

# *Village of Antioch, Illinois*

COMPREHENSIVE PLAN AMENDMENT

## *East Route 173 Corridor*

### **Design Guidelines and Land Use Report**

**December 16, 2003**

Exhibit 3, Ordinance No. 04-01-01

Approved by the Village Board on January 5, 2004

*FILE NO. PZB03-14*

**SEC Planning Consultants**

MASTER PLANNING SERVICES

AUSTIN, TEXAS

t 512.246.7003 | f 512.246.7703

www.secplanning.com | info@secplanning.com



**This study prepared for:**

---

Mayor Taso Maravelas & Village Trustees  
Village of Antioch, Illinois  
c/o Department of Planning, Zoning & Building  
Robert E. Silhan, AICP, ALA, Director  
George C. Sakas, Senior Planner

**This study prepared by:**



**SEC Planning Consultants**

*MASTER PLANNING SERVICES*

AUSTIN, TEXAS

t 512.246.7003 | f 512. 246.7703

[www.secplanning.com](http://www.secplanning.com) | [info@secplanning.com](mailto:info@secplanning.com)

---

**Valerie S. Kretchmer Associates, Inc.**

*Real Estate and Planning Consulting*

TEL 847-864-8895 | FAX 847-864-0103

[www.kretchmerassociates.com](http://www.kretchmerassociates.com)

[info@kretchmerassociates.com](mailto:info@kretchmerassociates.com)



**Smith Engineering Consultants, Inc.**

*Civil/ Structural Engineers and Surveyors*

**EXHIBIT 3,      ORDINANCE NO. 04-01-01    Approved on January 5, 2004**

**Table of Contents**

<b><u>Introduction</u></b>	1
Project Description/Background	
Purpose of Guidelines	
Submittal/Approval Process	
Principles Overview	
<b><u>Overall Corridor Planning Principles</u></b>	4
Desirable Elements	
Undesirable Elements	
<i>PRINCIPLE 1: Preserve/enhance open space and environmental features</i>	4
Preserve Existing Vegetation	
Protect Environmentally Sensitive Areas	
Create Recreational Opportunities	
Avoid Fragmenting Open Space	
<i>PRINCIPLE 2: Promote connectivity between land uses and adjacent developments</i>	6
Develop Comprehensive Master Plans	
Provide Continuous Paths	
<i>PRINCIPLE 3: Provide transitions between land uses</i>	7
Building Mass Hierarchy	
Use of Open Space and/or Landscaping as a Transition Zone	
<b><u>Site Planning Principles</u></b>	8
Desirable Elements	
Undesirable Elements	
<i>PRINCIPLE 4: Incorporate existing site conditions into development plans</i>	9
Drainage Patterns	
Topography and Soils	
Vegetation	
<i>PRINCIPLE 5: Provide a sense of architectural interest and unique identity along the Corridor</i>	10
Buildings	
Orientation	
Facades	
Roof Treatment	
Materials and Colors	
Height	
Scale	
Hierarchy	
Entrances	
Retaining Walls	

*Table of Contents*

<i>PRINCIPLE 6: Enhance pedestrian experience and establish sense of place through careful design and location of open spaces.</i>	18
View Corridors	
Parks and Trails	
Courtyards and Plazas	
<i>PRINCIPLE 7: Thoughtful consideration of vehicular and pedestrian circulation within individual developments.</i>	20
Vehicular Circulation	
Primary Site Entrances	
Internal Drives	
Drop-Off Areas	
Service Areas	
Pedestrian Circulation	
Sidewalks	
Crosswalks	
Pedestrian Circulation in Parking Lots	
Accessibility	
<i>PRINCIPLE 8: Appropriate design of parking lots, utilities, service areas and detention areas to reduce the negative impact of typically non-attractive site components</i>	25
Parking	
Shared Parking	
Store Front and Street Parking Requirements	
Bicycle	
Accessibility	
Substations/Water/Wastewater Stations	
Detention	
Location of Utilities	
Location of Service/Delivery/Trash/Storage Areas	
<b><u>Landscape Principles</u></b>	29
<i>PRINCIPLE 9: Provide a unified landscape treatment along Route 173 through the use of consistent right-of-way and buffer treatments.</i>	30
Landscape Character	
Right-of-Way Landscape Treatments	
Land Use Landscape Treatments	
Residential planting requirements	
Non-residential requirements	
General Planting Requirements	
Approved Plant List	
<i>PRINCIPLE 10: Enhance the aesthetic appearance of development and lessen the impact of undesirable site components through the effective use of landscaping</i>	35
Intersections and Site Entrances	
Landscaping Adjacent to Non-Residential Buildings	
Perimeter Parking Lot Landscaping	
Interior Parking Lot Landscaping	

Unimproved Pad Sites	
Detention and/or Water Quality Ponds	
Substations/Water/Wastewater Stations	
Dumpster/Trash Receptacles/Outdoor Storage	
Ground Mounted Utility Equipment	
<b><u>Community Character Principles</u></b>	<b>39</b>
Desirable Elements	
Undesirable Elements	
<i>PRINCIPLE 11: Establish unique gateway entry features to identify the Village.</i>	40
<i>PRINCIPLE 12: Enhance major intersections and create a sense of place along the Corridor to emphasize the Village character and identity.</i>	42
Intersection Treatments	
<i>PRINCIPLE 13: Establish a comprehensive theme and a consistent family of lighting and site furnishings for all public and private spaces.</i>	43
Architecture	
Site Furnishings	
Seating/Benches	
Planters	
Waste Receptacles	
Light Fixtures	
Public Art Program	
<i>PRINCIPLE 14: Create a cohesive signage program.</i>	47
Signage Design	
Project Entry and Monument Signs	
Neighborhood Entry Signs	
Directional Signs	
Wall Signs	
Projecting Signs	
Window Signs	
Street Address Markers	
Prohibited Signs	
<b><u>Land Use and Implementations</u></b>	<b>52</b>
Comprehensive Plan	
Zoning Code	
Subdivision Code	
<b><u>Roadway Improvements</u></b>	<b>59</b>
Traffic Study	
Geometry of Route 173	
Proposed Right-of-Way Widths	
Access Locations	

Ancillary Roadway Improvements Funding / Implementation	
<b><u>Appendix A - Environmental Constraints Map</u></b>	64
<b><u>Appendix B - Approved Plant List</u></b>	66

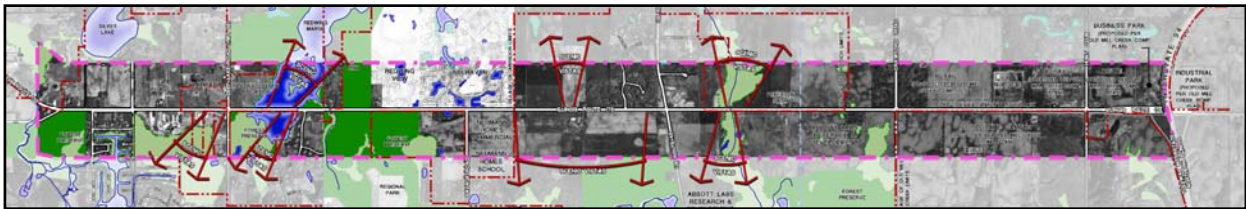
## **Introduction**

### ■ **Project Description/Background**

The Village of Antioch is located northwest of Chicago, Illinois near the Wisconsin-Illinois border. Antioch is known for its great variety of lakes and other recreational opportunities. The community is currently faced with potential rapid growth approaching its boundaries and Route 173 serves as a major gateway connecting Antioch with Interstate 94. The Village has commissioned a corridor study to ensure coordinated, high quality development occurs which positively represents Antioch. The Corridor identified for these guidelines encompasses lands a quarter mile north and south along Illinois Route 173 from Grimm Road to Interstate 94.

The key objectives of the Route 173 Corridor Study are to:

- Educate the public, developers, property owners and plan reviewers as to the desired and expected vision for development along the Corridor.
- Present clear principles and priorities for achieving the vision for the Corridor.
- Create a sense of place.
- Increase connectivity and focus commercial activity into defined nodes.
- Illustrate specific techniques to use when planning and developing along the Corridor.
- Establish right-of-way and determine geometry required along Route 173.



*Environmental areas and scenic vistas along Corridor*

### ■ **Purpose of Guidelines**

The Design Guidelines for the Route 173 Corridor are intended to maintain the visual character of the Corridor and acknowledge the important history of Antioch. In order to respect these objectives, there is a need to establish and maintain certain standards by which future development along the Corridor may grow. While the guidelines provide specific recommendations for development, they cannot cover all circumstances. It is the intent of the design guidelines to provide flexibility while achieving a sense of continuity and visual harmony along the Route 173 Corridor.



*Hiram Buttrick Sawmill*



These design guidelines illustrate the proposed community character and establish an overall framework and comprehensive set of principles to allow the community to develop in an orderly and cohesive manner. They establish criteria for overall corridor planning, individual site planning, landscape concepts, signage design as well as the architectural style and design for commercial, residential and civic areas. The guidelines outline ways to make the segments of the Corridor connected and unified while at the same time enabling individual developments to be distinct from one another.



*Existing farm along Corridor*

#### ■ **Submittal/Approval Process**

All site development proposals are required to be submitted to the Village for review. Further, it is the applicant's responsibility to ensure compliance with the latest revisions to these guidelines. Copies will be made available upon request to the Village.

These design guidelines apply to all improvements including construction involving remodeling and/or additions to existing buildings and developments. The Village will review all proposed site plans for compliance with the established regulations/guidelines contained herein.

Modifications to this manual may be made to clarify or expand the requirements and to maintain the overall goals established for the Route 173 Corridor.

#### ■ **Principles Overview**

The design guidelines focus on the overall scale of the entire Corridor while also considering individual sites. In addition to general guidelines, detailed design components such as site furnishings, specific landscaping, architectural styles and thematics are presented to further define the character of the Corridor.

The Corridor study is divided into four categories of design principles: Overall Corridor Planning, Site Planning, Landscaping and Community Character.

##### *Overall Corridor Planning*

One of the objectives of the Overall Corridor Planning principles is to respect existing environmental features and outline ways development can appropriately occur without compromising the integrity of the existing features. Another critical component of the Overall Corridor Planning principles is ensuring coordinated, comprehensive developments which are connected and incorporate appropriate transitions between various land uses.

##### *Site Planning*

The objective of the Site Planning principles is to address individual developments and provide standards for creating attractive projects. The Guidelines outline specific techniques to achieve the desired aesthetics within individual developments.



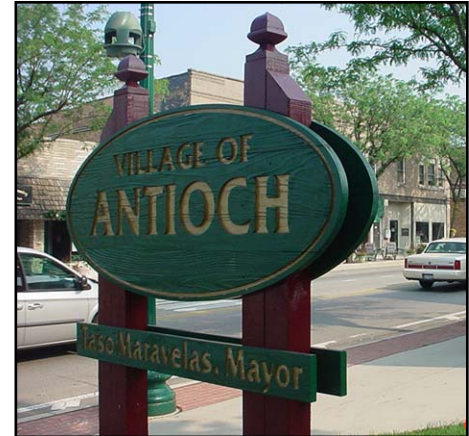


*Landscaping*

The Landscaping principles outline requirements for landscape treatments along the Corridor with respect to buffers, right of way treatments, screening and site enhancement. The establishment of a consistent plant palette as well as planting requirements is critical to the success of a cohesive landscape program.

*Community Character*

A fundamental goal of the design guidelines is to create a cohesive vision for the Corridor. By establishing a vision/theme for public and private properties along the Corridor, a sense of character will be established for the entire community. The Community Character principles outline specific design features such as gateways, major intersection enhancements, site furnishings, light fixtures and signage criteria recommended to establish a consistent identity for the Village. The character principles are intended to allow for variation between individual developments while maintaining consistent features along the Corridor.



## **Overall Corridor Planning Principles**

The Overall Corridor Planning Principles address issues that impact the development of the entire Corridor, primarily focused upon issues related to land-use within the Corridor.

PRINCIPLE 1: *Preserve/enhance open space and environmental features.*

PRINCIPLE 2: *Promote connectivity between land uses and adjacent developments.*

PRINCIPLE 3: *Provide transitions between land uses.*

### ■ **Desirable Elements:**

The following elements shall be incorporated into the Corridor:

- Preservation of existing trees
- Trailheads signifying the starting point of pedestrian pathways
- Shared access points to development
- Connections to adjacent properties to incorporate future development
- 'Step down' of building height with respect to adjacent, lower intensity land uses
- Protect and preserve right-of-way for future expansion
- Incorporate exclusive turn lanes into developments and at intersections

### ■ **Undesirable Elements:**

The following elements are discouraged along the Corridor:

- Destruction or loss of natural open space and environmentally sensitive areas
- Fragmented open space
- Numerous traffic signals and uncoordinated driveway connections
- Curb cuts for individual businesses
- Drastic change in intensity of land use within developments and among adjacent properties

## **PRINCIPLE 1: Preserve/enhance open space and environmental features.**

One of the primary goals of the design guidelines is to preserve the scenic character along Route 173. Several strategies can be implemented in order to protect the open space that currently exists and enhance the quality of open space throughout the Corridor.

### ■ **Preserve Existing Vegetation**

Recognizing that the existing tree cover along the Corridor is a significant benefit to the character of the Corridor, emphasis shall be placed on preservation of existing trees.

- When expanding the Corridor roadway or developing private property, grading should be managed in an effort to reduce mass grading activities that would negatively impact existing tree cover.
- Site planning should incorporate strict preservation requirements, focusing development into clusters that protect existing tree stands. (*Refer to PRINCIPLE 4*)
- Utilize existing vegetation as a natural screen for parking and other elements that need to be screened from public view. (*Refer to PRINCIPLE 8*)



*Preservation of existing vegetation along roadway*

■ **Protect Environmentally Sensitive Areas**

The Corridor passes through a number of areas of environmental significance, including the Redwing Marsh, Illinois Department of Natural Resources (IDNR) areas and Forest Preserves, which could be potentially damaged by development activities. For a map of environmentally sensitive areas, refer to *Appendix A - Environmental Constraints Map*.

- Limit impervious cover adjacent to environmentally protected areas and reduce the density on such parcels.
- Where development abuts an environmentally sensitive area as identified on *Appendix A*, a 100 ft. or greater landscape buffer, (as may be required by the Watershed Development Ordinance or other regulation), shall be incorporated along the shared boundary.
- Maintain existing, natural drainage patterns where possible and control storm water pollutants by reducing peak run-off flows using detention and infiltration strategies.

