



COMPREHENSIVE PLAN

Community Development Department

1. INTRODUCTION

Incorporated in 1892, Antioch celebrated its **125th anniversary** in 2017 and the changes that have occurred over the past several decades makes 2018 a good time to reevaluate the Village's long term plans. The last adopted **Comprehensive Plan was in 1991** and much has changed since the last full adoption of this document. While the existing Comprehensive Plan has been amended over the past several decades, there has been no extensive update of the document in over 27 years. The mission of this new Comprehensive Plan is to provide a statement on future land use decisions and provides policy makers with direction on how to handle growth. Throughout this document, there is a basis assumption that the Village of Antioch will continue to grow. With a population of approximately 14,000 people, the Village projects that the build-out of the community will range between 25,000 to 30,000 people. Based on these projections, this document covers everything currently located within the Village's municipal boundaries and unincorporated areas within a mile and half.

This new Comprehensive Plan builds on the "**Antioch Community Vision**" which was adopted by the Village in 2015. The purpose of a Comprehensive Plan is to provide the Village with a planning vision on how the community should develop in the future. A Comprehensive Plan provides a road map for policy makers on how land use decisions should be made. Since the downturn of 2008, many development trends have changed dramatically which have had a major impact on the Village of Antioch and the Chicago region. Prior to the recession of 2008, Antioch was experiencing a period of rapid growth, both commercial and residential, which reshaped large areas of the community with new rooftops and commercial development. Between 1995 and 2008, what was once a small Village rapidly became one of the fastest growing communities in the county.

Antioch has historically been known as a resort town due to its proximity to the Chain of Lakes and Wilmot Mountain. The town came alive during the summer as residents from throughout the Chicago area visited their summer cottages. Known for its charming Downtown, Antioch was a small self contained community and its population of 6,105 found most of their needs in Downtown. Between 1990 and 2010, the population more than doubled from 6,105 to 14,430, and large tracts of farm land were converted into subdivisions. New neighborhoods with names like Tiffany Farms, Heron Harbor, Pine Hill Lakes, Deercrest and the Clublands of Antioch were constructed with thousands of new families.

As outlined throughout this document, the fundamental goal of this document is to create a desirable and livable community that incorporates a rich mixtures of residential neighborhoods, a vibrant Downtown, a healthy commercial and light industrial base and the preservations of the areas rich natural resources. As highlighted throughout this document, the residents who live in this community want to preserve the small town feel and the character of the community. The vast tracts of open space, lakes and Lake County Forest Preserves are assets that are deeply appreciated by the residents who live in this community. This planning document lays out a prescriptive sets of policies that will accommodate new growth, while at the same time maintaining the areas quality of life.

The future quality of life of the residents and future residents will largely depend on the land use decisions made by policy makers over the next 20 years. Hopefully, this planning document will provide policy makers with a series of trail markers that will help shape the future of the Village. If this document is followed, it is the hope of Staff that a balanced approach of accommodating new growth and economic development will be balanced with preservation of the Village's sense of place and existing character. Throughout this document, there is a general recognition that quality development will improve the community and that there is nothing inconsistent between development and maintaining a good quality of life for the residents who choose to reside in Antioch. In addition, Staff acknowledges that this plan will largely be shaped by market forces in the future, both foreseen and unforeseen. This document attempts to provide enough flexibility to accommodate future market trends and the demographic trends that are reshaping the region.



VILLAGE HISTORY

Located at the tip of Northern Lake County and bordering the State of Wisconsin, the area was originally settled by the Pottawatomi Indian Tribe and the area contained numerous trails up to Lake Geneva. In the 1830's, the first European settlers that claimed federal lands were the Gage brothers and Thomas Warner. The first house in the Village was built in 1836. More settlers quickly moved into the area and slowly started to push out the Pottawatomi tribe. The early settlers followed the Mukwonago trail and discovered an area with large groves of mature trees, lakes and numerous creeks. One of those early settlers was Hiram Butrick who constructed a sawmill in 1839 on the Sequoit Creek and the area quickly became a center for lumber production. The name of Antioch was chosen by the Disciples of Christ, an early Protestant group that had an early influence on the Village. Antioch was chosen over the name of Winsor, which some of the early settlers supported. By 1840, the town had 300 residents and along with several shops and Inns. In addition to the sawmill on Sequoit Creek, several brick yards were constructed in the area which drew new settlers to the area.

The first incorporation of the Village was in 1857. The incorporation quickly divided the town. Towards the end of the Civil War in January 1865, the residents of the Village reversed the incorporation. During the Civil War, most of the young men in the township served in the Union Army and Antioch lost young men in both the battles of Chickamauga and Petersburg-Richmond campaign. The Village would incorporate again in 1892.

Soon the area attracted more settlers and by 1885 the Wisconsin Central railroad line arrived in the Village. As the town grew, certain industries began to grow, including ice making and tourism. A rail spur connecting various ice houses was constructed between Wilmot and the Wisconsin Central which provided ice to the Chicago market. In 1906, the Ice House on Loon Lake burned down and the ice industry began to decline. Tourism soon became the major industry as people visited a number of local tourist sites. The Grass Lakes Lotus Bloom's became a major tourist destination in the area along with numerous Lake Resorts which were constructed between the turn of the century and the 1920's. These resorts included Selter Resort, Halings Resort, and the Channel Lake Pavilion which attracted summer visitors for several generations. Summer cottages on Lake Marie, Loon Lake, and the Channel Lakes were constructed in this period of times for Chicagoans looking for a weekend or summer escape.



By the turn of the century, the Village had a thriving Downtown that became the center of the township. After several fires at the end of the 1890's, much of the Downtown was rebuilt and most of the buildings in today's Downtown date back either to the end of the 19th century or the early years of the 20th century.

Historic Downtown Antioch contains two historic bank buildings, the First National Bank of Antioch (originally the Opera House) and the State Bank of Antioch. Between 1916 and 1919, the Crystal and Antioch Movie Theatres were constructed. Pickard China arrived in 1932 and Regal China also located in the Village making the Village a major producer of china.

After World War II, Antioch's population grew to 1,307. By the 1950's, suburban development caught up to the Village with the construction of Oakwood Knolls and the Antioch Plaza in the early 1960's. Soon Downtown would have an A & P and Jewel Food stores along with a Sears and Globe Department Store.

By the beginning of 1970 the Village's population was up to 3,189 and the Antioch High School would continue to expand and a new elementary and junior high were constructed. Throughout the 1970's, Downtown continued to prosper with an independent pharmacy, several men's stores, several women's stores, a bakery and a large Ben Franklin on Lake Street. New developments including Westgate and Sequoit Terrace were under construction. By the end of the decade the population was approaching 4,000 people.

The greatest period of growth in the Village occurred from the 1990's through 2008 when the Village's population doubled. Beginning in the early 1990's several new residential developments started including Heron Harbor, Tiffany Farms and Pine Hill Lakes. Thousands of new families moved into the area and by the beginning of the new decade, there was an increasing demand for new retail development. Route 173 started to attract new commercial development including a WalMart and Menards along with a number of commercial outlots. As the population continued to grow, much of the old industrial base of the Village would begin to shrink. Regal China would shut its plant by 1991 and Quaker Manufacturing closed and with it hundreds of jobs.

From 2000 to 2008, several large master planned residential developments started construction, including Red Wing View, Deercrest, Trevor Creek and the Clublands. The growing population put new pressure on the school district which continued their expansion and construction of a new elementary school started during this period. As the Village grew, new pressure started to change Downtown Antioch with many of the independent stores which once served the needs of the community started to close. Vacancies increased Downtown as new retail developed along Route 173. Increasingly, Antioch was becoming another suburb of the metro area as surrounding Village's began to approach the Village's boundaries. New efforts were made to revitalize the Downtown through the creation of a Tax Increment Finance District and new streetscape improvements were completed. The Village's Downtown started to rebound with many of the vacancies being filled and the Village would assist the new owner of the Antioch Theatre in renovating the building and keeping a lively presence in the Village. The new residents and families throughout the community embraced the small town charms of the Village along with the rich history of the Village which dates back to the 1830's. This fact is reflected in the reconstruction of the Buttrick sawmill by the residents of the community and the fact that it continues to serve as an important symbol of the Village.



PREVIOUS PLANS and STUDIES

The following information outlines the general existing trends and conditions of the Village of Antioch along with past planning efforts of the Village. The various plans of the Village start with the 1991 Comprehensive Plan that identified the following sub-chapters:

- The 1991 Comprehensive Plan started with a detailed analysis of the natural conditions including the geological make-up of the area, topography, hydrology, fauna and wetlands. Much of the natural beauty of the area was shaped by the glacial history in the area, the various knobs, kettle moraines, lakes and low-lying depressions were shaped by the glacial retreat over 15,000 years ago. Antioch, unlike many areas of the Chicago metro area is blessed with rolling hills and tree lined topography and a bounty of natural lakes. The area is also blessed with a deep aquifer that provides the community with a large amount of water. The depth of this aquifer and excellent condition provides the community with a large amount of natural water at reasonable costs and makes the decision about connecting to Lake Michigan water in the long run a more difficult decision.
- After providing a detailed analysis of the existing conditions, the 1991 Comprehensive Plan outlines the importance of conserving the area around Red Wing Marsh, Loon Lake and Antioch Lake. In addition, this section identifies four land use classifications: a) Conservation area/public parks; b) Residential & Agriculture/Estate; c) Retail/Service & Commercial; d) Office/Research/Industrial.
- The plan that was approved in 1991 calls for a total population of 28,000. Future elementary population was projected at 3,300 children and the high school population was projected at 1,500 students.
- The plan talks about the creation of the 1984 TIF for Downtown or an area of 48 acres which subsidized the construction of the parking lots on the east side and west sides of Main Street. Other TIF plans called for the extension of Orchard east of Main Street (completed), the construction of a park at Orchard and Main Street, construction of Metra Station (completed), and façade improvements along Main Street. Utility lines along Main Street should be buried with improvements to Route 83.
- The Plan identified key development areas for redevelopment that included the following:
 1. Route 83– Called for consolidation of driveways and minimum lot widths of between 400 to 500 feet.
 2. Former 80 acre land fill– The area should be converted to a conservation area (now Osmond Park).
 3. Former airport northwest of Beach Grove Road– the plan called for a rural subdivision due to the sites unique topography. The area is now part of the Lake County Forest Preserve.
 4. The area around Trevor Road and Tiffany Road where they meet North Avenue was a identified for Urban residential development with certain ecologically sensitive properties being set aside as open space. The area now contains Tiffany Farms, the Woods of Antioch and Trevor Creek subdivisions.
 5. The area southeast of Grim Road and the railroad line was identified for a combination of office/business park and a rural residential development.

6. The area around Route 173 and Deep Lake Road was identified for a five acre commercial site and a rural subdivision. The 215 acres west of Deep Lake Road and east of Nelson Road was identified to be developed as a rural subdivision. Subsequently, a large portion of this area was developed as the GLP Planned Unit Development that incorporates the WalMart and Menards commercial development.

LIFE STYLE PLAN

The Lifestyle plan outlines redevelopment of several areas in the Downtown including the Pittman parcel along with Antioch Plaza. As highlighted, the plan promotes the construction of several new trails which would connect a revitalized Downtown with several adjacent neighborhoods and schools. As envisioned, a new mixed use development would be constructed in the area surrounding the Metra Station.

Route 173 Corridor Plan

The Route 173 Corridor Plan was intended to maintain the visual character of the corridor based on the Village’s history. The guidelines incorporate a series of policies ranging from the preservation of existing tree groves to promoting good connections between commercial and residential development. The document outlines specific guidelines to maintain the character of the corridor as outlined below:

- Preservation of open space and environmental features.
- Promotion of connectivity.
- Provide transitions between uses.
- Incorporate existing site conditions into site plans.
- Provide for sense of architectural interest and unique identity along corridor.
- Enhance pedestrian experience and establish sense of place through careful design and location of open space.
- Thoughtful consideration of vehicular and pedestrian circulation within individual developments.
- Appropriate design of parking lots, utilities, service areas and detention areas to reduce the negative impact of typically non-attractive site components.
- Provide unified landscape treatment along Route 173 through the use of consistent right-of-way and buffer treatments.
- Enhance the aesthetic appearance of development and lesson impact of undesirable site components through effective use of landscaping.
- Establish unique gateway entry features to identify the Village.
- Enhance major intersections and create a sense of place along corridor to emphasize the Village character and identity.

2. GOALS and OBJECTIVES

The foundation of the identified Goals and Objectives in this Comprehensive Plan are based on the “Antioch Community Vision” which was adopted by the Village Board in 2015. This vision was created with extensive public input and the core values of this document are as follows:

- ***Small Town Atmosphere and Historic Community Character***
- ***Pedestrian Connectivity and Community Accessibility***
- ***Entertainment, Recreation and Active, Healthy Lifestyles***
- ***Open Spaces and Natural Environment***
- ***A Vibrant Economy, Business Diversity and Tourism***
- ***High Quality Education Community Services and Civic Engagement***

Any goals and objectives as reflected in this Comprehensive Plan are drawn from the core values as identified above. Based on the surveys from community residents as part of the visioning process, there appears to be a strong desire to maintain the Village’s existing small town character. In addition, there was general recognition of the importance of the Downtown Antioch and its importance in helping to define the character of the Village. Additional comments emphasized the importance of open spaces, creating new pedestrian and recreational connections along with preserving the natural resources of the area.

Thus, the foundation of this planning document is creating a long term plan for the Village that is true to the vision as identified by the residents. The goal of this document is to go beyond the generic boiler plate language and bubble land use map that too often defines most Comprehensive Plans. The goal of this document is to portray the Village’s long term plan in descriptive visionary language that will provide a roadmap for decision makers in the future.

STATEMENT OF GOALS and OBJECTIVES

Based on the adopted “Antioch Community Vision”, the following Goals and Objectives are intended to establish a series of land use policies which will help achieve the long term vision of the Village:

General Goals

1. Create a set of policies that accommodates new growth, while maintaining the Village’s current sense of place, small town character and historical character.
2. Create a resilient community by attracting a sustainable commercial and light industrial base that provides good paying jobs for the residents of the community and attracts new investment into the community.
3. Create an extensive network of bike and pedestrian connections throughout the Village that link the various neighborhoods with an open space network in addition to links to the Village’s Downtown core.
4. Preserve the character of the community by making sure new development is compatible with the extensive amount of Lake County Forest Preserve and open space that is located throughout the Village.
5. Create a new entertainment hub for the region through the revitalization of the Village’s downtown and promotion of the communities extensive natural resources.
6. Partner with the School Districts to create excellent schools and promote new quality single family residential development and attainable housing opportunities for a diversity of ages.



COMPREHENSIVE PLAN



COMMUNITY CONNECTION GOALS and OBJECTIVES

1. The creation of an extensive bike trail system and dedicated bike lanes along all Village collector streets.
2. The creation of a greenway network that links existing residential developments with new developments, parks and open space.
3. Creating good street interconnections in all future developments. Avoid dead-end streets and isolated cul de sacs.
4. Creating a series of pocket parks and community parks that create a pearl of green spaces throughout the Village.
5. Creating a series of parkways and boulevards that link existing and future development together.

OBJECTIVES

1. Constructing a series of bike lanes on the south side of existing collectors including North Avenue, Route 173, Depot Street and sections of Grass Lake Road and bike lanes on the east side of Tiffany Road, Deep Lake Road, Savage Road and other identified collector streets.
2. Working with the Parks Department and Lake County Forest Preserve to create a network of greenways through the Village that links open spaces.
3. Requiring future residential development to incorporate pocket parks, boulevards and additional green space.
4. Working with the Illinois Department of Transportation on an extensive green median as part of the Illinois Route 173 improvement plans.
5. Creating a series of pathways along the various waterways throughout the Village's municipal boundaries.

ENTERTAINMENT, RECREATION, HEALTHY LIFESTYLE GOALS and OBJECTIVES

1. The creation of a variety of restaurants and retail stores in the Downtown and along the commercial corridors to provide entertainment opportunities for the residents of the community.
2. Provide better connections between the natural resources of the region and various neighborhoods throughout the Village.
3. Create new bike lanes throughout the Village.
4. Create new neighborhoods that are walkable and promote walkability throughout the Village.
5. Create a Parks Department that provides more recreational resources with improved parks and new recreational facilities.

OBJECTIVES

1. Recruit new niche restaurants to Main Street in the Downtown and create a new "Third Place" for the residents and visitors alike. Main Street should become a regional destination point for those looking for unique dining opportunities.
2. Attract new national fast casual dining restaurants to the Route 173 corridor which will service the dining needs of a growing community.
3. Add a new trail/bike lane parallel to Route 173 connecting the network of Lake County Forest Preserves with residential neighborhoods along Route 173 including Eagle Ridge, Red Wing View, Deercrest and Clublands.



OPEN SPACE & NATURAL ENVIRONMENT GOALS and OBJECTIVES

1. Improve connections with Chain of Lakes.
2. Build more parks in future neighborhoods.
3. Build better connections with the Lake County Forest Preserve.
4. Incorporate more open space in future residential developments.
5. Beautify the Village’s right of ways.

OBJECTIVES

1. Provide better pedestrian connection to Lake Marie.
2. Require that all future developments in excess of 50 units to incorporate a park and increase the park donation to 15 acres per 1,000 people.
3. Work with Lake County Forest Preserves and various associations on new connections with any residential development that abuts public open lands.
4. Require that future residential developments or Planned Unit Developments set aside 20% of the development as open space.
5. Promote the construction of parkways and boulevards when roadways are reconstructed or widened. Specifically, Route 173 east of Deep Lake should be designed as a parkway/boulevard.

QUALITY EDUCATION, COMMUNITY SERVICE & CIVIC ENGAGEMENT GOALS and OBJECTIVES

1. Continue to work with School Districts 117 and 34 and the development community to find a sustainable revenue source for the Antioch School Districts.
2. Continue to work with future residential developers on setting aside land for a regional plan for future school sites and come up with a sustainable school impact fee.
3. Continue to work with the various neighborhood associations throughout the community in creating more communication.
4. Continue to refine the Village’s website to improve communication to the residents of the Village.

OBJECTIVES

1. Work with both District 34 and 117 and determine future enrollment projections and identify the best location for future elementary or middle schools.
2. Work with the School District in adopting a more accurate student generator table that reflects current demographic trends.
3. Create a bi-annual meeting schedule between the Village and the various homeowner associations to improve communications.
4. Create several new pages relating to the Downtown and other community events on the Village’s website.



VIBRANT ECONOMY GOALS and OBJECTIVES

Creating a vibrant community, by attracting sustainable commercial and light industrial development

1. Locating new retail development at major commercial nodes along Route 173 and Route 83 to service the shopping needs of the communities trade area.
2. Discouraging conventional commercial strip development.
3. Recruiting national convenience retail for the Village’s commercial corridors and promoting specialty and niche retail in the Downtown.
4. Attracting new light industrial development to the Antioch Business Park and promoting the redeveloping of the Anita Business Park.
5. Recruiting new auto dealerships and working with existing auto dealers to create a new vibrant auto row in Antioch.

OBJECTIVES

1. Specifically, recruiting retail and casual dining businesses based on the existing leakage in the Village’s trade area based on the Retail Strategies Market analysis.
2. Creating attractive commercial development with extensive landscape buffering, and good unified design at major commercial nodes along the newly aligned Grimm Road, Lincoln, Deep Lake, Savage, and Route 45.
3. Avoiding the creation of placeless retail development. Instead, create new retail development that celebrates the rural heritage of Antioch and its existing character.
4. Create a new business park center for Northern Lake County by completing the Antioch Business Park and working on a new mixed use corporate center for the Abbott’s property at Route 173 and Route 45. The future development of the Abbott’s property may require an intergovernmental agreement with the Village of Old Mill Creek.

COMMUNITY CONNECTION GOALS and OBJECTIVES

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OBJECTIVES

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4. Working with the Illinois Department of Transportation on a extensive green median as part of the Illinois Route 173 improvement plans.
5. Creating a series of pathways along the various waterways throughout the Village’s municipal boundaries.



CHARACTER GOALS and OBJECTIVES

Promoting growth while preserving existing character

1. Establish high design standards for new single-family and multi-family development in the Village.
2. Promote innovative subdivision designs that make extensive efforts to preserve open space, natural features and water resources.
3. Promote conservation design and low density developments along the periphery of the Village.
4. Enhance the landscape buffers along residential neighborhoods along collector streets throughout the Village with extensive landscaping and uniform fence design.
5. Design new residential developments with good interconnected street networks.
6. When possible, attempt to integrate historic structures into new developments.
7. Encourage mix use development within the core of the Village.

Objectives

1. Identify areas for future growth and promote new infill residential development with the Village. The goal of this plan is to create an environment that will support between 75 to 100 new homes per year or a population growth of approximately 225 to 300 people per year.
2. Maintain the single family character of Antioch by encouraging medium density development (between 2.0 to 3.0 units per acre).
3. Maintain open space vistas within sensitive areas by promoting conservation development with low densities.



COMMUNITY CHARACTER

The typical planning document invariably talks about preserving a communities “character” or “sense of place” while at the same time promoting economic development. Often there is an inherent conflict between these expressed goals. Economic development is essential in creating a vibrant community, but development should be balanced with respecting the character of the Village and the existing sense of place. This document attempts to provide a prescriptive set of guidelines that will help ensure that development and growth won’t hurt the interests of the residents that currently reside in the Village.

Preserving a communities sense of place and existing character, while also allowing for growth and development is inherently challenging. The Village of Antioch has adopted a series of design standards and guidelines that will help in ensuring that future development does not negatively impact the character of the Village. The standards and guidelines include the following:

- Site Plan Review Ordinance
- Single-Family Design Standards
- Downtown Façade Design Guidelines
- Route 173 Design Guidelines
- Downtown Form Based Code

The following Comprehensive Plan incorporates all these planning documents through the creation of a holistic policy towards future development. All future development in the Village should integrate into the natural beauty of the surrounding areas by adhering to the outlined standards and guidelines. Additional efforts should made to redevelop many of the existing structures throughout the Village that do not meet these standards and diminish the general character of the area.

3. EXISTING CONDITIONS

The Village of Antioch is located at the northwestern corner of Lake County, Illinois and will continue to provide one of the few areas in the county for residential growth due to the existing amount of vacant land in the area. Lake County continues to be one of the most desirable counties in the state to reside in due to its demographics and large employment base along with its rich natural resources.

In 2010, the population of the county was 683,753 and CMAP has projected a population of 896,341 by 2040, a population increase of 31%. Much of this population increase will be located within the Antioch and Newport Township areas. Additionally, the county currently has 314,717 jobs and the county projects a new employment base of 384,259 jobs by 2040 or an increase of 22%.

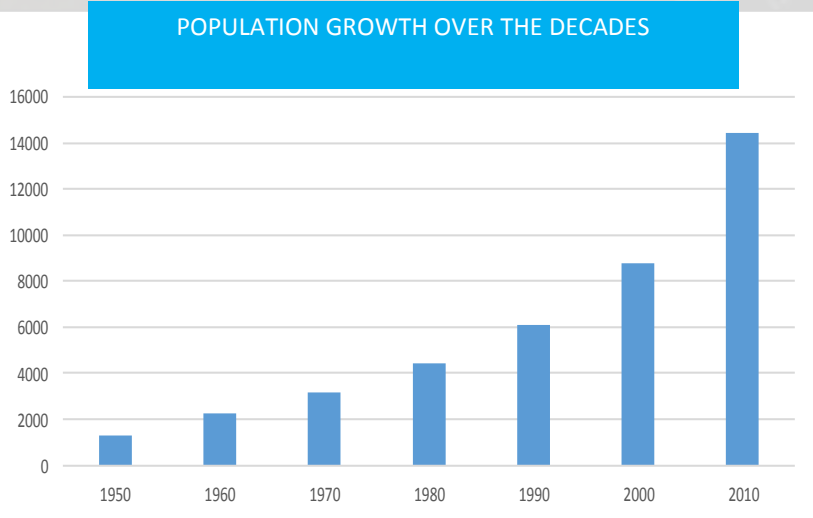
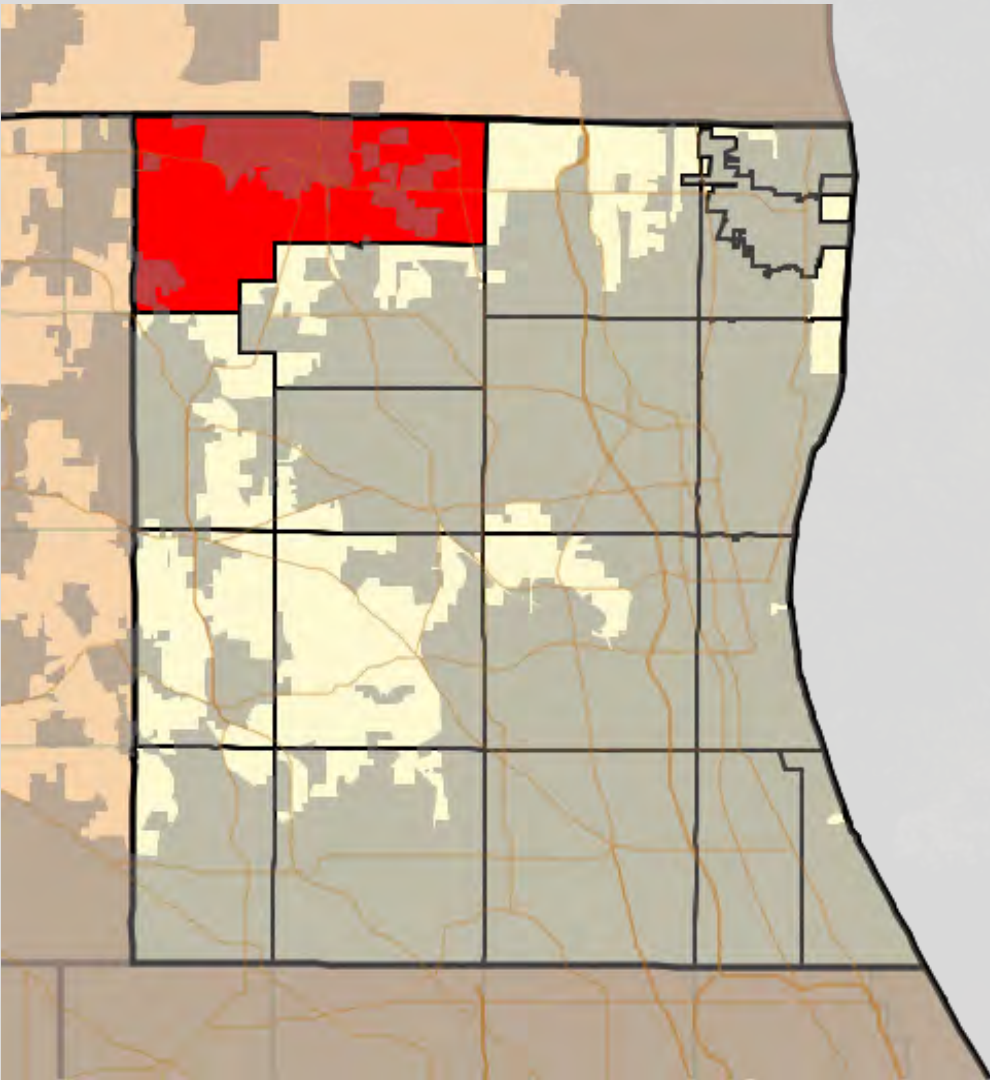
Lake County by 2040 is projected to fall from the third largest county in the Chicago metro area to fourth, trailing Cook, DuPage, and Will Counties. The overall Chicago metro population is currently 8,291,066 and it is projected to increase to 10,662,663 by 2040. Chicago's population which is currently 2,654,000 is projected to increase to 3,054,654 and will in all likelihood be overtaken by the City of Houston in the United States by 2040.

