

COMPONENT D: FAÇADE IMPROVEMENTS

The Milwaukee Avenue corridor contains a number of older buildings that look outdated and are in need of aesthetic improvement. To

resolve this, and to improve the overall image of the corridor, the Village could implement a targeted Façade Improvement program along Milwaukee Avenue, containing a set of standards or guidelines for façade renovation. Improving the outward appearance of the aging and obsolete building stock could make a great impact on the overall visual impact

of the corridor, while maintaining a level of affordability that teardowns and rebuilds may not.

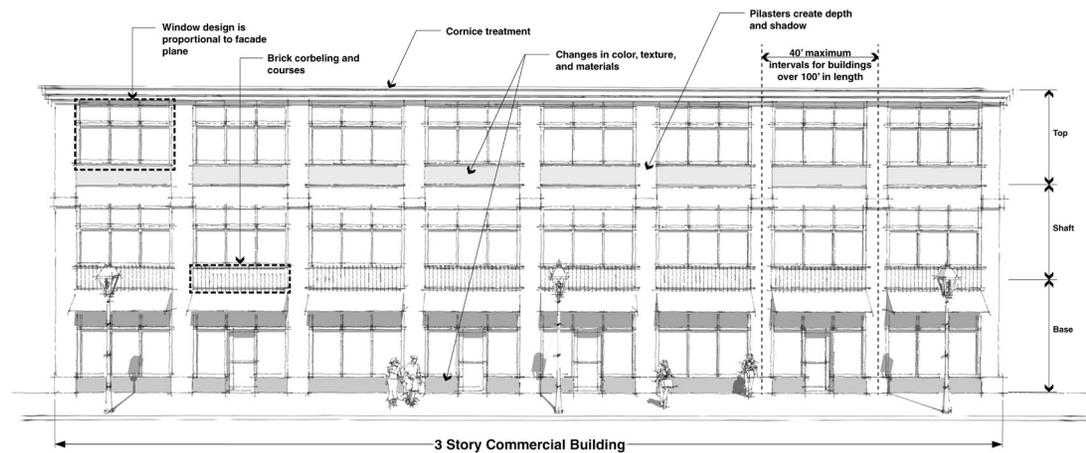
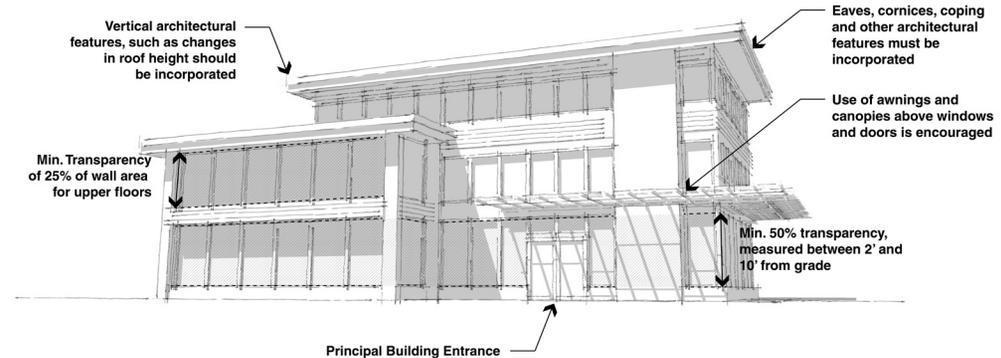
COMPONENT E: NEW ZONING WITH DESIGN STANDARDS

The ongoing zoning revision work in the Village should incorporate a number of requirements for new development along the corridor. These include standards related to building height and massing, building location, façade transparency, landscape and parking, buffering of adjacent uses, and general design standards such as prohibited materials for new construction along Milwaukee Avenue. The adoption of a new Zoning Ordinance that contains specific districts targeted toward improving conditions along Milwaukee Avenue will be a great step toward transformative change.

Three of these components (A, B, and C) are illustrated in Figure 1, indicating areas where their application would benefit corridor redevelopment. It is important to note that the locations of these components represent one possible permutation of their application, as many sections of the corridor could benefit from one, two, or all three of them. Further, as some of the components are targeted toward specific problems, but not specific sites, the Village may choose to apply them along the corridor in a manner that is much broader, or more specific and focused toward key sites. Components D and E have not been mapped, as they are less spatial in nature, and may be more broadly applied to the length of the corridor.

KEY ELEMENTS OF SCENARIO 1:

- Improves the image of the corridor and sets the stage for future redevelopment through a series of components that target issues

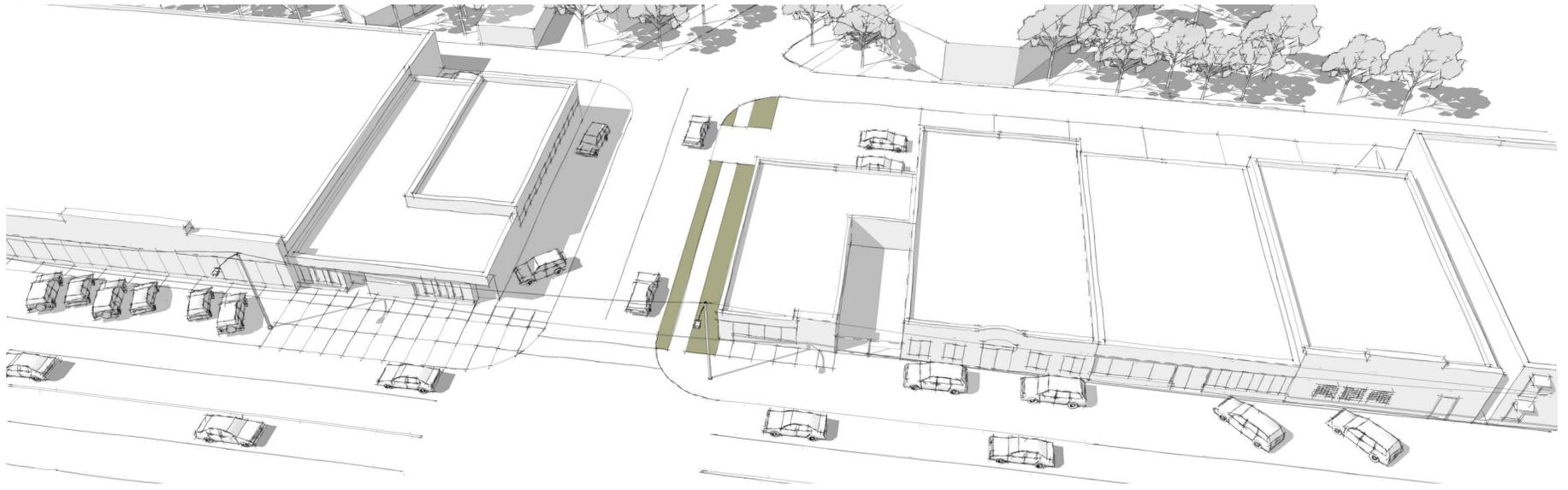


Example design standards. Similar standards will be included in new zoning for Milwaukee Avenue.

FIGURE 8: COMPONENT E: NEW ZONING WITH DESIGN STANDARDS

- rooted in both physical design and regulation
- Retrofit recommendations for existing structures, and design guidelines, building siting, parking location, and site access recommendations for new development
- Parking addressed through spatial recommendations and regulatory approaches (on-street parking, shared parking, cross-access easements and lot consolidation, etc.)
- Addresses recent development issues as well as issues rooted in historical/previous development patterns.
- Improved walkability through pedestrian environment and safety enhancements along Milwaukee Avenue.

Implementation Timeline: Near-term.



Existing condition at example site, intersection of Jarvis Avenue and Milwaukee Avenue



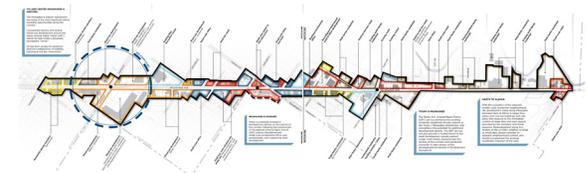
Public parking installed in concert with redevelopment. Provides ample parking, as well as public gathering space, food truck parking, and a gradual green buffer into the residential neighborhood to the rear.

FIGURE 9: SURFACE PARKING STRATEGY - EXISTING CONDITIONS AND PROPOSED CONFIGURATION

SCENARIO 2: REORGANIZATION (THE "SPARK")

Scenario 2 builds on the concepts and components in Scenario 1, and continues to address opportunities identified in the SWOT analysis, while expressing an overall greater degree of transformation – moving toward a longer-term vision for the future of the corridor. Land use proposals, while in line with the general land use pattern of the comprehensive plan tend to become more specific, suggesting certain redevelopment ideas. Thus, larger scale improvements and more visionary solutions to the corridor’s current limitations/weaknesses are proposed, as the concept begins to build a concentration of retail development around a “Village Center” at the intersection of Milwaukee Avenue and Oakton Street, with recommendations for complementary land use and particular sites along the remainder of the corridor.

Scenario 2 also includes a concept for the development of future surface parking areas along the Milwaukee Avenue corridor, illustrated in Figure 9 on the previous page. In short, the Village could pursue a strategy of acquiring and assembling land to develop public parking lots at key points along the corridor in concert with ongoing redevelopment efforts. The design and buffering of these lots would be controlled through specific zoning requirements, creating public lots that create a pleasant interface with adjacent uses and provide critical space not only for parking, but for public gatherings, festivals, and food trucks or vendors. Identification of suitable sites would need to be conducted, and sites should be re-evaluated as corridor growth progresses; as the corridor continues to redevelop, the lots could remain or be sold and redeveloped as the Village sees fit.



SCENARIO 2 MAP ►►►

BUILDING HEIGHT & DENSITY GRADIENT

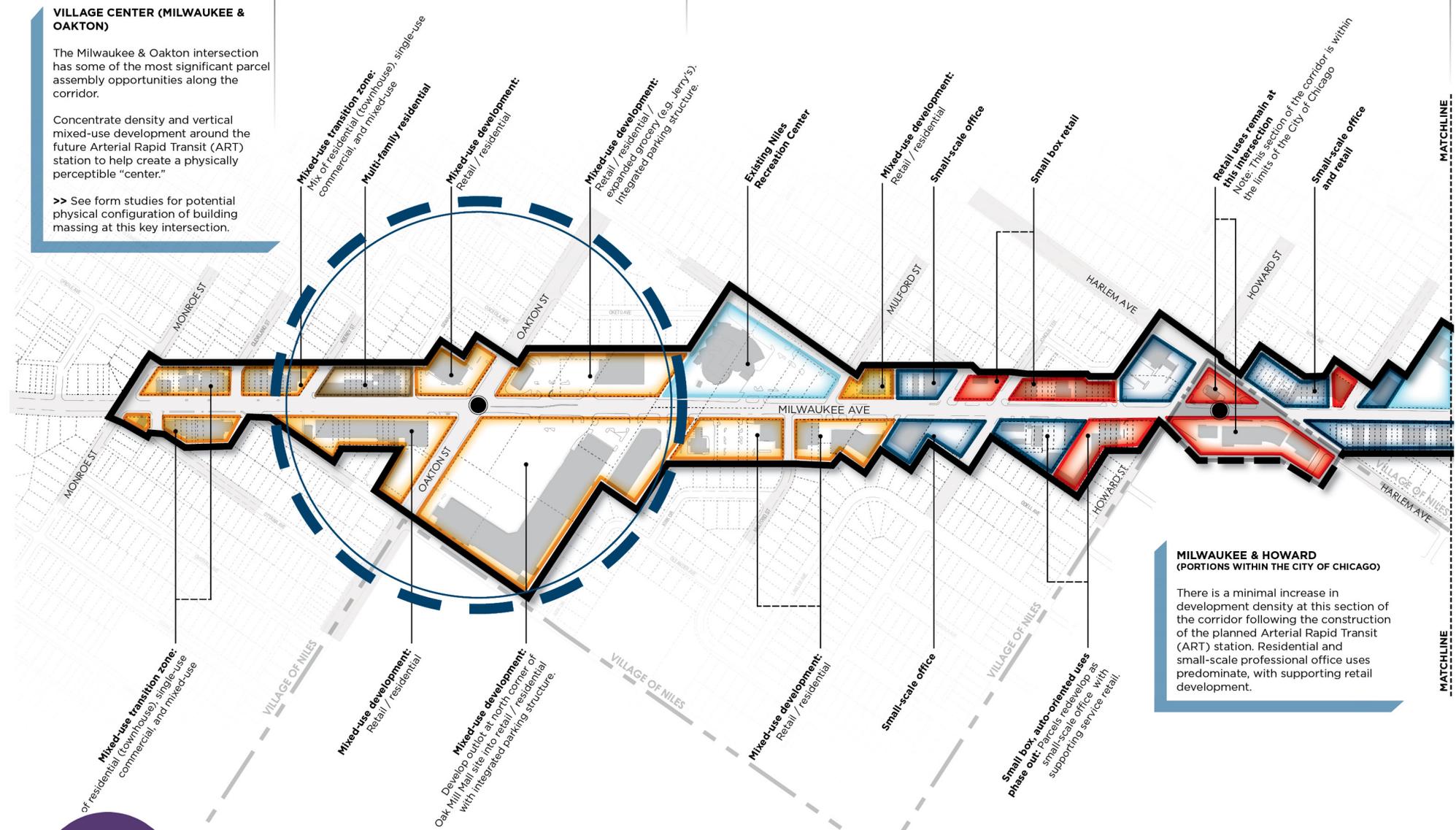


VILLAGE CENTER (MILWAUKEE & OAKTON)

The Milwaukee & Oakton intersection has some of the most significant parcel assembly opportunities along the corridor.

