

APPROVED PLAN

City of Highland Park

South Green Bay Road District

**Neighborhood
Strategic
Plan**

March 2000

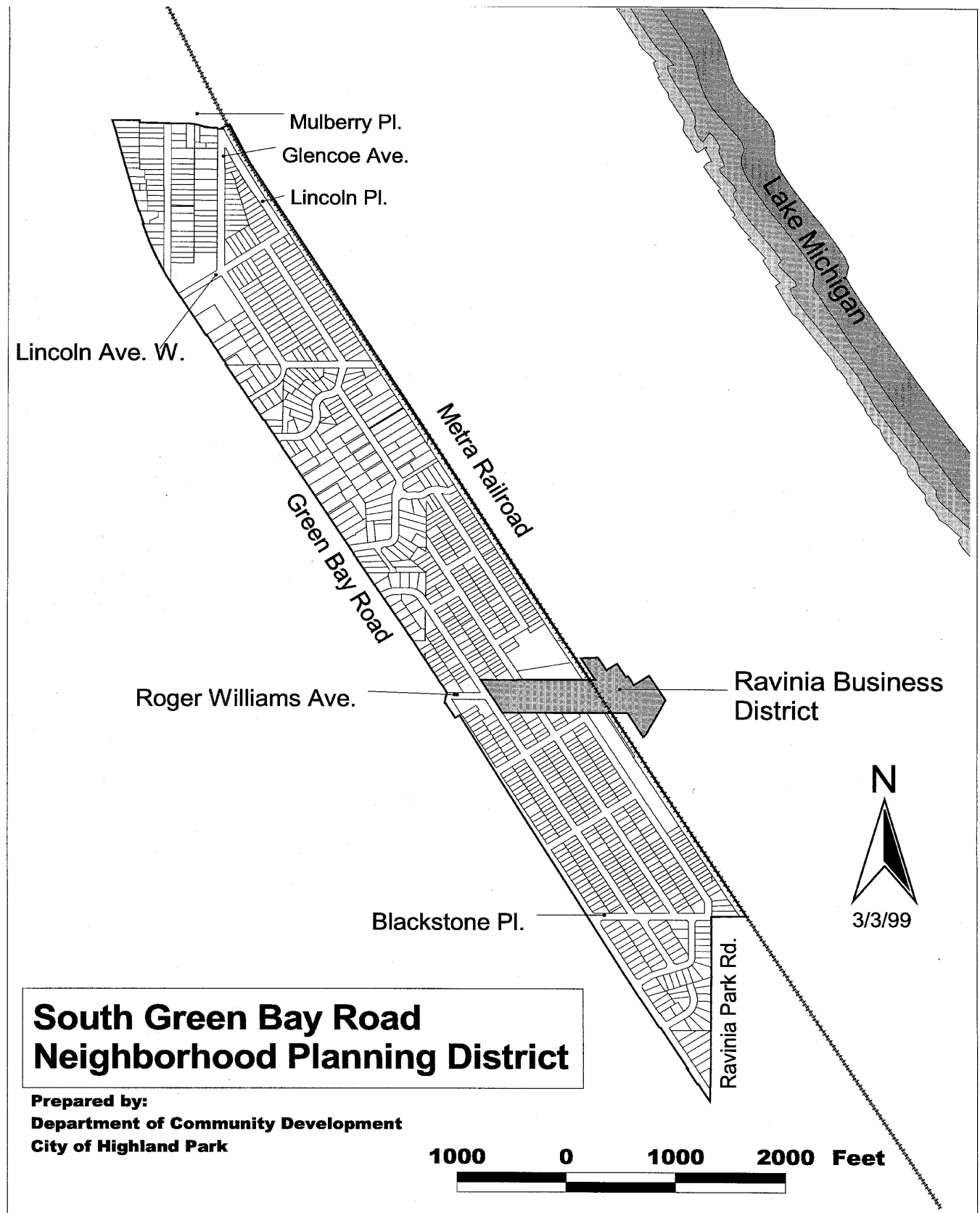
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Figure 1: Map of Neighborhood Districts



Figure 2: Map of South Green Bay Road District



*“If you don’t
know where
you’re going, you
might end up
someplace else”.*
-Casey Stengel

INTRODUCTION

Purpose

The Master Plan is the document that guides land use and community development decisions in Highland Park. The South Green Bay Road District (the “District”) is one of 11 Districts that were created for the purpose of updating the City of Highland Park Comprehensive Master Plan of 1977 (**see Figure 1**). As part of the City’s overall approach to the Master Plan, updated Citywide planning goals and objectives were adopted by the City Council in 1997. These goals and objectives address a broad range of citywide issue areas including:

- Shaping the Physical Future of Highland Park;
- Maintaining and Improving a Strong Economy;
- Improving Our Community and Ourselves; and,
- Government’s Role and Responsibilities.

With the neighborhood-planning process, the City’s intent is to involve residents in preparing the Strategic Plans for their local District. As a result, resident and property owner input on neighborhood conditions and issues form the basis for the recommendations contained in this Strategic Plan. A positive byproduct of the planning process is the interaction and dialogue between the residents of the District on matters of public policy that are infrequently discussed.

The South Green Bay Road Neighborhood Strategic Plan (the “Plan”) includes a **Vision Statement** describing positive qualities and broad District planning objectives that should be considered in the future. The Plan identifies **Issues and Recommendations** on a broad range of concerns related to land use and community development. Finally, **Action Steps** assigning responsibilities for implementing recommendations within a specified timeframe to certain individuals or groups are set forth.

District Boundaries and Features

The South Green Bay Road District is bounded by the Union Pacific railroad tracks (METRA) on the east, the intersection of Ravinia Park Road and Green Bay Road on the south, Green Bay Road on the west, and Mulberry Place (and Mulberry extended) on the north (**see Figure 2**). The District is well situated relative to retail and business service areas being located adjacent to the central business district to the north and intersected by the Ravinia business district to the south. The Ravinia Festival is located south and east of the District.

