VILLAGE OF ANTIOCH

11-10-15

AN ORDINANCE AMENDING TITLE 10 OF THE VILLAGE CODE ENTITLED VILLAGE OF ANTIOCH MIXED USE DOWNTOWN OVERLAY DISTRICT

ADOPTED BY THE PRESIDENT AND BOARD OF TRUSTEES

OF THE

VILLAGE OF ANTIOCH, ILLINOIS

ON

October 17, 2011

Published in pamphlet form by authority of the Village Board of the Village of Antioch, Lake County, Illinois, this 20th day of October, 2011.

LAWRENCE M. HANSON	**President**	DENNIS B. CROSBY	**Trustee**
		MARY C. DOMINIAK	**Trustee**
CANDI L. ROWE	**Clerk**	JAY JOZWIAK	**Trustee**
		SCOTT A. PIERCE	**Trustee**
ROBERT J. LONG	**Attorney**	TED P. POULOS	**Trustee**
		GEORGE C. SAKAS	**Trustee**

ORDINANCE NO. 11-10-15

AN ORDINANCE AMENDING TITLE 10 CHAPTER 10 OF THE VILLAGE CODE ENTITLED VILLAGE OF ANTIOCH MIXED USE DOWNTOWN OVERLAY DISTRICT

WHEREAS, the Village of Antioch is a Non-Home Rule Illinois Municipal Corporation organized and operating under the Illinois Municipal Code, 65 ILCS 5/1 et seq.; and

WHEREAS, Pursuant to 65 ILCS 5/11-13-1 of the Municipal Code, To the end that adequate light, pure air, and safety from fire and other dangers may be secured, that the taxable value of land and buildings throughout the municipality may be conserved, that congestion in the public streets may be lessened or avoided, that the hazards to persons and damage to property resulting from the accumulation or runoff of storm or flood waters may be lessened or avoided, and that the public health, safety, comfort, morals, and welfare may otherwise be promoted, and to insure and facilitate the preservation of sites, areas, and structures of historical, architectural and aesthetic importance; the corporate authorities in each municipality are granted certain powers to affix standards to which development and redevelopment shall conform; and

WHEREAS, the previously adopted Village of Antioch Comprehensive Plan Amendment for Route 83 and Downtown Corridor specifically includes recommended regulatory changes for building materials, height, setbacks, and the location and design of parking lots, all of which influence the appearance of new construction. Other sections of the said Plan Amendment include each existing structure within downtown and a recommended list of construction and façade improvements that are sympathetic to the original structure and which are harmonious with the existing overall unique character of the entire downtown area; and

WHEREAS, pursuant to Chapter 1 of Title 2 of the Antioch Village Code, a public hearing was held by the Combined Planning Commission and Zoning Board on July 8, 2010 and continued to August 12, 2010 and September 9, 2010, and finally concluded on October 14, 2010 after due notice by newspaper publication, upon the application of Dustin Nilsen, on Behalf of the Village of Antioch ("Petitioner"), to amend Title 10 of the Village Zoning Code, resulting in a recommendation of that body for approval of the said amendment; and

WHEREAS, the corporate authorities find that regulating land uses in an orderly and coordinated manner and affixing building and construction standards thereto is in furtherance of the public interest by ensuring the economic and social sustainability and compatibility of redevelopment and future development, particularly in an area of existing historic buildings and structures built under differing zoning and building codes over a period of more than one hundred years; and

WHEREAS, it is the public interest to assure that public benefits derived from expenditures of public funds for the improvement and beautification of streets, and other

public structures and spaces, are protected by exercising reasonable controls over the character and private investments and development; and

WHEREAS, a comprehensive and balanced system of development and regulating standards that will preserve the right and enjoyment of the use of private property, provide an achievable balance and synergy between the built and the natural environment, and avoid the visual clutter that is potentially harmful to traffic and pedestrian safety, property values, business opportunities, and community appearance, is found to be in the best interest of the visitors, residents, and corporate citizens of the Village alike;

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Antioch, Lake County, Illinois, as follows:

SECTION I:: The foregoing recitals represent the purpose and intent of this ordinance and insofar as each recital does it is incorporated by reference as a substantive provision hereof as though fully set forth herein.

SECTION II: The zoning and land use regulations incorporated here within are consistent with the best management and development practices endorsed by independent policy organizations such as the Urban Land Use Institute, the American Planning Association, Chicago Metro Agency for Planning, and are consistent with the Goals and Policies set forth within the Village's Comprehensive Plan, Especially the Route 83 and Downtown Corridor Study.

SECTION III: Chapter 10, Title 10 of the Antioch Village Code be and is hereby amended in its entirety and it shall hereafter consist solely of the regulating plan standards as outlined in the document entitled DOWNTOWN ANTIOCH Draft Form-Based Code Prepared for the Village by The Lakota Group and S.B. Friedman & Company dated October 1, 2010.

SECTION IV: The official Village of Antioch Zoning Map is hereby amended to include the land use plans, districts and regulations set forth in the document adopted in Section III hereinabove.

SECTION V: Nothing in this Ordinance shall be construed to affect any suit or proceeding pending in any court, or any rights acquired, or liability incurred, or any cause or causes of action arising, acquired or existing under any act or ordinance or portion thereof hereby repealed or amended by this ordinance; nor shall any just or legal right, claim, penalty or remedy of any character of the corporate authority existing on the effective date hereof be lost, impaired or affected by this Ordinance.

SECTION VI: If any provision, clause, sentence, paragraph, section, or part of this ordinance or application thereof to any person, firm, corporation, public agency or circumstance, shall, for any reason, be adjudged by a court of competent jurisdiction to

be unconstitutional or invalid, said judgment shall not affect, impair or invalidate the remainder of this ordinance and the application of such provision to other persons, firms, corporation, or circumstances, but shall be confined in its operation to the provision, clause, sentence, paragraph, section, or part thereof directly involved in the controversy in which such judgment shall have been rendered and to the person, firm, corporation, or circumstances involved. It is hereby declared to be the legislative intent of the corporate authorities that this ordinance would have been adopted had such unconstitutional or invalid provision, clause, sentence, paragraph, section, or part thereof not been included.

SECTION VII: This ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form as required by law.

Passed and approved this 17th day of October, 2011.

LAWRENCE M. HANSON, President

ATTEST:

CANDI L. ROWE, Village Clerk

VILLAGE OF ANTIOCH INCORPORATED FEB. 29th 1892 LAKE COUNTY, ILL

STATE OF ILLINOIS)
) SS
COUNTY OF LAKE)

CERTIFICATE

I, Candi L. Rowe, certify that I am the duly appointed Municipal Clerk of the Village of Antioch, Lake County, Illinois.

I certify that on October 17, 2011, the Corporate Authorities of such municipality passed and approved **Ordinance No. 11-10-15**, entitled ***"AN ORDINANCE AMENDING TITLE 10 OF THE VILLAGE CODE ENTITLED VILLAGE OF ANTIOCH MIXED USE DOWNTOWN OVERLAY DISTRICT"*** which provided by its terms that it should be published in pamphlet form.

The pamphlet form of **Ordinance No. 11-10-15,** including the Ordinance and cover sheet thereof, was prepared, and a copy of such Ordinance was posted in the municipal building, commencing on October 20, 2011, and continuing for at least ten days thereafter. Copies of such Ordinance were also available for public inspection upon request in the office of the Municipal Clerk.

DATED at Antioch, Illinois, this 20th day of October, 2011.

Candi L. Rowe

Candi L. Rowe, Village Clerk

VILLAGE OF ANTIOCH INCORPORATED FEB 20TH 1892 LAKE COUNTY, ILL.

Village of Antioch
Downtown Land Use Implementation Study

December 15, 2010

S. B. Friedman & Company
Real Estate Advisors and Development Consultants
LAKOTA
THE LAKOTA GROUP, INC.

Vision | Economics | Strategy | Finance | Implementation

Overview

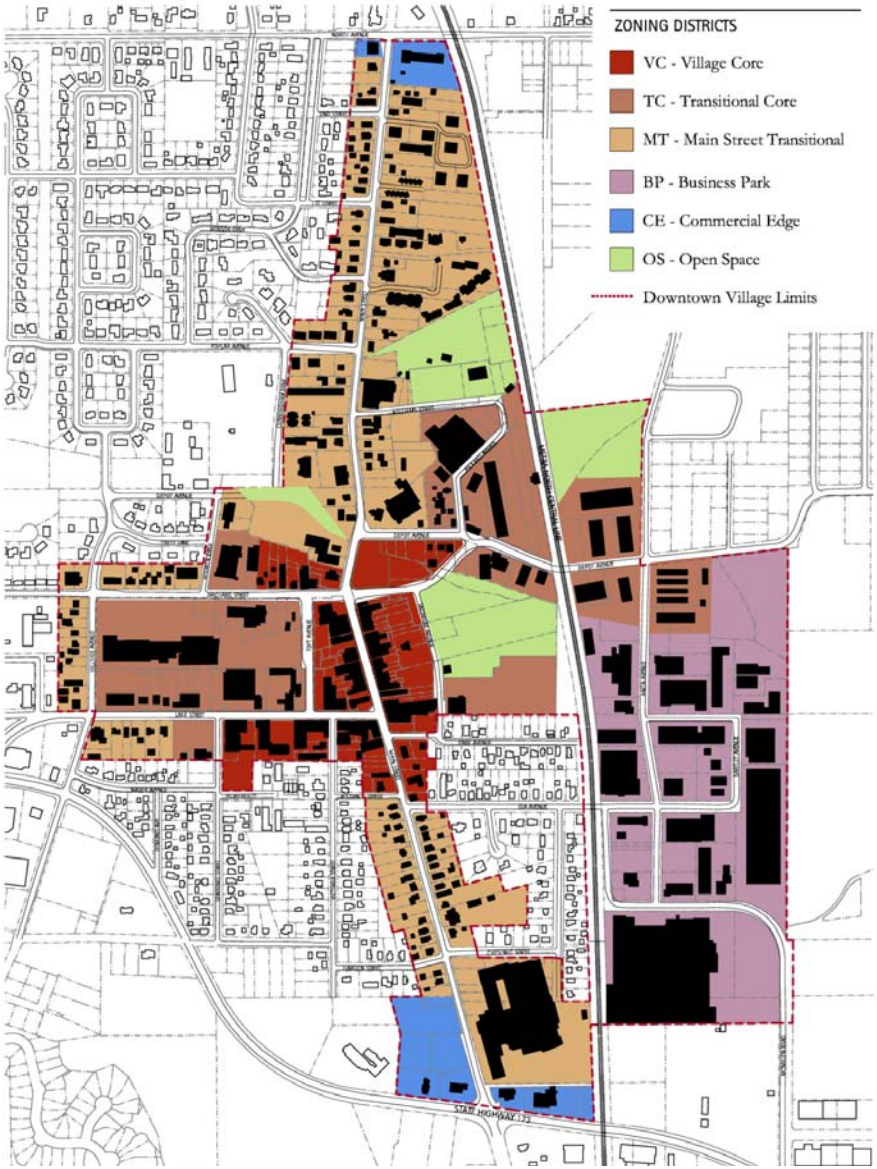
- Overview of Form Based Code
- Summary of Developer Interviews
- Orchard Plaza Concept
- Train Depot Concept
- Economic Analysis of Orchard Plaza Concept
- Strategic Implementation Options

Form-Based Code Goals

- Overview:
  - "Design Zoning"
  - A method of regulating development to achieve a specific urban form
  - Common desired character
  - Mixed-use/pedestrian-oriented
  - Less focus on land use
  - Create a predictable "public realm"
  - Simplified/graphic-based
  - Guidelines for sustainable development

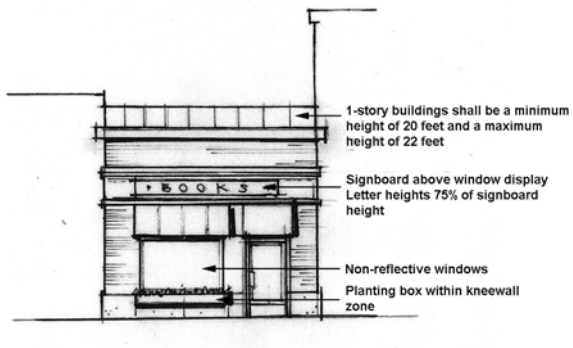
FBC: Regulating Plan

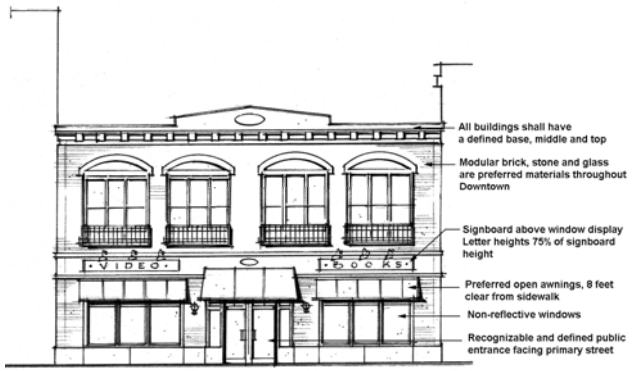
- Zoning Districts:
  - VC - Village Core
  - TC - Transitional Core
  - MT - Main Street Transitional
  - BP - Business Park
  - CE - Commercial Edge
  - OS - Open Space
- Purpose:
  - Designates the specific physical form for Downtown Antioch (Character Zones)
  - Applies zones within framework of streets and blocks, not large undefined areas like conventional zoning
  - Zones are established based on differences in building placement, height and relationship to the public realm

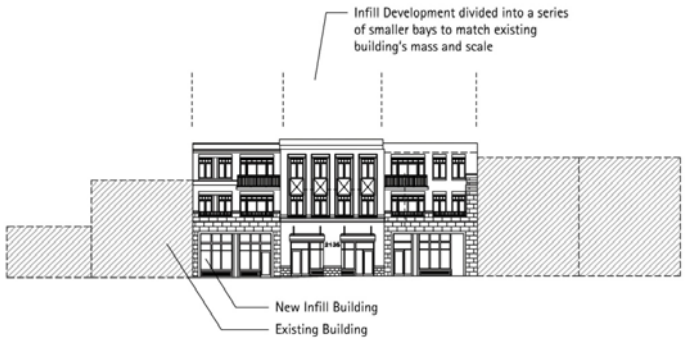


FBC: Regulating Plan: VC – Village Core

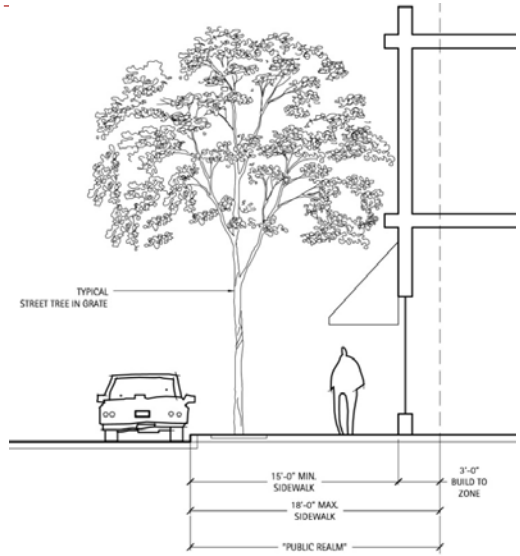
- VC – Village Core:
  - Main activity center
  - Pedestrian-oriented
  - Traditional shopping streets
- Goals:
  - Protect and enhance Antioch's historic character
  - Accommodate redevelopment in keeping with this character in terms of use, height, scale and detail
  - Careful attention to the "public realm"



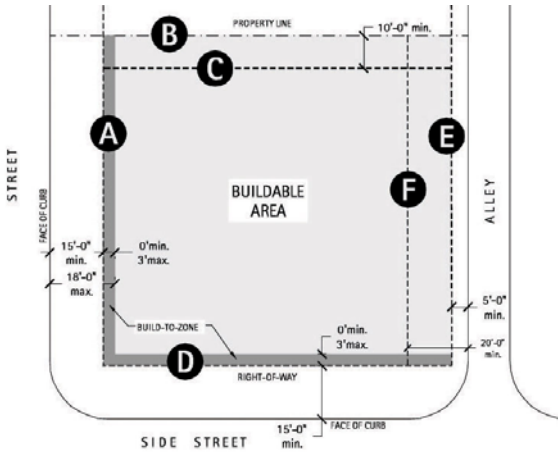




Infill development diagrams



Main Street Streetscape standards



Buildable area standards

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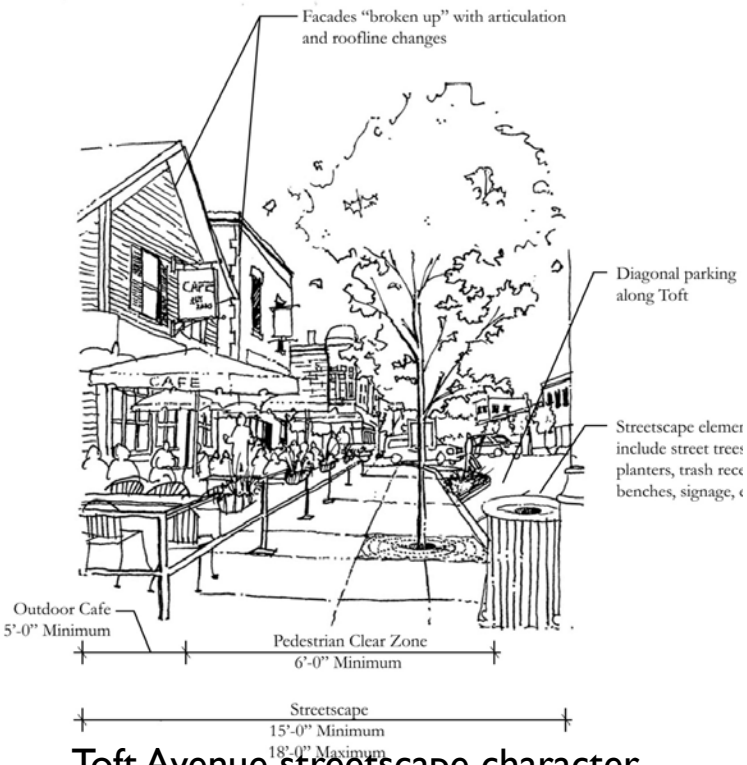
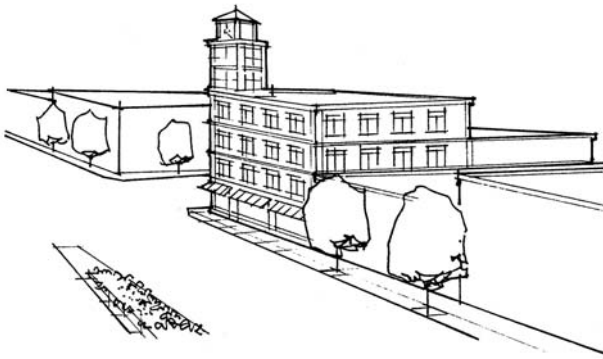
FBC: Regulating Plan: TC – Transitional Core

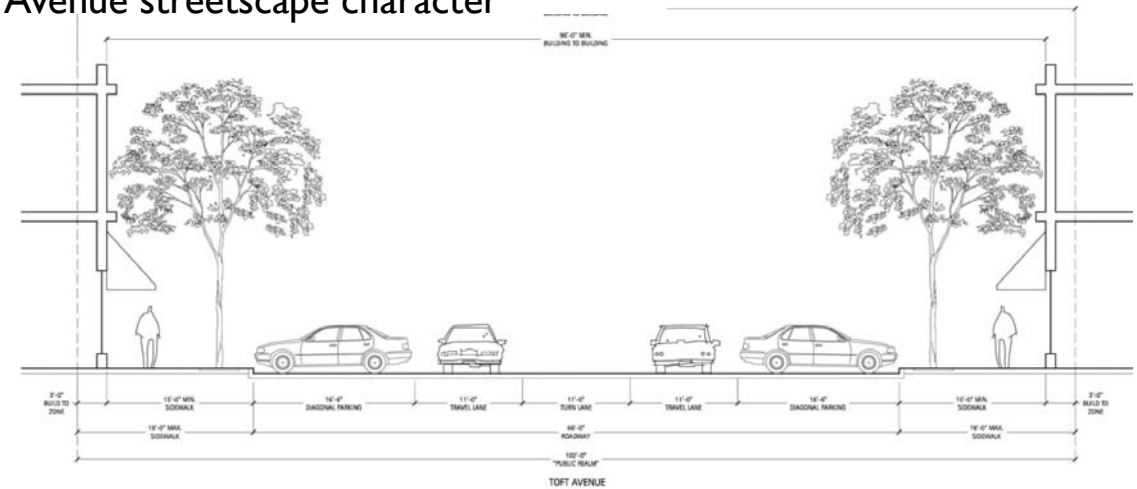
- TC – Transitional Core:
  - Undeveloped parcels
  - Mix of auto-oriented uses
  - Redevelopment opportunity sites
- Goals:
  - Extension of Village Core's mixed-use character
  - Support Transit-Oriented Development (TOD)
  - Create a physical connection from the station to the Village Core



Toft Avenue streetscape character



New development diagrams



Potential Toft Avenue Street Section

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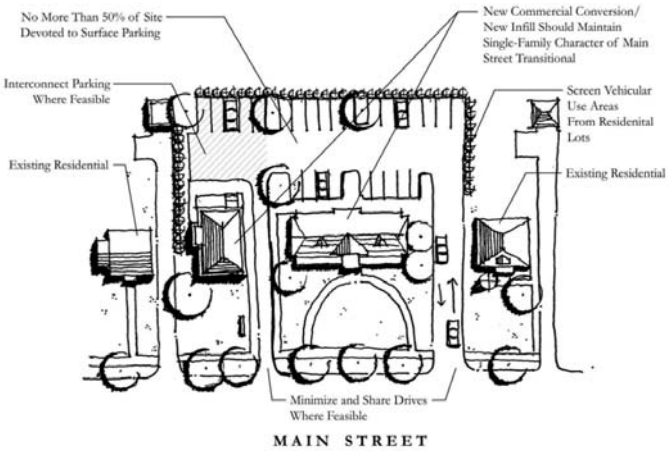
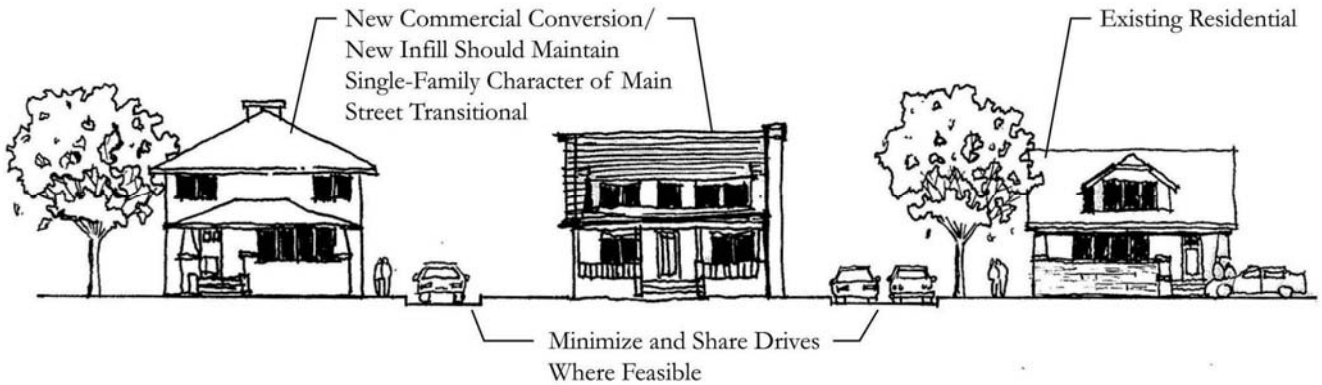
FBC: Regulating Plan: MT – Main Street Transitional

- MT – Main Street Transitional:
  - Primarily single-family and multi-family residential
  - Transitions to neighborhood
  - Residential character
- Goals:
  - Maintain residential character
  - Less focus on land use, more on form
  - Promote adaptive re-use
  - Consistent streetscape setback throughout neighborhood



Build-to-zones/Streetscape character

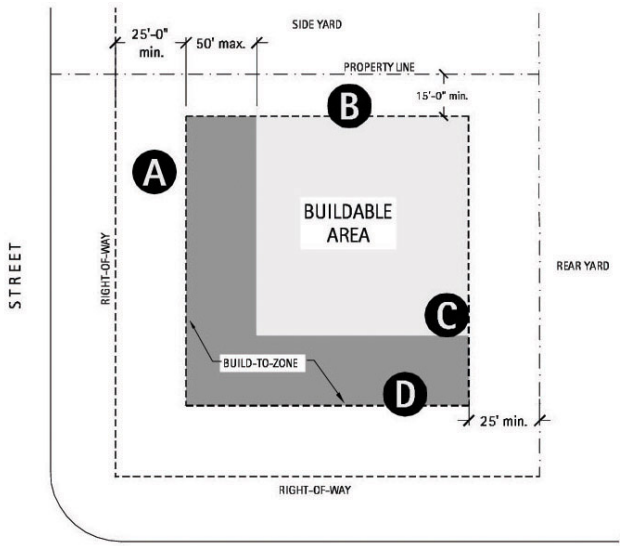


Residential character should be maintained, even if use changes

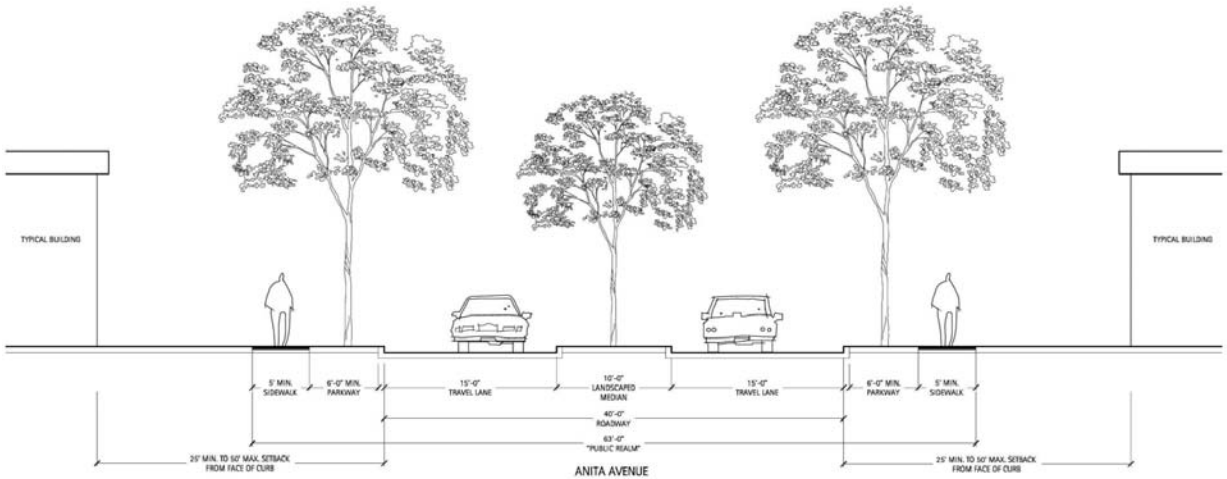
S. B. Friedman & Company Real Estate Advisors and Development Consultants
LAKOTA THE LAKOTA GROUP, INC.

FBC: Regulating Plan: BP – Business Park

- BP – Business Park:
  - Light industrial uses
  - Lacks pedestrian realm
  - Provides access to station
- Goals:
  - Improve site/design standards
  - Focus on the public realm (streetscape)
  - Allow flexibly to adapt to changes in future needs (Transit-oriented development)



Building/Parking Relationships



Potential Anita Avenue Improvements

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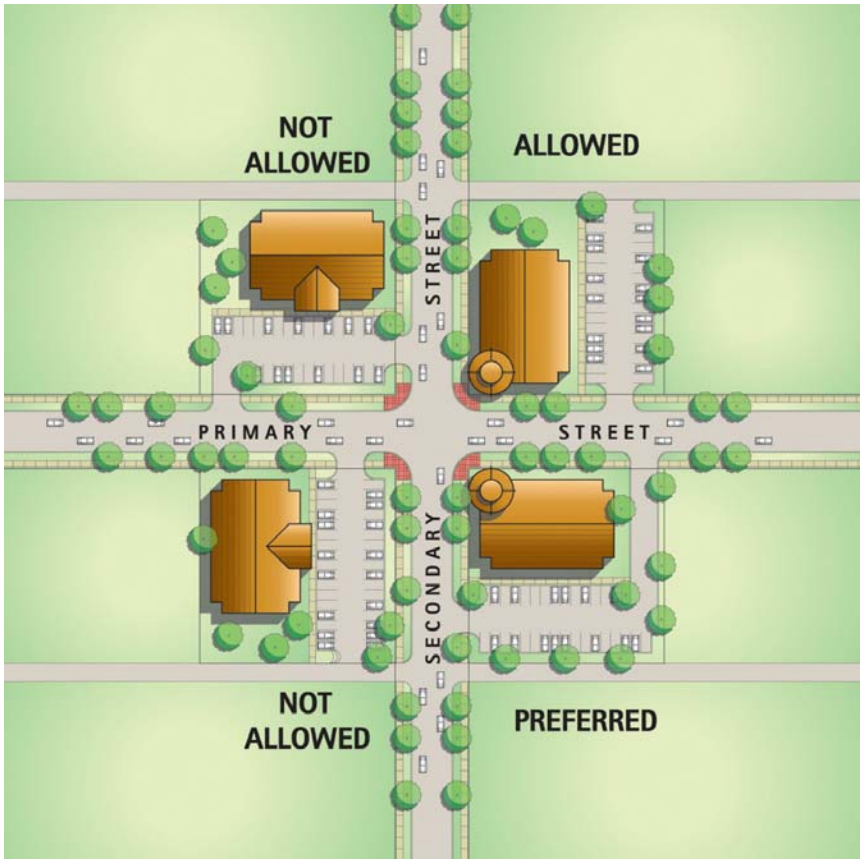
FBC: Regulating Plan: CE – Commercial Edge

- CE – Commercial Edge:
  - North/South Gateways into Downtown
  - Auto-oriented commercial uses
  - Not pedestrian friendly
- Goals:
  - Improve site/design standards
  - Create define edges at corners
  - Improve transition to Main Street residential uses



Allowed parking locations

FBC: Urban Design Standards

- Standards include:
  - Building design
    - Orientation, materials, detail, facades, special features
  - Streetscape/Landscape
    - Plazas, outdoor cafes, public realm, parks, signage
  - Sustainability
    - Best Management Practices, LEED standards, stormwater management, building reuse

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Developer Interview Summary

- Discussions with Bradford, Centrum, Scherrer Group and Wagner
  - Provided insights on development costs and rents
  - Future development outlook
- Key Themes (opportunities and outlook)
  - **Focus on pedestrians:** more pedestrians mean more customers. Small retail is good for attracting pedestrians. Metra can generate significant foot traffic in mornings and afternoons. Need to consider better pedestrian connection between station and Orchard Plaza.
  - **Parking:** grocery stores will want more parking.
  - **Office:** can help support restaurants if placed above on 2nd or 3rd story.
  - **Residential:** overbuilt in the last few years; near-term opportunities include senior and multifamily housing, preferably near Metra.
  - **Retail:** demand likely to recover over the next four years.