Currently, the Chicago area and the State of Illinois lead the nation in a declining population. Unless the State of Illinois resolves its long term fiscal issues, the 2040 projections could be overly optimistic and the regions growth rates over the next twenty years or so could stagnate. In fact, similar to metro areas such as Detroit, St. Louis and Cleveland, the whole metro area could actually stagnate or even decline. Obviously, a declining population in the region would have ???

The Village of Antioch based on CMAP projections is projected to grow to a population of ??? Much of southern and central Lake County are already built out or contains municipalities with very low density levels. This fact will dictate that much of the growth in population shall be directed towards the northern and western edges of the county. The projected population of the Village by 2040 is 29,000 according to CMAP's 2040 projections, which is close to a doubling of the population within a generation.

Based on these projections, there will continue to be pressure on long term development of much of the areas open space and remaining farmland. With the future long term developments of Old Mill Creek, new development opportunities will continue to be attracted to the Antioch area. The vast majority of development opportunities will be east of Deep Lake Road and north of Grass Lake Road and south of the state border. Large tracts of unincorporated areas to the east along Edwards Road will resist development pressures based on the large tracts and equestrian nature of the area.

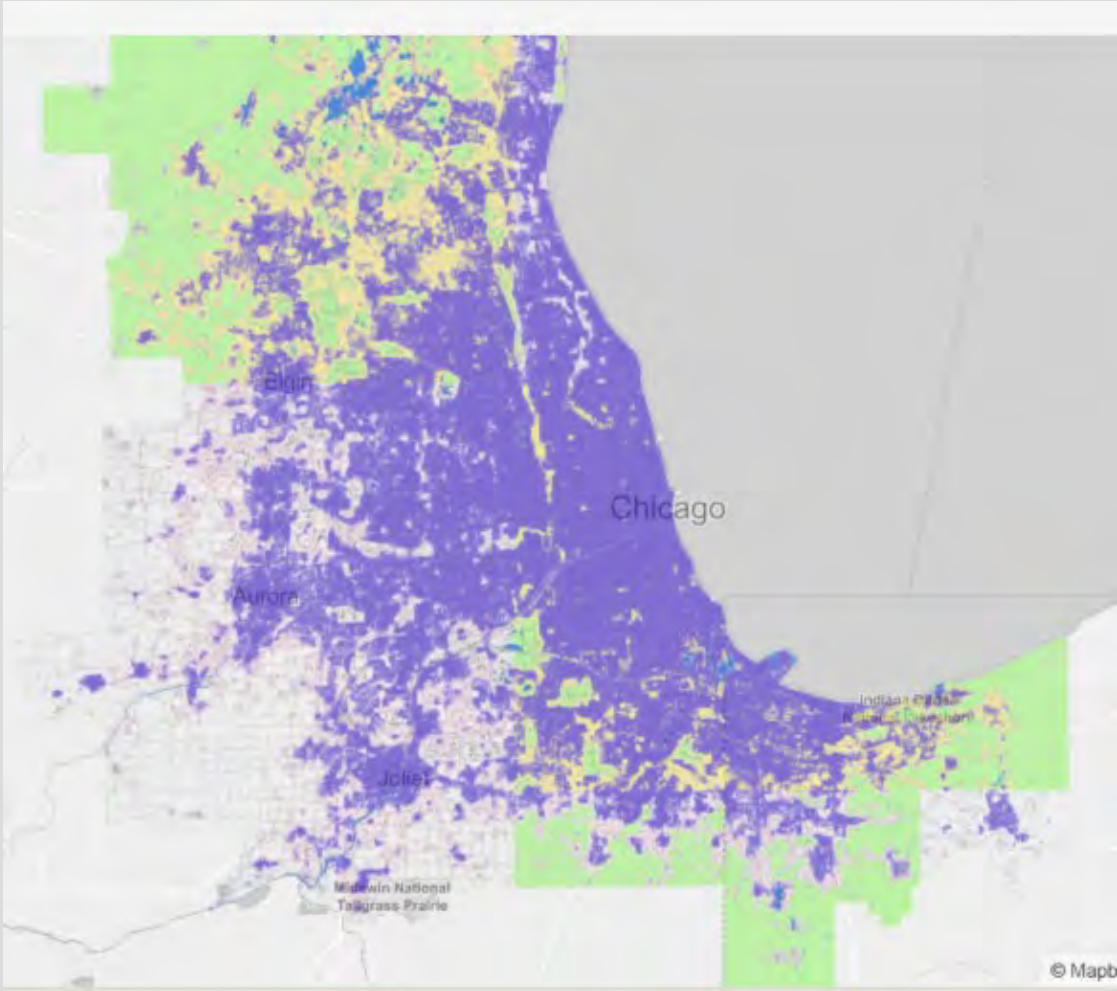
Much of this document will be focused on how to accommodate an additional 15,000 people over the next 20 years or so without losing the existing character of the Village. The people of the community have expressed their desire that the "small town and historical character" of the Village not be lost to the conventional suburban sprawl that defines so much of the area. The balance of this document will focus on the challenge of accommodating new growth while maintaining the Village's sense of place and character.



Population growth since 1950

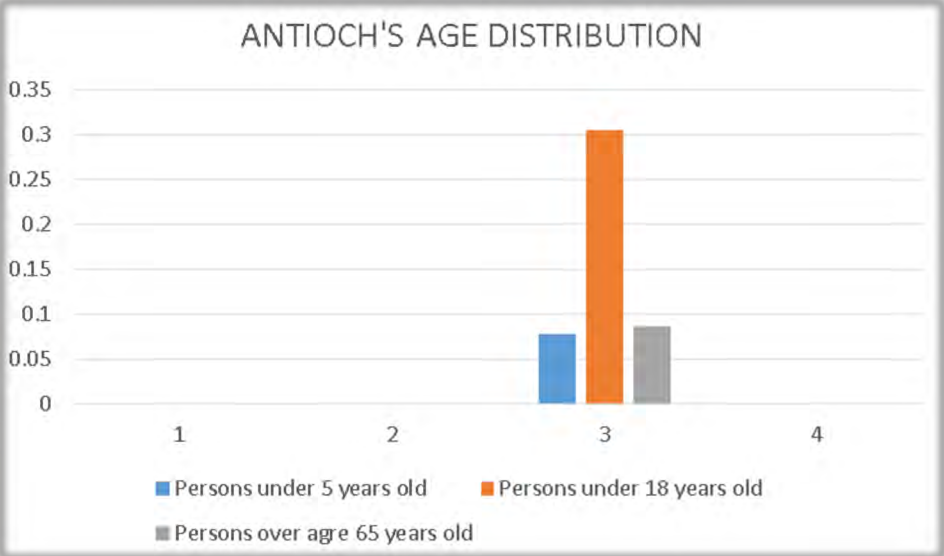
Long Term Trends

- Population growth in Chicago has slowed dramatically and will continue to stagnate over the next 20 years.
- Out edge suburbs will continue to grow due to available land and affordability.
- Back to the city movement will continue for young, educated, upwardly mobile demographic.
- Millennials will finally start to establish families and be looking for new housing opportunities.
- Congestion will continue to worsen throughout the metro area.
- An aging population will continue to put higher demands on a shrinking workforce.
- Brick and mortar retail will continue to be challenged by a growing internet economy and many national retail brands will continue to disappear.
- The renaissance of suburban Downtowns will continue and many suburbs will be concentrating on increasing density and more urban infill.
- Poverty will continue to spread out to the suburbs. The long term trend for Chicago suburbs is that they will become more diverse and poorer. The majority of the regions growth will continue to come from immigration.
- The rise of autonomous vehicles will revolutionize the use of automobiles and trucks in the region.
- Household formation will be dominated by households with single persons, empty nesters and couples with no children. Over two-thirds of households will have no children living under their roof.
- Regional and local diversity will increase as the State and the Nation moves towards a minority-majority population make-up.
- Economic polarization will continue as the well educated will increasingly take most of the economic gains in the State and Region.
- Older suburbs in the region will continue to lose population as their populations get older.
- Global warming will reshape State and Federal policies relating to energy consumption and energy will become increasingly expensive.

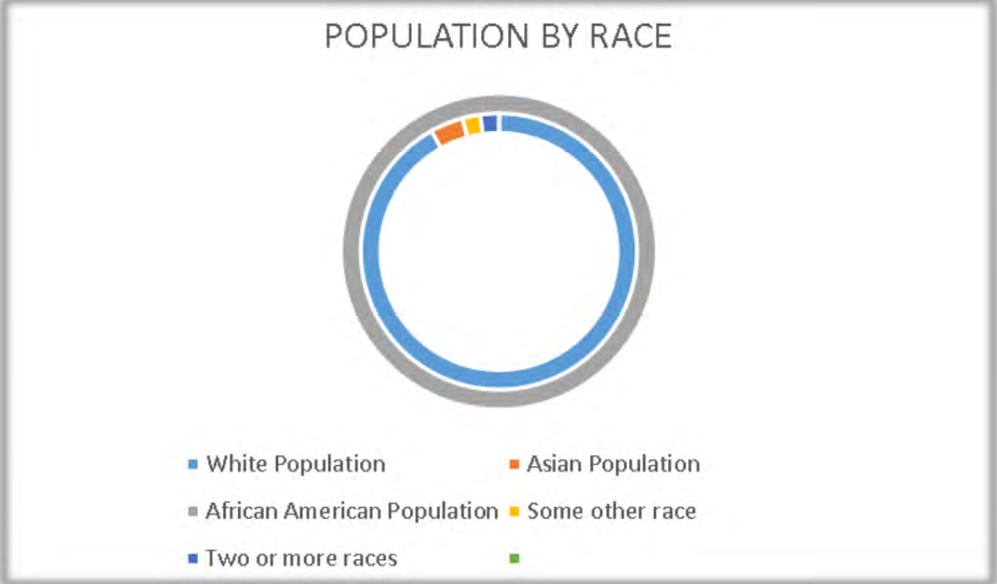


The Village of Antioch, approximately 50 miles from Chicago, located at the far northern edge of the metro area is in an excellent position to benefit from the long term trend of the Chicago metro area and the Milwaukee metro area’s eventual merger into one large metropolis. The Milwaukee metro area contains approximately 1,500,000 and with combined with the Chicago metro area, the region contains over 10,000,000 people. With the recent growth in Kenosha and Racine Counties, Antioch is in an excellent position to continue to grow as new development heads north and south. The I-94 corridor will continue to attract new business development and Antioch will benefit from this new development.

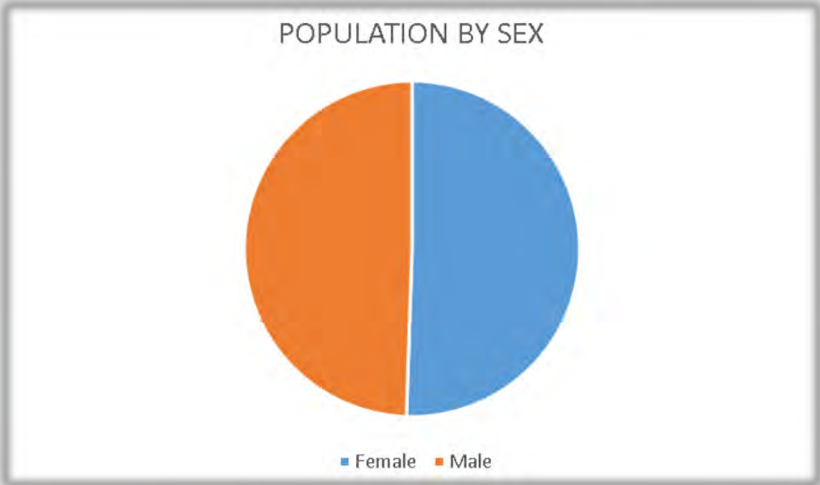
With the recent announcement of the opening of a Foxcom plant in Racine County, new investment will begin to pour into the region and Antioch has a real potential of benefiting from this new investment based on its proximity to the Wisconsin border. The Village’s proximity to Milwaukee and the southern Wisconsin market will help in attracting future corporate end users to the community.



The **median age in Antioch is 36.7** and approximately 7.8% of the Village's population is under the age of 5 years old and 30.6% of the population is under the age of 18 years old. Approximately 8.7% of the population is over the age of 65 years old. (Based on 2000 U.S. Census)

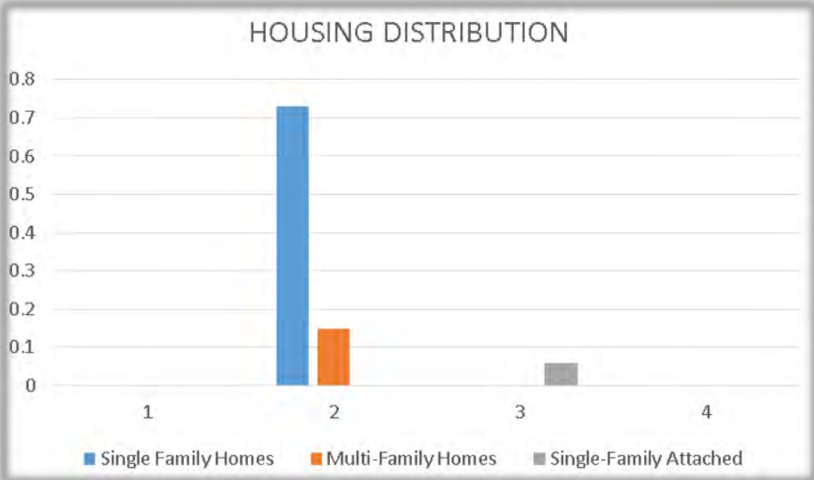


Based on the 2000 census the population of the Village of Antioch is 88.79% white. The growing Hispanic population is approximately 8.53% of the population and the Village's Asian population constitutes 3.73% of the population. Currently, the African American population constitutes 3.08% and approximately 4.0% of the population identifies themselves as of being more than one race or no race at all.

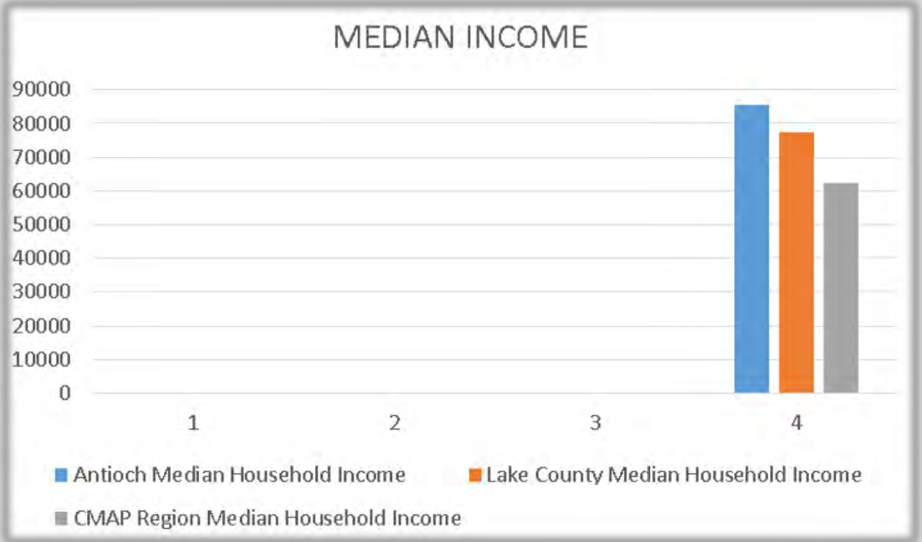


The population distribution in Antioch is generally equal. Specifically, 50.3% of the population is female and 49.47% is male.

• Housing Units in 2010	5,273
• Owner occupied Rate 2011-2015	73.1%
• Median value of owner-owned occupied units 2013	\$203,000.00
• Median monthly mortgage costs	\$ 1,975.00
• Median gross rent 2011-2015	\$ 893.00
• Percentage of population with a Bachelors Degree 2011-2015	32.6%
• Average single-family detached price	\$ 363,452.00
• Average townhome price	\$196,586.00



Antioch continues to be predominantly a single-family community with over 70.0% of the housing stock being single-family homes. This trend is projected to continue in the future as the Village continues to see new single-family home construction.



The median household income in Antioch is \$85,598.00 which exceeds the median household income of Lake County which is \$77,469.00. Approximately 40% of the households in Antioch have an income that exceeds \$100,000.00.

MEDIAN HOUSEHOLD INCOME

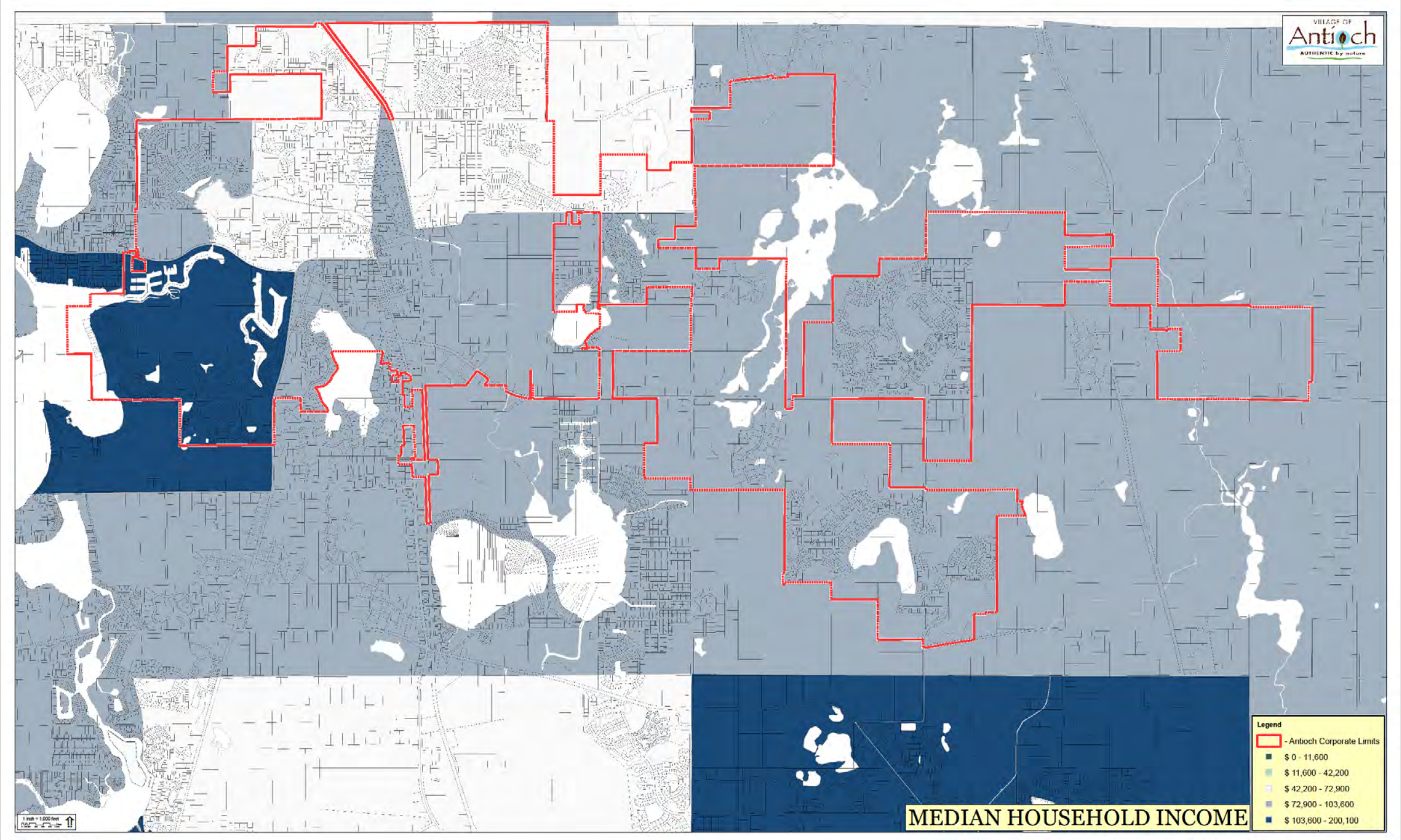
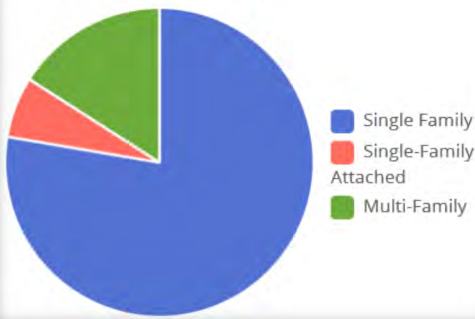
\$85,598.00

40% of Households have an income that exceeds \$100,000.00

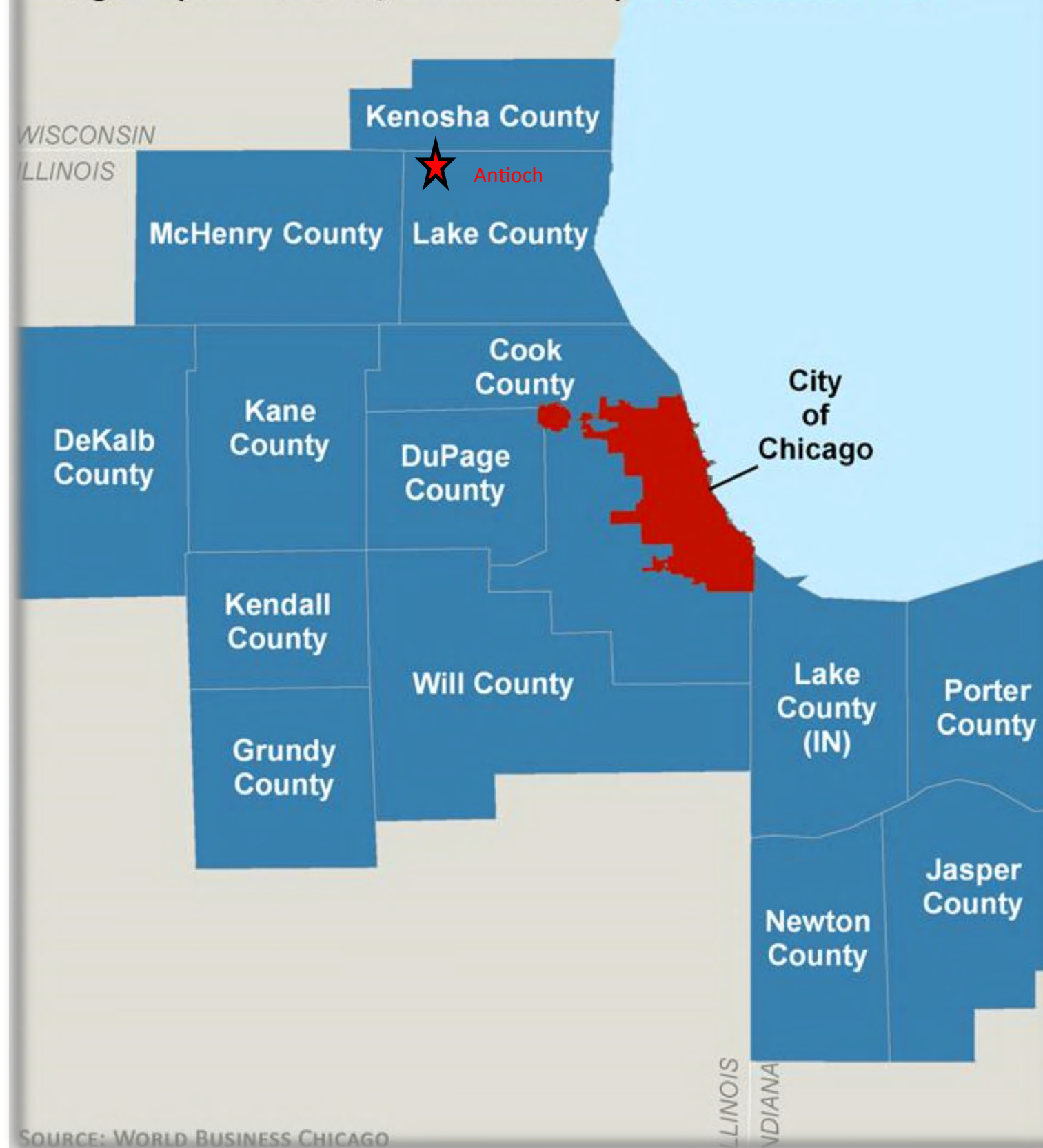
MEDIAN HOME VALUE

\$218,800.00

HOUSING TYPES



Chicago-Naperville-Joliet, IL-IN-WI Metropolitan Statistical Area



Chicago Metro Area Trends

The Chicago metro area contains approximately nine million people and for the first time in generations the population of the metro area is stagnating or even declining. The State of Illinois and the Chicago metro area led the nation in loss of population. These regional trends are having an impact on the long term growth projections of the six county region based on CMAP's revised population projections for 2040. Antioch lies approximately half way between Chicago and Milwaukee and obviously will be impacted by these long term trends.