■ **Create Recreational Opportunities**

Antioch's existing open space network provides a significant opportunity to establish a comprehensive trail system and expand the Village's recreational open space system. Thoughtful design and incorporation of a coordinated trail system will provide critical linkages between developments and open spaces.

- Provide public trailheads within or adjacent to new development to serve as a means to integrate development into the open space system.
- Careful consideration should be given to trail connections within individual site plans to encourage alternative modes of transportation.



*Locate trails through open space*

■ **Avoid Fragmenting Open Space**

It is critical that open space be recognized as a system rather than a collection of pieces. Connection between open space areas is critical for animal populations and also provides the ability for connected trail systems.

- Provide culvert crossings below roadways wherever possible to connect two or more wetland areas that are divided by the roadway.
- Incorporate contiguous open space connections into new development wherever possible.

**PRINCIPLE 2: Promote connectivity between land uses and adjacent developments.**

Provide a comprehensive approach to development that focuses upon developing master plans that provide vehicular and pedestrian connections between adjacent properties. Consideration should be given to future development on and off-site. Planning for future expansion and connection helps create a sense of organization and assists in mitigating the traffic and number of access points onto Route 173.

■ **Develop Comprehensive Master Plans**

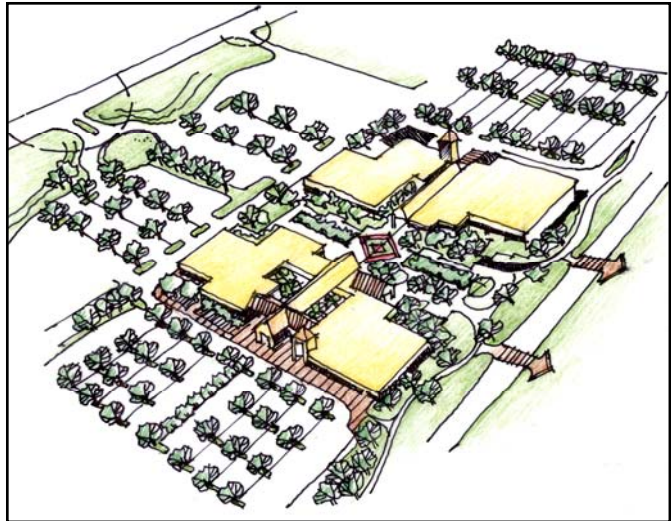
Master plans should be developed to address relationships with adjacent properties, including but not limited to; the impact on circulation, building orientation, building massing, building scale, drainage patterns, topography and existing vegetation.

■ **Provide Continuous Paths**

Having convenient and easy access to a variety of activities and uses is important in creating a strong sense of community. Providing connections between developments and considering how future developments can be incorporated into the comprehensive plan is critical to the overall success of the Corridor.

*Vehicular*

- In order to provide connections between developments while at the same time limiting the number of access points onto Route 173, site plans shall be developed to incorporate connections to existing and future adjacent development.
- Site planning of non-residential areas shall consider designing parking lot circulation to provide shared access points for adjacent developments, thus minimizing access points to Route 173.



*Shared access points for non-residential developments*

- Buildings shall be oriented to identify linkages to other developments.
- Add street stubs for future development in residential areas to create continuous street networks.
- The minimum distance between full access points along Route 173 shall be 1,320 feet and 660 feet for right in/right out access.
- The minimum distance between driveways shall be 250 feet along all other right-of-ways along the Corridor.
- In residential developments, create a street network that allows access to all lots by a maximum of three turns once entering the neighborhood from a collector.



*Pedestrian*

- Proposed site plans shall incorporate pedestrian routes within the development, connections to adjacent development and where possible provide access to the regional trail network.
- Pedestrian links shall be provided to public destinations such as schools and parks.
- Buildings and plazas should be oriented to clearly identify linkages to adjacent developments.
- Include continuous sidewalks along all public streets.



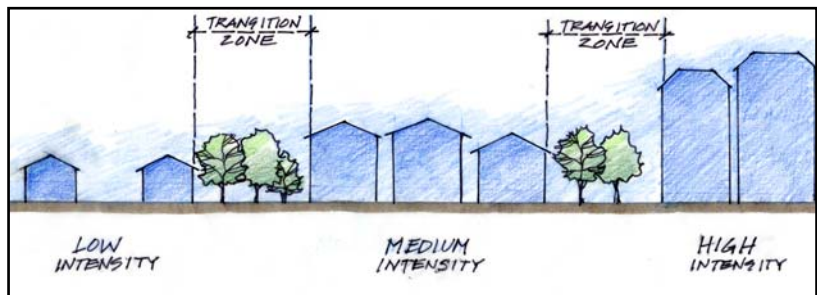
*Pedestrian link to park*

**PRINCIPLE 3: Provide transitions between land uses.**

Providing an appropriate means of transition between different land use intensities is important for creating compatible uses along the Corridor. This can be done a number of ways ranging from the architectural style, scale and location of buildings, to the use of open space and landscaping.

▪ **Building Mass Hierarchy**

- Incorporate medium intensity development between projects of low and high intensities.
- Building massing and height should provide a “step down” effect as a transition between different land use intensities.
- Similar architectural styles may be incorporated on different land uses and various densities within a development.
- New buildings should be compatible in relation to scale and materials of existing adjacent developments.
- In residential developments, higher densities should be located closest to core activity areas.



*Building masses 'step down' between different intensities*

▪ **Use of Open Space and/or Landscaping as a Transition Zone**

When transitions cannot be achieved through the variety of techniques listed prior, landscaping and/or open space may be used to provide a transition. Utilizing any existing vegetation provides a mature, natural buffer. If existing vegetative buffers are not possible, utilize landscaping to screen and buffer residential uses from high intensity, non-residential uses.

## **Site Planning Principles**

The Site Planning Principles address issues that affect the way that individual sites should be developed in order to blend in with the desired character for the Corridor.

- PRINCIPLE 4: *Incorporate existing site conditions into development plans.*
- PRINCIPLE 5: *Provide a sense of architectural interest and unique identity along the Corridor.*
- PRINCIPLE 6: *Enhance pedestrian experience and establish sense of place through careful design and location of open spaces.*
- PRINCIPLE 7: *Thoughtful consideration of vehicular and pedestrian circulation within individual developments.*
- PRINCIPLE 8: *Appropriate design of parking lots, utilities, service areas and detention areas to reduce the negative impact of typically non-attractive site components.*



*Richness of building materials creates visual interest*



*Landscaping softens the view of parking*

### ■ **Desirable Elements:**

The following elements shall be incorporated into the Corridor:

- Richness of building surface and texture
- Articulated mass and bulk
- Clear visibility of entrances
- Well organized commercial signage
- Landscaped and screened parking
- Special paving identifying intersections and crosswalks
- Pedestrian friendly streetscapes and open spaces
- Thoughtful consideration of circulation
- Screening of mechanical equipment, service areas, parking lots and any undesirable elements
- Step-down of building scale along pedestrian routes and building entrances
- Recognition of building hierarchy
- Formal entry plazas and courtyards
- Detention used as an amenity
- Existing trees incorporated into development
- Multi-planed, pitched roofs
- Roof overhangs and arcades
- Provide defined entrance roads into developments and provide adequate vehicle storage bays at egress drives

### ■ **Undesirable Elements:**

The following elements are discouraged along the Corridor:

- Concrete detention basins
- Large, blank, unarticulated wall surfaces
- Visible outdoor storage, loading, equipment and mechanical areas
- Disjointed parking areas and confusing circulation patterns
- Large expanses of parking/asphalt
- Service areas near major entries and easily visible from roadway
- Poorly defined site access points
- Large, “boxlike” structures
- Use of retaining walls within detention basins



*Avoid large expanses of parking lots*



*Avoid large blank, unarticulated wall surfaces*

**PRINCIPLE 4: Incorporate existing site conditions into development plans.**

New development shall protect the existing environmental features within the Corridor, and minimize the impact of the development on the site and the surrounding land.

■ **Drainage Patterns**

Proposed site plans shall incorporate existing drainage patterns on site in an effort to avoid significantly altering the manner in which drainage flows offsite. At the time of site plan submittal to the Village, a drainage and detention plan must be submitted. The location and type of drainage facilities must be shown.

- Maintain and utilize existing drainage patterns on the site.
- In some instances, drainage easements are necessary to accommodate special situations. No structures are permitted to be located in drainage easements. Signs, landscaping or structures within drainage easements are prohibited.



*Drainage swale utilizes natural drainage patterns*

■ **Topography and Soils**

- Minimize cut and fill on site to reduce effects upon the natural drainage pattern and natural character of the site.
- A grading plan must be submitted with all construction plan applications. The grading plan must include cut and fill calculations, limits of earthwork and limits of construction.
- Minimize disturbance in areas of significant existing vegetation. If necessary for site development, consider using tree wells and retaining walls to preserve existing trees where possible.
- Development on unsuitable soils is prohibited. Incorporate unsuitable soils, (soils numbered W97, 103, W103, 107, 330, W330, and 465), into an open space component of the site plan.
- Stockpile top soil for later use in landscape areas.

■ **Vegetation**

- Survey existing trees.

All existing trees must be surveyed per Village of Antioch Preservation and Replacement of Tree Ordinance. A tree list documenting the tree species, size and location shall be provided with all proposed site plans as required by the Tree Ordinance. Any proposed site plans must identify the trees to be removed as well as the trees being preserved.



- Preserve existing trees.

Every effort should be made in the planning process to incorporate quality, existing trees into the site plan design. Any quality, existing tree that occurs within the specific buffer yard as required per *PRINCIPLE 9* shall remain undisturbed and be protected as part of the landscape buffer. Any quality, existing tree or tree protected per the Village's Tree Ordinance that is removed shall be replaced as required per the Village of Antioch's Tree Ordinance.

On areas of the site outside of the buffer yard, efforts should be made to minimize loss of existing trees through thoughtful site planning decisions. Where it is necessary to remove existing trees, these trees shall be replaced as required per the Village of Antioch's Tree Ordinance.



*Preservation of existing vegetation as buffer*

#### **PRINCIPLE 5: Provide a sense of architectural interest and unique identity along the Corridor.**

The Architectural standards are provided to guide the character of architecture in the Corridor while allowing for individual architectural interpretation. All architectural proposals must be compatible with the vernacular of the northern Illinois region. In order to ensure compliance with the following architectural guidelines, the Village requires that building elevations, plans, materials samples, color samples and illustrations be submitted for review and approval prior to the commencement of building construction.

#### **▪ Buildings**

- Orientation



*Building orientation creates central open space on axis with the main entry drive*

Building orientation should take advantage of the building to site relationship. The orientation and location of buildings defines open spaces and circulation corridors. The orientation of individual buildings should also relate to the placement and orientation of adjacent buildings.

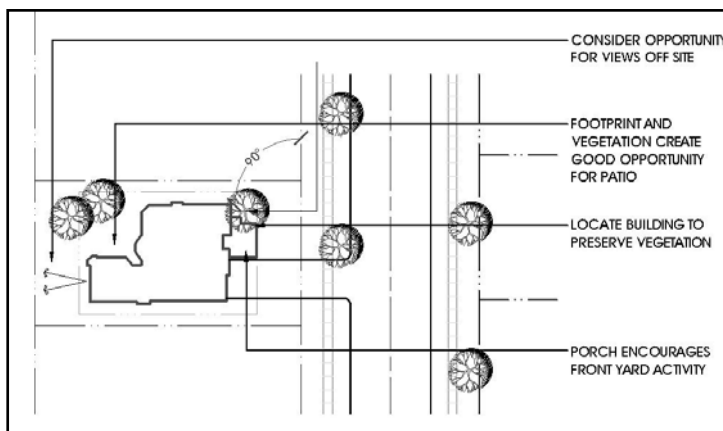
- Align focal architectural elements along major view or circulation axis.
- Define pedestrian spaces and streetscapes with building orientation.
- Create view corridors between buildings, plazas, courtyards and adjacent buildings.



*Orient primary buildings on axis and use as focal points*



*Building orientation can define main activity areas*



*Residential building orientation creates private, intimate backyard space*

- Create pedestrian spaces and plazas by varying building facades.
- Cluster buildings whenever possible, creating opportunities for plazas and pedestrian malls. Prevent long, linear facades from dominating the view.
- Buildings adjacent to Route 173 must have an architectural façade facing Route 173. No service access, storage, etc. is allowed to face Route 173.
- Develop sites in a comprehensive and coordinated manner to provide order and compatibility (especially in the case of large sites which will be developed in phases).
- The exterior character and orientation of all buildings and the spaces they define should encourage and enhance pedestrian activity.
- A residential building's primary living area, both interior and exterior, should be arranged to take advantage of views created by the building-to-site relationship.
- Attention should be given to the quality and usability of the outdoor spaces formed by the exterior of a dwelling and adjacent dwellings. Avoid locating the private area of one dwelling adjacent to the public area of an adjacent dwelling.
- In multi-family residential developments, buildings should be oriented to create functional outdoor spaces.
- In residential neighborhoods, consideration should also be given to the views from adjacent dwellings and public spaces.

- Facades

Building facades should achieve a high level of visual interest when viewed from automobile and pedestrian vantage points.

- In residential developments, front yards and porches should be used to create a sense of place and community.
- Use natural stone and masonry materials on the lower portions of buildings to create a visual anchor to the ground and provide interest at the pedestrian level.



*Porches and front yards create inviting sense of community*

- Vary the planes of exterior walls in depth and/or direction.
- Wall planes shall not run in a continuous direction more than 65 feet without an offset of at least 3 feet.

- Do not use wall planes more than 20 feet high without incorporating meaningful techniques, such as awnings or a change in building material, to break up the perceived building mass.



*Awnings provide pedestrian scale element*

- Awnings are encouraged along facades to provide color, shade and architectural interest. Where awnings are used along a row of contiguous buildings, use a consistent form, material, color, location and mounting arrangement.

- Awnings should be located to provide a consistent minimum 8 feet vertical clearance, with a maximum generally not to exceed 12 feet.

- Colors of awnings must complement the buildings.

- Incorporate the awnings along with any signage to provide a uniformly designed building façade.

- Signs on awnings are permitted.

- Internally illuminated awnings are prohibited.

- Awnings and canopies may be made of sheet metal or canvas membrane. Plastic or vinyl awnings are not permitted.