Concentrate density and vertical mixed-use development around the future Arterial Rapid Transit (ART) station to help create a physically perceptible "center."

>> See form studies for potential physical configuration of building massing at this key intersection.



Mixed-use transition zone:
Mix of residential (townhouse), commercial, and mixed-use

Multi-family residential

Mixed-use development:
Retail / residential

Mixed-use development:
Retail / residential / expanded grocery (e.g. Jerry's), integrated parking structure.

Existing Niles Recreation Center

Mixed-use development:
Retail / residential

Small-scale office

Small box retail

Retail uses remain at this intersection
Note: This section of the corridor is within the limits of the City of Chicago

Small-scale office and retail

Mixed-use transition zone:
of residential (townhouse), single-use commercial, and mixed-use

Mixed-use development:
Retail / residential

Mixed-use development:
Develop a lot at north corner of Oak Mill Mall site into retail / residential with integrated parking structure.

Mixed-use development:
Retail / residential

Small-scale office

Small box, auto-oriented uses phase out: Parcels redevelop as small-scale office with supporting service retail.

MILWAUKEE & HOWARD (PORTIONS WITHIN THE CITY OF CHICAGO)

There is a minimal increase in development density at this section of the corridor following the construction of the planned Arterial Rapid Transit (ART) station. Residential and small-scale professional office uses predominate, with supporting retail development.



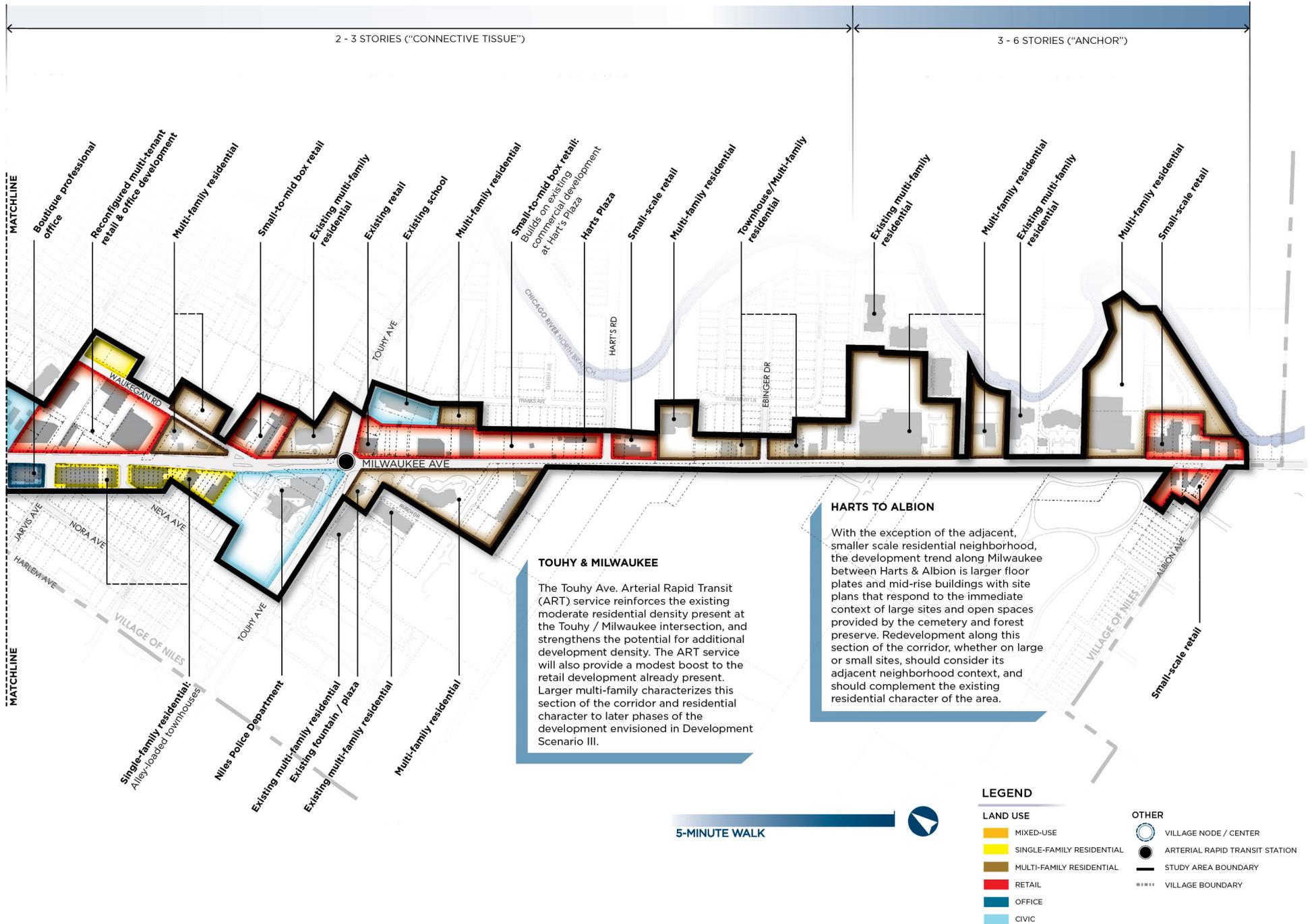
FIGURE 10

SCENARIO 2: REORGANIZATION (THE "SPARK")

SOUTH MILWAUKEE AVENUE CORRIDOR PLAN | VILLAGE OF NILES | JUNE 2014

MATCHLINE

BUILDING HEIGHT & DENSITY GRADIENT



KEY ELEMENTS OF SCENARIO 2:

- ▶ Focuses on the development of a discernible “Village Center” at the intersection of Milwaukee Avenue and Oakton Street.
- ▶ Carries the momentum to be achieved through implementation of components present in Scenario 1.
- ▶ Many current sites along Milwaukee Avenue are too small and shallow to accommodate contemporary development. Success hinges on the consolidation of these sites to create larger development parcels capable of accommodating contemporary development. This consolidation can either be carried out by the Village or a private development entity.
- ▶ As identified in Scenario 1, new buildings on these assembled sites should be set near the lot line, with parking located to the side or rear, and should address the street, maintain a high level of ground floor transparency, etc.

Implementation Timeline: Intermediate-term



Column Above: Photographic examples of the proposed height/orientation/built form of new development along the corridor outside of the “Village Center” node under Scenario 2.

Column Right: Photographic examples of the proposed height/orientation/built form of new mixed-use development within the “Village Center” node proposed under Scenario 2.



FIGURE 12: PROPOSED HEIGHT/ORIENTATION/BUILT FORM EXAMPLES – SCENARIO 2

SCENARIO 3: TRANSFORMATION (“THE FIRE”)

Scenario 3 envisions redevelopment at three major intersections along the corridor, Milwaukee and Oakton, Milwaukee and Harlem/Howard and Milwaukee and Touhy/Waukegan. Significant redevelopment sites exist at these locations, and they also coincide with planned Pace ART service, increasing the potential for successful, vertical mixed-use development at these nodes.

In Scenario 3, Milwaukee and Oakton transforms into a mixed-use node, referred to as the “heavy commercial core” of the corridor. Commercial density and vertical mixed-use development are organized around the future ART station, and serve to create a physically perceptible “center,” through the use of architecture, streetscape improvements and public spaces. The Village envisions buildings that are 4 to 6 stories tall along Milwaukee Avenue, with any buildings proposed to be taller than 6 stories requiring additional design considerations, such as ‘stepped-back’ upper stories to move building bulk away from the street, and the incorporation of additional public amenities such as plazas at the street level/ground floor. Connective sections (between nodes) of the corridor are still guided by design recommendations and standards present in the first two scenarios, and their uses are adjusted to respond to the increase in density at the key nodes – transitioning to a more residential/professional use mix, at a recommended height of 2-3 stories.

A second development node occurs at the intersection of Milwaukee and Harlem/Howard. This concept would require cooperation and coordination with the City of Chicago, as the municipal boundary crosses Milwaukee Avenue at this intersection. The scenario envisions a moderate increase in density at this future node, referred to as “City-Village Plaza.” A mixture of

uses, including neighborhood-scale retail and professional office front upon and activate a new plaza and transit hub, bounded by Milwaukee, Harlem and Howard. The plaza serves as a hub to connect the Harlem Avenue and Milwaukee Avenue ART lines, and provides a valuable new amenity for, enhancing the pedestrian environment, improving the image of the corridor, calming traffic along the busy corridor. A “scatter signal” approach could be used here, temporarily stopping traffic at each intersecting point, and allowing pedestrians to move from each frontage to the central plaza space, or vice versa. City-Village Plaza could be a valuable new public amenity along the corridor that serves to enhance transit service, celebrate the unique geometry created by Milwaukee Avenue as a northwest radial arterial, and acknowledge the Village’s cooperative interface with the City of Chicago.

The intersection of Touhy and Milwaukee becomes a dense concentration of mixed-use development in this scenario, with a focus on civic, retail, and residential uses. New development should be built at or near the street edge to create a strong architectural edge and a comfortable pedestrian environment, with a recommended building height of 3-6 stories mitigating the current wide, “gulf-like” condition perceived at this intersection. Additionally, it is proposed that the intersection of Waukegan Road and Milwaukee Avenue be realigned with Neva Avenue to the south, resulting in more regular geometry at the intersection, and creating a larger redevelopment area between Touhy and Waukegan. Should the Village pursue this realignment, utilities that exist within the current Waukegan Road right-of-way will need to be protected through easements. Alternatively, if the realignment is undesirable, this scenario recommends a bold architectural statement at this intersection, perhaps a “flat iron” or “bull nose” building form, to celebrate

the radial geometry, and serve as a visual gateway and landmark.