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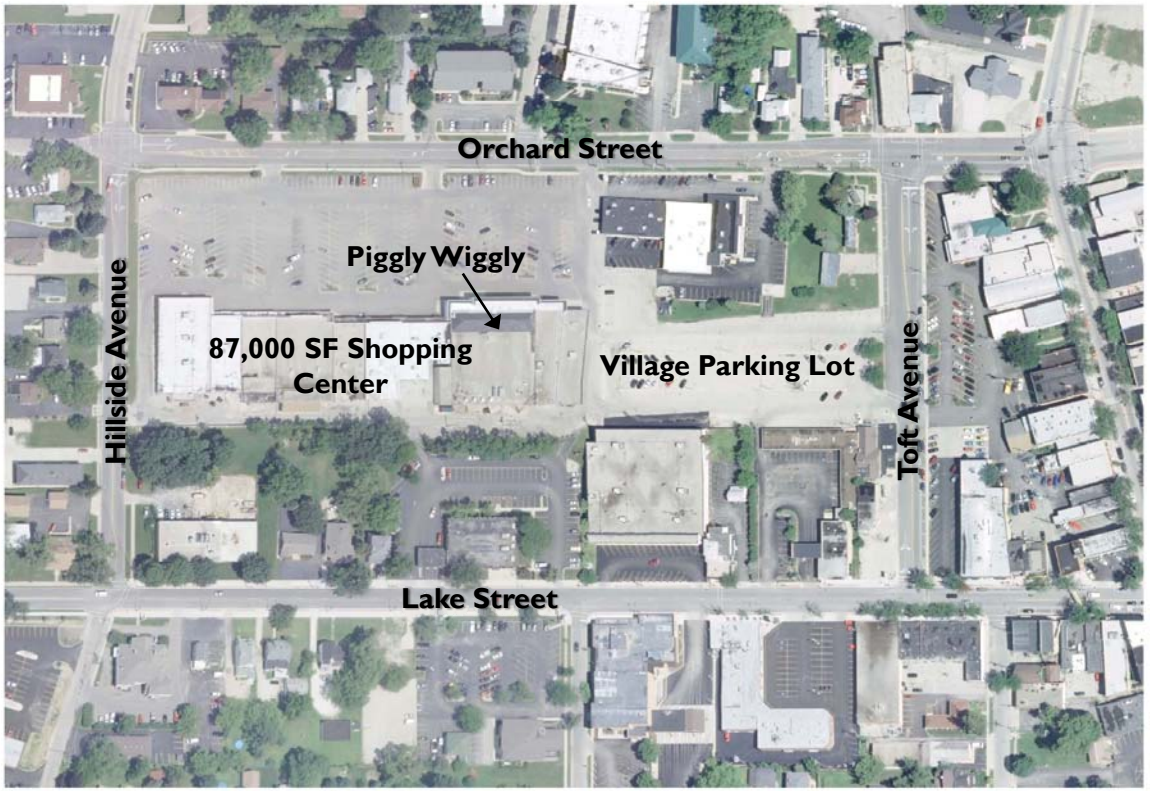
Concepts: Orchard Plaza

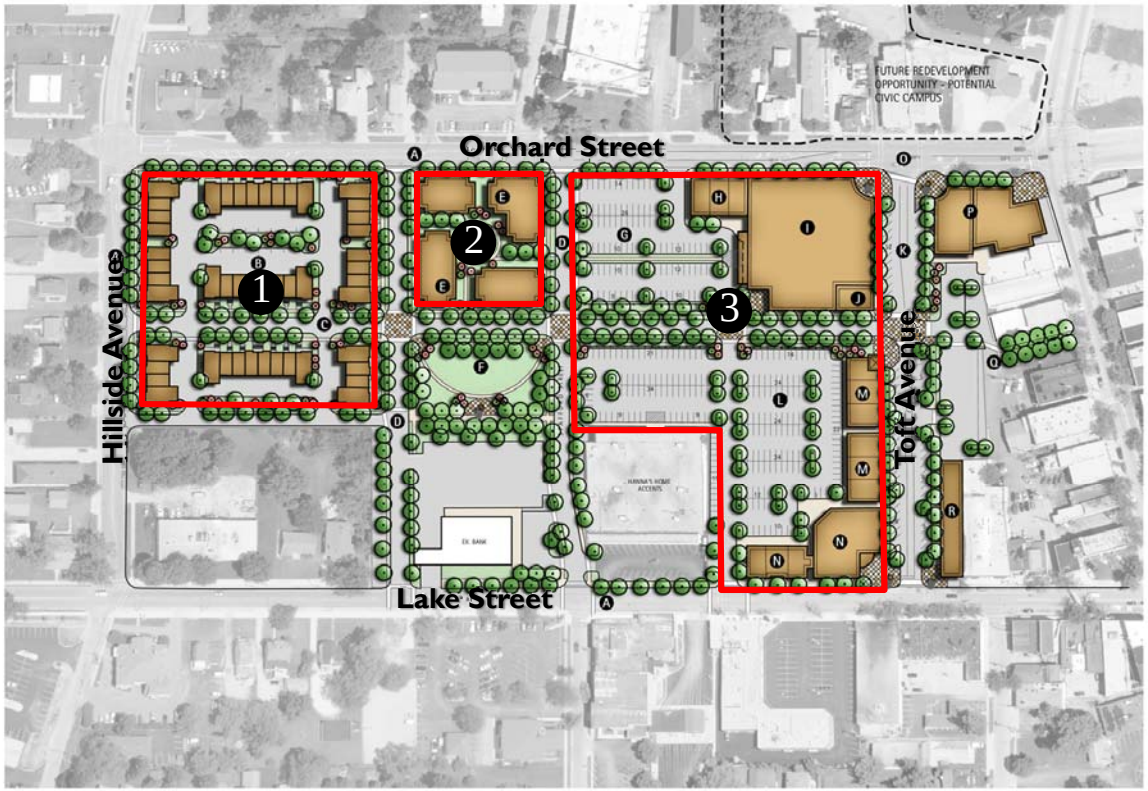
Current Conditions



Concepts: Orchard Plaza

CONCEPTUAL Development Program

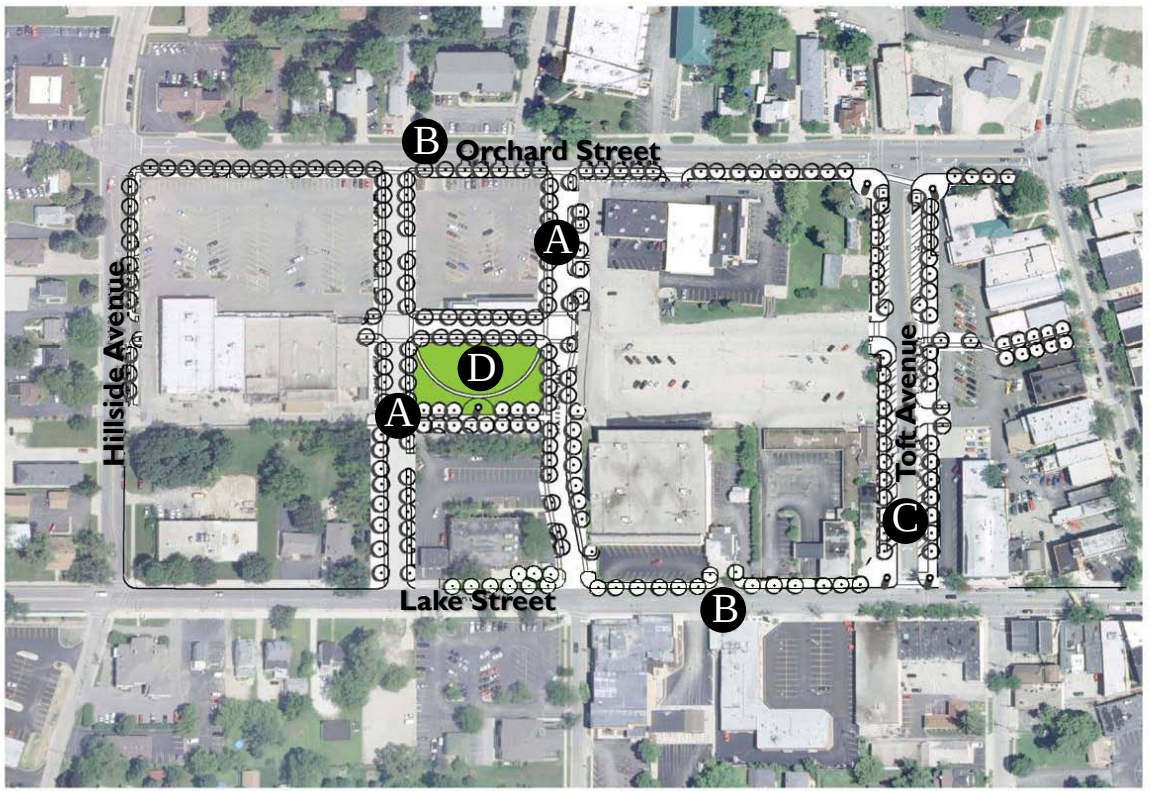
1. 48 Townhomes
2. Professional Office (16,000 SF)
3. Grocery (37,000 SF) & Commercial (50,000 SF)



Concepts: Orchard Plaza

Public Improvements required for Concept Plan

- **A** Spafford extension and other internal streets
- **B** Streetscaping
- **C** On-street Parking on Toft Ave
- **D** Neighborhood park



Estimated Costs

Acquisition & Demolition	$ 1,359,000
ROW improvements	$ 2,821,000
Neighborhood park	$ 257,000
Total	**$ 4,437,000**

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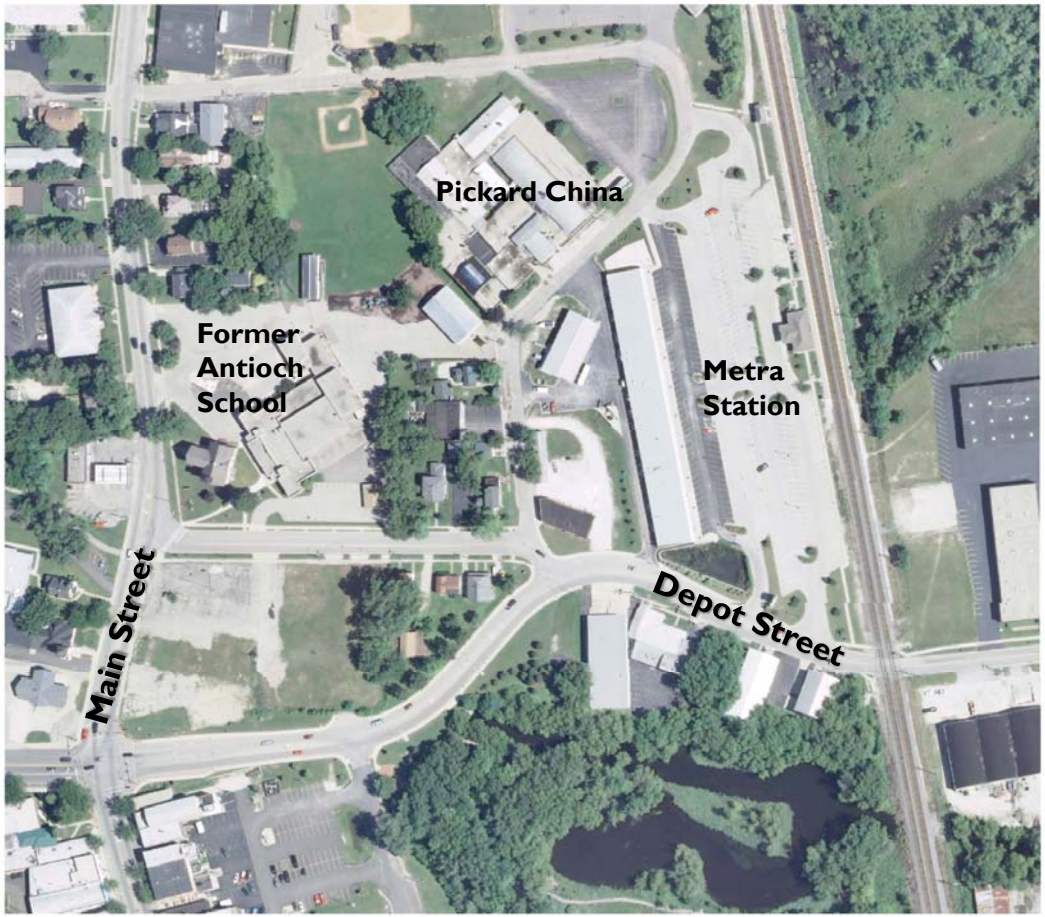
Concepts: Train Depot Site

Current Conditions



Concepts: Train Depot Site

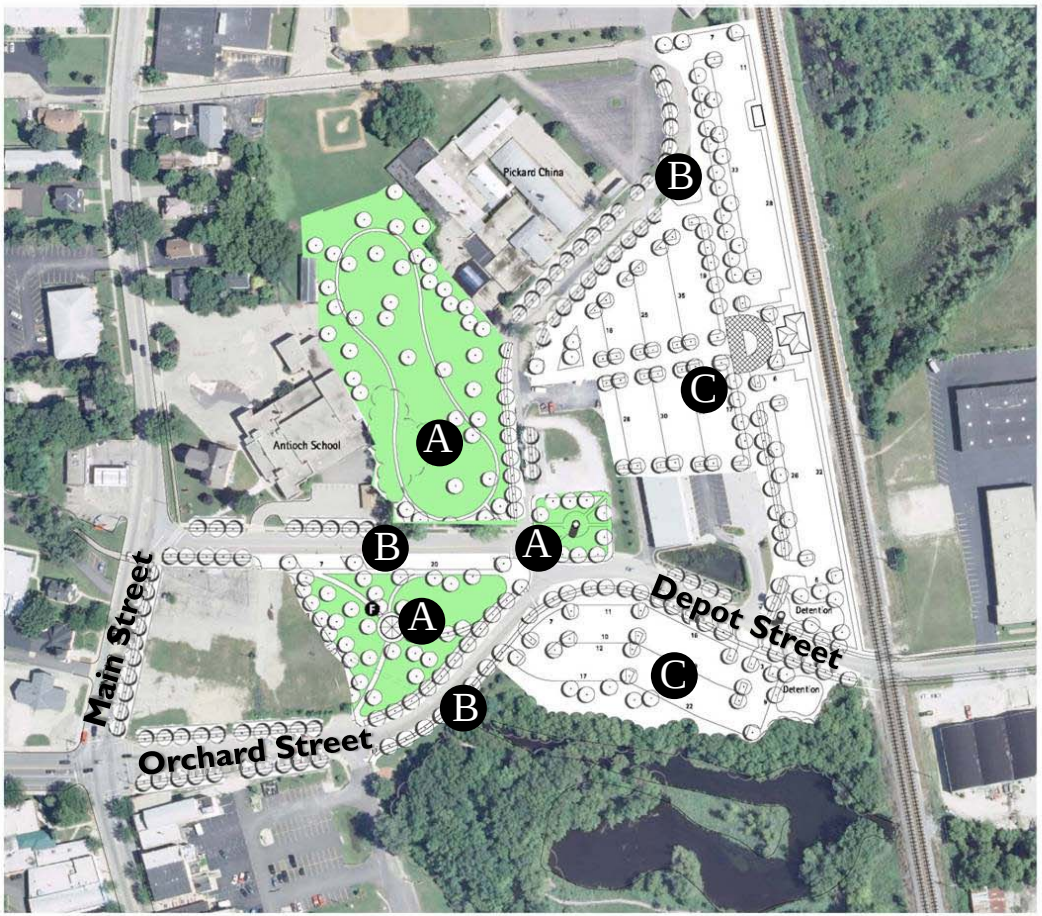
CONCEPTUAL Development Program

- 4 20 Multi-family Units, Commercial and/or Public Space (35,000 SF)
- 5 6 Multi-family Units, Retail (6,000 SF)
- 6 35 Multi-family (43,000 SF)

Concepts: Train Depot Site

Public Improvements required for Concept Plan

- **A** New parks and Gateway Plaza
- **B** Streetscaping upgrades
- **C** Reorganization of commuter parking and overflow event parking



Estimated Costs

Acquisition & Demolition	$ 2,752,000
ROW improvements	$ 1,215,000
Village park and plaza	$ 1,134,000
Parking lots	$ 2,502,000
Total	**$ 7,603,000**

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Economic Analysis

- Conducted for Orchard Plaza Sites
- Model approximates normalized market and financing conditions
- Assumptions account for redevelopment risk
- Provides a sense of economic viability of redevelopment

Economic Model Compares:

1. Residual Land Value (What the developer can afford to pay)

= Total Project Value (sale prices or capitalized value of lease income)
- Demolition/Site Preparation Cost
- Hard + Soft Construction Cost
- Developer Overhead & Profit (13.5% of Total Value for Residential)
- Developer Fee (4% of Dev. Cost for Commercial)

TO:

2. "Acquisition Price" of Property (Property owner expectations)

Based on:

- Value based on income generated from current tenants

Interpreting Results

- **If Residual Value > or ≈ Acquisition Price:**

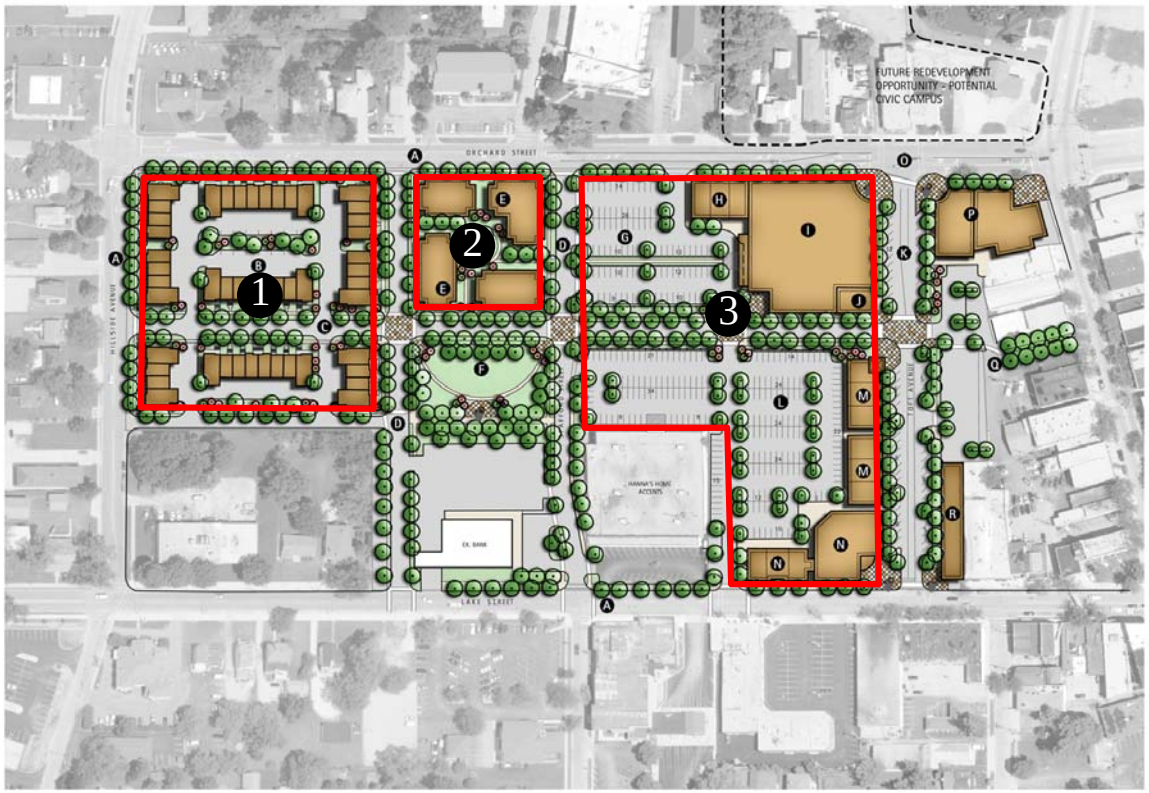
  Scenario would likely "work" without public-private partnership if appropriate zoning is in place

- **If Residual Value is significantly < Acquisition Price:**

  Scenario as shown unlikely to "work" without some form of public-private partnership

Economic Analysis: Orchard Plaza Concept

	Site 1	Site 2	Site 3
Site Area	152,475	44,370	240,520
Redevelopment Program	48 Townhomes	16,000 SF Professional Office	40,000 SF Grocery & 50,000 SF Commercial



Economic Analysis: Orchard Plaza Concept

	Site 1	Site 2	Site 3
Site Area	152,475	44,370	240,520
Redevelopment Program	48 Townhomes	16,000 SF Professional Office	40,000 SF Grocery & 50,000 SF Commercial
Total Sales Revenue/Capitalized Lease Value	$10,800,000	$2,776,000	$12,687,000
Less Hard Construction Costs (incl. demo, site prep & tenant improvements)	($6,396,000)	($1,855,000)	($9,280,000)
Less Soft Construction Costs	($1,963,000)	($403,000)	($1,444,000)
Less Developer Overhead & Profit (Residential)	($1,458,000)		
Less Developer Fee (Commercial)		($111,000)	($381,000)
= Residual Land Value	**$983,000**	**$407,000**	**$1,582,000**
Total Residual Land Value from Private Development		**$2,972,000**	
Estimated Acquisition Price of Property [1]		**$4,454,000**	
Potential Financing Gap		**($1,482,000)**	

[1] Excludes property acquisition cost associated with public improvements

Need for Public-Private Partnerships to Facilitate Development

- Mismatch Between Acquisition Cost and Residual Value: $1.5 M Gap
  - Rents need to be >$20/SF for new development at Orchard Plaza site to be economically viable
  - Difficulty in attracting national tenants

- Public Improvements: $4.4 M
  - Development unlikely to absorb road and park costs

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Implementation Strategies

1. Establish the Regulatory Framework for Future Development
2. Execute Catalytic Public Improvement Projects
3. Facilitate Redevelopment of Priority Sites in the Downtown

1. Establish Regulatory Framework for Future Development

- Near Term:
  - Adopt Plan as guiding document for Downtown Development
  - Initiate process to adopt Form Based Code
    - Legal Review
    - Public Process
    - Pass Ordinance

2. Execute Catalytic Public Improvement Projects

- Near to Mid-Term:
  - Develop financing plan to fund public infrastructure
  - Implement catalytic infrastructure projects not dependent on development
    - Improve streetscaping and enhance pedestrian linkages to Train Station
    - New open space and gateway features (Village owned sites) to enhance downtown
    - Toft Ave. Improvements
    - Overflow Parking Lot
- Long Term:
  - Facilitate infrastructure projects tied to private development
    - North South connectors to break Orchard Plaza "superblock"
    - New park on Orchard Plaza site
    - New Gateway Plaza
    - Metra Parking Lot Reorganization and Expansion

3. Facilitate Redevelopment of Priority Sites in the Downtown

- Near to Mid-Term:
  - Assist private sector activity
    - Maintain active communication with property owners
    - Facilitate public-private, private-private land assembly
    - Consider creation/renewal of special districts to incentivize development (TIF/SSA)
  - Catalyze private development by locating new Village Hall within strategic parcels

3. Facilitate Redevelopment of Priority Sites in the Downtown

- Long term as market recovers……

- **Property Owner Initiated:** Property owners form a joint venture with a developer to redevelop area.
  - Village bring parties together
  - Village role may include
    - Public infrastructure
    - Financing gap
  - Dependent on motivated property owners

- **Village Initiated Redevelopment:**

  Public sector initiates development with acquisition, demolition and site preparation. Developer RFQ/P is issued to redevelop public property.
  - Village investment in acquiring property
  - Greater control
  - Opportunity to seek sophisticated developers/master developer

Village of Antioch

Downtown Land Use & Transit Implementation Study

Prepared for:

DRAFT

October 2010

S. B. Friedman & Company
Real Estate Advisors and Development Consultants

LAKOTA
THE LAKOTA GROUP, INC.

Regional Transportation Authority

This document summarizes the work conducted for the Village of Antioch's *Downtown Land Use and Transit Implementation Study*. The document was prepared under contract with the Regional Transportation Authority of Northeastern Illinois and was financed in part through a grant from the Regional Transportation Authority. The contents of the document do not necessarily reflect the official views of the Regional Transportation Authority.

Executive Summary

S.B. Friedman & Company (*SBFCo*) and The Lakota Group were engaged by the Regional Transportation Authority to prepare a Downtown Land Use Implementation Study for the Village of Antioch. The goals of the engagement were to:

- Analyze existing conditions within the downtown study area,
- Translate the Village's goals for strategic sites in its downtown into conceptual development plans, (3) produce a model form-based code framework to guide future development within the downtown study area,
- Determine the methodology to measure the economic feasibility of the development programs, and
- Present the Village with an implementation strategy and action plan to facilitate development in the study area within the form-based code regulatory framework.

This report outlines the key findings and analyses from the development program, the major features of the form-based code framework, the results of the economic feasibility analysis, and the main points of the implementation matrix.

Significant public input was sought and provided over the time period of this project. In addition to meetings of the project Steering Committee, the following presentations were made:

- September 3, 2009 – a public session was held at Antioch High School for which a notice was posted in the local newspapers and Village of Antioch webpage for meeting notices. Attendees included property and business owners within and adjacent to the key strategic parcels in Downtown Antioch. The attendees were provided a detailed presentation on the nature of and benefits to a form-based Code approach to land use regulation. A lengthy Q & A session ended the meeting, where local residents, as well as business and property owners, provided input on the project.
- June 29, 2010 – a follow-up public session was held, once again publicly noticed and held at Antioch High School. This meeting involved a detailed presentation to attendees (comprising once again a mix of local residents and business/property owners) regarding a framework for a form-base code applied to the key strategic parcels in Downtown Antioch. Attendees were shown specific examples of the types of structural forms that could be applied to new construction and rehab of existing structures so as to maintain a consistent built environment, reflecting and building upon the unique character of Downtown Antioch and the main arterial roads that lead into it. Again, a lengthy Q & A session ended the presentation.
- June 16, 2010 – a public presentation was made to the Village of Antioch Board reviewing the form based framework approach to land use regulation, as well as an analysis of the economics of developing the key downtown strategic parcels.
- July 8, 2010 – a public presentation was made to the Village of Antioch Planning and Zoning Commission to review the form based code framework and its specific applicability to regulating land use within the key strategic parcels of Downtown Antioch.

In addition, there were two additional Planning and Zoning follow-up presentations made exclusively by Dustin Nilsen, Village Director of Community Development.

State of Downtown Antioch Summary

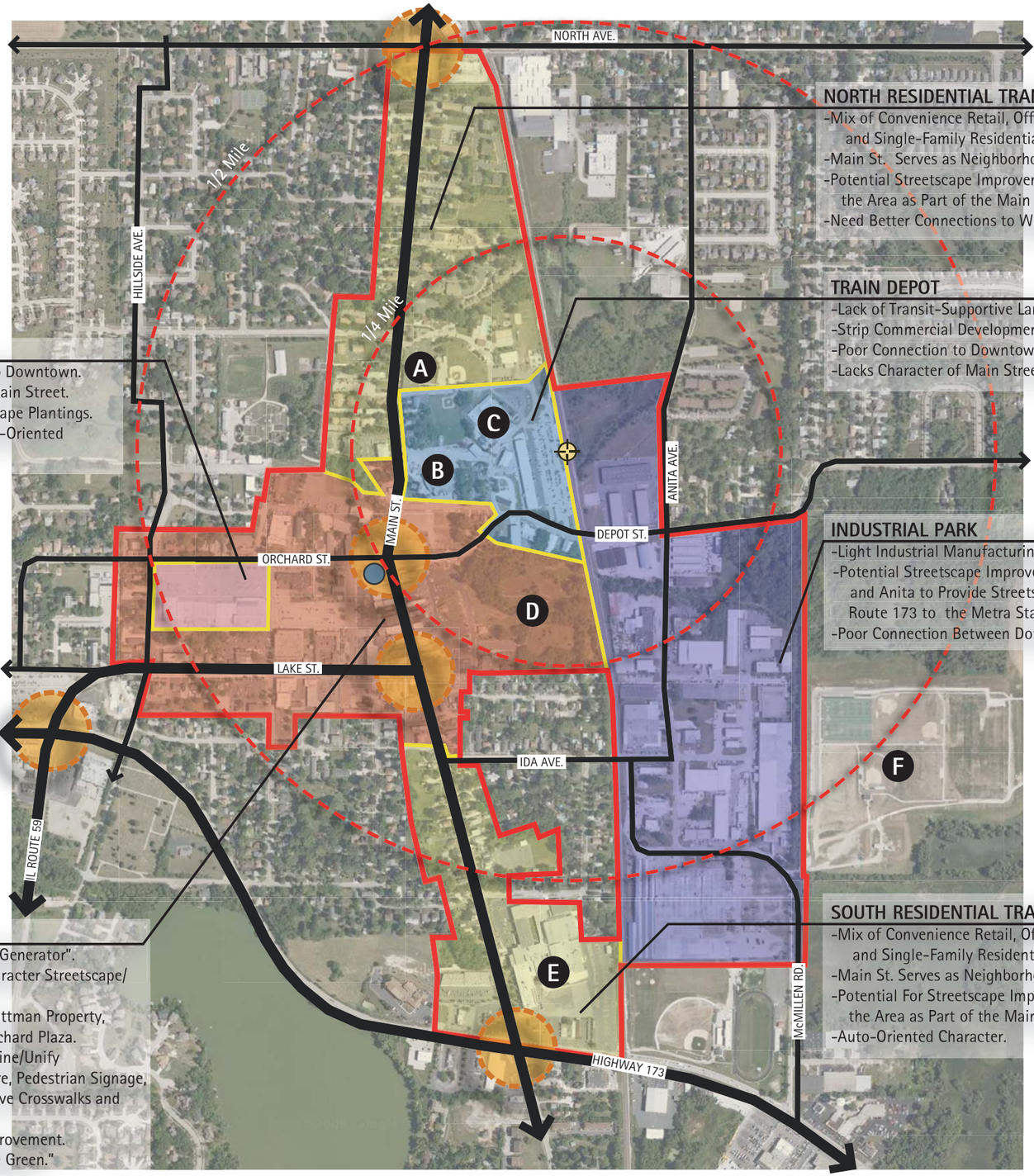
To build a framework for a Form-Based Code approach to land use regulation, The Lakota Group undertook an analysis of existing conditions within downtown Antioch. They identified the following main character zones (see Map 1):

- Downtown Core
- Train Depot
- North/South Residential Neighborhoods
- Industrial Park

Extensive descriptions of each area, as well as findings and recommendations, are contained in the summary report. The following section provides a summary of the findings and recommendations for each character zone.

Downtown Core (see Map 2). The Downtown Core includes a mix of retail, office, institutional, and open space uses. The main retail/commercial core is located along Main Street and Lake Street. Residential uses are currently limited. The area becomes more auto-oriented west of Toft Avenue, particularly along Lake Street, with more curb cuts and parking lot frontages that discourage pedestrians from using the area.

Parking in the Downtown currently consists of surface lots, which are located behind the buildings on Main Street. The physical connection between the Downtown Core and Metra Station is not very strong at the moment, and could be enhanced by improving signage and providing streetscape amenities to help orient visitors and create a stronger linkage between the two areas. This would enhance the Downtown Core's transit friendliness.



ORCHARD PLAZA
- -Lacks Strong Pedestrian Connections to Downtown.
- -Character Does Not Reflect Image of Main Street.
- -Large Parking Lots Lack Internal Landscape Plantings.
- -Redevelopment Opportunity For Transit-Oriented Development.

NORTH RESIDENTIAL TRANSITIONAL AREA
- -Mix of Convenience Retail, Office, Civic, Multi-Family and Single-Family Residential.
- -Main St. Serves as Neighborhood Collector.
- -Potential Streetscape Improvements to Distinguish the Area as Part of the Main Street Residential District.
- -Need Better Connections to Willams Park.

TRAIN DEPOT
- -Lack of Transit-Supportive Land Uses.
- -Strip Commercial Development Limits Views to Downtown.
- -Poor Connection to Downtown (Vehicular/Pedestrian)
- -Lacks Character of Main Street Downtown.

INDUSTRIAL PARK
- -Light Industrial Manufacturing Uses.
- -Potential Streetscape Improvements Along McMillen and Anita to Provide Streetscape Character Connecting Route 173 to the Metra Station.
- -Poor Connection Between Downtown and Sports Complex.

DOWNTOWN CORE
- -Main Street Serves as Downtown "Activity Generator".
- -Includes Pedestrian and Auto-Oriented Character Streetscape/ Building Mass/Form.
- -Several Redevelopment Sites Include The Pittman Property, Village Hall Site, Vacant Gas Station and Orchard Plaza.
- -Potential Streetscape Improvements to Define/Unify Downtown Core Including Street Furniture, Pedestrian Signage, Street Trees, Pedestrian Lighting, Decorative Crosswalks and Landscaping.
- -Rear Parking Along Main Street Needs Improvement.
- -Potential to Add Community Event "Village Green."

SOUTH RESIDENTIAL TRANSITIONAL AREA
- -Mix of Convenience Retail, Office, Institutional, Multi-Family and Single-Family Residential.
- -Main St. Serves as Neighborhood Collector.
- -Potential For Streetscape Improvements to Distinguish the Area as Part of the Main Street Residential District.
- -Auto-Oriented Character.

Area Site Analysis - Character Zones

Legend

- Village Hall
- Metra Station
- Study Area

Character Zones

- Main Street Downtown Core
- Orchard Plaza
- Train Depot
- North/South Residential Transition
- Industrial Park

- Key Intersection
- 1/4 to 1/2 Mile Radius

- A — Antioch Public Library
- B — Antioch Elementary School
- C — Pickard China Factory
- D — William E. Brook Wetland Sanctuary and Entertainment Center
- E — Antioch Community High School
- F — Tim Osmond Sports Complex

Village of Antioch, Illinois

Downtown Form-Based Zoning

Area Site Analysis - Study Area Character Zones

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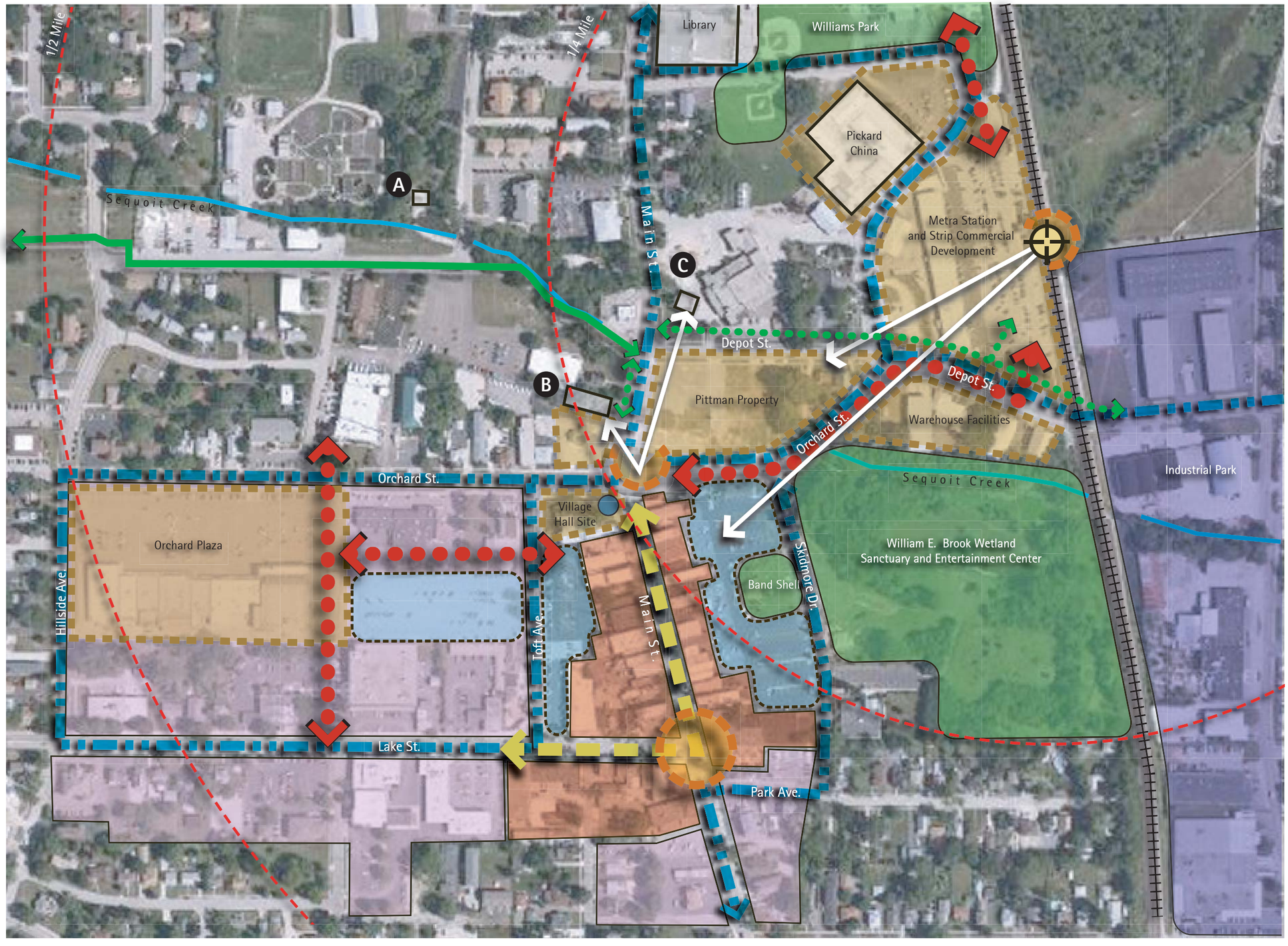

Area Site Analysis - Downtown Core

Legend

- Village Hall
- Metra Station
- Potential Enhanced Pedestrian Connections
- Potential Streetscape Improvements
  - Street Trees
  - Enhanced Crosswalks
  - Decorative Paving Nodes
  - Pedestrian Scale Lighting
  - Decorative Street Furniture
  - Directional Signage/Wayfinding
- Pedestrian-Oriented Streetscape Character
- Existing Multi-Use Trial
- Potential Enhanced Bike Connections
- Downtown Core Main Street Character - Pedestrian Streetscape, Mature Trees, Parallel Parking and Storefront Shops
- Auto-Oriented Character - Small Pedestrian Walks, Parking Lots, Less Density and Larger Setbacks
- Redevelopment Opportunity Sites
- Potential Enhanced Parking Lots - Landscaped Islands and Improved Pedestrian Access/Connections
- Open Space/Natural Areas
- Key Intersection/Viewsheds
- 1/4 to 1/2 Mile Radius
- A — Hiram Buttrick Sawmill
- B — United Methodist Church of Antioch
- C — Lakes Region Historical Museum

Village of Antioch, Illinois

Downtown Form-Based Zoning

Area Site Analysis - Downtown Core

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Train Depot Area. The Train Depot area is east of downtown, and consists of the Metra station, surrounding parking lots, the Pickard China factory and museum, a commercial center and small warehouses. While the commercial "strip" center is newer and has various retail and service uses, there is a lack of transit-supportive uses such as restaurants, coffee shops, banks and drug stores.

Due to the lack of activity generators and connections to downtown, the station area feels detached from the greater downtown area. This area is also not visually appealing, because the existing strip center's loading and service areas face towards downtown, and are also visible from the main arrival routes into downtown. The Train Depot site is also likely to be the main gateway for people arriving by Metra or S.R. 73/Main Street. It should therefore be considered a redevelopment opportunity site with the potential for an improved physical environment, activity generators and to establish a welcoming "gateway" for the Village that would channel pedestrian traffic to the Downtown Core.

In addition, to the east of the Downtown Core and south of the Train Depot, the William E. Brook Wetland Sanctuary is a significant green space amenity that can be better utilized by physically connecting it with both areas via enhanced sidewalk paths and wayfinding.

North and South Residential Neighborhoods. Both of these areas are primarily defined by residential uses, with some small-scale retail and office uses in the North Residential Neighborhood and auto-oriented commercial uses in the South Residential Neighborhood. The South Residential Neighborhood is defined by the portion of S.R. 83/Main Street between Wilton Street to the north and the intersection with State Highway 173. The frontage along Highway 173 is the main "gateway" to downtown Antioch for most people arriving by car, and it could be enhanced through the addition of green buffers, street trees, parking lot screening and gateway or directional signage.