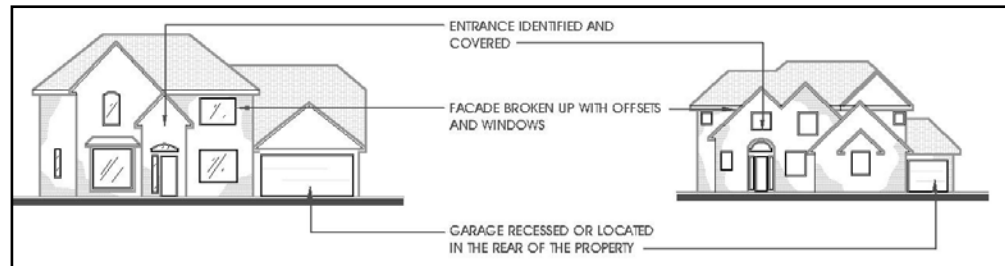
*Awnings along facade*



- In new residential neighborhoods, houses shall not repeat the same elevations without two lots of separation. Houses across the street from each other and back-to-back corner lots shall not be of the same elevation.
- In residential areas, garages should not dominate the street view. In some cases, provide parking and garages to the side or rear of lots. Avoid allowing the garage to become the primary architectural feature. Consider ways to reduce overall visual impact such as placing driveways side-by-side on adjoining lots.



*Garage located in rear yard*



*Residential facades are broken up to minimize negative visual impact*



*Garage located on side of house*



*Garage doors oriented to side*

#### ▪ Roof Treatment

Rooftops should be considered important design elements as viewed from a variety of vantage points - at ground level, from other buildings and from adjacent perimeter roadways. A well-composed "roofscape" achieves an interesting skyline without becoming overly busy or contrived. Roof forms should serve as natural transitions from the ground level to intermediate masses to the tallest masses and back to the ground. Form should also be interesting when seen from above in adjacent buildings.



*Variation in roof treatments creates an interesting 'roofscape'*



*Varying roofline breaks up long expanse of building facade*

- **Materials & Colors**

Visual continuity in major building materials and colors is desired throughout the Corridor. Specific criteria include the following:

- Material samples of all proposed buildings must be provided for review and be approved by the Village.
- Materials should be consistent with the Community Character principles outlined in these guidelines.
- Use wall materials that are muted, earth tone in color and have texture.
- Reserve the use of strongly contrasting materials and colors for accents, such as building entrances, railings and trim. Avoid an excessive variety of façade materials.
- Avoid using highly reflective materials and surfaces, such as polished metal, that generate glare, particularly at the pedestrian level.
- Materials which may be incorporated include: native stone, brick, stucco and textured concrete with a minimum thickness of 4 inches nominal. Alternative materials that achieve similar looks and are of high quality and low maintenance may be considered.
- Common materials shall be located on all sides of the building with the exception of service areas not visible from a public street.
- Coordinating materials within a development can tie together buildings of different sizes, uses and forms.
- In new residential neighborhoods at the time of initial building permit, houses shall not be the same color unless there are at least two lots of separation. Houses across the street from each other are not permitted to be the same color.
- Use contrasting but compatible building materials and textures to unify exterior building elements and to create depth, proportion and scale.
- In residential developments, buildings should complement each other by using materials and colors within the same “family”.
- Building colors should be derived from, and related to, the finishes of primary building materials.

- **Height**

The overall appearance of development shall be low and horizontal, with building heights throughout the community generally low to medium scale. Building heights are expected (and desired) to vary to ensure visual interest.

- No building shall exceed 35 feet unless part of a PUD agreement.
- Consider the use of taller buildings and/or elements to highlight significant intersections and pedestrian nodes.



*Taller buildings help identify intersections*

- In residential neighborhoods:
  - Building heights shall be determined in a manner which enhances an overall residential quality. Maintain compatible relationships with adjacent dwellings and street frontages.
  - Building heights shall be responsive to heights on homes located on slopes above and below the dwelling.
  - Sight lines to greenbelts, open areas, water features and scenic horizon views are to be optimized and maintained to the fullest extent possible by minimizing the building height and obstruction.
  - Scenic view compatibility shall be considered in determining building height.



*Front porch provides one-story element*

- Within a neighborhood, a combination of one, one and a half and two story dwellings is encouraged to add diversity to the streetscape. Entire neighborhoods or blocks of continuous two story dwellings are discouraged.
- For multilevel dwellings on corner lots, locate a one-story element of the dwelling at the street corner to help reduce the feeling of enclosure in the neighborhood.
- A two-story dwelling can best relate to a neighboring one story if it contains a one-story element.



*Front porch roof provides human scale element and relates home*

- Scale

Buildings should appear to be of a “pedestrian” or “human” scale. When components in the built environment are designed in such a way that people feel comfortable, then human scale has been achieved. In general, this means that the size, patterns, textures, forms and overall three-dimensional composition can be appreciated at the pedestrian level.

- Vary the height of buildings, and/or building elements where feasible, so they appear to be divided into distinct elements or masses.
- Avoid large-scale buildings that are “box-like” and typically dominate a site.



*Varied building scale provides distinction between masses*



- Use building mass appropriate to the site. Place buildings with larger footprints, height and massing in core activity areas or in the heart of the development near similar densities. By doing so, the impact on adjacent land uses will be reduced.
- In residential areas, the relationship between the lot size, street width and building scale are important to creating a human scale. Elements such as trees, pedestrian path lighting and porches can aid in achieving human scale.



*Relationship to lot size, street width and building scale is appropriate*



*Pedestrian scale elements located along building facade*



*Avoid 'big box' building scale*

- Hierarchy

It is important to recognize that the Corridor will be developed using a variety of buildings with various uses. Vehicular and pedestrian traffic should be able to recognize the hierarchy of buildings and be able to decipher primary buildings from secondary buildings.

- Primary Buildings

Primary buildings; such as major anchors, public buildings, or major attractions, shall be located at prominent locations, anchoring a major view axis and serving as focal points in the community.



*Primary buildings located on axis and create focal point*



- Gateway Buildings
  - Buildings at major entrances, corners, intersections or along significant roads should use special architectural elements to help identify that Corridor or location as a “gateway”. These elements also begin to define the sense of place for the community.
  - Special architectural features may include corner towers, cupolas, clock towers, balconies, colonnades or spires.
  - The use of vertical elements helps to frame the entrance and guide people into and through the development.



*Gateway buildings*

- Entrances
  - Primary entrances should be easily identifiable and relate to both human scale as well as the scale of the building(s) they serve.
  - Wherever possible, entrances should be inviting without becoming dark.
  - Main building entrances should be designed to be clearly identifiable from primary driveways and drop-offs and should be visible from parking areas.
  - Secondary entrances (such as for service or fire code compliance) may be more subdued than primary entrances and need not demonstrate the same characteristics as primary entrances.
  - All building entrances must conform to the most current American with Disabilities Act (ADA) guidelines and regulations.



*Main entry to store clearly identifiable*

■ **Retaining walls**

- All retaining walls must be faced (veneered) with masonry (stone, brick, stucco or approved equal).
- Retaining walls adjacent to or visible from any street shall not exceed 4 feet in height. Grade changes that require retaining walls exceeding 4 feet must be terraced with a minimum of 4 feet clear separation between each wall. Exceptions may be reviewed and approved by the Village in order to preserve existing tree stands, or to provide appropriate sight lines for traffic safety.
- Walls should be designed as an integral part of the dwelling design. Stone sizes should be consistent and laid in a horizontal course. Masonry materials shall match or complement the facade of surrounding buildings.
- Walls at intersections must not interfere with safe sight distances.

**PRINCIPLE 6: Enhance pedestrian experience and establish sense of place through careful design and location of open spaces.**

The creation of open space along the Corridor is an essential technique used to break up building facades. The use of such pockets of interest creates views into the various developments. A wide range of open spaces such as public gathering plazas, open “greens”, common play areas, neighborhood parks and natural preserves can be incorporated into development plans.

■ **View Corridors**

- Open space is considered a valuable amenity, therefore careful consideration of vistas into open spaces from residential lots, streets and drives is required.
- Strong axial relationships should be emphasized through the use of open space and framed view corridors.
- Maintain view corridors to provide vistas of amenities, natural features, open spaces and other significant elements.
- Create focal points at main entries, on axis with major circulation route and pedestrian corridors to establish a strong identity and structure for the project.



*Open space in residential area*



*View of amenity feature is framed by use of vegetation and road alignment, creating a signature element*

■ **Parks and Trails**

- In residential areas, parks should be located within a 5 minute walk (approximately 1,000 feet) from each home.
- Trail linkages should be provided from proposed neighborhoods to the Village comprehensive trail system, Lake County Forest Preserve trails and adjacent developments.
- Open spaces should be considered within individual developments to soften the visual appearance and provide pedestrian destinations.



*Trail provides access to park*



*Park conveniently located to residential neighborhoods*

■ **Courtyards and Plazas**

Courtyards, plazas and terraces should be designed at a human scale and incorporated as public amenities around non-residential buildings. Interrupting building facades to create “outdoor rooms” as well as varying the width of walkways will help create pedestrian spaces. These pedestrian spaces will create opportunities for comfortable outdoor experiences and are critical in defining plazas and courtyards.

- Orient plazas and courtyards to views of site amenities such as open space, water features, sculptural elements or landscaped areas.
- Consider opportunities to orient plazas and courtyards toward views of significant buildings or down long corridors.
- Wherever possible, create a sense of enclosure for outdoor seating areas. Such areas should be light and airy while providing a sense of safety from

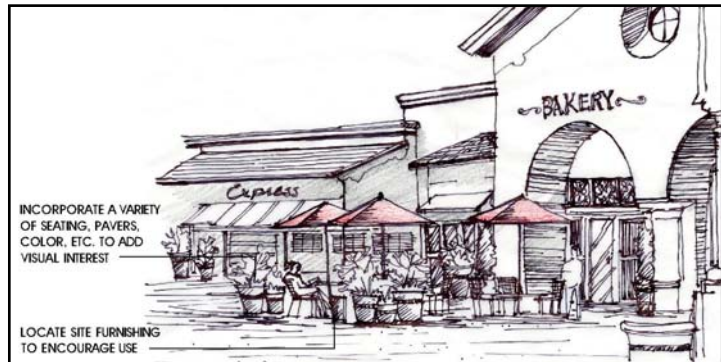


*Landscaping and special paving give the seating area a sense of enclosure*



the elements.

- Add elements such as trees, water features, a variety of seating areas and landscape color to give the public spaces an inviting feel and visual interest.
- Incorporate pedestrian scaled lighting for safety and to promote use in the evening.



*Plazas and courtyards offer spaces for outdoor cafes*

- Incorporate pavers and paving patterns to add additional interest and enhance the aesthetic quality of the spaces.
- Allow for outdoor tables and seating to promote use of the space. By doing so, an energy is created along the structure.

#### **PRINCIPLE 7: Thoughtful consideration of vehicular and pedestrian circulation within individual developments.**

The purpose of the circulation standards is to minimize hazards and conflicts and establish logical circulation patterns. The appropriate integration of vehicular and pedestrian circulation is intended to provide safe and convenient access to all sites while being attractive, efficient and functional.

##### **▪ Vehicular Circulation**

##### **▪ Primary Site Entrances**

Each entrance to a parcel, individual building site or residential neighborhood from a primary roadway should be designed as a “gateway” to the area it serves. Design elements should be visually interesting and consistent with other streetscape materials used throughout the Corridor.

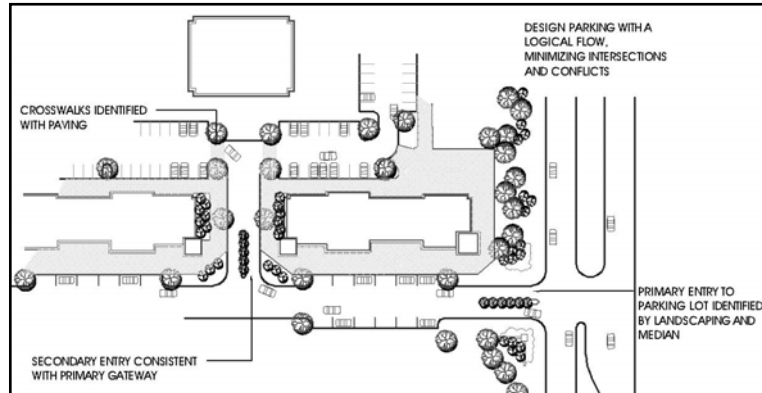
When designing entries into residential and non-residential tracts, developers shall:

- Coordinate with adjacent properties to consolidate entries and minimize access points to Route 173
- Minimize pedestrian and vehicle conflicts by reducing quantity of crosswalks.
- Restricted access driveways shall be placed no closer than 250 feet apart on most streets and 660 feet on Route 173.



*Primary residential entrance highlighted with signage, landscaping and water elements*

- Clearly identify site entries and provide a clear entry/arrival sequence.
- Provide “secondary” entries to parking lots and smaller residential neighborhoods from adjacent perpendicular minor roadways to Route 173. Paving material, plants, signs and lighting should match primary entrance treatments, although landscaping intensity and signage may be reduced in scale.
- Provide at least one “primary” entry to parking lots or residential communities. The use of medians and/or special paving or landscaping to identify primary entries is required.



*Single primary entrance reduces access points along Corridor*

- **Internal Drives**

All internal drives should visually lead drivers to building entries, site amenities or focal elements.

- Design drives and parking areas to fit the natural contours of the site in order to minimize cut and fill and maintain natural drainage.
- Align streets and drives to offer views to significant architectural features and site amenities and to direct drivers.
- Internal streets shall be separated from parking lots by landscape islands and walkways.
- All full access drives shall contain a minimum of 2 inbound lanes unless proposed volumes of the site dictate otherwise. Outbound lanes shall contain exclusive turn lanes to facilitate vehicle movement and reduce delay at intersections.



*Landscaped island separates parking lot from internal drive*

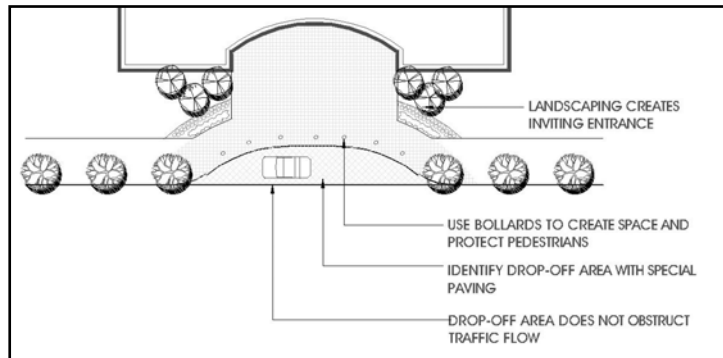


*Street alignment offers views of significant architectural feature*

- Drop-Off Areas

Drop-off areas for vehicle passengers shall be incorporated into development plans and should provide safe, convenient access to building entries, pedestrian plazas and public open spaces. Drop-off areas must conform to all ADA regulations and standards.