However, even with the recent loss of population in the State of Illinois, Lake County should continue to grow in population. Staff believes that the number of great universities, the areas employment base and demographics, including education attainment and income levels, will continue to provide a solid foundation for a long term revitalization of the region once the States' fiscal challenges are addressed. Antioch is in a good position to benefit from the continued vitality of Lake County and the growing prosperity of Southern Wisconsin.

The regions existing transportation system including I-94 and the North Central rail line provide regional access to the Village of Antioch. While much of the Chicago region is stagnating in population growth, Northern Lake County is still projected to grow due to the existing amount of vacant land that is still located in the area. Another economic engine that will help the Antioch area is the continued growth of southern Wisconsin and the recent announcement of Foxcom's expansion in the Racine area. As southern Wisconsin continues to attract new businesses, there is an opportunity for the Village of Antioch to attract suppliers and additional business opportunities for those businesses which want to stay on the State of Illinois, but who do business in Wisconsin.

Another economic engine for the region is that the Village of Antioch will continue to be a recreational destination point due to its proximity to the Chain of Lakes and Wilmot Ski Mountain. The Village needs to build on the existing recreational opportunities by attracting new hotels, restaurants and retail that could attract visitors to the town when they are visiting regional recreational opportunities. With the recent purchase of Wilmot Mountain by Vail Resorts and the investment of over \$13,000,000.00, new winter tourist opportunities are available for the Village to attract visitors.

EMPLOYMENT IN ANTIOCH



LARGEST EMPLOYERS IN ANTIOCH (2017)

School District 34	458 employees
Walmart	309 employees
Jewel Osco	170 employees
Deli Source	165 employees
District 117	140 employees
Raymond Chevrolet/Kia	132 employees
All-West Plastics/MSG Mfg	81 employees
Fisher Paper Products	81 employees
Piggly Wiggly	48 employees
State Bank of the Lakes	30 employees
Pickard China	21 employees
Antioch Tire	17 employees
Skatch Manufacturing	16 employees
Heartland Bank & Trust	12 employees

FUTURE EMPLOYMENT

Based on the Gruen & Gruen Study, Antioch’s employment grew by 2.1% between 2002 and 2007 to a total of 5,096 jobs and declined to 4,056 after the 2008 recession. With the current recovery throughout Lake County, there are indications that the Village’s employment base may be back up to 5,000. The Gruen & Gruen Report identified that approximately one-third of the Village’s employment base was retail trade, while another 30% was food services and manufacturing. Much of the industrial base of the Village has declined, with companies such as Quaker Manufacturing, Regal China and Pickard China either disappearing or reducing their workforce substantially.

The largest occupations by percentages are the following:

- Sales and related occupations (15%)
- Management occupations (12%)
- Business and financial operations (9%)
- Office and administrative support (8%)
- Construction (7%)
- Installation and maintenance (7%)
- Transportation occupation (5%)



The Village is continuing to see new opportunities for growth in the employment market with the expansion of the Antioch Business Park. The recent announcement and construction of a 560,000 square foot facility of Handi-Foil will bring in between 600-700 new jobs over the next several years. In addition, the Antioch Business Park continues to provide room for an additional million square feet of development which could attract well over 1,000 future jobs to the park. One of the central goals of this plan is to double the number of people who are employed in the Village by 2025. Along with the new office parks outlined in this plan, future commercial development along with the expansion of the auto dealerships along Route 173 will provide new opportunities to expand the daytime employment base in the Village.



RESIDENTIAL POLICIES

The Village of Antioch will continue to be predominantly a community of single-family homes in the future. However, this document recognizes the importance of providing a diversity of housing opportunities ranging from luxury estate homes to first time home opportunities. In addition, this document calls for providing new quality multi-family developments for individuals starting off, along with quality townhomes and senior cottage product. It is important that the Village provide for quality housing opportunities for each stage of life, from the young college graduate looking for a quality apartment to a senior empty nesters who is looking to downsize. A sign of a healthy community is that it is able to retain its residents, regardless of what age or household make-up. A monoculture of only luxury homes excludes young and middle income people from a community and largely depends on property taxes to support municipal government.

The diversity of incomes in Antioch continues to be a strength in the community and it is important that the Village provide opportunities for all incomes. Antioch provides numerous neighborhoods that provide first home buyers purchasing opportunities. Second and third time home buyers also have opportunities to purchase homes in a number of mature neighborhoods in the Village. Areas along the Village’s eastern and northern edges, adjacent to the extensive network of Lake County Forest Preserves provide a number of opportunities for new executive style housing on larger lots. This new market would reflect some the style of Hidden Creek and Eagle Ridge subdivisions that currently exist in the Village. In addition, there continues to be a real need for a number of quality senior cottage developments. As the Village’s population ages, there will be a dramatic need for new housing opportunities for empty nesters. As highlighted in these pages, over two-thirds of all future household formation will be household with no children.

- Developments should incorporate a diversity of lot sizes with a minimum of 9,000 square feet in medium density developments and average lot sizes should be 11,000 square feet.
- Smaller lot sizes, less than 9,000 square feet are appropriate in Village center area and within areas located in Downtown Form Based Code.
- Future developments should incorporate creative plans with boulevards, centrally located neighborhood parks, pocket parks, bike paths, sidewalks on both sides of any street and parkways with a minimum width of 10 feet with trees shade trees planted every forty feet on center.
- All single-family homes shall comply with the Village’s Single Family Design Standards as adopted by the Village Board.
- All new subdivisions adjacent to any collector or arterial shall incorporate landscape buffers with a minimum width of forty feet with undulating berms and extensive landscaping.
- Developments should incorporate good street interconnection to any adjacent undeveloped land. Specifically, a stub street is recommended to be added every 600 feet when there is undeveloped adjacent land. This will allow good interconnection between neighborhoods.
- Multi-family developments should be located within areas that have been designated for higher density or areas that have been designated for mix use.
- Infill development is encouraged and leap frog development that requires extension of Village utilities that exceeds a quarter of a mile is discouraged. The more roadway and infrastructure that is constructed puts long term financial obligations on the Village.



COMMERCIAL POLICIES

The Village of Antioch recognizes the importance of having a diversified community that includes a vibrant Downtown and healthy commercial base. The Village currently generates around \$4,000,000 per year in sales taxes and this plan recognizes the importance of expanding the Village’s commercial tax base. As highlighted throughout this document, while the world of retail is changing dramatically, there continues to be opportunities to attract new commercial development to the Route 173, Route 83, and Route 59 corridors.

The general policy is to crease a resilient commercial base that will service the daily needs of the residents of the community and the trade area. While Antioch may not be able to compete with nearby Gurnee or Kenosha when it comes to the concentration of retail, the goal of this plan is to provide a commercial base that is built around convenience. Currently, Antioch contains approximately 1,000,000 square feet of retail space and the Village would potentially support an additional 500,000 square feet of commercial development based on the Gruen & Gruen Report. Based on this potential, several parcels have been identified for commercial or mixed use development along the Route 173 corridor. The uses that have been identified by Retail Strategies include Food, Casual Dining, Health and Personal Care, and Apparel.

- Retail strip development is discouraged and commercial development should be concentrated at nodes between two collector streets.
- Extensive landscape buffers should be incorporated along all commercial developments to maintain the Village’s semi-rural character.
- The extensive site plan and architectural guidelines from this plan should be incorporated into all future commercial development.
- Quality materials and 360 degree design should be incorporated into all future commercial designs.
- Mixed use or commercial developments adjacent to residential developments are encouraged. Good interconnection between commercial and residential development is required.
- Incorporating second floors above commercial shall be approved by right in all future developments.

Residential Neighborhoods

The best way to get a sense of the residential character of the Village of Antioch is to look at how the Village has physically evolved over time with new residential development. The historic core which dates back to the 19th century is the most compact and most dense part of the Village with its small block sizes, grid iron street network and classic “American” Main Street. The next phase of development was Oakwood Knolls which reflects the development patterns of the 1950s and 1960s with its modest ranch homes and tri-levels along with its curvilinear street system.

The next wave of development occurred in the later part of the 1960’s and 1970s with the development of Sequoit Terrace and Village Green neighborhoods. In the 1980’s Westgate was developed with 75 homes. The next big spurt of development was in the early 1990’s with the start of Heron Harbor and Pine Hill Lakes. Tiffany Farms started in the mid-1990’s and by 2000 the Village was experiencing substantial new development with the construction of Windmill Creek, Landmark Pointe and Mystic Cove. By 2005, in addition to Woods of Antioch and Trevor Creek, several large new master planned developments were started, all east of Deep Lake Road. These new developments included Red Wing View, Deercrest and the Clublands of Antioch.

As seen in the following illustrations, the general density has decreased and lot sizes have generally increased over the years. Home sizes have grown substantially in the new subdivisions as family sizes have decreased dramatically. Newer residential developments now include extensive parkways and sidewalks on both sides of the street along with community parks and extensive open space. The older subdivisions with individual home builders have given way to the master planned developments with one single production builder. The following pages show how the Village has expanded from less than one square mile to over 8 square miles over several generations to its current population of 14,000 people.



Oakwood Knoll- 578 single-family homes

Downtown– 601 homes



1880-1960



Sequoit Terrace– 114 homes



Village Green– 122 single-family homes



Westgate– 75 homes

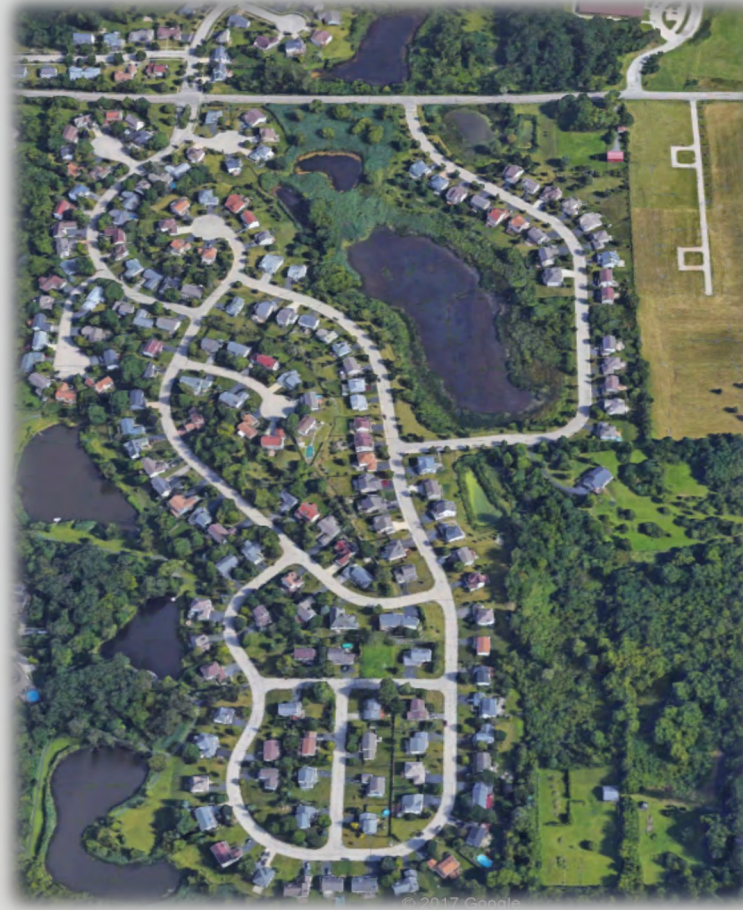


The decades between 1965 –1985 saw several new residential developments adjacent to the edge of the Downtown. These subdivisions reflected the styles of the era, with numerous ranches and raised ranches starting in the 1960’s and by the 1980’s, semi-custom two story homes were being constructed. The grid street network gave way to a curvilinear street system with cu de sacs by the 1980’s.

1965-1985



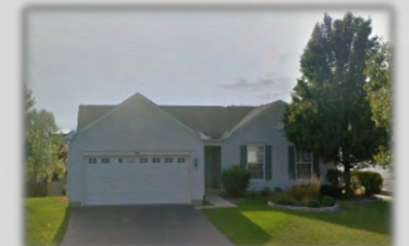
Heron Harbor– 444 single-family homes and townhomes



Pine Hill Lakes- 173 single-family homes



Tiffany Farms– 410 single-family homes



The 1990's saw the Village's population increase from 6,105 to 8,788 by the end of the decade. A number of large subdivisions were started during this decade including the subdivisions highlighted on this page. The following subdivisions incorporated a curvilinear street system with cul de sacs and lot sizes ranged between 8,000 to 12,000 square feet.

1990's

COMPREHENSIVE PLAN



Clublands- 954 single-family homes



Red Wing View—182 homes



The years between 2006 and 2008 witnessed an explosion of new residential development in Antioch. Development moved to the area east of Deep Lake Road with the developments of Red Wing View, Deercrest and the Clublands. Large tracts of farmland were developed with new master planned developments incorporating extensive community amenities. Homes sizes grew substantially during this period to over 2,500 square feet and home prices appreciated substantially. The market collapse of 2008 left many of these developments stalled.

BOOM YEARS

COMPREHENSIVE PLAN



Windmill Creek— 265 single-family homes



Trevor Creek— 160 single-family homes



Antioch Estates—56 homes



Falcon Hills— 34 homes

The Village witnessed its fastest period of growth between 2000 to 2005. In 2000, the population was 8,788 and by the end of the decade it would be over 14,000. This period saw a number of vacant parcels develop very quickly as the regional and national housing markets peaked. The housing product during this period ranged from starter homes to semi-custom products. It was during this period that new commercial development started on Route 173 and national builders discovered the Village of Antioch.

2000-2005

COMPREHENSIVE PLAN



Hidden Creek— 36 single-family homes



Eagle Ridge— 53 single-family homes



Woods of Antioch— 148 single-family homes

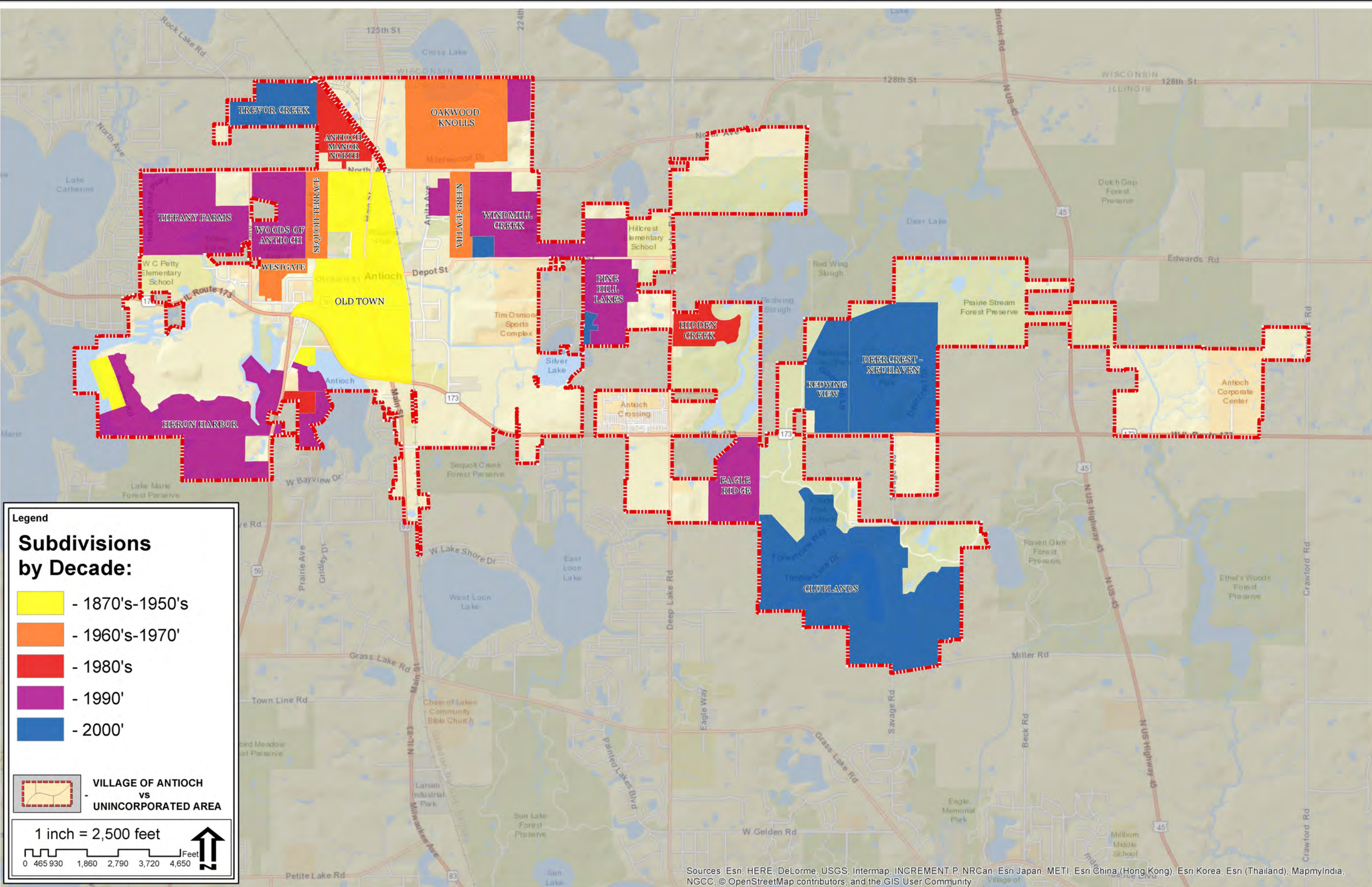


Landmark Point and Mystic Cove— 73 single family homes



The years between 1995 and 2005 witnessed the start of several semi-custom neighborhoods in the Village. These neighborhoods ranged from smaller developments such as Eagle Ridge with large estate lots to larger developments such as the Woods of Antioch. The success of these developments showed that there was a move-up market in the Village and that the income diversity of the community supported both higher end housing and entry level housing.

SEMI-CUSTOM NEIGHBORHOODS



Legend

Subdivisions by Decade:

- 1870's-1950's
- 1960's-1970'
- 1980's
- 1990'
- 2000'

- **VILLAGE OF ANTIOCH vs UNINCORPORATED AREA**

1 inch = 2,500 feet

0 465 930 1,860 2,790 3,720 4,650

Feet

↑

↑

Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

INSTITUTIONAL



USES

- Uses include Village Halls, public facilities, schools, churches, parks or any civic use.

FEATURES

- Generally permitted in most districts, however, the design and context of these Institutional uses are critically important.
- The quality of design of these uses are very important. Institutional buildings and spaces should be signature buildings and sites. Too often, design is an afterthought in these institu-

OPEN SPACE



Vil-

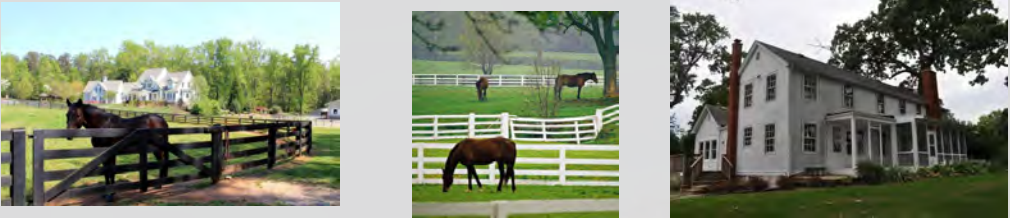
USES

- Forest Preserves, Parks, Trail Networks and Conservation Areas.

FEATURES

- Preservation of large tracts of open space around the perimeter of the Village creating an “emerald necklace” for the community and region.
- Creation of a network of trails connecting the Village’s various neighborhoods with open space.
- A network of Village Parks and recreational facilities that are within walking distance of the residents in ???

COUNTRYSIDE ESTATE



USES

- Equestrian, large lot estates with a minimum of five acres and semi-rural character at the Village’s eastern edge.

FEATURES

- The area is made up of horse farms and large residential lots.
- Rural roads with natural swales and no street lighting or sidewalks.
- Properties are on well and septic.

LOW DENSITY RESIDENTIAL



USES

- Large lot single-family homes in excess of 15,000 square feet.

FEATURES

- Meandering street designs and preservation of open space.
- No sidewalks and street lights.
- Roadways with natural swales and no curbs.

MEDIUM DENSITY



USES

- Single-family homes on lots between 9,000 to 12,000 square feet along with institutional uses, including schools and churches.

FEATURES

- Single-family homes along with townhomes in neighborhoods that do not exceed 3.0 units per acre.
- Streets with curbs, sidewalks and street lighting along with parkway trees every forty feet.
- Interconnected streets with centrally located parks along with trails and pocket parks.
- Neighborhood civic uses including schools and churches.

NEIGHBORHOOD COMMERCIAL



USES

- Retail centers, casual dining, fuel stations, stand-alone pharmacies, medical office.

FEATURES

- Located along major collectors or arterials.
- Unified architecture and quality materials.
- Extensive perimeter landscaping and landscaping in parking lots.
- Good interconnections for both vehicles and pedestrians with adjacent neighborhoods.



VILLAGE RESIDENTIAL



USES

- Higher density uses including rowhouses, multi-family, courtyard housing along with mixed use development including commercial, offices and civic uses.

FEATURES

- Zero lot lines, smaller lot sizes and buildings configured to create enclosure on the streets.
- Interconnected streets with smaller block sizes.
- Sidewalks, parkway trees and street lights.
- Buildings should be configured to create squares, plazas or crescents.
- Massing and quality of architecture is a critical element.

COMMERCIAL



USES

- Large retail development, commercial outlots and Planned Unit Developments located along arterials or major collectors.

FEATURES

- Located along arterials/major collectors.
- Unified architectural design
- Stores in excess of 25,000 sq feet along with outlots.





Along with the “**Antioch Community Vision**”, this Comprehensive Plan is based on the principles of the “**Transect**”. The transect is based on the concept that the densities of development pattern of the Village will vary based on the location. As an example, the Downtown area represents the core of the Village and higher residential densities and mixed uses are appropriate in this area. This higher density zone should be walkable and pedestrian oriented. Alternatively, the edge of the planning area should be planned for lower countryside and estate densities, thus providing a green belt of open space and buffering between the adjacent suburbs.

In between these areas are medium density residential along with a series of commercial nodes. This area has been identified as T3, based on the transect. The vast majorities of the Village’s existing population and future population will live in these zones of medium density.



Transect Diagram– Downtown Antioch incorporates the highest density and density declines as you go further east of Deep Lake Road. The following diagram shows the various nodes of commercial development and areas of medium density that surrounds these nodes of commercial development. The purple box represents the Antioch Corporate Center which is surrounded by an Estate district made up of horse farms and small farmettes.

TRANSECT PLANNING

The transect is a traditional concept that draws on nature and states that towns grow organically and that there are different zones of development for each zone. As an example, Downtown Antioch contains a different character than the outer edge of Antioch which is still largely rural in character. Historically, densities in towns would drop as one went from the center or Central Business District to the outer edge. Today, as suburbs sprawl and towns morph into each other, there is very little that distinguishes one community from the other. Too often the only way to determine what community one is in is by looking at the water towers along the horizon.

The goal of this plan is to maintain the unique character of Antioch through thoughtful and careful planning over the next several decades. As outlined in “Antioch’s Community Vision”, preserving the small town atmosphere and historic community character will take an active effort to revitalize the central core and preserve certain amount of open space along the edge of the Village.

Central Core (Downtown)- New efforts will have to be made to reinvigorate Downtown and the adjacent neighborhoods. As highlighted throughout this document, this will require new infill development, hardscape and street lighting improvements, façade improvements and new wayfinding signage. Future development in the Downtown shall be regulated by the *Village’s Form Based Code*.

Suburban Development- Future residential development along North Avenue, Route 173, Savage and Miller Road corridors should be guided by the principle of preserving the Village’s “sense of place” by incorporating extensive landscaped buffers along collector streets, attractive subdivision entrances that embrace the Village’s rural past, extensive open space and a trail network and excellent connections among the regions extensive network of Lake County Forest Preserves.

Low Density Development– Adjacent to Lake County Forest Preserves and ecologically sensitive areas, development should incorporate a lower density (1.0 –2.0 units per acre) and street designs should incorporate curvilinear designs that embrace the natural topography of the land. A good example of this type of development is Hidden Creek or Eagle Ridge. Alternatively, incorporating “Conservation Design”, which allows for smaller lots and a higher percentage of open space .

Greenbelt or Emerald Necklace- The following plan calls for the connection of the extensive open space network that exists surrounding the Village which is largely made up of Lake County Forest Preserve lands. This network of open space creates a natural greenbelt around the community and provides a buffer between the Village and neighboring communities. Antioch benefits from this ring of open space by creating a natural amenity that makes the Village more attractive for future generations.



CENTRAL CORE T-4

Incorporating the Downtown and adjoining neighborhoods, the Central Core will continue to attract new infill development. With direct access to Metra, this area provides the Village’s best opportunity for creating a walkable environment. Largely constructed along a traditional street grid, this area of the Village contains the Village’s commercial Main Street along with its most historic neighborhoods. The character of the area is defined by compact development patterns, an interconnected street and sidewalk network and mixed use. The various residential neighborhoods are in easy walking distance to the commercial core of the Village’s historic Main Street.



VILLAGE RESIDENTIAL T-3

Adjacent to the Village Core and a future neighborhood commercial developments, the Village’s residential zone provides opportunities for new multi-family development and the “missing middle housing opportunities” that the Village will need in the future. This zone provides opportunities to build medium sized multi-family developments that provide good connections into commercial neighborhood developments. The goal of this zone is to create a series of pockets of density that will help support future commercial developments.



SUBURBAN T-2

The majority of new residential development in the Village will fall into this category. Generally, the Suburban zone incorporates a density of between 2.0 to 3.0 units per acre. Streets should be interconnected and block sizes should incorporate a length of between 600 to 1,000 feet. Streets should incorporate sidewalks, tree lined parkways and a uniform street lighting. Curbs are required and lot sizes should range between 9,000 to 12,000 square feet. The vast majority of future development within the Village’s planning area will be within this zone as identified in the Future Land Use Map.



ESTATE T-1

This area contains the largest residential lots in the Village with a general density of between 1.0 to 2.0 units per acre. Generally located along the periphery of the Village or adjacent to environmentally sensitive areas, this zone of the Comp Plan should be located at strategically located areas. As envisioned, the edge of the Village should contain a semi-rural character which will help distinguish the Village of Antioch from Lake Villa and Lindenhurst. Lot sizes should be a minimum of a half of an acre and up and roads should be constructed with a semi-rural profile with natural swales, no sidewalks and no street lighting.