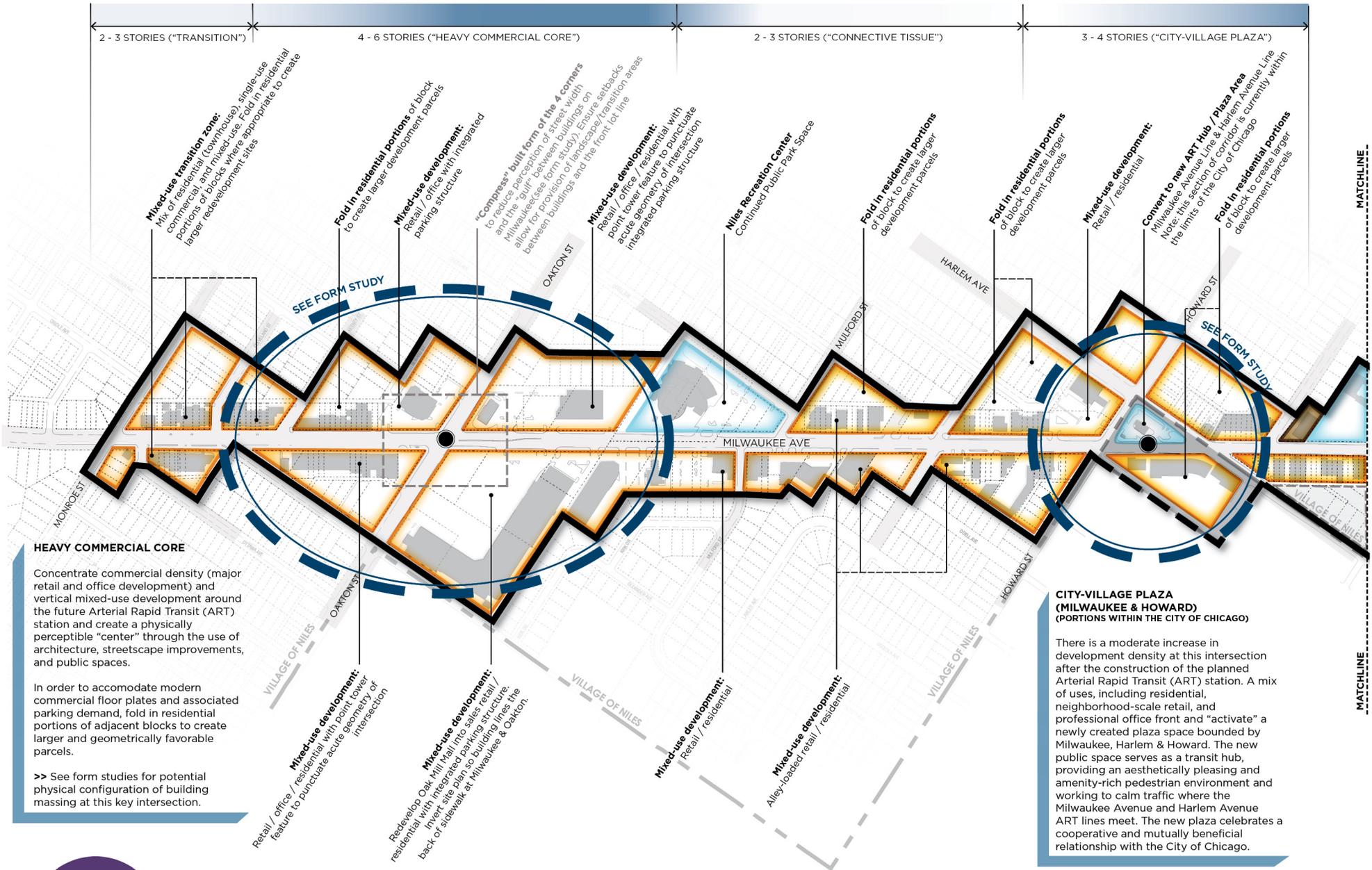
Finally, the far southern end of the corridor becomes a strong residential anchor, nestled between the protected open spaces of St. Adalbert Cemetery and the Chicago River. New townhouse and multi-family development coordinates with existing multi-family development in the area, and provides connections to and from the adjacent residential neighborhood. New development of 3-6 stories fronts on the street, and creates a walkable environment that allows comfortable and convenient access to nearby commercial and mixed-use development.

Again, Connective sections of the corridor will be guided by design recommendations and standards present in the first two scenarios, their form and use mix adjusted to respond to the increases in density at the key nodes – transitioning to a more residential/professional use mix, at a recommended height of 2-3 stories.

Scenario 3 is visionary in its approach to opportunities identified in the SWOT analysis, as well as solutions to challenges such as parking and site design, with the inclusion of road realignments, structured parking, and the inclusion of limited residential parcels into large redevelopment sites. Current constraints are less of a factor in this visionary concept, and corridor transformation is emphasized. Recommendations reach into the surrounding neighborhoods, and seek to create a large, walkable, mixed-use center and sense of place along Milwaukee Avenue, impacting the overall image of the Village as a place to live, work, shop and play.

SCENARIO 3 MAP

BUILDING HEIGHT & DENSITY GRADIENT



HEAVY COMMERCIAL CORE

Concentrate commercial density (major retail and office development) and vertical mixed-use development around the future Arterial Rapid Transit (ART) station and create a physically perceptible "center" through the use of architecture, streetscape improvements, and public spaces.

In order to accommodate modern commercial floor plates and associated parking demand, fold in residential portions of adjacent blocks to create larger and geometrically favorable parcels.

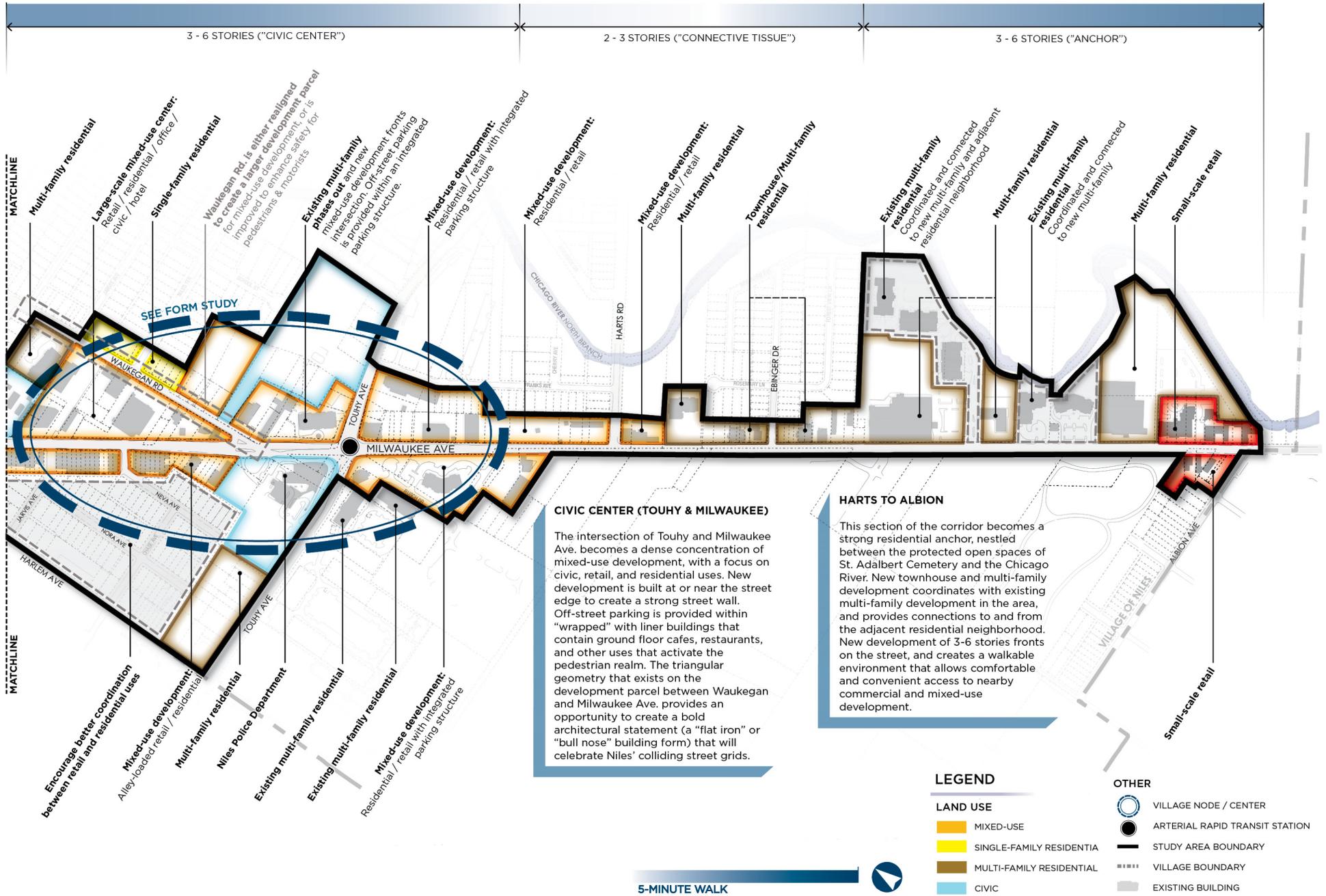
>> See form studies for potential physical configuration of building massing at this key intersection.

CITY-VILLAGE PLAZA (MILWAUKEE & HOWARD) (PORTIONS WITHIN THE CITY OF CHICAGO)

There is a moderate increase in development density at this intersection after the construction of the planned Arterial Rapid Transit (ART) station. A mix of uses, including residential, neighborhood-scale retail, and professional office front and "activate" a newly created plaza space bounded by Milwaukee, Harlem & Howard. The new public space serves as a transit hub, providing an aesthetically pleasing and amenity-rich pedestrian environment and working to calm traffic where the Milwaukee Avenue and Harlem Avenue ART lines meet. The new plaza celebrates a cooperative and mutually beneficial relationship with the City of Chicago.



FIGURE 11
SCENARIO 3: TRANSFORMATION
 SOUTH MILWAUKEE AVENUE CORRIDOR PLAN | VILLAGE OF NILES



CIVIC CENTER (TOUHY & MILWAUKEE)

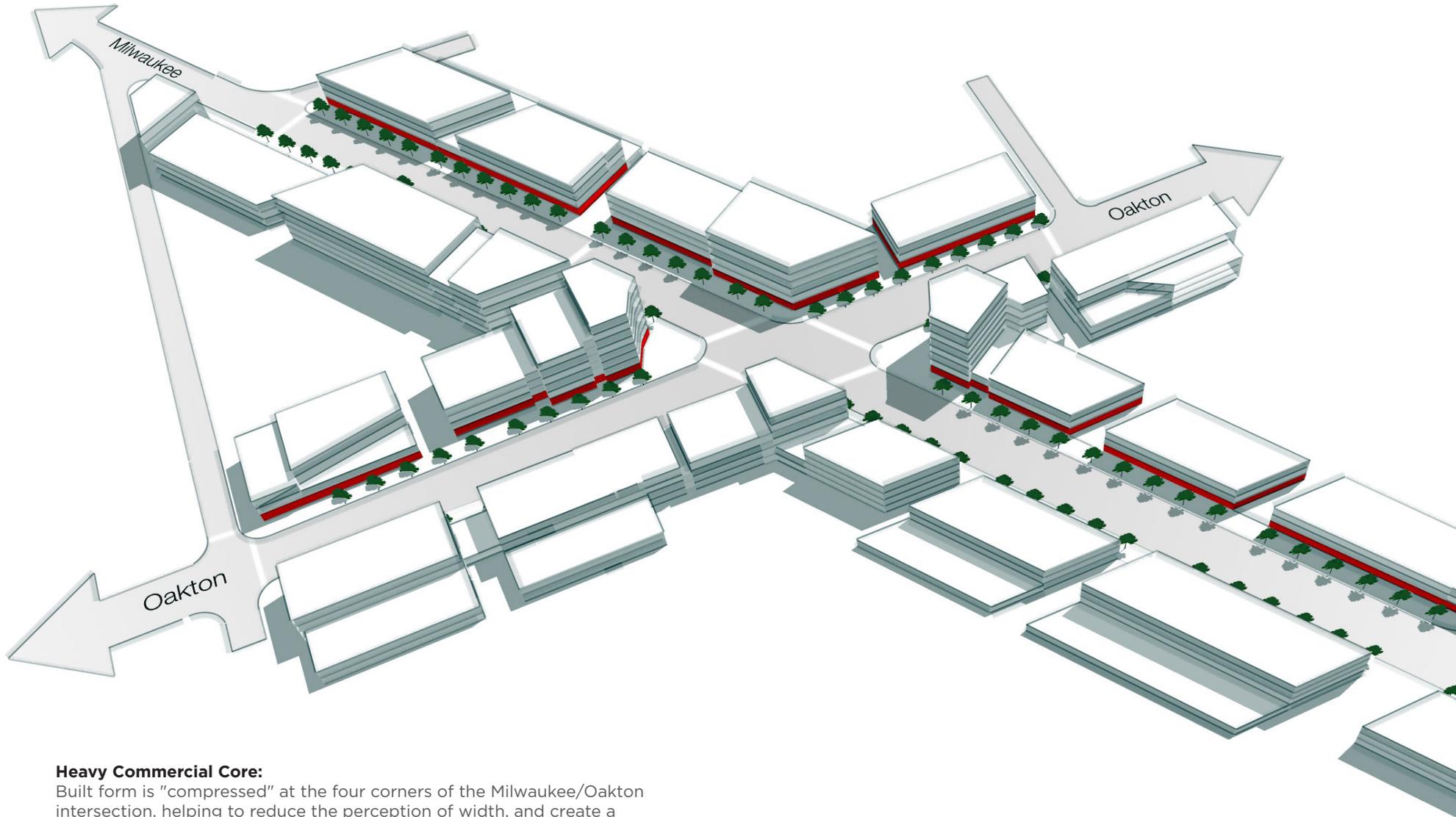
The intersection of Touhy and Milwaukee Ave. becomes a dense concentration of mixed-use development, with a focus on civic, retail, and residential uses. New development is built at or near the street edge to create a strong street wall. Off-street parking is provided within "wrapped" with liner buildings that contain ground floor cafes, restaurants, and other uses that activate the pedestrian realm. The triangular geometry that exists on the development parcel between Waukegan and Milwaukee Ave. provides an opportunity to create a bold architectural statement (a "flat iron" or "bull nose" building form) that will celebrate Niles' colliding street grids.