- Emphasize drop-off areas with special paving material.
- Design drop-off lanes so they do not obstruct traffic flow when vehicles are stopped.
- Install bollards at drop-offs to provide protection for buildings and pedestrian walkways.
- While bus service is not currently available in the Corridor, it may become available in the future. Within the larger non-residential developments, the site plan should allow for future bus service so that riders load and unload from the bus to the sidewalk in front of the building, rather than having to walk through parking lots.



*Drop-off area doesn't conflict with regular traffic and is identified with paving and bollards*

- Service Areas

Service vehicle circulation within the Corridor shall be designed to provide safe and efficient delivery routes for all anticipated service and delivery vehicles. The design of individual parcels to accommodate truck access shall meet all regulatory requirements for turning movements without sacrificing other important design objectives.

- Locate service areas away from major streets and building entrances.
- A noise barrier is required in situations where service areas are adjacent to a residential land use.
- Minimize pedestrian and service vehicle conflicts.
- Hide/screen views into service areas. Screening can be provided with landscaping or screen walls. Screen walls shall repeat materials and elements on the primary building.



*Service area screened with landscaping*

- Adjoining uses should share service drives where possible.



- Design service drives to accommodate the traffic intended to use them including all entrance roads and access aisles that will be used to access the service areas.

- **Pedestrian Circulation**

The purpose of pedestrian circulation standards is to establish guidelines for creating a pedestrian circulation system that is safe and efficient. Good walking environments include: continuous routes between sites, clearly defined access from parking areas, a variety of connected destinations and a feeling of safety and security. In essence, creating a sense of comfort.

- **Sidewalks**

Sidewalks must be constructed to provide pedestrian access to adjacent development and connections to the pedestrian trail along the Corridor. Within specific developments, sidewalks shall provide access to and from parking lots, neighborhoods, schools, parks and open spaces.



*Path provides access to park and adjacent neighborhood*

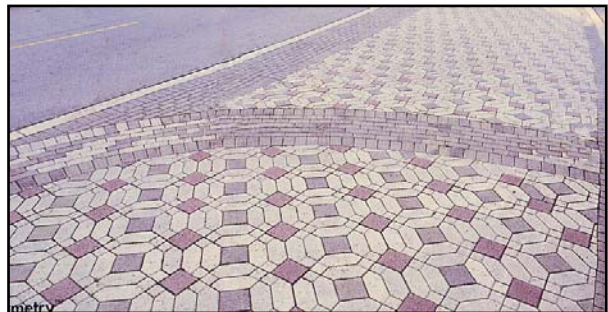
- Create distinct pedestrian corridors, which funnel pedestrians to logical gateways, plazas or other destinations.
- Place special emphasis on pedestrian connections that link schools, transit, recreation areas, and other major activity areas.
- Neighborhoods should have access to open space and pocket parks by the use of sidewalks and trails.
- In residential areas, sidewalks should be located on both sides of the street.
- Pavers or other changes in material should be used for walks adjacent to buildings and at street intersections to identify and enhance pedestrian routes.



*Pavers next to building enhance appearance*

- **Crosswalks**

Crosswalks are required at all intersections and key pedestrian crossings. Crosswalks must be identified by a change in color, height, width, texture, or materials. Refer to ADA regulations and standards for any specific criteria regarding crosswalks and ramps.





*Enhanced paving delineates crosswalk*

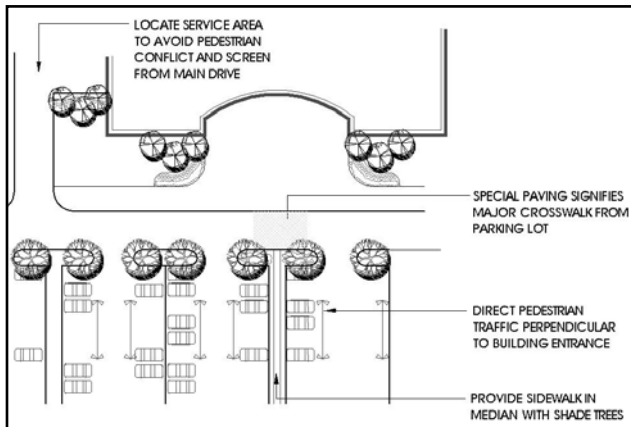
#### ■ Pedestrian Circulation in Parking Lots

Walkways that lead pedestrians from parking areas to buildings or plazas should be designed to facilitate easy movement and minimize crossing conflicts with vehicles. Pedestrians should feel comfortable about their pathways to buildings and pedestrian corridors should be clearly identified.

- Pedestrians should not be required to cross service drives to reach major entrances from primary parking lots.
- Where major pedestrian routes within parking lots cross roadways and drives, use textured or colored paving materials to distinguish the route.
- Medians with sidewalks allow for safe circulation and reduce circulation conflicts.
- Wherever feasible orient parking aisles perpendicular to building entrances.



*Crosswalk delineated with paving and bollards*



*Median with sidewalk allows safe access to building entry*



*Landscaped median with sidewalk*

#### ■ Accessibility

Owners and developers are expected to meet or exceed all requirements of the Americans with Disabilities Act (ADA), 1992, and all amendments thereto in the design and development of individual parcels, sites, buildings, and facilities. To the greatest extent possible, provide equal access in a manner that integrates ADA accessibility with ordinary accessibility, rather than separately.

**PRINCIPLE 8: Appropriate design of parking lots, utilities, service areas and detention areas to reduce the negative impact of typically non-attractive site components.**

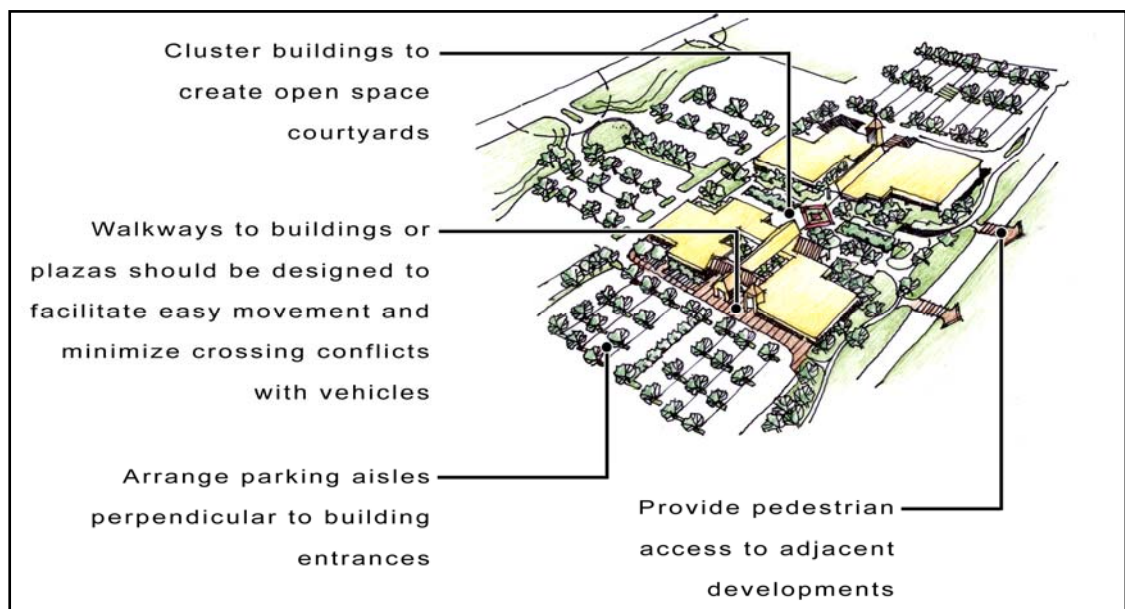
This section provides standards for the siting and layout of parking lots, service and loading areas, utilities, trash, storage and detention facilities. Specific landscaping criteria for these areas are included in the Landscape Character section. Site plans specifying parking and circulation designs, utility and detention requirements shall be submitted to the Village for review.

■ **Parking**

- Parking ratios and quantity of spaces shall comply with the criteria set forth in the Village of Antioch Zoning Ordinance.
- On-street parking should be provided when feasible to reduce the area of parking lots.
- Parking areas should be designed and located so they provide safe and efficient vehicular and pedestrian circulation within a site.
- Minimize negative visual impacts from adjacent roadways.
- Break large expanses of pavement with landscape medians and islands.
- Divide parking areas which accommodate a large number of vehicles into a series of smaller, connected lots.
- Avoid situations where parking spaces directly abut structures.
- Separate parking aisles from interior collectors and entry drives whenever possible.



*Minimize negative visual impacts of parking from roadways*



- **Shared Parking**

Where opportunities exist for shared parking between uses with staggered peak parking demands, consider reducing the total number of parking spaces within each site or parcel. Parking should be shared between complementary uses such churches and office buildings.

- **Store Front & Street Parking Requirements**

All store front parking areas shall use angled parking or parallel parking. Areas shall be provided for sidewalks and landscaping between the store front and the edge of parking stall.

- **Bicycle**

To encourage and accommodate alternative transportation modes, provide bicycle parking within each building site. Locate bicycle parking areas so they are visible from building entrances and convenient for riders. Parking areas shall be landscaped in a manner consistent with pedestrian plazas. Also, bike racks should be of a style consistent with other site elements.

- **Accessibility**

Accessible parking spaces should be located close to building entrances and in all cases, accessible parking criteria shall meet the minimum standards of the ADA and any state and local ordinances.

- **Substations/Water/Wastewater Stations**

Proposed electric substations, water pump stations and wastewater lift stations shall be screened from public views by a means of a 6 foot masonry wall on all sides with the exception of the area for gate access to the facility combined with landscaping. Service access shall be considered and incorporated into the screening program.

- **Detention**

- Drainage facilities should be used as an amenity to a development. If the existing topography allows, the location can be incorporated into an entry feature or can be the foundation for a park with trails and open space.
- Natural and/or vegetated drainage swales provide open space connections, filter runoff and improve the aesthetic appearance of development.
- Detention facilities should not be designed as to require chain link fencing or concrete walls. If such designs are required due to engineering requirements, consider using decorative modular stone to give the appearance of a retaining wall.
- Detention ponds located in the front yard building setback shall be designed as a curvilinear, contoured shape.



*Lake serves as main entry feature*



*Naturalistic drainage channel provides opportunities for trail connection*

■ **Location of Utilities**

Visual and sound impacts of utilities, mechanical equipment, data transmission dishes, towers and other equipment should be minimized in all development plans. Design and install all permanent utility service lines underground.

- During construction and maintenance, minimize disruptions to other sites and businesses within the Village.
- Temporary overhead distribution power and telephone lines are permitted during construction but shall be removed immediately upon completion of site and building construction.
- Wherever possible, mount data transmission and receiving telecommunication devices at ground level to the rear of structures and screen views from adjacent roadways, pedestrian paths and building sites.
- Screen all electrical transformers, gas meters and other utility cabinets from view.
- Structures are prohibited from being located in utility easements. Avoid locating signs, special landscape features, etc. in utility easements.
- Air conditioning units, vent systems and other mechanical systems that must be located on building roofs shall be screened from sight at the ground plane.
- In residential communities:
  - Items requiring screening should be located on the rear or side yards when possible and should be integrated into the unit design.
  - Air conditioning units must be located behind a screen wall or planting hedge.
  - Utility meters must be located on side or rear elevations of the dwelling.

■ **Location of Service/Delivery/Trash/Storage Areas**

The visual impacts of service, delivery, trash and outdoor equipment or storage areas should be minimized, particularly relative to views from public roadways and pedestrian corridors. Thoughtful placement and integration into the architecture and site design is a priority for all sites.

- Orient service entrances, loading docks, waste disposal areas and other similar uses toward service roads and away from major streets and primary building entrances.
- Locate loading, service, trash and delivery areas so they do not encroach on any setbacks.
- Avoid locating service areas where they are visible from adjacent buildings or where they may impact view corridors. Such facilities are more appropriate at the rear of buildings or sites.



*Screen dumpsters with walls and materials that match architecture of primary building*



- Trash enclosures must be located away from residential property lines.
- Wherever possible, coordinate the locations of service areas between adjacent users or developments, so that service drives can be shared.
- Locate parking areas for outdoor equipment, trucks, trailers, service vehicles, etc. away from public parking lots and major pedestrian circulation routes. Unless totally out of view, screen these areas architecturally and with landscaping.



*Screen dumpsters with walls and materials that match architecture of primary building*

- All proposed dumpsters, trash receptacles, refuse storage containers, outdoor storage, and ground mounted equipment should be located within an enclosure providing screening along with landscaping along the perimeter. Such enclosures shall repeat materials and elements on the primary building.

## **Landscape Principles**

Landscape guidelines are essential for creating a consistent and desired character along the Corridor. The standards and requirements for the installation of landscaping and screening walls within the Corridor are set forth in order to:

- Enhance Antioch's sense of place.
- Promote the general welfare of the community.
- Enhance the living environment.
- Aid in the enhancement of property values.
- Create an attractive, consistent appearance.
- Complement the visual effect of buildings.
- Provide appropriate buffers between land uses.
- Support the landscape character of the Corridor.
- Use sustainable practices to reduce the impact of the built landscape on the natural ecosystem.



