

ROUTE 176 COMMERCIAL CORRIDOR (ICCBD)
(Adopted by Amendment – Ord. 2000-19)

In January 2000, the Village of Lake Bluff received the *Industrial and Commercial Corridor Business District Planning and Transportation Study Final Report* from Barton-Aschman and Associates. The plan provides transportation and land use planning, development, and design recommendations to assist in guiding the future of the area. The recommended land use and transportation plan for the study area is a coordinated plan that recognizes the need for better transportation access and the potentials for redevelopment that can be associated with that improved access. In addition, the plan recognizes the need for a coordinated urban design plan that not only provides a consistent, functional, and aesthetically pleasing design but also coordinates the design of this area with the adjacent sections of Route 41 and Rockland Road corridors and the community.

To that end, the Plan Commission recommended to the Village Board, and the Village Board approved, the following recommendations for adoption of the ICCBD Planning and Transportation Study into the 1997 Comprehensive Plan. These recommendations apply not only to existing Village property, but also to those properties suggested for voluntary annexation. Finally, the recommendations encompass Figure 6-1 Land Use Plan, Table 6-1 Recommendation for Potential Development, Figure 6-2 Proposed Improvements, Table 4-3 Suitability of Potential Development Areas for New Economic Development, ICCBD Corridor Design Plan, and Concept #2 Single Point Diamond Interchange.

- ICCBD1-1:** Create the Route 176 Commercial Corridor that includes the unincorporated commercial properties located along Route 43, north of Route 176, and along the west side of Route 41.
- ICCBD1-2:** Devote the major portion of the ICCBD area to commercial land uses, including primary retail, auto-oriented retail, commercial service and office uses. In general, emphasize retail development, particularly along the Rockland Road corridor and near the improved interchange of Rockland Road and Route 41. The highly accessible and highly visible properties around the new interchange should be reserved for major new mixed-use development, possibly including a new retail center, a new hotel, and related retail, office and services uses.
- ICCBD1-3:** Eliminate the distinction between Retail and Office to create a new category called Commercial. Commercial Land Use would be defined as primary retail, auto-oriented retail, restaurants, hotels, commercial services and offices.
- ICCBD1-4:** Actively pursue commercial land uses, including primary retail, auto-oriented retail, commercial service, and office uses particularly along the Rockland Road corridor and near the improved interchange of Rockland Road and Route 41.
- ICCBD1-5:** Implement the following major components for the streets and intersections:
- a) A new single-point interchange to replace the existing Route 41 /Rockland Road interchange and provisions for Route 41 improvements.
 - b) Removal of the existing frontage roads along both Route 41 and Rockland Road.
 - c) Extension of Skokie Boulevard to the north as a new north-south access road.
 - d) Limited widening of Rockland Road to provide a five-lane cross section west of the Union Pacific tracks and a three-lane cross section for some limited distance to the east.

ICCBD1-5 (cont'd)

- e) Southern extension of Shagbark Road to the south to intersect with Carriage Park Avenue.
- f) Adding right-turn lanes to the intersection of Rockland Road and Waukegan Road.
- g) When possible, adding left-turn lanes to Waukegan Road south of Rockland Road.
- h) Monitor the need for a new traffic signal at the intersection of Waukegan Road with North Shore Drive.
- i) Provide extended pedestrian walk phases on the traffic signal at Rockland and Shagbark Road.
- j) Provide for the potential grade separation of Rockland Road and the Union Pacific tracks.

ICCBD1-6: Actively pursue voluntary annexation of the commercial properties along the north side of Route 176, west of Route 41.

ICCBD1-7: Recommend to the Zoning Board of Appeals the possibility of creating a Planned Commercial Development zoning district to allow for unified commercial development.

ICCBD1-8: Maintain exclusively for future public use, the land east of the railroad. Development in these areas would be too severely impacted by floodway, wetlands, and other environmental concerns.

ICCBD1-9: Retain the current cross section along the length of the North Shore Path. Create a small island located between the northbound off-ramp and the southbound on-ramp to store pedestrians and cyclists that were not able to cross the entire interchange in one traffic signal cycle.

ICCBD1-10: Provide pedestrian and bicycle facilities in all redevelopment areas. Include sidewalks for pedestrian traffic and wider street lanes that would allow bicycles and vehicles to share the roads. Include a northern extension of the proposed bike trail along the UP tracks to extend to the EJ&E tracks. Finally, implement a new grade-separated crossing with Route 41 to connect the residential areas in Knollwood to the east side of Route 41 without having to travel south to the North Shore Path. This new path could be extended to the east to eventually connect to the Green Bay trail.

ICCBD1-11: Implement landscaped tree line medians, similar to those on Central Avenue along Rockland Road, adjacent to the west edge of the downtown core of Lake Bluff at Sheridan Road and the Union Pacific Railroad (UPR), and between Sheridan Road and Green Bay Road. Maintain the single lane roadway in each direction while providing left turn lanes, as well as curbed edges and utilizing ornamental lights along the sidewalk. Finally, provide selective vistas or "view corridors" to the bluff south of the bikeway to reinforce the ravine landscape image prominent in Lake Bluff.

ICCBD1-12: Utilize informal roadway plantings and informal groupings of shade, evergreen, and flowering trees to replicate the natural, sometimes spontaneous, character of the rural landscape along Rockland Road, between Green Bay Road and Skokie Highway.

ICCBD1-13: Continue the landscape treatment of the Lake Bluff Industrial Park along Rockland Road, west of Route 41 to Waukegan Road, to provide a linear park character with gracious setbacks. Parking lots should be properly landscaped with perimeter screening of cars provided by landscape plantings and berms.