COMMERCIAL DISTRICT

The Business Districts are those areas that have been identified for Neighborhood Centers and General Commercial. Generally located along corridors, they will be generally located along two intersections of either arterials or collector streets. This district is intended to provide the commercial needs of the community through providing the residents of the Village and the market area the ability to purchase goods for their everyday needs.



BUSINESS PARK DISTRICTS

The Business District is largely made up of the Antioch Corporate Center and the Abbott property. As envisioned, the eastern end of the Village’s future boundary will incorporate several business parks which will help with the Village’s tax base. This area will potentially provide opportunities for corporate offices based on the strategic location between Milwaukee and Chicago.

4. LAND USES



ESTATE

The Estate Residential is a land use category that incorporates a semi-rural character around the periphery of the Village that contains a general density of **less than 1.0 unit per acres**. The general character of this area is made of large estate lots on septic along with farmettes ranging from five–ten acres. This area as identified in the Comp Plan Land Use Map is generally west of Deep Lake Road and includes a number of unincorporated areas.

The Estate area provides a land use classification that is consistent with the character of Edwards Road and the numerous small horse farms located within this area. Consistent with the “Edwards Road Land Use Policy” that was prepared by Lake County, this classification allows for the maintenance of the equestrian character of the area. If any unincorporated properties wanted to annex, this land use category allows them a classification that would preserve their character.

Public improvements should include a roadway with natural swales in lieu of curbs and along with Best Management Practices (BMP’s) for drainage and storm water management. Using “Conservation Design” principles, this new Estate Districts allows for alternative development patterns when a minimum of 50% of the property is preserved as open space. In Conservation Developments, lots less than 1.0 acre shall be permitted as part of Planned Developments and as long as they comply with the Conservation Development Guidelines. As envisioned the Estate District should seamlessly blend in with the future plans of the Village of Old Mill Creek based on their Comprehensive Plan. While Route 173 will incorporate a series of corporate parks and nodes of commercial development, the areas north and south the Route 173 corridor should incorporate estate densities. As envisioned, Crawford Road would potentially serve as an appropriate boundary between the Village of Old Mill Creek and the Village of Antioch.

CONSERVATION DEVELOPMENT



CONSERVATION DEVELOPMENT

Conservation Development is a land planning approach that provides opportunity of setting aside a larger percentage of open space through clustering home sites and providing relief on conventional lot sizes. In lieu of the conventional cookie cutter approach of large individual lots, Conservation Design looks at the natural amenities of a parcel of property and works around preservation of the land. As an example, there might be a large grove of oak trees or a meadow that is worthy of preservation. The conventional approach would be to subdivide the grove or meadow into individual lots. Conservation Design calls for preservation of the natural amenity and clustering lots and roadways in a way that works around the natural beauty of the property.

Based on the writings of Randall Arendt and “Rural by Design”, one of the best examples of Conservation Design can be found in Prairie Crossing in Grayslake, Illinois. Prairie Crossing has used a combination of Conservation Design and Neo-Traditional principles to set aside almost seventy (70%) of the development as open space. Through clustering and hamlet design, large tracts of the regions open space can be maintained for future generations. A large element of preserving the areas “Sense of Place” is the simple preservation of open space. Conservation Design provides opportunities for development concurrent with preserving open space.



CONSERVATION DESIGN

Areas within the Comprehensive Plan which have been identified for Low and Estate Density are appropriate for “Conservation Development”. As reflected in the book by Randall Arendt, “Rural by Design”, Conservation Development would provide an avenue to achieve the Village’s vision of maintaining the small town character of the Village of Antioch. In lieu of developing 100% of a subject site into larger lots, Conservation Development allows for up to 50 to 60% of a site to be preserved as open space. This requires clustering of homes into small lot than would be typically allowed in Low Density areas.

Conservation Design is focused on preserving the natural amenities of the land and maintaining view sheds. Therefore, the first step is setting aside the areas that should be preserved on a parcel of land. The next step is to locate the home sites and to orient them in a way that maximizes open space views and corridors. The last step is the location of the street system. This process is reverse of the conventional approach towards land designing, where typically, the street design is the first design element after determining the buildable areas and drainage patterns of a parcel of land.

Large Estate lot clustering



Conservation Design clustering



Rural by Design Randall Arendt



Conservation Design– Low Density



Prairie Crossing

COMPREHENSIVE PLAN



LOW DENSITY

Unlike Estate Homes, low density developments will generally incorporate densities between **1.0 to 2.0 units per acre**. They will typically be on Village utilities and incorporate lot sizes larger than 12,000 square feet. Often these developments will contain semi-custom homes that will cater to the second or third move-up market. Incorporating a curvilinear road plan, these low density developments should make every effort to preserve open space and the natural topography of the land. Roadways within these developments should be built as per the Village's specifications including curb and gutter.

Extensive landscape buffers should be incorporated along any public collector street within these developments. These buffers should incorporate a width of a minimum of thirty to forty feet. The purpose of these landscape buffers is to maintain the existing open character of the area by incorporating extensive borders of greenspace along the perimeter of these developments.

Street lay-outs should generally incorporate curvilinear streets that embrace the terrain and make every effort to respect sensitive lands, soils and mature groves of trees. An example of this type of development are Eagle Ridge and Hidden Creek.

The base density for the Low Density classification is 1.0 unit per acre. Higher densities will have to be supported by additional amenities within the development that may include the following:

- 40% open space.
- Greenways and trail system.
- Parks and pocket parks.
- Restoration of natural areas and incorporation of BMP's.
- Landscaped buffers along collectors and arterials in excess of 40 feet.
- Decorative equestrian fencing and extensive entrance landscaping and hardscape improvements.
- Preservation of any historic farmstead or buildings.

MEDIUM DENSITY

Medium Density Residential generally encompasses single family home neighborhoods with a density of **between 2.0 to 3.0 units per acre**. The vast majority of existing residential development and future development within the Village of Antioch fits in this category. The general character of this land use classification encompasses single family homes on lots ranging from 8,000 to 12,000 square feet. As envisioned in this plan, future single-family developments should incorporate a good interconnected street network with good connections to parks, school and greenways. The vast majority of residents in the Village of Antioch will continue to reside in these types of neighborhoods and the vast majority of the school population will come from these neighborhoods.

These medium density neighborhoods are reflected in neighborhoods similar to Heron Harbor, Tiffany Farms, Clublands, Deercrest, Red Wing View and Pine Hill Lakes. Future residential development in Antioch should comply with the various design standards that have been adopted by the Village to ensure that future development maintains the existing character of the community.

Consistent with the Village's adopted Single Family Standards, new residential development should start with a based density of 2.0 units per acre and proposed increases in density above the base should be based on complying with the various design guidelines adopted by the Village. As an example, a developer who is proposing smaller lots should provide additional amenities that may include open space, better design, larger landscape buffers, preservation of mature trees, greenways or other outlined amenities as per the Village's design standards.



LIGHT INDUSTRIAL

Any important element in any community is incorporating a diversity of uses, including light industrial development. The perfect example of this type of use is the “Antioch Corporate Center” which is approved for up to 2,000,000 million square feet of light industrial development. As envisioned, this business park will anchor the Village’s eastern edge with a modern state of the art business park with various new light industrial buildings. One of the key aspects of the park is the extensive perimeter of open space that attempts to create an attractive entrance in the Village.

In view of the limited access off the interstate, the goals of this plan is to create a sustainable light industrial base that will provide additional diversity and resilience to the Antioch area economy. Additional efforts should be made to recruit new facilities to the “Antioch Corporate Park”, especially manufacturers or business offices. However, the Village must give thought and care not to simply become a distribution center which could have a long term negative impact on the quality of life of the community. Large distribution centers can consume large tracts of land and often do not provide well paying jobs. The long term success and vibrancy of the Village will largely depend on its abilities to embrace its natural and physical resources and to establish business parks that fit into the character of the Village.

Another key aspect of the Comprehensive Plan and Village’s Economic Development Plan is the revitalization of the “Anita Business Park” by attracting new and medium size businesses to the park. Many of the properties within this park are functionally obsolete and need to be redeveloped. However, the central location of this park along with the proximity to Route 173 and the Canadian Railway line makes the property an excellent candidate for redevelopment. Recruitment of small businesses along with the creation of a small incubator center is something that the “Anita Business Park” could develop. In addition, the redevelopment of the largely vacant “Quaker Building” is something that is a long term goal of the Village of Antioch. One of the economic tools that Staff is currently considering is the creation of a Tax Increment Finance District for the Anita Business Park.

BUSINESS PARK

In addition to the Antioch Corporate Center, Staff believes that there is an opportunity to attract additional professional and white color jobs by attracting offices to the Village of Antioch. While there is currently a back to city trend occurring with corporate offices, there may be a partial trend back to the suburbs as millennials age and move to the suburbs to raise families.

Antioch’s proximity to Chicago and Milwaukee, I-94 and the vacant land along Route 173 provide a long term opportunity to attract corporate offices and high paying jobs to the area. The Village of Old Mill Creek has identified corporate offices along Route 173 as part of their Comprehensive Plan and may have certain advantages over Antioch based on their proximity to I-94 and high income demographics. Staff believes that the Village of Antioch should follow the lead of Old Mill Creek and set aside sections of Route 173 for business office use. This will require some long term patience and may require turning down some distribution facilities and manufacturing uses. However, the benefit of attracting professional jobs and higher income to the Village will outweigh the short term benefits of attracting low paying warehousing or distribution jobs.

Professional white collar jobs will provide additional high end housing opportunities with the right demographics which allow the Village to attract higher-end retail. Corporate offices introduce new opportunities for executives to find local high end housing opportunities. These patterns of development can be observed throughout southern Lake County and there may opportunities for Antioch due to its central location between Chicago and Milwaukee. As southern Wisconsin continues to develop, there may be opportunities for companies to relocated to northern Lake County to take advantage of the strong demographics of Lake County and booming economy of southern Wisconsin. Staff has identified the Abbott property at the corner of Route 45 and Route 173 as a potential location for a master planned development that would include corporate offices, retail and semi-custom homes to the south. The natural beauty of the Abbott property would provide a perfect setting for a corporate campus in the long-term future.



MIXED USE

This land use category generally contains a mixture of uses including residential, commercial, office and civic uses arranged in a way that creates a pedestrian friendly environment, reflecting the patterns of a traditional Downtown or the area incorporated within the Village's Form Based Code. This land use classification promotes "Traditional Neighborhood Development" patterns. The following forms should be incorporated into this land use classifications:

- Blocks should be designed in a compact and walkable manner and should not exceed 300 feet in length.
- Zero setbacks for commercial are generally required.
- Vehicle parking should be located in the rear or side of properties.
- All streets should be interconnected and on street parking is permitted.
- Multi-family and single-family homes are encouraged to be incorporated within walking distance of retail and office development.
- Small civic greens, squares, plazas and pocket parks are encouraged to be incorporated within this land use classification.

In addition to the Downtown, this land use category is also appropriate at certain types of developments that seek to incorporate Traditional Neighborhood Development patterns. These developments may be located within cluster developments that promote preservation of open space or located at major nodes adjacent to commercial development located along arterials. The following document promotes that future commercial development incorporate good pedestrian and vehicular connections between commercial and residential developments.



VILLAGE RESIDENTIAL

The Village Residential allows for a land use category for a mix of single-family detached and attached residences of an overall density of between 4.0 to 6.0 units per acre. In addition, multi-family development and mixed use development are appropriate in this area. Generally, this district is made up of the Village's historic core along with some adjacent single-family neighborhoods which are within walking distance of the Downtown.

This land use category provides the Village with the best opportunity to attract new infill development and to promote the goals of a compact and pedestrian friendly environment. Following the historic patterns of a pre-war community, Downtown Antioch generally incorporates a historic grid street and a historic Main Street. The area includes a mixture of single-family homes, apartments and businesses, civic uses and neighborhood parks. In addition, this area has excellent access to the Metra railroad line with service to Downtown Chicago.

With a "Form Base Code", all new infill development within this area should follow a "Traditional Neighborhood Development" pattern that follows the following design tenants: 1) mixed use; 2) compact; 3) zero lot lines; 4) parking located at rear or side of buildings; 5) pedestrian oriented; 6) extensive tree canopy; 7) slow vehicles speeds; 8) good street interconnection; 9) good enclosure and the creation of outdoor rooms; 10) small intimate squares and pocket parks; 11) on street parking; 12) mixture of housing typologies; 13) emphasis on small apartment buildings, townhomes, rowhouses and duplexes; 14) locating civic uses and a concentration of "third places". These design elements are the building blocks of good place making and creating the type of physical environment that people desire. The Village residential district provides the best opportunity to create something that is consistent with the historic character of the Village's core.



NEIGHBORHOOD COMMERCIAL

The neighborhood commercial center provides general convenience for adjacent subdivisions and neighborhoods. Generally, these centers range from one to five acres and contain small retail centers, fuel station, national pharmacies or casual dining opportunities. In some ways, these centers serve as the modern day version of the “corner store”, however, they continue to be largely auto oriented and often lack any pedestrian connection to adjacent neighborhoods.

These centers should be located at key intersections along collector streets. Based on current patterns, the intersections along Route 173, 59, 83 and North Avenue, Deep Lake Road, Grass Lake Road and Savage Road, could potentially attract “neighborhood commercial developments” in the future.

Neighborhood Commercial centers should incorporate good interconnection between neighborhoods. These connections should include streets for vehicles, sidewalks for pedestrians and bike trails. Every effort should be made not to address the short sighted views of the neighbors and wall off these centers with landscaped berms or separate uses by retention ponds.

To mitigate any negative impact on the adjacent residential neighborhoods, the design of these centers should be integrated into the design of the adjacent residential areas. Instead of the typical flat roof, efforts should be made to incorporate sloped rooflines that mirror adjacent residential development. Quality materials, extensive landscaping and lighting that has a minimum impact on the quality of the area is also important. In addition, whenever possible, mixed use buildings are encouraged. Incorporating an office suite above the typical retail space provides different uses and provides some flexibility in land uses. This type of flexibility and creating space with dual uses is something that is strongly encouraged.



COMMERCIAL

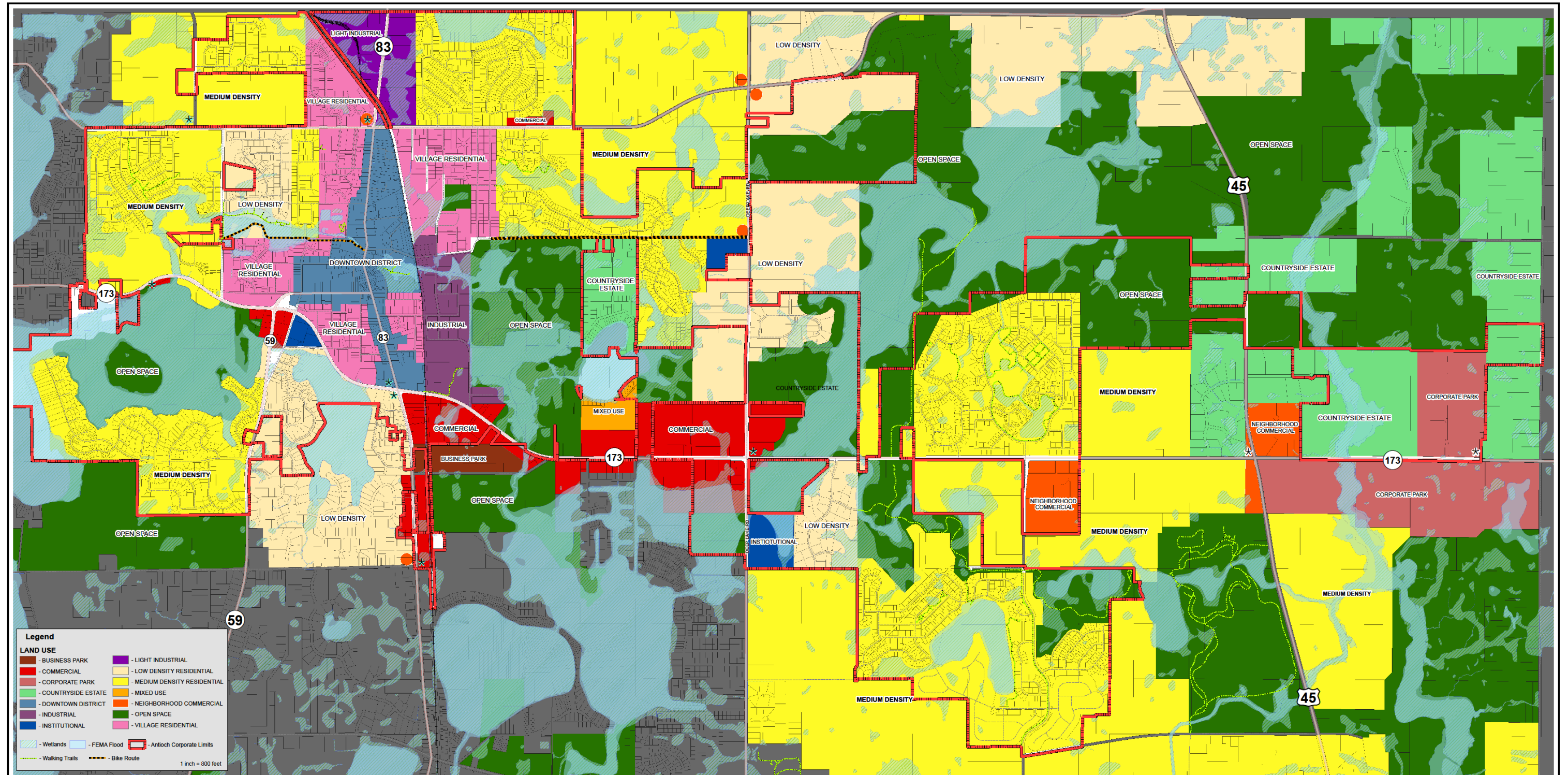
Commercial areas in the Village of Antioch are generally located on arterials or Strategic Regional Arterials (SRA's) which includes Route 173, 83 and 59. These arterials incorporate traffic volumes of between 9,000 to 12,000 vehicles per day and carry the vast amount of regional traffic in the Village. Based on current development trends, national and regional retailers will want to be located on these arterials.

Regional Shopping Centers

Often known as power centers, Antioch has identified the old “Market Place” and the “Hortis” property on the north side of Route 173 as perhaps being the best locations to attract a new commercial development that would serve as a major point of destination for residents within the Village’s trade area. The subject site has enough acreage to attract several Planned Unit Developments that could support up to 500,000 square feet of development, including a big box, several junior boxes and in-line retail space along with numerous out lots.

Any large development on the subject property will need to comply with the Village’s Route 173 Design Guidelines which is an addendum of this plan. Specifically, any future development should incorporate a unified architecture, quality materials, extensive landscaping and the large parking lots should be broken up. Different hardscapes and materials should be incorporated in the parking areas and pedestrian walkways. In addition, liner buildings should be incorporated at the entrance of this development to provide visual interest and pedestrian friendly area. This more hybrid design between the lifestyle center and the power centers will become more common as developers look for unique design. To have a future, future brick and mortar retail will have to emphasize either convenience, value or uniqueness.

4. FUTURE LAND USE MAP



5. TRANSPORTATION

Transportation continues to be one of the biggest issues in the Village of Antioch and has consistently been highlighted by the residents of the community as being an area that needs significant improvements. Managing the congestion along Route 173, the major east-west arterial in the community continues to be the number one priority within the Village's long term transportation planning. The current profile of this arterial as a two lane roadway along with the Canadian Railway grade crossing in Downtown continues to cause significant congestion and delay.

The following Transportation Section of this Comprehensive Plan attempts to address many of the continuing transportation issues that face the Village of Antioch and identify the long term improvements that will be required to improve the ability of people to navigate the community. Currently, the Village has limited access to the interstate (I-94) by the fact that there is only a southbound exit on to the interstate and a north-bound exit from the interstate on Route 173. The state has identified that they have no long term plans to construct new ramps going south bound or allowing vehicles traveling on the interstate headed south to exit on to Route 173.

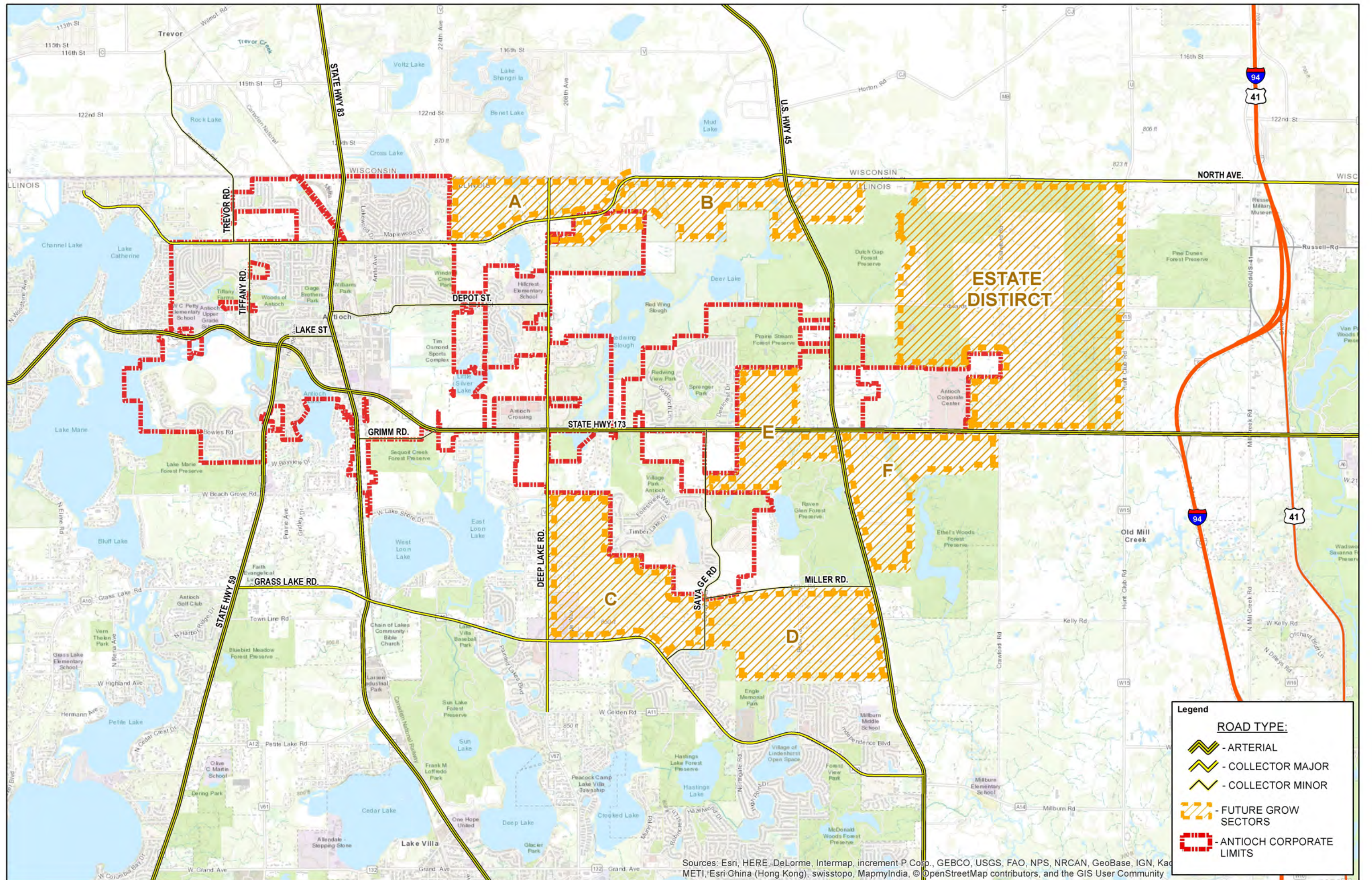
The purpose of this Transportation Plan is to improve the long term functionality of the Village's roadway network along with improving the existing Metra service that services the Village of Antioch. As envisioned, as the Village's grows, there will be a increasing need to improve the Village's collector and arterial street network. An improved collector network will assist in moving traffic through the Village without congesting the three main arterials in the Village, Route 173, Route 83 and Route 59. In addition, another key components of the Village's Transportation Plan is to improve interconnection in residential developments. Restoring a good interconnected street network can take pressure off the collectors and arterials and improve transportation options.

TRANSPORTATION PLAN GOALS

The following document establishes the Village's Transportation goals for the next 20 years. These goals include all intermodal transportation including roadways, public transportation and the creation of an extensive bike lane trail system throughout the Village.

- 1) Work with the Illinois Department of Transportation on the long term improvement of Route 173 into a four lane divided parkway in addition to dedicated turn lanes. This new improved parkway will continue to serve the as the major east-west arterial for the Village. The goal is to work with IDOT to design the improvements consistent with the Village's Route 173 corridor guidelines.
- 2) Work with Metra on improving rail service the Village. As the Village's population continues to grow there will be new opportunities to increase the number of trains that serve the community along with improving hourly service. One of the major improvements will be to introduce weekend service to the community.
- 3) Improve the Village 's existing collector network including Deep Lake, North Avenue, Tiffany, Grass Lake, Grimm and Savage to incorporate a dedicated three lane profile with dedicated turn lanes.
- 4) Complete a network of off-street bike trails and side walks along the Village's collector streets to provide alternative recreational and pedestrian opportunities.
- 5) Increase traffic safety by designing streets that control traffic speeds and incorporate complete street improvements.





Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kad



ROADWAY CLASSIFICATION

The purpose of roadways are two-fold. First, a **Roadway** is intended to move traffic and to maximize mobility through a community. Alternatively, a **Street** is generally intended to provide access to a neighborhood or business district and if designed properly creates value. This distinction should be kept in mind in the Village’s transportation plan.

One of the inherent contradictions in most Transportation Plans is the fact that the main arterial in the community becomes also the main commercial corridor. The goals of moving traffic and providing opportunities for commercial development opportunities often clash. This fact is reflected by conflict between commercial developers who push for more access points and IDOT who makes every effort to limit access off arterials. The creation of the **Stroad** (Street-Roadway combination) often creates a congested roadway that in fact decreases real estate values over time. Typically, values along most commercial corridors decline with time as vacancies and functional obsolescence increase. In fact, for every vibrant commercial corridor that can be identified in Lake County, there are two or three commercial corridors in decline.