*Utilize landscaping to enhance the aesthetics along the Corridor*

PRINCIPLE 9: *Provide a unified landscape treatment along Route 173 through the use of consistent right-of-way and buffer treatments.*

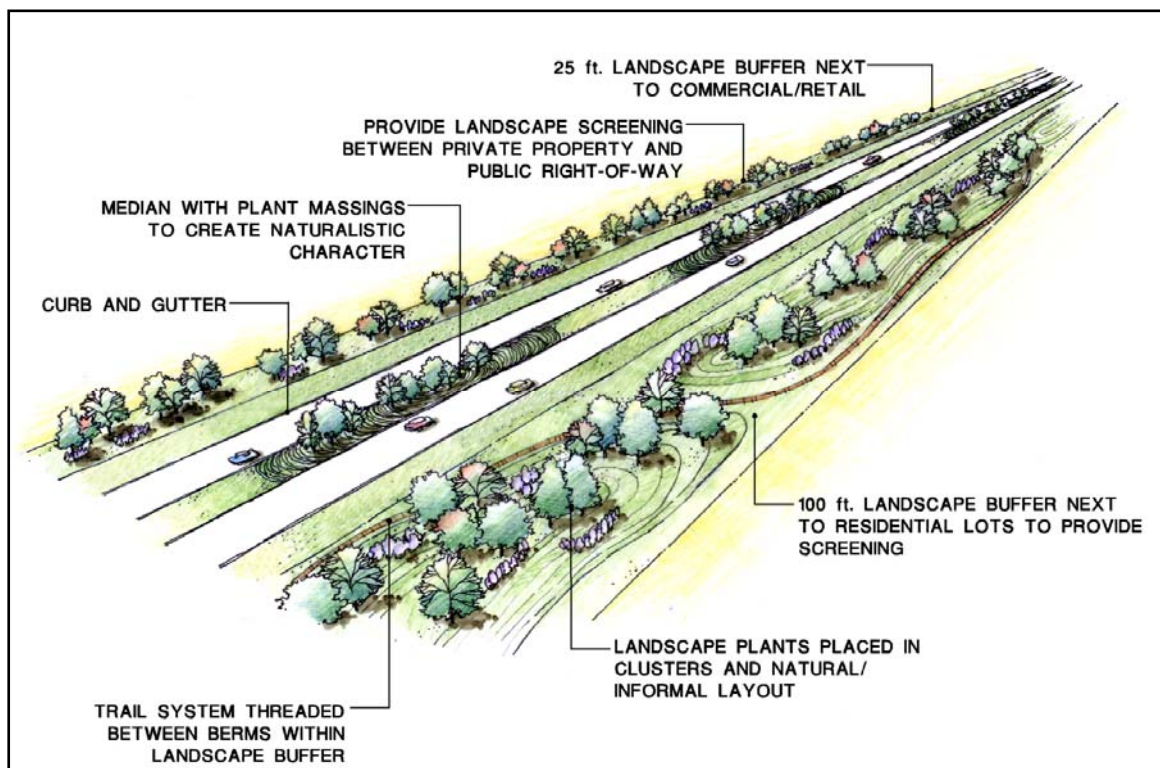
PRINCIPLE 10: *Enhance the aesthetic appearance of development and lessen the impact of undesirable site components through the effective use of landscaping.*

**PRINCIPLE 9: Provide a unified landscape treatment along Route 173 through the use of consistent right-of-way and buffer treatments.**

■ **Landscape Character**

The overall character of the Corridor will in large part be defined by the character of the landscape along the Route 173 right-of-way. To create the overall desired informal character along the Corridor:

- Landscaping will be done in informal clusters to create a more natural appearance.
- Street lighting will be kept to a minimum.
- A meandering sidewalk will be located along the Corridor in the landscape buffer.



*Informal landscape character*



## Right-of-Way Landscape Treatments

The overall width of the public right-of-way (R.O.W.) is influenced by several variables, including: the number of driving lanes, the width of the median, the edge treatment and the location of the sidewalk.

### Median width

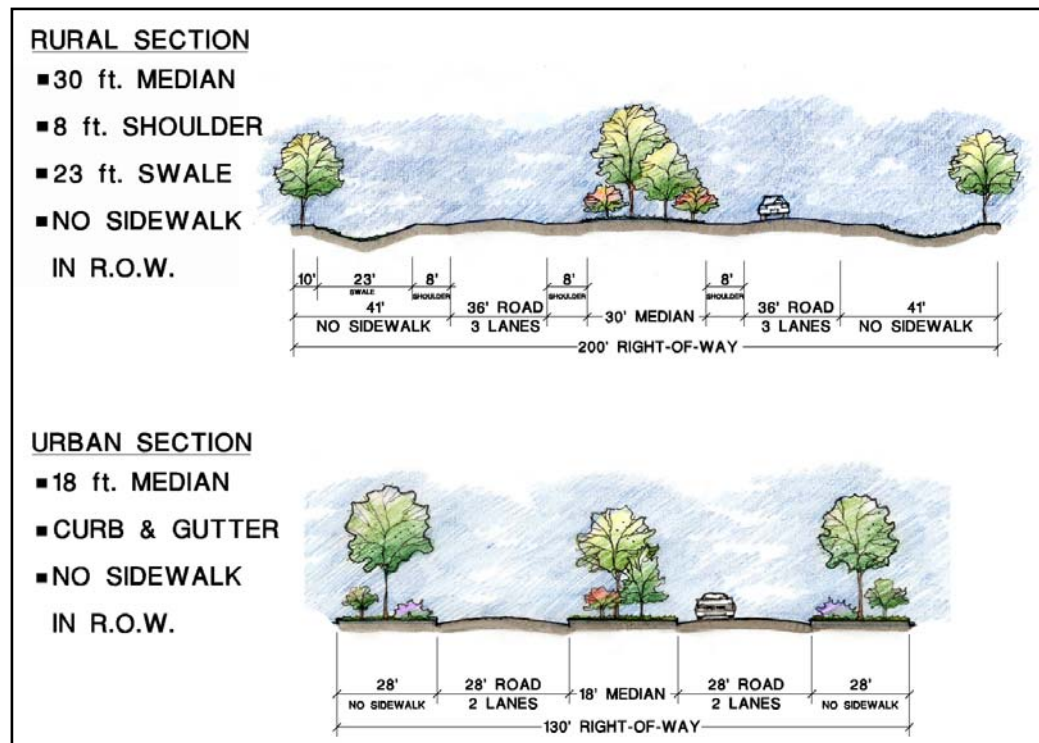
Median width will vary along the Corridor. From Interstate 94 to the intersection of Route 45, the median will be 30 ft. Route 173 west of Route 45 to downtown will have an 18 ft. median.

### Edge treatment

Drainage swales and 8 ft. shoulders along the roadway will be provided to create an informal appearance from Interstate 94 to the intersection of Route 45. Curb and gutter will be utilized along Route 173 west of Route 45 to downtown.

### Sidewalk location

The sidewalk is located within the landscape buffer and will vary in distance from the edge of the right-of-way.



R.O.W. landscape treatment

### Right-of-Way

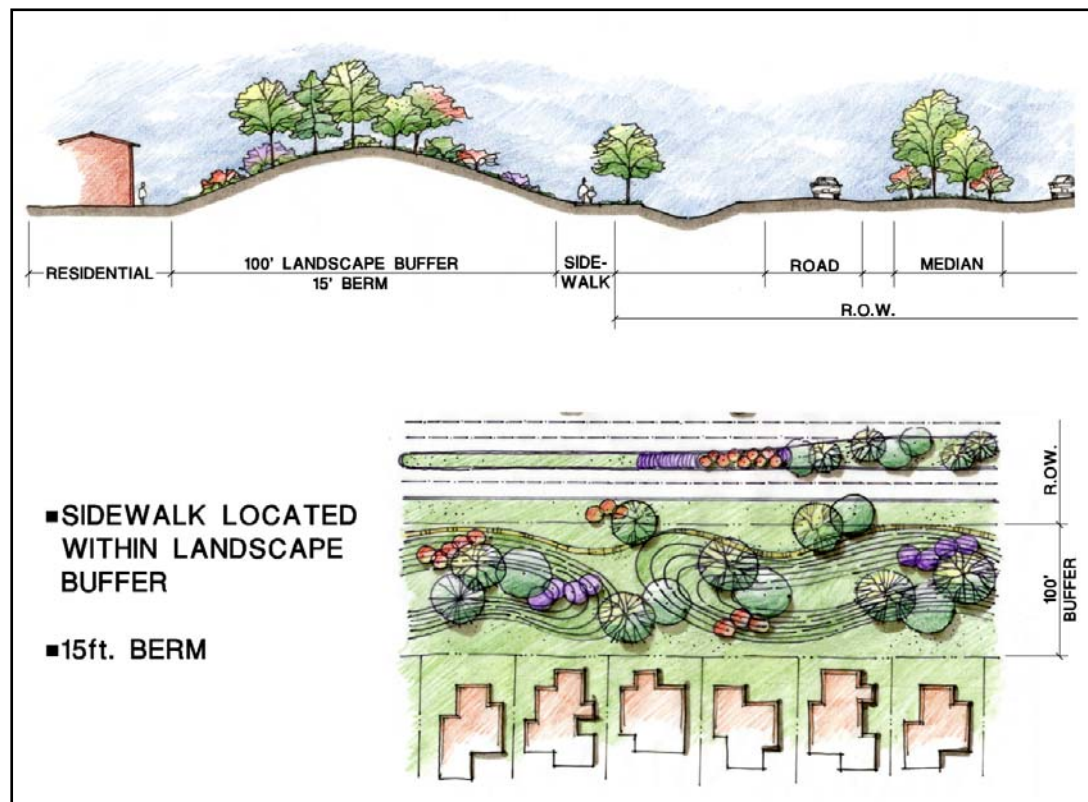
The necessary right of way for the future Route 173 expansion varies depending upon the location along the Corridor. From the I-94 tollway to the intersection with Route 45, a 200 foot right of way is required. From Route 45 and west, an 130 foot right of way is required.

## ■ Land Use Landscape Treatments

A landscape buffer may be used to create a consistent visual character adjacent to Route 173. A buffer lessens the impacts of the roadway. It is important to create a significant landscape planting and berming to buffer various land uses. Landscape buffers vary between residential and non-residential land uses.

### ■ Residential Planting Requirements

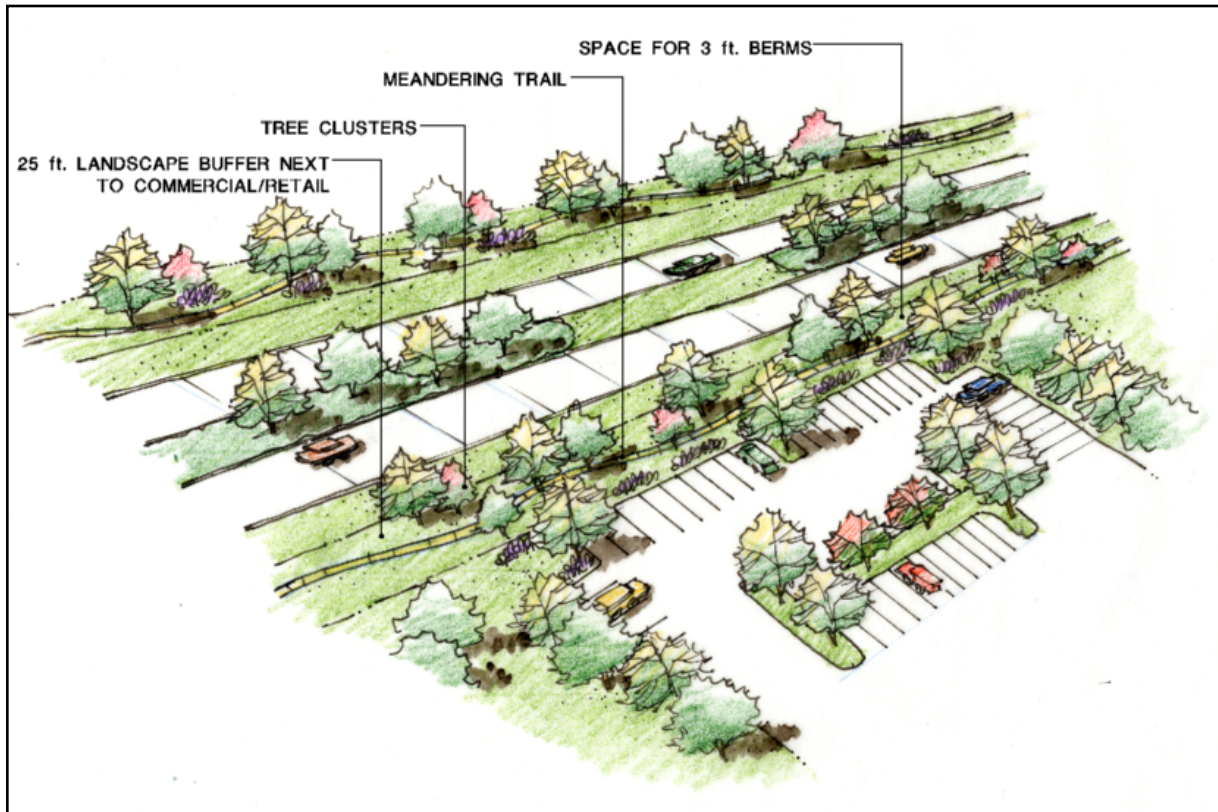
All residential development adjacent to Route 173 must have a landscape buffer of 100 feet or more measured from the edge of the ultimate right-of-way. Residential land uses will require larger depth buffers to allow for berms and separation of residential areas from the roadway. Landscape plans should incorporate evergreen plants to provide a continuous screen year round. Meandering berms also provide a permanent screen between the roadway and the residential homes and provides a noise barrier.



*Residential planting requirements - 100 ft. landscape buffer*

- Non-residential planting requirements

For all non-residential development, a 25 foot minimum landscape buffer is required along Route 173. The landscape buffer width must be measured from the edge of the ultimate Route 173 right-of-way expansion. All buildings must be set back a minimum of 150 feet from the ultimate right-of-way line.



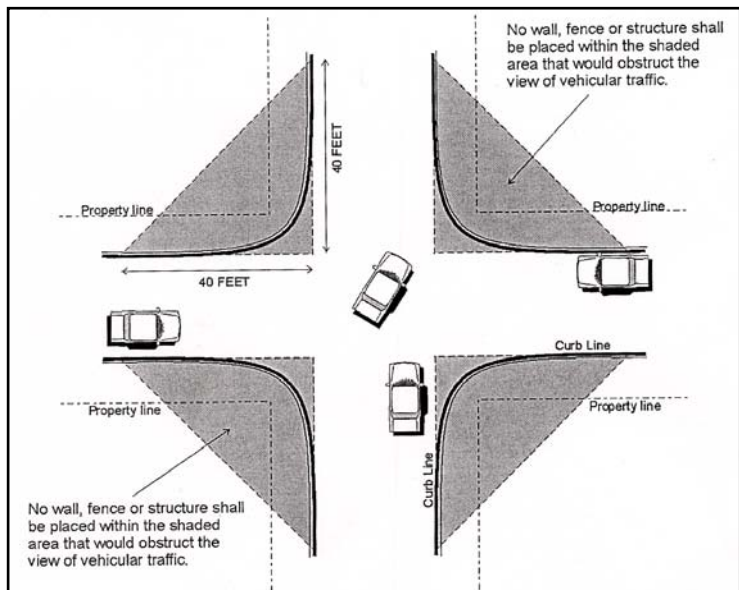
*Non-residential planting requirements - 25 ft. landscape buffer*

- 25 ft. buffer allows for meandering walk within the buffer and provides more area for plant clusters and massing. Focus should be placed on site entrances by highlighting entries with ornamental landscaping to signal the access point.

## ■ General Planting Requirements

Proper installation and maintenance of landscape plantings is essential to achieving the desired character along the Corridor. The following requirements specify critical considerations for landscape plantings.