The South Green Bay Road District's linear north to south orientation, central location on the east side of the City and proximity to regional arterial roads such as Green Bay and Sheridan Roads creates a "crossroads" type situation in the area. Persons in motor vehicles find it both convenient, and often time necessary, to travel across the district in an east to west direction to reach their destination.

Between April and September 1999, South Green Bay Road District residents came together monthly to discuss the positive aspects of their neighborhood and identify issue areas to be addressed through the planning process. Residents were asked to envision the future of the District and examine the big picture. This Plan represents resident analysis of the broad range of issues affecting the area and identifies Action Steps to be taken to resolve these issues.

Neighborhood Planning Process

The South Green Bay Road District planning process began in March 1999 with a survey mailed to approximately 1,000 District households. The survey requested input on a range of issues including positive and negative aspects of the neighborhood; existing character of the neighborhood; residential development including new homes and additions; design review of single family homes; historic preservation; infrastructure improvement needs for roads, sidewalks, storm sewer; parks; trails; and environmental concerns. District residents or property owners returned approximately 80 surveys.

Approximately 80 District residents attended a kick-off meeting in April 1999. During that and subsequent meetings, attended generally by 30 – 40 people, residents identified neighborhood strengths and concerns, evaluated recommendations and developed action steps to include in the Plan. Public participation was an important element of the planning process. Monthly articles in "*The Highlander*" informed and encouraged residents to participate in planning meetings. Prior to the kick-off meeting, all households in the District were mailed a notice of the meeting. Persons attending the monthly planning meetings, and those persons unable to attend the monthly meetings but expressing an interest in the planning process, received notice of all District meetings. Before the Plan was finalized, a second District-wide letter urged all residents to comment on the draft plan. The draft plan was made available to anyone requesting a copy for his or her review. A list of those persons that participated in the planning meetings or provided written input is found in **Appendix A**.

A Plan Commission liaison and Community Development Department staff organized and facilitated the planning meetings. Other City Departments and agencies including the City Manager's office; Public Works; Police; and the Park District presented additional background information on specific discussion topics.

After the fourth District meeting, Community Development staff prepared a draft Plan based on the meeting discussions and written comments from residents. District residents and property owners were requested to comment on the draft plan before it was submitted to the Plan Commission for a public hearing to amend the Master Plan. Ultimately, the Plan seeks to balance local and neighborhood-wide interests so that it accurately reflects the long-range vision of the residents of the District.

History

The South Green Bay Road district and Highland Park generally, was made accessible to early settlers by the conversion of the Green Bay Trail into a more developed road. Green Bay Road, the first extended highway running north from Chicago, was laid out in 1835 under the direction of General Scott of the United States Army. This allowed for improved overland travel between forts in Chicago and trading posts near Green Bay, Wisconsin. The first European settler in the area was Robert Daggett of Yorkshire, England. Mr. Daggett came to Lake County and was granted land along Green Bay Road by the United States Government in 1843. Both Robert Daggett and his wife are buried in the little cemetery on Lake Cook Road at St. Johns Avenue.

In the 1840's, families including the Stipes and Hessler' established farms in the area of Green Bay Road, north of the County line, near what is presently Roger Williams Avenue. In the 1850's, a railroad line was extended through Lake County. The Illinois Parallel Railway Company was chartered in 1851 to construct tracks from Chicago to Wisconsin within 10 miles of Lake Michigan. The rail line was dedicated in 1855. The town of Ravinia was laid out in 1872, midway between Glencoe and Highland Park. A train station was established in Ravinia in 1873. The existing train station was designed and constructed in 1889. Ravinia, a separate community from Highland Park developed in the area from Cedar Avenue south to Lake Cook Road and from the Lake west to Green Bay Road. Annexed into Highland Park in 1899, Ravinia originally had been planned by B.F. Jacobs as a Baptist Village but became noted for the concentration of artists and other persons drawn by the areas natural beauty.

Platting of subdivisions in the area began in the 1880's. George Wrenn subdivided the land near the present Lincoln School in 1885. Further south, in the area of the intersection of Ridgewood and DeTamble, Oliver Watson and Martin DeTamble platted the Ridgewood Park Subdivision in 1910. Frederick Bartlett subdivided the areas to the north and south of Roger Williams Avenue in 1917 as part of the Ravinia Highlands Subdivision. Relatively small, "city" style lots on grid pattern streets characterized this subdivision. The Ravinia Highlands was annexed into Highland Park in 1928.

Lincoln School is the oldest school building in Highland Park still being used as a school. The basic structure was dedicated on February 12, 1909, the 100th anniversary of Abraham Lincoln's birth. A smaller school existed on the site since 1887.

A vision is the overall image of what the community wants to be and how it wants to look at some point in the future. A vision statement is the formal expression of that vision. It depicts in words (and images) what the community is striving to become. The vision statement is the starting point for the creation and implementation of action plans.

**-Oregon Visions
Project**

SOUTH GREEN BAY ROAD DISTRICT VISION STATEMENT

The South Green Bay Road District is a quiet residential area that contains a wide variety of single-family housing types and a limited number of apartment and condominium buildings. The District is in the central area of the eastside of the City and acts as a “crossroad” in the community from a traffic utilization perspective.

Neighborhood residents span a broad range of age groups and incomes. The neighborhood is enhanced by well maintained residential properties, mature trees, and access to numerous public amenities including: the Ravinia business district and train station; the Ravinia Festival; the central business district; the Green Bay Trail, and Lake Michigan.