The North Residential Neighborhood is defined by the properties fronting S.R. 83/Main Street, as well as parcels between the railroad tracks and Main Street. North Avenue serves as its northern boundary, while Depot Street/Williams Street serves as the southern boundary. There are several opportunities for enhanced green space that should be explored and developed in this area. Williams Park, in particular, seems well used, but has the potential to be upgraded with better signage, consolidated parking, and improved connections to the downtown and an overall greenway system.

Old Industrial Park. The Industrial Park is located east of the Downtown Core and serves as Antioch's largest industrial area. Given the limited availability of other industrial-zoned areas in Antioch, the Route 83 and Downtown Corridor Study recommended that this area remain industrial, with improvements to development and design standards for new businesses. The Industrial Park has access to the Metra station via McMillen Road and Anita Avenue, but lacks streetscaping that would provide a more pleasant experience to pedestrians and vehicles. Pedestrian walks, street trees, landscaping, signage and lighting along this route would greatly enhance the linkage between Route 173, the Industrial Park, Metra station and Downtown.

KEY DOWNTOWN FOCUS AREAS

Among the character zones, the Downtown Core and Train Depot areas were prioritized for a more detailed analysis of redevelopment opportunities in the study scope. The State of Downtown report therefore also identified several key sites within those areas as follows:

- **The Pittman Property** is a very visible site at the corner of Main and Orchard with significant frontages and relatively high traffic. However, its redevelopment potential is constrained by an underground creek, substantial grade change, landmark building site lines and a missing accessible pedestrian connection to the train station.
- **The Orchard Plaza Shopping Center** is a large site adjacent to Main Street's pedestrian shopping district, but has a more auto-oriented layout and scale. It could accommodate larger tenants, but any redevelopment would likely need to reconfigure the site to make it more pedestrian-friendly and improve circulation. Since it is within a ½ mile of the Metra Station, it has significant transit-oriented development potential, but neighboring commercial centers to the east would also have to be redeveloped to connect the shopping center to the station and downtown.
- **The Orchard East Redevelopment Area** (also known as the Train Depot area) encompasses the Pickard China facility and museum, as well as the property south of Depot Street, on which there are four light industrial/warehouse buildings. Both of these areas are currently underutilized and have been identified in prior plans for condominium and office development. This site has the potential to include more active, transit-supportive uses that better connect downtown Antioch to the Metra station.
- **The Village Hall Site** is located at the southwest corner of two primary streets in the Downtown Core – Main and Orchard, and has significant TOD potential. As outlined in the Route 83 Corridor Plan, the current Village Hall facility is outdated, undersized and has functional issues. Relocating the Village Hall would open up the site for mixed-use redevelopment more consistent with the goals for the Downtown Core.
- **The vacant gas station** at the northwest corner of Orchard Street and Main Street occupies a prominent corner. Previous concept plans show a small retail development, outdoor café and enhanced intersection. Adjacent landmark buildings will constrain the height of future development on this parcel.
- **The Pickard China Factory** is a prime TOD location and major opportunity to enhance the connection between downtown and the train station via Williams Park. The factory could potentially be relocated to the east side of the tracks within the established Industrial Park.

Concept Plans

Based on the findings of the downtown analysis and the Village's goals for the Downtown Core, The Lakota Group prepared concept plans for the redevelopment of two strategic areas in downtown Antioch: the Train Depot Area and Orchard Plaza. The plans emphasize enhancement of the pedestrian environment, better physical and aesthetic connections between downtown and the station, and the addition of downtown living to the mix of uses. While all of these sites identified in the State of Downtown report are envisioned for eventual redevelopment, the Concept Plans that are detailed below focus on those sites with greatest catalytic potential to stimulate development within the downtown. In addition, the Orchard Plaza Concept Plan encompasses redevelopment of the adjacent commercial centers to the east of the shopping center, as well as the Village parking lot. This extension of the site is necessary to connect the Orchard Plaza Shopping Center to Main Street and the Metra station.

It is important to underscore that the concept plans are not inevitable outcomes. They are meant to serve as an illustration and represent one of many possible outcomes that achieve the attributes of transit oriented development (TOD), have market viability over the long term, and reflect community

goals and the contextual density of the Downtown Core. The concept plan also serves as a framework for illustrating physical parameters such as land use, building height, massing, siting, setbacks, and parking placement and ratios which are ultimately used to define the Form Base Code. However, the plans are not intended to dictate detailed site or building designs. As specific projects progress toward implementation, their designs will necessarily vary from those shown here.

The concept plans for Orchard Plaza and the Train Depot Area are discussed in the following page.

Orchard Plaza. The concept plan for Orchard Plaza envisions a mixed-use redevelopment with open space improvements and new streets to break up the current "superblock" layout, thereby improving pedestrian and vehicular access into and around downtown Antioch (see Map 3). In this concept, the current commercial centers on south side of Orchard and west side of Toft would be replaced by the following residential, retail, and office uses:

- Residential: 48 townhomes, up to 30 residential lofts
- Retail: 66,800 to 129,800 square feet, including a 37,000 square foot grocery store
- Office: up to 100,000 square feet

The following public improvements are included in the Orchard Plaza concept plan:

- New Internal Streets: Spafford Avenue would be extended north between Channel Lake Road and Orchard Street. Another street would run through the block parallel to the Spafford extension, and an internal street would connect the two within the block.
- New Neighborhood Park: placed south of the internal connecting street as a green space amenity for new residents and surrounding businesses.
- Toft Avenue Widening: Toft Avenue would be widened to incorporate off-street parking, which would serve as a buffer between pedestrians and traffic.
- Upgraded Streetscaping along Toft, Lake and Orchard: Planters and benches would be added and sidewalks would be widened to enhance the pedestrian environment and create a better gateway to Main Street.

Train Depot Area. The concept plan for the Train Depot calls for mixed-use redevelopment and open space improvements, and also focuses on improving the area surrounding the Metra station to better connect with downtown (see Map 4). Under the plan, the following development is envisioned:

- Residential: 35 apartment units and up to 36 residential lofts
- Retail: 16,000 square feet
- Office: up to 53,000 square feet
- Civic: a new Village Hall
- Possible adaptive reuse of the historic Antioch School as a hotel

The following public improvements are included in the Train Depot concept plan:

- Williams Park Extension South to Depot Street
- New Village Park: to be created just south of Williams Park at the corner of Orchard and Depot
- New Gateway Plaza: to be built at the northwest corner of Pickard and Depot

- Reorganization of Metra parking lot: the parking lot would be reorganized and expanded to accommodate 391 vehicles
- New Overflow Parking Lot: a new parking lot would be constructed south of the Metra parking lot (north of the wetland sanctuary) with an additional 145 spaces.
- Upgraded Streetscaping along Orchard, Depot and Pickard: Planters and benches would be added and sidewalks would be widened to enhance the pedestrian environment and create a better gateway to Main Street.

Legend

- **A** Improved Streetscapes for Orchard, Lake and Hillside:
  - 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
  - Special paving at corners/nodes
- **B** New Townhomes: 48 Units
  (1,700 sf - 2,000 sf)
- **C** New Street (50' R.O.W)
  Building Setback: 14'
- **D** New North/South Street Access/Street Extension
- **E** New 1-Story "Flex" Buildings (4 Buildings)
  Retail, Office or Residential: 25,000 total sf
- **F** Neighborhood Park/Open Space/Detention
- **G** Surface Parking Lot: 103 spaces
- **H** New 1-Story Retail: 5,400 sf
  To Match Height of Anchor Grocery/Retail Building
- **I** New 1-Story Anchor Grocery/Retail: 37,000 sf
- **J** New 1-Story Retail: 2,400 sf
  To Match Height of Anchor Grocery/Retail Building
- **K** New Toft Street Mixed-Use "District"
  - Diagonal Parking: 62 spaces
  - Consolidated curb cuts for fewer vehicular conflicts
  - Street trees
  - New unified site furniture
  - New "District" Gateway features
  - Potential to close off street for festivals and markets
- **L** Village Parking Lot
  Existing: 164 spaces
  New: 229 spaces
- **M** New 2-Story Mixed-Use: 23,000 gsf (2 Buildings)
  1st Floor: 11,500 Commercial/Office
  2nd Floor: 11,500 sf Office
- **N** New 2-Story Mixed-Use: 30,000 gsf (2 Buildings)
  1st Floor: 15,000 Retail/Commercial
  2nd Floor: 15 Residential Loft Apartments
  or 15,000 sf Office
- **O** Recommend Further Traffic Study for
  Orchard/Toft Intersection
- **P** New 2-Story Mixed-Use: 31,000 gsf (2 Buildings)
  1st Floor: 15,500 Retail/Commercial
  2nd Floor: 15 Residential Loft Apartments
  or 15,500 sf Office
- **Q** Improved Pedestrian Connection to Main Street
  and Reorganized Parking
- **R** New Commercial Building Addition: 6,500 gsf
  Frame Toft Avenue

Total Parking: 394 spaces
Surface Lot: 103 spaces
Village Lot: 229 spaces
On-Street Diagonal: 62 spaces

Village of Antioch

Downtown Form-Based Code

Orchard Plaza Concept

S. B. Friedman & Company
Real Estate Advisors and Development Consultants

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0' 100' 200'

January 26, 2010

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 Opportunites
  - "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

Village of Antioch

Downtown Form-Based Code

S. B. Friedman & Company
Real Estate Advisors and Development Consultants

LAKOTA
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0' 100' 200'

Train Depot Concept

January 26, 2010

Form-Based Code

In conjunction with the delineation of the concept plans, The Lakota Group, with assistance from *S.B. Friedman & Company,* prepared a form-based code (FBC) framework for the Village of Antioch based on the reconnaissance performed in the state of the downtown analysis and transit-oriented development goals for the downtown core. Since the FBC framework study was not reviewed for consistency with existing local laws and planning policy documents, it should be considered as an outline as the Village decides whether or not to utilize an FBC approach to land use regulation.

Unlike conventional Euclidean zoning, a form-based code focuses less on regulating through the separation of uses and abstract concepts (floor-area ratio, dwelling units per acre, etc.), and places more emphasis on specifying the architectural forms allowed for the structures to be built or rehabbed in the physical area covered by the FBC.

The model FBC framework developed by The Lakota Group defines five distinct character districts in Antioch and states the primary goal for an FBC to achieve in each one:

- **Village Core (VC):** the primary downtown pedestrian-oriented shopping district. The goal in this area is to preserve the character of downtown Antioch's traditional shopping streets while promoting redevelopment. Permitted uses include commercial and upper-floor residential in mixed-use developments. Only retail is allowed on the ground floor.
- **Transitional Core (TC):** comprises parcels adjacent to Village Core along Main, Lake and Orchard with potential to become extensions of the Village Core. Only commercial uses are allowed on ground floor, while commercial and residential is allowed on upper floors.
- **Neighborhood General (NG):** residential located primarily north and south of Village Core along Route 83/Main Street. This zone is primarily for single- and multi-family housing, as well as educational/institutional.
- **Business Park (BP):** primary uses are industrial, and the main aim is to improve the physical environment through streetscaping and pedestrian improvements.
- **Commercial Edge (CE):** located south of downtown, this area is composed mainly of auto-oriented commercial uses. The goal of the plan is to improve the physical environment of the area over time.

Given that both of the Concept Plans addressed in the previous section are focused on the Downtown Area, the presentation here will only elaborate on urban design requirements within the Village Core and Transitional Core. Other districts are elaborated on in the Appendix. Notable requirements within the Village Core and Transitional Core districts include the following:

- Building height is limited to 45 feet.
- New buildings must be placed close to sidewalks within a "build-to zone" to help create a continuous street wall. There is no minimum setback for commercial/office/mixed-use.
- Fenestration is required on a minimum of 75% (in VC) or 50% (in TC) of the façade facing the street. The bottom of windows cannot be more than 4.5 feet above the sidewalk.
- Buildings must have a recognizable and defined public entrance facing the main street frontage.
- The façade of all buildings more than 75 feet wide must be divided into bays or other segments that are each no more than 30 feet in width.

- Off-street parking should be placed in the rear of the building/lot or underground, and screened with landscape plantings to create a safer pedestrian environment and soften visual impact.
- Brick and stone are preferred building materials.

Parking requirements are also reduced in the Village Core and Transitional Core districts, while shared parking is encouraged. The purpose of these standards is to maintain the best of Antioch's current built environment by stipulating the forms and details of buildings within Core areas so as to create an attractive urban environment that supports walking and transit usage. The code accomplishes this by minimizing the negative visual impact of surface parking lots, limiting curb cuts, and creating visual interest and accessible pedestrian access to the Metra station and key downtown areas.

Memorandum on the Economic Impacts of Adopting a Form-Based Code

Following preparation of the Form-Based Code framework by Lakota, *S.B. Friedman & Company* analyzed the elements defined in order to determine their impact on the economics of future, potential downtown development. While some provisions may increase development costs (such as height regulations, fenestration requirements, encouraging structured parking), others could potentially decrease costs (shared parking, reduced parking ratios and density bonuses). The balance between incentives and increased costs will vary for every project, but it is important to recognize that there is a trade-off between higher-quality development and the goals of the Village for its downtown, on the one hand, and development cost on the other. Depending on the then current market conditions impacting development, there may be instances where developers will not be able to afford to meet the requirements of the Form-Based Code on their own; in such cases, the Village can help address financing gaps through public-private partnerships, alternative financing mechanisms, or fee exemptions.

Below is a brief summary of each regulatory element addressed in the memo and its economic impacts:

- **Building height restrictions:** The height limit of 45 feet is likely appropriate given Antioch's traditional low-rise character, but there may be tension between the desire to maintain community character and developers' need to improve the economics of their projects, particularly once the market recovers. At such time, the Village may wish to revisit the maximum height regulation or provide targeted financial assistance to developers via an appropriate public private partnership.
- **Fenestration and articulation requirements:** Generally, developers of smaller downtown stores will treat 75% non-reflective windows on facades as the norm, since this helps them advertise their products. Larger chain stores typically have less fenestration and articulation due to cost and security reasons, so the Form-Based Code's requirement of 75% non-reflective fenestration on all commercial structures may reduce interest from some (larger) retailers, or require some form of assistance from the Village.
- **Preference for brick and stone:** While this is encouraged rather than mandated, it is typically more expensive and would probably result in higher building costs, increasing the likelihood of financing gaps for new development.
- **Structured parking:** Structured parking substantially increases development costs, and is likely to delay feasibility of multi-family product in downtown Antioch until the market appreciates significantly, or it will require public/private incentives. The floor bonus for structured parking will only improve development economics when price/rent thresholds have been met.

- **Parking ratios and shared parking:** These measures directly reduce development costs and would constitute an incentive to developers. On the other hand, inadequate parking can reduce the marketability of new commercial retail and office development. It is therefore important to ensure that adequate shared and on-street parking is provided, as well as ensuring that walking and transit use are encouraged by developing residential units downtown and maximizing pedestrian friendliness.

Economic Feasibility Analysis

An economic feasibility analysis was prepared for Orchard Plaza, one of the target opportunity areas identified in concept plan. An economic feasibility analysis was not performed for private development on the Train Depot site, due to the fact that higher density residential development proposed on this site adjacent to the train station (either rental/loft residential) is not market supportable over the next few years. Conducting a private sector economic analysis on the proposed residential products would be highly speculative at this point. Additionally the Pittman property was being considered as a potential site for a new Village Hall. The private development outcome on this site would be highly dependent on the final Village Hall program, the structure of the public-private partnership and the public resources contributed to the development. In essence the conceptual plan for the Pittman site does not fall with the parameters of a normal market development and therefore was not suitable for an economic feasibility analysis from a private developer point of view.

The economic feasibility analysis on the Orchard Plaza site was conducted on a residual land basis, which is the amount a hypothetical developer executing the conceptual development program outlined in the prior section could afford to pay for land acquisition after paying for all other development costs. The analysis concluded that the Orchard Plaza development program would lead to a residual land value of approximately $3 million, whereas the acquisition price of the property was estimated to be approximately $4.5 million. This suggests that the proposed development according to the concept plan would not be feasible with public financial assistance.

The need for public-private partnerships for infill redevelopment is a typical occurrence when there are existing cash flowing assets belonging to multiple property owners (such as the existing commercial uses in the Orchard Plaza area). Such projects usually have extraordinary costs associated with land assemblage, demolition and public improvements. Additionally, the capitalized value of existing cash flowing assets frequently exceeds the value a developer can afford to pay for property acquisition for redevelopment. Unless market forces and zoning regulations allow for significantly higher density and higher value development than the existing use, infill redevelopment projects often result in a financing gap.

The analysis also considered the cost of public improvements envisioned in the preferred concept plan, including new streets, parks, and streetscaping for the Orchard Plaza and Train Depot sites. For Orchard Plaza, the concept plan will likely require a total public investment of $4.4 million to extend Spafford Street and build new streets, provide on-street parking on Toft Avenue, build a neighborhood park, and undertake other streetscape improvements. The concept plan for the Train Depot area will likely entail public costs of $7.6 million to extend Williams Park and build a new village park, reconfigure parking near the Metra station, upgrade the streetscape, and build a new Gateway Plaza adjacent to the station.

Implementation Matrix

To help the Village and RTA execute the land use study's key findings, *S.B. Friedman & Company* prepared a matrix that guides the user through the main planning steps and action items that implement the goals for the downtown area.

The first step is to establish the regulatory framework that will guide redevelopment in the downtown. This involves adopting the preferred concept plan as the guiding document for downtown development, and formal adoption of a form-based code to serve as the regulating document for downtown (the Village Core and Transitional Core districts). These should be seen as immediate goals, so that when developers begin to show renewed interest in downtown projects, the expectations of the Village are already clear and developers can be relatively certain of what can be built as-of-right.

With the regulatory framework in place, the Village should start to undertake some of the public improvement projects in advance of private developer activity to enhance the area's redevelopment potential. Near the train depot, this would entail streetscape improvements, pedestrian enhancements and park facilities to provide an attractive and walkable link between the Metra station and downtown. At Orchard Plaza, Toft Avenue should be improved and streetscaping enhanced on existing roads. The Village should also consider building the overflow commuter/event parking lot south of the Metra station, although this may take slightly longer due to the need to negotiate land acquisition.

To encourage the redevelopment of priority sites in the short term, the Village should support private sector activity by maintaining ongoing communication with land owners and potential developers, facilitate private and public-private partnerships for land assembly, site preparation and infrastructure projects, and consider policy tools and grant funds to incentivize infill development.

Over the mid and long term, the Village should consider initiating redevelopment if private developer interest or capacity to provide desired development is limited. This can be accomplished via public private partnerships using public financing mechanisms (such as creating Tax Increment Financing districts and Special Service Areas). Additionally the Village could leverage direct capital investment to attract private development. For example, the planned Village Hall could be particularly useful to spur private development downtown by providing a newer, more attractive facility and potentially opening up the existing location for redevelopment. As this activity occurs, the Village should ensure that development is consistent with the goals of the concept plan.

Finally, several of the public improvements should only be undertaken as redevelopment occurs, specifically the new streets and park within the Orchard Plaza site, and the Gateway Plaza near the train depot. Land dedication for the streets and open space should be negotiated as part of the redevelopment proposal, with funding provided by exploring available private and public sources.

A detailed matrix outlining the implementation steps is provided in Tab 5.

Index to Consultant Team Reports

Tab 1. State of Downtown Report

Introduction

The following is a summary of the initial site downtown/TOD analysis conducted by S.B. Friedman & Co. (SBFCo.) and The Lakota Group for Downtown Antioch and the surrounding sub-areas. This analysis focuses primarily on existing the land use mix and adjacencies, zoning and physical conditions of downtown buildings, streetscapes, landscape and open space systems, as well as parking and transportation/traffic and access issues. It also more closely examines the existing and proposed development/redevelopment opportunities and constraints.

Lakes Regional Museum


Hiram Buttrick Sawmill

Metra Station

Planning Mission

The Village of Antioch, in conjunction with the Regional Transportation Authority (RTA), has initiated a downtown TOD planning process to assist the Village with preparation of a form-based zoning approach for its Downtown Core and key surrounding sub-areas, that supports and promotes sound, sustainable transit-oriented development (TOD) principals and policies in the area. This new form-based code should address the following downtown desired character issues and topics of:

- Adaptive reuse, building code, and ADA compliance of existing structures
- New development of mixed-use, commercial, and residential areas
- Architectural design standards for different building types and "character zones" established within the Downtown and adjacent areas
- Parking, signage, lighting, streetscape, setbacks, and landscape design standards
- Entitlement review and approval process for form-based code implementation

In order to establish acceptable urban design, density and transportation goals and criteria that can be incorporated into the new downtown form-based code, the planning team has also reviewed and will refine the existing plan concepts and evaluate their economic and physical feasibility. We will be testing these sites individually against a new set of design guideline standards formulated around the form-based code approach.

Key Downtown Focus Areas/Redevelopment Opportunities

Within the scope of the SBFCo/Lakota study, a number of key Redevelopment Opportunities have been identified for further investigation. These include:

- The Pittman Property
- Orchard Plaza Shopping Center
- Orchard East Redevelopment
- Village Hall
- Vacant Gas Station Site
- Pickard China Factory

The Pittman Property

The Pittman Property is an important redevelopment site and major link between the Downtown Core and existing Metra station. It has prime corner street frontages along Main Street and Orchard Street and is located on a very visible, highly traveled intersection/route. While developable, several constraints affect this site from reaching its potential, including the underground creek, transitional land use zone from downtown, grade change, key landmark building site lines and an unclear physical connection to the train station. Probably the most significant of these constraints is an underground culvert that conveys the Sequoit Creek diagonally through the site. Other key constraints such as height and massing of future buildings should be carefully considered to preserve views of surrounding landmark buildings, such as the historic Antioch School/Lakes Region Historical Museum and United Methodist Church of Antioch, both located along Main Street.

The Pittman Property is a prime redevelopment site adjacent to Downtown.

As discussed in the recent Rte 83 Corridor Master Plan, several redevelopment concepts were prepared showing a variety of land use options for this property. The site has been discussed as a potential location for a new Village Hall, two-story commercial/mixed-use buildings, condominiums, open space and a possible location for the Village's band shell. As this process moves forward, the Village should ultimately make land use policy decisions for this property, so the form-based code can inform how future buildings, open space and streetscapes are developed.

Orchard Plaza Shopping Center

The Orchard Plaza Shopping Center is a larger site capable of accommodating both mid to big box development that blends into the fabric or flow of the more "Main Street" downtown. Existing structures do not match the building or urban form/character of the rest of Downtown Antioch. This super block contains two large surface parking lots fronting Orchard Street on the north and Toft Avenue on the east. The Village owned lot on the east side has short-term parking that serves shoppers and visitors coming to Main Street, while the main parking lot accessed from Orchard serves the retail development.

Orchard Plaza signage

The shopping center has a large number of vacancies and the buildings generally have a dated appearance. The parking lots lack green space, landscape buffers, trees and perimeter screening. Large "cobra" light poles and wooden power lines span the entire Orchard Street frontage, which has a lawn parkway, but no street trees. The unattractive signage and concrete block wall along Orchard do not suggest a high quality development. A number of single-family homes front the parking lot across Orchard Street to the north and directly face the unscreened parking lot.

Orchard Plaza vacancy

The Orchard Plaza development does not match the character of Downtown.

The size of this development also breaks up the Village street system, creating long, uninterrupted spans along Lake and Orchard Streets where no north-south streets bisect the block. This configuration creates poor pedestrian, bike and vehicular circulation conditions and options.

Since the property falls within the half-mile radius of the Metra station, the area has transit-oriented development potential as either transitional higher density multi-family housing or new mixed-use development. Its proximity and connection to Rte 173 and 83 via Orchard Street provides a key transportation link that serves and can enhance access and visibility to the Metra train station and other Village's amenities.

Orchard East Redevelopment

In the Route 83 Corridor Plan, the area west of Pickard Avenue behind the existing station area commercial development was highlighted as a redevelopment site for new condominiums or offices. This parcel is mostly vacant with the exception of the Pickard China Museum and a light manufacturing storage facility. It is immediately adjacent to the rear service areas for the Metra station commercial center.

The Pickard China Museum is located on a visible corner in the Orchard East Redevelopment.

Vacant warehouse building

An additional portion of the Orchard East Redevelopment area is located south of Depot Street. Four light industrial/warehouse buildings are currently located on this property. At least two of these buildings are for sale and none of them contain an apparent active use. Previous redevelopment concepts for these parcels show condominiums and offices fronting Depot Street across from the Metra station/commercial.

The intersection of Orchard/Depot Street and Pickard Avenue is a very visible site and the conditions of all existing buildings and uses within the Metra station block do not match the character of the Downtown Core both from a site layout/building massing and land use standpoint. This block has the potential to include more active, transit-supportive uses that better relate and orient to the Downtown and adjacent zones.

Village Hall

As outlined in the Route 83 Corridor Plan, the current Village Hall has limitations and there has been discussion about relocating it to a new facility. The building itself is outdated, undersized and has functional issues. As the possibility of its relocation is explored further, concepts for its current site should also be studied. This is a key opportunity for creating a focal point building at a visible location along two prime street frontages. This site has TOD potential with the opportunity to include a mix of uses within walking distance of the train station, as well as the possibility of establishing an active building frontage along Toft Avenue.

The existing Village Hall site has potential for new transit-oriented development.

Vacant Gas Station Site

The northwest corner of Orchard Street and Main Street is a very prominent redevelopment opportunity. The site currently contains a vacant gas station. Previous concepts for this site showed a small one-story retail development holding the corner with parking in the rear, including an enhanced intersection and outdoor café/plaza on the corner. Building heights will be a constraint for future development due to the existing landmark buildings adjacent and along Main Street.

Pickard China Factory

The Pickard China Factory site is a prime TOD location and major opportunity for connecting Williams Park to the train station/Downtown, improving Pickard Avenue and injecting more activity into this area. If potential exists to relocate Pickard China to the east side of the tracks within the established Industrial Park, uses for this property could include higher-density residential or increased active open space.

Land Use, Zoning + Physical Conditions Analysis

Main Street Downtown Core

Land Use


Historic Downtown building

Generally the land uses found in the Downtown Core include a mix of retail, commercial, office, institutional, and open space. The major retail/commercial core and "activity generators" of Downtown are located along Main Street between Lake Street on the south and Orchard Street on the north, as well as along Lake Street between Toft Avenue and Main Street. Main Street includes independently owned specialty shops, restaurants, some smaller second floor and freestanding office uses, and Village Hall. Lake Street's retail core includes specialty shops, services, restaurants, and limited office/service uses. Currently, there are limited residential uses within the Downtown Core, but potential future development should test this possibility.

Further along Lake Street west of Toft Avenue, the area transitions into a more auto-oriented environment with a number of service and retail businesses found in this zone. These buildings generally do not front Lake Street and parking lots dominate the street character. Curb cuts and driveways break up the sidewalk and create additional conflict points between pedestrians and vehicles. Improved guidelines for this transitional area could help balance the needs of auto-oriented businesses, while also providing a safer, pedestrian-friendly environment.

East of Main Street, the William E. Brook Wetland Sanctuary and Entertainment Center provides a natural open space amenity located within a short walk of Downtown. This 9-acre site serves the Downtown as an important activity generator that provides recreation, special community events, and entertainment needs. Although its proximity to Downtown works to its advantage, its location behind buildings and along an informal street diminishes its presence. *There is potential to increase the prominence of this amenity through better connections and physical improvements.*

Zoning

The Downtown Core is comprised mostly of B-2 business district - General Retail with B-1, B-3, R-2, R-5 and M-1 zones transitioning to the surrounding areas. Additionally, a Mixed-Use Downtown Overlay District was established to maintain an economically viable downtown, diversify land-uses, provide new development standards and allow new construction, development and redevelopment by allowing specific deviations from the stricter bulk requirements of the underlying zoning. The Mixed-Use Overlay District allows building heights of three stories, not to exceed 35'. Within the defined overlay district, B-2, B-3, R-5, and M-1 are the underlying zones.

The conventional zoning that exists within the downtown today regulates only specific land uses and fails to protect its physical urban form. The form-based approach will delineate the proper scale, form and character of future development. It will specifically address how the urban form and mass of buildings relate to one another and the context they exist within, and the scale/types of streets and blocks. The code will also address public space standards that include on-street parking, street trees, street furniture, sidewalks, landscape and signage standards. The form-based code will give control and predictability to the physical form of the Downtown and ensure a high quality built environment is met in the future.

Building Massing/Form

Buildings along Main Street and within the Downtown Core consist mostly of traditional turn-of-the-20th-century one to two-story masonry and frame buildings generally built to the right-of-way line, creating a consistent tree-lined pedestrian streetwall. As part of the 2006 Route 83 & Downtown Corridor Study, a total of 57 structures were surveyed in the Downtown Core for architectural and/or historical significance. Of the 57 structures, 10 were rated as architecturally and/or historically significant, while 30 had contributing factors of having characteristic style and materials of the historic period. 17 buildings were rated as non-contributing, which include those less than 50 years old and/or those that have been so altered that no historical character was apparent.

Downtown building detail

There are a variety of building styles, which provides visual interest and character to Main Street. Many of the buildings have had some form of manipulation with added materials including wood, stucco or "faux"

Downtown Antioch has a variety of building styles, creating interest and character.

Example of Downtown signage

products, which cover the original architectural façades and change the design and proportion of the building. Currently, building signage and awnings are inconsistent in material, size, quality and location on the buildings, which detracts from not only individual buildings, but also the collective look of Downtown.

Restoration of architecturally and/or historically significant facades and signage is encouraged to preserve and restore the traditional character of Downtown Antioch. Along with preserving/restoring Downtown facades, focus on the relationship of new commercial infill with surrounding historic buildings and their architectural design standards will be essential in enhancing the of character Downtown Antioch and Main Street.

Parking System

Toft Avenue parking

Antioch's parking system consists of surface parking lots located behind the buildings on Main Street in addition to parallel street parking within the Downtown Core and a large Village-owned lot west of Toft Avenue. Skidmore Avenue provides access to the parking behind the buildings on the east side of Main. Skidmore lacks defined edges such as curbs, sidewalks and street trees, which makes it feel more like an alley or parking lot access drive than a street. In general, this area is very open, desolate, lacks perimeter screening and landscaping and generally does not encourage pedestrian movement through or around it, which would help build a "bridge" to this underdeveloped portion of downtown.

Toft Avenue is the access point for parking for the buildings on the west side of Main. The parking lots in this location are immediately adjacent to the right-of-way and sidewalk, which contributes to the lack of streetscape character in this block. Although this surface parking is needed today based on building square footages, potential long-term shared-parking strategies/solutions may be considered for redeveloping this block area to create building frontage along a portion of Toft Avenue.

In general, these rear parking areas should be improved to provide a "port of entry" into the downtown or establish a new street grid structure to create additional active mixed-use streetscapes that support Downtown. Additionally, these improvements could include landscaped/screened parking lot areas, decorative paving in transitional areas and clearly visible pedestrian signage. Also most of the buildings along Main Street are exposed and unattractive in the rear, creating the need to provide design standards for these conditions in the form-based code.

As further development increases, so will the parking needs for Downtown. *Shared parking should be considered as needs increase and land availability for parking decreases*. This option, along with decreasing parking

The open parking areas behind Main Street buildings have potential for both building and parking improvements and connections.

Downtown's Main Street streetscape contributes to its historic character.

requirements and providing or encouraging alternate modes of transit to and within the downtown areas may be beneficial to maintaining and enhancing the Downtown's "Main Street" appeal as a pedestrian-friendly area and transit-oriented Downtown.

Streetscape Character

Along Main Street between Lake and Orchard Streets, mature trees, lighting, outdoor cafes and a consistent streetwall/urban design character help define a strong pedestrian-oriented streetscape. Recent streetscape improvements include decorative paver banding and new roadway lighting along Main Street and portions of Lake Street as part of the S.R. 83 IDOT improvements. This area also has uniform, cohesive street furniture, such as benches, trash receptacles and planters, adding to its strength as a district.

Main Street elements

This "Main Street" pedestrian-friendly streetscape character transitions to an auto-oriented streetscape west of Toft Avenue to Hillside along Lake Street. In part, this is due to the form and massing of buildings along Lake Street being set back and/or broken up by parking lots and driveways. Additionally, there is a lack of pedestrian-scaled elements to give this area a well-defined streetscape character.

Similarly, Orchard Street between Main Street and Hillside transitions from an active streetscape from Main Street to an auto-oriented character defined by large setbacks, curb cuts, and the large surface parking lot in front of the Piggly Wiggly.

Existing wayfinding is insuffiecient

The streetscape connection from the Downtown Core to the Metra station is particularly important, yet there is very little signage or other visual clues to help orient visitors and create a strong linkage that is needed for developing a transit-oriented district. Orchard Street from Main Street to the Metra station is a key transportation route to/from the Metra station. Standard concrete sidewalks and tree parkway conditions characterize this area. Orchard and Depot Streets in no way represent a strong streetscape connection that brings the established downtown pedestrian character to the Metra station. In addition there is little focus on directional wayfinding signage connecting these areas as well as no accommodations for bicyclists. It also appears Orchard Street, while clearly more of a downtown thoroughfare, also provides the same routing as the older short section of Depot Street. *Perhaps Depot Street can be partially vacated to allow limited access to on street uses, while putting needed land back into the Pittman Site, enhancing its TOD potential.*

Generally, the Downtown Core lacks cohesive directional and gateway signage. Directional signs are located at key intersections, but are too small to be read from a vehicle--parked, idling or moving. As visitors enter Antioch, there are few pronounced gateway signs or signs that

establish the edges of the Downtown district. Some informational kiosks are located along Main Street, but the designs of these features do not relate to an overall, cohesive signage system.

Through set streetscape design standards for the Downtown Core, connections to/from the Metra station, Orchard Plaza, and the residential neighborhoods will strengthen this area as a unique district and define its character as a pedestrian-oriented environment.

Open Space

Open spaces within Downtown include a couple of small plazas between buildings that serve as transition areas to/from parking lots to shops, the band shell/green located in the parking lot off Skidmore Avenue behind the Main Street shops, and the 9-acre William E. Brook Wetland Sanctuary and Entertainment Center. As mentioned, the band shell is located in an area well hidden from Main Street and has the potential to be improved. The plazas and gangway connections between buildings provide opportunities for upgraded "urban transition spaces" with gateway elements, special lighting and paving and defined use areas.

Plaza space between buildings

There are clearly additional open space opportunities for incorporating a larger "Village Green" element(s) into the redevelopment of the Pittman Property or at the vacant gas station site on Orchard and Main. Both these sites have potential to become strong community anchors and locations for community events. In addition, the Village should capitalize on its bike connection and greenway opportunities already available with the Wetland Sanctuary, bike trail system and Williams Park and pool immediately north of the property. These linkages to and within Downtown will only help strengthen Antioch's Transit rich character and provide a unique amenity for Downtown's identity and brand.

Downtown plaza

Train Depot

Land Use and Zoning

The Train Depot block, located immediately east of the downtown, is comprised of the Metra station and surface parking facilities, a commercial "strip" center, the Pickard China Museum and factory and a small warehouse structure. The newer commercial center includes various retail and service uses including medical offices, a design gallery, a hobby shop, a deli and a small financial group. Two of the spaces are currently vacant. There is a lack of active, transit-supportive uses, such as a coffee shop, dry cleaner , drug store, banks or restaurants, which make the area around the station feel detached from the greater downtown area.