Commercial Arterials

In view of this, the Village of Antioch has the opportunity to improve its commercial arterials in a way that enhances the long term value of the properties along the corridor. Too often, short term economic development decisions creates bad development that depreciate value over the long run. Based on this fact, every effort needs to be made to follow the “**East Route 173 Design Guidelines**” which is incorporated into this Comprehensive Plan. Future commercial development along Route 173 should be developed in a manner that incorporates a unified development approach. This approach should incorporate development at major nodes and the discouragement of strip development. Extensive landscape buffers that do not block buildings or signage should be emphasized along with quality commercial architecture. In addition, the Village should commit to a uniform lighting and landscape program as part of the future improvements for Route 173.

The future plans for Route 173 is to create a four lane roadway with a dedicated turn-lane. The proposed eastern portion of the arterial will incorporate a landscaped median and the eastern portion adjacent to the Village’s commercial core will incorporate a dedicated mountable curb. IDOT has proposed engineering plans that will improve Route 173 from Route 41 west to Route 59.

ROUTE 173 Unified Landscape Treatment

Based on the adopted “**East Route 173 Design Guidelines**”, a comprehensive set of landscape guidelines have been established to assist IDOT when they finally proceed with the improvement of this corridor. The guidelines follow below:

- Landscaping should be clustered in informal clusters to create a more natural appearance.
- Street lighting should be kept to a minimum east of Route 45 and traditional lighting standards should be incorporated west of Route 45.
- A meandering sidewalk will be located along the corridor in the landscaped buffer.
- The median width should vary along the corridor. From I-94 to the intersection of Route 45 the median should be 30 feet.
- IDOT has incorporated plans for improved curbs and storm sewers as part of the proposed improvements. The Village should push for the BMP’s to be incorporated along the eastern section of the roadway improvement.
- The sidewalk is located within the landscaped buffer and will vary in distance from the edge of right of way.
- All commercial properties should incorporate a minimum landscape buffer of twenty five feet (25 feet).
- The 25 foot buffers allows for meandering walks and buffers provides more areas for planting clusters and massing. Focus should be placed on site entrances by highlighting entries with ornamental landscaping to signal access points.
- Establish unique gateway entry features to identify the Village along the gateway.
- Enhance major intersections and create a sense of place along the corridor to emphasize the Village’s character and identity.

ROADWAY IMPROVEMENTS

The Village of Antioch’s roadway network is based on old “section” roadway network that now currently serve as the majority of collectors throughout the Village. As future residential and commercial development occurs, many of these roadways will have to be improved from their current profiles. As future development occurs, the Village will have to work with the development community to improve many of these roadways to service the future residential growth.

Future roadway improvements should also include the incorporation of sidewalks on the north and west sides and bike trails on the south and easts of these improved collector streets. Intersections should incorporate dedicated left turn lanes and appropriate street and street signage illumination. Below is a list of the long term improvements to the Village’s roadway network:

I-94

The long term goal of the Village is to work with the Village’s of Old Mill Creek and Wadsworth on pushing the Illinois Department of Transportation to make this interchange a full interchange providing direct access to Route 173 for traffic heading south on the interstate.

Route 173

Consistent with the proposed Department of Illinois Transportation Plans, Route 173 will be a five lane arterial with dedicated turn lanes. The area east of Route 45 will incorporate a rural profile with landscaped median and the area west of Route 45 will incorporate a concrete curb with dedicated turn lanes. The landscaped medians will be adjacent to future corporate campuses along Route 173 and should serve as a visual gateway into the Village.

Route 45

Work with the Illinois Department of Transportation and Village of Old Mill Creek to improve Route 45 from a two lane profile to a four lane profile .

Route 83

Work with the Village of Lake Villa to improve Route 83 from a three lane profile to a four lane profile with dedicated turn lanes.

Route 59

The long term plan is to work with the Illinois Department of Transportation and widen the current two lane profile to a four lane profile with dedicated turn lanes.

Depot Street

Maintain the existing profile of Depot Street as the Village’s first complete street.

North Avenue

Improve the existing two lane profile into a four lane profile with landscaped median and dedicated turn lanes.

Deep Lake Road

Improve current two lane profile into a four lane profile with landscaped median and dedicated turn lanes. Street lighting at intersections and illuminated street signage.

Tiffany Road

Improve current two lane profile into a three lane profile with future round-about at North and Tiffany with the new alignment of Trevor Road. Street lighting at intersections and illuminated street signage .

Savage Road

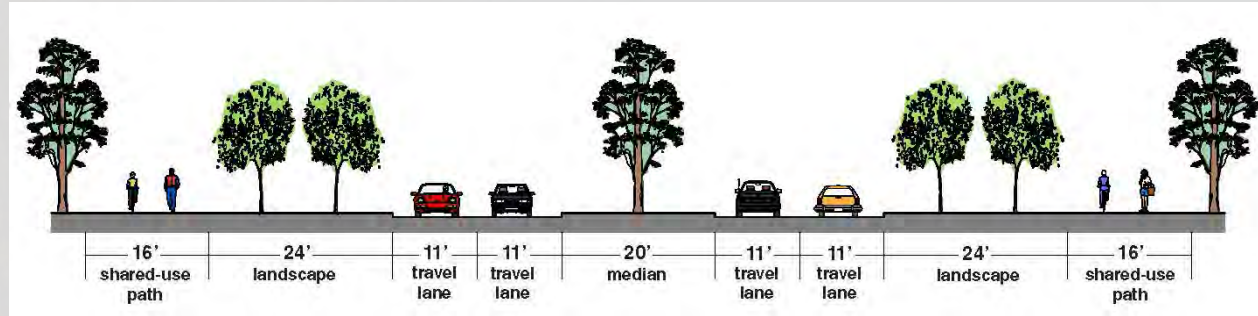
Improve two lane profile into a three lane profile with new curbs from Route 173, south to Miller Road. Street lighting at intersections and illuminated street signage.

Miller Road

Improve from a two lane profile to a three lane profile with curbs and turn lanes at major intersections. Street lighting at intersections and illuminated street signage.

Grimm Road

Two lane profile to a three lane profile with dedicated turn-lanes. Street lighting at intersections and illuminated street signage.



Arterials

Arterials are intended and designed to provide a high volume of traffic and generally higher speeds and provide the primary transportation access points into and out of a community. Historically, arterials are state routes and serve as the major regional roadways of a community. They typically intersect Downtowns, major commercial and industrial developments in addition to large planned developments. Traffic speeds on them generally range between 35-45 miles per hour and they often carry between 10,000 –20,000 vehicles per day in mid-sized suburbs.

Signalized intersections are historically separated by a 1/2 mile and sometimes limited to a 1/4 mile adjacent to commercial development. Dedicated turn lanes along with de-acceleration lanes should be incorporated in arterials. In addition, the Village of Antioch is working with IDOT on a long term plan to improve Route 173, which includes landscape medians along the eastern portion.

Based on the Village’s transportation plan, the following streets have been identified as arterials:

- Route 173 (Currently three lane profile)
- Route 83 (Currently two lane profile with dedicated turn lanes)
- Route 59 (Currently two lane profile with dedicated turn lanes)
- Route 45 (Currently two lane profile)

In addition, the above referenced streets have also been identified as Strategic Regional Arterials (SRA’s) which is a Illinois Department of Transportation identification for over 1,300 roadways throughout the Chicago metro area. These SRA’s carry a large percentage of the regional traffic in the region. Currently, Route 173 has in excess of 15,000 vehicles and Route 83 has approximately 12,000 vehicles on a daily basis.



METRA

The existing North Central line provides direct rail service from Antioch to Downtown Chicago and is a critical element in the Village’s long term transportation plan. Currently, over 200 people use the Antioch station on a daily basis. The ridership is trending up, but still has not recovered from the pre-2008 recession ridership numbers. Currently, the North Central line lags in ridership with the Milwaukee Road out of Fox Lake. One of the long term plans for Metra ridership in Antioch is to increase the ridership numbers and to work with Metra on service to the Antioch Station.

Metra ridership has been stagnating due to a number of serious fiscal issues and the delay of new capital investment into the system. While Antioch’s numbers are trending up, ridership at the station continues to struggle when compared to more mature communities. The location of the Metra station in Downtown Antioch and existing parking lot provides numerous opportunities for expansion of ridership.

As the Village continues to grow, ridership on the Metra line should increase. In addition, future Downtown development including new residential development in the long term should help the ridership numbers. As reflected in this plan, a future Transit Oriented Development that includes townhomes and multi-family will potentially increase Metra ridership.

The Village’s location and access to an existing Metra line provides the Village with a strong advantage over surrounding communities which do not provide for public transportation. Direct rail service to Chicago will continue to provide the Village with a number of transportation benefits based on current trends. While over 90% of the transportation commutes in the Chicago metro area continue to involve automobiles, as congestion increases in the region, there will continue to be growing pressure for more people to use public transportation.



TRAFFIC CALMING

To address the continued issue pertaining to speeding through neighborhoods, this plan also identifies the importance of promoting good “Traffic Calming” design elements throughout the Village. Historically, vehicle speeds were reduced by simple street designs which kept the streets fairly narrow and made it uncomfortable for the driver to drive at high speeds. Conventional street design have generally widened the geometric of most local streets, which have encouraged higher speeds.

The best design for streets is to generally design smaller block sizes with narrower street widths and parking on both sides of the street. This simple and traditional design approach will have a dramatic impact on slowing vehicle speeds down. However, the question arises on how you retrofit existing streets that are too wide and encourage speeding. Below is a summary of how streets can be retrofitted to reduce speeds:

Lane Narrowing

Reflecting a traditional approach, the simple narrowing of a street at point “A” can have a positive impact on the reduction of vehicles speeds. The use of a “Chicane” or mid-block narrowing can have a dramatic impact on the reduction of speeds. The chicane is design element that provides a bump out, often designed with landscaping, and forces the driver to slow down and maneuver the vehicle around the obstruction. The concept evolved from the “Woonerf” which is a Dutch creation and is used throughout Europe as a way to slow down street traffic. The illustrations on the right side of this page show the general design approach of the “chicane”. Another common design element is the narrowing of a street or a “knuckle design”. In this approach, the street’s width is reduced to a choke point, which has the direct impact of slowing down traffic speeds.

ROUNDABOUTS

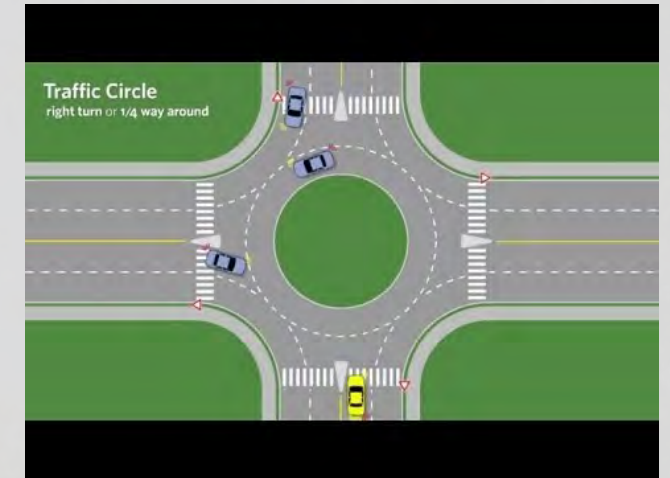
One of the most popular traffic calming design elements is the roundabouts. Used throughout the east and in Europe, roundabouts are becoming more popular in the Chicago area. The closest example is the existing roundabouts that are located on Hunt Club Road in Old Mill Creek. The design of roundabouts force people to slow down as they approach the roundabout. Typical speeds are from 15 to 25 miles per hour. In addition, federal studies show that roundabouts can increase intersection capacity by 30 to 40% from conventional signalized intersections.

There is clear evidence that roundabouts are safer than the typical signalized intersection due to the fact they slow speeds down. Studies have shown a 40% reduction in crashes and a 70% reduction in crashes involving injuries when roundabouts replace conventional intersections.

There are a number of opportunities for future roundabouts along North Avenue or Deep Lake Roads as new development is attracted to the area. As traffic volume picks up on these roads, the Village may evaluate the potential of the location of roundabouts in lieu of conventional intersection improvements.

Traffic Circles and Neighborhood Traffic Circles

Traffic Circles are larger than roundabouts and historically are used in urban areas. However one of the most popular traffic design elements is the neighborhood traffic circle. Neighborhoods traffic circles are generally located in conventional intersections and take a minimum amount of capital investment and can have a very positive impact on slowing down neighborhood speeds.



VILLAGE INTERCONNECTION

Too often, commercial developments are completely segregated and isolated from residential developments. Typically, adjacent residents require extensive berming between residential neighborhoods and commercial development, thus creating a canyon between uses. The conventional approach is to construct either a retention pond or a landscaped berm behind the commercial adjacent to the single family development.

The following plan calls for requiring connections, both pedestrian and vehicular ones which will link the commercial with the residential. This design approach takes traffic off the collector streets and provides opportunities for residents to walk to local restaurants or other commercial uses. As highlighted above, the general goal of this policy is to maximize the number of connections throughout the Village. This document attempts to remove the conventional bias of segregating all uses into single zones. The following hybrid policy does not require mixed use for all uses, however, it does require that connections be provided between different uses.

This document further discourages the use of cul de sacs or dead end streets that creates isolation. Isolation, while often seen as a way of maintaining property values, in fact diminishes the vitality of a community in the long run. Connections are critical in creating vibrant neighborhoods. This planning document calls for a fusion between the best of traditional planning practices with conventional planning approaches when it comes to interconnection. The choices don't have to be limited to the traditional grid versus the conventional "loli-pop street" system of conventional suburbia. A well connected street system can be created with curvilinear design elements in lieu of the traditional street grid system. In fact, the farther one gets away from Downtown Antioch, the traditional grid system becomes inappropriate based on the lower densities that have been identified.



Street Typologies

Incorporating a network of streets versus dead end streets provides more travel options to the residents of the community. The concept of "cut-through" traffic and the fear of speeding vehicles can be and should be addressed by the design of the street. As highlighted in this documents, there are design approaches that reduce traffic speeds on residential streets as part of "traffic calming design improvements". Street interconnection should not be avoided due to the potential of cut-through traffic, instead streets should be designed to create safe residential characteristics.



Created by DPZ, Miami

6. OPEN SPACE

RECREATIONAL FACILITIES

The Antioch Parks Department is a department with the Village of Antioch’s municipal government and manages twenty-three (23) sites that contain approximately 259 acres. This includes nine (9) parks containing approximately **175 acres of improved space**. Additionally, there is an existing aqua center and the historic “Scout House”, along with the Williams Nature Preserve that the Antioch Parks Department manages.

In addition to the above referenced improved parks, the Village’s Park Department owns several unimproved areas within Clublands of Antioch. Currently, the Village has long term plans to improve these parks for these individual neighborhoods. The Clublands includes approximately 17.0 acres of future improved park areas along with several tot lots.

Generally, the neighborhood parks range from one (1) to five (5) acres. The larger recreational parks generally exceed 40 acres and these include Osmond Park and Sprenger Park which both include baseball, football and soccer fields. In addition, the Parks Department has long term plans to improve the “Bittner” site which contains approximately 20 acres of unimproved acreage. As the Village continues to grow, there will be a continuing demand on new recreational facilities. Currently, Village ordinance calls for thirteen (13) acres of park land per 1,000 people and there has been discussion about increasing this ratio to fifteen (15) per one thousand (1,000) residents.

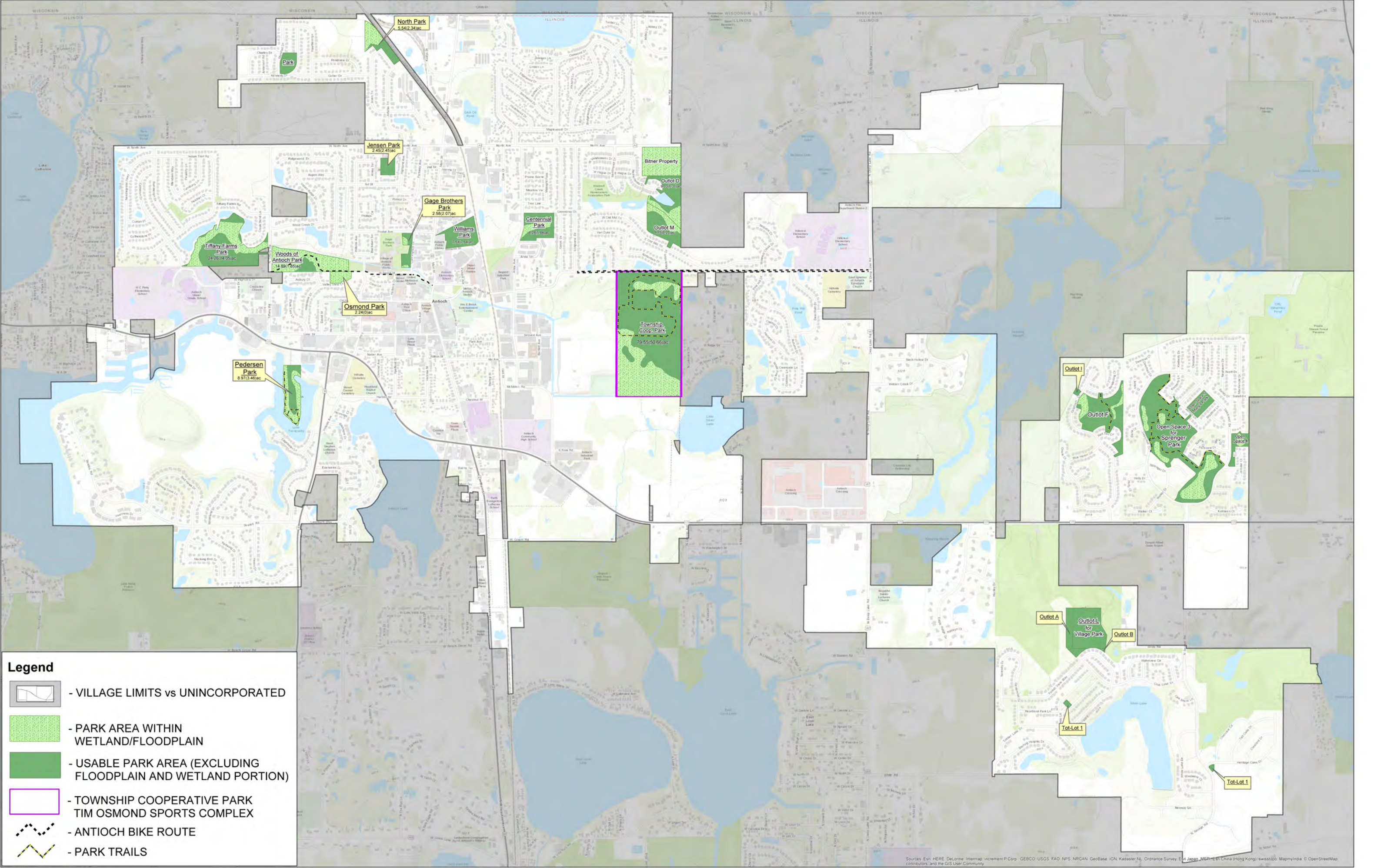
As new residential development continues to occur along the North Avenue, Deep Lake and Route 173 growth corridors, it will be important that new developments integrate future opens space into their land plans. Every future resident in the Village should have the opportunity to walk to a neighborhood park or tot lot within a quarter mile or 15 minute walk from their home. Neighborhoods parks should be centrally located in new developments and provide great connections including sidewalks and bike trails throughout the development and the adjacent development.

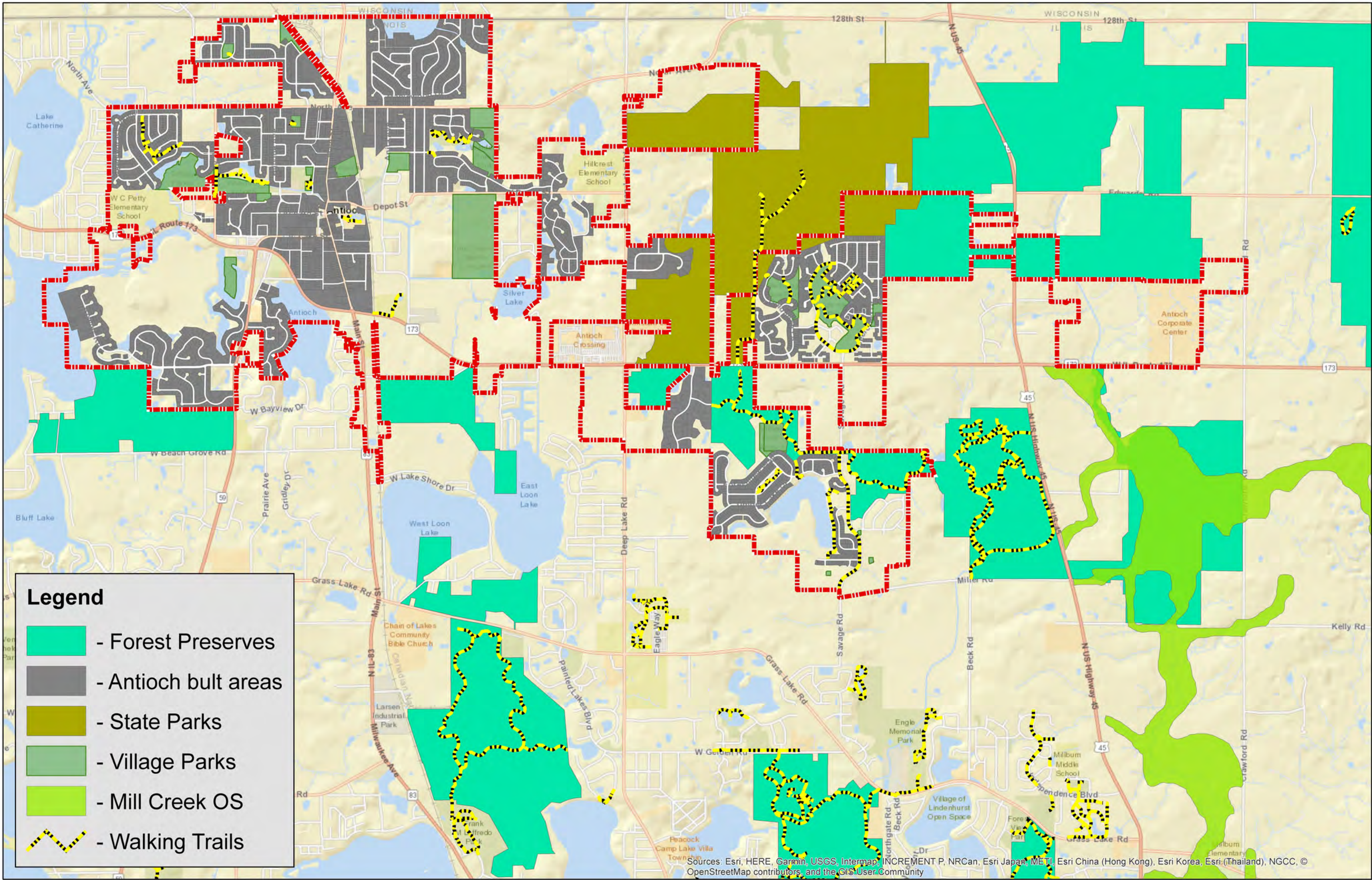
As outlined above, neighborhood parks should be centrally located and integrated into the overall all design of a neighborhood land plan. Too often parks are located at the edge of a development or in a isolated location. Parks should be designed in a manner that they become a central feature in the neighborhood. Incorporating a central boulevard with a wide parkway terminating into a centrally located park can create a real visual impact and helps provide visual interest and open space to a neighborhood plan. Bike trails and sidewalk connections should be provided and each park should incorporate a tot lot with updated play equipment for the children of the park. In addition to the hardscape improvements, extensive landscaping, including perimeter shade trees and groves of shade trees around the tot lot should be incorporated into each design.

In addition to the Village’s long term “parks” plan, this plan incorporates a long term open space plan, bike trail plan and a regional open space plan that incorporates Lake County Forest Preserves. The long term goal is to create an interconnected network of open space, ranging from the neighborhood park, a trail system, and a network of Lake County Forest Preserves creating a greenbelt of open space around the Village. As envisioned, the Village of Antioch can lead the region in creating a comprehensive open space plan that embraces the natural beauty of the region.



One of the long term goals within this plan is not only additional open space, but new investments in the existing recreational infrastructure within the existing parks. Almost every park within the Village needs new equipment and a comprehensive update in signage, parking and lighting. The Parks Department continues to work on a long term strategic plan for new investment in the various recreational facilities throughout the Village. This Comprehensive Plan identifies the need of coming up with a Master Plan for park improvements over the next decade. Park improvements should include new regional recreational facilities that would include ballfields (soccer, football, baseball, lacrosse) tennis courts, an outdoor ice rink and other recreational facilities.