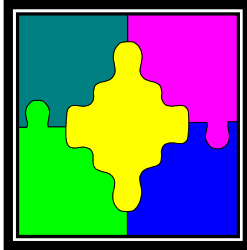
In coming together to plan for the future of the District, and to advise City officials as to their concerns regarding local issues, the following neighborhood objectives have been agreed upon by District residents:

- ❑ Maintain the existing neighborhood character through the retention of single-family residential zoning and the preservation of the existing front yard setback pattern;
- ❑ Do not allow encroachment or expansion of multiple family zoning districts into established single family areas;
- ❑ Promote diversity of the neighborhood housing stock, both economically and architecturally;
- ❑ Provide zoning designations consistent with the existing character of residential lots in the neighborhood;
- ❑ Provide development flexibility with respect to improvements, renovation, and expansion for single family homes developed on small lots;
- ❑ Preserve, maintain, and expand on existing parks and other open spaces and trails in and adjacent to the neighborhood;
- ❑ Preserve the Lincoln School site and building for public use, should it no longer be required by School District 112 for school use;
- ❑ Explore, identify and promote traffic calming measures that will discourage “cut-through” traffic on residential streets.

- ❑ Provide and maintain a system of high quality streets throughout the neighborhood;
- ❑ Provide a continuous sidewalk system throughout the neighborhood; and,
- ❑ Promote and strengthen City regulations and enforcement of tree preservation requirements, property maintenance regulations, and noise reduction ordinances, giving appropriate consideration and balance to individual property rights.
- ❑ The City should continue its on-going efforts to communicate and work with the local electric service provider to assure high quality electric service.
- ❑ Value and encourage a neighborhood spirit that is characterized by civility and courtesy, common concerns and interests, trust and cooperation.
- ❑ Coordinate the South Green Bay Road Strategic Plan with the Ravinia Strategic Plan.

ISSUES AND RECOMMENDATIONS

Current Land Use and Zoning



The District is predominantly divided into two zoning categories (see **Figure 3**). The central portion of the District, between Ridgewood and DeTamble, is zoned in the R5 Moderate Density Single Family and most of the balance of the District is zoned R6 Medium Density Single Family. A small area of RM2 High Density Multiple Family Residential is located at the intersection of Roger Williams Avenue and Green Bay Road.¹ The R5 and R6 Districts permit single family development on lots with a minimum area of 12,000 and 7,260 square feet with minimum lot widths of 75 and 50 feet, respectively (see **Appendix B for Table of District Zoning Regulations**).

The zoning districts found in the District provide for the greatest potential residential densities of all the single family zoning districts in the City Zoning Ordinance. The permitted density range in the District is approximately three to five dwelling units per acre.

The RM2 Zoning District permits multiple family development up to 30 dwelling units per acre on minimum lots of 21,780 square feet. At the present time, there is no undeveloped land in the District that is zoned RM2.

Due to the nature of the District's zoning and the existing small residential lots, resident comments during District meetings and in surveys noted the care needed in siting residences in the District to preserve neighborhood character and not negatively impact adjacent homes.

Analysis of lot sizes in the District reveals numerous single family lots in that portion of the District zoned R6 contain less than the required minimum lot area of 7,260 square foot and minimum width of 50 feet. These lots, most configured at 5,200 square feet and 40 feet wide, were subdivided and platted prior to the annexation of this area into the City of Highland Park (see **Figure 4**). These lots are considered non-conforming under the R6 standards of the City's Zoning Ordinance. Furthermore, zoning ordinance amendments to the side yard standards for the R6 district has created additional areas of non-conformance to the standards of the Zoning Ordinance. Issues of non-conformity to the zoning ordinance are particularly difficult to overcome when applied to undersized lots and development of additions is sometimes difficult based on the existing home and area-wide housing patterns. Given the number and clustering pattern of these lots which were subdivided to a lot area and lot width smaller

¹ The multiple family uses located at the north end of the District, along Glencoe Avenue and Mulberry Place reflect development which occurred at a time when this area was zoned to permit multiple family dwellings, as well as more than one principal buildings on a lot.

than the minimum R6 requirements, a new zoning district relating to existing conditions in the area is proposed.

Recommendations

- ✓ *Maintain the predominantly low density land use in the South Green Bay Road as detached single family residential and limit multiple family residential land use to that existing at the present time.*
- ✓ *Create a separate R-6A zoning district or overlay zone for portions of existing R6 areas situated south of Ravinia Road and north of Blackstone Road that would have a minimum lot size of 5,200 square feet and a minimum lot width of 40 feet (see Figure 5).*