Antioch Metra station

The Pickard China Museum is currently located on the visible Depot/ Orchard/Pickard Avenue intersection along the rear side of the commercial/retail center. We understand that the museum is a draw for certain collectors and those interested in the reputation of the china. *There may be the potential to relocate the museum within the district to open up more flexibility for redevelopment in this area.*

Building Massing/Form + Physical Conditions

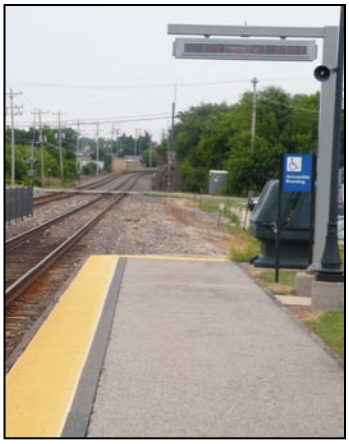
The strip center commercial development is sited and configured so that its primary entry points face east toward the Metra parking lot and train station. This configuration causes the entire 430-foot length of unarticulated structure and loading service areas to face the downtown and all arrival points for residents and visitors. This key intersection at Orchard/Depot Street and Pickard Avenue creates a lack of downtown character, activity, and greatly impacts the necessary connectivity of the Downtown Core to the station.

Signage at train depot

The primary building façade lacks fenestration, character and high-quality materials and details. Most of the windows have tinted glass, blinds or shades, as opposed to visible fronts and displays. The building's length and unarticulated façades do not in any way relate to the style, massing, form or scale of the Downtown Core. The building signage lacks cohesive design, size and materials; the site signage at entrance drives are cluttered and do not reflect the character of Antioch. The sign at the north parking lot entrance is very small and difficult to read, especially for people in vehicles.


The commercial strip center at the station site lacks character and high-quality materials.

The parking lot appears to be well used during the week by commuters. With the exception of the area around the station, which is well landscaped, the internal parking lot lacks any landscaping and clear definition of pedestrian zones between the train station and commercial center. The station has appropriately scaled pedestrian lighting in character with the historic feel of the Village, while the rest of the parking area has very tall "shoebox" lighting, which seems out of scale and character. *The site directional or wayfinding signage to and from the train station should be improved to help better orient visitors/users. Improved pedestrian connections could be made by extending the train platform or a sidewalk south along the tracks to Depot Street.*



Lack of sidewalks at platform

The block perimeter lacks visual cues suggesting the train station's location and civic prominence, while the entry point/entrance drive from Depot Street is located immediately adjacent to an unsightly, but required, detention pond. Additionally, the surrounding streets of Depot Street and Pickard Avenue lack any street tree parkway character with a carriage walk /sidewalk configuration along the back of the curb. The streetscape elements that successfully tie Main Street into a cohesive corridor, such as trees, lighting, planting and a variety of paving materials, do not extend along Orchard Street/Depot Street around the station block.

This area may be the first impression of Antioch for many visitors arriving by train or traveling from the north along S.R. 83/Main Street, and therefore, should be considered as a redevelopment opportunity with the potential for an improved physical environment, circulation, active land uses and "gateway" character for the Village.

The Metra station is the first impression of Antioch for many visitors.

South Residential Neighborhood

Land Use

The area considered within the South Residential Neighborhood includes the north frontages at the intersection of State Highway 173 and S.R. 83 and along S.R. 83/Main Street to Wilton Street on the north. The existing land uses include a mixture of auto-oriented retail and fast food restaurants, such as Walgreens and McDonalds, as well as Antioch Community High School on the southern end. North of this area the land use character transitions to predominantly single-family residential one and two-story frame and masonry homes.

Building Massing/Form

The building massing and form of development on the southern end of this area mainly consists of single-story commercial freestanding buildings set back from the street frontages. The majority of these uses have parking lots along the frontage and many have multiple curb cuts or access points. Most of these buildings have "faux" or "theme" architecture as characterized by the architecture of national fast food chains. Although there are consistent deep front yard lawn setbacks along both Highway 173 and S.R. 83, these parkways contain no screening of parking, almost no street trees and very little landscape planting.

Antioch Community High School

Antioch Community High School is predominantly a 2-story, masonry building with a deep front yard setback from S.R. 83. Generally, the façade is comprised of natural brick and stone materials. The length and size of the building establishes it as a major institutional presence from the street. A portion of the articulated building façade on the north is set back further from the street where an unscreened parking lot is located.

Historic homes on Main Street

Generally, the remainder of the S.R. 83 frontage (north of Chestnut/ Harden Streets) with the exception of a funeral home is comprised of historic character single-family homes. The front yard setback is consistent and the homes appear to be in good, well-maintained condition. These homes are all accessed by driveways from S.R. 83, creating a number of curb cuts along this portion of the street.

Physical Conditions

The frontage along State Highway 173, as well as its intersection with S.R. 83 could benefit from green buffers, street trees, parking lot screening and gateway or directional signage. The existing signage around this intersection is typical of an auto-oriented major arterial roadway with large signs of varying bright colors and materials. Wood telephone poles and overhead utilities also detract from the character of

this major intersection, as well as consistently on both sides of S.R. 83/ Main Street. This intersection and both sides of S.R. 83/Main Street lack street trees, although there are lawn parkways with consistent sidewalks linking the area to the Downtown Core. Many of the front yards for the single-family homes have mature tree canopies and a mixture of other landscape planting, giving the entrance sequence into Downtown Antioch a "greener" more traditional "Main Street" character.

For many people traveling to Antioch by vehicle this is the primary entrance to the Downtown. The high school marks a significant landmark "gateway" building, but the Highway 173 frontage detracts from this key arrival point.

The Highway 173 frontage is the primary entrance to Antioch for people traveling by car.

North Residential Neighborhood

Land Use

The area considered within the North Residential Neighborhood includes the properties fronting S.R. 83/Main Street on the east, as well as the parcels between the tracks and Main Street. This area is bounded by North Avenue on the north and generally Depot Street/Williams Street on the south. The area is characterized by a wider variety of single-family and multi-family residential, small-scale commercial along S.R. 83, office uses and institutional anchors, such as the Antioch Public Library and Antioch Elementary School.

A major Village park, Williams Park, is within walking distance of Downtown and offers many recreation amenities including: a Little League baseball field, pool, skate park and basketball and sand volleyball courts. Also in this proximity is the Hiram Buttrick Sawmill, which is a landmark. A community bike route runs along the creek corridor terminating at the Main Street frontage with Depot Street. *There are several greenway/open space opportunities that should be explored and developed in this portion of the north downtown district.*

The Antioch Public Library is located in the North Residential area.

Building Massing/Form

The frontage along S.R. 83/Main Street has a generally consistent setback with lower one and two-story buildings. The architectural styles vary more in this area than in the South Residential Neighborhood due to the wider range of building types and higher density apartment buildings. The buildings are generally constructed of brick, stone or wood frame. While most of the single-family homes front S.R. 83/Main Street, many of the multi-family developments do not directly face Main Street and are internally focused off parking lots or internal driveways.

Physical Conditions

As with many of the streets throughout Downtown Antioch and surrounding sub-areas, Main Street in this section of Antioch has lawn parkways and sidewalks, but has continuous overhead utilities and no street trees. Overall, the area has a more small town character that can be attributed to larger canopy trees within front yard setbacks. The conditions of homes and structures found in this area appear to be good, although some apartment buildings are not as well-maintained.

Little League field

Williams Park has a wide variety of activities and appears well used, but has potential to be upgraded with better signage, consolidated parking and improved connections to Downtown and an overall greenway system. The park and facilities currently feel hidden, as the street connections are not prominent and wayfinding from the Metra station and Downtown is insufficient.

Old Industrial Park

Land Use/Zoning

The industrial park is located east of the Downtown Core and serves as Antioch's largest industrial area. With limited zoned industrial areas in Antioch, the Route 83 & Downtown Corridor Study recommended this area remain industrial and improve standards in development and design

for new industrial developments. The Industrial Park is served by two at-grade street crossings within this area--Depot Street and Ida Avenue.

Currently zoned M-1 Manufacturing – Limited, this area permits uses intended to be located adjacent to residential uses and thus is limited to light manufacturing uses. Building heights are limited to three stories, not to exceed 45' and building footprints shall not exceed 60% of the lot area.

Physical Conditions & Streetscape

From Route 173, McMillen and Anita Streets provide access to the Metra station as a north/south route bypassing Downtown. This corridor lacks any streetscape character that would provide a vehicular/pedestrian experience to/from the Metra station. *Pedestrian walks, street trees, landscaping, signage and lighting along this route would greatly enhance the linkage between Route 173, the Industrial Park, Metra station and Downtown.*

The streetscape and building frontages in the Industrial Park could be enhanced.

Transportation

The following is a general overview of the transportation network that serves the Antioch study area:

State Route 83 – Main Street

As noted above, S.R. 83/Main Street is the primary commercial/retail street that comprises the core of Antioch's building stock and is essentially the heart of all business, government and social activities within the Village. However, the street also serves as the main thoroughfare/arterial roadway and entrance/gateway into Downtown, and as a result, experiences heavy traffic throughout the day. The street

cross-section generally has one travel lane in each direction with turn lanes at intersections; near Downtown parallel parking is added on both sides of the street. Despite the volume and consistency of traffic, the street has a comfortable sense of enclosure and nice pedestrian feel due in part to the large canopy street trees and a consistent building streetwall character on both sides of the street.

The pedestrian environment of Downtown currently functions well with the existing sidewalk widths. There is ample space for street trees, street furniture and planters. Some restaurants have outdoor cafes and seating, which generally add to the vibrancy of the area. These areas should always maintain at least a six-foot clear zone for pedestrians.

Traffic speeds are generally moving slower through the main section of Downtown—around Lake Street to the Orchard intersection--because of the amount of pedestrian activity and parallel parking configuration. There are a number of marked mid-block pedestrian crossings within this core area. Vehicle speeds seem to increase both south and north along Route 83 beyond the main Downtown Core area. This is also a main route to Wisconsin and area vacation destinations.

Main Street in the Downtown Core has an "enclosed" feel because of the mature trees.

Lake Street

Lake Street forms the other major entrance into Downtown by car, as vehicles access Antioch from the west and from State Highways 173 and 59. The roadway cross-section and width is similar to State Route 83/Main Street, with one travel lane in each direction and parallel parking near the Downtown Core.

As previously mentioned, the character of the street changes on the approach toward Downtown, with mature street trees, parallel

parking, and less auto-oriented uses and surface parking lots/curb cuts immediately off the street.

Orchard Street

With the improved alignment work to Orchard Street, this street has become a main collector and alternate route through Downtown to the Metra station. Its intersection at Main Street forms a true "100%" corner with redevelopment opportunities on the Pittman Property and vacant gas station site on the northwest, as well as potential Village Hall relocation and subsequent redevelopment on the southwest. Orchard has a three-lane cross-section with a travel lane in each direction and a shared center turning lane, before widening out at the Main Street intersection. Parallel parking is only located in front of Village Hall.

The prominence of Orchard has somewhat diminished the importance of Depot Street as a connection to Main Street and has created a redundancy in the functions of these two streets.

Orchard Street has become an important connection to the train station.

Bicycle

The Village has a multi-use path for bikes and pedestrians that generally follows the Sequoit Creek west of Downtown and ends at Main Street. There is potential to connect landmark buildings, schools, parks/open spaces and the train station with marked bike routes or extended trails. *Depot Street currently functions as a connection point for the existing path to train station and could become either a shared bike/car route or an extension of the trail system north of the Pittman Property.*

Existing shared path

Key Form Downtown Form-Based Components

From the above discussion and general overview of Downtown and adjacent districts, key elements emerge that will need to be further identified, clarified and communicated through a set of design guidelines and form-based code standards that will provide a roadmap for guiding a desire future downtown TOD character. Some of these items already discussed include:

- Building Massing, Height and Form
- Building Articulation and Detail
- Building Character
- Streetscape/Landscape/Open Space Character
- Pedestrian and Vehicular Area Standards
- Street System
- Linkage Opportunities
- Key Viewshed Preservation
- Adaptive Reuse/Preservation
- Signage and Wayfinding

This discussion sets the stage for our next level of work on testing concepts and presentation on the form-based code approach.

Tab 2. Draft Form-Based Code

DOWNTOWN ANTIOCH

Draft Form-Based Code

Draft for Review

Prepared for the Village by The Lakota Group and S.B. Friedman & Company

October 1, 2010

SECTION 1: INTRODUCTION

The intent of this Downtown Antioch Form-Based Code is to help set the foundation for a set of guiding principles that will foster a vibrant, pedestrian friendly, mixed-use, transit-oriented downtown. This code will outline and establish new development regulations for streets, blocks, and buildings that emphasize "building form," "public realm" and high-quality site and building design in each of the distinct downtown districts.

In order to clearly organize this code, a Regulating Plan has been developed (see **Figure 1.1**). The Downtown Antioch Regulating Plan outlines five (5) distinct character districts within the greater downtown area. These districts include:

A. **Village Core (VC)**

B. **Transitional Core (TC)**

C. **Main Street Transitional (MT)**

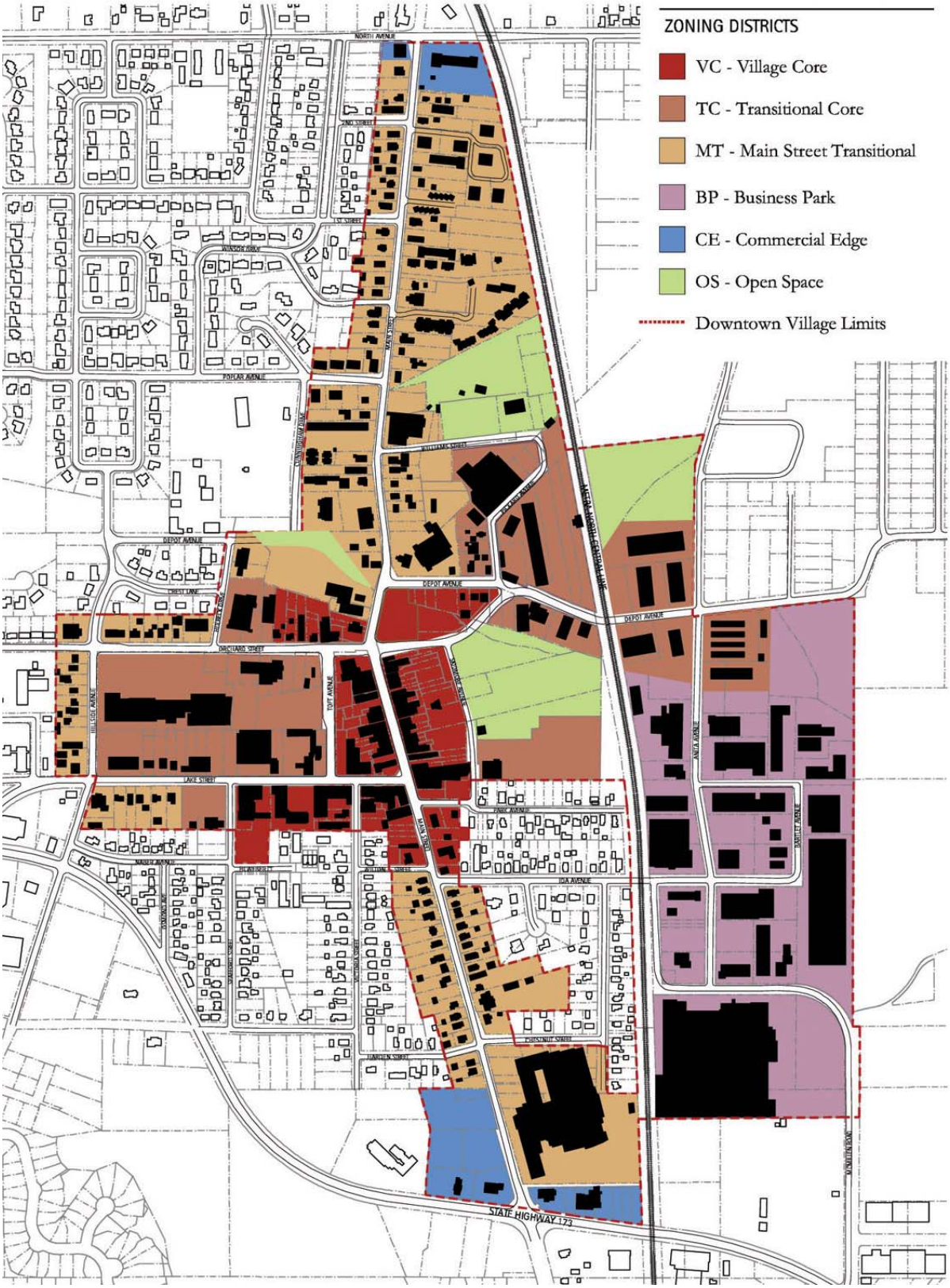
D. **Business Park (BP)**

E. **Commercial Edge (CE)**

Additionally, areas of Open Space (OS) are found throughout the downtown area. While not its own unique district, preservation, enhancement and improvement to existing and new open spaces should be provided throughout Downtown Antioch.

A more detailed discussion, illustrations of future target development sites and urban design standards is addressed in the following sections. Additionally, an outline of permitted and special land use categories is included per district.

Figure 1.1: Downtown Antioch Regulating Plan



SECTION 2: REGULATING FRAMEWORK PLAN

Purpose

The Regulating Framework Plan defines the desired physical form for Downtown Antioch and sets development/building parameters such as land use, building height, massing, siting and setbacks and parking placement and ratios. The Form-Based Code incorporates not only the vision of the Regulating Plan, but also applies to, and regulates, parcels not specifically referenced in the Plan.

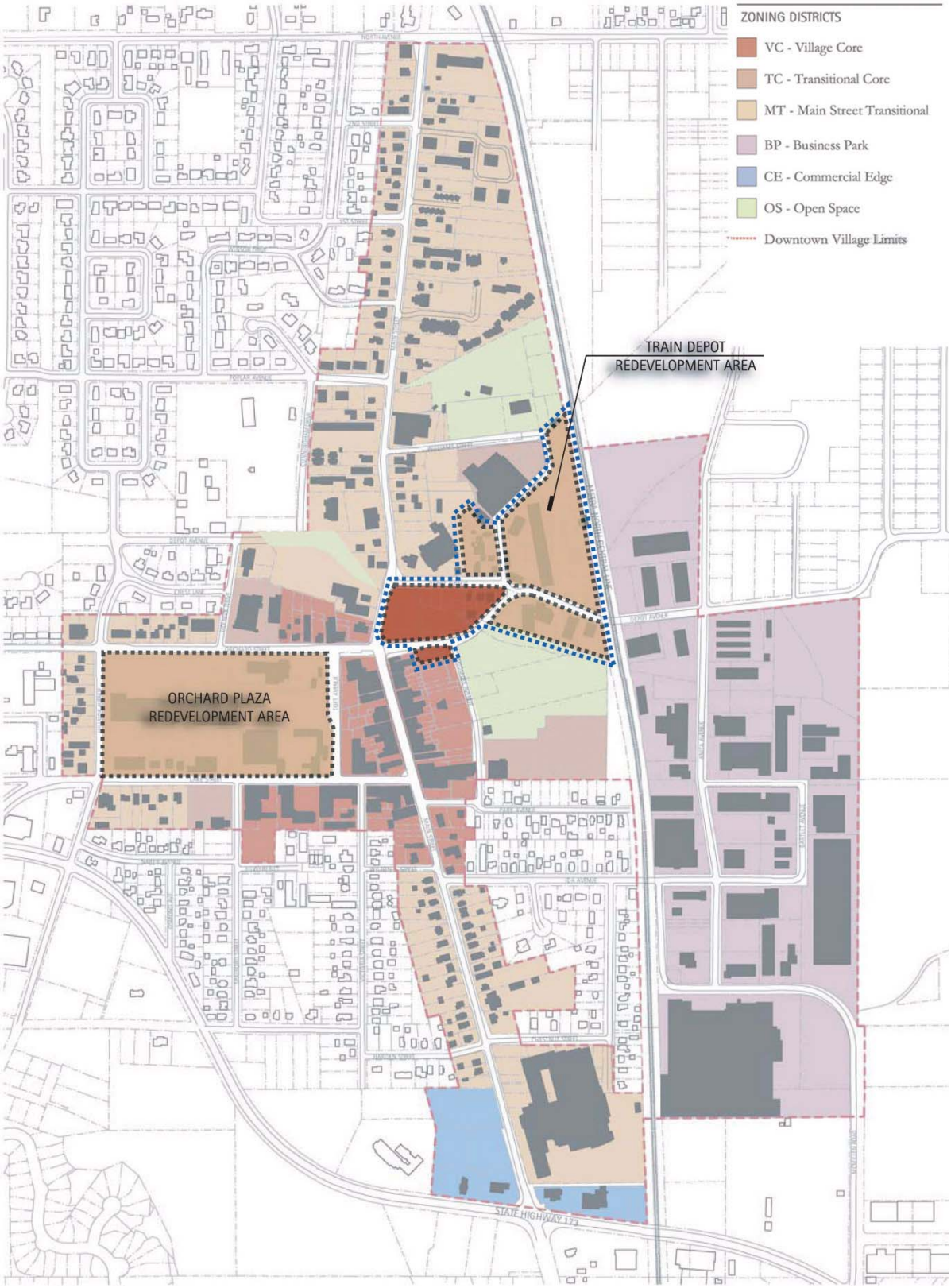
Figure 2.1: Downtown Antioch Target Opportunity Sites highlights Downtown opportunity sites identified in the transit-oriented planning/design process. For illustrative purposes, **Figures 2.2 and 2.3** show the potential desired build-out of these sites. These plans reflect the goals and objectives of the Regulating Plan and serve as a guide for Village officials, property owners, and developers as they move forward with approving and implementing these projects within Downtown.

Applicability

The Form-Based Code applies to in the following instances:

- Any new development/construction
- If the primary use within a building changes
- Rehabilitation projects that change over 50% of a building's exterior

Figure 2.1: Downtown Antioch Target Opportunity Sites



As mentioned, the Regulating Framework Plan helps define physical form of the urban space. More specifically, the components that must be considered when developing, rehabilitating or renovating within each of the Districts include: Allowed Land Use, Building Height, Building Placement/Massing and Parking and Servicing.

Allowed Uses

Permitted and Special Use considerations are shown in **Table 1: Allowed Uses** for each District defined in the Regulating Plan. Allowed Uses are discussed further by District in Section 3: Zoning Districts.

Table 1: Allowed Uses

Use	Downtown Antioch				
	VC	**TC**	**MT**	**BP**	**CE**
COMMERCIAL/RETAIL/OFFICE					
Office, Administrative, Professional, and Medical	**P**	**P**	**P**	**P**	**P**
Lodging	**P**	**S**	**S**	–	**P**
Eating and Drinking Establishment	**P**	**P**	**S**	–	**P**
Retail	**P**	**P**	**P**	–	**P**
Financial Institution	**S**	**S**	**S**	**S**	**S**
Personal Service	**P**	**P**	**P**	–	**P**
Drive-Thru	**S**	**S**	**S**	**S**	**S**
Automobile Repair/Body	–	–	–	–	–
INDUSTRIAL					
Product Showroom	–	–	–	**P**	–
Research Services	–	–	–	**P**	–
Warehouse and Distribution	–	–	–	**P**	–
Limited Manufacturing	–	–	–	**P**	–
RESIDENTIAL					
Mixed-use (residential above ground floor)	**P**	**P**	**P/S**	**S**	**S**
Multi-Family Building	**S**	**P**	**S**	**S**	–
Townhouse/Rowhouse	**S**	**P**	**P**	**S**	–
PUBLIC AND CIVIC					
Educational Facility	**P**	**S**	**S**	**S**	**S**
Parks and Recreation	**P**	**P**	**P**	**P**	**P**

P= Permitted Use, S=Special Use

While uses can be "mixed" within buildings by floor in some Districts as noted, residential and commercial (retail, service, or office) uses cannot be mixed on the same floor in a building (i.e. a floor containing housing units cannot contain retail, office or service uses.), unless it is determined by the Village Administrator that there are no impacts of mixing uses on the same floor to public health, safety and welfare.

For new development, a residential lobby/elevator is required on the ground floor in all buildings with residential uses on upper floors. Commercial uses on the first floor may have a secondary entrance from this lobby as long as the primary commercial entrance is from the sidewalk on the street. Rehabilitation projects that change the use to a public facility must meet all American Disability Act (ADA) standards. The Chief Building official will have the ability to review and approve departures in conformance with the Illinois Accessibility Code.

Parking is allowed on the ground floor behind commercial uses in buildings with retail, service or office uses on the ground floor.

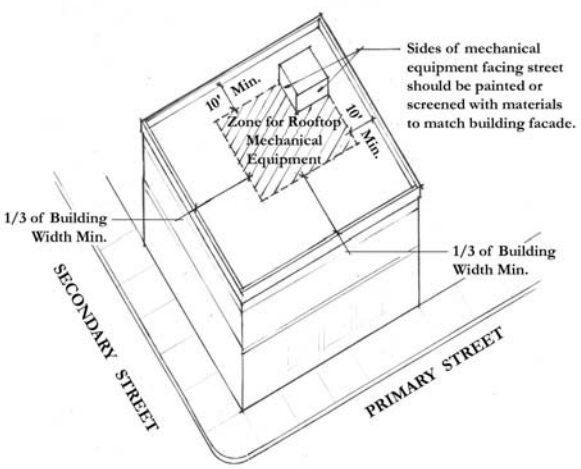
Height

Base allowed heights are defined by District in Section 3: Zoning District.

Additional height: In addition to the maximum height listed for each District, a bonus of up to 10 feet can be added to the height of a building to allow for such architectural features as pitched roofs and parapet walls that enhance or benefit the building architecture or streetscape presence.

Architectural features and rooftop accessory structures: Architectural features or rooftop accessory structures, such as heating and ventilation equipment and antennas are not counted as stories. All heating, ventilation and similar rooftop equipment must be fully screened and enclosed in an architecturally sympathetic enclosure not to exceed 10 feet in

height. Any such enclosure must be setback a distance of at least 10 feet from any front or side building wall and not visible from street level.



For all buildings, an additional bonus of 10 feet (beyond the 10 feet allowed for pitched roofs and parapet walls) may be allowed in specific circumstances to provide space for an interesting architectural feature such as a clock tower or a cupola. The floor area of the feature shall not constitute more than 10% of the building's ground floor area.

First floor commercial uses: The first floor of a commercial building must have a minimum floor to ceiling height of 15 feet and a maximum floor to ceiling height of 20 feet.

One-story commercial buildings: For 1-story commercial buildings, the minimum height is 20 feet and the maximum height is 22 feet to provide an increased physical presence and shopping "streetwall."

Decks/terraces: Active use is permitted on terraces created by building stepbacks. Decks or terraces are not permitted on rooftops or above enclosed ground floor parking.

Parking + Servicing

Parking for new development shall be provided for each use according to the following ratios:

Minimum Parking by Use:

Townhomes/rowhomes: 2 spaces per unit.

Apartments/condominiums: 1.5 spaces per unit.

Retail/service: 1 space per 400 gross square feet/None for VC & TC Districts

Office: 1 space per 400 gross square feet

Restaurant: 1 space per 400 gross square feet.

Non-residential under 2000 s.f.: None

All existing buildings are "grandfathered" in, unless it is determined that a new use will bring a negative parking impact to the surrounding district.

Shared Parking:

Collective provisions: Shared parking shall be considered to minimize the visual impact of land devoted to parking and to provide more efficient parking in a transit-oriented downtown.

Location: All required parking spaces shall be on the same lot as the building or use being served or within 600 feet of the property line, provided that no off-street parking for a business use shall be in a residential district. Shared parking opportunities shall be considered for all uses within the Downtown. Where feasible, use of Metra surface lots may be considered for evening and weekend off-peak periods and special events. Shared parking with Metra is encouraged as long as the uses are compatible and do not conflict with the times commuters would use them.

Waiver: The Village Administrator may waive the number of spaces required in part or entirely if shared parking is deemed efficient based on the location of the proposed use, anticipated hours of peak parking demand, potential for shared parking, and availability of alternative parking. A written agreement or Parking Management Plan covering such collective use shall be filed with the Village Department of Planning & Zoning.

Servicing:

All service areas should be hidden from view, not located on primary or main street frontages, screened with solid masonry screen walls or year round landscape buffer. Minimum loading/services and trash collection standards must be met per existing code requirements.

SECTION 3: ZONING DISTRICTS

Purpose + Intent

All Downtown Special District parcels have been assigned a designation to define an optimal "building envelope" and "public realm" using setbacks, sidewalk and street widths, as well as other design parameters.

Along with Section 4: Design Standards, the required street, sidewalk and building relationships are intended to foster new development that enhances and expands the traditional "Main Street" scale of Downtown and builds upon the potential for transit-oriented development around the train depot.

New development, as well as rehab projects, should also refer to the following Village documents for guidelines related to the public realm: Village of Antioch Urban Design Manual, Village of Antioch Street Graphics and Village Landscaping, Signage and Lighting Standards. Where there is a conflict between the Form-Based Code and these documents, the more restrictive standard will apply.

As illustrated in **Figure 1.1: Downtown Antioch Regulating Plan**, five distinct Districts have been identified that establish the location and relationships of the Districts.

Build-To-Zone

The Build-To Zone is an area that helps establish consistent "streetwalls," sidewalk widths and streetscape zones.

The relationship of the Build-To Zone to the public right-of-way or property line is that the Build-To Zone may differ from the current location of the right-of-way or property line. In these cases the apparent rights-of-way/property lines will need to be adjusted through dedication of property between the property owner and Village. More specifically, the property owner may need to dedicate property to the public right-of-way to create the desirable street and streetscape

width, or the Village may transfer right-of-way to the buildable development site.

Over time, desired or common sidewalk widths will be established to create a more regular walking experience from block to block that incorporates a minimum 5-foot "free zone" walking area and additional space for street trees, parkways or outdoor seating.

For **Main Street**, the Build-To Zone is intended to eventually bring all buildings more in line with a 15 foot sidewalk width primarily found in the Village's core shopping district between Orchard Street and Lake Street/Park Avenue.

For **Orchard Street, Lake Street and Toft Avenue**, the Build-To Zone is intended to eventually eliminate parking lots in front of buildings and bring buildings closer to the sidewalk to better frame the street, reduce its perceived width and scale and establish these roadways as physical extensions of the traditional Village Core along Main Street. The code also incorporates standards for the frontages of residential buildings, including apartment buildings and rowhomes/ townhomes along these streets as compatible uses within the Downtown area.

For primarily residential and industrial districts, the Building Line may not be the primary indicator of future development form, where instead consistent street and pedestrian zone treatments and building setbacks will drive the form.

Zoning Districts

The five designations of Downtown Antioch Zoning Districts as outlined in the Introduction are (See **Figure 1.1**):

VC - Village Core: Downtown's primary pedestrian-oriented shopping district with the highest intensity of buildings and main activity center.

TC - Transitional Core: Parcels, many of which are undeveloped and include the redevelopment opportunity sites, adjacent to the Village Core with frontages on Main,

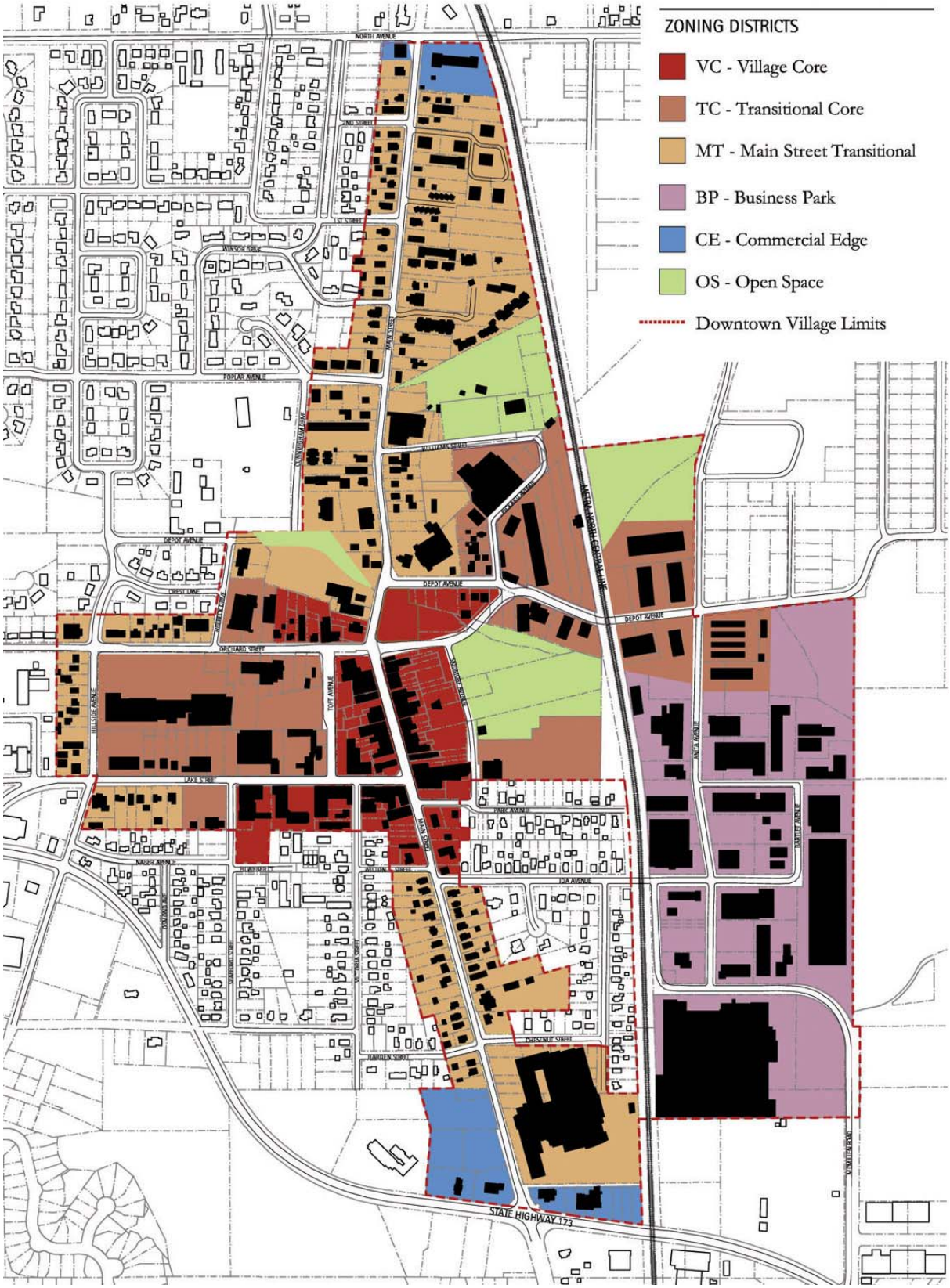
Lake and Orchard that have potential to become an extension of the Village Core's mixed-use character. This District also includes Depot Street and areas around the Metra Station.

MT - Main Street Transitional: Surrounding residential primarily north and south of the Village Core along Route 83/Main Street. This district consists of both single-family and multi-family housing, as well as educational/institutional. The MT District consists of parcels which are seen as areas where change of land uses may or should occur in a controlled environment that architecturally and physically blends with the mixed-use retail/service character of downtown.

BP - Business Park: The large manufacturing district east of the tracks where the Regulating Plan and form-based goals focus and encourage physical improvements of streetscapes and the pedestrian environment.