- All newly planted trees shall be selected from the approved plant list and shall have the following minimum size at the time of installation. Sizes are consistent with definitions established by the Illinois Nurserymen's Association.
  - Shade tree species: 3 inch caliper
  - Evergreen tree species: 8 feet in height
  - Ornamental tree species: 6 feet in height
- At the time of installation, all shrubs planted for the purpose of screening shall have a minimum height of 2.5 feet measured from the top of the root ball to the top of the plant.
- No more than 50% of the trees and shrubs shall be from the same species.
- All landscaping shall be separated from vehicular use areas by some form of barrier such as raised concrete curbing, bollards, curb stops, or other suitable permanent alternative.
- Landscaping shall not obstruct the view between access drives and parking aisles, nor shall any landscaping which obstructs views be located in the radius of any curb return.
- No artificial plant material may be used to satisfy the requirements of this section.
- In residential developments, planting strips should be in proportion to the width of the street and the building setbacks. Coordinate tree plantings with utility locations to avoid conflicts.
- At the intersection of two streets, or at the intersection of a driveway and a street, nothing shall be erected, placed or planted that will impede vision between the height of 3 feet and 10 feet above the curb within a triangle formed by the intersecting streets or street and driveway, and measuring 40 feet along the sides of the triangle that face the intersection. Triangle sides shall be measured from the face of the curb to the face of the curb at intersections and driveways.



*Sight lines at intersection*



### ■ Approved Plant List

The Master Plant List to be used by builders and developers is provided in *Appendix B*. The list has been established to assist in selecting species for landscaping lawns, improved open spaces, and landscape buffers. The plants listed are generally suitable to conditions in the Antioch area. However, in selecting plants from this list, careful consideration should be given to their cultural requirements as compared to the particular conditions they must endure in a given location. Any soils or water tests necessary to determine the existing conditions on a particular site are the responsibility of the individual tract developer.

## **PRINCIPLE 10: Enhance the aesthetic appearance of development and lessen the impact of undesirable site components through the effective use of landscaping.**

### ■ Intersections and Site Entrances

Intersections and development entrances should be identified with ornamental landscaping coordinated with the signage. Clearly enhancing the entrances with landscaping and lighting will help identify key access points and add to the aesthetic appeal of the Corridor.

### ■ Landscaping Adjacent to Non-Residential Buildings

- Incorporate planting beds into plazas to create shade and add human scale.
- Consider solar orientation.
- Consider evergreen trees to create wind-blocks against prevailing winter winds.
- Accent entrances and architectural elements with ornamental plantings.
- All landscape areas must be fully irrigated.
- Landscaped islands shall be planted with seasonal color and/or groundcover.
- Use plantings adjacent to buildings and along walkways to soften the experience.
- Mature trees should be pruned of branches up to 9 feet high to maintain safe pedestrian passage.
- Incorporate landscape beds and planters at key entryways and seating areas.
- Landscaping is encouraged at pedestrian crossings and seating areas. However, consideration should be given to vehicular/pedestrian sight lines.
- Explore opportunities to break up large expanses of pavement.



*Plantings along building soften edge*

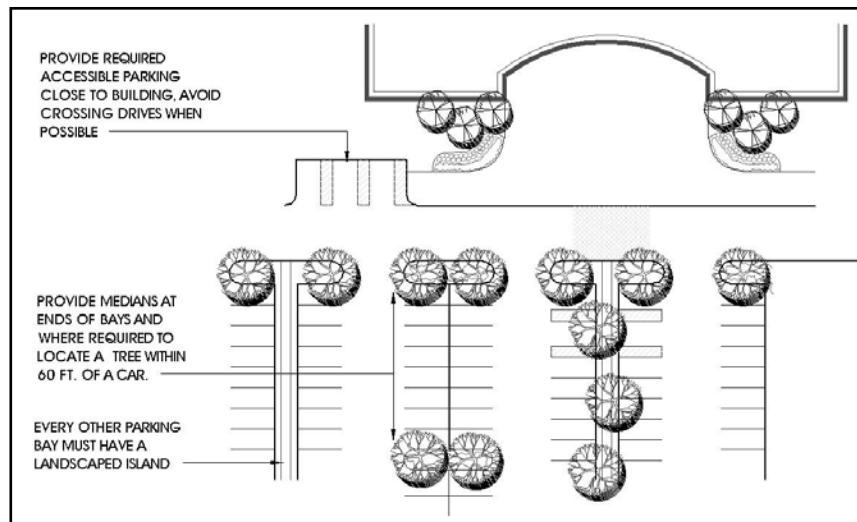


*Ornamental plantings accent entrance*

### ■ Perimeter Parking Lot Landscaping

Landscaping shall be provided between parking areas, public right-of-ways and drives. The minimum landscaping required for this purpose shall be based on the measured linear footage that extends along the length of the property line (excluding driveways) adjacent to the public or private roadway. To determine the minimum quantity of landscaping the following guidelines apply:

- 1 shade or evergreen tree species per 50 linear feet.
- 1 ornamental species per 20 linear feet.
- 1, 5 gallon container size shrub per 4 linear feet.
- The specific location of trees and shrubs along the perimeter shall be designed by a landscape architect and submitted to and approved by the Village.



*Medians are required between every other parking bay*

### ■ Interior Parking Lot Landscaping

- Landscape islands are required at the terminus of each parking bay. Within each island, 2 shade trees or 2 ornamental trees shall be planted. The ground plane shall be seeded with grass, mulched or planted with groundcover.
  - Avoid more than 10 parking stalls in a row without a landscaped island.
- A 10 foot landscape median is required between every other parking bay. Landscaping within each landscape median shall include:
  - 1 shade tree per 50 linear feet, or;
  - 1 ornamental tree every 25 linear feet.



*Landscaped islands provide shade and break up long parking aisles*

- A minimum of 25% of the landscape island ground plane shall be seeded with Bluegrass. The remainder shall be mulched or planted with groundcover.
- Every parking stall must be located within 60 feet of a tree.

▪ **Unimproved Pad Sites**

All portions of the development site not occupied by buildings, structures, vehicle access and parking areas, loading/unloading areas and approved storage areas shall be landscaped. Future building pads within a phased development shall be kept in a neat and orderly manner though no landscaping is required.

▪ **Detention and/or Water Quality Ponds**

- 1 shade tree shall be planted for every 30 linear feet around the boundary of the detention pond and/or water quality pond; and
- 1 evergreen tree shall be planted for every 15 linear feet around the boundary of the detention pond and/or water quality pond; and
- 1 large shrub (minimum 5 gallon size) shall be planted for every 4 linear feet around the boundary of the detention pond and/or water quality pond.
- Provide a landscaped berm (minimum 3 feet in height) around the perimeter of the pond.
- Required trees and shrubs shall be located to maximize the screening of the ponds.
- Reductions to the landscaping requirement for detention and/or water quality ponds will be granted by the Village for a facility designed as a site amenity feature, i.e. pond with fountain as discussed in *Principle 8*.

▪ **Substations/Water/Wastewater Stations**

- A 15 foot landscape buffer shall be provided in which the following shall be incorporated:
  - 1 large tree per 50 linear feet.
  - 2 evergreen trees per 30 linear feet.
  - 1 ornamental tree per 15 linear feet.
  - 1, 5 gallon container size large shrub per 4 linear feet.
- Loading areas shall be screened with a 3 foot landscape berm and landscaping or a solid 6 foot fence and landscaping as outlined in *Principle 8*.

### ■ Dumpster/Trash Receptacles/Outdoor Storage

All proposed dumpsters, trash receptacles, refuse storage containers and outdoor storage shall be located within an enclosure providing screening by means of combining the following landscape elements:

- Decorative masonry wall with a non-masonry gate, a minimum of 6 feet in height. The construction materials of the wall shall match material used on the principal building.
- Large shrubs and small trees shall be arranged as foundation planting around the perimeter of the pad area. One small tree shall be planted on each of the three sides of the enclosure, except the side where the gate is located. 1 large shrub shall be planted for every 4 linear feet of wall constructed. The opening for the equipment however shall not be obstructed. Minimum shrub height at installation shall be 2.5 feet. The above landscape requirements do not apply when the enclosure is an architectural extension of a principal building or where service areas are not visible.



*Screen dumpsters with walls and landscaping*

### ■ Ground Mounted Utility Equipment

All proposed ground mounted utility equipment shall be screened by planting 1, 5 gallon large shrub for every 3 linear feet around the boundary of the equipment. Shrubs shall be a minimum height of 2.5 feet at installation.

- In residential developments:
  - Items requiring screening should be located on the rear or side yards when possible and should be integrated into the unit design.
  - Air conditioning units must be located behind a screen wall or planting hedge.
  - Utility meters must be located on side or rear elevations of the dwelling.



*Place utility boxes at the rear of structures and screen with berms and/or landscaping*



## **Community Character Principles**

The Community Character Principles address issues related to creating a unified sense of place and a positive identity for the Village of Antioch.

PRINCIPLE 11: *Establish unique gateway entry features to identify the Village.*

PRINCIPLE 12: *Enhance major intersections and create a sense of place along the Corridor to emphasize the Village character and identity.*

PRINCIPLE 13: *Establish a comprehensive theme and a consistent family of lighting and furnishings for all public and private spaces.*

PRINCIPLE 14: *Create a cohesive signage program.*

### ■ **Desirable Elements:**

The following elements are encouraged within all public and private areas along the Corridor:

- Significant gateway defining entry into the village
- Unique intersection enhancements to provide visual landmarks and repetitive design elements
- Significant landscape areas with interesting hardscape design
- Comprehensive, uniformly themed signage program for public and private spaces
- Consistent family of site furnishings and light fixtures
- Continuation of landscape buffer yards along the Corridor
- Richness of building surface and texture
- Consistent and cohesive architectural elements on buildings
- Consistent window and door patterns
- Significant wall articulation
- Building facades with many windows for streetscape interest and appeal

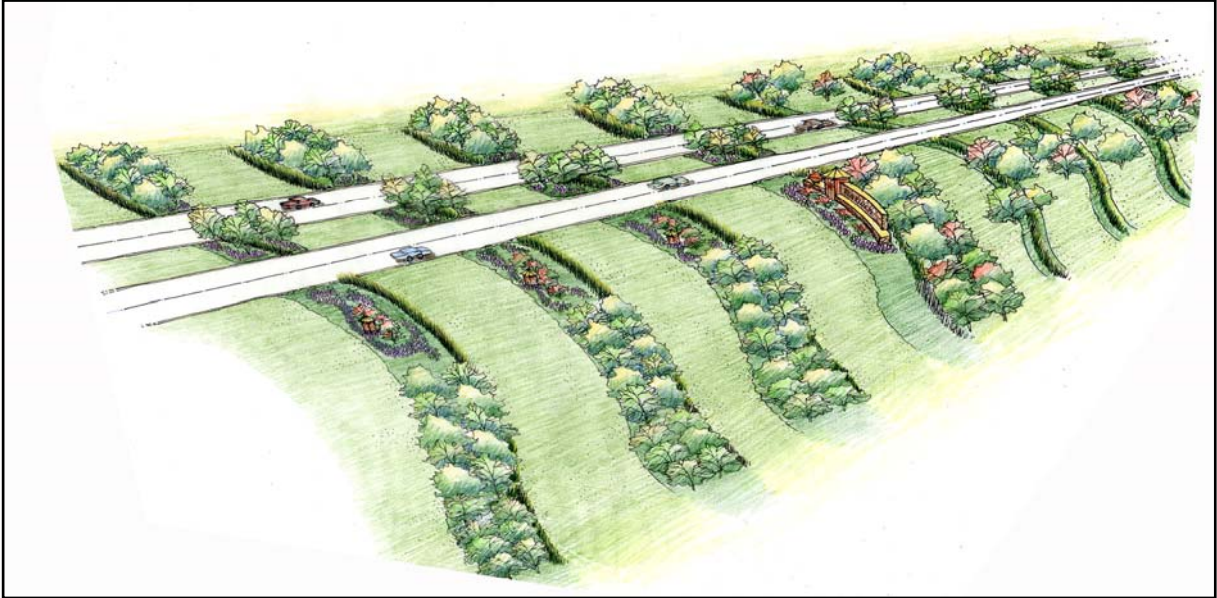
### ■ **Undesirable Elements:**

The following elements are discouraged along the Corridor:

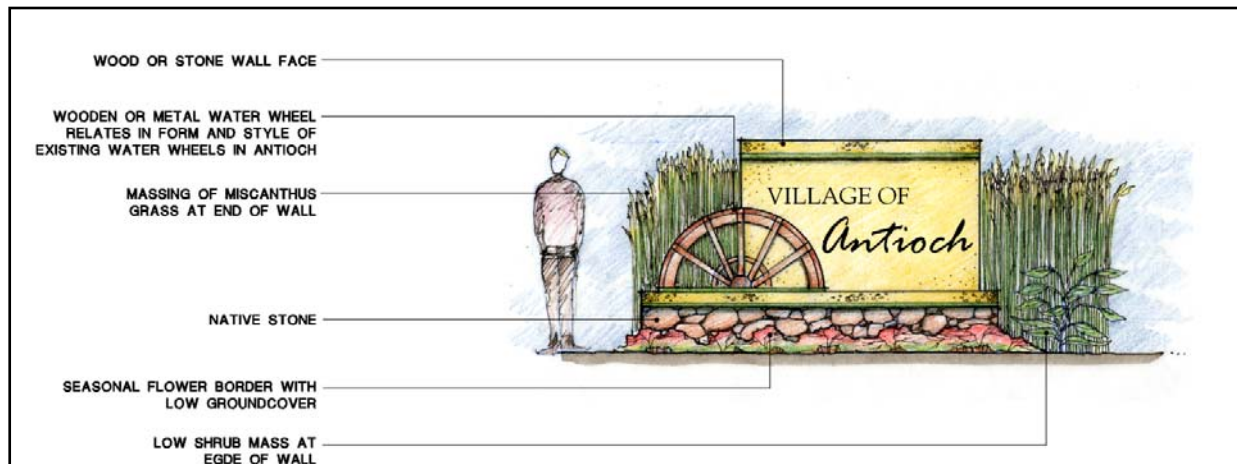
- Large, billboard type signage structures for individual businesses
- Wide ranging lighting and site furnishing styles
- Stand alone signage for individual businesses within a development
- Large, out-of-scale signs with flashy colors
- Highly reflective surfaces or heavily tinted glass fronts
- Metal siding on primary facades
- Vinyl siding on residential buildings
- Mix of unrelated styles, i.e. rustic wood shingles and polished chrome
- Strongly themed architectural styles, which will soon become dated
- Sparsely landscaped parking lots, entries and right-of-ways
- Large non-residential building facades with few or no windows