Figure 3

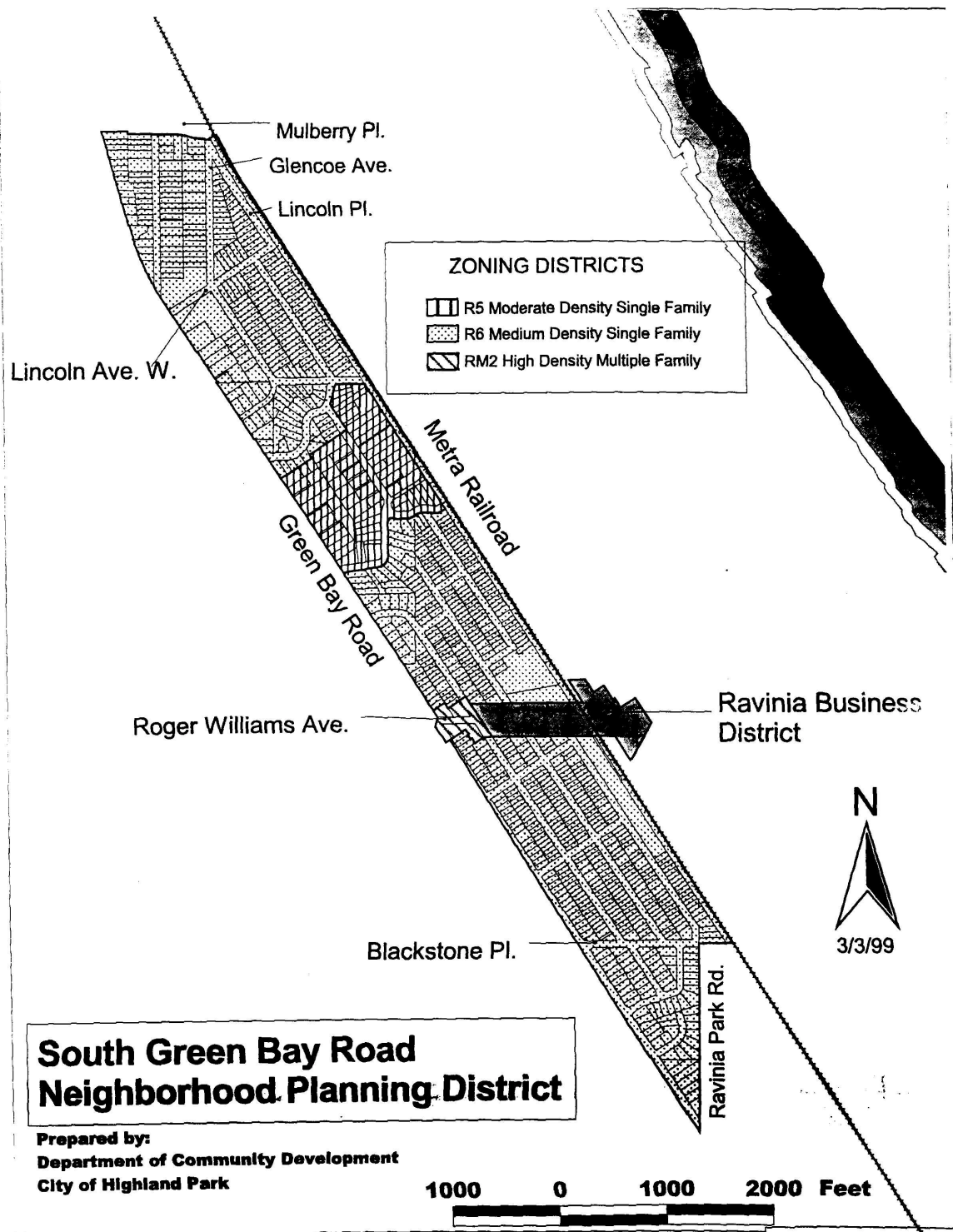


FIGURE 4

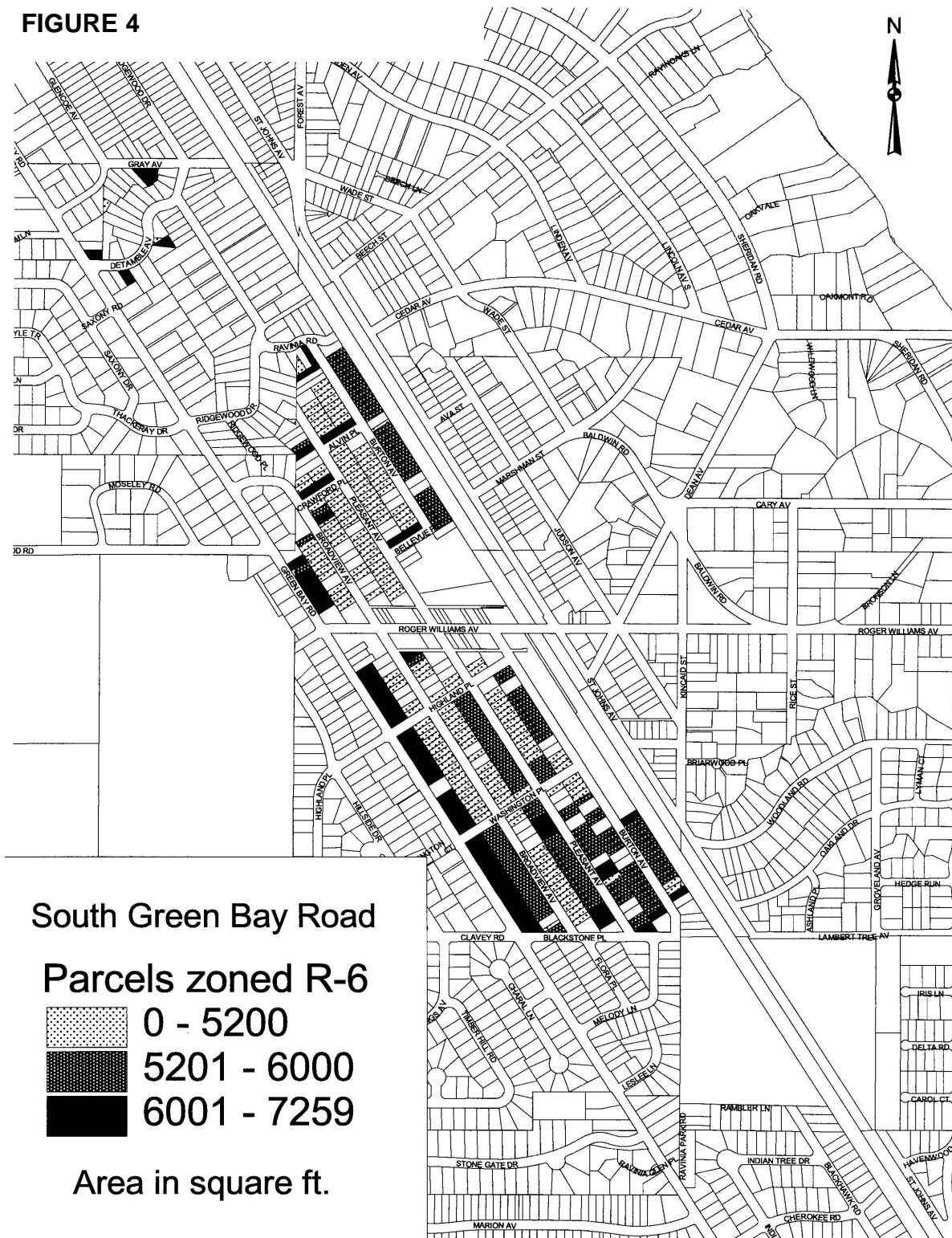


FIGURE 5: POTENTIAL R6A OR OVERLAY DISTRICT BOUNDARIES

TO BE PREPARED FOR NEXT DRAFT PLAN



“Teardown: The construction or re-modeling of single family homes to the maximum allowable size permitted by land use and zoning regulation in neighborhoods distinctly characterized by considerably smaller homes.”