CE – Commercial Edge: Commercial districts both north and south comprised predominantly of auto-oriented uses. The form-based code seeks to improve the physical environment of the area over time**.**

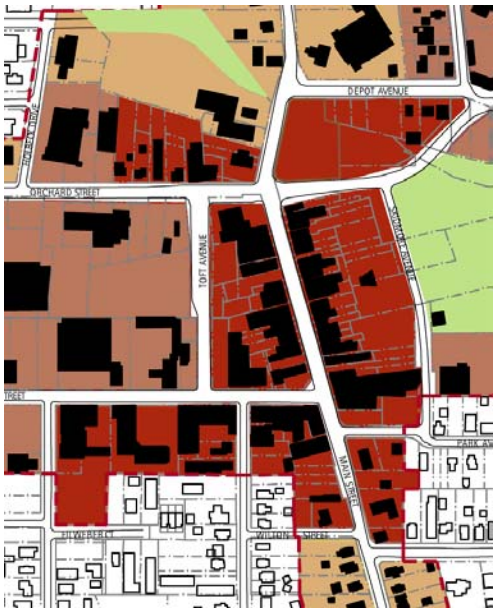
Existing conditions at Route 83 and 173, an area included in the CE District.


ZONING DISTRICTS
VC - Village Core
TC - Transitional Core
MT - Main Street Transitional
BP - Business Park
CE - Commercial Edge
OS - Open Space
Downtown Village Limits
NORTH AVENUE
DEPOT AVENUE
ORCHARD STREET
LAKE STREET
STATE HIGHWAY 173

Village Core District - VC

Description

The Village Core District - VC is intended to protect the character of Downtown Antioch's traditional pedestrian-oriented shopping streets—primarily Main Street between Orchard Street on the north and Wilton/Ida on the south. It also covers a portion of Lake Street closest to Main. These areas are characterized by relatively low-scale commercial buildings between one and three stories in height on small lots. Retail, commercial and service uses predominantly activate the street-level/first floor pedestrian environment. The VC District is intended to protect and enhance the existing historic character at the heart of Antioch's Village Center and to accommodate redevelopment that is in keeping with this character in terms of use, height, scale and detail.



The Village Core District, shown in red, is located around Antioch's traditional shopping streets.

Use

Ground Floor: As defined by zoning, only retail sales, service uses, entertainment uses (e.g. eating and drinking establishments), and commercial office uses may be located on the ground floor of buildings in the VC per local zoning and building code.

Above the Ground Floor: Any combination of allowed retail, commercial, office, personal service or residential is allowed per local zoning and building code.

The VC District is intended to protect and enhance the Antioch's historic character.

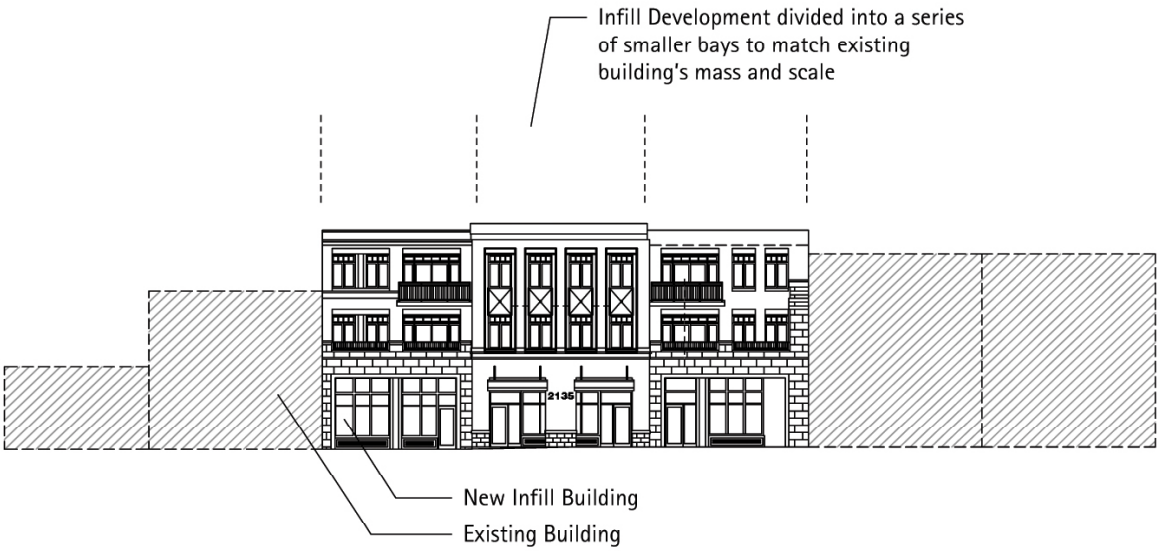
Height

Building height limits in the VC are established to ensure reasonable, predictable limits on maximum building height and preserve the low-rise pedestrian shopping street character of the designated Village Core District. The maximum allowed building height in the VC District is 45 feet.

Context Sensitivity

When considering additions, renovations or new development within the VC, it is imperative that new building heights and facades carefully balance and "fit" within the streetwall character. New construction must consider its neighboring context and carefully blend heights, building form and articulation to ensure continuous streetwall rhythm in the VC District (see **Figure 3.1**).

Figure 3.1: Balance in height, form and scale of new construction.



Building Placement

Buildings placed close to the sidewalk help "frame" the streetscape, creating an active, intimate pedestrian environment. This type of mixed-use storefront building placement is one of the key characteristics of Downtown Antioch with the majority of buildings in the core of Main Street and Lake Street forming a definitive, continuous "streetwall."

The outer perimeter of buildings must be placed within the "build-to zone" as shown in **Figures 3.2 and 3.3**, except as otherwise noted in this chapter.

A. **Building setback to "Build-To-Zone":** 0 feet min./3 feet max. Build-To-Zone is measured from 15' foot min. setback from face of curb to

face of building (buildings may be set back more than 3 feet if additional setback is used to ensure minimum 15-foot sidewalk and parkway width).

Figure 3.2: Plan view of "Build-To Zone" for VC District

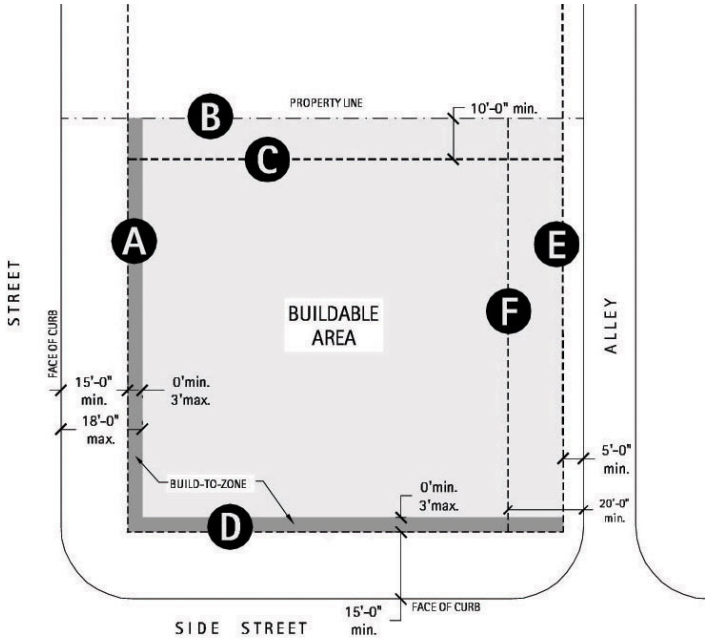
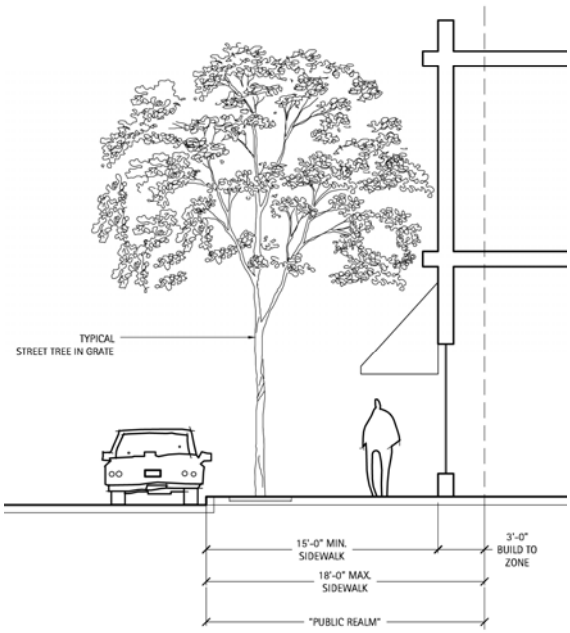


Figure 3.3: Section of Typical Downtown Streetscape Frontage



B. Building setback abutting other adjacent (side/rear) property lines: 0 feet min./10 feet max. A 10-foot pedestrian pass-through is allowed if necessary to access a rear parking lot or part of a continuous pedestrian linkage system in the greater Downtown.

C. Side yard, adjacent to an access drive: 10 feet minimum.

D. Corner side yard on a side street: 0 feet min./3 feet max. (buildings may be set back more than 3 feet if additional setback is used to ensure minimum 15-foot sidewalk and parkway width).

E. Rear yard, adjacent to an alley: 5 feet minimum

F. Rear yard, not adjacent to an alley: 20 feet minimum

Main Street View Corridor

In order to create a defined and protected view corridor to two of the Village's significant historic building assets, new buildings located on the both sides of Main Street between Orchard and Depot must be set back further (see **Figure 3.4**) to insure an open view to the Lakes Regional Museum and United Methodist Church of Antioch from the Main and Orchard intersection.

Figure 3.4: View Corridor of Lakes Regional Museum and United Methodist Church of Antioch

General – New Development

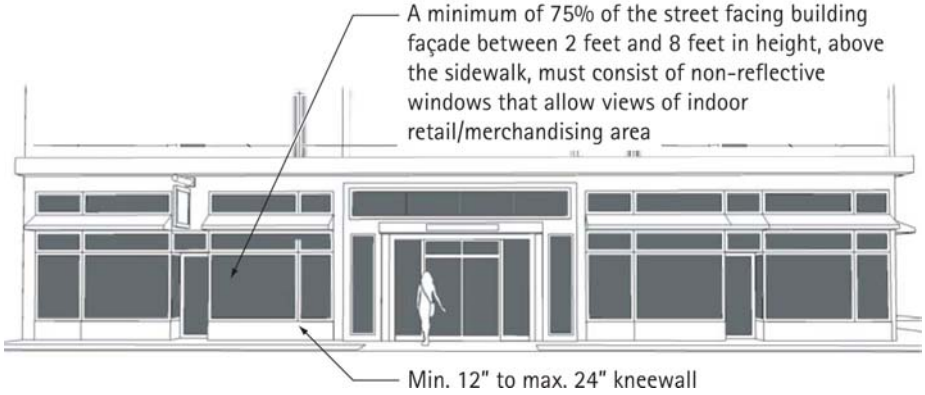
In order to enhance pedestrian safety and movement, all new development must allow for a total combined sidewalk and parkway width not less than 15 feet as measured from the curb face and not more than 18 feet in width.

Building Frontage

Building frontage standards address the ground-floor profile of buildings. These standards work with building placement guidelines to ensure an appropriate relationship between buildings and the sidewalk, which helps preserve the unique character of the Village Core District.

A. A minimum of 75% of the street facing building façade between 2 feet and 8 feet in height, above the sidewalk, must consist of non-reflective windows that allow views of indoor retail/merchandising areas. The bottom of any window used to satisfy this requirement may not be more than 4.5 feet above the adjacent sidewalk. Consistency in this bottom area, or kneewall zone, should be considered between adjacent buildings (see **Figure 3.5**).

Figure 3.5: Articulated Commercial Building Façade



B. Buildings must have a recognizable and defined public entrance facing the main street (sidewalk) frontage. If a lot abuts two streets, the required pedestrian entrance must face the street (sidewalk) with the highest pedestrian volumes. Lots that front on more than two streets must have at least one public entrance on at least two street frontages.

C. The depth and width of recessed building frontages may not exceed 6 feet (**see Figure 3.6**).

D. The building's ground floor elevation must provide an accessible and barrier free entry and should be no more than zero and one foot above existing adjacent building sidewalk grade.

E. The façade of all buildings exceeding 75 feet in width must be vertically divided into bays or other segments no more than 30 feet in width. New buildings must have articulation and variety in the façade to ensure Main Street character, developed over time

Figure 3.6: Recessed Building Entry

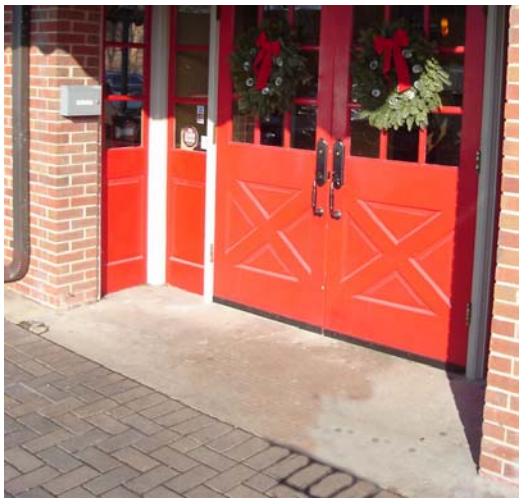


Figure 3.7: Example 1-Story Storefront

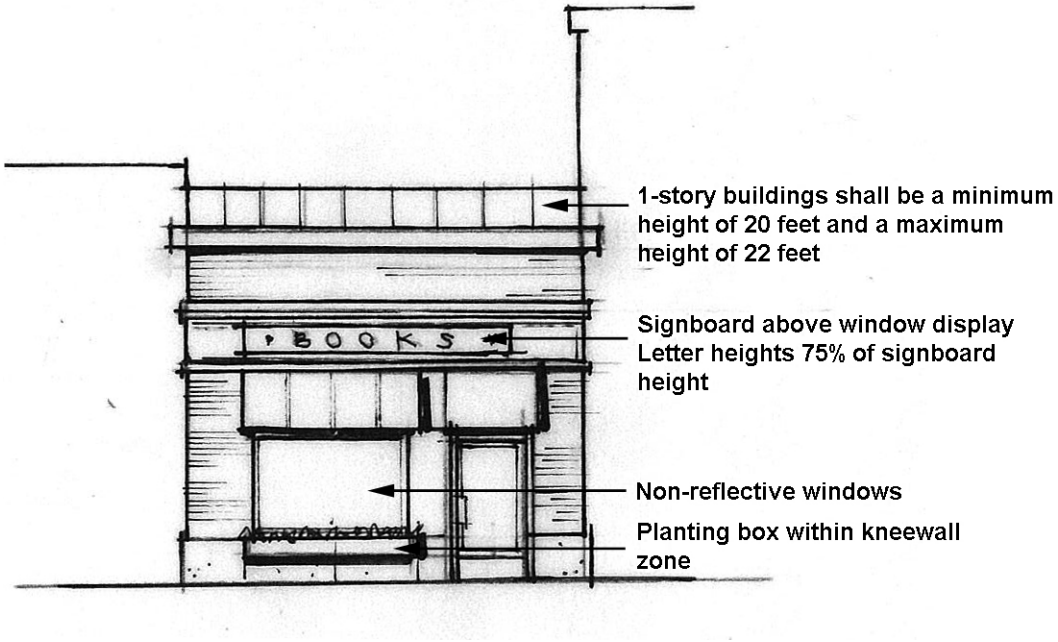
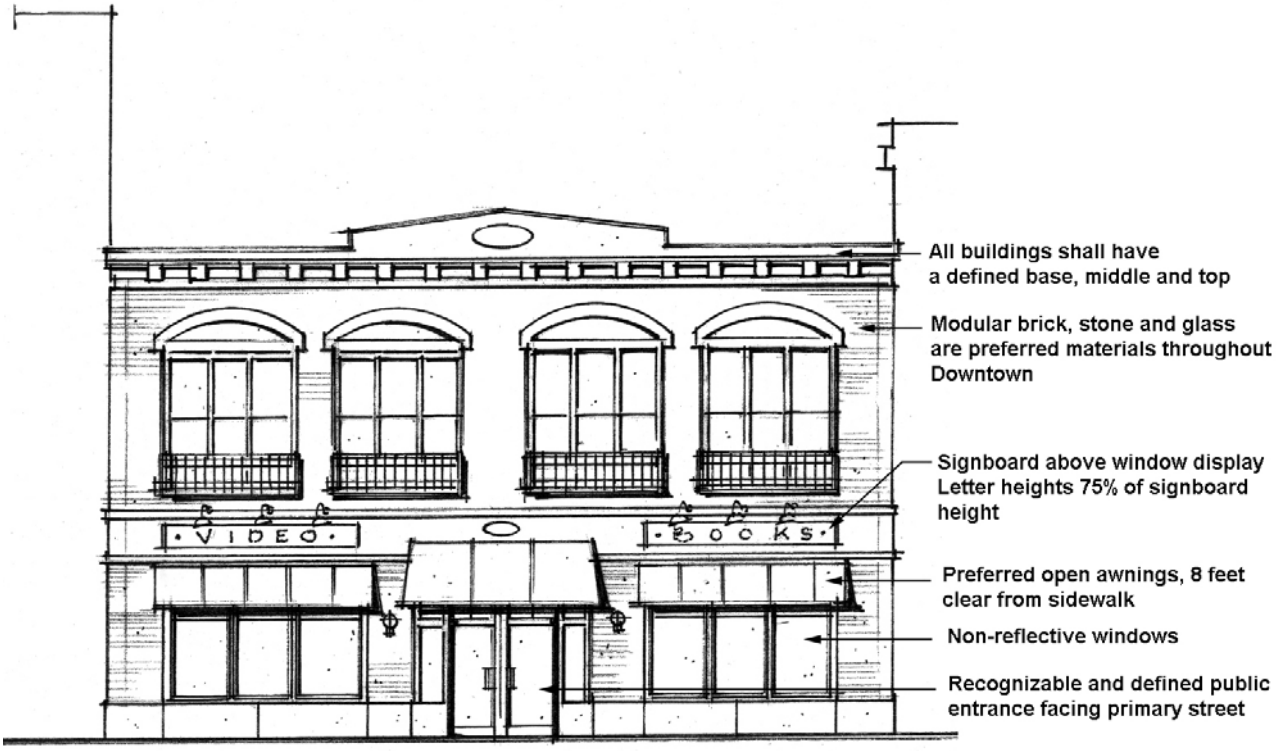


Figure 3.8: Example 2-Story Mixed-Use Building



Parking Placement

Off-street parking not contained within the building is required to be placed in the rear of the building or underground to reduce the visibility and impact on safety of the pedestrian environment. As shown in **Figure 3.9**, surface parking must be placed as follows:

A. Placed in the rear 50% of the lot depth (from the front Building Line to the rear property line).

B. 5 feet from the side yard (adjacent commercial parking lots must be connected) at grade level.

C. 10 feet minimum from the rear of the lot if not adjacent to an alley.

D. 5 feet minimum from the rear of the lot if adjacent to an alley.

E. 5 feet from the Building Line on the side yard of a corner lot.

Figure 3.10 further illustrates parking location requirements and building massing standards that apply to the entire downtown area.

See Section 4: Urban Design Standards for parking lot screening and landscaping requirements.

Figure 3.9: Typical Parking Placement in VC District

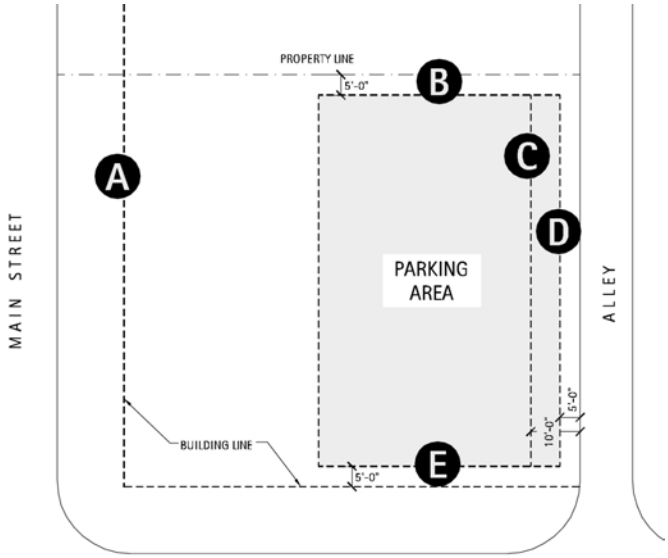


Figure 3.10: Building Massing/Parking location requirements

Note: Exceptions for off-street parking placement can be made where unique site, grade or environmental conditions warrant preservation of a specific site feature. Additionally, a height bonus of one additional floor is given to new development that provides structured parking in the principal structure.

Off-Street Parking + Loading Access

Mid-block curb cuts and access drives, unless already existing, are not allowed in the Village Core District. Loading, if required or provided, and parking access must be from an alley, side street or at the rear of the building.

Transitional Core District – TC

Description

The Transitional Core District – TC is intended to extend Antioch's downtown building and urban form character in adjacent downtown redevelopment parcels and train station areas. This District strives to create a physical connection to the train station and potential transit-oriented development. The TC District consists primarily of the superblock bounded by Orchard Street, Toft Avenue, Lake Street and Hillside Avenue, as well as the immediate area around the train station. Currently, these sites or areas predominantly contain a mix of auto-oriented uses including large areas of surface parking and strip center style buildings set back from the primary street frontages. *This District is intended to establish the setting for future redevelopment by creating physical relationships that harmonize with Antioch's downtown character in terms of development height, scale and function.*

The TC District, shown in brown, consists primarily of the superblock west of Main Street (above), as well as the area around the train station (below).

Use

Ground Floor: Only retail sales, service uses, entertainment uses (e.g. eating and drinking establishments), residential uses (as part of an overall multi-family residential building or development parcel) and commercial office uses may be located on the ground floor of buildings in the TC District.

Above the Ground Floor: Retail, commercial, office, personal service or residential is allowed above the ground floor.

Height

Building height limits are established to ensure reasonable, predictable limits on maximum building height and to match the pedestrian shopping mixed-use street character of adjacent existing buildings in the Village Core. The maximum allowed building height in the Transitional Core District is 45 feet.

Building Placement

New buildings placed close to the sidewalk help "frame" the street, creating an active pedestrian environment. This type of building placement helps support and enhance the character of the adjacent Village Core District, creates a continuous "streetwall" and reinforces the already successful pedestrian environment.

The outer perimeter of buildings must be placed within the "build-to zone" as shown in **Figures 3.11 and 3.12**, except as otherwise noted in this section.

A. Building setback to "Build-To-Zone":

a. Building setback to "Build-To-Zone" (Figure 3.11): 0 feet min./3 feet max. Build-To-Zone is measured from 15 foot min. setback from face of curb to face of building (buildings may be set back more than 3 feet if additional setback is used to ensure minimum 15-foot sidewalk and parkway width).

b. Residential (Figure 3.12): 10 feet min./20 feet max. Setback measured from right-of-way.

Figure 3.11: Commercial/Office/Mixed-Use Building Placement in TC

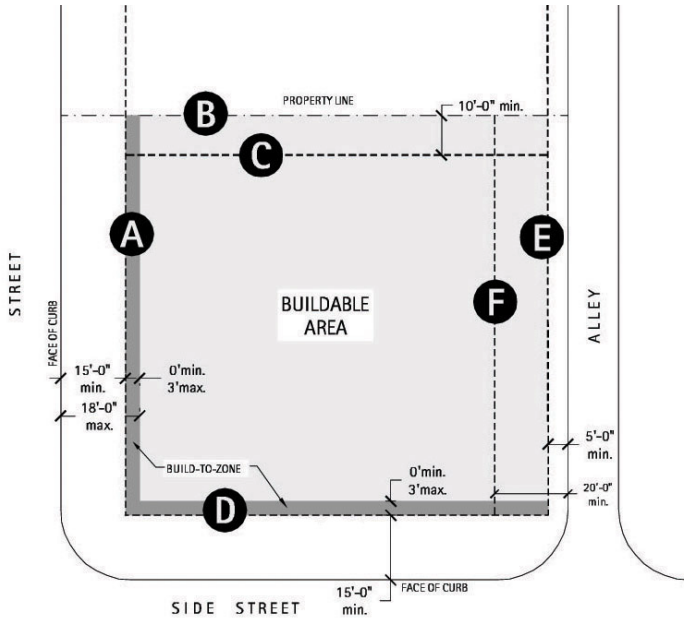
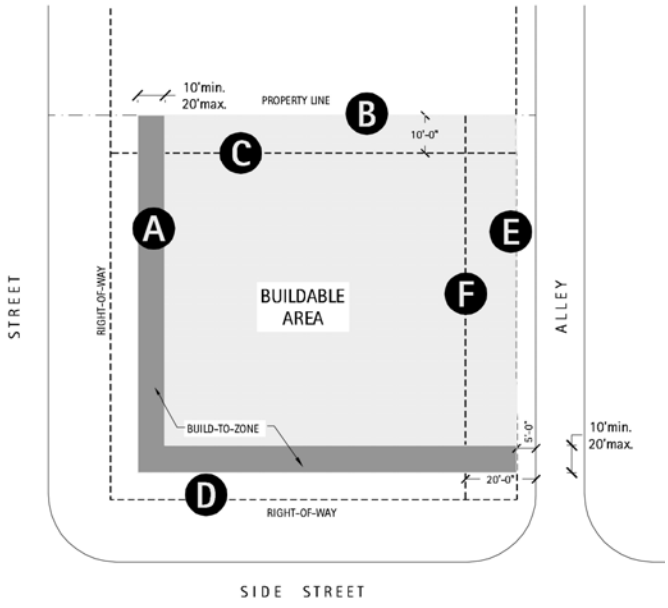


Figure 3.12: Residential Building Placement in TC



B. **Building setback abutting other property lines:** 0 feet min./10 feet max. A 10-foot pedestrian pass-through is allowed if necessary to access a rear parking lot or provide a continuous planned pedestrian linkage consistent with downtown planning.

C. **Side yard, adjacent to an access drive:** 10' feet minimum.

D. **Side yard, corner lot on side street:**

   a. **Commercial/Office/Mixed-use (Figure 3.11):** 0 feet min./3 feet max. (buildings may be set back more than 3 feet if additional setback is used to ensure minimum 15 foot sidewalk and parkway width).

   b. **Residential (Figure 3.12):** 10 feet min./20 feet max.

E. **Rear yard, adjacent to alley:** 5 feet minimum

F. **Rear yard, not adjacent to an alley:** 20 feet minimum

G. **Garage to ally:** 4 feet minimum (apron only)

In order to enhance pedestrian safety and movement, all new commercial or mixed-use development must allow for a minimum of 15 foot-wide sidewalk and parkway, which is the typical sidewalk width in this district. Generally, the width of sidewalks and parkways must be consistent with adjoining properties. The total combined sidewalk and parkway width must not be less than 15 feet and not more than 18 feet in width.

For residential uses: For areas with adjacent ground floor residential uses, a minimum sidewalk width of 5 feet should be provided. Landscaped or tree parkways must be a minimum of 6 feet and no larger than 10 feet (see **Figure 3.13**).

Figure 3.13: Section of Typical Residential Streetscape Frontage in TC District

Figure 3.14: Section of Typical Orchard Street Roadway Section in TC District

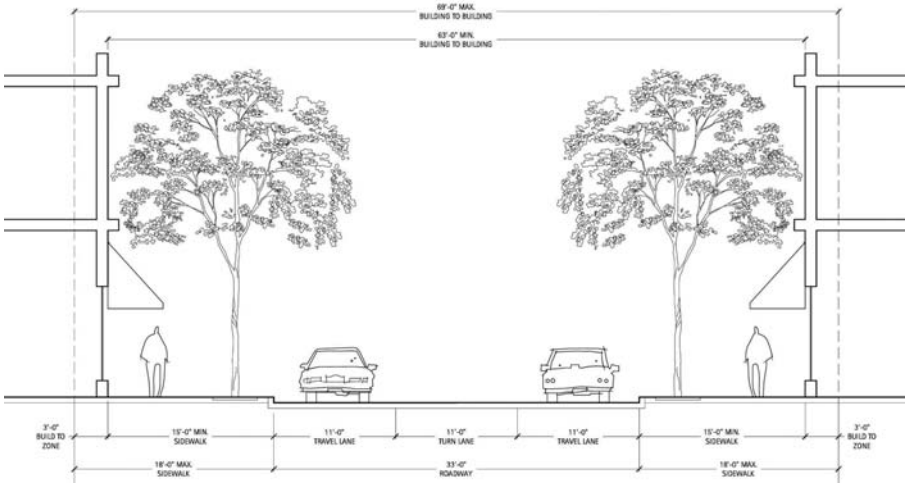
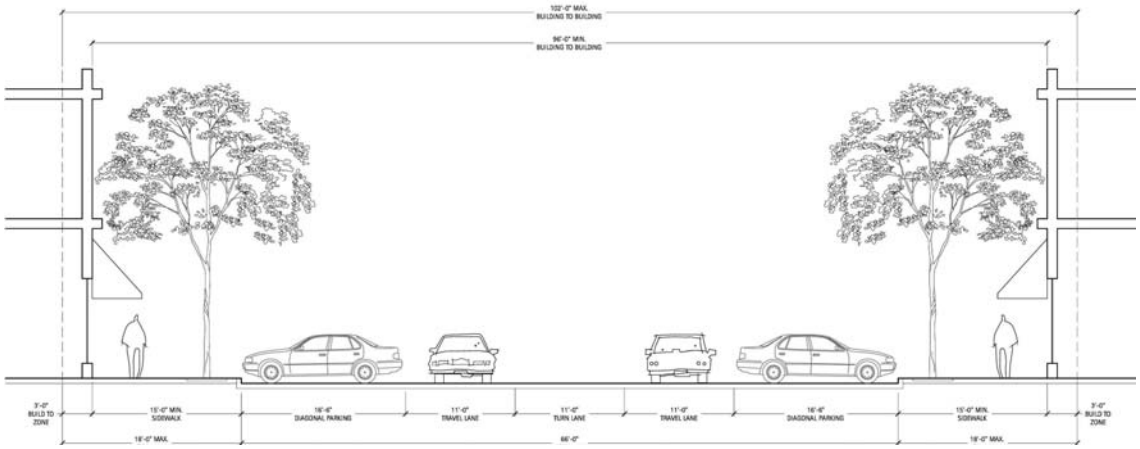


Figure 3.15: Section of Typical Toft Avenue Roadway Section in TC District



Building Frontage

Building frontage standards address the ground-floor profile of both commercial/mixed-use buildings and residential buildings. These standards work with building placement guidelines to ensure an appropriate relationship between buildings and the sidewalk, which helps preserve the character of the Transitional Core.

A. A minimum of 50% of the street facing building façade between 3 feet and 8 feet in height, above the sidewalk, must consist of non-reflective windows that allow views of indoor areas. The bottom of any window used to satisfy this requirement may not be more than 4.5 feet above the finished floor of the first floor of the building.

B. With the exception of mid or big box stores, such as a grocery store, which may have the primary entrance from a parking lot in the rear or side, buildings must have a public entrance facing the primary street (sidewalk). If a lot abuts two streets, the required pedestrian entrance must face the street (sidewalk) with the highest pedestrian volumes. Lots that front on more than two streets should have at least one public entrance on at least two street frontages.

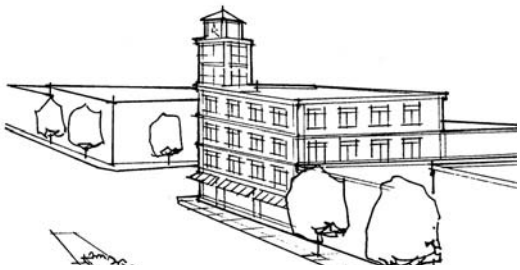
C. Key corner buildings on the west side of Toft at the intersections of Toft with Orchard and Lake are required to have unique corner architectural feature(s) (**Figures 3.16 and 3.17**).

D. The depth and width of recessed or articulated building frontages may not exceed 6 feet.

E. Retail, commercial and lobby entrances to multi-tenant residential building's ground floor elevation must be accessible and barrier-free and be between zero and one foot above the existing public sidewalk grade. Attached single-family units entrances may

Figure 3.16: New buildings at the Orchard/Toft and Lake/Toft intersections are required to have architectural features.

Figure 3.17: Example of corner architectural feature.



have finished floor elevations up to 6 feet above the sidewalk.

F. The façade of all buildings exceeding 75 feet in width (including attached multi-family residential) must be vertically divided and articulated into bays or other segments no more than 30 feet in width. Façade planes must be offset a minimum of 3 feet.

G. Attached single-family/multi-family residential units shall have front doors facing primary streets.

Parking Placement

Off-street parking not contained within the building is encouraged to be placed in the rear of the building or underground to reduce the visibility and impact on safety of the pedestrian environment. In the case of a larger development such as a grocery store or big box store, which would require a larger number of parking spaces, parking must be placed as follows:

A. Parking lot frontages along main streets must not be greater than 50 percent of the lot's frontage.

B. Parking lots must not be located at corners of main street intersections.

C. Parking lots should be shared between uses with connected driveways at grade (See **Figure 3.18**).

D. Parking lots should be broken down into cells or smaller pods of 100 spaces or less divided by areas of open space, landscape or pedestrian amenities and facilities.

E. Parking lot perimeters should be adequately buffered through landscape plantings that soften the visual impact of the vehicular use area (See **Figure 3.19).**

Figure 3.18: Shared parking between uses

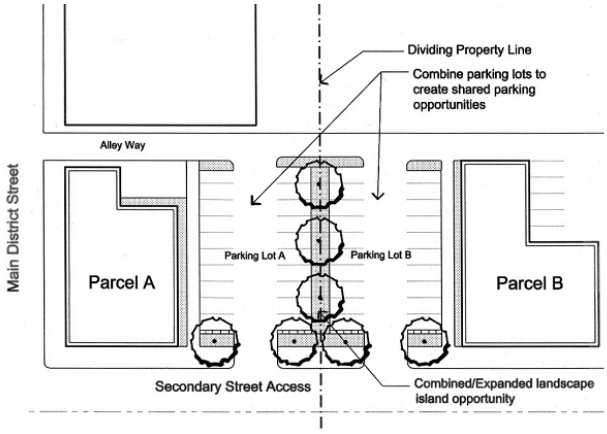
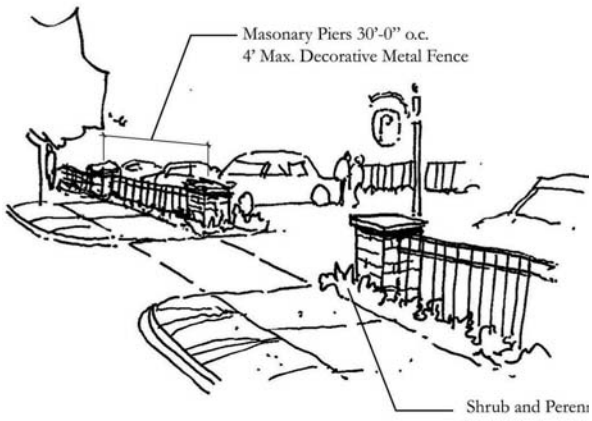


Figure 3.19: Parking lot screening



As noted in the planning process, Metra forecasts the need for additional parking the within the TC District. The parcels south of Depot Street, which are planned to be future parking, as well as the current Metra lot are exempt from other TC parking restrictions, but must meet landscaping and screening standards addressed in Section 4: Design Standards. In addition, Metra parking lots must meet the standards set forth by Metra's Parking Manual, where compatible.