- Forest Preserves

- Antioch built areas

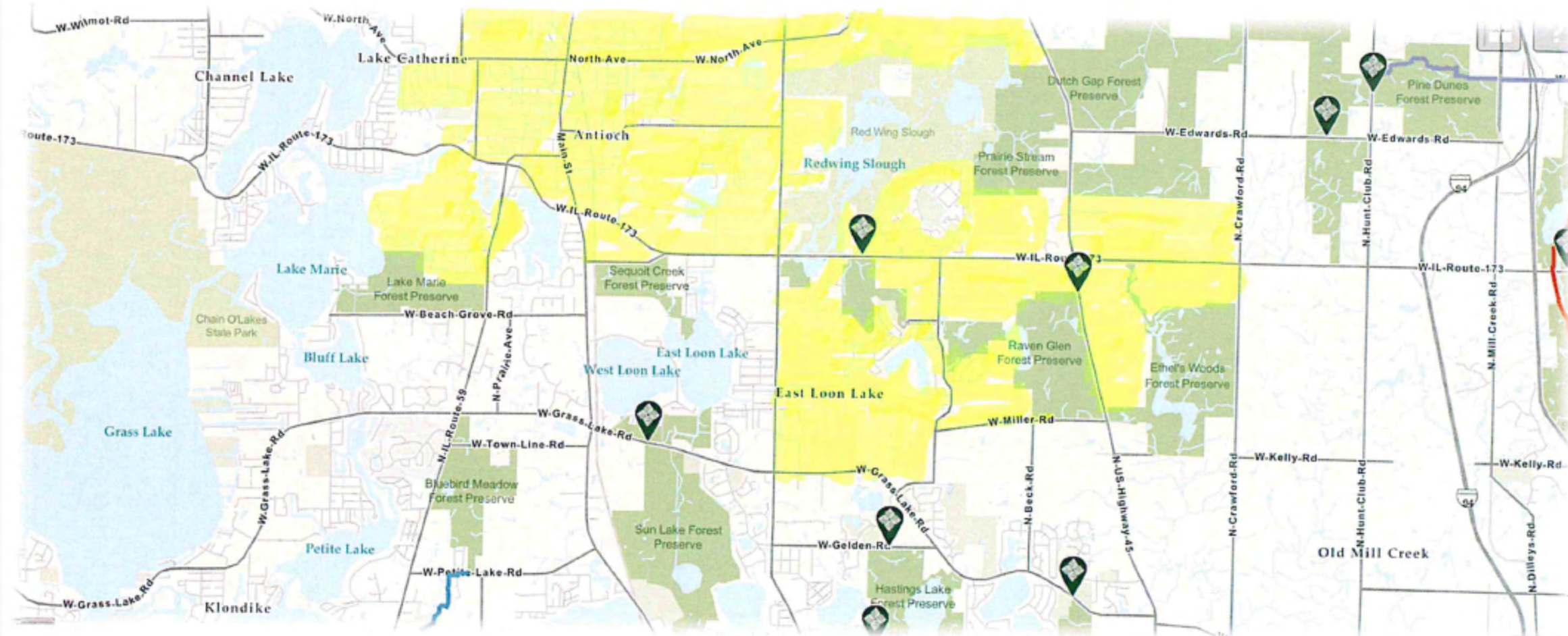
- State Parks

- Village Parks

- Mill Creek OS

- Walking Trails

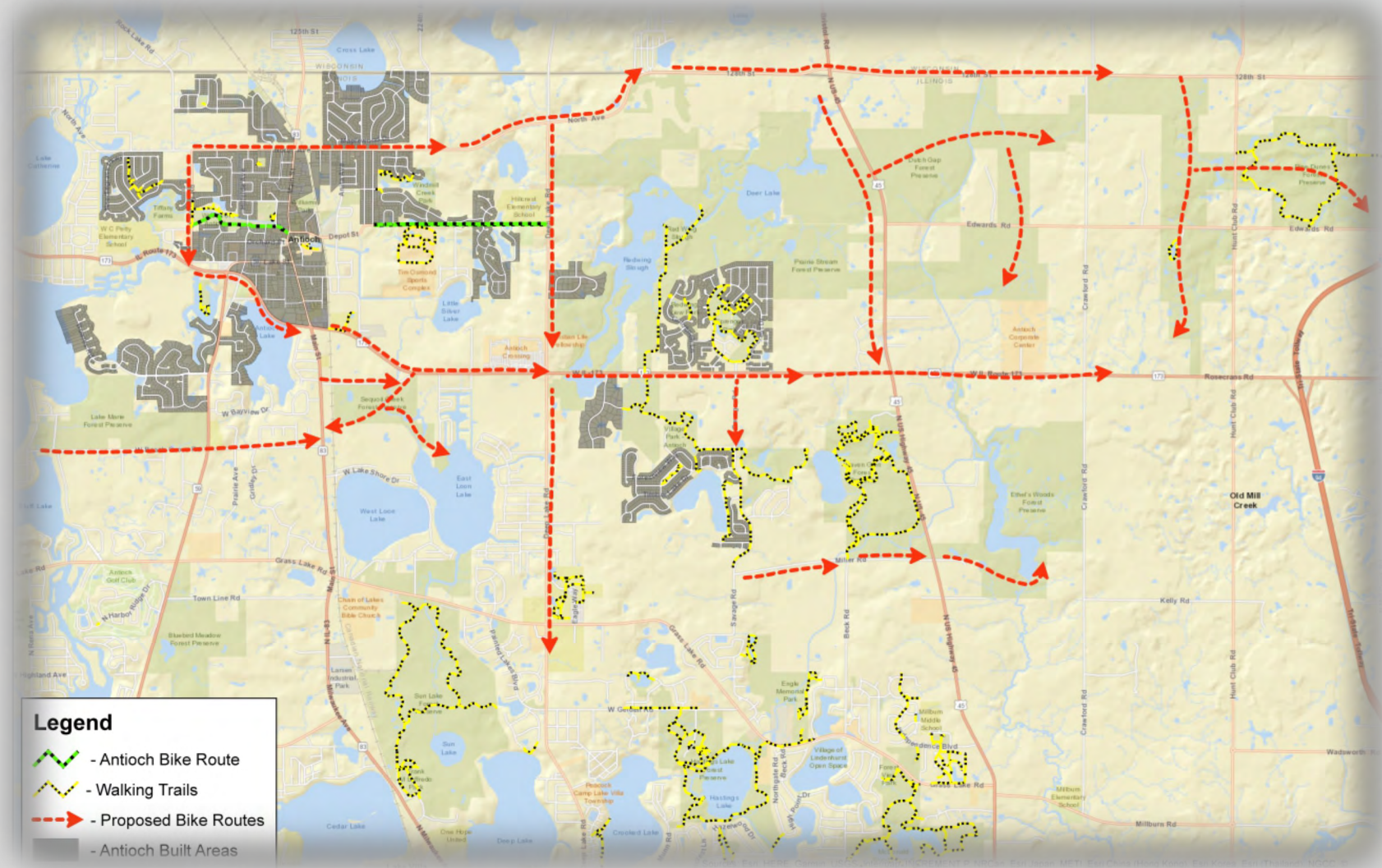
GOAL SET ASIDE 20% OF THE REGION AS OPEN SPACE FOR FUTURE GENERATIONS



Emerald Necklace— One of the long term goals of the open space component of this plan is to link the various Lake County Forest Preserves and open space areas together through a trail system. The Antioch area provides one of the most comprehensive open space networks in Lake County and provides exciting opportunities to attract new residents who are looking for extensive open spaces and preservation of open lands. One of the goals of this plan is to make the Village of Antioch truly unique and to maintain the existing character of the Village. An important component of this goal is to embrace the extensive amounts of open space that has been set aside for future generations. The Village will need to work with the Lake County Forest Preserve in creating better connections for pedestrians. This plan highlights the importance of maximizing the connections between forest preserves lands open spaces. Antioch truly has the opportunity to become a real destination of natural resources. In the future, to achieve the goal of setting aside 20% of the area as perpetual open space, the Village will have to work with the Lake County Forest Preserve in identifying environmentally sensitive land that is worthy of preserving as open space. In addition, the Village should commit to increasing the amount of land that she should be set aside for parks from the current 13 acres per 1,000 people to 15 acres per 1,000 people.

COMPREHENSIVE PLAN

BIKE TRAIL NETWORK



The illustration above reflects a “Bike Trail Network” for the Village of Antioch that would provide new recreational opportunities for the residents of the Village to connect to the extensive network of open space throughout the region. As envisioned, new dedicated asphalt trails with a width of eight feet would be constructed on the south and east sides of the Village’s various collector streets, including North Av, Tiffany Road, Deep Lake Road, Savage Road, Miller Road. The Village would work with IDOT for a future bike trail along Route 173 to be constructed concurrent with future improvements of that arterial. As envisioned, this network of bike trails would connect to the various Lake County Forest Preserves located throughout the area. In addition, the Village would continue to work with the Lake County Forest Preserve on a coordinated bike trail network linking up the region for recreational purposes.



the benefits of Street Trees

Increased property values

Safer for pedestrians

Cooler streets

Good for the environment

Saves public dollars

Reduced stormwater runoff

www.StrongTowns.org



TREE CANOPIES

One of the biggest design challenges and opportunities to integrate the neighborhoods of Antioch together is the simple restoration of tree canopies along the Village's streets. Too many neighborhoods in the Village lack any trees within the parkways and many tree plantings along streets lack any cohesive landscape design. As the illustrations above show, great thought was once given to how tree canopies would shape the street. Prior to the great elm destruction related to "Dutch Elm" disease, the American elm lined street represented the best in American place making. Today, to avoid the epidemics of "Dutch Elm" or "Emerald Ash Borer", the Public Works Department emphasizes the importance of a variety of trees with no real thought on how future tree canopies will shape the street.

One of the long term goals of this plan is the re-forestation of the Village through an extensive investment in new tree plantings on all residential streets. Any parkway that lacks trees should be planted with new trees. In lieu of simply mixing trees for the sake of variety, species should be grouped together to provide a cohesive canopy at maturity. No single species should exceed 10-20% of any neighborhood. Mature tree canopies not only create beauty and raise property values, but they also reduce the heat in neighborhoods during the warm weather months, thus reducing cooling costs.

It is no accident that the most desirable communities in the metro area have great street tree canopies and take great pride in their tree lined streets. Restoring the tree canopies in the Village of Antioch should be a priority and extensive efforts should be made not to only replace the dead "Ash" trees, but a comprehensive reforestation of the whole Village. Special attention should be paid to the Downtown streets such as **Victoria, Hillside, Harden, Spafford, Park, Burnette and Garys Street**. Many of these Streets have parkways with no trees or missing trees.

In addition, extensive landscaping efforts should be made to re-forest Parkway Avenue and the large landscaped median that is located in the middle of the Street. **Parkway Avenue, 1st Avenue and Winsor** provide numerous opportunities to plant new trees and restore the parkways that once existed on these streets.

One of the goals of this plan is to obtain the designation of a "Tree City designation" again and to create a new network of tree canopies throughout the Village. Tree canopies add value to streets and help beautify a community.

COMPREHENSIVE PLAN

7. VIBRANT VILLAGE

Consistent with the Village’s Economic Development Plan, this section of the “Comprehensive Plan” identifies the goals and strategies of creating an economically vibrant and resilient community. These goals include creating a dynamic and reinvigorated Downtown and creating a series of new commercial nodes along Route 173 that will support the shopping patterns of a growing community and market. In addition, the goals include creating a series of vibrant residential neighborhoods that will support the Downtown and commercial nodes along the with maintaining the Village’s character of natural open space and natural resources.

DOWNTOWN ANTIOCH

Consistent with the Form Based Code, Downtown Antioch is generally defined by North Avenue on the north, Hillside on the west, Route 173 on the south and the Canadian National on the east. This area has historically been the economic center of the Village and until the past several generations contained the majority of population. Defined by it’s well connected tree lined streets, historic character and classic Main Street, Downtown Antioch continues to largely define the character of the Village.

Consistent with any vibrant Downtown, it is imperative that the Downtown have a healthy mixture of traditional commercial uses, residential uses and civic uses. Among the civic uses is the Village Hall, library, numerous churches, parks department and the Village’s central green and band shell.

The Village’s rich historical architectural heritage and mature canopy of trees gives Downtown Antioch a vintage feel and provides ample opportunities for revitalization. Currently, the “Antioch Movie Theatre” along with the “PM&L Theatre” provides the Downtown with two anchors to attract visitors.

There are a number of restaurants that attract visitors, but the largest Downtown restaurant is only open for breakfast and lunch and is closed during the evening hours. There are a number of resale and consignment shops along with several small boutiques along Main Street.

Objectives for a more vibrant Downtown



- Create a Downtown **Main Street Organization** that can partner between the Business Community, Citizens, and Village in creating a ???
- Work with the business and property owner community on an extensive **historical restoration** of the existing commercial facades along Main Street.
- Improve existing **Streetscapes** along Main, Lake and Toft including new lighting, pavement materials, landscaping, benches and wayfinding signage.
- Create a series of **Civic Spaces** that will provide new gathering spaces throughout the Downtown.
- Provide and promote a **better mix of commercial uses** in the Downtown including new restaurants, more niche retail and specialty shops.
- Enhance parking by **maximizing current parking** and improving the Toft Street parking lot.
- Introduce **new housing opportunities** throughout the Downtown with new townhomes and quality multi-family.
- Restore **the historical tree canopies** throughout the Downtown.



STREET LIGHTS



TREE CANOPY



HARDSCAPE IMPROVEMENTS



FAÇADE RESTORATION

DOWNTOWN REVITALIZATION

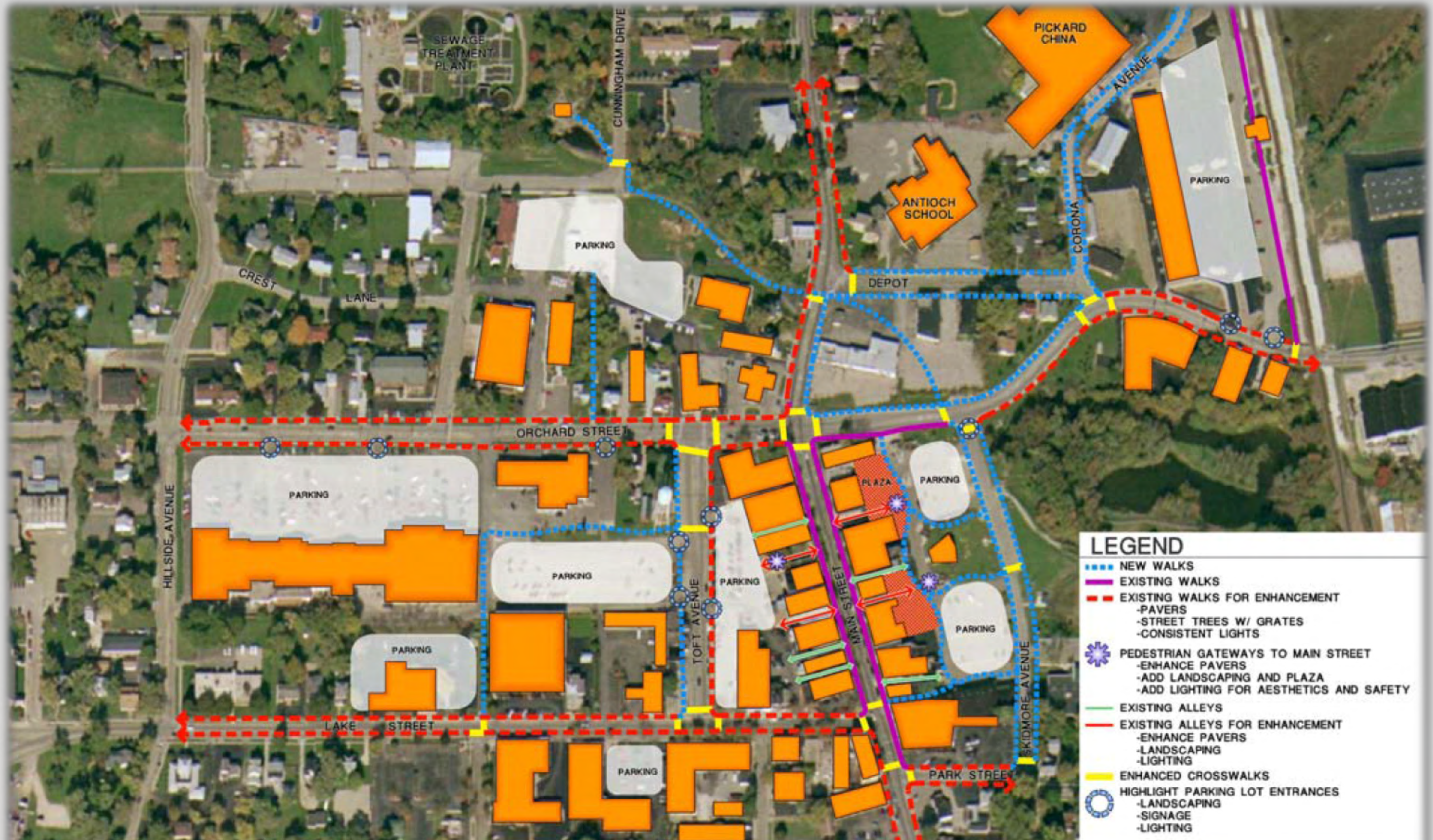
Consistent with the goals identified in the previous pages. This Comprehensive Plan calls for the long term revitalization of the Downtown not only through thoughtful land use decisions and the embracement of Traditional Neighborhood Development principles, but also through a series of physical improvements related to new hardscape, street lighting, wayfinding signage and façade restorations of existing buildings along Main and Lake Streets:

Downtown Sidewalks— Long term, extensive improvements will have to be made to the sidewalks along Main, Toft and Lake Streets. This plan calls for the placement of a combination of brick paver and concrete sidewalks that will provide the Downtown with a historic feel to its hardscape.

Street Lighting— This long term plan calls for the replacement of the existing decorative lights with a traditional acorn street light which would be placed all along Main Street from North Avenue, south to Route 173, along Lake Street, Toft Street and Orchard Street.

Façade Restoration— The Village’s Façade program anticipates the long term partnership with the Downtown building owners on an extensive restoration of the buildings along Main and Lake Streets. These historic restorations should follow the previously adopted “Downtown Façade Design Standards” which have been adopted by the Village.

Tree Canopy Restoration— An extensive restoration of the historic tree canopy should be made along Main, Toft, Lake, Orchard, Victoria, Harding and Spafford Streets in the Downtown.





Legend

- A** Extend existing bike path with paved 8' wide multi-use path to new park spaces, Williams Park, the wetland area and train station.
- B** Improved Streetscapes for Main, Orchard, Depot and Pickard:
 - 5' min. sidewalk
 - Lawn Parkway with street trees OR wide sidewalk with trees in tree grates
 - New unified site furniture
 - New unified pedestrian lights
 - Clearly marked pedestrian crosswalks
 - New cohesive wayfinding/signage system
- C** 2-story Mixed-Use: 8,000 gsf
1st Floor: 4,000 sf Retail
2nd: Office or 4 Residential Loft Apts.
- D** 3-story Mixed-Use: 37,500 gsf
1st-2nd Floor: 25,000 sf Village Hall or Retail/Office
3rd Floor: 10 Residential Loft Apts. or Office
- E** 2-story Mixed-Use: 12,000 gsf
1st Floor: 6,000 sf Retail
2nd: Office or 6 Residential Loft Apts.
- F** Shared surface parking: 57 spaces
- G** Potential Adaptive Re-use of Antioch School as Hotel
- H** New Village Park Space (1.3 acres):
 - Civic Gathering Space
 - Playground Opportunities
 - "Centralized" Open Space
 - Potential relocation of Veteran's Memorial
 - Potential gazebo and/or public art
- I** 3-Story Apartment/Residential Building: 15 Units
18,000 gsf
- J** New Gateway Plaza with Bus Stop
- K** Reorganized and Expanded Commuter/Shared Parking
391 parking spaces
- L** 3-Story Apartment/Residential Building: 20 Units
25,000 gsf
- M** Overflow Commuter/Event Parking
145 parking spaces

Total Parking Around Station: 536 spaces
(including Overflow Lot)
Existing Station Parking: 318 spaces
Total Parking Around Pittman: 96 spaces



0' 100' 200'
January 26, 2010

Village of Antioch Downtown Form-Based Code Train Depot Concept

S. B. Friedman & Company
Real Estate, Urban and Development Consultants

LAKOTA

THE LAKOTA GROUP INC.

FORM BASE CODE

The Village should continue the commitment to allow the "Downtown Antioch Form Based Code" and the adopted "Lifestyle Plan" prepared by the Lakota Group to guide future development in the Downtown area. Both plans identify opportunities for redevelopment in the Downtown using "Traditional Neighborhood Development" patterns and ensuring that new development mirrors the best of the Downtown's historic buildings.

Through recognizing the importance of the block, street, building form and the public realm, both plans establish very specific design parameters that need to be followed for future development in the Downtown. Mixed use buildings and providing for new housing opportunities continue to be the corner stone to the revitalization of the Downtown. Additionally, creating enclosures and great public realms are important keys in wanting people to live Downtown.

As the following concepts that were prepared by Lakota Group demonstrate, incorporating future residential opportunities for people to live Downtown is critically important. Residential development could be quality multi-family development or rowhouses, both would bring new people to the Downtown.

COMPREHENSIVE PLAN



360 Degree Building Activation

One of the long term goals of this plan is to activate the rears of the commercial buildings that line Main Street and that are adjacent to municipal public parking. Many of these buildings already have entrances in the back of their buildings including access stairways to the existing apartments on the second floors.

As part of the Village’s long term Façade Program, there is an opportunity to improve the rear facades and add new signage, hardscape and landscape improvements to the rears of these existing buildings. The goal is to create a new commercial and pedestrian vitality to the rear of the buildings. There are spaces that would be appropriate for outdoor dining behind these structures. Adding dining opportunities along with additional rear entrances into the building would provide better connections to the existing parking that is located behind the Main Street block.

Improvements would potentially including tuck pointing, painting, new entrances, new outdoor dining areas, new hardscape and landscape improvements, a unified design for trash enclosures, new wayfinding signage and beautification of the existing alleys that connect to Main Street.



Antioch Plaza— Antioch Plaza provides a long term opportunity for redevelopment. The above plan illustrates how a mixed use development along with the restoration of an interconnected Downtown street grid could bring new life and energy to the western perimeter of the Downtown. The goal of this plan is to create a new pedestrian oriented redevelopment that will incorporate a mixture of townhomes, retail, offices and civic spaces. A new commercial node would be developed at the corner of Toft Street and Orchard Street which would help activate and bring additional pedestrian life to an underutilized street. As the above illustration reflects, the super block of Antioch Plaza would be broken up into two new north-south streets creating three new blocks. The small block pattern would create more pedestrian friendly streets and add opportunity to develop new mixed use or commercial buildings along Orchard Street. A new development along with a new street liner building would be placed at the corner of Lake and Toft Streets replacing the vacant “Chase Bank” building and vacant retail space north of Chase Bank.

ROUTE 83 & DOWNTOWN CORRIDOR STUDY

In 2006, prior to the widening of Route 83, the Village hired SEC Planning, Valerie S. Kretchmer and Granacki Historic Consultants, to prepare a Comprehensive Plan for the Route 83 corridor, including the Village's Historic Downtown. Most of the work that was done is as relevant today as it was in 2006. Most of the recommendations as it relates to the Illinois Department of Transportation's widening of Route 83 were ignored and much of the corridor is in worse shape today than it was in 2006. The following pages provide a summary of the really good work that was completed as part of the "**Route 83 & Downtown Corridor Study**" and highlights some of the simple recommendations that can be made in the short term that would improve this corridor.

The Illinois Department of Transportation ignored the "Context Sensitive Design" approach and widened Route 83 to a three (3) lane profile which eliminated room for parkways and wider sidewalks along the Route 83 corridor. Instead of separated sidewalks, carriage walks were added along Route 83, creating an unsafe environment for the extensive pedestrian activity that exists on the street. In addition, the overhead utility lines remain along Route 83 and no tree planting along the corridor or lighting took place. Based on this fact, it is necessary to consider what simple improvements can be made to improve the aesthetics of the corridor without a comprehensive reconstruction of the street which is extremely unlikely and prohibitively expensive.

- **Landscaping**— There continues to be opportunities for the planting of clusters of ornamental and understory trees along landscape easements that would have to be negotiated between the Village and private property owners along Main Street. Understory and ornamental trees would not conflict with the existing overhead utilities.
- **Decorative Lighting**— The Village could work on a plan to install a series of decorative lights along Main Street, adjacent to the sidewalks within a negotiated utility easement with the private property owners along Main Street.
- **Decorative crosswalks**— The Village could work with the Illinois Department of Transportation on the incorporation of a series of decorative stamped crosswalks along Main Street to provide better pedestrian crossings and to improve the aesthetics of this street.
- **Raised landscape beds**— At key intersections, there may be opportunities to build raised landscape beds with low growing landscape which would help add new green areas to the corridor.
- **Decorative wayfinding signage**— The Village is working on a comprehensive plan for new wayfinding signage Downtown that will highlight the major civic uses, parking and recreational facilities in the Downtown. This new wayfinding signage will incorporate the Villages new logo.

While the above improvements will not address the existing safety issues pertaining to carriage walkway along Main Street, the Village should study on how the pedestrian experience can be improved without reducing the vehicular capacity of Main Street. The incorporation of a dedicated turn lane on Main Street greatly compromised the ability of creating a pedestrian friendly environment along with the incorporation of a new tree lined street. Main Streets design is oriented towards maximizing vehicular capacity which is consistent with most Department of Transportation projects. However, today's trend is focusing more on context sensitive designs and creating pedestrian friendly environments in Downtowns.



COMPREHENSIVE PLAN

PITTMAN PROPERTY (CONCEPTS)



One of the biggest design and development challenges in Downtown Antioch is the “Pittman” property which has been vacant for over 20 years since the old Pittman dealership was demolished. The property is located at an important location, Main Street and Orchard, and provides one of the best opportunities for redevelopment in the Downtown. Over the years, several different concepts have been created for the site as follows:

- **Open Space**— One concept is to use the site for a new park that would contain a new band shell and civic space for public gatherings. Expanding on the existing Clock Tower Plaza that was installed in 2017, the Pittman property could incorporate a large outdoor amphitheater with a music pavilion at the eastern end. The design advantages of relocating the existing music pavilion that is located on Skidmore to the subject site would be the enhanced visibility.
- **Mixed-Use**— Another concept for the Pittman property would be using the subject site for a mixed use development that would potentially incorporate space for retail development and residential above the retail. This concept is much more ambitious and might require a longer period of time based on the current market demand in the community. The advantages of a mixed use development is it would potentially add to the Village's tax base and provide new economic vibrancy to the Downtown.
- **Hybrid Project**— Another alternative would be to incorporate mixed use development with a civic gathering space that could be used for concerts and other civic gatherings. This option would maintain opportunities to attract new commercial development to the subject site and provide new economic energy to the Village's Downtown.