**Zoning Code,
Glendale, CA**

NEW DEVELOPMENT

South Green Bay Road District residents take pride in the diversity of the District’s housing stock and consider it to be one of the most positive attributes of the area. Survey after survey noted the appeal of the variety and charm of residences in the District and residents’ desire to maintain the broad range of residential design styles found in the neighborhood. Residents are supportive of new development and home improvements that are compatible with the existing houses in the neighborhood. However, residents are divided on the impact of recently developed homes. Some residents feel that recently built structures are out of character with existing homes and alter the character of the neighborhood that has developed over time. Other residents feel that while new homes are different in character to nearby older homes, this adds to the diversity of the housing stock in the neighborhood and the new homes are generally appropriate and represent a tangible improvement in the area. Nevertheless, there was general agreement that new homes constructed following a demolition of an existing residence (a teardown) or a residential addition should be constructed to preserve green space on the lot so as to limit impervious surfaces. Neighborhood residents recognize that the existing style of development on many lots, that being driveways leading to detached garages in the rear of the lot, provides open space and separation between homes that District residents have come to rely on. Furthermore, detached rear garages results in a more varied streetscape than that found where the attached garage is the predominant feature of the residence.

In 1997 the City adopted a comprehensive update to its’ Zoning Ordinance. Changes to the zoning standards included tightening the standards for floor area ratio (FAR), sideyard setbacks, garage door widths and total building height.² A number of the homes recently constructed in the District were approved under the pre-1997 Zoning Ordinance controls. A few of the new homes have been developed under more strict zoning regulations, but at the present time the impact of these zoning amendments may not yet be fully evident.

Although the design of a new home can be controversial, especially when it replaces an existing home, district residents are divided about whether to recommend design review for new single family homes. However, there is general support for specific regulations that would address the issues of roof pitch, identical house design, location of front doors and prominence of garages, but without the administrative process of full-scale design review.

² The R6 Zoning District was the only single family zoning district to have its’ permitted floor area ratio maintained at the same intensity in the Zoning Ordinance of 1997 as in the 1968 Zoning Ordinance.

Garagescape: a term coined to indicate the predominance of the garage, especially on narrower lots.

“The lawns, in conjunction with the roadside trees, create the illusion of a park. Their greenery transforms an urban street into a country lane. The lawn is the owners’ principal contribution to the suburban landscape.”

Robert Fishman,
Suburban Historian
Rutgers University

Recommendations

- ✓ *Encourage infill single family residences and additions to be designed in a manner compatible with residences on the same block.*
- ✓ *Develop generalized single family residential and landscape design standards related to roof pitch, garage and driveway width, location of front doors, streetscape appearance and other elements, as needed.*
- ✓ *Adopt guidelines/regulations that discourage uniformity of design of new homes.*
- ✓ *Create zoning incentives to encourage the reduction of the garage fronts facing the street and development of detached garages at the back of residential properties.*
- ✓ *Adopt impervious surface ratios for all single family zoning districts citywide.*
- ✓ *Analyze alternative materials to asphalt or concrete for driveway surfacing in order to reduce impervious surfaces.*



What is a Greenway?

A “Greenway” is a corridor of land that provides one or more of the following benefits:

- *Protection and management of natural and cultural features.*
- *Provision or recreational opportunities.*
- *Enhancement of the quality of life and aesthetic appeal of neighborhoods and communities.*
- *Provision of alternative transportation facilities such as trails, paths, and sidewalks to supplement the existing street system and reduce dependence on motor vehicles.*

TRANSPORTATION AND PUBLIC SAFETY

Sidewalks and Bikepaths

Maintaining and expanding a safe and efficient network of sidewalks and bikepaths is especially important to residents of the South Green Bay Road District because of the large number of children in the area, the presence of schools and parks, and the easy accessibility to existing bikepaths. The South Green Bay Road District and adjacent areas offer numerous walking and cycling destinations for residents of all ages such as parks, schools, shopping areas, including the central business district and the Ravinia business district, the Ravinia Festival, and Lake Michigan. Providing additional sidewalks and other improvements in the district to minimize conflicts between cyclists, pedestrians, and motorists would increase safe access to these destinations.

Highland Park residents are active pedestrians and cyclists. Because of this interest, the City has engaged in planning and implementing projects to support these pursuits as a function of the Master Plan process. A Bikeway System Plan was adopted in 1976 as part of the Comprehensive Master Plan. The City of Highland Park Greenways Plan, adopted in 1995, is a part of the Master Plan update presently ongoing. Sidewalk and bicycle path issues are addressed in the City’s Greenways Plan.

Residents feel that the City should increase the funding for sidewalk improvements, thus allowing the City to increase the total lineal feet of new sidewalk constructed or old sidewalk reconstructed, in a given year. An increased sidewalk improvement program would increase safety for all pedestrians, but particularly for children walking or biking to schools, parks and other locations. There is neighborhood support for the sidewalk system on the eastside of Green Bay Road to be completed and for the development of a sidewalk along Ridgewood and Glencoe Avenues, between Green Bay Road and Lincoln Avenue West.