**PRINCIPLE 11: Establish unique gateway entry features to identify the Village.**

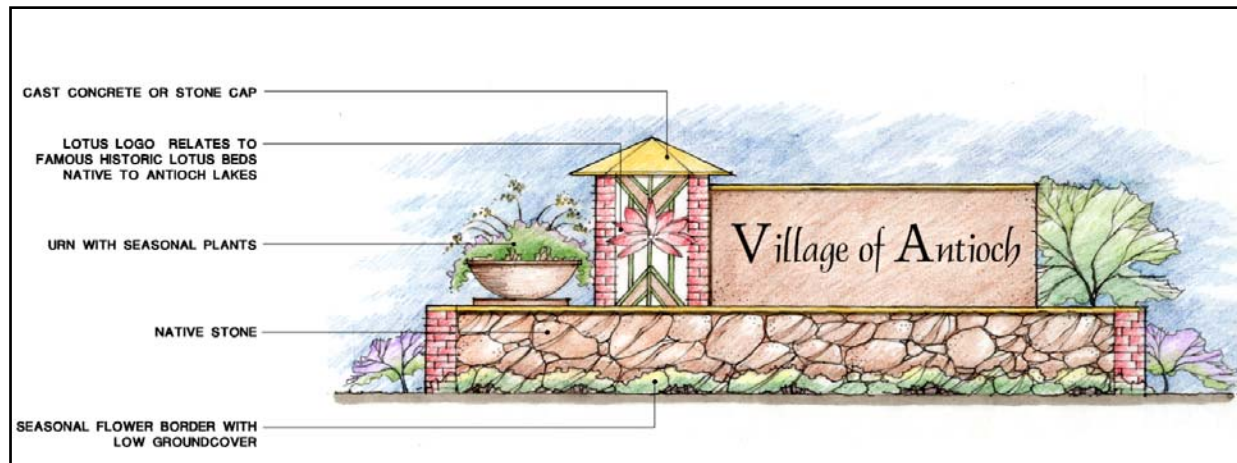
Creating a clearly defined gateway provides definition of the Village corporate limits and makes a welcoming statement to visitors. It also allows visitors to associate elements found within the Corridor, such as signage, to common characteristics of the gateway design. The gateway feature should incorporate "Welcome to the Village of Antioch" in some consistent articulation and be consistent with the signage styles adopted for use in other public areas in the Village. Using similar materials, forms and colors will help introduce those elements that will be consistently found throughout the Corridor.



*Perspective of gateway*



*Gateway alternative 1*



*Gateway alternative 2*

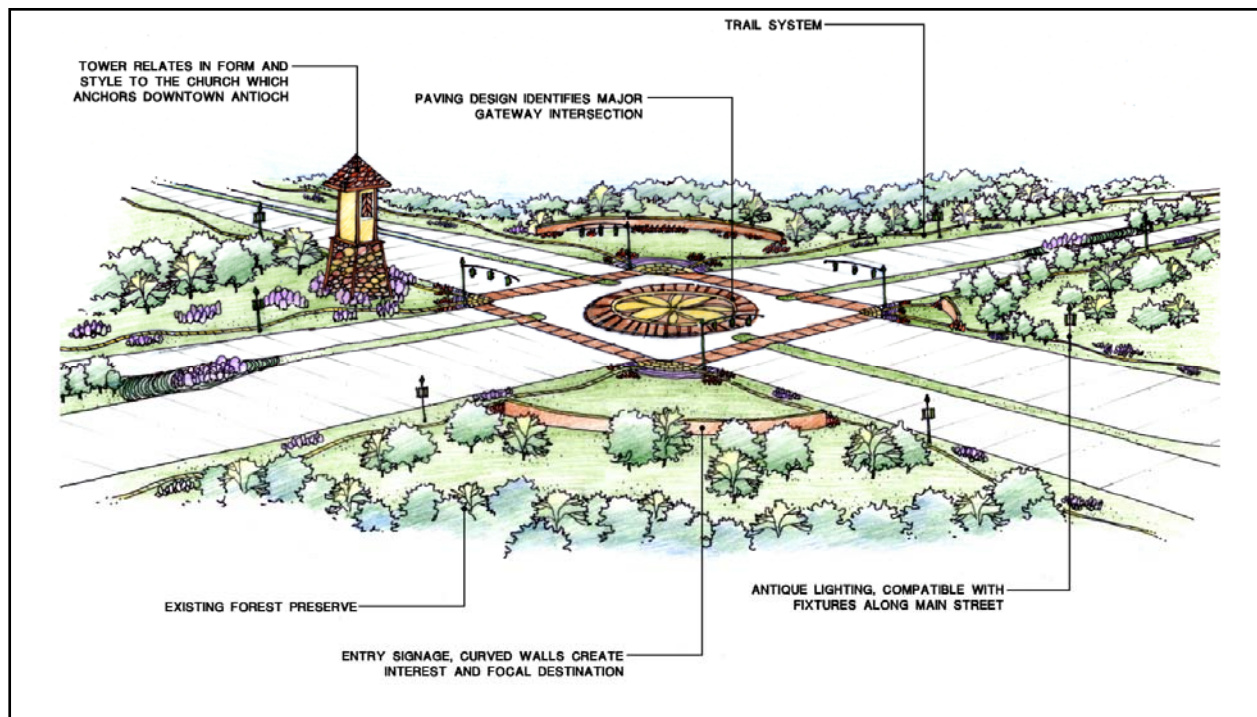
**PRINCIPLE 12: Enhance major intersections and create a sense of place along the Corridor to emphasize the Village character and identity.**

Provide visual markers at key intersections to break up the Corridor into easily identifiable activity nodes. Significant intersections along the Route 173 Corridor include the following roads:

- Hunt Club Road
- Crawford Road
- Route 45
- Savage Road
- Deep Lake Road
- Grimm Road

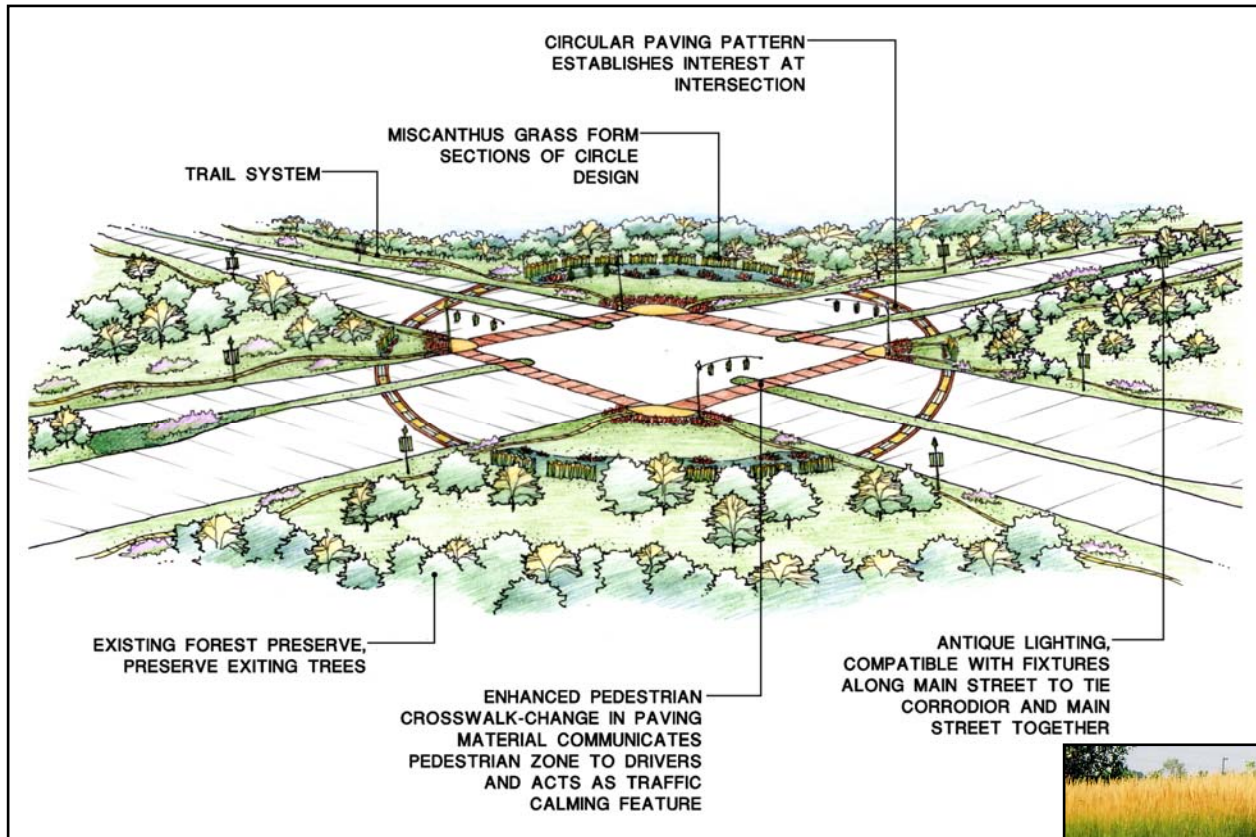
▪ **Intersection Treatments**

- Create landscape plans that define each node as a unique space within the Corridor.
- Use special paving and wall treatments to further define the space for vehicular and pedestrian users.
- Incorporate public art as an additional way to distinguish the individual nodes.
- Utilize common elements (forms, materials and colors) in the design of each node in order to develop a unifying character or theme.



*Enhanced intersections alternative 1*





*Enhanced intersections alternative 2*



*Grasses continue circular  
pattern*

**PRINCIPLE 13: Establish a comprehensive theme and a consistent family of lighting and site furnishings for all public and private spaces.**

Develop special areas within the Corridor that contain similar forms and/or materials to visually unify a sequence of events along the Corridor. Establish design themes with complementary architecture, site furnishings, landscaping and lighting, which are carefully coordinated to create unique identities while enhancing the sense of place that defines Antioch.

■ **Architecture**

Design themes for individual developments should have a consistent palette of materials, forms and fixtures that is consistent with the Illinois vernacular architecture that unifies the Corridor. The intent is to allow for unique designs and flexibility, but within a set of parameters outlined in *Principle 5*. By doing so, development along the Corridor is visually compatible.



*Examples of a shopping center with a unified  
theme*

■ **Site furnishings**

A palette of complementary site furnishings shall be used throughout the Corridor to provide continuity between developments. The palette includes the following furnishings: seating, planters, waste receptacles, and street lights. When development occurs along the Corridor, the following furnishings or equivalent styles must be utilized in the site design and approved by the Village planning staff.

■ **Seating/Benches**

Outdoor seating should be constructed of materials that are durable and easy to maintain in order to best withstand the elements and vandalism. Where seating is designed to be affixed, provide a variety of arrangements (both linear and grouped), which may accommodate 2 to 6 people. Provide benches at major building entryways, drop-off areas and pedestrian courtyards and plazas.



*Seating / Bench*

■ **Planters**

Planters shall complement the other furnishings in the palette. Planters should be incorporated into building entrances, plazas, or as a complementary feature to the overall architecture.



*Planters incorporated into architecture*



*Planters accent building entrance*



*Planters complement surrounding materials*

■ **Waste Receptacles**

Waste receptacles shall complement the other furnishings in the palette. Waste receptacles shall be provided at building entrances, intersections, plazas as well as other locations.



*Waste Receptacle*



- Light fixtures

Developing a family of lighting fixtures is critical to successfully developing a consistent style throughout the Corridor. As a prominent element in the landscape, during the day and night, lighting must respond to a number of design criteria, including:

- Provide consistent street lights throughout the Corridor; allowing flexibility within the family of fixtures to provide for varying applications.
- Lights should be pedestrian in scale; larger lighting applications such as traffic lights shall incorporate a detailed base which provides interest at the pedestrian level.
- Highlight interesting architectural or landscape elements with the use of accent lighting.
- Light fixtures attached to buildings shall be consistent with the style of the lighting family and compatibility with the architectural style.
- Creatively utilize lighting to emphasize design elements, including entry signage and public art.
- All lighting along Route 173 must conform to IDOT standards or be utilized only as decorative lighting and not illuminate the roadway.



Alternative 1



Alternative 2

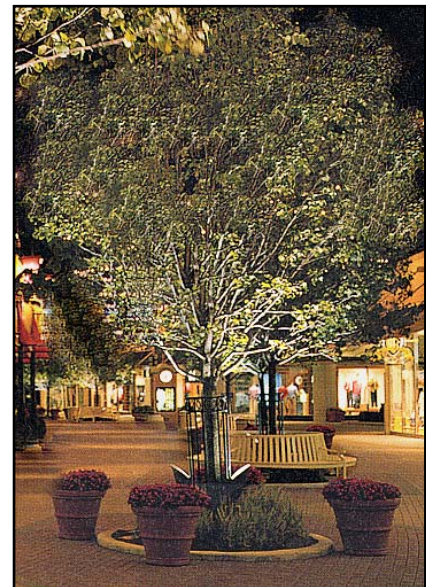


Alternative 3

- Fixtures shall be appropriately shielded so that the light source is not directly visible from public roads or adjacent properties.
- Aesthetic and other non-security lights shall be placed on timers which are set to turn off during non-peak hours of the evening.
- Indirect light designs should strictly limit light pollution, including both glare and level of illumination, onto surrounding residential properties.



*The variety of lighting applications should be selected from a family of compatible fixtures*



*Utilize lighting to emphasize design elements and special features*

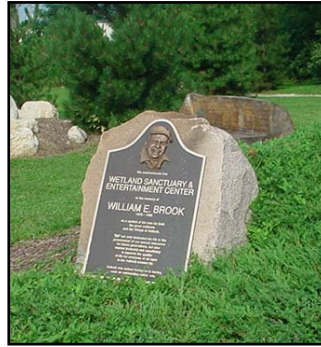
■ **Public Art Program**

Incorporating outdoor sculptures, fountains and other artwork is encouraged. Such elements and features help establish strong visual identities for individual facilities and greatly enhance the special character of Antioch.

- Artwork should have relevance to the Village of Antioch; past, present, or future.
- The placement of artwork shall be visible to users within the Corridor; either as vehicular or pedestrian way finding references.
- Accent public open spaces with sculptures or fountains to give added community character.



*Fountain provides focal point*



*Utilize sculpture to add community character*



*Sculpture incorporated into building architecture*



**PRINCIPLE 14: Create a cohesive signage program.**

It is important to consider the experience of a first time user when developing a family of signage. Creating an easily identifiable, unified signage system, facilitates movement to both public and private destinations. Consolidating the identification of multiple individual entities into a single system reduces the amount of visual clutter usually associated with individual businesses using competitive signage strategies. Proposed signage should be evaluated on material, color, shape, scale, size, location and overall appropriateness. Signs of all scales within a development should relate to each other through a consistent use of materials, colors and text style.