As shown in **Figure 3.20**, all other surface parking in the TC District must be placed as follows:

A. Placed in the rear 50% of the lot depth (from the front Building Line to the rear property line).

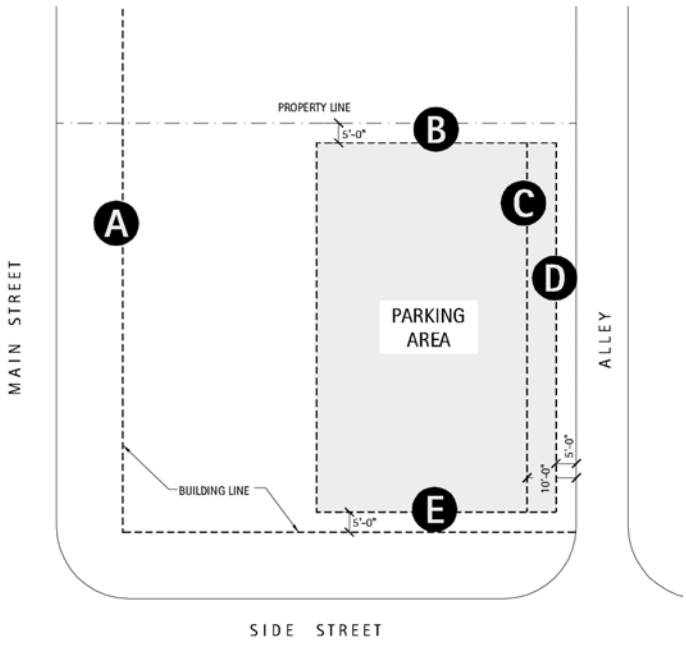
B. 5 feet from the side yard (adjacent commercial parking lots must be connected at grade).

C. 10 feet minimum from the rear of the lot if not adjacent to an alley.

D. 5 feet minimum from the rear of the lot if adjacent to an alley.

E. 5 feet from the Building Line on corner side yards.

Figure 3.20: Typical Parking Placement in TC District



Metra Parking

Most grant dollars, including Metra's, are not available for financing the replacement of commuter parking spaces that are displaced from designated and/or historical commuter parking facilities. Metra only participates in building new parking spaces where demand warrants and funding is available.

The land for the existing commuter parking was purchased with state and federal funds, thus redevelopment will need to be discussed with IDOT. As such, the use of federal funds for the construction of new parking facilities may be restricted, if parking spaces that were federally funded, are removed or altered during redevelopment.

Should development occur near the train station, throughout each step of the redevelopment process the amount of commuter parking in the station area should remain at its current level, resulting in no net loss of spaces during any phase of development.

Off-Street Parking + Loading Access

Parking lots and loading should be accessed from interior access drives, alleys or limited/shared curb cuts from main (primary) streets. Mid-block curb cuts and access drives, unless already existing, are discouraged in the Transitional Core District. One exception is the large superblock bounded by Orchard Avenue, Toft Avenue, Lake Street and Hillside Avenue. Any new curb cuts must be evaluated and determined safe by licensed traffic engineers and Village engineering staff.

As shown in **Figure 3.21**, an internal schematic grid street network has been envisioned for the superblock site bounded by Orchard Avenue, Toft Avenue, Lake Street and Hillside Avenue. Three north/south streets or access drives, including Spafford Street extended, may divide the block between Hillside and Toft Avenues and one east/west street or access drive should bisect the block between Orchard Avenue and Lake Street. These streets/access drives will increase

vehicular and pedestrian "permeability," distribute automobile traffic more evenly and increase access to new development and parking.

These internal drives or access routes are diagrammatic and refer to the Village's ultimate desire to have this block organized and interconnected in a vehicular/pedestrian network. As this site is developed over time, the Village will require individual projects to maintain the desired north/south, east/west connections through a formal set of site access easements, which generally may take the shape in **Figure 3.21**.

Figure 3.21: Schematic internal accesss structure – Superblock Site

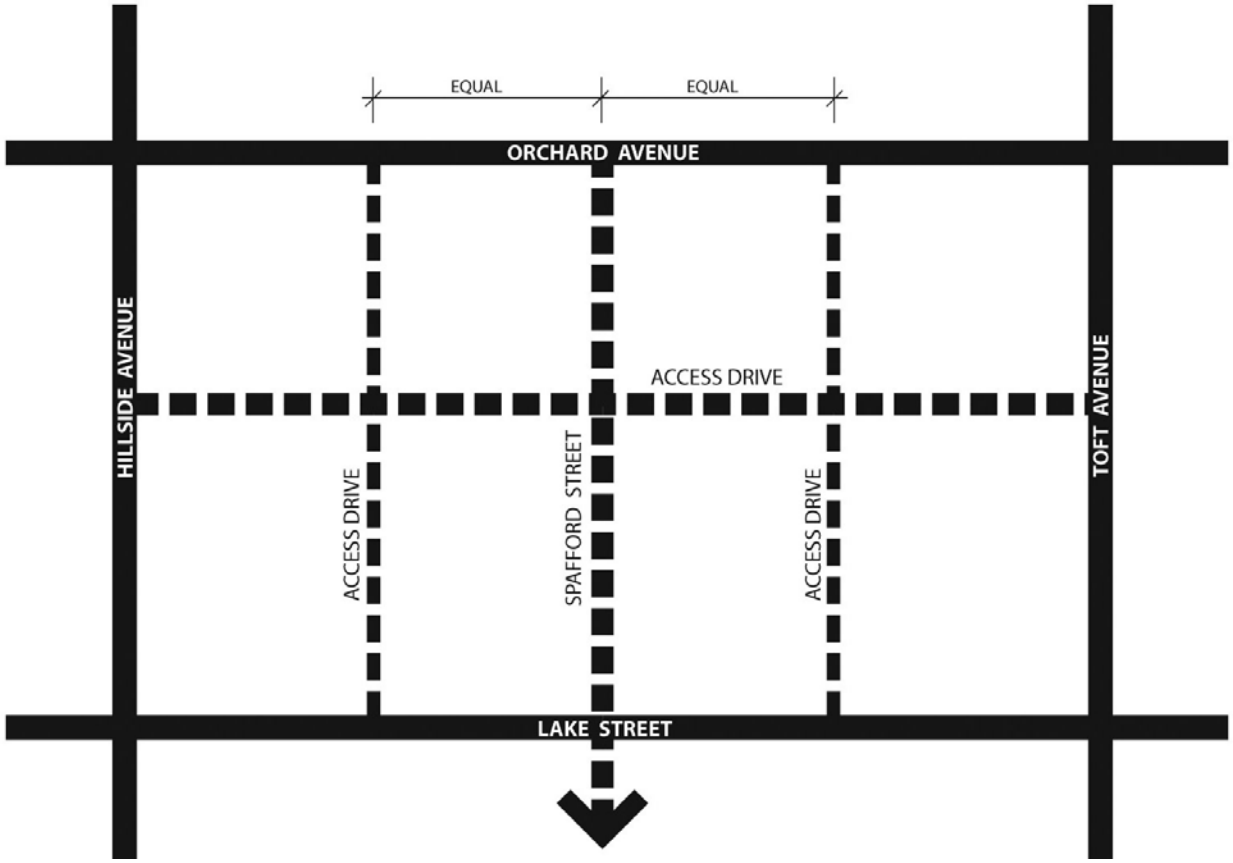
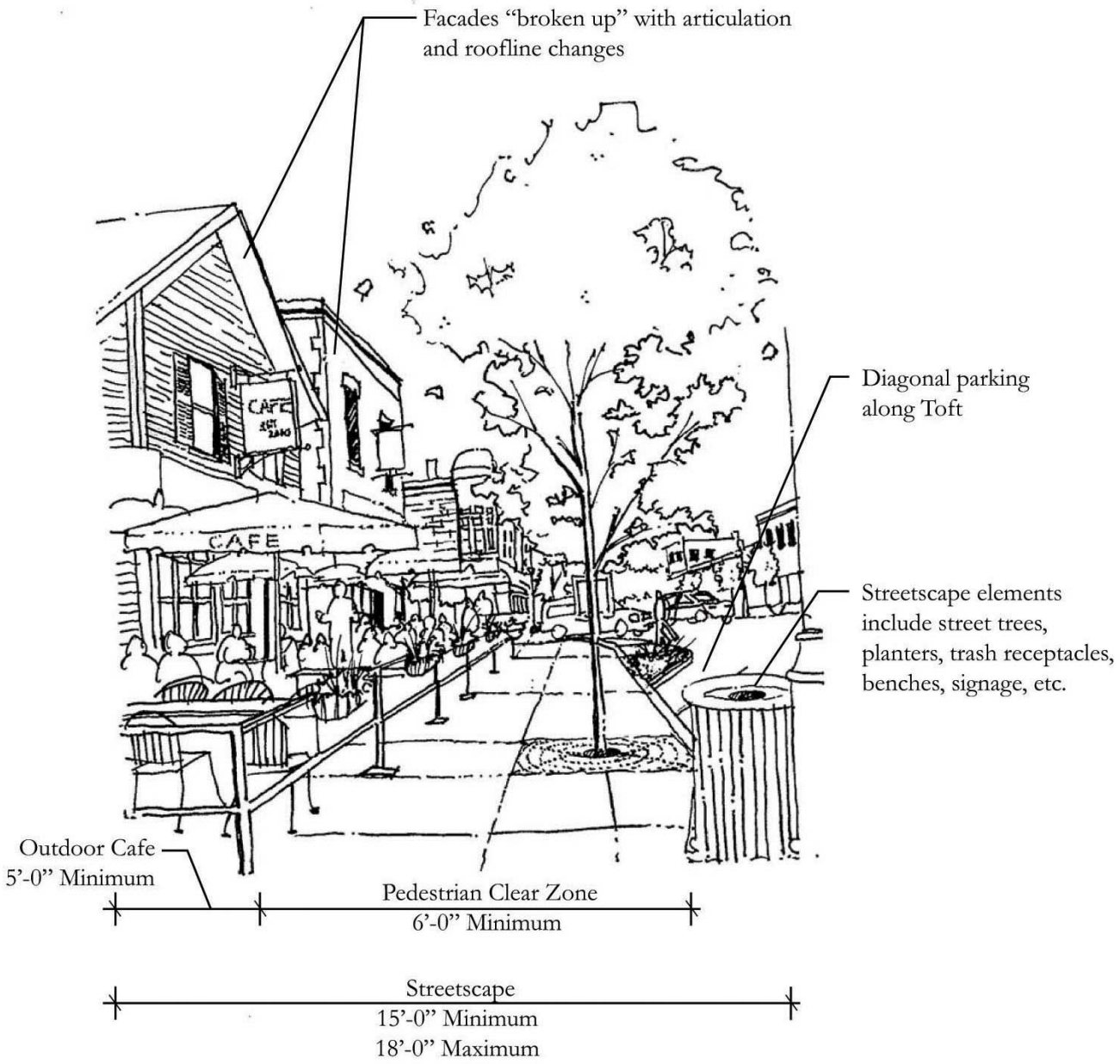


Figure 3.22: Toft Avenue redevelopment and streetscape improvements



Main Street Transitional District – MT

Description

The Main Street Transitional District – MT is intended to accommodate a variety of single-family and multi-family residential, commercial and institutional uses on the edges of the Village Core. These areas currently consist of a variety of single-family and multi-family residential, limited commercial uses, educational and civic facilities, such as Antioch High School and Public Library, as well as many single-family homes that have been converted for commercial use.

Use

Ground Floor: Only residential (single-family and multi-family), retail sales, service uses, educational, entertainment uses (e.g. eating and drinking establishments), and commercial office uses may be located on the ground floor of buildings in the MT District.

Above the Ground Floor: Any combination of allowed educational, civic/institutional, retail, commercial, personal service or residential is allowed above the ground floor.

Height

Building height limits are established to ensure reasonable, predictable limits on maximum building height and preserve the low-rise main street character of the designated Main Street Transitional District. The maximum allowed building height in the MT District is 35 feet.

Building Placement

Buildings should be placed in a similar relationship to the road as adjacent buildings to help create a consistent streetscape setback character throughout the neighborhoods. Where possible building siting should also focus on reducing views of building sides, rear yards and other spaces.

The outer perimeter of buildings must be placed within the "build-to zone" as shown in **Figure 3.23** and **Figure 3.24**, except as otherwise noted in this chapter.

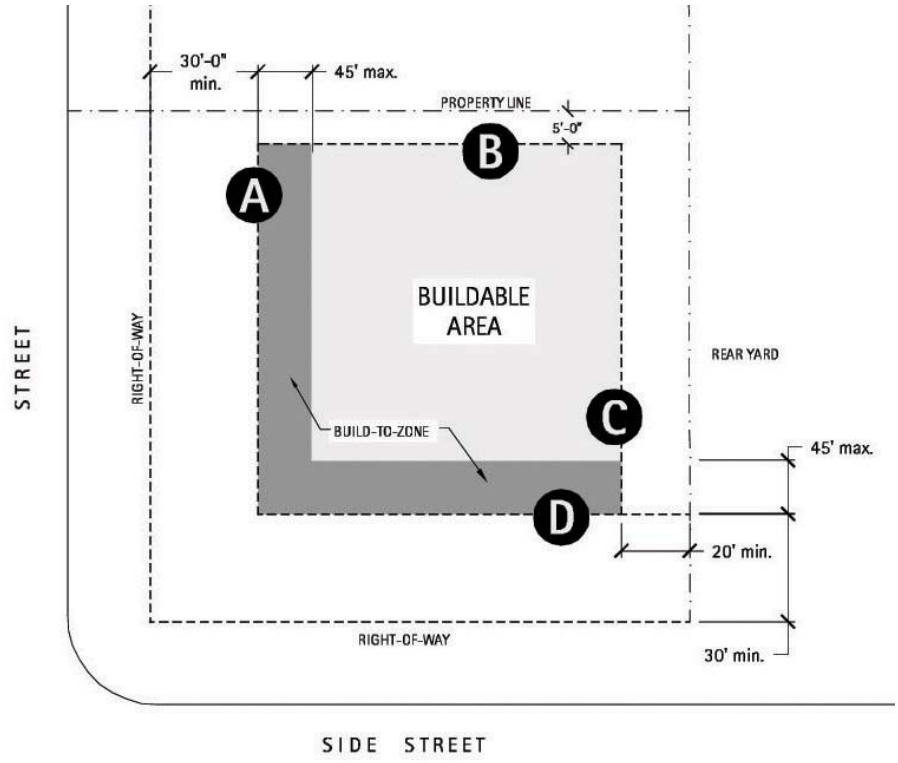
A. **Building setback abutting apparent street right-of-way:** 30 feet min./45 feet max.

B. **Building setback abutting interior side property lines:** 5 feet minimum.

C. **Rear yard:** 20 feet

D. **Side yard, corner lot on side street:** 30 feet min./45 feet max. from the Building Line on corner side yards.

Figure 3.23: MT District Building Placement



Building Frontage

Building frontage standards address the ground-floor profile of buildings. These standards work with building placement guidelines to ensure an appropriate relationship between buildings and the sidewalk, which helps preserve the character of the Main Street Transitional.

A. All buildings must be oriented to primary or secondary street with street-facing windows and doors.

B. In order to provide articulation to buildings, façades should consider porticos, stoops, porches, arcades or other forms of defining entries.

Figure 3.24: Typical Section in MT District

Parking Placement

All off-street parking shall be placed in garages or in the rear portion of the lot. For other uses requiring larger parking lots, such as institutional or commercial, off-street parking not contained within the building is encouraged to be placed in the rear of the building or underground to reduce the visibility and impact on safety of the pedestrian environment.

As shown in **Figure 3.25**, surface and garage parking for these uses must be placed as follows:

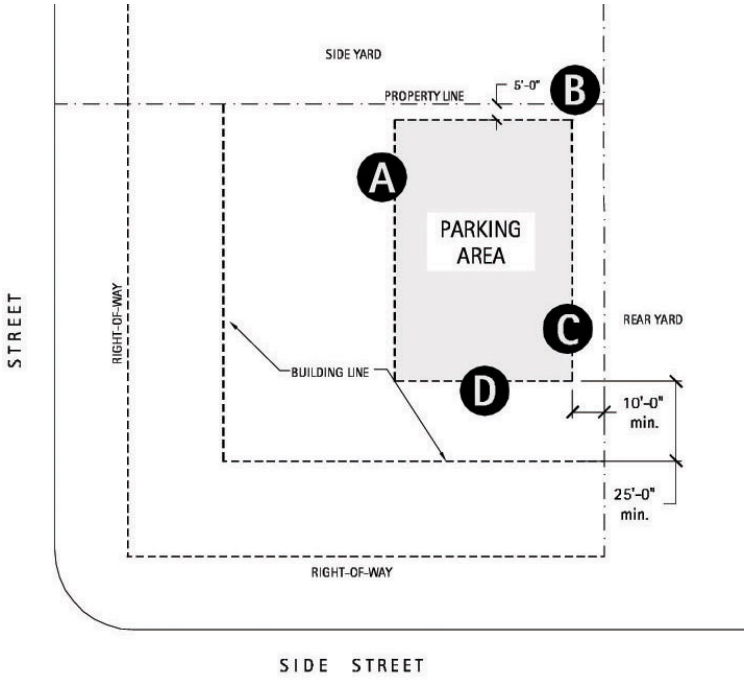
A. Placed in the rear 50% of the lot depth (from the front Building Line to the rear property line).

B. 5 feet from the side yard

C. 10 feet minimum from the rear of the lot.

D. 25 feet from the Building Line on the corner side yard.

Figure 3.25: MT District Parking Placement



Access

Mid-block curb cuts and access drives are permitted in the MT District to access single-family and multi-family residences, as long as they do not adversely affect safe traffic flow or ingress/egress movements. Where feasible, locate driveways off side streets/access drives to avoid an overabundance of curb cuts on primary streets.

Shared driveways/access points are encouraged for multi-family residential buildings and institutional/educational uses.

Figure 3.26: MT District Residential Conversion Character Sketch

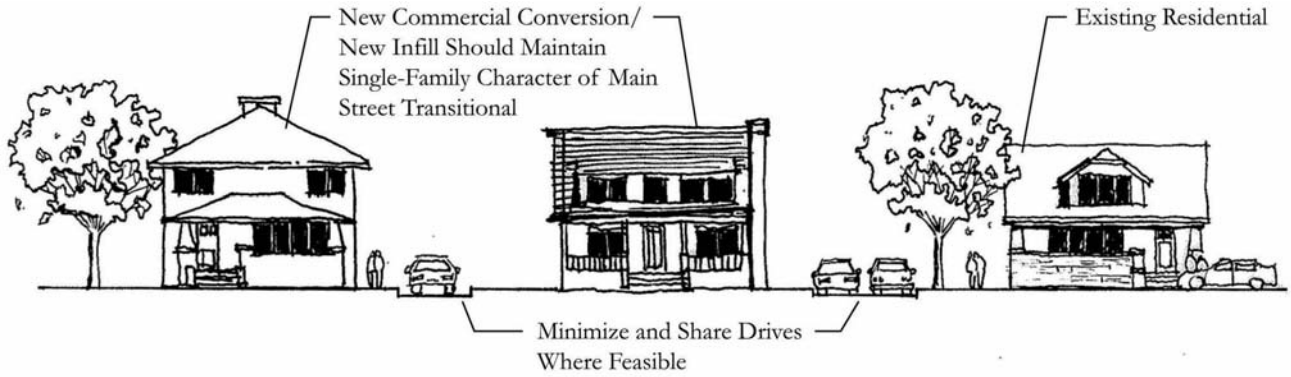
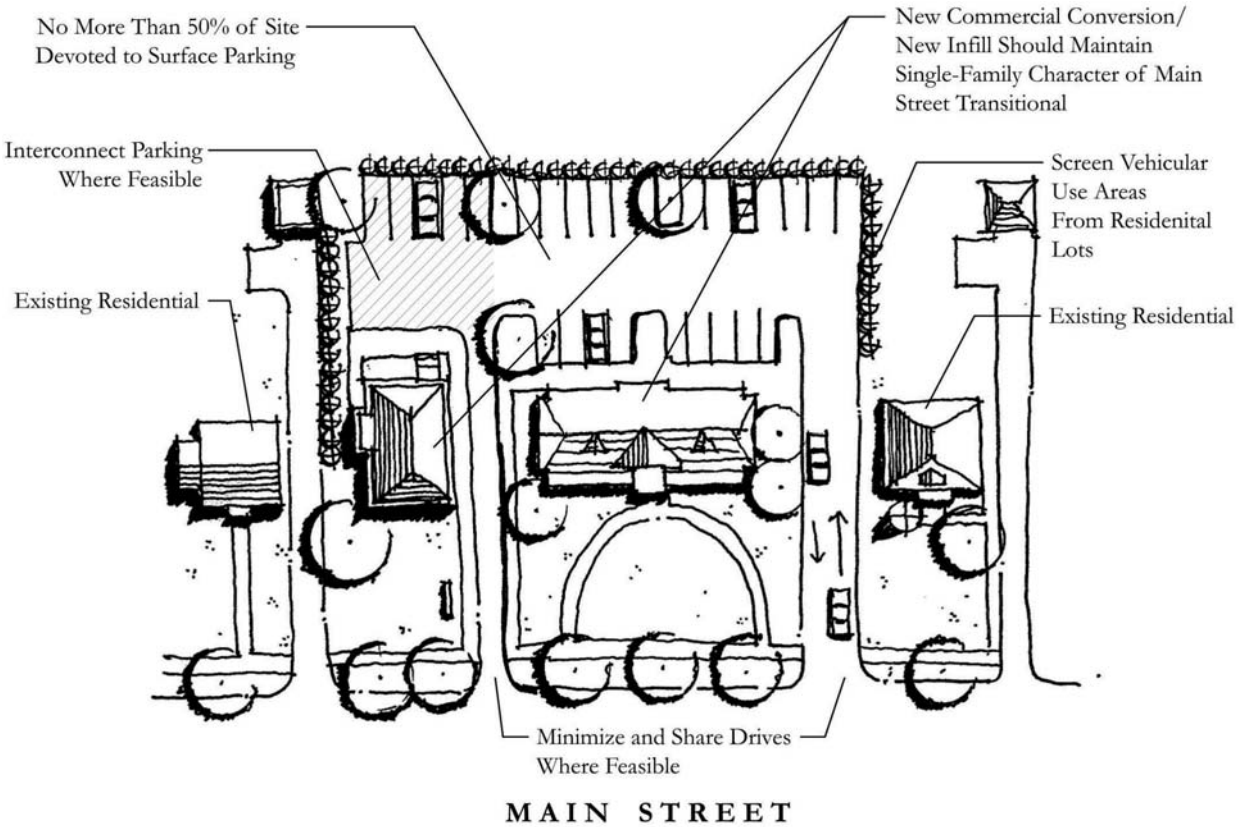


Figure 3.27: MT District Residential Conversion Character Sketch



Carriage Houses/Accessory Structures

A carriage house is a second dwelling unit located above a parking garage and subordinate to a single-family dwelling unit on the same lot. The following requirements must be met for carriage houses/accessory structures within the Main Street Transitional:

A. The parcel must be greater than 10,000 square feet.

B. Only one carriage house or structure shall be allowed per lot.

C. At least one of the dwelling units must be owner occupied on the property.

D. The carriage house may not be divided from the property ownership of the primary dwelling.

E. A single family home and a newly developed carriage unit shall have a minimum of one water meter and may share a common side sewer line to the sewer main.

F. A minimum of 10 feet of separation is required between the primary residence and the carriage house.

Bulk and Massing

A. The majority of the carriage unit must be located over a garage.

B. The maximum carriage unit size is 800 square feet or 40% of the primary structure, whichever is less.

C. Height must be less than or equal to primary structure.

D. The maximum single floor area shall be 500 square feet, excluding garage space.

Design Standards

A. The carriage house shall have a separate exterior entrance, not including the garage access.

B. It shall have similar building materials, including roof pitch, siding and windows as the primary structure and meet design standards as described in Section 4.

C. Porches, patios and walkways are encouraged for carriage units since they can extend the living areas of the primary structure.

Business Park District – BP

Description

The Business Park District - BP is intended to preserve this area as an effective, well-planned industrial/business park, while improving site and design standards for development of new buildings, streets, streetscapes and landscape character.

The BP District is located on the east side of the Metra tracks.

Use

Ground Floor: Any combination of allowed commercial, office, and manufacturing uses may be located on the ground floor of buildings in the BP.

Above the Ground Floor: Any combination of allowed office or industrial is allowed above the ground floor.

Note: Performance standards for noise, smoke and particulate matter, odors, noxious gases, glare and heat and vibrations within the BP District must meet requirements per local zoning standards.

Height

Building height limits are established to ensure reasonable, predictable limits on maximum building height. The maximum allowed building height in the BP District is 45 feet.

Building Placement

Buildings shall be placed in a similar relationship to the road as adjacent buildings to help create a consistent "streetwall" throughout the business park, where possible building siting should also focus on reducing views of building sides, loading zones, parking areas and service areas.

The outer perimeter of buildings must be placed within the "build-to zone" as shown in **Figure 3.28 and 3.29**, except as otherwise noted in this chapter.

A. **Building setback abutting street right-of-way:** 25' feet min./50 feet max.

B. Building setback abutting other property lines: 15 feet minimum. When a property is adjacent to a residential district, 25 feet should be provided.

C. Side yard, adjacent to an access drive: 15 feet minimum/25 feet if adjacent to residential district.

D. Corner side yard on a side street: 25 feet minimum

E. Rear yard, adjacent to a street: 25 feet minimum/30 feet if adjacent to residential district.

Figure 3.28: BP District Building Placement

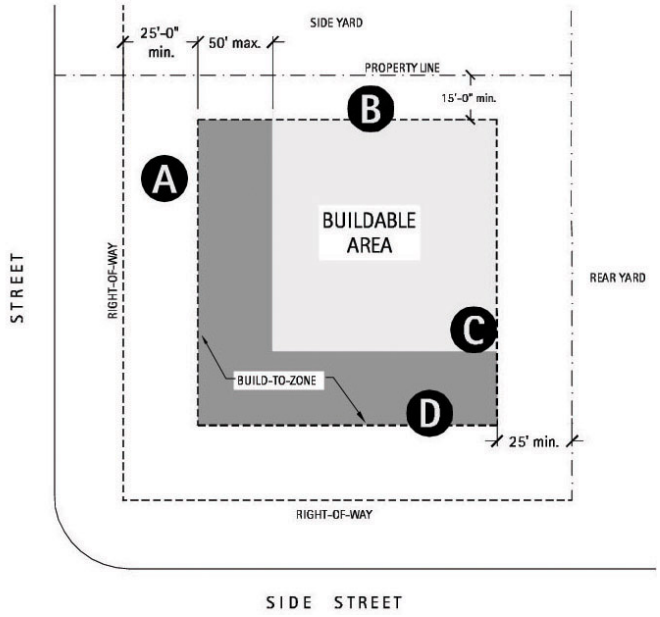
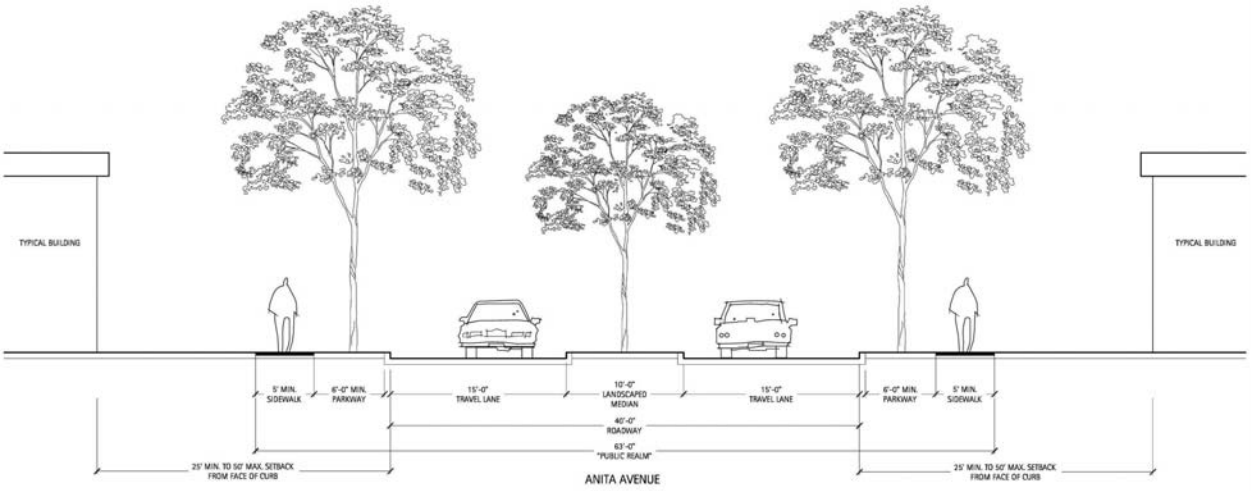


Figure 3.29: Anita Avenue Roadway Section – BP District



Building Frontage

Building frontage standards address the ground-floor profile of buildings. These standards work with building placement guidelines to ensure an appropriate relationship between buildings and the sidewalk, which would help improve the character of the Business Park.

A. Any office uses and main entries for visitors must be oriented to the primary or secondary street with street-facing windows and doors.

B. Blank unarticulated walls exceeding 30 feet in length are not allowed facing any roadways.

Parking Placement

Off-street parking not contained within the building is encouraged to be placed in the rear of the building or underground to reduce the visibility and impact on safety of the pedestrian environment. As shown in **Figure 3.30**, surface parking must be placed as follows:

A. Placed in the rear 75% of the lot depth (from the front Building Line to the rear property line).

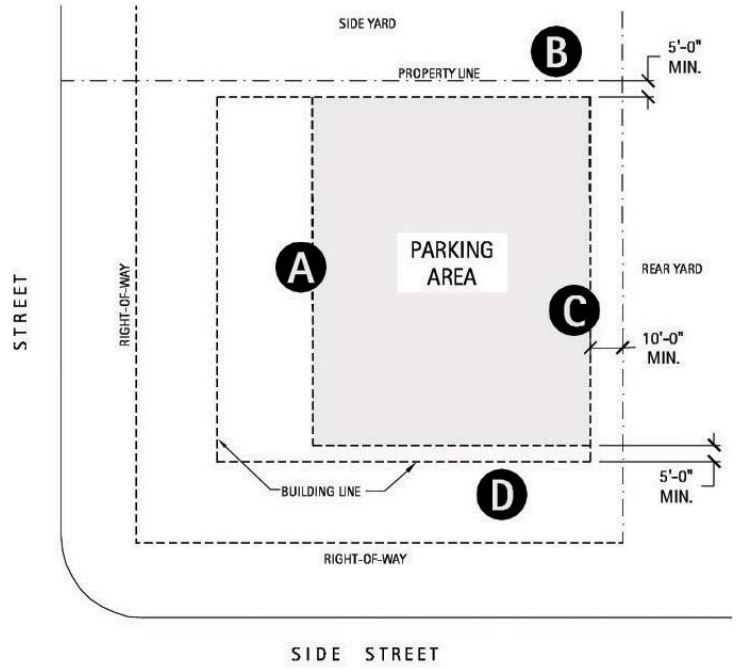
B. 5 feet from the interior side yard.

C. 5 feet from the rear if adjacent to a rear alley.

D. 10 feet minimum from the rear of the lot.

E. 5 feet from the Building Line on the side yard of a corner lot.

Figure 3.30: BP District Parking Placement



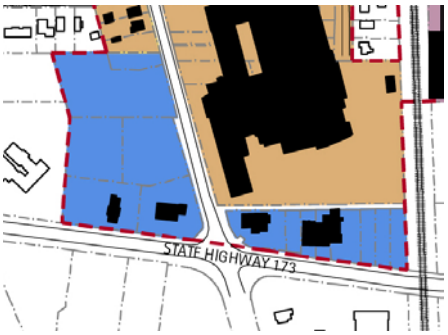
Off-Street Parking + Loading Access

Mid-block curb cuts and access drives are permitted, but adjacent uses are strongly encouraged to share access drives wherever possible. For new development, loading is required to be placed in the rear of the building or on the interior of a block and accessed from an alley, interior drive or side street/access drive.

Commercial Edge District - CE

Description

The Commercial Edge District - CE is intended to create an improved transitional "gateway" district at the primary southern entry point to Downtown Antioch at the intersection of State Highway 173 and Route 83/Main Street. This area currently consists of predominantly auto-oriented commercial uses, such as fast food restaurants and convenience retail. The CE District strives to enhance the character of the area by improving site and design standards for development of new buildings, streets, streetscapes and landscape character, as well as providing the opportunity to create an extended mixed-use district matching that of the Village Core.



The CE District, shown in blue, is located on the far southern edge of the Downtown study area.

Use

Ground Floor: Any combination of allowed commercial, retail, and office uses may be located on the ground floor of buildings in the CE.

Above the Ground Floor: Any combination of allowed commercial, retail and office uses are allowed above the ground floor.

Height

Building height limits are established to ensure reasonable, predictable limits on maximum building height. The maximum allowed building height in the CE District is 45 feet.

Building Placement

Buildings may be placed in a similar relationship to the road as adjacent buildings, but also shall be encouraged to be placed closer to the right-of-way line to reduce the amount of parking along primary street frontages. Where possible, building siting should also focus on reducing views of building sides, drive throughs, loading zones, parking areas and service areas.

The outer perimeter of buildings must be placed within the "build-to zone" as shown in **Figure 3.31**, except as otherwise noted in this chapter.

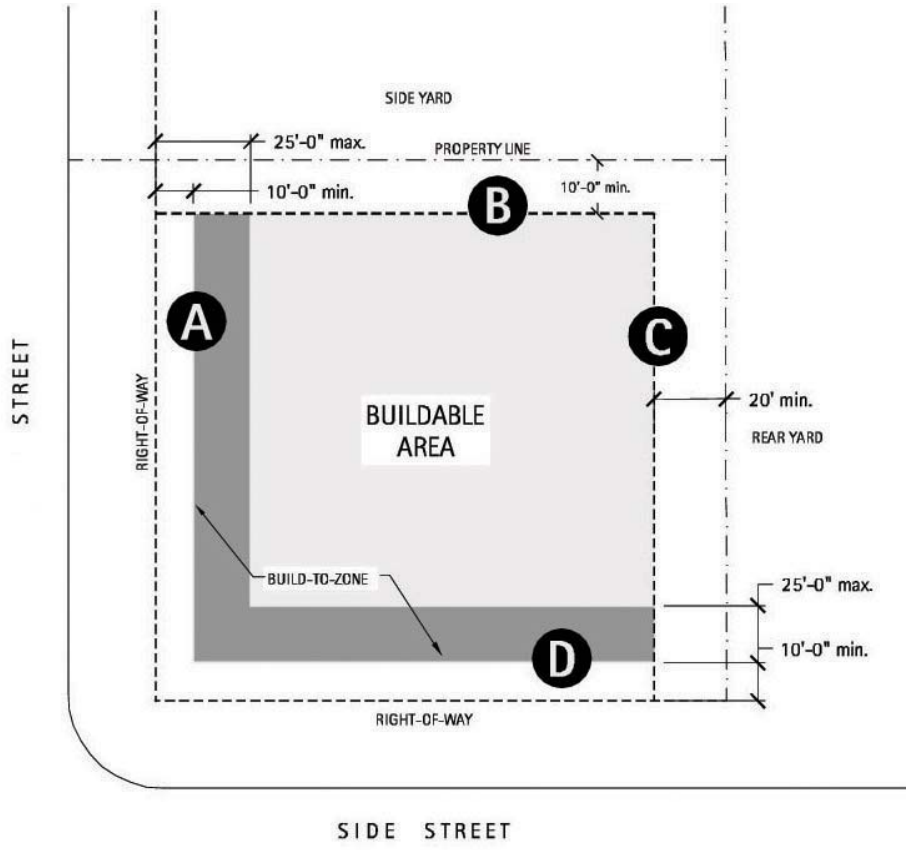
A. **Building setback abutting street right-of-way:** 10 feet min./25 feet max.

B. **Building setback abutting other property lines:** 0 feet min./10 feet max. When a property is adjacent to a residential district or alley, 10 feet should be provided.

C. **Side yard, adjacent to an access drive:** 10 feet minimum.

D. **Rear yard:** 20 feet minimum

Figure 3.31: CE District Building Placement



Building Frontage

Building frontage standards address the ground-floor profile of buildings. These standards work with building placement guidelines to ensure an appropriate relationship between buildings and the sidewalk, which would help improve the character of the Commercial Edge.