HARTS TO ALBION

This section of the corridor becomes a strong residential anchor, nestled between the protected open spaces of St. Adalbert Cemetery and the Chicago River. New townhouse and multi-family development coordinates with existing multi-family development in the area, and provides connections to and from the adjacent residential neighborhood. New development of 3-6 stories fronts on the street, and creates a walkable environment that allows comfortable and convenient access to nearby commercial and mixed-use development.

LEGEND

- | | |
|---|--|
| LAND USE | OTHER |
| MIXED-USE | VILLAGE NODE / CENTER |
| SINGLE-FAMILY RESIDENTIAL | ARTERIAL RAPID TRANSIT STATION |
| MULTI-FAMILY RESIDENTIAL | STUDY AREA BOUNDARY |
| CIVIC | VILLAGE BOUNDARY |
| | EXISTING BUILDING |



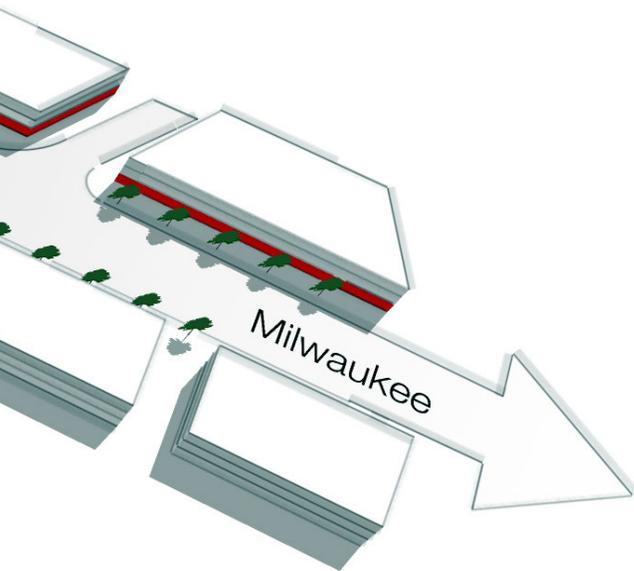
Heavy Commercial Core:

Built form is "compressed" at the four corners of the Milwaukee/Oakton intersection, helping to reduce the perception of width, and create a perceptible center, punctuated with 4-6 story buildings at the back-of-sidewalk, and a distinct mixed-use retail/residential orientation. To the North and South, development holds the street edge as it begins to ramp down in height to 2-3 stories.

FIGURE 13: OAKTON / MILWAUKEE 'HEAVY COMMERCIAL CORE' URBAN FORM STUDY

KEY ELEMENTS OF SCENARIO 3:

- ▶ Builds upon implementation of Scenario 2, and focuses on the development of two additional key centers along Milwaukee Avenue that serve as anchors for the Village Center envisioned in Scenario 2. In addition to serving as gathering places for the community, these “nodes” of development intensity lend a unique rhythm and pattern to development along the corridor, creating a unique experience for pedestrians, bicyclists, and drivers alike, and giving the corridor a sense of identity. Viewed together, the three distinct “centers” will be assembled to accommodate large-scale redevelopment at the intersections: tying the corridor together through a series of “peaks and valleys” reflected in intensity of use, built form, and variable building height.



- ▶ Complementing the three “centers,” the far southern end of the corridor becomes a strong residential anchor, with new townhouse and multi-family development integrated into the existing fabric of the corridor and the residential neighborhood off of West Ebinger Drive.
- ▶ Represents a visionary, transformative plan for the future.
- ▶ May require the Village to commit to expending resources for the acquisition, clearing and reassembly of sites into viable redevelopment parcels at key nodes. Further, may require a Village commitment to allow



- for selected residential parcels to be cleared and folded into redevelopment parcels where appropriate.
- ▶ Taller and denser building form at key intersections along the corridor.
- ▶ Allows and promotes structured as well as surface parking.
- ▶ Incorporates street reconfiguration at key redevelopment intersections.
- ▶ Allows for selected residential clearance to create substantial parcels.

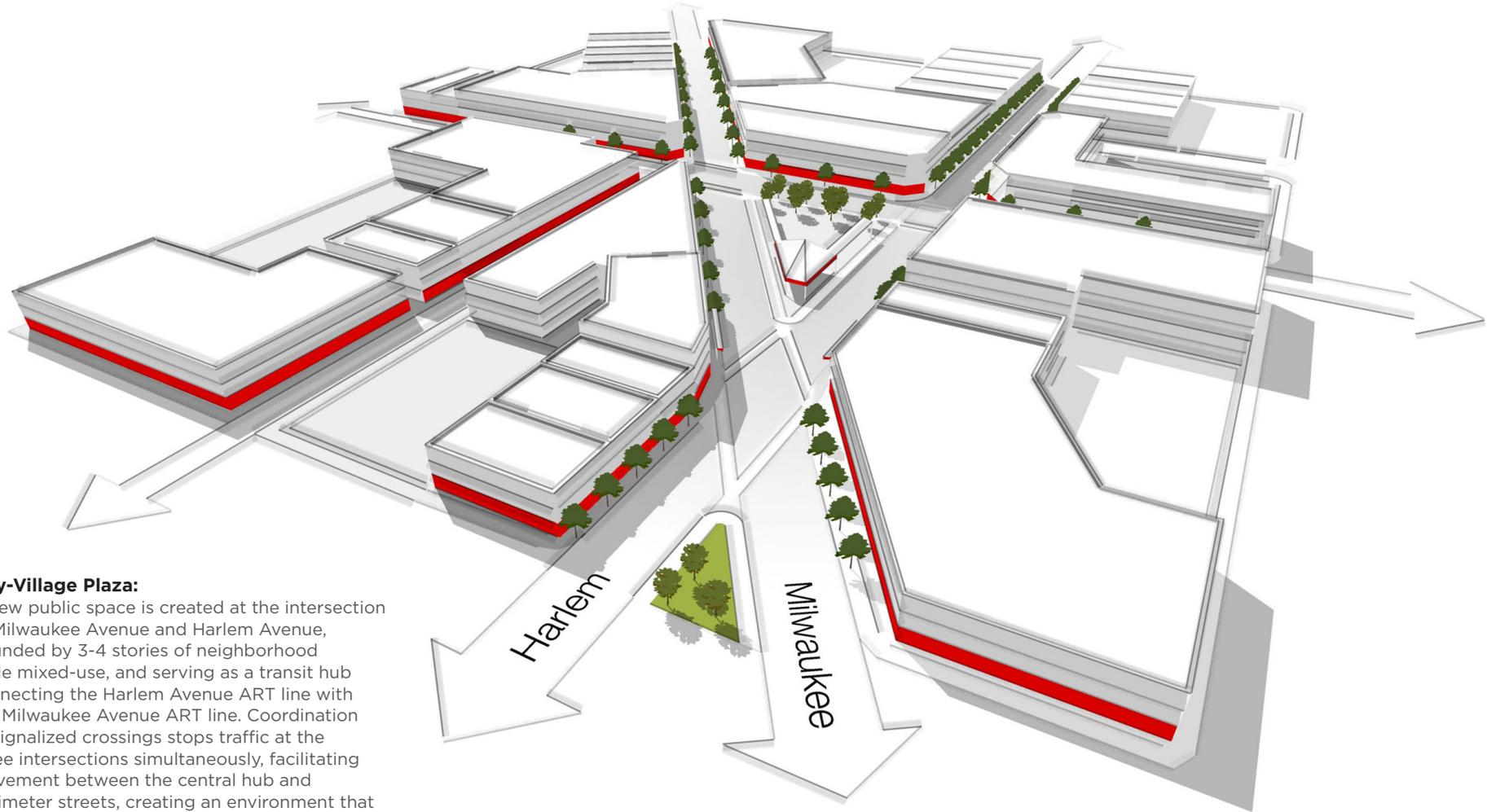
Implementation Timeline: Long-term.



Above and Right: Photographic examples of height/orientation/built form proposed for the “Heavy Commercial Core” node in Scenario 3.



FIGURE 14: PROPOSED HEIGHT/ORIENTATION/BUILT FORM EXAMPLES – “HEAVY COMMERCIAL CORE”



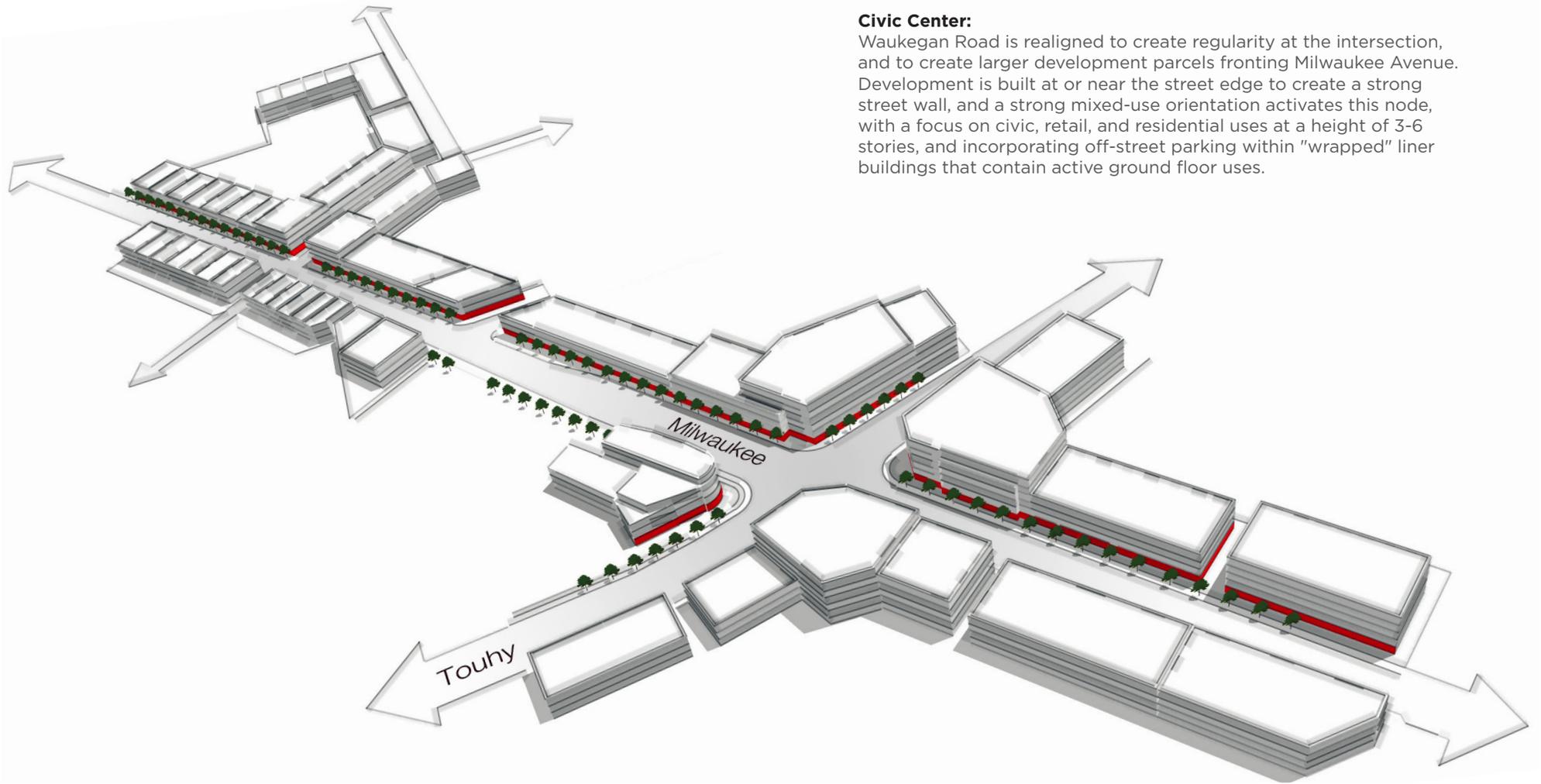
City-Village Plaza:

A new public space is created at the intersection of Milwaukee Avenue and Harlem Avenue, bounded by 3-4 stories of neighborhood scale mixed-use, and serving as a transit hub connecting the Harlem Avenue ART line with the Milwaukee Avenue ART line. Coordination of signalized crossings stops traffic at the three intersections simultaneously, facilitating movement between the central hub and perimeter streets, creating an environment that prioritizes pedestrian safety and mobility. The new transit hub and public space activates the surrounding frontages, and creates an amenity-rich pedestrian and commuter environment at the interface of the Village and the City of Chicago.

Right: Photographic examples of the height/orientation/built environment envisioned for the "City-Village Plaza" node proposed in Scenario 3. Photographs are two views of Davis Square in Somerville, Massachusetts.



FIGURE 15: 'CITY-VILLAGE PLAZA' URBAN FORM STUDY AND PROPOSED BUILT FORM/HEIGHT/CHARACTER EXAMPLES



Civic Center:

Waukegan Road is realigned to create regularity at the intersection, and to create larger development parcels fronting Milwaukee Avenue. Development is built at or near the street edge to create a strong street wall, and a strong mixed-use orientation activates this node, with a focus on civic, retail, and residential uses at a height of 3-6 stories, and incorporating off-street parking within "wrapped" liner buildings that contain active ground floor uses.

Right: Photographic examples of the height/orientation/built environment envisioned for the "Civic Center" node proposed in Scenario 3. Photographs are Park Ridge, IL (L), and Kenmore Square, Boston MA (R).

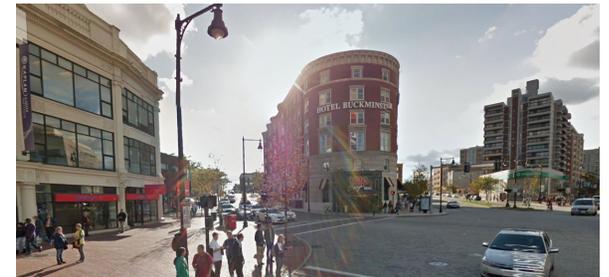


FIGURE 16: 'CIVIC CENTER' URBAN FORM STUDY AND PROPOSED BUILT FORM/HEIGHT/CHARACTER EXAMPLES



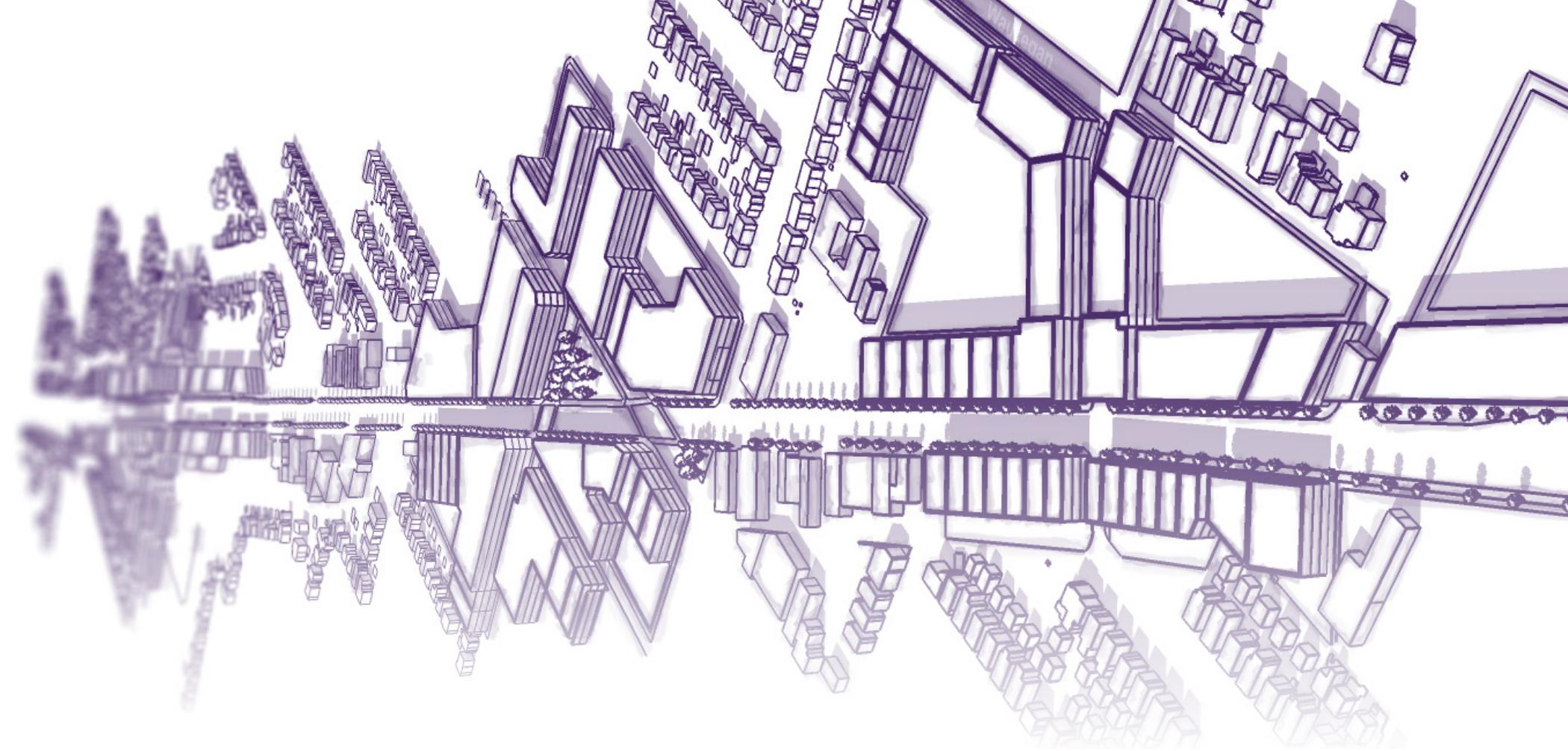
Residential Anchor:

New townhouse and multi-family development fronts along Milwaukee Avenue at heights from 3-6 stories, extending a street wall to the edge of the corridor and providing definition against the open edge of the adjacent cemetery. New residential development is well integrated with existing buildings, and provides connections to and from the nearby residential neighborhood located off of West Ebinger Drive. Wherever possible, access to new development is provided without requiring new curb cuts, and sites are linked together through sidewalks and vehicular and pedestrian ways, creating a walkable, neighborhood feel along this section of the corridor.

Right: Photographic examples of the height/ orientation/built environment envisioned for the Residential Anchor area proposed in Scenario 3. Photographs are Fairfax, VA (L), and Denver, CO (R)