The Greenways Plan notes that where sidewalks do not exist, installation of sidewalks must take into consideration the natural vegetation, landscaping and topography of the street in question. Due to existing conditions, new sidewalks must be carefully built to reduce the visual and physical effects on adjacent properties. Therefore, the Greenways Plan and this Strategic Plan recommend that the City hold a public meeting before each sidewalk is designed to allow for comments by affected residents.

The Greenways Plan recommends the construction of a sidewalk along Green Bay Road in the areas leading to Lincoln and Edgewood Schools. The Plan noted that while sidewalks are currently located on at least one side of Green Bay Road, where sidewalks are located

**UTILITY OF
GREENWAYS**
*To encourage
greater use of
non-motorized
types of
transportation;
and to promote
using Greenways
as a healthy
alternative to
driving cars that
will reduce
congestion,
pollution, and
noise while
improving the
community's
quality of life.*

-City of Highland Park
Greenways Plan

on only one side of the road, pedestrians are forced to cross the street or walk in the parkway. Although the Greenways Committee preferred new sidewalks along only one side of major streets, the Plan recommends a complete sidewalk on both sides of Green Bay Road because of traffic volume and speed, lack of traffic signals and heavy pedestrian activity. Furthermore, the Greenways Plan recommends consideration of on-street bicycle lanes on Green Bay Road from Lake-Cook Road to Laurel Avenue.

The following streets in the South Green Bay Road District are designated in the Greenways Plan as on-street bicycle routes: Lincoln Avenue West, Green Bay Road, Roger Williams Avenue, Burton Avenue and Blackstone Place. The Greenways Plan makes the following recommendations regarding on-street bicycle routes:

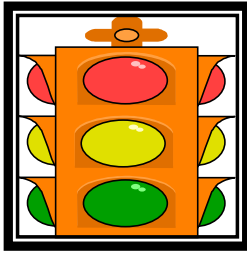
On-Street Bicycle Routes: *The Greenways Plan designates many streets many streets as “Bicycle Routes” to improve access to all parks, schools, neighborhoods, and shopping areas in the community. It is impossible to connect all parts of Highland Park with off-street trails because there is simply not enough vacant land in the proper locations. Therefore, it is necessary for bicyclists to use the streets for access. These bike routes were chosen based on the 1993 survey findings and the knowledge of the Greenways Committee members. Few improvements are needed to most of these routes besides properly identifying them with Bicycle Route signs.*

Recommendations

- ✓ *Enhance the safety of pedestrians crossing Green Bay Road at Highland Place, Blackstone Place, Roger Williams Avenue, Edgewood Road, and Oakwood Avenue.*
- ✓ *Work with School District 112 to improve the sidewalks abutting and nearby Lincoln School.*
- ✓ *Where construction of new sidewalks is recommended, require that these sidewalks conform to the greatest extent possible to existing natural conditions, and preserve existing vegetation and landscaping improvements.*
- ✓ *Examine the City's standards for sidewalks and develop alternatives for sidewalks with respect to the minimum width required, materials and geometry.*

- ✓ *Implement the City Greenways Plan in the South Green Bay Road District by prioritizing funding for and constructing the proposed sidewalk on the eastside of Green Bay Road in the public right-of-way north of Broadview Avenue to Lincoln Avenue West.*
- ✓ *Further analyze the proposed development of any sidewalk, the specific location of which will be worked out with neighborhood resident input, along Ridgewood and Glencoe Avenues, between Green Bay Road and Lincoln Avenue West.*
- ✓ *Hold public meeting before each sidewalk is designed to allow for comments by affected residents.*
- ✓ *Monitor and assure that public sidewalks are maintained in a usable condition and are passable when residences are under construction.*
- ✓ *Install on-street bicycle lanes on Green Bay Road between Lake-Cook Road and Laurel Avenue.*
- ✓ *Explore the feasibility, from a capital funding and design perspective, of developing a below grade pedestrian and bicycle connection to the Green Bay Trail under the railroad tracks at Ravinia Road.*
- ✓ *Install subdued lighting on the Green Bay Trail to reduce pedestrian/cyclist conflicts.*

Traffic Calming



South Green Bay Road District residents noted the unique geographic location of the area. The District is situated between the predominant north-south routes on the east side of the City (the area east of Route 41). Sheridan Road and St. Johns Avenue define the main roads east of the railroad tracks and Green Bay Road defines the west side of the tracks. A significant amount of the motor vehicle traffic entering the District and utilizing residential streets is destined for these major streets. This traffic may be defined as “cut through” traffic. The issue of reducing cut through traffic and shifting it from residential to major streets is of great importance to District residents.

Other motorized traffic issues identified by District residents relate to reducing the speed at which drivers travel on residential streets. Of great concern to residents is speeding near Lincoln School during morning drop-off and afternoon pick-up times. Traffic in the Lincoln School area is particularly heavy along Glencoe Avenue due, in part, to the one-way westbound orientation of Lincoln during school pick-up and drop-off periods. District residents’ inclination is to recommend the installation of stop signs to slow traffic speeds. A concept discussed with residents was that in many instances traffic planning techniques commonly referred to as “traffic calming” are more effective than installing stop signs to reduce motor vehicle speeds and control traffic flow. The placement of stop signs often results in people driving faster between intersections.

On-street parking can help slow the speed of traffic on residential streets. Many streets in the South Green Bay Road District such as Glencoe Avenue, Ridgewood Drive, and Pleasant Avenue, for example are narrow and allow parking on both sides of the street. Residents noted that with vehicle size increasing, as sport utility vehicles become more prevalent, oftentimes the usability of narrow roads decreases. Residents identified a range of concerns relative to on-street parking including occasional difficulty passing parked cars, diminished visibility of pedestrians where no sidewalks exist, potential time delays in emergency vehicle access. Residents discussed whether to support recommendations for on-street parking on only one side of certain streets. After much discussion, District residents generally supported maintaining on-street parking for both sides of the street due to the effect such parking has on traffic speed.