A. A minimum of 50% of the street facing building façade between 2 feet and 8 feet in height, above the sidewalk, must consist of non-reflective windows that allow views of indoor retail/merchandising areas. The bottom of any window used to satisfy this requirement may not be more than 4.5 feet above the adjacent sidewalk. Consistency in this bottom area, or kneewall zone, should be considered between adjacent buildings.

B. Buildings must have a recognizable and defined public entrance facing the main street (sidewalk) frontage. If a lot abuts two streets, the required pedestrian entrance must face the street (sidewalk) with the highest pedestrian volumes. Lots that front on more than two streets must have at least one public entrance on at least two street frontages.

C. The depth and width of recessed building frontages may not exceed 6 feet.

D. The building's ground floor elevation must provide an accessible and barrier free entry and should be no more than zero and one foot above sidewalk grade.

E. The façade of all buildings exceeding 50 feet in width must be vertically divided and articulated into bays or other segments no more than 25 feet in width.

Parking Placement

Off-street parking not contained within the building is encouraged to be placed in the rear of the building to reduce the visibility and impact on safety of the pedestrian

environment. As shown in **Figure 3.32**, surface parking must be placed as follows:

B. Placed in the rear 75% of the lot depth (from the front Building Line to the rear property line).

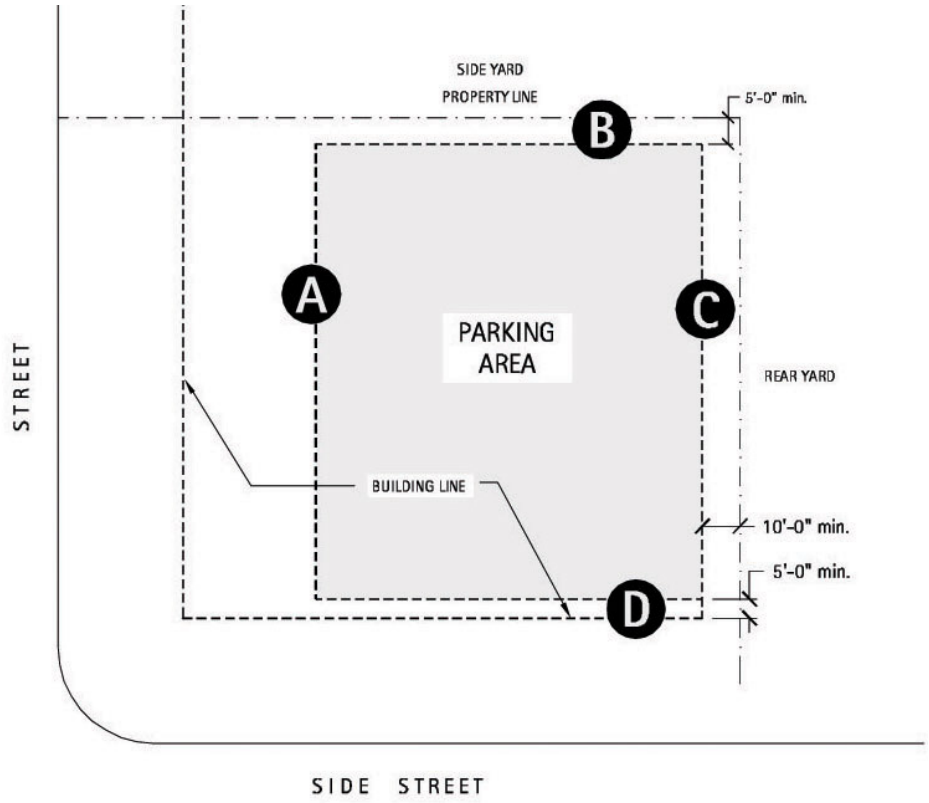
C. 5 feet from the side yard (adjacent commercial parking lots must be connected) at grade level.

D. 10 feet minimum from the rear of the lot if not adjacent to an alley.

E. 5 feet minimum from the rear of the lot if adjacent to an alley.

5 feet from the Building Line on the side yard of a corner lot.

Figure 3.32: CE District Parking Placement



Off-Street Parking + Loading Access

Mid-block curb cuts and access drives are permitted, but adjacent uses are strongly encouraged to share access drives wherever possible. For new development, loading is required to be placed in the rear of the building or on the interior of a block and accessed from an alley, interior drive or side street/access drive.

SECTION 4: URBAN DESIGN STANDARDS

These general urban design standards are intended for use in all Downtown Antioch Districts and should be applied as appropriate to any individual District's character. Project-specific requirements or land use will dictate the appropriate standards to consider when developing, renovating or improving a District property.

Building Design

General

Buildings shall be oriented toward public primary and secondary streets, sidewalks and public plazas/open spaces to maintain an active and inviting pedestrian environment.

Typical pedestrian "Main Street" streetscape character.

Commercial buildings on corner lots shall be designed with two front facades.

Building façades shall be proportioned to respect the human scale and the intended land use/streetscape character.

Façade elements shall provide a change in plane (articulation), creating interest in light and shadow, such that monotonous, blank facades are not created.

Standardized, formulaic, corporate or non-regional architecture and architectural features used primarily for advertising purposes are not allowed.

Developers should consider creative adaptive reuse of high-quality existing buildings.

Garages within rowhomes, including materials, shall be compatible with the design of rowhomes, including façade/roof variation and window treatments.

Building design should feature a balance of vertical and horizontal elements, as illustrated by the lines on the above photograph.

Articulation/Fenestration

A building's base, middle and top proportions shall be well articulated through materials, details and changes in wall plane, including upper floor step backs for all multi-story buildings and patios and terraces on residential buildings.

Where used in conjunction with an overall design, pitched roofs may project or overhang into space where upper story floors have been step-backed.

Mixed-use buildings shall have a distinct ground-floor base with easily identifiable, traditional retail storefronts with clear glass, defined entry and consistent knee walls/detailing.

Articulated building with clearly defined base, middle and top.

Façades shall be articulated to express vertical rhythm related to structural columns and bays.

Building design shall feature a balance of vertical and horizontal elements.

Unarticulated, flat-front, all-glass or all-metal building facades are prohibited.

Ground floors elevations of buildings in the Village Core (VC) and Transitional Core (TC) Districts shall especially be articulated with architectural features to prevent "blank" or dead walls along pedestrian routes and other key open spaces visible from the right-of-way.

Rear façades visible from public streets and sidewalks should be treated with similar articulated architecture, detailing and

Ground-level retail should include large, clear glass windows that allow views into the storefront.

fenestration as the front and sides of the same building. Architecture and fenestration on the rear facade should extend at least 40 feet from the curb on a side street.

Building orientation and design elements shall "context sensitive" by encouraging overall visual continuity between buildings and developments on the same block

Clearly defined entries, signage and lighting shall be located on the rear of all first floor commercial buildings facing an alley or rear parking service area.

Buildings should be articulated with projections, recesses, material changes, parapets, cornices and varying roof heights that are planned as part of a building's overall design character.

Solid walls necessary to the interior function of a building shall incorporate features or elements such as awnings, display windows, material and color variations, arches, piers, columns, high-quality graphics, spandrel glass, landscaping, signage and other elements to reduce perceived mass and building scale and add visual interest.

Commercial and mixed-use buildings should be varied so that no continuous building elevation greater than 75 feet occur, the goal of which is to create more intimate building scales and character along Antioch's downtown streetscapes.

Because of the prominence and visibility of corner buildings, features such as cupolas, rotundas, atriums, clock towers, pilasters, roofline balustrades and varying rooflines should be considered to add visual interest in the VC and TC Districts.

Ground-level retail or office space shall include large, clear-glass windows that allow views into building interiors to reinforce an active shopping and business environment.

Blank unarticulated walls exceeding 30 feet in length are not allowed.

Example of unarticulated retail storefront.

Articulated vertical and horizontal rhythm of first floor retail storefront.

Facades "broken up" with articulation and roofline changes to create a "built over time" appearance.

Inadequate fenestration does not allow views into interior spaces.

For retail or mixed-use buildings, at least 25% of every upper-floor façade shall be fenestrated.

For retail or mixed-use buildings, at least 25% of ground-floor façades facing rear parking/service areas or alleys shall be fenestrated

A masonry kneewall of at least 12 inches and not more than 24 inches is required on commercial/mixed-use storefronts.

Example of unacceptable retail storefront building facade articulation.

Building Entries

All building entries shall be clearly defined and articulated.

On mixed-use commercial buildings, residential or office entrances/lobbies shall be clearly distinguished from storefronts and preferably located on public side street frontages, away from major intersections wherever possible.

Recessed, but visible, building entries for retail and service uses are encouraged to provide cover from the elements and to allow easier accessible opening of doors. Such entries shall not be greater than 6 feet in depth. Non-recessed entry doors should not encroach into the 5-foot pedestrian clear zone when opened.

Recessed entries up to 6 feet in depth are encouraged.

All building entrances shall be clearly signed, addressed and lit for safety and security.

Building Materials

All first floor building fenestration must be either windows or doors that allow views into shops, working areas, lobbies or pedestrian entrances or window displays.

Dark-tinted, spandrel, frosted or smoked glass shall be used sparingly and for decorative or accent purposes or on solid walls necessary to the function of the building only (such as storage areas, kitchens and bathrooms). Reflective glass is prohibited on first floor uses, and is only allowed sparingly on upper-floor office buildings.

Modular brick, stone and glass are the preferred primary building materials. Other durable material accents such as tile,

wood, metal and stucco may be considered for details or accents where appropriate to building design.

Concrete block (smooth or decorative splitface), stucco or plaster (smooth or textured synthetic), pre-cast concrete, poured-in-place concrete, synthetic stone and metal shall not be used as primary materials on façades or walls that are visible from public streets, driveways, sidewalks and/or parking areas. They shall be used only for decorative accent purposes and limited in their use on building façades and visible walls.

The primary building material used on front façades shall be continued as the primary material on the side, cornerside and rear façades, except where the side of a building directly abuts the side of an existing building or parking structure.

The number of materials on an exterior building face should be limited (no more than 5) to prevent visual clutter.

When parking is located behind buildings, rear building entrances and façades shall be designed and detailed in a manner consistent with the front and side façades with defined entries.

Well-articulated and proportional upper floor fenestration.

Complementary building forms and retail streetscape character.

Unattractive/disproportional retail storefront facade character.

Utilities & Service Areas

Loading, trash collection and utility areas (including pipes, conduit, utility boxes, transformers and utility doors) shall be located out of view wherever possible and in all cases screened from street and sidewalk views. Roof top mechanicals shall be located in the middle of the roof area and fully shielded by a screening wall element similar in design and materials to those found on the building. These areas should be incorporated into site plans and building designs and clearly tested to accommodate screening from public streetscape view.

Accessory service areas behind buildings that are visible from streets and sidewalks shall be designed in a manner consistent with the building front or side.

Loading, trash collection and utility areas shall be designed to accommodate snow removal by eliminating unnecessary obstacles and providing snow storage locations where feasible to site design.

Access to service areas and parking lots/structures should be clearly defined and visible from the street.

All screening materials should complement the building and adjacent buildings in materials and color, and be effective in every season. Materials such as solid wood fencing, masonry screenwalls, dense deciduous shrubs or evergreens should be considered. Screening must be at least 7 feet in height at time of installation. Chain link, wood without columns, tap cap or borders are prohibited.

Separate areas for loading, trash and utilities for individual businesses are discouraged. Shared service areas between businesses should be considered for ease of maintenance and improved aesthetics.

Buildings shall provide an adequate means of storing refuse between collections, and shall comply with all applicable City requirements, including recycling. Such storage systems shall be designed to minimize adverse aesthetic impact.

All new on-site television, power and communication lines, as well as all on-site water, sewer and storm drainage lines, shall be installed underground in the manner prescribed by the regulations of the government agency or utility company having jurisdiction. Any utility equipment that must be located above ground shall be adequately screened from view in an attractive manner.

Where possible, all utilities shall be placed within the public right-of-way or easements, and all possible steps shall be taken to avoid the placement of utilities under the pavement to assure ease of future maintenance.

Solid wood fencing is an appropriate material for screening trash or service areas.

All screening materials should complement the building and adjacent buildings in materials and color

All new utilities throughout the downtown area shall be installed underground.

Television hookups shall either be by cable television or a central antenna system designed to minimize adverse aesthetic impact.

Building Projections

Balconies, decks or terraces shall not cross the Build-to Line or project over a sidewalk.

Inset or recessed balconies, decks or terraces are allowed on the front, sides or rears of buildings and shall be designed so that they are integrated into the building's architecture and not "add ons."

Balconies, decks or terraces are allowed to encroach into areas where the building has been stepped back from the building or property line.

Building Colors

Building colors shall be compatible with the area's architectural character and enhance the building's visual appeal. Principal colors shall be natural or earth tones to complement existing buildings.

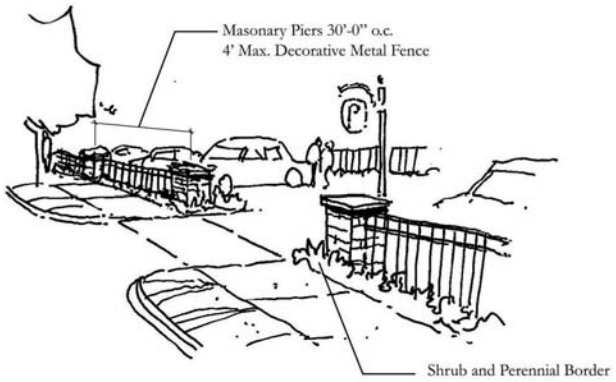
Primary, bright or excessively brilliant colors are prohibited unless used sparingly for subtle trim accents or part of signage elements.

Fencing

Brick, stone or decorative metal shall be used for fencing. Ground level decorative or non-screening fence height shall not exceed 48 inches. Railings along terraces may be solid walls, open fencing or glass walls and must meet all local Building Codes for minimum required height.

Chain link fencing is not allowed.

Fences shall be considered an extension of building architecture and shall make an attractive transition between the building mass, natural forms of a site and the "public realm" or streetscape.



Screen parking lots with decorative metal fence with masonry columns and shrub/perennial border.

Residential development projects that include a fence element as part of the overall site or landscape character may use wood fencing or a similar composite material.

Awnings

Building awning design and colors shall be consistent and complementary in color, style and size with the overall building façade, use and adjacent buildings.

Awnings shall be constructed of high-quality, fade-resistent fabrics or metal. Plastic, vinyl, or "bubble" awnings are not allowed. Internally lighted awnings are not allowed.

The bottom of awnings shall be placed a minimum of 8 feet above the sidewalk.

Graphic content, scale and sizing shall meet with Antioch's sign code requirements.

Awnings shall complement the building facade.

Lighting

Site and building lighting shall strive to incorporate "dark sky" principles to limit "light pollution" and spillage and preserve the nighttime environment. Fixtures and mounting systems shall incorporate styles which contain down-lighting distribution through shields, glass type and internal refractor systems.

Lighting shall provide a sense of safety without having a negative affect on neighboring properties and shall be located, aimed or shielded to minimize glare, sky glow and stray light trespassing across property lines, especially along alleys.

Exterior lighting for signage shall be down-directed or internal.

Example of a unified streetscape with outdoor cafes, seating and attractive building signage.

Outdoor Cafes

Outdoor cafés/seating areas are encouraged to make the VC: Village Center District more active and enhance its overall pedestrian character.

Outdoor cafés shall maintain at least 5 feet of clear space for movement of pedestrians along the sidewalk.

Tables, chairs and other equipment should be kept out of the pedestrian zone. The pedestrian zone also should be clear of street trees, tree grates and other landscaping, and should be continuous from property to property.

Second-story terraces for outdoor dining are also encouraged. Second-story terraces shall be integrated into the design of the restaurant and overall building.

A temporary or seasonal barrier or edge is encouraged to define outdoor café spaces and ensure the pedestrian clear zone. The barrier should be a simple decorative railing, fence, planters or similar element. Velvet rope is prohibited as a barrier. The design of the barrier should reflect the style of the building and coordinate with the streetscape, and shall be reviewed and approved by the City.

The type and design of open space shall be appropriate to the character of the buildings and location within the Downtown.

Small pocket parks within Downtown should provide seating opportunities and access to rear parking areas.

Streetscape/Landscape

An attractive and effective streetscape will provide visual continuity from block to block and define the VC: Village Center as a special place. Developers should incorporate the City's streetscape design into the development, including standards for street trees, street furniture, pavers and other streetscape elements. This will help visually unify the district.

Civic Open Space

Downtown Antioch includes public open spaces that are incorporated that will serve the various districts. The following standards shall be followed to accomplish the plan goals.

Open spaces should incorporate special features such as fountains and plantings.

Plazas + Open Space

In addition to existing open spaces, plazas and small open spaces shall be considered within new developments where feasible.

The type and design of an open space shall be appropriate to the character of the building(s), and shall consider dimensions, solar access, wind protection and views.

Open spaces should connect to the pedestrian pathways and existing natural amenities of the site and its surroundings.

Usable open space can be an above ground terrace or second level roof deck of a building.

Open space should be located to activate the street façade and increase "eyes on the street" when possible.

Private and public open space shall be provided so that it is easily accessible for the residents, visitors and/or employees of a site.

Decorative paving such as brick, clay pavers, stone, decorative pre-cast concrete pavers or stamped concrete shall be considered when designing the hardscape for new plazas, open spaces and corner sidewalk bumpouts.

Open spaces should incorporate special features such as fountains, artwork, plantings and other elements.

Where pedestrian paths or pass-throughs are used to access parking, they shall incorporate decorative fencing, arches, lighting, paving or signage.

Pedestrian pass-throughs to rear parking lots should incorporate decorative fencing, arches, lighting, paving or signage.

Decorative paving such as brick or concreate pavers shall be considereed for new plazas and streetscapes.

Street Furniture

Decorative metal benches, trash receptacles and bike racks shall be provided at high-activity pedestrian/bicycle areas.

Decorative stands or corrals for newspaper vending machines shall be considered to consolidate clutter.

Decorative planters shall be placed in plazas and along pedestrian paths and sidewalks where they will not impede safe flow of pedestrians.

Building and Ground-Mounted Signage

All signs shall be planned and designed to meet Village requirements, which shall be subject to ZBA/Plan Commission review and approval as part of site plan review process.

All signs shall be of a size and scale as determined appropriate by the ZBA/Plan Commission to accomplish their intended purpose.

Acceptable forms of signage may include:

- Building-mounted tenant
- Identification or directional signage
- Hanging "blade style" signage
- Low-level ground-mounted signage
- Window and awning signage

Sustainable Development Policy

By mixing creating a vibrant mixed-use transit-oriented downtown character, incorporating transit-supportive services, clustering buildings, establishing interconnected, attractive streetscapes and creating a shared stormwater management system, Antioch intends to foster sustainable development within the Downtown. This policy and planning objective decreases vehicle trips on area roads, reduces energy consumption and air pollution and limits paved surfaces dedicated to parking.

Bioswales and best practices in stormwater management shall be considered in all new site development.

All new development within the downtown district shall consider "Best Management Practices" in regards to sustainable building design, site planning, streetscape/landscape design and infrastructure engineering.

Sustainable design and materials should be incorporated into any new proposals. Green building design principles should consider the overall downtown environment during design

and construction. In general, sustainable buildings are energy efficient, water conserving, durable and nontoxic, with high-quality spaces and high recycled content materials. The following considerations should be included in any new site and building design and construction activities within the downtown districts:

Select native, low maintenance landscape materials and consider the reuse of stormwater runoff with all site design.

Consider adaptive reuse or preservation of high quality/character buildings within the district. Preservation and adaptive reuse through renovation is considered one of the most sustainable development solutions.

Optimize building orientation for maximum heat gain, shading, daylighting and natural ventilation.

Design site landscape and hardscape character, as well as building rooftop systems to create comfortable micro-climates and reduce heat island effects.

Select native, low maintenance landscape materials and consider the reuse of stormwater runoff or "graywater" where feasible to reduce or eliminate the need for potable water in landscape irrigation. (LEED)

Incorporate design for easy pedestrian, bicycle and transit access.

Maximize alternative and traditional onsite stormwater management through natural solutions, such as landscaping and permeable pavement.

Maintain or reduce the peak stormwater discharge rate and quantity. (LEED)

Use sustainable, rapidly renewable or recycled building materials. (LEED)

Use building materials manufactured within the region to reduce transportation and shipping energy. (LEED)

Design and select lighting and equipment for efficient energy use and long-term durability.

Increase water efficiency through the use of high-efficiency systems and fixtures or through graywater reuse to decrease use on the City's water supply and wastewater system. (LEED)

Minimize off-site light pollution. (LEED)

Create healthy, comfortable indoor environments through increased natural lighting, control of thermal systems, reduced VOCs (Volatile Organic Compounds) and improved indoor air-quality and ventilation. (LEED)

Create/enact natural plan solutions to control erosion, sedimentation and dust during construction. (LEED)

Conduct commissioning of building energy systems to ensure desired performance. (LEED)

Include on-site renewable energy sources where feasible. (LEED)

Reduce or eliminate heating, ventilation, air conditioning and refrigeration (HVAC&R) equipment that emits compounds that contribute to ozone depletion and climate change. (LEED)

Provide for an easily-accessible dedicated area for the collection and storage of materials for recycling. (LEED)

Incorporate Universal Design into building floor plans and streetscapes/open spaces, where feasible. (LEED-ND)

Tab 3. Potential Impacts of Form-Based Code on Development Economics

S. B. Friedman & Company
Real Estate Advisors and Development Consultants

221 N. LaSalle St., Suite 820 • Chicago, Illinois 60601-1302 • 312/424-4250 • Fax: 312/424-4262 • www.FriedmanCo.com

Date: June 7, 2010

To: Dustin Nilsen, Village of Antioch

From: *S. B. Friedman & Company*

Re: Draft Form-Based Code and Design Guidelines / Preliminary Comments on Potential Impacts on Development Economics

Introduction

Please find attached the DRAFT Form-Based Code ("Code") for the Village of Antioch prepared by The Lakota Group ("Lakota") in conjunction with *S.B. Friedman & Company ("SBFCo")*, the Village of Antioch ("the Village"), the Regional Transportation Authority ("RTA"), Metra, and Pace. The Code provides clear policy guidelines to enable over time the creation (as properties are developed or rehabbed) of a distinctive built environment, in line with the historic character of Antioch.

The Code, if adopted as the attached draft or in amended form, will provide the Village's elected officials, staff and citizens with predictability regarding the forms, finishes and placement of future buildings, open spaces and streetscapes within the Downtown. The Code will also send a clear and consistent message to developers as to what can be built 'as of right' in the community. This point is particularly helpful to both the community and developers in the context of large-scale redevelopment as anticipated within the Orchard Plaza and Train Depot Redevelopment Areas.

As there will be cost implications associated with some of the provisions in the Code, it is important for policy makers to be aware of its potential impacts on the economics of future development and the extent to which it will impact development interest in Downtown Antioch. In this memo, we identify some of the key provisions of the Code that are likely to affect the economics of a private developer seeking to redevelop in the Downtown, and make a preliminary assessment of the potential implications of these provision. (While this Code applies to all sites within the Village's Downtown limits, we will subsequently quantify and evaluate in detail the development economics associated with the redevelopment of the two strategic sites, Orchard Plaza and the Train Depot.)

The Purpose of Form-Based Codes

Form-based codes foster predictable built environments by referencing physical forms in three dimensions with detailed finishes, rather than merely delineating land-use designations, separation of uses, and location of structures on a two-dimensional basis, as is the case with traditional zoning codes.

An alternative to conventional zoning, form-based codes are adopted into law and provide local governments the codified regulatory means to achieve development objectives with greater certainty by describing expected outcomes with greater clarity. Form-based codes address the relationship

between building facades and the public realm; the form and mass of buildings in relation to one another; and the scale and types of streets, blocks and open spaces that connect the elements of the built environment. In essence, form-based codes designate a desired character of development.

Downtown Antioch's Code will regulate all infill development, both redevelopment/new construction and rehabilitation. New construction/redevelopment projects are contemplated for the two opportunity sites and include townhomes, apartment buildings and mixed-use buildings that could potentially house a new Village Hall, retail, office and additional residential units. The reuse/rehabbing of underutilized buildings and sites will also be subject to the Code. Ideally, infill redevelopment within the Village will involve land assemblage and coordinated development activities to achieve the desired character demonstrated in the Regulating Plan. The Code, however, also allows for "one-off" development or rehab of lots to create a uniform character over time.

As mentioned, specific elements of the Code will pose cost impacts on future development, both positive and negative. This memo examines each of the five major elements of the Code to assess preliminarily the economic implications for development.

Key Regulating Elements and Implications for Development

The Downtown Antioch Form-Based Code includes a Regulating Plan, which outlines five distinct character districts within the greater downtown area. These districts include: a Village Core (VC), Transitional Core (TC), Neighborhood General (NG), Business Park (BP) and Commercial Edge (CE). This memo will focus on the VC and TC districts, as these districts represent the core of Antioch's Downtown and contain the two target opportunity sites, the Orchard Plaza and Train Depot Redevelopment Areas.

The Form-Based Code establishes the desired physical form for Antioch's downtown by setting regulatory parameters for allowed uses, height, building placement and frontage, parking placement and ratios, and urban design standards. *SBFCo*'s review identified the following regulations in the Code that are likely to have significant impacts on development economics:

- Restriction of building heights
- Fenestration/articulation requirements of building facades and other exterior walls
- Relaxation of parking ratios and allowing shared parking
- Requiring structured parking on residential buildings with 30 units or more
- Preference for brick or stone as the primary building material

These regulations and their implications for development are discussed in the following pages.

Restriction of Building Heights

While higher density and relatively taller structures should generally be encouraged in downtowns with transit access such as Antioch, they should be carefully implemented to respect local community character. Existing buildings in Downtown Antioch are all within three stories (approximately 35 feet in height, with the exceptions of a church and the Antioch School and Museum). The base allowed heights for zoning districts in the proposed Downtown Code ranges from 35 to 45 feet. Additional height bonuses of up to ten feet for architectural features such as pitched roofs, parapet walls, clock towers or

cupolas are permissible and subject to approval. The Regulatory Plan also prescribes a minimum ceiling height of 15 feet for commercial structures such that they meet modern retailing standards.

The allowed heights appropriately fit the character of Downtown Antioch. Additionally, current market conditions in Antioch are such that there is limited demand for multi-family residential (market-rate apartments or condominiums) and commercial uses that need multi-storied structures in excess of three stories. The majority of real estate products developed in the Village and surrounding communities within the past five years includes one or two story single-family homes, townhomes that are within three stories in height, and one-story commercial and industrial structures.

After the recovery of the real estate market, however, there is likely to be greater interest in mixed-use centers with transit access such as Downtown Antioch. At such time, when there is a demand for condominiums, apartments and/or multiple-story commercial products, the code would accommodate such uses but limit the height to four stories. Based on *SBFCo*'s experience in downtowns throughout the Chicago region, Table 1 below shows typical threshold prices/rents at which high-quality, newly constructed multi-storied multi-family residential and commercial products of appropriate quality level tend to be economically feasible.

Table 1: Typical Price/Rents for New Construction

Product Type (New Construction)	Approximate Minimum Price/Rent Threshold for Economic Feasibility	
	Average Price	Average Rent
Condominium with structured parking	$200,000- 250,000/Unit or $175-$200/Sq.ft.	
Condominium with surface parking	$160,000/Unit or $160/Sq.ft.	
Apartments with structured parking		$1.50/sq. ft. per month
Apartments with surface parking		$1.03/sq. ft. per month
Commercial		$15-20/sq. ft. per year (net of all expenses)

Note: Above prices are estimates based on review of product prices/rents of new development throughout Chicagoland. Actual price/rent threshold levels at which a particular product will be economically feasible varies by location, specific site conditions, land prices and other factors.

Once these approximate price thresholds are reached and developers consider the above products in Antioch, there may be tension between developers requesting variances for greater height to improve their development economics and the Village wanting to maintain its traditional low-rise character. Four stories tend to represent the height when development economics are at break-even, and every additional floor helps increase a project's financial feasibility. Therefore, if such a situation occurs in the Village in the future, it may be appropriate to revisit the maximum height regulation or provide targeted financial assistance to developers.

Fenestration/Articulation Requirements of Building Facades and Other Exterior Walls

The Code prescribes standards for delineating the building facade and other exterior walls. For the VC district, 75% of any street-facing building facade must consist of non-reflective windows; for the TC district, this percentage is 50%. Additionally, blank unarticulated walls exceeding 30 feet in length are not allowed in the Downtown. Windows allow commercial store vendors to advertize their wares and invite downtown patrons to look inside stores. This creates visual interest at the street level and contributes to the creation of a vibrant downtown.

The majority of independent and chain retailers occupying smaller downtown stores (10,000 square feet or less) prefer facades with adequate display windows, and therefore developers are likely to view the requirement of 75% non-reflective windows on commercial facades as a market norm. Relatively larger chain stores contemplated for the Orchard Plaza store, including grocery stores and pharmacies, typically have building prototypes with significantly less facade fenestration and exterior wall articulation due to cost and security reasons. Because the Code requires retailers and/or developers to make deviations from their typical prototype to locate in Downtown Antioch, it may reduce interest from some retailers and/or require incentives to attract them.

Relaxation of Parking Ratios and Allowing Shared Parking

The parking ratios by use provided in the Code are 10% to 15% less than the market norm. Retail and service establishments in the VC and TC districts are not required to provide any parking. Reduced parking requirements will help minimize the negative visual impact of surface parking lots, promote walkability and reinforce the transit-oriented character of Downtown Antioch. Finally, allowance of shared parking, particularly for uses that have peak parking demand at different times, will increase efficiency by reducing the number of parking spaces required in the Downtown.

The reductions in parking ratios allow for a direct reduction in development costs and therefore serve as a key incentive for attracting developers. Parking, however, is a market need for most uses, and inadequate parking can negatively impact the marketability of a new development and the Downtown as a whole. Therefore, cost savings for developers from reduced parking will be realized only if the market need for parking is adequately satisfied by the following methods:

- Creating a pedestrian-friendly environment where potential customers are encouraged to walk
- Developing new residential units within the Downtown such that there are new customers who can walk to stores
- Ensuring that there is adequate provision of shared parking in on-street spaces and in easily accessible, proximal public parking lots/structures

If the Village establishes these alternative parking solutions, then the parking requirement reductions will likely reduce the cost of development.

Requiring Structured Parking for Multi-Family Residential Buildings

The Code requires decked or structured parking for multi-family developments. Townhome developments within Antioch and surrounding communities typically provide garage parking (detached or within the interior of the building) as a market norm. No major condominium or apartment

complexes have been developed in Antioch in the recent past (last ten years). Therefore, there is no established market norm regarding parking for these products. Requiring structured parking for condominiums and apartments significantly increases development costs, and is likely to either delay the feasibility of developing this product in Downtown Antioch until the prices/rents are high enough (see Table 1) or require public/private incentives.

While the Code also provides relief from the cost of providing structured parking by granting a height bonus of one additional floor, the height bonus is likely to begin benefitting the development economics only when the price/rent thresholds (see Table 1) for such products with structured parking have been achieved. At that point, whether or not the bonus fully offsets the added cost can be determined as the details of a specific development project are analyzed.

Preference for Brick or Stone as the Primary Building Material

While the Code does not mandate the use of brick and stone as primary building materials, they are referenced as the preferred building materials. The use of brick and stone as primary building materials typically results in a building appearance superior to that of buildings with vinyl siding or concrete blocks. Recent townhome and commercial developments (other than bank structures) in Antioch have not incorporated brick as the primary building material. Brick and stone are typically more expensive building materials and would likely result in higher building costs that may result in financing gaps for new development.

Conclusion

While the Code has the benefit of setting clear objectives that will enhance the quality of Antioch's built environment, the Village should also be mindful of the impact it can have on development in Antioch. As discussed in this memo, some of the provisions in the Code may detract from developer interest in Downtown Antioch by limiting the full development potential (by regulating height), increasing costs and requiring deviations from market norms. While the reductions in parking ratios, allowance of shared parking and density bonuses for certain development features (such as structured parking) can serve as development incentives, it is unclear at this point whether these incentives are sufficient to offset potential costs added by other requirements of the Code.

In short, there are trade-offs involved in setting a higher standard of forms and finishes – the combined effect can result in financing gaps as individual developments are undertaken. To deal with this challenge, the Village may consider establishing public/private partnerships, utilizing financing mechanisms such as Tax Increment Financing (TIF) and Special Service Areas (SSA) or by allowing cost relief (waiving permits and fees, for example). The specific strategies and recommended policy standards in utilizing public/private partnerships will be discussed in greater detail once the Code has been finalized.

Tab 4. Economic Feasibility Analysis for Development Concepts

S. B. Friedman & Company
Real Estate Advisors and Development Consultants

221 N. LaSalle St., Suite 820 • Chicago, Illinois 60601-1302 • 312/424-4250 • Fax: 312/424-4262 • www.FriedmanCo.com

Date: November 2, 2010

To: Dustin Nilsen, Village of Antioch

From: *S.B. Friedman & Company*

Re: Economic Feasibility Analysis for Downtown Antioch Development Concepts

Introduction

Enclosed for your review is a description of the model that has been developed to analyze the economic feasibility of the site concepts created for the Village of Antioch Downtown Land Use and Transit Implementation Study. In addition to analyzing the feasibility of each component of the Orchard Plaza project (retail, office, and residential), we also address the estimated cost of public improvements proposed for both Orchard Plaza and the Train Depot site. The following document consists of a summary of our interviews with developers, an outline of the economic analysis methodology and results. Maps and tables that provide additional detail are located at the end of the document.

Purpose and Context

The purpose of the economic model is to test whether or not the development concepts described in the study would be financially feasible absent some type of public/private partnership. To do this, we must also estimate the value of the proposed project site in its current use, and the likely value of the site after it has been redeveloped. The specific methodology employed is described in greater detail the Economic Analysis Methodology section further below.

The economic feasibility analysis was prepared only for Orchard Plaza (see figure below), one of the two target opportunity areas identified in concept plan. An economic feasibility analysis was not performed for private development on the Train Depot site, due to the fact that the higher-density residential development proposed on this site is not market supportable over the next few years. Conducting a private sector economic analysis on the proposed residential products would be highly speculative at this point. Moreover, the Pittman property was being considered as a potential site for a new Village Hall. The private development outcome on this site would be highly dependent on the final Village Hall program, the structure of the public-private partnership and the public resources contributed to the development. In essence, the conceptual plan for the Pittman site does not fall with the parameters of a normal market development, and therefore was not suitable for an economic feasibility analysis from a private developer point of view.

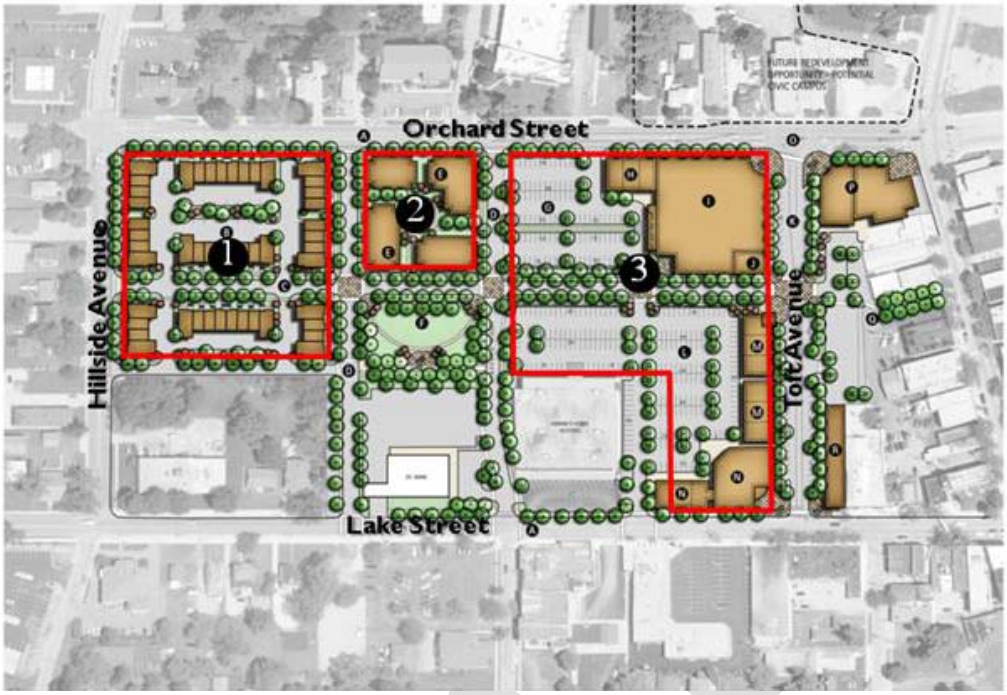


Figure 1. Conceptual Development Program.