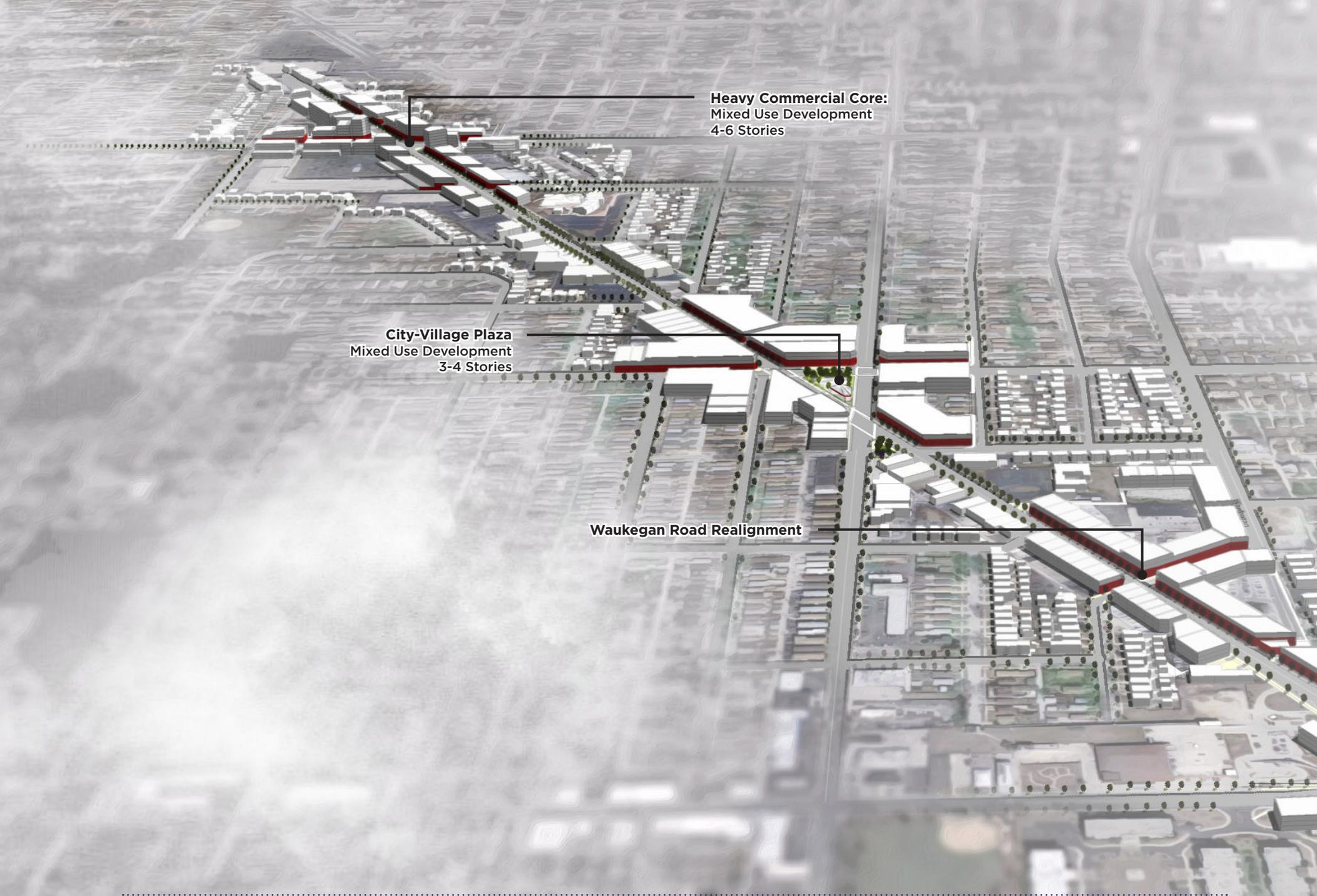
FIGURE 17: RESIDENTIAL ANCHOR CONCEPT



IV. SUMMARY & SELECTION OF PREFERRED SCENARIO



SOUTH MILWAUKEE
AVENUE CORRIDOR PLAN



Heavy Commercial Core:
Mixed Use Development
4-6 Stories

City-Village Plaza
Mixed Use Development
3-4 Stories

Waukegan Road Realignment

FIGURE 18: SCENARIO 3 CORRIDOR PERSPECTIVE

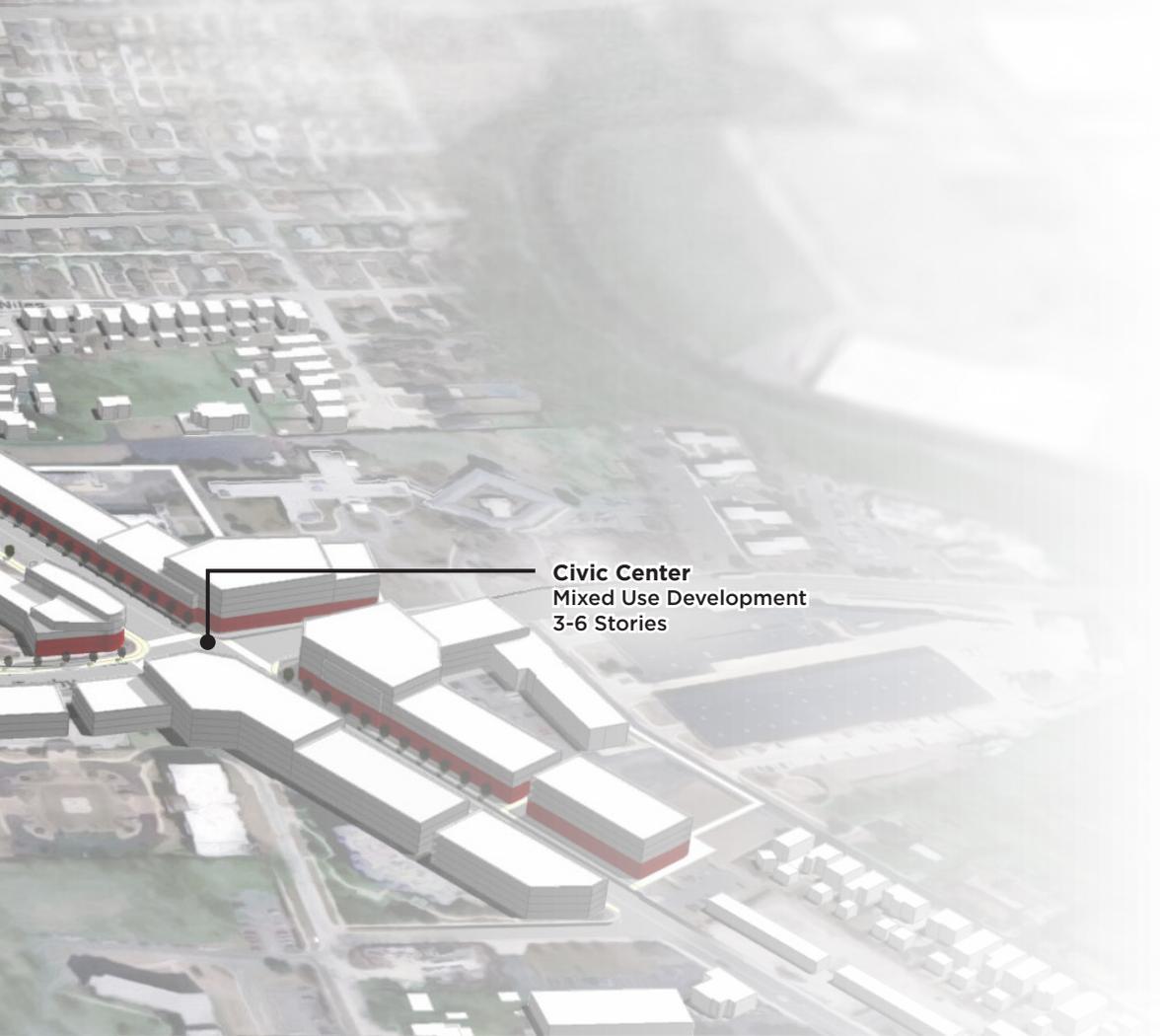
SUMMARY & SELECTION OF PREFERRED SCENARIO

In combination, these three Scenarios establish a rational sequence of potential redevelopment, identifying potential site assembly and redevelopment opportunities along the corridor that could occur within a 20-year time frame. Each of the three Scenarios could serve as a stand-alone option for Niles to consider as a vision for the future, however the three-phased Scenario approach represents a continuum of development potential, with the most aggressive Scenario being the product

of the implementation of the first two. Upon review with Village staff, and presentation to the Village's Commission for Economic Development and Neighborhood Renewal, Scenario 3 was identified as the preferred scenario.

As the preferred scenario, the transformative thinking embodied within Scenario 3, combined with feedback from the Village, has informed the creation of the redevelopment work

program outlined in this plan. Additionally, the recommendations in terms of built form, height, development character, and use present in Scenario 3 are being incorporated into the creation of a form-based zoning district to be mapped to the Milwaukee Avenue corridor as part of the ongoing Zoning Ordinance Revision. These recommendations will inform the regulatory approaches of the new Milwaukee Avenue form-based zoning district, a powerful tool for moving the corridor into the future.



OBJECTIVE	STRATEGY	PRIORITY	IMPLEMENTATION	ORGANIZATION
Milwaukee Corridor Plan, and Implementation entity	Continue Milwaukee Avenue Planning Program	High	Smoko	Village
	Create an implementation entity	High	Smoko	Village
	Opportunistic Redevelopment	High	Smoko	Village
	Site Improvements	Medium	Smoko	Village
	Restructure Milwaukee Avenue to become more pedestrian friendly while accommodating necessary vehicular access and flow	Medium	Smoko	Village
	Foster redevelopment of the Milwaukee-Garden intersection into a four to six-story mixed retail center fronting on Garden and	High	Spark	Consider Corporation
			Spark	Consider Corporation

V. SOUTH MILWAUKEE CORRIDOR PLAN IMPLEMENTATION WORK PROGRAM



SOUTH MILWAUKEE
AVENUE CORRIDOR PLAN

-- This Page Intentionally Blank --

V. SOUTH MILWAUKEE CORRIDOR PLAN IMPLEMENTATION WORK PROGRAM

OVERVIEW

Realization of the preferred Milwaukee Corridor Concept requires moving beyond “the plan,” to implementation. This work program suggests the adoption and implementation of a series of projects tied to the three scenarios for Milwaukee Corridor improvement given in the previous section, each of which is progressively more aggressive and change oriented:

Adaptation (The “Smoke”): Incremental and modest redevelopment begins to build on strengths, seize opportunities and mitigate weaknesses and threats to redevelopment.

Reorganization (The “Spark”): Redevelopment is organized around a primary “Village Center” node at Milwaukee and Oakton, with dense built form at 4-6 stories and a focus on vertical mixed-use.

Transformation (The “Fire”): Redevelopment occurs at the three major intersections along the corridor, Milwaukee and Oakton, Milwaukee and Harlem/Howard and Milwaukee and Touhy/Waukegan. The three “nodes” offer different development character and intensity, and establish a rhythm and identity along the corridor.

Six redevelopment objectives are outlined herein, with the goal of moving the corridor through the first two phases of redevelopment, and toward the transformative vision established in Scenario 3. Each redevelopment objective contains specific strategies and

projects applicable to their relevant phases of redevelopment, as listed below. These objectives, strategies and projects are also highlighted in the implementation work matrix at the end of this section.

Finally, work to date contained in this plan has addressed the portion of Milwaukee Avenue between Albion Avenue and Monroe Street. It is recommended that the Village consider further study to assess a possible extension of the policies of this plan northward along Milwaukee Avenue, to include the entirety of the corridor north to the Village limits.

OBJECTIVE A: ADOPT SOUTH MILWAUKEE CORRIDOR PLAN AND FACILITATE ITS IMPLEMENTATION

Implementation of the desired South Milwaukee Corridor scenario cannot move forward without a policy commitment from the Village of Niles to take a leadership role and organize for the development, funding and initiation of a range of projects. To achieve this, and assure that the impetus towards corridor improvement is expanded to the entire length of the corridor within Niles, the Village should do the following:

STRATEGY 1: Continue the Milwaukee Corridor Planning Program

The Village should move forward with actions to implement projects related to South Milwaukee Avenue, and it should expand its Milwaukee Corridor Program of redevelopment and land

regulation to address the entire corridor as follows:

Action:

- a. Adopt the South Milwaukee Corridor Plan, between Albion of Monroe, as Phase 1 of an overall Milwaukee Corridor Plan. The Phase 1 plan should emphasize the program proposals reflected in the Smoke and Spark scenarios, with support of the “Fire” component as enabled by private initiative or opportunities presented by other local governments such as the Park District and by superregional entities such as IDOT, Pace and Cook County.
- b. Rezone the Milwaukee Corridor to reflect the applicable zoning districts of the pending Niles Zoning Revision. This would include application of form based regulations as appropriate to achieve the development concepts contained in the South Milwaukee Plan.
- c. Expand the scope of the Milwaukee Corridor plan to encompass all of the corridor within the Village. Establish a series of project recommendations within the entire corridor and prioritize by extending the improvement strategies related to the Smoke and Spark outlined in this plan. Accommodate or help to direct private redevelopment initiatives that might occur within the additional area should the opportunity arise.

STRATEGY 2. Champion and Lead in Plan Implementation

Action: Plan implementation will only occur if there is leadership, and this responsibility should be taken up by the Village. The Village should become the “steward” of the plan, charging a commission, board or staff with the responsibility of bringing a series of implementation actions before the Board of Trustees for adoption and implementation. These actions should address ways to advocate, fund, and manage redevelopment of the Milwaukee Avenue Corridor. Among such actions might be the establishment of new or expanded TIF Districts, Special Service Areas or other programs to implement the specific elements of the Milwaukee Avenue Corridor Plan. The Board of Trustees should also schedule timely sessions, perhaps annually, to review the status of plan implementation over time, and suggest alterations in the implementation program as appropriate.

OBJECTIVE B: REDEVELOP THE MILWAUKEE AVENUE CORRIDOR TO ACCOMMODATE A MIX OF REGIONAL AND COMMUNITY SHOPPING AND EMPLOYMENT DESTINATIONS SCALED TO THE CHARACTER OF THE STREET AND THE ADJACENT NEIGHBORHOODS.

The key to the Milwaukee Avenue Corridor plan for the Village is to actively attract and facilitate redevelopment. Left to its own devices and unguided by Village action, the vision of this plan will not be realized. Successful redevelopment requires a clear understanding regarding the level of effort and proactivity

that the Village is willing to take on, and a clear understanding of the related actions and support necessary to realize the vision of the plan.

Key redevelopment strategies related to plan implementation include the following:

Achieve the “Smoke” Scenario

STRATEGY 1: Opportunistic Redevelopment.

Action: Undertake incremental, modest redevelopment focused on vacant property, small infill development sites, and leveraging private reinvestment along the corridor. To facilitate the program, the Village might purchase available redevelopable properties using TIF or other funds, prepare Requests for Proposals for redevelopment from local developers to carry out specific aspects of the Corridor Plan applicable to those properties, secure a selected developer who will carry out the RFP actions, and potentially assist that developer through providing appropriate zoning and appropriate financial assistance to facilitate the implementation of the project. Indeed, there may also be an opportunity for the Village to take an entrepreneurial role by undertaking the redevelopment on its own, becoming a local property owner and therefore plowing any financial gain from the investment into a potential Milwaukee Corridor Investment Fund.

STRATEGY 2: Site Improvements.

Action: Initiate or support site design recommendations addressing new building siting, site retrofitting and or parking recommendations as identified in Redevelopment Scenario 1. Implement these recommendations as appropriate upon change

of site ownership, new development or major rehabilitation proposals. The Village could illustrate the application of these guidelines by preparing example site development plans to provide guidelines and information to prospective developers and facilitate a desirable, unified pattern of redevelopment.

STRATEGY 3: Restructure Milwaukee Avenue to become more pedestrian friendly, while accommodating necessary vehicular access and flow.