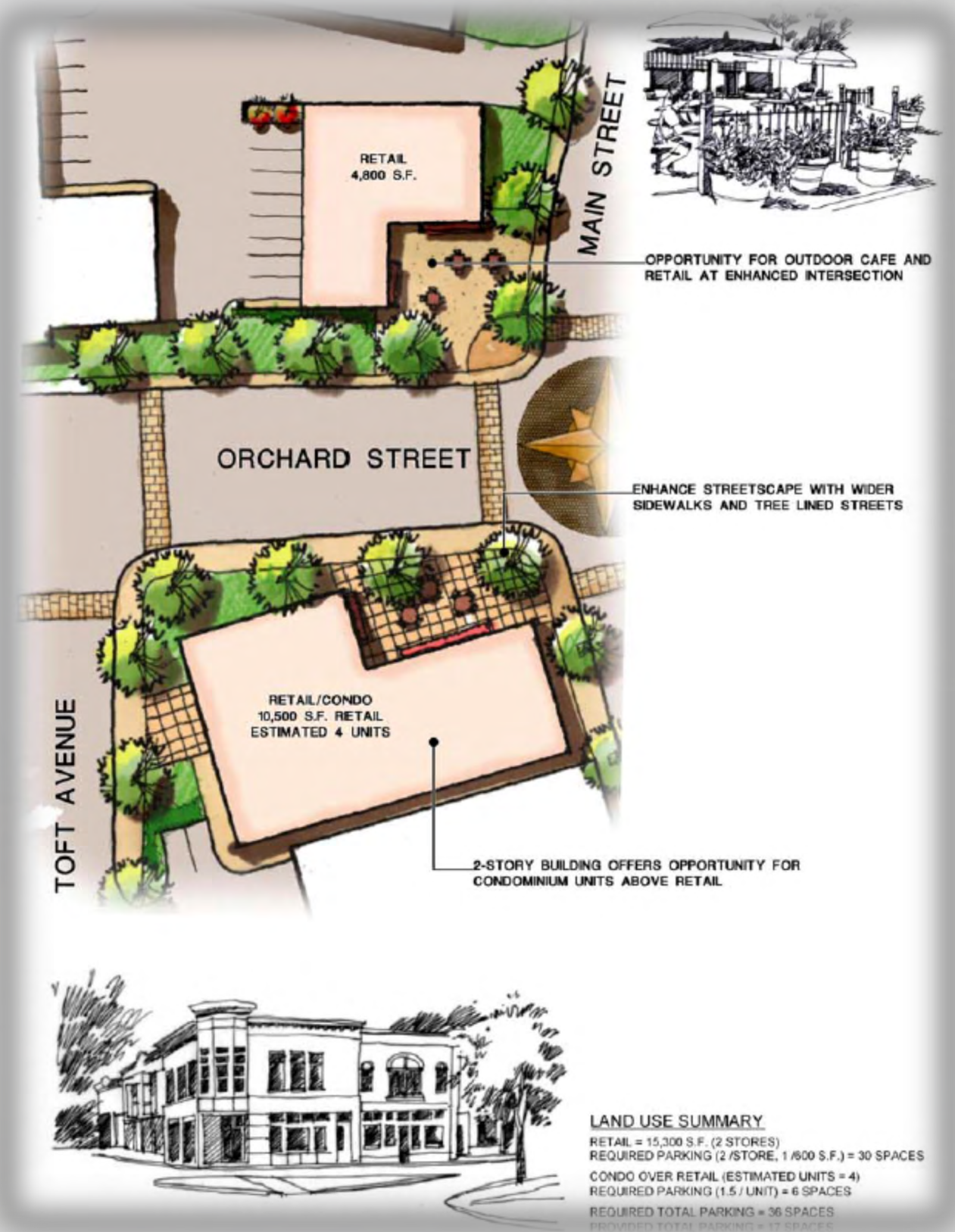
TOFT STREET PARKING LOT IMPROVEMENT & BEAUTIFICATION PLAN



TOFT STREET REDEVELOPMENT

As the illustration above shows, there is an opportunity line on Toft Street with new mixed use development which would bring new life to the street. The first phase of this long term project would be the beautification of the street and the Toft Street municipal parking lot. As envisioned, a new entrance to the Toft Street municipal lot would be added on Lake Street and extensive greenery and landscaping would be added to the lot.

The long term plan is to build new commercial “liner” buildings along Toft Street which would add new commercial opportunities to the street. One concept is to make Toft Street a “complete street” that would make pedestrian and bike traffic more comfortable, while allowing vehicles. This street configuration would also provide a perfect opportunity for a new location for civic events, fairs and other Village events.



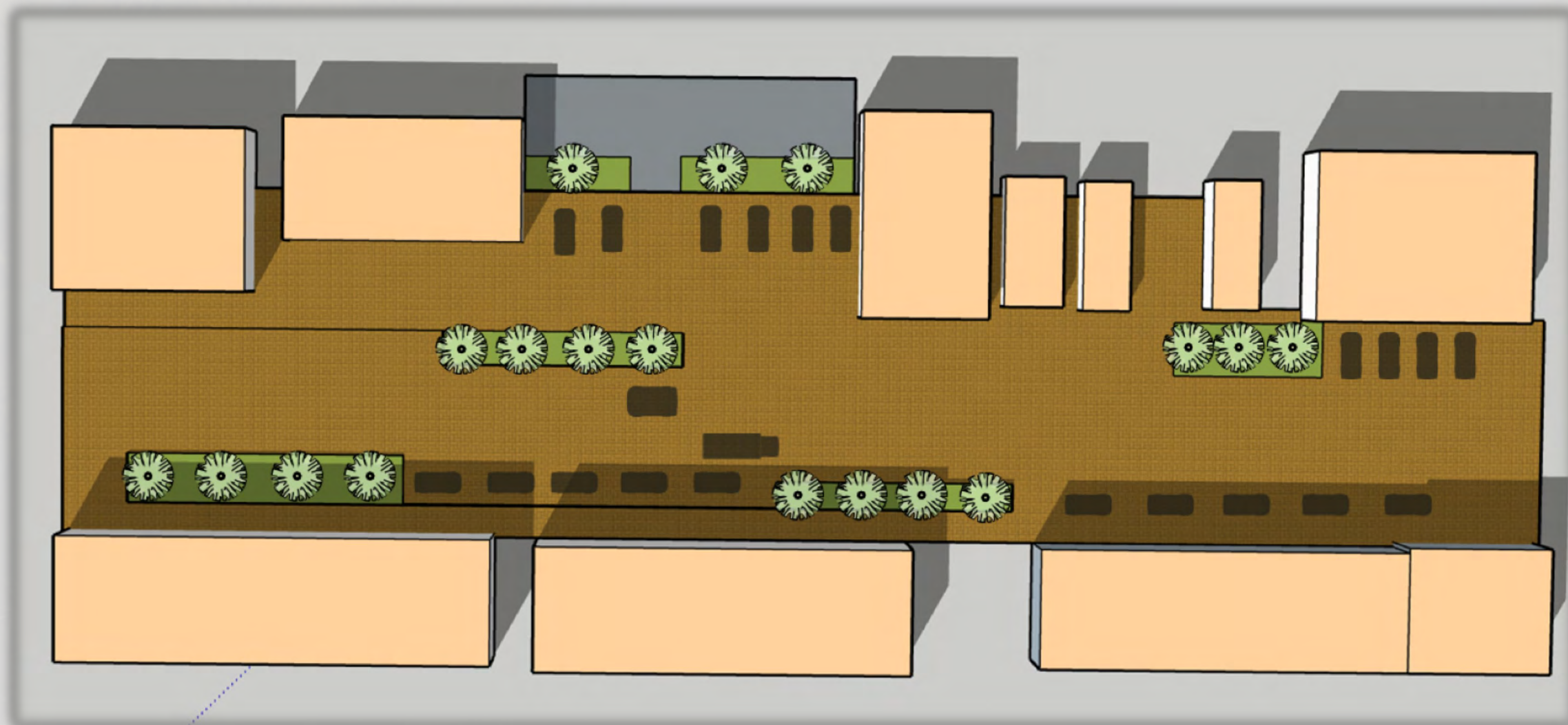
COMPREHENSIVE PLAN



TOFT STREET

The concept of a “Woonerf” is a urban design concept from Europe and spreading throughout the United States. A local example can be found in Batavia, Illinois with the conversion of a underutilized conventional street into a new vibrant shared space.

A “Woonerf” is a shared space between vehicles, pedestrians and bike riders. The emphasis is on creating a safe place for pedestrians while allowing vehicular traffic. As envisioned, Toft Street could be converted into a shared space concurrent with new mixed use development on both sides of the streets. New restaurants, stores and other commercial space would potentially create a new vibrant place in Downtown Antioch. The existing width of Toft Street would provide ample room for new areas of landscaping that would provide the street with a healthy canopy of shade trees with time. The goal of this concept is to create a new street that provides a new central gathering space for the community and adds to the commercial vibrancy of the Downtown.





DOWNTOWN FAÇADE RESTORATION

One of the outlined goals in the “**Route 83 & Downtown Corridor Study**” and the “**Downtown Façade Guidelines**” is to restore the facades along Main Street to their original historic appearance. Based on this fact, the Village has created a “Façade Grant Program” which provide matching funds to applicants who renovate their existing facades using the Village’s design standards.

Using the “Main Street Model”, historical preservation goes hand in hand with Downtown economic development. A critical part of the economic revitalization of Downtown Antioch requires new investment into the physical fabric of the existing building stock in Downtown. Many of these buildings continue to deteriorate based on the fact that no new investments have been made by the owners of these buildings. Consequently, most of the buildings on Main Street facades have been altered over the years. Most of these modifications have included poor use of materials, oversized signage and insensitive window modifications.

In view of the condition of the majority of buildings, the Village has created a series of design standards that should be used as new investment is made in the Downtown. As the illustrations to the right show, simple changes to facades can include the following:

- Restoring historical store front windows and doors and replacing materials not original to the buildings.
- Restoring historical window designs on second floors. Many windows in the Downtown have been replaced with smaller windows, bricked up or replaced with faux stone.
- Tuck pointing and restoration of building facades. Several Art Deco buildings in the Downtown are in desperate needs of façade renovation.
- Replacement of oversized box signs with canopy or window signs that reflect the historic character of the buildings.
- Original cornices, brick patterns on the facades need to be restored on many existing buildings along Main Street.



DOWNTOWN SECTOR PLANS



JOANNA COURT REDEVELOPMENT



JOANNA COURT REDEVELOPMENT SECTOR PLAN

One area that drastically needs to be redeveloped is the existing apartment buildings between North Avenue and Joanna Court. This area contains eight (8) apartment buildings and several single-family homes under various ownership and all is rapidly deteriorating. This important part of the Village's Downtown is resulting in the reduction of property values along Main Street and the area is in real need for a "Redevelopment Plan". Included in this area also is the existing retail center at the southeast corner of Main Street and North Avenue.

What has been identified as the "Joanna Court Redevelopment Sector Plan" calls for the long term demolition of the existing buildings west of the rail tracks, Main Street, and North Avenue. Currently, there are approximately fourteen (14) buildings in poor state of repair. The illustration to the right shows the possible replacement of the area with "Townhomes and a new Retail Center" that would serve as a new gateway into the Downtown. This new medium dense mixed project would lower the existing density and mirror some of the quality townhome developments that have been constructed on Main Street over the past number of years.

Retail

A new mixed use retail center holding the corner of Main Street and North would be developed in place of the existing strip center which is in advanced state of deterioration.



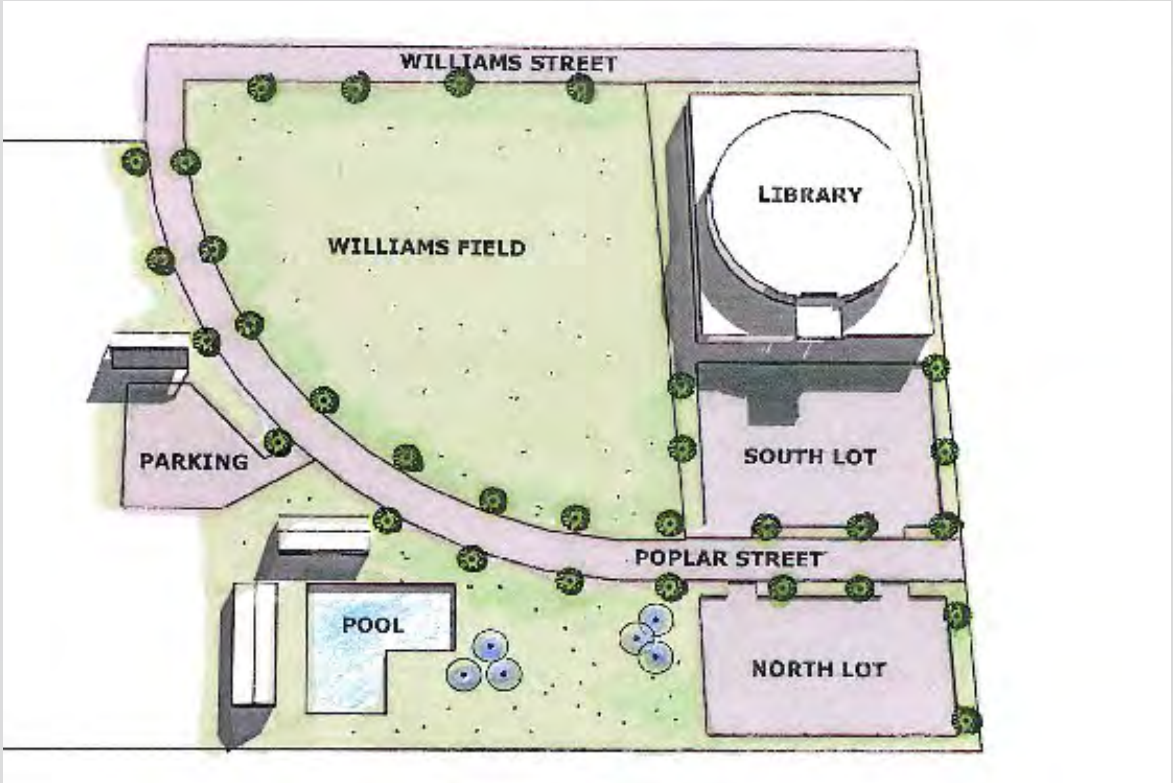
Townhomes

As envisioned, 60 new townhomes would be constructed around a newly configured Joanna Court with a series of boulevards and pocket parks

LIBRARY SECTOR PLAN

Another Downtown sector plan involves the future expansion of the Antioch Public Library and providing better access to both the library, Antioch Aquatic Center, Williams Park and other public amenities. The following concept identifies the potential of extending “Poplar Street” through to Williams Street. The extension of Poplar would potentially require the Library District to work with the Village on the potential purchase of the “Antioch Eye Care Center” which would allow the extension of Poplar and the potential expansion of the Antioch Library parking lot to the north.

As envisioned, the newly constructed Poplar Street would be lined with shade trees and decorative lights and provide a new main entrance into Williams Park. The subject area continues to be the recreational center of the Village’s Downtown and is in drastic need for a new improved entrance into the park area. Poplar Street provides a real opportunity to create a visually beautiful entrance into Williams Park and Williams Field which has served the baseball needs of the community for generations.



The long term plans for the expansion of the Antioch Library will be based on the decisions of the Antioch Library District. Whether they construct a second floor or expand the footprint of the existing building will depend on the long terms needs of the district. Regardless of the exact plans for expansion, this planning document recognizes the importance of keeping the Library in the Downtown.

Any future parking expansion on the subject site should incorporate a landscape buffer along Main Street. It is important that the character of Main Street not be defined by parking lots. Based on this design chal-enge, any future expansion of the Antioch Library would have to provide extensive landscaping adjacent to any future parking lot. In addition to a new landscape buffer along Main Street, the extension of Poplar should be bordered by shade trees planted at forty feet on center on both sides of the new street.

This plan also calls for extensive new landscaping around Williams Field and new landscaping throughout Williams Park. The Antioch Parks De-partment should complete a comprehensive plan for the improvement to this park which would include an updating of the current facilities at Wil-liams Field and new pavilions that mirror the design of the recently con-structed shelter in 2016.





FUTURE OF RETAIL

There is a sense in so many “Comprehensive Plans” that the “past is prologue” and that what has occurred for almost a generation will continue endlessly into the future. The easy thing to do in this plan would be to simply color code the Village’s various arterials “red” and assume that as the Village grows in population that it will attract the same type of retail development as some of the other nearby communities. So if you want to know what Route 173 will look like in twenty years, just look at Grand Avenue in Gurnee or Rollins Road in Round Lake Beach.

However, based on the revolution that is occurring in brick and mortar stores, we believe that this approach would reflect more of a “mirror in the rear” approach, versus an intelligent assessment on what the future will look like in the Antioch area. Instead, this plan attempts to provide a vision of what retail development will look like in the future. The general theme of this vision is that retail and commercial development will take place on a smaller “scale” than what has occurred over the past generation. The power center and big box stores will increasingly become a thing of the past and many existing retail centers will go dark and the biggest challenge will be to find new non-retail users for these spaces. Villages and the business community will have to be creative in finding new uses for these “Greyfields-dead shopping centers”. New uses could include community centers, health clubs, churches, non-for-profit space, incubator retail space and other alternative uses.

While the Village currently leaks approximately one billion in sales on an annual basis to other communities, the long term goal is to create a vibrant and healthy commercial base that is built on convenience and fulfilling the daily needs of the residents who reside in this community. The growing juggernaut of internet commerce will continue to challenge brick and mortar stores, however, groceries, pharmacies, casual dining, entertainment, car sales, outdoor landscaping and building supplies will continue to be a vibrant part of the Village’s commercial base. Opportunities will continue to develop a number of new commercial nodes along Route 173 and Route 83, even if they are not the large 250,000 square foot big box stores that many residents expect. As the residential growth continues to the east of the center of town, new opportunities will open up to attract new neighborhood commercial centers that will service the immediate needs of the new residential developments of the future.

RETROFITTING EMPTY RETAIL

One of the challenges for Antioch and most suburbs will be how to retrofit vacant retail space and find new users as brick and mortar stores continue to close in the future. The fact that Antioch has approximately 1 million square feet of retail space puts the Village in a better position to deal with this problem in the future based on the fact that the Village is not generally over retailled. Specifically, the Village does not currently have a large inventory of junior boxes which is seeing some of the highest rate of closings in the region and nation.

The Village will need to be judicious when approving new commercial projects in the future and consider how the sites can find new adaptive new uses in the future. This approach and current market trends will dictate Villages to be more creative in finding new uses. Based on this fact, future commercial buildings should be designed in a manner that they have the potential of being redeveloped with a minimum amount of costs. Buildings which only have a single use often go empty and attract marginal uses. Think of the vacant muffler shop which becomes a used car lot or small mechanic shop. Commercial corridors are littered with these types of uses throughout the region.



COMMERCIAL SCALE

In lieu of the large power centers that once dominated the retail scene in the suburbs, the future may entail the development of smaller neighborhood centers of less than 25,000 square feet, with a small format food store or pharmacy. As outlined throughout this plan, future retail and commercial development along Route 173 , Route 83, Route 59 and Deep Lake Road should be located at major intersections of collector or major collector streets. Certain principals should be followed when approving neighborhood commercial centers in order to mitigate or soften any negative impact on adjacent residential neighborhoods.

- **SCALE**– The scale of any neighborhood commercial development should seamlessly blend in with the scale of the adjacent residential area that the center abuts. Too often residential opposition is caused by retail that is too intense or out of scale with the residential neighborhood. Buildings should generally be one story or a maximum height of 35 feet.
- **DESIGN**– Any architectural style of neighborhood centers should mirror the style of the residential architecture. In lieu of the ubiquitous flat roofs that define so much commercial architecture, buildings should incorporate gable or hip roofs or at a minimum a drum roof on three sides of the building. Buildings should incorporate gables along the roofline that reflect the rural heritage of the Antioch area and embrace the rich natural resources.
- **MATERIALS**– Neighborhood centers should be constructed with quality materials that may include face brick, fiber cement board or cedar. Consistent with the Village’s Site Plan Review, architecture and the use of materials should be 360 degrees or on all four elevations.
- **LANDSCAPING**– Extensive perimeter landscaping should be incorporated in neighborhood centers including a minimum of 25 feet along any collector and 40 feet adjacent to residential areas.
- **STREET and PEDESTRIAN CONNECTIONS**– Neighborhood centers should incorporate street and pedestrian connections into adjacent neighborhoods. If designed properly, any negative impact can be mitigated and the design of these centers should be integrated into the design of future residential neighborhoods.

PLACE MAKING and PRESERVING SENSE OF PLACE

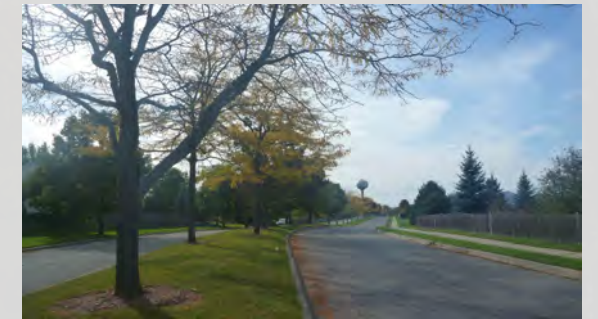
As highlighted throughout this document, the goal of the Comprehensive Plan is to follow the Village's adopted "**Vision**" and to make every effort to preserve elements of the Village's existing character and sense of place while allowing for population growth and a population between 25,000 to 30,000 people.

Accomplishing this goal will require dedication by the existing Village Board and future Village Boards to balance economic development with high design standards. This document has attempted to outline specific design standards relating to commercial and residential development. A great deal of emphasis has been spent on the Village's arterials, collectors and "Downtown" which will define the "Village of Antioch's" character to thousands of people who pass through the community on a daily basis.

Too much of the region has been developed in a hap hazard fashion with poor quality building types, poor signage and a lack of any cohesion or vision. To avoid this fate for the Village of Antioch, this document calls for the embracement of the regional natural beauty and a commitment to celebrate the Village's rural heritage through architecture and landscape design. It is important that future design avoid the easy to fall into trap of "Kitsch" (the placement of old fashion lights in front of a big box store). The context of each site and how it impacts surrounding sites should be looked at when future development is reviewed. Specifically, buildings should be good citizens and should blend in with surrounding buildings by incorporating similar materials and rooflines.



DESIGN TIP– One way to preserve and maintain the semi-rural character of the Village is to simply modify the rooflines of future commercial buildings by incorporating "faux drum roofs" which mirrors a more traditional design approach. While these roofs do add additional costs, they also provide architectural character and will help distinguish the Village of Antioch from many of the surrounding communities.



The quality of place and good place making are also important goals that are outlined in this document. There continues to be development opportunities along Route 173, Route 83 and Route 59 along with key intersections long North Avenue, Deep Lake and Route 45. Future commercial development in these areas will help shape the image of the Village of Antioch. Based on this fact, it is important that the design guidelines and standards that are incorporated in this document are followed.

Generally, communities that maintain higher design standards are able to maintain higher property values for both residential and commercial development. Antioch over the past decade has been evolving from a small town to a more developed suburb. As this document highlights, there are simple design elements that can improve the standard designs of many commercial users.

COMMERCIAL CORRIDORS

Route 173 along with Route 83 and 59 will continue to serve as the main commercial corridors for the Village. Currently, the Village contains approximately 1,032,000 square feet of retail space according to the “2013 Gruen & Gruen Assessment of Demographic, Economic, Retail and an Economic Development Strategy”. The primary market area or trade area contains approximately 100,000 people and 39,000 households with a median income of \$93,000.00. Based on the Gruen & Gruen Report, the market area will potentially support an additional 450,000 square.

However, national trends show that the United States contains substantially more retail space than it needs and the United States contains approximately 2,300 square feet of commercial space for every 100 people, compared to 1,500 for Canadians, 384 square feet for the British, 235 square feet for the Germans and less than 200 square feet for the Japanese. Some experts have projected that between 25% to 40% of America’s retail space will close in the next generation. These national trends must be kept in mind when identifying future commercial development opportunities.



In view of these national and regional retail trends, this plan calls for the strategic and careful location of future retail at major intersections throughout the Village. As highlighted throughout this plan, future commercial should address the convenience needs of the community and the existing trade area which contains approximately 100,000 people. The goal of this plan to create several new nodes of commercial development. Consistent with the attached “Future Land Use map”, below is a summary of the areas that will attract future commercial development:

- **Market Place Site**– Located on Route 173, west of the GLP development, this 77 acre development will potentially attract a mixture of new uses including a major new node of commercial development.
- **Hortis Site**–Located at the northeast corner of Deep Lake and Route 173, this site was approved for 72,000 square feet of commercial development along with three outlots along Route 173 and Deep Lake Road.
- **Clublands Commercial**– The southeast corner of Savage and Route 173 is located in the center of the Village’s high growth corridor and is located in a prime location to recruit a neighborhood commercial center that would serve the Clublands and Deercrest subdivisions.
- **Petty Property**– The 12 acre commercial site is zoned B-3 and is located adjacent to the Market Place property which is located to the north. This site could attract a several retail buildings in addition to a anchor junior box.



Incorporate existing conditions into development plans.

- Minimize impact by incorporating natural drainage patterns
- Minimize cut and fill and minimize impact on natural drainage.
- Survey existing trees and every effort should be made to preserve quality trees into site plan.

Provide sense of architectural interest and unique identity to the corridor

- Focal architectural elements along major view or circulation axis.
- Define pedestrian spaces and streetscapes with building orientation.
- Create view corridors between buildings, plazas and courtyard and adjacent buildings.
- Cluster buildings creating opportunities for plazas and courtyards
- Develop in comprehensive and unified manner
- Any building facing Route 173 should incorporate a front façade axis oriented towards Route 173
- Decorative lighting and extensive landscaping should be incorporated for all new commercial projects.
- Multi-family developments should be oriented to create functional outdoor spaces.

BUILDING FACADES

Building facades along the Route 173 corridor should incorporate a high level of visual interest when viewed from the automobile and pedestrian vantage point.

- Use natural stone or face brick on lower portion to create a visual anchor and architectural articulation.
- Wall planes should not run more than 65 feet without an offset of at least three feet.
- Awnings are encouraged along facades to provide color, shade and architectural interest.

Rooflines

- Roofline are critically important and should incorporate articulation including gables, hip roofs or breakups of long expanses. Flat roofs are discouraged in lieu of rooflines that compliment the adjacent residential neighborhoods and rural character of Antioch. Simple drum roofs with sloped roofs or three sides are acceptable when a gable or hip is not architecturally appropriate.

Materials

- Visual continuity in major building materials and colors is desired throughout the corridor.
- Materials that may be permitted may include face brick, stone, fiber cement board or cedar.
- Coordinating materials should tie the development together.
- Use wall materials that are muted, earth tones in color and texture.
- 360 degree architecture is required.
- Building colors should be derived from, and related to, the finishes of primary building materials.