A secondary goal was to determine the cost of public improvements envisioned in the study concepts. For the purposes of the analysis it was assumed that all public improvements including new roads, public parks and streetscaping would be financed with public dollars (local municipal recourses and/or state and federal grants) and were not a part of the private development economics. Public improvement cost estimates were generated for both the Orchard Plaza site and the Train Depot site.

The economic analysis that is summarized here reflects normalized financing conditions where it is assumed that the developers will be able to obtain financing for speculative developments. Additionally, as conditions in real estate and capital markets change, the assumptions that underpin the analysis will necessarily need to be updated as well. The economics of development would necessarily vary for alternate development programs proposed by developers and would likely need to be reassessed, rather than judged on the basis of the conclusions presented here.

Developer Interviews

S.B. Friedman & Company conducted interviews with several developers familiar with real estate conditions in Antioch and the Chicago metropolitan area. The purpose of these confidential interviews was to gather insights on development costs and rents, as well as the outlook for future real estate development. The information on current rents was used to develop the acquisition prices used in the economic model by capitalizing anticipated rents, while their opinions on costs were used to arrive at general development costs per square foot. Detailed information about development costs and rents will be presented in the tables at the end of this memo.

Economic Analysis Methodology

The economic analysis revolved around two main concepts that determine development feasibility: residual land value and acquisition price.

Residual Land Value

Residual land value is a relatively simple concept: it is the amount of money that a developer can *afford* to pay for land after accounting for all other development costs (i.e. hard and soft costs including developer's fee) based on the market price (or capitalized net income, if it is leasable property) that the developer expects to receive for the project. If development costs remain the same but the project's value increases, the residual land value increases. Similarly, if development costs increase but the project value remains the same, residual land value decreases.

Acquisition Price

Acquisition price, in contrast to residual land value, is the price that a developer *has to* pay in order to acquire a specific site for development. In the simplest case, the site is vacant and can be acquired for the going rate of vacant land in the area. When the land is occupied and improved, however, the acquisition price reflects the value of the land and improvements in their current use. In the case of Orchard Plaza, this means that the acquisition price is the price of the strip retail that currently occupies the site.

Approach and Interpretation of Results

We calculated the acquisition price by determining current rents net of all operating expenses, and then capitalizing the rent using a direct capitalization approach. This approach yields the expected market price of the property in its current use. We then subtract this price from the residual land value discussed above to yield the surplus (if the result is positive), or (if negative) the financing gap between acquisition and disposition value. Rents and sales information were derived from property owner/developer interviews, CoStar and Multiple Listings Service databases, and construction cost reports. A summary of the assumptions used in the feasibility analysis are located at the end of this memo.

If the method described above yields a positive or zero result for the private development component, a developer should be able to execute the development program alone and still earn a positive return on investment, assuming appropriate zoning is in place. If the result is negative, a public/private partnership will likely be necessary to facilitate the development program. It should be emphasized that this part of the feasibility analysis is only concerned with the private components of the project, and does not include the cost of public improvements envisioned in the development program.

For the public improvements component, there is no residual land value, since there is no disposition/sale value of the improvements. We simply cost out each public improvement envisioned in the concept plan, as well as the estimated price of land acquisition for parks, plazas and public parking lots. Costs were developed based on interviews with developers, construction cost surveys and reports,

CoStar and Multiple Listing Service data, and the cost of recent projects undertaken by The Lakota Group and its engineering subcontractors.

Estimate of Residual Land Value

Based on the estimated sales revenue from for-sale units and capitalized lease value of commercial space, we estimate that a developer would realize approximately $26.3 million in total revenue by developing the Orchard Plaza concept plan. Hard costs total around $17.5 million, soft costs around $3.81 million, and developer profit is estimated at $1.95 million. Subtracting these costs from total revenue leaves a residual land value of around $2.97 million for acquisition costs.

Estimate of Acquisition Price and Financing Gap

The estimated price of the improved commercial parcels that would need to be acquired for the private components of Orchard Plaza totals $4.45 million. Subtracting this from the residual land value of $2.97 million yields a financing gap of approximately $1.48 million, which implies that development of the concept plan would not occur absent a public/private partnership. The table below summarizes the different revenue and cost components of the concept plan, as well as the resulting gap.

Site Area	152,475	44,370	240,520
Redevelopment Program	48 Townhomes	16,000 SF Professional Office	40,000 SF Grocery & 50,000 SF Commercial
Total Sales Revenue/Capitalized Lease Value	$10,800,000	$2,776,000	$12,687,000
***Less* Hard Construction Costs (incl. demo, site prep & tenant improvements)**	($6,396,000)	($1,855,000)	($9,280,000)
***Less* Soft Construction Costs**	($1,963,000)	($403,000)	($1,444,000)
***Less* Developer Overhead & Profit (Residential)**	($1,458,000)		
***Less* Developer Fee (Commercial)**		($111,000)	($381,000)
= Residual Land Value	**$983,000**	**$407,000**	**$1,582,000**
Total Residual Land Value from Private Development	**$2,972,000**		
Estimated Acquisition Price of Property [1]	**$4,454,000**		
Potential Financing Gap	**($1,482,000)**		

[1] Excludes property acquisition cost associated with public improvements.

Estimate of Public Improvement Costs

The estimated cost of all public improvements envisioned in the concept plan is approximately $12 million. Public improvements for Orchard Plaza total around $4.4 million, while public improvements at

the Train Depot site total roughly $7.6 million. Acquisition and demolition costs are significant, at around $1.36 million for Orchard Plaza and $2.75 million for the Train Depot site. More details are provided by the maps and tables at the end of this section.

Public Costs – Orchard Plaza Site

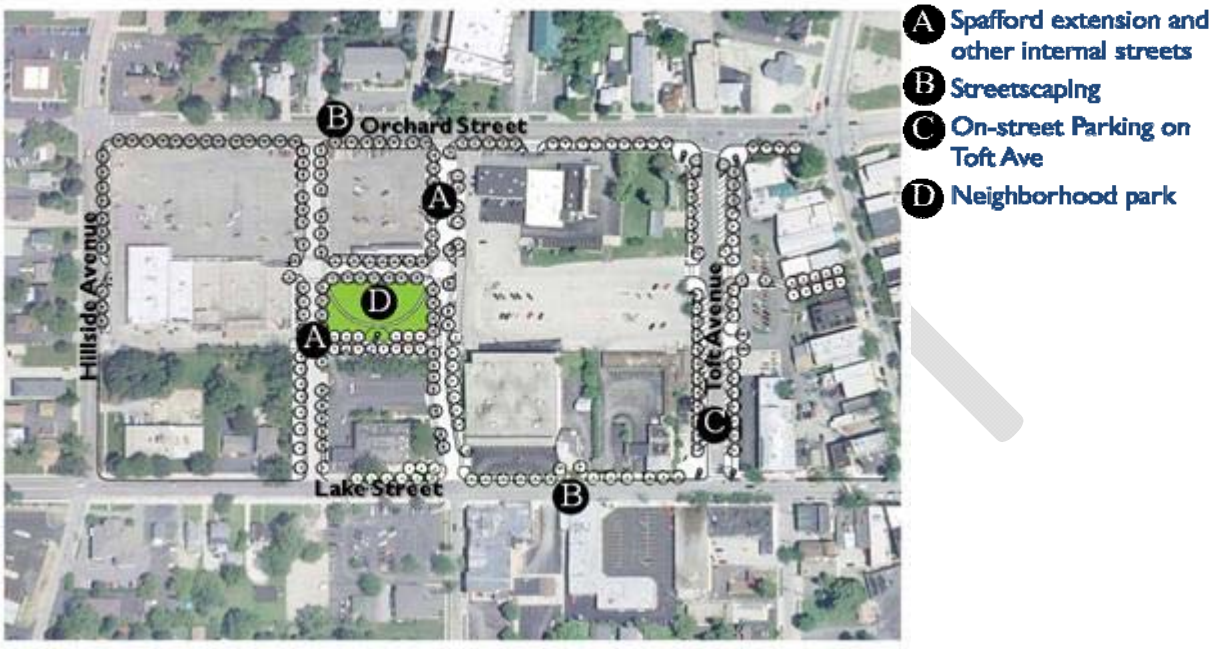


Figure 2. Overview of Public Improvements - Orchard Plaza.

Acquisition & Demolition	$ 1,359,000
ROW improvements	$ 2,821,000
Neighborhood park	$ 257,000
Total	**$ 4,437,000**

Public Costs – Train Depot Site

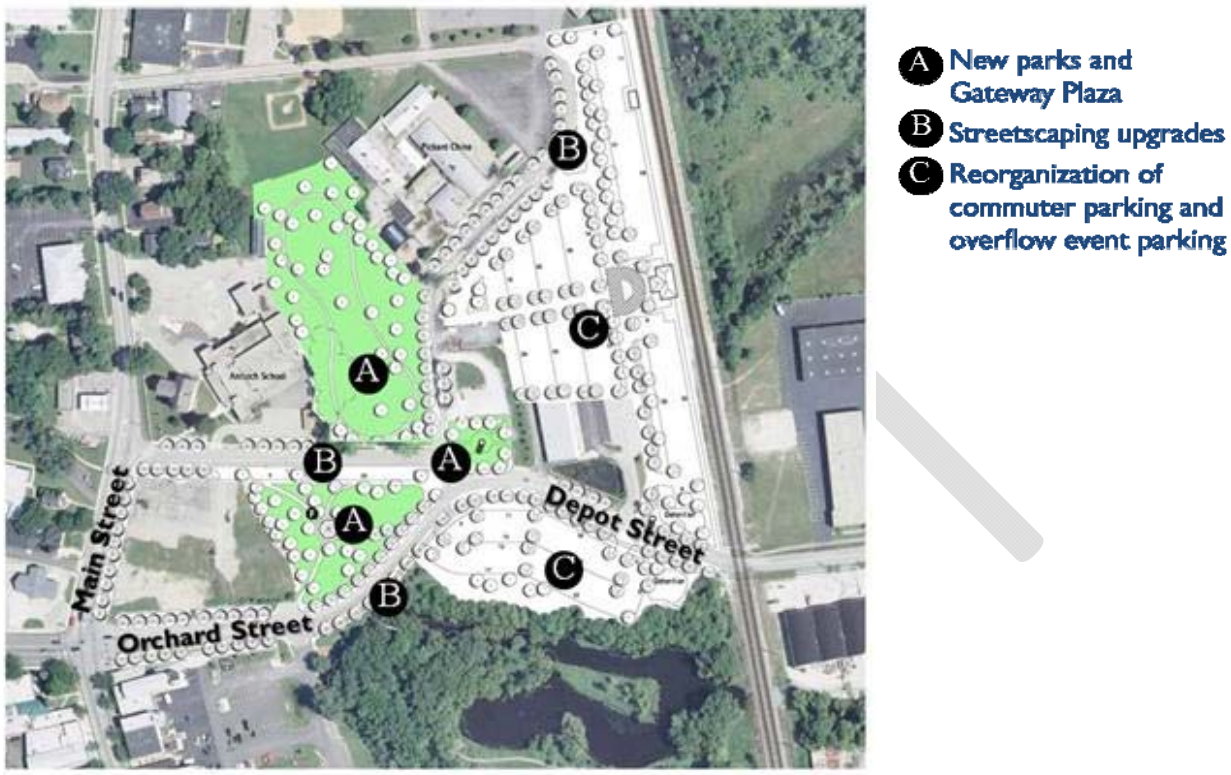


Figure 3. Overview of Public Improvements - Train Depot Site.

Acquisition & Demolition	$ 2,752,000
ROW improvements	$ 1,215,000
Village park and plaza	$ 1,134,000
Parking lots	$ 2,502,000
Total	**$ 7,603,000**

Results and Implications

The Orchard Plaza development concept is unlikely to occur without public involvement, since the residual land value is not enough to pay for the land that needs to be acquired for private development. This is a common occurrence in projects that involve redevelopment of an actively used, rent-generating property. In order for the project to be economically feasible without public support, commercial rents would need to be approximately $20 per square foot in the newly leasable space. However, such rents are not supportable in the current market. National tenants are typically willing to pay more for space, and could conceivably afford to pay $20/SF or more for an Orchard Plaza lease, but it would be difficult to attract them to a location that is not well-established, particularly in the current retail climate. If the

Village desires to move the project forward in the near-term, a public-private partnership will likely be more effective. Strategies to facilitate redevelopment are addressed in the implementation matrix contained in the next tab of the overall report.

Assumptions

The following are the baseline assumptions included in the economic feasibility analysis. Rent and acquisition cost information is summarized to protect the confidentiality of sources.

Orchard Plaza Site: Development Assumptions

Demolition and Site Preparation [1]	$250,000	per acre
Hard Costs (Incl. TI) per GSF [1]		
Townhomes	$65	
Grocery	$65	
In-line Retail	$70	
Professional Office	$80	
TI Allowance	$20	
Soft Costs [2]	13%-20%	of TDC Excl. Land
Developer Overhead & Profit (Residential Development) [3]	13.5%	of Sale Revenue/Capitalized Value
Developer Fee (Commercial Development) [2]	4.0%	of Development Cost
Townhome Sale Price/Unit [4]	$225,000	
Rents [5]		
Grocery	$8	
In-line Retail	$17	
Professional Office	$16	
Yield on Cost [6]	8.30%	

[1] Based on interviews with developers and review of multiple pro forma of retail development
[2] Benchmark value based on review of multiple development pro forma
[3] Based on National Association of Homebuilders (NAHB) "Costs of Doing Business" study 2001
[4] Based on Hanley Wood Market Intelligence data and SBFCo market research
[5] Based on interviews with local brokers and developers
[6] SBFCo assumption based on data from Real Estate Research Corporation and Korpacz reports for 1st Quarter 2010

Public Improvement Cost Assumptions

Category	Cost	Unit	Notes
Street Costs			
New Commercial Street Cost	$ 1,160	per linear foot	
Toft Avenue Improvements	$ 550	per linear foot	
Streetscape improvements to Depot, Orchard, Pickard & Main	$ 350	per linear foot	
Park Costs			
New Park Development Cost	$ 10	per SF	Based on estimates from Lakota
Improvement/Expansion of Existing Park next to School	$ 5	per SF	Assuming majority of work on half the park
Demolition Costs			
Residential and Warehouse Structures	$ 4.00	per SF of Bldg.	
Commercial Structures	$ 5.50	per SF of Bldg.	
Acquisition Costs	$ 10	per SF of Land	
	$ 46-100	per SF of Bldg	Depending on location. Based on interviews with property owners and SBFCo Research
Parking Costs			
On-Street Parking	$ 1,200	per space	Does not include asphalt.
Surface Parking	$ 10,000	per space	Based on Metra figures for parking lot design and construction. Includes drive aisles, landscaping and drainage.

Tab 5. Implementation Matrix

ANTIOCH TRANSIT STUDY IMPLEMENTATION MATRIX
Village of Antioch

Time Frame Key: Immediate = 2010/2011; Short = 2-3 years; Mid = 3-5 years; Long = 5+ years

1. Establish Regulatory Framework for Downtown	Time Frame	Key Steps	Notes/Design Issues
Adopt Plan as guiding document for downtown development	Immediate		
Adopt Form-Based Code (FBC) as regulating document for downtown	Immediate	- Complete legal review - Pass Ordinance adopting FBC	

2. Execute Catalytic Public Improvement Projects	Time Frame	Key Steps	Notes/Design Issues
Infrastructure Projects Independent of Development			
Improve streetscaping and enhance pedestrian linkages to Train Station - Orchard from Hillside to Depot Street - East Side of Main Street from Orchard to Main - Depot From Main to Railroad Tracks - Pickard from Depot to Railroad Avenue	Short	- Obtain detailed design plans, construction plans, and cost estimates for municipal Improvements - Incorporate municipal costs into capital improvement, TIF, and BDD budgets - Explore grants (See Strategy X) and other private funding sources (such as corporate/philanthropic grants or developer contribution) for implementation	Street trees, street lighting, street furniture, special pavers at corners, marking pedestrian crosswalks, signage, and way-finding Improvements.
New open space and gateway features to enhance downtown **-** New Village Park Space East of Pittman Property - William's Park Extension	Short		Extend existing bike path through new Village Park and William's Park
Improve Toft Ave. to facilitate creation of Mixed-Use District	Short		Diagonal parking, consolidate curb cuts, street trees and street furniture and gateway features
Overflow Commuter/Event Parking Lot	Mid		
Infrastructure Projects Triggered by Redevelopment - North-South connectors between Lake and Orchard - New Park at Orchard Plaza redevelopment Site - New Gateway Plaza - Metra Parking Lot Reorganization and Expansion		- Coordinate sub area-specific Improvements with private sector as redevelopment activities progress - Negotiate land dedication for ROW and open space as part of redevelopment proposal - Explore public and private funding sources	Street trees, street lighting, street furniture, special pavers at corners, marking pedestrian crosswalks, signage, and way-finding Improvements.

3. Facilitate Redevelopment of Priority Sites	Time Frame	Key Steps	Notes/Design Issues
Consider alternative approaches to facilitate redevelopment:			
Assist private sector activity	Short to Mid Term	- Maintain active communication with land owners, potential sponsors, and the development community - Facilitate public-private and private-private partnerships for land assembly, site-prep and infrastructure improvements - Consider establishment of special districts and/or explore grant funds to raise funds to incentivize infill redevelopment - Establish policy for underwriting public-private partnerships based on assessment of project financials and feasibility gap	Ensure consistency of development proposals with downtown plan and Village goals
Village initiated redevelopment	Long Term	- Monitor market conditions to determine the best time to move forward with property consolidation and redevelopment - Assemble property for redevelopment - Create a development prospectus for sites that articulates, development rights, community vision for sites, and clear guidelines on what is required of developer, including price/offer for land, development proposal, concept drawings, qualifications, relevant experience, and financial capacity - Solicit developers through one-on-one interviews or an RFQ/P process depending on market conditions and developer interest for site - Select developer(s) and establish a public-private partnership to redevelop property according to Village goals	Consider this approach if there is limited private sector activity/interest and there is public desire and fiscal capacity to proactively initiate private development
Use Planned Village Hall Development to Catalyze Development in Downtown	Mid to Long Term	Identify site and location of new Village Hall in the Downtown Explore land sales of existing Village Hall to finance new facility Consider alternate ownership or lease structures (sale/leaseback structure with option to purchase, public ownership, leasing of space) Consider being a key anchor in a private development Facilitate redevelopment of prior Village Hall Site	Locate Village Hall such that it adds to the vitality of the downtown Plan and design Village Hall as an activity generator

Daniel Robison Architects, p.c.

4212 Old Grand Avenue ● Suite 101 ● Gurnee, Illinois 60031 ● v. 847-336-3428 ● f. 847-336-0734 ● www.drarchi.com

August 18, 2011

Mr. Dustin Nilsen
Village of Antioch
Dept. of Planning, Zoning & Building
874 Main Street
Antioch, IL 60002

Re: Job No. 2011-13 – Village of Antioch Construction Cost Data Consulting

Dear Dustin,

The following is current construction cost data relative to various types of buildings and building renovations anticipated for the various districts in the downtown form-based code regulation plan. The plan districts include:

- VC – Village Core (town center / Main Street)
- TC – Transitional Core (Orchard Plaza and similar concepts)
- MT – Main Street Transitional (single family residence conversions to commercial)
- BP – Business Park – (east of the railway)
- CE – Commercial Edge (north and south ends of Main Street)

The anticipated building types include:

- Multi-family
- Large commercial
- Small commercial
- Flex / office
- Mixed use commercial / office
- Multi-story mixed use
- Line work mixed use
- Single family residence use conversions
- Commercial build-outs
- Commercial façade renovations
- Municipal / public
- Hotel
- Industrial

Construction cost data was taken from the following sources:

- RS Means Building Construction Cost Data 2011
- RS Means Building Square Foot Cost Data 2011

- Illinois Department of Commerce – Building Costs in Illinois
- REIC – Real Estate Investment Center Data – Chicago area
- Recent projects – Daniel Robison Architects, P.C.

RS Means Construction Cost Data includes low, median and high cost ranges from various building types. Site development costs are not included and, therefore, were added to this data at an average 15% of overall cost. A north suburban Chicago area adjustment is also included. There is no project size or construction type detail included. These costs represent the range for all project sizes and construction types:

	Low	Median	High	Comments
Banks	$ 202.50	$ 251.80	$ 318.50	Bank equipment included
Department Stores	$ 77.30	$ 103.90	$ 131.90	Merchandising not included
Factories	$ 68.00	$ 101.30	$ 155.90	Equipment not included
Medium rise office	$ 147.90	$ 182.50	$ 223.90	Up to 8 stories
Low rise office	$ 122.60	$ 159.90	$ 207.90	Up to 3 stories
Restaurant	$ 177.20	$ 229.20	$ 297.10	Stand alone structure
Retail	$ 82.60	$ 111.90	$ 147.90	--
Motel	$ 93.30	$ 134.60	$ 175.90	--
Supermarket	$ 94.60	$ 110.60	$ 129.30	Equipment / fixtures not included
Theater	$ 127.90	$ 159.90	$ 242.50	--
Village Hall	$ 142.60	$ 181.20	$ 237.20	--
Warehouse / Storage	$ 53.30	$ 79.90	$ 114.60	--
Warehouse / Office	$ 65.30	$ 89.30	$ 119.90	Ten to twenty percent office

RS Means Building Square Foot Cost ranges for various types of buildings based on size and construction type. Included are average sized buildings for each type, with a range of construction types from less expensive wood frame to more expensive masonry and concrete. Similar to Construction Cost Data, the site development cost and area adjustment have been included in the per square foot cost:

	Low	Median	High	Comments
Banks / 4,000 sf	$ 292.70	$ 314.30	$ 352.80	Bank equipment included
Senior housing / 8,000 sf	$ 223.90	$ 262.50	$ 273.20	--
Day care center / 10,000 sf	$ 200.50	$ 214.80	$ 241.50	--
Factory / 24,000 sf	$ 155.90	$ 167.90	$ 179.90	Equipment not included
Medical office, 1 story / 7,000 sf	$ 246.50	$ 258.50	$ 267.80	Equipment not included
Medical office, 2 story /10,000 sf	$ 282.90	$ 290.70	$ 300.00	Equipment not included
Motel / 50,000 sf	$ 196.90	$ 203.30	$ 216.30	--
Theater / 12,000 sf	$ 198.60	$ 222.60	$ 239.10	Fixtures / equipment included
Office, 1 story / 7,000 sf	$ 206.50	$ 225.20	$ 235.90	--
Office, 2-4 story / 20,000 sf	$ 205.20	$ 231.90	$ 259.90	With elevator
Restaurant / 5,000 sf	$ 255.80	$ 269.20	$ 286.50	Stand alone structure
Retail store / 8,000 sf	$ 149.20	$ 153.20	$ 170.60	Equipment not included
Supermarket / 44,000 sf	$ 126.60	$ 134.60	$ 146.60	Equipment & fixtures not included
Convenience store / 4,000 sf	$ 146.20	$ 160.00	$ 195.30	Equipment not included
Village Hall, 2 story / 18,000 sf	$ 222.30	$ 240.80	$ 252.00	--
Warehouse / 30,000 sf	$ 115.90	$ 123.90	$ 134.60	--

Illinois Department of Commerce - Building Costs in Illinois is data published from economic community (DCEO) which subscribes to Location One Information System (LOIS), a data base of available land and buildings. Currently there are no sites from Antioch or the surrounding area listed. LOIS can be accessed at www.locationone.com or www.illinoisbiz.com. IDOC publishes general building cost data for Illinois. The low, average and high cost per square foot for model 30,000 sf one story commercial, industrial, warehouse buildings is as follows (not including land cost or off-site improvements):

	Low	Average	High	Comments
Factory	$ 86.90	$ 98.60	$ 135.20	Equipment not included
Office / retail	$ 136.10	$ 154.30	$ 201.70	Equipment & fixtures not included
Warehouse	$ 69.30	$ 78.60	$ 105.40	Equipment not included

The Real Estate Investment Center includes a database of construction costs in the Chicagoland area. Current data is based on year 2010. Costs are based on a specific project type, size and quality. Costs do not include site development. We have added this component at an average 15% of project cost. Costs per square foot are as follows:

	Building	Site	Total	Comments
Small office / 15,000 sf	$ 134.00	$ 23.45	$ 157.45	Average quality, 2 story frame
Medium office / 30,000 sf	$ 164.00	$ 28.70	$ 192.70	Above average, tilt up concrete
Large office / 60,000 sf	$ 160.00	$ 28.00	$ 188.00	Above average, glass & steel
Medical office / 30,000 sf	$ 215.00	$ 37.62	$ 252.62	Above average, 2 story frame
Small apartment / 30,000 sf	$ 118.00	$ 20.65	$ 138.65	Average quality, 2 story frame
Small retail / 20,000 sf	$ 124.00	$ 21.70	$ 145.70	Above average, 1 story masonry
Large retail / 100,000 sf	$ 117.00	$ 20.47	$ 137.47	Above average, 1 story masonry
Banks / 4,000 sf	$ 376.00	$ 65.80	$ 441.80	High quality, 1 story masonry
Convenience store / 1,500 sf	$ 151.00	$ 26.42	$ 177.42	Average quality, 1 story CMU
Retail store / 6,000 sf	$ 138.00	$ 24.15	$ 162.15	Average quality, 1 story CMU
Discount store / 36,000 sf	$ 91.00	$ 15.93	$ 106.93	Average quality, 1 story CMU
Mini warehouse / 30,000 sf	$ 78.00	$ 13.65	$ 91.65	Average quality, 1 story steel
Storage warehouse / 30,000 sf	$ 69.00	$ 12.08	$ 81.08	Average quality, 1 story steel
Manufacturing / 30,000 sf	$ 76.00	$ 13.30	$ 89.30	Avg. quality, 1 story tilt up concrete
Motel, 112 rms / 60,000 sf	$ 165.00	$ 28.88	$ 193.88	Above average frame & masonry
Fast food rest. / 3,000 sf	$ 244.00	$ 42.70	$ 286.70	Above average, masonry, driveup
Restaurant / 6,000 sf	$ 220.00	$ 38.50	$ 258.50	Above average frame & masonry
Day care center / 3,000 sf	$ 180.00	$ 31.50	$ 211.50	Average quality, 1 story frame

The following is a summary of construction cost data, per square foot, for remodeling, alteration and addition projects completed by our office in the last few years. Projects are subdivided into various types with size and brief description included:

Addition / Remodeling – Office Buildings:

Remodel SF	Remodel Cost	Addition SF	Addition Cost	Total Cost	Comments
3,000 sf	$ 120.00/sf	6,000 sf	$ 270.00/sf	$ 220.00/sf	Includes minor site work
2,000 sf	$ 60.00/sf	1,800 sf	$ 187.00/sf	$ 174.30/sf	Includes minor site work

7,000 sf	$	60.00/sf	3,000 sf	$	175.00/sf	$	94.50/sf	Two story with site work
8,000 sf	$	80.00/sf	400 sf	$	750.00/sf	$	119.90/sf	Elevator / lobby addition

Remodeling / Alterations – Commercial:

Remodel SF	Remodel Cost	Type	Comments
9,000 sf	$ 170.00/sf	Office	Included extensive demo, roofing and façade work
15,000 sf	$ 195.00/sf	Office	Included extensive demo, structure, roofing and façade work
15,000 sf	$ 120.00/sf	Office	Included limited demo, elevator and limited exterior work
4,500 sf	$ 110.00/sf	Office	Included extensive demo, no façade or exterior work
3,000 sf	$ 160.00/sf	Office	Included extensive demo and some site work

Residential Conversions – Similar to MT District:

Remodel SF	Remodel Cost	Type	Comments
6,500 sf	$ 140.00/sf	Office	Major conversion, façade and site work
1,200 sf	$ 60.00/sf	Office	Minor interior work only
1,200 sf	$ 110.00/sf	Office	Minor conversion, limited façade and site work
1,400 sf	$ 225.00/sf	Office	Major conversion, façade and site work

Retail Shell Construction, with Site Work:

Building Size	Cost per SF	Type	Comments
9,000 sf	$ 110.00/sf	Simple façade	Multi tenant
15,000 sf	$ 125.00/sf	Complex façade	Multi tenant
25,000 sf	$ 80.00/sf	Precast	Single tenant / significant site work
5,000 sf	$ 135.00/sf	Complex façade	Multi tenant / complex site work

Retail Build-outs – No Site Work:

Build-out Size	Cost per SF	Type	Comments
5,000 sf	$ 100.00/sf	Retail Major	Men's clothing and fitting
1,200 sf	$ 60.00/sf	Retail Minor	Verizon store
1,200 sf	$ 40.00/sf	Restaurant	Fast food remodeling
1,200 sf	$ 200.00/sf	Restaurant	Small sit down restaurant build-out
3,000 sf	$ 270.00/sf	Restaurant	High end restaurant build-out
2,000 sf	$ 60.00/sf	Restaurant	Hot Subs remodeling of existing

Store Front Remodeling:

Store Length	Cost per LF	Type	Comments
100 lf	$ 750.00/lf	Office	Brick and granite with aluminum windows
200 lf	$ 500.00/lf	Retail	Brick and stone, minimum glass
200 lf	$ 600.00/lf	Retail	Brick and stone, minimum glass, EIFS canopy
300 lf	$ 670.00/lf	Retail / Apt.	Façade storefront / masonry rehabilitation

Warehouse Façade Upgrade:

Facade Length	Cost per LF	Type	Comments
650 lf	$ 300.00/lf	Masonry	New veneer on existing warehouse
650 lf	$ 100.00/lf	Metal	Basic metal siding replacement
800 lf	$ 150.00/lf	Metal	Upgrade metal siding replacement

Industrial Building Conversion to Office:

Building Size	Cost per SF	Type	Comments
28,600 sf	$ 160.00/sf	Factory	Convert factory to office building, masonry
31,000 sf	$ 135.00/sf	Warehouse	Convert warehouse to office building, metal

The last component of this report is relative to construction cost levels that can be incorporated into the downtown form based code regulation to trigger various levels of code compliance, architectural design standard compliance, urban design standards compliance and conversion standards compliance. As part of adaptive reuse of existing structures in the various FBR zoning district

The most common construction cost triggers are those used by states to govern accessibility upgrades relative to existing buildings. The formula works as follows:

Alterations:

- 0 – 15% of reproduction cost
  - Only the remodeled area must comply
- 15% - 50% of reproduction cost and more than $100,000
  - Remodeled area
  - Entrances and means of egress
  - Horizontal and vertical accessible routes
  - At least 1 toilet
  - Accessible parking
  - Accessible route from parking
    (Vertical access not required if it's cost exceeds 20% of reproduction cost)
    (Vertical access not required if less than 3,000 sf, except for health care)
- > 50% of reproduction cost
  - Entire facility must comply
- Exemptions:
  - Multi-family
  - Exempted new construction
  - Historic preservation
  - Technically infeasible projects

Additions:

- All must comply.
- If no accessible entry, at least 1 in existing building must comply.
- If no accessible bath, at least 1 in existing building for each sex must comply.
- Accessible route in existing building must comply.

Another trigger, relative to renovation, is that used by the National Electrical Code and by the Illinois Plumbing Code. If a non-compliant condition is exposed during construction, that part exposed must be upgraded to compliance. This concept could apply, in some fashion, to design and conversion standards compliance

An example might be:

- If a traditional style of siding, consistent with original, traditional architecture, is exposed during conversion renovation, that that siding shall be incorporated into renovation façade upgrades. The same could be true for traditional features, details, fenestration and appendices that might be exposed.

Another trigger, relative to building conversions, used by the International Building Code for changes in occupancy of existing buildings is:

- Partial Changes in Occupancy:
  - Only that portion being altered must comply with current code provisions.
  - If the portion being altered, as an occupancy change, is a “primary function”, full accessibility and code compliance is required.
  - Alterations limited to building envelope, mechanical or electrical work or fire protection system, do not have to meet full compliance.
- Complete Changes in Occupancy:
  - Full code compliance is required.
  - Full accessibility compliance is required.
  - Full energy code compliance is required.

Another trigger used, relative to building conversions and renovation, used by the ICC in their International Existing Building Code, is to include Level 1, Level 2, and Level 3 alterations and various levels of compliance relative to projects with occupancy change, as follows:

Level 1:

- Removal and replacement of existing materials, elements and equipment to serve the same purpose minimum code upgrades required.

Level 2:

- Reconfiguration of space, addition of elements, doors, windows, extension of systems, or installation of additional equipment more intense code upgrades required.

Level 3:

- Where area of alteration work exceeds 50% of the building area; more intense code compliance.

Changes in Occupancy:

- Repair / alteration with no change in occupancy classification; minimum code upgrades required.
- Repair / alterations for partial occupancy change and change in occupancy classification; more intense level of code upgrades required.
- Repair / alterations for full occupancy change and change in occupancy classification; highest level of code upgrades required.

One consistent characteristic in all cost and scope triggers is that limited scope projects do not require full compliance. This is because the code purpose is not to discourage

development but to promote building safety. The same is true for architectural, urban design and conversion standards. They should not discourage redevelopment but promote a higher level of traditional design standards.

We recommend a trigger, similar to that used for accessibility compliance, for the application of design / conversion standards. For example, if a 1,200 sf home has a replacement value of $240,000 and is converting to an office, the petitioner can spend up to $36,000, or 15% of reproduction, and only make minimum adjustments relative to façade improvements. If the proposed improvements fall between $37,000 and $120,000, additional design standard requirements would apply. If proposed improvements exceeded $120,000, full compliance with standards would be required.

In conclusion, form based regulation can be a valuable tool in promoting and guiding development and redevelopment in communities. It is important that accurate development costs be included as part of the regulation formula. It is also important that these costs be updated on a periodic basis. If FBR's are to include design standards, it is important that they be clear and in sufficient detail to avoid confusion or misunderstanding as to intent. FBRs, in some cases, fall short relative to design standards. If the Village prefers greater design input and control, similar to that used for zoning, codes and engineering, an architectural standards ordinance can be attached to the FBR to increase design standards requirements and make clearer to prospective petitioners the expectations of the Village. These standards also provide a guide to commissions, boards and staff, similar to the FBR, when reviewing proposals. We have attached the Design Standards Ordinance, currently used for the central business district of Grayslake, for your review. It includes a matrix or review summary to assure that proposal are reviewed equally and consistently.

A similar architectural standards ordinance is used in Lake Zurich's FBR for their downtown area. Ordinances can apply to only one district or can be revised to apply to multiple districts. They can also be adjusted for intensity level. Grayslake's ordinance, for example, is intense on it's traditional design requirement while Lake Zurich preferred a less intense, more open ended approach.

Please contact us with questions or if you require additional information.

Sincerely,

Daniel J. Robison
President

DJR/jar