Action: Initiate parking and pedestrian infrastructure changes tied to restructuring the parking and access conditions along Milwaukee Avenue, to address Improved parking, pedestrian environment, and safety along Milwaukee Avenue. Where possible, coordinate actions with structural recommendations in the Village’s recently adopted Bicycle and Pedestrian Plan. The implementation of these actions would require a more aggressive approach to Milwaukee Avenue pedestrian improvement than reflected in the current IDOT improvement program. It would include:

- a. Secure IDOT on street parking permissions to reinstate parking along designated portions of Milwaukee Avenue.
- b. Work with IDOT to prepare plans for improvement of Milwaukee Avenue in accord with the vision and proposals of the South Milwaukee Plan, and agree upon that sequence of reconstruction most appropriate to the needs and capabilities of the Village and IDOT. Redesign curb and curb cut locations as appropriate along Milwaukee Avenue from Albion to Monroe to remove pull in parking from the street

ROW. Coordinate between the Village's Milwaukee Avenue Beautification goals, the recommendations of this plan, and the recently adopted Pedestrian and Bicycle Plan to facilitate pedestrian access and a walkable orientation along the roadway.

- c. Establish pedestrian crossing location guidelines and design principles in accordance with the Village's recently adopted Pedestrian and Bicycle Plan.
- d. Revise the current Milwaukee Avenue Streetscape program to reflect the recommendations of this Plan, and the Village's recently adopted Pedestrian and Bicycle Plan.
- e. Install improved sidewalks, paving, and street furniture as funds permit. Establish cost sharing program with property owners who agree to redevelop their frontage as per established recommendations.
- f. Establish a five year Milwaukee Avenue Capital budget in cooperation with IDOT, to facilitate related public infrastructure changes utilizing funding approaches discussed under Objective D, below.

Achieve the "Spark" Scenario

STRATEGY 1: Foster redevelopment of the Milwaukee-Oakton Intersection into a four to six story, mixed retail commercial Node of buildings fronting on Oakton and Milwaukee.

Action: Work with consortium of present ownership or new owners to facilitate assembly of property within identified redevelopment areas into a unified redevelopment project. This might be the result of a redevelopment plan formulated through new or expanded TIF

districts as discussed in the following steps below:

- a. Prepare a market study to identify the mix and feasibility of redevelopment.
- b. Prepare an illustrative plan of site redevelopment to help establish the scale and character of development.
- c. Explore the potential to establish a TIF for the Milwaukee/Oakton node. Assess conditions within potential TIF areas to determine if the area meets requirement as either a conservation or redevelopment TIF.
- d. Prepare a new or expanded TIF district to reflect the redevelopment intent program suggested by the Corridor Plan.
- e. Secure a developer through working with ownership or, if desired, through a redevelopment RFP process.

STRATEGY 2: Assist local owner with intensification of Oak-Mill mall property to include "outlot" development and site improvement.

Action:

- a. Determine degree of redevelopment interest by current owner, and assist through preparation of a market study, to reposition the existing mall building towards greater retail orientation, or other orientation if borne out by market study.
- b. Work with the owner to develop an illustrative plan of site redevelopment, including redevelopment of the northeast corner outlot portion of the site with a retail facility, and test for feasibility of a

parking structure to link entire site into a development complex.

- c. Assist in identifying and attracting preferred outlot developers most appropriate for the determined location and plan of development.
- d. Provide an appropriate level of Village assistance through infrastructure improvements, TIF based gap financing, and marketing assistance to achieve the desired level of development at the Oak-Mill site.

STRATEGY 3: Support expansion of Jerry's Fruit and Garden, and construction of integrated parking structure.

Action: The Village should seek to support the expansion of Jerry's Fruit and Garden, as well as the construction of an integrated parking structure if feasible, through assistance with possible land assembly and financing support. The Village might take a leadership role by exploring different types of development options for this site that could utilize the proposed parking structure and would meet long term expectations of the property owner. This would help them better visualize redevelopment opportunities that could optimize both their goals and the intent of the Corridor Plan.

STRATEGY 4: Facilitate further site-based redevelopment activities as shown in scenario 2.

Action: The Village should support additional site-based redevelopment activities as illustrated in Scenario 2. Actions to support these activities should include updated zoning,

coordination with superregional entities when necessary, and possible assistance in land assembly and redevelopment. Again, a new of expanded TIF may be of use here as a tool to facilitate redevelopment.

Achieve the “Fire” Scenario

STRATEGY 1: Assist local owner with redevelopment of Oak-Mill mall site to accommodate mixed-use with integrated parking structure, fronting prominently on the corner of Oakton Street and Milwaukee Avenue.

Action:

- a. Consider clearing and redeveloping the site as a public-private project wherein the Village would use its powers and tools for land assembly, redevelopment finance, zoning and capital improvements to work in tandem with the property owner to build a project reflecting the Corridor Plan
- b. Apply the approach outlined above to clear entire site, and promote a dense, compact redevelopment plan to fulfill the vision of the “Heavy Commercial Core” node, with vertical mixed-use at a height of 4-6 stories, with any proposed taller development requiring additional design considerations, such as upper-story building setbacks.
- c. Consider potential expansion of the project through Village-facilitated acquisition of adjacent properties.

STRATEGY 2: Facilitate redevelopment of the Northeast and northwest corners of the Oakton-Milwaukee Intersection to accommodate mixed-use projects at a scale

suggested by redevelopment on the current Oak-Mill mall Site.

Action:

- a. Consider a public-private project structure for redevelopment of the site/sites on the northeast and northwest corners of Milwaukee and Oakton. This would involve discussions with Walgreens as to how they might redevelop their property joining those interests involved in sites immediately adjacent to the north and the east to meet the ideas of development intensification contained in the Corridor Plan. This might include incorporation of adjacent residential uses if acceptable to all parties. The Village should act as a redevelopment facilitator and be prepared to assist via zoning, capital improvements, land assembly and financing as appropriate.
- b. Similarly, the Village should enter into discussions with the property owners in the “triangle” of land at the northwest intersection of Milwaukee and Oakton to clear and fully redevelop this area into a mixed use development.
- c. Accommodate site clearance, and promote mixed-use redevelopment that will ramp up in height, from 2-3 stories properties on both sides of Milwaukee closer to Monroe, to a greater height at the “Village Center.” Focused at Milwaukee and Oakton.

Strategy 3: Consider expansion and redevelopment of the Jerry’s fruit and garden site to accommodate mixed-use projects, perhaps anchored by an expanded Jerry’s, at a scale suggested by redevelopment on the current Oak-Mill mall Site.

Action:

- a. Consider a public-private project structure to facilitate redevelopment of the site.
- b. Accommodate site clearance, and work to promote vertical mixed-use redevelopment that will ramp up to achieve four stories or greater closer to the commercial core.
- c. Consider potential expansion of the site through Village facilitated acquisition of adjacent properties which may suggest expansion into adjacent residential areas if acceptable to the ownership.

STRATEGY 4: Redevelop the “Waukegan/Milwaukee Triangle” as a large scale mixed-use project and northern “anchor” of the Touhy/Milwaukee Node.

Action:

- a. Assess the merit of a realignment and restructuring of the Waukegan/Milwaukee intersection, and incorporate this decision into redesign of the site, based upon guidance provided in Scenario 3.
- b. Accommodate clearance of the site, and promote coordinated redevelopment with higher buildings of 4 to 6 stories located in the southern portion of the triangle, fronting on Milwaukee Avenue. If Waukegan retains its current alignment, consider a 5-6 story “flat iron” or “bull nose” building at the triangular southern tip of the site.
- c. Coordinate redevelopment on the south side of Milwaukee Avenue, across from the “Waukegan/Milwaukee Triangle” to achieve compatible scale and height at 3-6 stories of vertical mixed-use development.

- d. Consider redevelopment of these sites as a public/private project, with the planning and development initiated and managed by the Village through a redevelopment RFP and a public-private financing process.

STRATEGY 5: Redevelop sites fronting the Milwaukee/Touhy intersection into large scale mixed-use redevelopment, moving toward the “Civic Center” node advocated in Scenario 3 (The “Fire”).

Action:

- a. Consider a public-private project structure for redevelopment of the site/sites on the southeast and southwest corners of the Touhy/Milwaukee intersection.
- b. Accommodate site clearance, and promote mixed-use redevelopment that will ramp up in height, from 2-3 stories closer to Harts Road, to a greater height of up to 6 stories approaching the “Civic Center.”
- c. Consider potential expansion of redevelopment sites through Village facilitated acquisition of adjacent properties.

STRATEGY 6: Redevelop the northeast corner of the Milwaukee/Touhy intersection into new vertical mixed-use per recommendation of Scenario 3. Consider expanded development on the northeast corner of the Touhy/Milwaukee intersection, if the Touhy frontage of the adjacent Resurrection Nursing and Rehabilitation Center can be integrated into the project.

Action:

- a. Consider a public-private project structure for redevelopment of the site/sites on the northeast corner of the Milwaukee/Touhy intersection.
- b. Consider expanding redevelopment further to the east on Touhy Avenue, if interest is shown by Resurrection Health Care, to incorporate frontage development with new mixed-use or multi-family located at the Milwaukee-Touhy intersection.
- c. If interest is shown, consider augmenting use mix at this corner to integrate possible housing or assisted living above retail at the street level.

STRATEGY 7: Facilitate redevelopment of east side of Milwaukee at Albion into a mixed-density residential neighborhood with appropriate service businesses.

Action: Consider a public/private project structure to facilitate redevelopment.

STRATEGY 8: Milwaukee/Harlem/Howard, “City-Village Plaza” Redevelopment.

Action:

- a. The Village should pursue long-term negotiations with the City of Chicago for modification of the municipal boundaries at this intersection, to add the block west of Milwaukee, as well as the triangular site bounded by Milwaukee, Howard, and Harlem to the Village of Niles. Explore the potentials of reconfiguring the boundary between Chicago and Niles to enable Niles to secure the White Castle Triangle as well as Chicago properties fronting on

Milwaukee Avenue. This might include notions of a “land swap” or outright purchase of such properties by Niles and subsequent modification of corporate boundaries.

- b. Purchase the current White Castle property, for the creation of new public plaza and transit hub as recommended in Scenario 3.
- c. The Village or Park District should work to develop and improve the public plaza and transit hub, and to scale development as recommended along Milwaukee, Harlem and Howard Streets to create pedestrian environment.
- d. Support specific streetscape and building frontage improvements to create a distinctive identity for the location surrounding the City-Village plaza and transit hub.

OBJECTIVE C: SECURE REDEVELOPMENT FINANCING

Support a coordinated public-private program to finance desired redevelopment within the corridor. Project activities could involve a variety of actions to identify and establish those public and public-private financing structures needed to encourage reinvestment in the Milwaukee Corridor.

STRATEGY 1: Facilitate business financing.

Action: Work with local banks to encourage streamlined procedures for reviewing and approving business and development loan requests made by interested businesses for improvement of Milwaukee Avenue properties.

The Village might investigate the potential for offering limited loan guarantees for qualifying businesses to encourage lending for Milwaukee Avenue projects. Further, the Village might link maintenance of Village deposits in local banks to encourage special attention by local banks to Milwaukee Avenue lending.

STRATEGY 2: Proactive Village.

Action: The Village might become more proactive by establishing a Milwaukee Corridor Investment Fund to facilitate new building construction, existing building rehab and redevelopment assistance or public-private site improvements that may not be TIF fundable. This fund could be used to subsidize local banks to make low cost loans for new development. Further, this fund could be open to investment by private parties as well as Village resources.

STRATEGY 3: Establish redevelopment land bank.

Action: The Village could secure selected sites along Milwaukee Avenue for redevelopment, establish a land bank, and lease the land to private entities to develop sites according to Village policy (commercial, mixed use, residential). Continued ownership of the land by the Village could assure that over time, these properties would be maintained at highly competitive or even below market rates to accommodate the continued location of more modest business enterprises if desired by the Village.

STRATEGY 4: Tax Increment Financing (TIF) Program.

Action: Review and update Milwaukee Avenue TIF, if appropriate, to accommodate funds for building rehabilitation, interior renovation, purchase of identified redevelopment sites, street right-of-way and streetscape improvements, redevelopment and improvement loans, corridor planning, and interest on project-based loans.