The City’s traffic planning consultant, Barton-Aschman Associates prepared an overview of traffic calming for the City’s Traffic Commission. The purpose of traffic calming was defined in that presentation:

- Restore streets to their intended functions
- Local - not intended for use as through route

- Residential Collector - access to properties balanced by a need to collect and distribute traffic into and out of neighborhood
- Achieve one or more of these objectives
 - Reduce vehicular speeds
 - Discourage through traffic
 - Minimize conflicts between road users
 - Improve the neighborhood environment

Recommendations

- ✓ *Implement traffic calming measures along Green Bay Road to reduce traffic speeds and provide safer pedestrian and bicycle transit between the City limits and the Central Business District, as well as within the neighborhood.*
- ✓ *Install “no through truck traffic” signs on Burton Avenue, south of Roger Williams Avenue and on Blackstone Place, east of Green Bay Road.*
- ✓ *Initiate a traffic study and traffic plan designed to discourage cut-through traffic on residential streets.*
- ✓ *Initiate a traffic study that analyzes the one way street traffic flow on Lincoln Avenue West, in front of Lincoln School, during school hours.*
- ✓ *Modify the allowable parking on Lincoln Avenue West, between Glencoe Avenue and Ridgewood Drive, from two sides to one side of the street.*
- ✓ *Encourage residents to attend Traffic Commission meetings to raise concerns regarding traffic safety in the neighborhood and to explore traffic calming measures for specific intersections of concern.*
- ✓ *Explore traffic calming actions (and the development of a pilot project study) including the potential for the installation of stop signs, to increase public safety along the following streets or at the following intersections:*
 - *Burton Avenue/Blackstone Place, between Roger Williams Avenue and Green Bay Road*
 - *Gray Avenue and Glencoe Avenue*
 - *Mulberry Place and Glencoe Avenue/Lincoln Place*
 - *Ridgewood Drive and Detamble Avenue*
 - *Ridgewood Drive and Gray Avenue*
 - *Ridgewood Drive and Ravinia Road*
- ✓ *Support the Ravinia Strategic Plan’s recommendations for improvements/realignment of the intersection of Roger Williams Avenue and Green Bay Road.*

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Road Maintenance and Street Lighting

Road maintenance that will increase traffic safety and improve storm drainage issues needs to be addressed. South Green Bay Road District residents support road reconstruction funding for Glencoe Avenue, south of Lincoln Avenue West to Green Bay Road. There is also support for the City installing curb and gutter and additional street lighting along Lincoln Place.

Recommendations

- ✓ *Budget capital improvement funds to repave Glencoe Avenue, including new curbs and gutters between Lincoln Avenue West and Green Bay Road, to facilitate the safe and efficient flow of traffic.*
- ✓ *Budget capital improvement funds for the installation of curb, gutter and streetlights along Lincoln Place.*
- ✓ *Review the location of the streetlight near the intersection of Oakwood and Mulberry and move it closer to the street intersection.*

Traffic Law Education and Enforcement

District residents expressed concern about the speed at which cars travel through the area, particularly in the area of Lincoln School and on Burton Avenue/Blackstone Place, between Roger Williams Avenue and Green Bay Road. Speeding in the area of Lincoln School is particularly prevalent immediately before and after school begins and ends, respectively. Another area of significant resident concern regarding speeding and cut-through traffic is Burton Avenue and Blackstone Place. These streets are used extensively for commuter access to the Ravinia train station and as a bypass from the east side to Route 41. As central district traffic volumes increase and will further intensify in the future, the Burton/Blackstone bypass increasingly becomes a viable alternative to accessing Route 41 at Clavey Road, instead of from Central Street. Residents identified a need for reducing the amount and potential for cut-through traffic and increased enforcement of speed limits in this area.

Residents noted that there was insufficient parking for drop-off and pick-up at Lincoln School and the existing parking area on Lincoln Avenue West could be more efficiently utilized.

Recommendations

- ✓ *Enforce speed limits on neighborhood streets.*

- ✓ *Enforce speed limits and the one way traffic orientation in the area of Lincoln School during peak traffic use periods.*
- ✓ *Study the possibility of providing for a “no passing zone” on Green Bay Road, south of Lincoln Avenue, during morning school drop-off and afternoon school pick-up hours.*
- ✓ *To increase pedestrian and bicyclist safety, seek opportunities for resident education efforts and increase enforcement activities by the Police Department to improve compliance with local traffic and speed regulations.*

Open Space and Institutional Uses

District residents find the area to be well served with respect to access to local parks, as well as regional open space opportunities. Resident surveys pointed to the active use that local parks receive and many surveys noted the convenient access of the District to the Green Bay Trail. Finally, the District is situated nearby to numerous golf courses west of Green Bay Road, forest preserves to the south in Cook County, and the Chicago Botanic Gardens.

Institutional land use in the District is limited. Lincoln School, the oldest school building in the City still being used as a school, is the only institutional use in the District. Due to the age of the structure, the school’s basic structure was dedicated in February, 1909, the School District 112 Board has, in the past, considered the viability of continuing to operate the school for the foreseeable future. If the School Board were to discontinue the use of Lincoln School, the potential for a significant change in land use at the site exists. Residents discussed the potential for change and the range of future uses at the Lincoln School site. District residents confirmed general support for retention of the structure for institutional use as the best long-term land use.

With respect to Lincoln School, residents identified limited parking around the school as a cause of congestion problems during peak traffic periods in the morning and afternoon. It may be possible to increase on-street parking in the area by restriping parking spaces across from Lincoln School on Lincoln Park West. In addition, residents identified the potential to provide on-street parking on Glencoe Avenue adjacent to Lincoln Park.