SCALE

Buildings should be constructed on a human scale. When components in the building environment are designed in such a way people feel comfortable, then human scale has been achieved. This means the size, pattern, textures, forms and overall three dimensional composition can be appreciated by pedestrian.

- Vary the height of buildings, and/or building elements where feasible, so they appear to be divided into distinct elements or masses.
- Avoid large scale that are “box-like” and typically dominate a site.
- Use building mass appropriate to the site. Place building with larger footprints, height and massing in core activity areas or in the heart of the development near similar densities. By doing so, the impact on adjacent land uses will be reduced.
- Create visual corridors by using a variety of buildings and different locations. Vehicular and pedestrian traffic should be able to recognize the hierarchy buildings.
- Primary buildings or anchors shall be located at prominent locations, anchoring a major view axis and serving as focal points.

GATEWAY BUILDINGS

- Buildings at major entrances, corners, intersections or along significant roads should use special architectural elements to help identify that corridor or location as a gateway.
- Special architectural features may include corner towers, cupolas, clock towers, balconies, colonades or spires.
- The use of vertical elements helps frame the entrance and guide people into and through the development.

ENTRANCES

- Primary entrances should be easily identifiable and to human scale.
- Whenever possible, entrances should be inviting without becoming dark.
- Main building entrances should be designed to be clearly identifiable from primary driveways and drop-offs and should be visible from parking areas.
- All buildings must conform to the current American with Disabilities Act (ADA) guidelines and regulations.

PRINCIPLE 6: Enhance pedestrian experience and establish sense of place through careful design

As highlighted throughout this document, it is important to maintain the Village’s sense of place by maintaining an extensive landscape buffer adjacent to the commercial areas along the Village’s arterials and collectors. Open space shall be considered an amenity and vistas of open space shall be maintained.

- Strong axial relationship should be emphasized through the use of open space and framed view of corridors.
- Maintain view corridors to provide vistas of amenities, natural features, open space and their significant elements.
- Create focal points at main entrances, on axis with major circulation route and pedestrian corridors.
- Whenever possible, create a sense of enclosure for outdoor seating areas. Such areas should be light and airy while providing a sense of safety from the elements.
- Incorporate pedestrian scaled lighting for safety and to promote use in the evening.
- Incorporate pavers and paver patterns to add additional interest and enhance the aesthetic quality of the spaces.

RURAL BY DESIGN



One of the goals identified in the adopted “Vision for Antioch” is to maintain the small town character of the Village. As growth continues in the future, extensive design efforts must be made to maintain the rural character that still exists in portions of the Village. Based on this goal, both this plan and the previously adopted “Site Plan Review Ordinance” actively promote that future commercial developers incorporate a series of design features that will help distinguish the Village of Antioch from some of the surrounding suburbs.

- A. **Traditional Rooflines**– In lieu of the ubiquitous flat roof, this planning document promotes the incorporation of more traditional rooflines that reflect a more rural or upscale appearance. This simple design approach is accomplished by adding a faux drum roof or a series of gables provides architectural articulation to a commercial building.
- B. **Quality Materials**– The use of predominance of face brick, with a combination of fiber board shake on gables, stone or the use of cedar on certain styles will help maintain a rural character that reflects the rural heritage of the Village. Too many buildings in the Village have been constructed of metal or CMU block that reflects a lack of design standards.
- C. **Extensive landscaping and buffering**– The incorporation of a wide landscape buffer along arterials with extensive clusters of landscaping and a decorative fence line can help shape the image of Antioch as a community that embraces its rural heritage and rich natural resources. A combination of shade trees and ornamental and shrubs should provide seasonal color to commercial sites. In addition, undulating berms should be incorporated in these landscape buffers in order to hide the massing of the parking lots in front of this future retail.



RURAL BY DESIGN

Consistent with the Village's "Site Plan Review Ordinance" and "East Route 173 Corridor Design Guidelines", future development along the Village's commercial corridors should embrace the Village's character and sense of place through simple design. Future commercial development should avoid creating placeless development that could be located in any community. Too often, suburbs allow commercial developers to shape their character in the name of "Economic Development". This often results in bad design and declining commercial corridors over time. Poor signage and bad architecture along with a lack of landscaping generally define communities that experiencing are socio-economic stress or decline.

The strength of the Village of Antioch is its natural resources, natural beauty, groves of mature trees and proximity to one of the biggest concentration of lakes in the Midwest. It is critical that the Village avoid the mistakes of other communities in Lake County and take a laissez faire approach towards commercial design. The quality of place and the character of Antioch will largely depend on how future development is handled along Route 173, Route 45, Deep Lake Road and North Avenue.



The following principles should be followed with all new commercial, office and light industrial development as highlighted in the "East Route 173 Corridor Design Guidelines"

1. Preservation of open space and environmental features

- Clustering of development and preservation of existing vegetation.
- Preservation of mature trees and incorporation of existing trees in site plans.

2. Promote connectivity between land uses

- Provide for vehicular connections between different uses.
- Promote shared access points between commercial developments.
- Incorporate pedestrians.

3. Provide for transitions between uses

- Incorporate medium intensity development between projects of low density and higher densities.
- Incorporate sensitive design massing.
- Use open space as a transition.

8. CORPORATE PARK & MIXED USE

One of the major opportunities for future employment in the Village of Antioch is to expand on the “Antioch Business Park” and create a number of new business parks along Route 173. In view of the areas proximity to I-94 and the continued success of the Antioch Business Park, this plan calls for the creation of a major new business office corridor, east of Route 45. The goal of this section of the plan is to provide more daytime employment opportunities for the residents of the community and create a new office center strategically located half-way between Chicago and Milwaukee.

- **Antioch Corporate Center-** This 199 acre business park located on Route 173 is conceptually approved for over 2,400,000 square feet of light industrial and office development. Currently, there is an existing 540,000 square foot building and another 560,000 square foot building that is currently under construction. As envisioned, Gregory Drive will provide a loop through the existing 199 acre campus and provide two access points on Route 173. The area along Route 173 has been identified for offices and small light industrial buildings. The subject park has the potential of employing several thousand people and becoming a major new employment center for the Village in the future.
- **Abbott Property-** The subject 340 acres at the southeast corner of Route 45 and Route 173 straddles the Village of Antioch and the Village of Old Mill Creek and was once identified for a future world headquarters of Abbott. The location and natural beauty of this property provides an opportunity for a master planned development that would incorporate room for business offices and luxury single-family homes. Extensive efforts should be planned to maintain and enhance the natural beauty of the property through the preservation of Old Mill Creek which runs through the property. As envisioned, the property provides an opportunity to incorporate several nodes of office development adjacent to a residential neighborhood. The topography and mature groves of trees on the subject property provides opportunities for trails and a campus like environment.

As the northern sector of Lake County continues to grow, there will be new opportunities for recruiting offices and new employment opportunities. Currently, the center of employment in Lake County continues to be located along the Tri-State, Route 60, and Lake-Cook Road, but with the growth of Kenosha County, Staff believes that there will continue to be new opportunities along Route 173 to recruit office development. Staff has identified an opportunity to work with the Village of Old Mill Creek on the creation of a corporate office corridor along Route 173.

The southeast corner of Route 45 and Route 173 could potentially contain a retail development that would incorporate a refined urban design that goes beyond the conventional strip center or power center. While perhaps not a lifestyle center, any future commercial development at this corner should incorporate extensive design elements consistent with the Route 173 Design Guidelines and the guidelines incorporated in this document. In addition, any future commercial at this corner should be integrated into the future design of any corporate campus to the east and residential neighborhood to the south of this corner.





ROUTE 173 & 83 CORRIDOR



The southeast and southwest corners of Route 173 and 83 should be redeveloped into new commercial developments that create a visual and architectural gateway into the Village's Downtown. The existing buildings at each corner provide a poor visual impact on the Downtown character. An example of the quality of future development is the Walgreens at the northeast corner of Main Street and Route 173. In addition, there continues to be an opportunity to attract an office campus to the area west of the Best Western hotel as reflected on the above illustration. Route 59 provides opportunities to attract new commercial users based on the number of vacant commercial lots on the east and west sides of Route 59. There are several lots south of Ace Hardware that provide opportunities.

The following illustration shows the future development opportunities along Route 173 and Route 83 which will continue to be the major commercial corridors in the Village. Both corridors contain vacant land or redevelopment opportunities that will potentially attract new development as the Village's population continues to grow. As highlighted below, the areas in black are existing commercial development and the buildings highlighted in red are future commercial development or redevelopment. The Market Place property just west of the GLP site (Menards and WalMart) have been identified for a number of commercial out lots along Route 173 along with several junior boxes. This plan also identifies the opportunity for redevelopment of the Waste Management site, south of the Menards and the Antioch Tire site into more contemporary retail sites. The area between Lincoln Avenue and Madison Avenue provides an opportunity to attract additional commercial development to the corridor. The Petty property, west of Lincoln is already zoned for commercial development and this concept identifies the site for a junior box or small retail center. Several new auto dealership have been identified to be located along Route 173, including the new Kunes Ford dealership. A small retail center has been identified for Route 173 and the old Grimm Road which will be vacated when the new Grimm Road is constructed.

The Route 83 corridor provides several new commercial opportunities. As highlighted above, the northeast corner of Grimm Road and Route 83 is being developed with a 19,000 square foot Tractor Supply Company. To the south of TSC is three potential out lots that could attract casual dining or auto service businesses. There continues to be a number of existing commercial retail centers along Route 83 which provide opportunities for redevelopment or extensive re-imaging as the corridor is revitalized over time. Future commercial development along the Route 83 corridor should follow the Village's Site Plan Review Ordinance and many of the legally nonconforming buildings should be redeveloped.

COMMUNITY FACILITIES

Municipal Buildings

As the Village of Antioch continues to grow, there will be a need to re-evaluate the current municipal facilities that exists. The Village Hall is currently located in the former Police and Fire Department which dates back to 1960 at the corner of Main Street and Orchard. Public Works is adjacent to the Village’s Wastewater Treatment Plant and is located in a trailer and a series of storage buildings. Both sites are in need of long term improvements.

Currently, Antioch has identified the need to construct a new Public Works facility on the “Boylan” property on a newly aligned Grimm Road. The subject site would provide Public Works the necessary acreage to construct a large garage, office and storage yard for Public Works equipment. Staff has identified approximately a 10 acre site including an adjacent retention pond. This site is centrally located and would provide public works with excellent access to both Route 173 and Route 83. Staff has identified a need for a 75,000 to 100,000 square foot facility which would accommodate the future growth of the department and the ultimate build-out of the Village.

The long term plans for a new Village Hall remains an open question. As highlighted above, the existing facility dates back to the early 1960’s and was designed for police and fire service. Any new “Village Hall” should be located Downtown due to its central location and the added benefit of drawing residents from throughout the community to the Downtown. This plan calls for a long term needs assessment for a future “Village Hall” and whether it makes sense to renovate the current facility or construct a new facility. Alternatively, as the following concept shows, purchasing an existing vacant building in the Downtown would also be a possibility. Currently, the “Centegra Medical Building” is vacant and could potentially be a candidate for a new Village Hall. The subject site is adjacent to existing parking and the Village’s existing outdoor pavilion. This site could potentially be consolidated into a larger municipal center containing a new park and a new music pavilion for outdoor events.

Using an existing a new building or constructing a new Village Hall is something that the Village Board will have to consider in the future. Converting an existing building could provide savings to the community and accommodate the needs of Staff in the short term. Another option would be to renovate the existing Village Hall with a new board room, new administrative offices and a renovation of the Finance Department by restoring the historical facade on Main Street (see first illustration to the right). In addition, any future renovation of the existing building could potentially find a new home for the “Chamber of Commerce”. One option would be for the Village to purchase the old “Village Hall” across the street and convert that space into a Chamber of Commerce space and convert the existing “Chamber” space into administrative offices.

The existing Village Hall would potentially provide a redevelopment opportunity for a mixed use building if the current building was demolished. The site is located at an important intersection and anchors Main Street. There is no real historic integrity to the existing building and portions of the building will require substantial investment to bring it up to current standards. As highlighted above, one of they questions for policy makers is what should be done with the existing Village Hall structure?



Municipal Building Concepts



Historic picture of Finance Department



Should the existing Village Hall be renovated?



The concept above shows the potential of an adaptive re-use of the vacant “Centegra” building into a new Village Hall and the realignment of Skidmore Drive to create a larger green area park and construction of a multi-use pavilion for concerts and civic events. This new Village green would be adjacent to the new Village Hall and the Brooks Preserve located to the west of the site. As envisioned, this new civic space would potentially connect to any future green space on the “Pittman” property as reflected in the illustration above.

The “Pittman” property could be designed as a new park or could be used for a new mixed use development as reflected on the previous plans in this document. One of the issues with respect to the current band shell is the lack of visibility on Main Street. Clearly, any potential improvements to the subject area will require improvements to the wayfinding signage. In addition to the above concept, there has been some support for creating a park on the Pittman property and building a new band shell on the subject site.





RESIDENTIAL CHARACTER

As residential development continues in Antioch, there remains the fundamental question on how the areas existing character and sense of place can be preserved. How does one preserve the small town character that the existing residents desire, while allowing for new development and residential growth. Based on current development patterns and the areas of buildable/vacant land, Staff has identified the following corridors that will in all likelihood attract future residential development:

North Avenue— The area along North Avenue, from Trevor Road all the way to Route 45 provides opportunities for low and medium density development.

Deep Lake Road— The area along Deep Lake, from North Avenue to Grass Lake Road also provides new infill residential development.

Savage Road— Both sides of Savage Road, from Route 173 to Miller Road provides opportunities for residential development.

Miller Road— Both sides of Miller Road provides opportunities for medium density residential development, east to Route 45.

Route 173— There continues to be a number of large tracts of land along Route 173 that will potentially attract new medium density residential.

In addition to focusing on density, lot sizes, and open space locations, there are a number of other design elements that can be incorporated along the collector and arterial streets that will help preserve the Village's small town character. The following design elements should be considered by developers in the future.

1. **Wider landscape buffers**— In lieu of the conventional ten or fifteen foot landscape buffer along collector streets, consider a 30 to 40 foot landscape buffer with extensive landscaping and undulating berms.
2. **Landscaping**— Large groves of trees should be clustered and when ever possible, existing trees should be preserved and land plans should work around existing groves of trees.
3. **Native plantings**— Large clusters of natural plantings should be considered to be incorporated within the landscape buffer along collector streets.
4. **Fences**— White post on board fences, similar to Heron Harbor should be incorporated in new developments, evoking the rural past of the Village.
5. **Dry retention**— If the topography works, locating dry retention areas and incorporating them along collector streets provides a large green area and can increase a sense of openness that helps maintain an areas rural character.
6. **Extensive entrance landscaping**— Entrances into residential developments should incorporate boulevards, extensive landscaping and entrance design features that evoke the Villages' sense of place and past rural character.
7. **Bike trails and sidewalks**— Bike trails and sidewalks should meander through the landscape buffer which has an added aesthetic benefit while also providing additional distance between the pedestrian/bike rider and oncoming traffic along the collector street.
8. **Through-lots**— Any home backing up to a collector should be designated as a through lot which requires additional architecture on the rear of the homes and additional landscaping in the backyard. Too often homes along collector streets incorporate blank vinyl walls with few windows or architectural detail. Additional architectural design elements can include a cornice line, window shutters, brick chimney chase, traditional window fenestration, etc.



VILLAGES RESIDENTIAL DESIGN PHILOSOPHY

As reflected in this plan, Antioch will continue to be predominantly a community of single-family homes and neighborhoods. Based on this fact, it is critically important that future single-family home development seamlessly integrate into the natural beauty of the area and maintain the quality of life for the existing families that reside in the community. Throughout this document, the importance of quality design is emphasized as one way to ensure that future single family development blends in with the existing character. As previously mentioned in this document, the Village has adopted “Single-Family Design Standards” to ensure that new home construction meets a minimum number of design standards.

The following guidelines are not intended to replace these standards, but are instead intended to augment the standards and provide the development community a set of design guidelines to reflect how future single family neighborhoods should be developed in the future. The word “neighborhoods” is used to reflect that the goal of this document is to create a cohesive community with real neighborhoods. Too often, today's suburbs are nothing but an agglomeration of subdivisions looking for a community.

The starting point for any design of a plan for a single-neighborhood is to look at the topography of the land and the context of the land. Every effort should be made to preserve and design a street network around the following features:

- Mature groves of trees should be preserved.
- Plans should work around wetlands and other environmentally sensitive areas.
- Every effort should be made to maintain open vistas, especially in areas adjacent to Lake County Forest Preserves.
- Rolling terrain should be utilized by incorporating creative curvilinear street designs that respect the terrain of the land.

Prospective developers should use the Village’s “Future Land Use Map” as the guiding document that regulates uses and densities. The “Future and Use Map” incorporates a series of use classifications and densities based on the location of the site. Generally, areas which are adjacent to Lake County Forest Preserves and which are located at the edge of the Village have been identified for lower densities. Areas which are closer to the center of the Village or located along major arterials incorporate medium densities. Each use classification starts with a “base density” and all future land plans should start with a density plan that incorporates a base density.

As an example, if a development incorporates 100 acres and is identified as “Medium Density”, the base density would be 2.0 units per net acres (deducting unbuildable areas including the right of way, retention ponds, parks or any environmentally sensitive area). If a developer is left with 70 buildable acres, the base density would be 140 single-family homes (70 acres x 2.0 units per acre). The base density is the starting point for any future land plan based on the parameters of this Comprehensive Plan.

To increase the density on any plan, the following guidelines should be followed which allows a developer to increase the density of a development if certain design goals of the Village of Antioch are met. The following pages outline these design guidelines and demonstrate how a developer can increase a plan's density. Creative land plans that incorporate more open space, follow the various architectural design guidelines and maintain the character of a site gain a higher density and more flexibility from the Village’s bulk regulations (i.e. minimum lots sizes and setbacks).



FUTURE SUBDIVISION DESIGN

Terminal Vista— The street terminates into a pocket park which is adjacent to a central park. This configuration provides visual interest to a residential development.

Key Lots— The use of a key lots at important intersections or locations is another design method of creating visual interest to a residential development. Key Lots should incorporate additional architectural or landscaping elements.



BASE DENSITY

All future developments in the Village shall be entitled to the base density as defined in each land use sector. As an example, the **Base Density** for **Low Density** is 1.0 per unit per acre and the base density for **Medium Density** is 2.0 units per acre. Any increase above the **Base Density** shall be based on the developers compliance with the “Residential Design Guidelines” incorporated in this plan and other guidelines as adopted by the Village of Antioch.

Densities ranges should be used to promote creative land plans that meet the Village’s design goals. Plans that incorporate good interconnection, a variety of lot sizes, good residential design, extensive open space, pocket parks, boulevards, extensive landscaped buffers adjacent to collector streets, key and through lots and bike/pedestrian trails will be entitled to a higher density count versus conventional plans that lack creativity.

The following conceptual subdivisions design show two alternatives that are generally consistent with the following guidelines for future development. The illustration to the left shows a traditional approach with a traditional asymmetrical grid iron street network and a centrally located park. The main street terminates into a pocket park and the block sizes are fairly compact. Key lots are interspersed throughout the plan creating architectural interest. This type of development would generally be more appropriate for infill opportunities or those areas adjacent to the Village’s central core.

The development to the right shows how a curvilinear plan can be designed with both an interconnected pattern of streets and open space. As reflected in this illustration, an extensive network of open space provides trails throughout the development and the majority of lots are adjacent to some form of open space. In lieu of conventional cul de sacs, loop lanes with small pockets of green space are incorporated throughout the development. The curvilinear street pattern would be appropriate in areas with unique topography and with natural areas that need to be preserved. The illustration reflects a lower density and would be more appropriate in the areas along the periphery of the Village or adjacent to a Lake County Forest Preserve.



SINGLE FAMILY SUBDIVISION DESIGN

New subdivisions should put a large amount of emphasis on creative land use plans that incorporate the following design elements:

Street Design

1. Long unbroken straight street with blocks that exceed 600 feet should be avoided whenever possible. The following guidelines promote good intersection and connections with adjoining residential neighborhoods. Roads that incorporate slight bends and curves should be used in lieu of straight roadways. The one exception is new infill Downtown projects where modified grids continue to be appropriate.
2. Incorporation of cul de sacs or dead ends is discouraged. In lieu of the conventional cul de sac, consider using loop lanes or closes which provide more visual interest to a proposed land plan.
3. Good street interconnection is required. Residential developments should be designed so that there is interconnection between neighborhoods. Good interconnection provides opportunities to create real neighborhoods versus isolated subdivisions. Block designs should be designed in a manner in which they extend into future properties when they're developed.
4. The standard right of way in the Village for residential development should be 60 feet with parkways on both sides, five foot side-walks on both sides and a street width of 28 feet with curbs. Parkway trees should be planted every forty feet and no species should make up more than 10% of any subdivision planting. However, tree species should be grouped together in order to create uniform tree canopies.

Terminal Vistas

1. Future developments should incorporate "Terminal Vistas" within the development. These vistas can be created by incorporating "T" intersections or boulevards/parkways that terminate into open space. A "Terminal Vista" creates visual interest to a development and can also serve as a way for traffic calming.
2. Parks and open spaces within a development should be designed in a way that provides visual interest and character to a development. One way to accomplish this is to create various vistas of open space and to configure street design in a way that creates vistas of open space.
3. The incorporation of single loaded streets abutting open space can create "terminal vistas" and help break-up the potential monotony of a subdivision design.
4. The use of boulevards terminating into "parks" or "pocket parks" are strongly encouraged.
5. The use of "Greens" is a traditional way of creating a sense of place within a development and creating a "terminal vista" of open space.
6. Incorporating key architectural design elements in key lots can also create "terminal vistas".



VILLAGE IDENTITY

Creating a new uniform gateway and wayfinding signage program is another goal of this Comprehensive Plan. The current Village signage has not been recently updated and the current signage does not reflect the Village’s newest logo “Authentic by Nature”. Based on this fact, Staff would like to create a uniform sign motif that would be incorporated in new gateway signage and wayfinding signage in the Downtown.

New gateway signage would be located at the following locations:

- Main Street (North), south of the Wisconsin border
- Main Street (South), south of Ainsley Street
- Route 173, west of Crawford Road
- Route 173, east of First Street

A new uniform Village signage program will help identify the boundaries of the Village and serve as new visual gateways for people entering the Village along Route 173 and Route 83. Along with a new uniform gateway and wayfinding program, each new gateway sign should incorporate a uniform landscape plan that will provide seasonal color to the signage.

In the Downtown, the proposed new wayfinding signage will provide better information pertaining to municipal parking and important civic locations, including the Village Hall, Police Station, Fire Department, Library, and Band Shell. The proposed wayfinding program will incorporate a uniform design that will reflect the Village’s new logo design. Signage should be oriented along Main Street, Orchard, Lake and Toft Streets. Special importance should be given to highlight the existing parking lots that are located along Toft and Skidmore Street.

The illustrations to the right are examples of the type of signage that could be selected by the Village Board. Staff will be bringing a master plan for gateway and wayfinding signage to the Village Board for their review and consideration.



IMPLEMENTATION

Action Plan

The following efforts should be made in the near term to accomplish the various goals outlined in this Comprehensive plan:

CLASSIFICATION	ACTION STEP	PURPOSE	RESPONSIBILIY
Community Character	Maintain open space buffer Administration and Public Works	Maintain small town character	Village Board and Community Development De- partment
Community Character	Maintain Village’s design standards for commercial and residential	Maintain Village’s sense of place	Village Board and Community Development De- partment
Community Character	Create a series of new gateways into Village	Create sense of community	Village Board and Community Development De- partment
Community Character	Create visual landscape buffers along arterials and collectors	Maintain sense of place and small town character	Village Board and Community Development De- partment
Community Character	Create a new gateway into the Downtown	Create sense of community	Village Board and Community Development De- partment
Community Character	Implement beautification plan for Route 173 from Grimm Road to Route 83	Maintain sense of place	
Community Character	Implement beautification plan along Route 83 from Rt 173 to Ainsley Street	Maintain sense of place	

Economic Development	Continue revitalization efforts Downtown	Create a vibrant and resilient community	Village Board, Administration, and Community Development Department
Economic Development	Attract new commercial development to Route 173 and Route 83	Create a vibrant and resilient community	Village Board, Administration, and Community Development Department
Economic Development	Attract new light industrial development to Anti- och Corporate Center	Create a vibrant and resilient community	Village Board, Administration, and Community Development Department
Economic Development	Develop Abbott property into new mixed use de- velopment	Create a vibrant and resilient community	Village Board, Administration, and Community Development Department



CLASSIFICATION	ACTION STEP	PURPOSE	RESPONSIBILIY
Economic Development	Attract new auto dealerships to Route 173	Vibrant community	Administration and Community Development
Economic Development	Redevelop southeast and south-west corners of Rt 173 & Rt 83	Vibrant community	Administration and Community Development
Transportation	Widen Route 173 to a four-lane profile with landscape median east of Deep Lake	Improve mobility and transportation	Administration and Public Works
Transportation	Constrict a new Grimm Road that is re-aligned at Route 173	Improve mobility and transportation	Administration and Public Works
Transportation	Incorporate traffic calming design elements throughout the Village	Improve mobility and transportation	Administration and Public Works
Transportation	Introduce a series of roundabouts at Deep lake and Depot and Trevor and North Avenue	Improve mobility and transportation	Administration and Public Works



CLASSIFICATION	ACTION STEP	PURPOSE	RESPONSIBILIY
Public Facilities	Construct a new Public Works facility	Provide adequate public facilities	Public Works and Administration
Public Facilities	Complete Village Hall relocation study	Provide adequate public facilities	Public Works and Administration
Open Space & Trails	Improve Bittner property into regional park	Maintain sense of place and recreational opportunities	Community Development and Park Department
Open Space & Trails	Construct new bike trails along North and Deep Lake	Maintain sense of place and recreational opportunities	Community Development and Park Department
Open Space & Trails	Bike trail along Route 173	Maintain sense of place and recreational opportunities	Community Development and Park Department
Open Space & Trails	Connect regional bike trail system to Downtown	Maintain sense of place and recreational opportunities	Community Development and Park Department
Open Space & Trails	Expand neighborhood park plans throughout Village	Maintain sense of place and recreational opportunities	Community Development and Park Department