STRATEGY 5: Establish a Milwaukee Avenue Special Service Area (SSA).

Action: Accommodate street management, including sidewalk and parking sweeping and maintenance, coordinated marketing and advertising, coordinated hours of operation, and funding of Milwaukee Avenue business and owners association.

OBJECTIVE D: TRANSPORTATION IMPROVEMENT

Coordinate Milwaukee Corridor redevelopment effort with IDOT, Pace and other entities having jurisdiction and operations within the roadway. Further, the Village should review its recently completed Pedestrian and Bicycle Plan to coordinate viable recommendations with redevelopment actions and the overall plan contained herein. Among the elements of a transportation support program are the following:

STRATEGY 1: Coordinate and Support transit service within the corridor.

Action:

- a. Establish locations and reserve ROW for proposed ART stops within the corridor. Work with Pace to designate ART and local bus stops and design required shelters and pull outs to facilitate operation.
- b. Coordinate location of Niles Free Bus and Pace stops with planned ART service, reserve necessary right of way to accommodate coordinated bus operations. Integrate Niles Free Bus and Pace routes, and schedules with each other and with proposed ART service.

STRATEGY 2: Improve and upgrade key intersections.

Action: Make improvements at key intersections to facilitate necessary vehicular movement, and reflect a scale and form of design geared toward achieving good walkability and pedestrian scale. Key intersections include:

- a. Touhy
- b. Waukegan
- c. Harlem/Howard
- d. Oakton

STRATEGY 3: Parking Improvements to accommodate restructured Milwaukee Avenue and site-based parking and parking access.

Action:

- a. Revise/calibrate parking standards through

the zoning update to reduce unnecessary parking requirements, facilitate shared parking, and if needed accommodate small development sites that lack necessary room for parking. As part of the calibration of parking standards in the zoning revision, consider adjustment of parking requirements to reflect shared use of parking spaces based upon hours of operation and varying levels of demand. Facilitate cross-access easement parking to allow uses to utilize parking on adjacent sites where feasible. Establish curb cut location and spacing standards, and coordinate with cross-access easement design.

- b. Establish an off-street parking lot program. Identify and purchase off-street parking locations in the vicinity where the size and/or configuration of existing and proposed commercial uses cannot accommodate parking on individual sites. Formulate a parking program, perhaps as part of an SSA, using available TIF funding or another form of public/private cost sharing to facilitate construction. One potential approach is development of an “in lieu” fund, where businesses that cannot provide required parking pay a fee, put into a fund that the Village can use to construct and maintain proximate off-street parking, either surface or structured.
- c. Explore the creation of a “Parking Relocation Program.” The Village could establish a fund or other form of assistance to accommodate existing sites that wish to relocate parking from the front of buildings to the side, rear, or off-site lots. This fund could draw from TIF sources, be funded through parking “in-lieu” fees, an SSA or

a program of parking accommodation loans instituted by the Village. Interested property owners could apply for such funds based upon demonstrating how they would meet established funding criteria.

- d. Unify and bring legibility to parking along Milwaukee Avenue. Consider the creation of a parking lot lighting, landscape, and furnishings program: identify common standard and luminaire, fencing, and landscape materials to be used for public and private parking lots along the corridor, and establish a Village-based buying program to bring the cheapest price to private sites. Coordinate with parking lot landscape and screening requirements in the zoning revision.
- e. Establish and fund parking lot repaving and striping program for small businesses.
 - i. Develop criteria for eligible small businesses based upon site size, assessed value and other factors.
 - ii. Formulate a financing program through TIF, SSA, Milwaukee Corridor Investment Fund or other approach to provide grants and loans to secure repaving of small existing or relocated parking lots for small businesses.

OBJECTIVE E: MILWAUKEE AVENUE IMAGE IMPROVEMENT

Establish a program that encourages development along the Milwaukee Corridor to achieve a level of urban design that reflects an identity for the Village generally, and for the corridor specifically. This program should

address overall land use, building massing and scale, façade design, signage, and the linkage of private sites to public infrastructure. This image improvement could be coordinated with any ongoing re-branding work, to create specialized character within specific districts or nodes as identified in the three redevelopment scenarios contained herein. Further, the overall image of the corridor should be compatible with adjacent residential areas, and recognizable throughout the entirety of its length.

STRATEGY 1: Establish an overall urban design theme for entire corridor.

Action: Establish an overall urban design theme emphasizing general massing and land use characteristics, key corridor gateway locations and identity components. Reinforce this theme through coordination with Milwaukee Avenue form-based district, pedestrian and bicycle plan, streetscape/beautification program, and any ongoing village re-branding work. Components that should be included:

- Common Streetscape Elements
- Street furniture and Street tree palate and spacing
- Banner design and location
- Corridor Public Art program
- Overall massing program to indicate
- Minimum building heights
- Key intersections and related building heights
- Desired building lines
- Gateway design program
- Gateway locations
- Gateway design and identity features

STRATEGY 2: Expand the current Milwaukee Avenue Beautification/Streetscape program through TIF, SSA or other means.

Action: Utilize TIF, SSA and other funding mechanisms to facilitate public and private investment in streetscape and private property landscape improvements, reflecting the overall corridor urban design plan and any special character defined within the established urban design districts. Contract yearly with a nursery to supply landscape materials in designated public and private locations for streetscape and buffering purposes.

STRATEGY 3: Establish corridor districts and related urban design characteristics.

Action: Review Milwaukee Corridor Plan, 2006, and adjust or modify suggested districts to reflect current planning and development policies as reflected in this plan, where appropriate. Consider adjustment or modification of the 2006 Plan's suggested districts when expanding recommendations of this plan to the Northerly portion of the corridor.

Identify district-based character components to integrate into overall corridor urban design program

STRATEGY 4: Façade improvement program.

Action: Expand, fund, and manage a façade improvement program meeting the requirements of the Village's emerging form based zoning regulations to be supported by a mix of public and private funding.

OBJECTIVE F: MILWAUKEE CORRIDOR ADVOCACY AND ASSISTANCE PROGRAM

Establish and support a program to market, advocate, and manage the improvement of the Milwaukee Corridor. This program should address public relations, coordinated advertising, business attraction and assistance, and the overall operation of the corridor as a branded, unified development entity.

STRATEGY 1: Redevelopment advocacy.

Action:

- a. Assign the aforementioned a Village Commission or Board and designate a particular staff person or office market, and guide the everyday actions needed to redevelop particular properties to implement the Milwaukee corridor plan.
- b. Secure Milwaukee avenue marketing manager to manage the program.

STRATEGY 2: Marketing and Business Advocacy Program

Action: The Village should organize and implement a marketing and advocacy program directed to the following:

- a. Establish a coordinated program of development marketing and management in a manner that reinforces the desired image and brand of the Milwaukee Avenue Corridor.
- b. Integrate the ongoing Milwaukee Avenue branding program into the Corridor Plan. Assign a specific Village Commission or Board and support staff the responsibility to manage this program.

- c. Establish Milwaukee avenue joint marketing and advertising program, and encourage local businesses to coordinate business advertising "buys," hours of operation, coupon programs and the like in order to encourage shoppers to think about supporting Milwaukee Avenue shopping generally as well as certain shops specifically.
- d. Establish a Milwaukee Avenue Banner program to design banners and banner format for private use, provide access to reduced costs for village selected banner mounts to be used onsite and offsite.
- e. Support reestablishment of a façade improvement program: The Village should provide funds to assist private owners with improvement of storefronts to meet village guidelines.
- f. Undertake a signage replacement program: provide funds to assist private owners with improvement of site signage to meet village guidelines.
- g. Assist in Business counseling: provide subsidized business counseling related to marketing, advertising, business operations, labor relations, signage, and interior design for small businesses.
- h. Business recruitment. Seek to interest existing successful business of the scale and type desired to located within the corridor, help underwrite relocation costs.
- i. Village to partner with owners of key redevelopment sites to facilitate redevelopment.
- j. Encourage building repurposing by suggesting viable and corridor related adaptive reuse for existing viable buildings

IMPLEMENTATION WORK PROGRAM = MATRIX

OBJECTIVE	STRATEGY	IMPORTANCE	TIMING
Adopt the South Milwaukee Corridor Plan, and establish an implementation entity	Continue Milwaukee Avenue Planning Program	High	Smoke
	Champion and Lead in Plan Implementation	High	Smoke
Redevelop Milwaukee Avenue corridor to accommodate a mix of regional and community shopping and employment destinations scaled to the character of the street and the adjacent neighborhood	Opportunistic Redevelopment	High	Smoke
	Site Improvements	Medium	Smoke
	Restructure Milwaukee Avenue to become more pedestrian friendly while accommodating necessary vehicular access and flow	Medium	Smoke
	Foster redevelopment of the Milwaukee-Oakton Intersection into a four to six story, mixed retail commercial complex fronting on Oakton and Milwaukee	High	Spark
	Assist local owner with intensification of Oak Mill Mall property to include “outlot” development and site improvement	High	Spark
	Support Expansion of Jerry’s Fruit and Garden, and construction of integrated parking structure	Medium	Spark
	Facilitate further site-based redevelopment activities as shown in Scenario 2 (The “Spark”)	Medium	Spark
	Assist local owner with redevelopment of Oak Mill Mall site to accommodate mixed use with integrated parking structure, fronting prominently on Oakton Street and Milwaukee Avenue	High	Fire
	Facilitate redevelopment of the northeast and northwest corners of the Oakton-Milwaukee Intersection to accommodate mixed-use projects at a scale suggested by redevelopment on the current Oak-Mill Mall Site	Medium	Fire
	Consider expansion and redevelopment of the Jerry’s fruit and garden site to accommodate mixed-use projects, perhaps anchored by an expanded Jerry’s, at a scale suggested by redevelopment on the current Oak-Mill Mall Site	Medium	Fire
	Redevelop the “Waukegan/Milwaukee Triangle” as a large scale mixed-use project and northern “anchor” of the Touhy/Milwaukee Node	High	Fire

OBJECTIVE	STRATEGY	IMPORTANCE	TIMING
	Redevelop sites fronting the Milwaukee/Touhy node into large-scale mixed-use redevelopment, phasing out existing multi family where appropriate, and moving toward the “civic center” node advocated in Scenario 3 (The “Fire”)	Low	Fire
	Redevelop the northeast corner of the Milwaukee/Touhy intersection into new vertical mixed-use per recommendation of Scenario 3. Consider expanded development on the northeast corner of the Touhy/Milwaukee intersection, if the Touhy frontage of the adjacent Resurrection Nursing and Rehabilitation Center can be integrated into the project	Low	Fire
	Facilitate redevelopment of the east side of Milwaukee at Albion into a mixed-density residential neighborhood with appropriate service businesses	Low	Fire
	Milwaukee/Harlem/Howard “City-Village Plaza” redevelopment	High	Fire
Secure redevelopment financing	Facilitate business financing	High	Smoke
	Proactive Village	High	Smoke
	Establish Redevelopment Land Bank	High	Smoke
	Tax-Increment Financing (TIF) Program	High	Smoke
	Establish a Milwaukee Avenue Special Service Area (SSA)	High	Smoke
Transportation Improvements	Coordinate and support transit service within the corridor	High	Smoke
	Improve and upgrade key intersections	High	Smoke
	Parking improvements to accommodate restructured Milwaukee Avenue and site-based parking and parking access	High	Smoke
Milwaukee Avenue Image Improvements	Establish an overall urban design theme for entire corridor	High	Smoke
	Expand the Milwaukee Avenue Beautification/Streetscape Program through TIF, SSA or other means	Medium	Smoke
	Establish corridor districts and related urban design characteristics	Medium	Smoke
	Expand Façade Improvement Program	High	Smoke
Milwaukee Corridor Advocacy and Assistance Program	Redevelopment Advocacy	Medium	Smoke
	Marketing and Business Advocacy Program	Medium	Smoke

SOUTH MILWAUKEE AVENUE CORRIDOR PLAN

VILLAGE OF NILES, IL

PUBLIC HEARING DRAFT - SEPTEMBER 2015

camiros