Recommendations

- ✓ *Encourage School District 112 to continue using Lincoln School for educational purposes and assure its long-term future as a public use.*
- ✓ *Study parking provided at Lincoln School and identify existing locations that could be utilized more effectively for off-street parking.*
- ✓ *Explore the potential for additional on street parking adjacent to Lincoln Park on Glencoe Avenue, at such time that the Park District does improvements at the Park.*
- ✓ *Ensure continued enjoyment and use of current “open space” and institutional uses such as parks and schools by rezoning these areas to a low density single family residential district or to a new “public use” zoning district.*

Drainage Improvements

South Green Bay Road District residents identified stormwater management problems as a high priority issue. Areas cited by District residents as having poor stormwater drainage and/or flooding problems include Pleasant Avenue south of Roger Williams Avenue to Blackstone Place, Flora Place and Melody Lane and the area around the area south of Lincoln Avenue West on Glencoe Avenue and Lincoln Place. Flooding problems are cited in terms of both sanitary sewer back-ups resulting in basement flooding as well as poor drainage of stormwater on District streets. Residents cite illegal residential downspout connections to the sanitary sewer system as one principal reason for this basement flooding. The City Department of Public Works recently completed a study of illegal downspout connections in portions of the District and identified numerous examples of this violation. The City is in the process of informing violators and requesting that the violation be rectified. In some cases, violators are being prosecuted to assure compliance with City codes.

Recommendations

- ✓ *The City should continue to implement the action plan requiring disconnection of illegal downspouts and prosecute property owners not in compliance with the City’s ordinances.*
- ✓ *Provide funding in the capital budget for sites in the District that require maintenance and/or replacement.*
- ✓ *The City should enforce its Stormwater Management Regulations with respect to the Union Pacific Railroad to assure*

that it maintains its right-of-way and drainage ditch so that it functions optimally for stormwater management.

Environment



South Green Bay Road District residents expressed concern for preservation of the natural environment in the District. District residents noted the extent and quality of the existing trees in the District. Residents cited as a key positive attribute of the area the many mature trees. These trees support and enhance the character of the neighborhood, as was noted on many resident surveys. Residents are supportive of municipal and other government entities planting additional street and park trees.

Litter, illegally dumped debris, and poor clean-up of dog waste were identified as on-going concerns in the District. Residents would like tougher enforcement of existing City Ordinances to support maintenance of the District's appearance. The METRA right-of-way was cited as an area of frequent illegal dumping which results in harmful and potentially dangerous conditions and as well as being visually unappealing.

Negative impacts of the Ravinia Festival on the District, including litter and noise/air pollution from automotive traffic were identified as a local problem. Another source of noise pollution, lawn and garden equipment, was noted in resident surveys and meeting comments.

Recommendations

- ✓ *Increase enforcement of the City's Tree Preservation Ordinance and discourage the removal of mature trees whenever possible.*
- ✓ *Increase public education regarding mature tree maintenance on public and private property.*
- ✓ *Support increased City funding for the installation of parkway trees.*
- ✓ *Encourage residents to report violations of the City's litter and pet waste ordinances*
- ✓ *The City should enforce its regulations with respect to the Union Pacific Railroad to assure that the right of way is kept clear of debris and litter, and that improvements such as fencing are kept well maintained.*
- ✓ *Strengthen the City's Ordinances to reduce noise from leaf blowers.*

**TABLE 1: SUMMARY OF ZONING REGULATIONS IN THE SOUTH
GREEN BAY ROAD DISTRICT**

Zoning District	R5 Moderate Density Single Family	R6 Medium Density Single Family	RM2 High Density Multiple Family
Intended Use	Not intended to allow commercial or industrial; facilities required to serve governmental, educational, religious, recreational, or other needs may be allowed as conditional uses.	Not intended to allow commercial or industrial; facilities required to serve governmental, educational, religious, recreational, or other needs may be allowed as conditional uses.	Not intended to allow commercial or industrial; facilities required to serve governmental, educational, religious, recreational, or other needs may be allowed as conditional uses.
Minimum Lot Area	12,000 square feet	7,260 square feet	7,000 square feet for single family 21,780 square feet for multiple family
Average Width	75 feet	50 feet	50 feet
Minimum Lot Area Per Dwelling Unit	12,000 square feet	7,260 square feet	7,000 square feet for single family 1,442 square feet for multiple family
Minimum Front Yard	40 feet	25 feet	25 feet
Minimum Side yard	Total depth of all side yards must be a minimum of 25% of Lot Width and in no event shall any side yard be less than 9 feet (9 feet)	Total depth of all side yards must be a minimum of 25% of Lot Width and in no event shall any side yard be less than 6 feet (6 feet)	10 feet
Minimum Rear Yard (whichever is less)	30 feet or 20% of lot depth	25 feet or 20% of lot depth	25 feet or 20% of lot depth
Maximum Height (primary structure)	32 feet (35 feet)	30 feet (35 feet)	40 feet
Maximum Height (accessory structure)	18 feet (15 feet)	18 feet (15 feet)	15 feet
Floor Area Ratio	31% (35%)	40% (40%)	Not Applicable
Max. Lot Coverage	Not applicable	Not applicable	33.30%

Notes to Table 1

- Regulations in effect prior to May 15, 1997 are indicated in **bold, bracketed type**.
- In the R2 - R7 Zoning Districts, when the area of a lot in any given zoning district equals or exceeds the minimum lot area required in the next lower zoning district, then the Floor Area Ratio shall be calculated as the F. A. R. of the next lower zoning district.
- The Zoning Ordinance prior to May 15, 1997 calculated height in a different way that allowed taller structures.
- Any residential development on a tract of land of three or more contiguous acres and/or ten or more dwelling units in the R1-R7 zoning districts must be developed under the provisions provided for Planned Unit Developments
- Garage door openings may not exceed 36 lineal feet per lot.