■ **Signage Design**

- Colors
  - Sign colors should complement the colors and theme of the entire development.
  - Avoid too many colors, small accents may make the sign more attractive and unique but limit amount of colors used.
- Materials
  - Sign materials should be compatible with the materials used on the building façade upon which they are associated with or placed upon.
  - New materials may be appropriate only if they are designed in a manner consistent with the theme established by that development.
  - Metal signs are permitted but avoid finishes that will create glare.
  - Paper and cloth signs are not permitted.
- Legibility
  - Limit the number of text styles to avoid confusion and increase legibility.
  - Avoid symbols and fonts that are hard to read or too intricate.
  - Use symbols and logos in place of words whenever appropriate.
- Illumination
  - Illuminate only signs that are necessary, allow for illumination from other sources, ie. streetlights or pedestrian lights.
  - Individually illuminated signs, either individual illuminated letters or back-lighted are encouraged.
  - Internally illuminated plastic cabinet signs are discouraged. Signs with individual letters are better integrated with the architecture.

- Location
  - Signs should not dominate the sight in height and should not project above the rooflines of the buildings.
  - Signs should not obstruct doors or windows.
  - Utilize the building's architectural features to delineate where signs should be located.
  - Window signs should not cover a majority of the window and should be intended to be viewed from the outside.

- **Project Entry and Monument Signs**

Project entry identifiers shall be placed at selected locations within the Corridor. These signs are located within landscape lot areas adjacent to major thoroughfares and at major intersections and primary entries. Projects with more than one tenant should locate no more than one sign along Route 173 or a collector road.

- All freestanding signs should be monument type.
- Freestanding monument signs should be perpendicular to the street.
- Signs should be oriented so that sight lines at intersections are not obstructed.
- Solid architectural bases and sides are encouraged. Each sign should incorporate a base, which is a minimum of 2 feet high. Sign materials should complement the materials used throughout the development.
- Landscaping should be incorporated at the base of the sign. A minimum 5 ft. landscape bed shall be created on all sides of the sign.
- Lighting of monument signs is permitted, minimize the amount of light pollution and glare onto surrounding property.



*Monument sign with correlating materials*



*Multiple tenants consolidated on a single sign*



*Project entry sign correlates with development theme*



*Monument sign with individual letters and indirect lighting*

## ■ Neighborhood Entry Signs

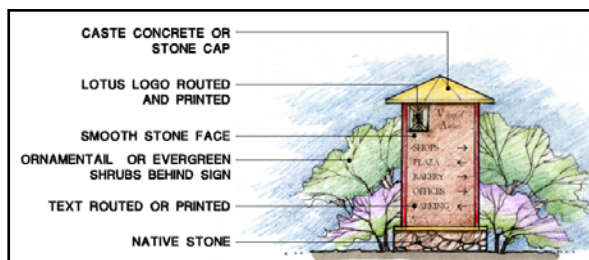
Neighborhood entry identifiers shall be placed at the primary entrance of individual neighborhoods within a community and shall be installed by the neighborhood homebuilder. The neighborhood signs shall be reflective of the main entry signage through the use of like forms, materials, logo and landscape. The location of neighborhood signs must be reviewed and approved by the Village.



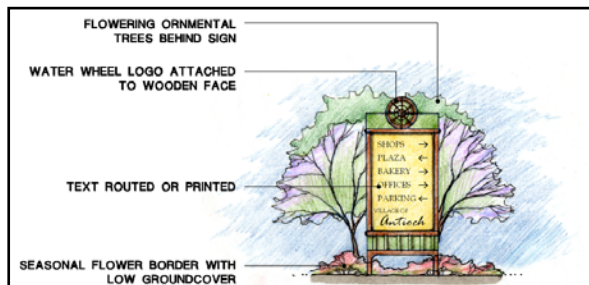
*Neighborhood entry sign*

## ■ Directional Signs

When deemed necessary by the Village or homebuilder, easy to read motorist and pedestrian directional signs will be placed along public streets and greenbelts within Antioch. The location of each of these signs must receive the approval of the Village.



*Directional sign alternative 1*



*Directional sign alternative 2*



*Direction sign*

## ■ Wall Signs

- All wall signs should not project from the surface of which they are mounted more than 12 inches.
- Wall signs should be located where the building's architectural features suggest. Wall signs can help break up large blank walls and can provide a variation on walls greater than one story.
- New wall signs in a development should be consistent in location with all other adjacent wall signs in the development.
- Lettering should not occupy more than 75% of the area of the panel where the sign is located.
- Wall signs should not project above the roofline or outside the edge of a building corner.



*Locate signage at a consistent height with adjacent businesses*

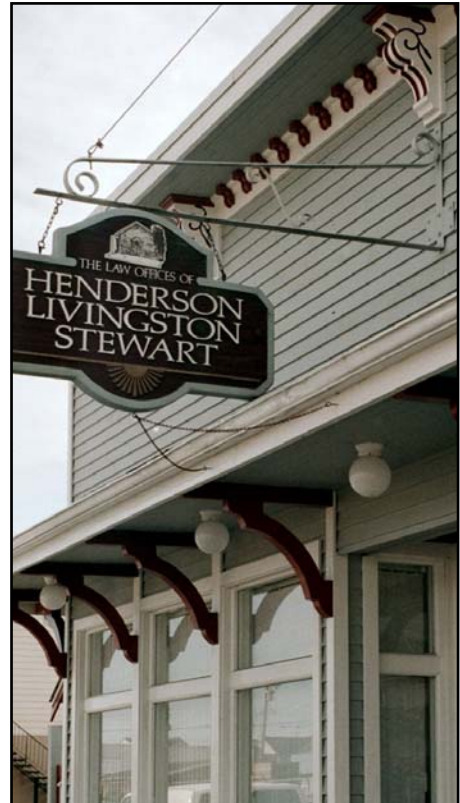


## ■ Projecting Signs

- On a multistoried building, the sign should be suspended between the bottom of the second floor windowsill and the top of the first floor doors.
- Projecting signs should be made of metal, wood or fiberglass. Plastic signs are discouraged.
- Signs should be hung at a 90 degree angle to the building façade. Signs should be pinned away from the building slightly to increase visibility but should not protrude into the vertical plane of drives or streets.
- Signs should be no more than 10 square feet in size with a maximum vertical dimension of 4 feet and maximum 4 foot projection from the building.
- The bottom of the sign should provide a 10 foot clearance above pedestrian sidewalks.
- Decorative iron and wood brackets are encouraged and should complement the overall design theme of the development.



*Sign projects from façade*



*Projecting sign does not dominate front of building*

## ■ Window Signs

- Window signs should not cover more than 25% of the window and should be designed for viewing from the outside.
- Text should be limited to the business name and/or a message to describe the services offered.
- Signs should be limited to individual letters placed on the interior surface of the window.
- Letters should be white, black or gold leaf paint. Avoid bright, distracting colors that may become too dominant and contrast the overall theme.



■ **Street Address Markers**

- In non-residential developments, address markers should be incorporated into the project signage with similar materials and colors.
- In residential developments:
  - The address marker must be located within 5 feet of a light fixture, which will illuminate the street number from dusk until dawn.
  - The address marker must be located closest to the street either on the: front façade of the house closest to the driveway or porch column closest to the driveway.

■ **Prohibited Signs**

- Signs that obstruct the clear view of pedestrian and/or vehicular traffic or interfere with efficient operations of vehicles.
- Billboards within 250 feet of a scenic vista.
- Neon or signs with bright lights unless individually approved by the Village.
- Signs excessive in scale, size, height, or use materials not consistent with the overall Corridor theme.
- Off-premise signs including signs or graphics applied to parked vehicles for nearby vendor identification.
- Signs or graphics painted directly on exterior of buildings, fences or walls.
- Landscaping that becomes a sign or message.
- Pole mounted signs.
- Existing non-conforming signs should be subject to an amortization schedule.



*Pole mounted and billboard signs are prohibited*

## **Land Uses and Implementation**

### ■ **Comprehensive Plan**

We recommend that this document in its entirety be adopted as an amendment to the Comprehensive Plan. In addition, the design guidelines and zoning requirements should be incorporated into an overlay district for the Corridor.

- Proposed collector streets in the Corridor will be delineated on the Comprehensive Plan Map in the future so the street pattern shapes future development and the developer pays for the construction of the street.
- If any part of a parcel is within 1,320' of the right-of-way of Route 173, the entire parcel is subject to the design guidelines, zoning requirements and subdivision regulations for the Route 173 Corridor.
- All development shall be clustered to preserve wetlands, floodplains, woodlands, prairies, drainage patterns, aquifer recharge areas, historic landmarks, archeological sites, unique topography and scenic vistas.
- Any development disturbing the above amenities or with substantial grading requires approval as a PUD.

The Village should consider how important the presence of agricultural land is to its identity and to the scenic character of the Corridor. This document does not suggest any tools that would infringe on the property rights of the owners of farmland. We recommend that the Village explore methods to preserve farmland, such as the use of conservation easements. We suggest that the Village contact several not-for-profit groups, such as CorLands/Open Lands, the Trust for Public Land or the Nature Conservancy, that could assist if the Village wishes to preserve some of the agricultural land.

At the time when a farming family no longer occupies the Pederson farmstead, the Village should consider whether preserving the buildings is important to the community's identity. The buildings could be used as a community center, local museum or other civic use.

### ■ **Zoning Code**

#### ■ **Scenic vistas**

The intent of the scenic vista provision is to create a view Corridor so that the significant views which lend character to the Route 173 Corridor are preserved. It is not the intent to preclude any development on those parcels that do not have any other environmental constraints. A proposed PUD will be reviewed to ensure that the site plan of the proposed development respects the view corridor, while allowing development that would have otherwise occurred within the view corridor to be located elsewhere on the property.

Scenic vistas along Route 173 are identified on the environmental constraint map. They include the view north and south into the Red Wing Slough, the view of the wetlands west of Deep Lake Road, the view south to the Doolittle Farm and Timber Lake and the view north to Mill Creek Valley.

- Any development within 250' of an identified scenic vista requires approval as a PUD.
- Billboards and telecommunication structures are prohibited within 250' of a scenic vista.

- The placement, height, bulk and separation of all structures in the proposed PUD will be reviewed to determine that they do not intrude on the view corridor.



*Doolittle looking south of Route 173*



*Doolittle looking north of Route 173*



*Mill Creek Looking north of Route 173*



*Mill Creek Looking north of Route 173*



*Redwing Marsh looking south of Route 173*



*Redwing Marsh looking south of Route 173*



*Redwing Marsh looking north of Route 173*



*Redwing Marsh looking north of Route 173*



*West of Deep Lake looking south*



*West of Deep Lake looking south*

**Planned Unit Developments**

- A PUD may be approved within the Corridor provided that the Planning and Zoning Board finds that the proposed development is consistent with the quality image and community character of the Village.
- A PUD within the Corridor may include more than one land use provided that the Planning and Zoning Board makes a specific finding that the proposed development provides neighborhood amenities, recreational opportunities or community facilities above what is required by any provision of the Municipal Code.
- Buildings over 90,000 square feet are not permitted unless approved as part of a PUD with the Planning and Zoning Board making a specific finding that the proposed building satisfies a public need and is not detrimental to the public health, safety, comfort and general welfare and also meets the intent of the Village of Antioch Design Guidelines.
- No building shall exceed 35' in height, unless it is approved as part of a PUD with the Planning and Zoning Board making a specific finding that a significant amount of landscaped open space is provided to mitigate the building's impact on the surrounding neighborhood.
- Approval of every PUD will be conditioned upon the developer including a mechanism to ensure continuous maintenance of landscaping, fencing, retaining walls and berms.
- Shared parking is encouraged, subject to staff review of the different land uses, peak parking times and parking requirements.
- **Buffers and Setbacks**
  - A minimum 50' buffer is required from any environmental feature identified on environmental constraints map. For any lot existing on the date of adoption of this amendment to the Comprehensive Plan, if more than 20% of the lot area is required for the environmental buffer, the parcel may provide a buffer of less than 50', provided that the proposed development is approved as a PUD.
  - A buffer greater than 50' from certain environmental features may be required when an agency other than the Village has jurisdiction.
  - For all residential developments, a 100' landscaped buffer from the right-of-way of Route 173 shall be provided. In addition, the standard residential setback from the lot line shall be required.
  - However, for any lot existing on the date of adoption of this amendment to the Comprehensive Plan, if more than 20% of the lot area is required for the buffer from Route 173, the parcel may provide a buffer of less than 100', provided that the proposed development is approved as a PUD.
  - For non-residential developments, a 150' setback is required from the right-of-way of Route 173. The first 25' of the setback will be a landscaped buffer.
  - However, for any lot existing on the date of adoption of this amendment to the Comprehensive Plan, if more than 20% of the lot area is required for the setback



*Land Uses and Implementation*

from Route 173, the parcel may provide a setback of less than 150', provided that the proposed development is approved as a PUD.

- When a parcel has frontage on Route 45 or on Grimm, Deep Lake, Savage, Crawford or Hunt Club Roads, a 25' setback shall be provided along such street for the first 660' feet from the intersection with Route 173. For any parcel located more than 660' from the intersection with Route 173, a 50' setback shall be provided along such street. When a parcel is situated so that it contains some frontage that is less than 660' and some frontage that is more than 660' from Route 173, wherever the majority of the frontage is located shall determine if the setback is 25' or 50'.
- Where a parcel is adjacent to property outside the Corridor, the required setback shall be equal to the setback of the adjoining district. When this requirement conflicts with any other Corridor setback requirement, the greater setback shall be provided.
- For any lot line, when none of the above requirements apply, the standard setback based on the Land Use Map will apply.
- Interior setbacks within a development shall be consistent with quality site design and the community character.

- **Subdivision Code**

- **Design**

- Single family density of 2 dwelling unit/acre is allowed within the Corridor.
    - A PUD within the Corridor allows up to 5 dwelling units/acre, provided that such development is located within 1,320' of the intersection of Route 173 with either: Grimm, Deep Lake, Savage, Crawford or Hunt Club Roads or with Route 45.
    - Densities above 12 dwelling unit/acre may be allowed, provided that it is for senior housing which is approved as part of a PUD.
    - For any non-residential development, the minimum lot size is five acres to avoid strip development that does not enhance Village's visual character.
    - Any open space that is required by this document or by any provision of the Municipal Code shall be dedicated to the Village, or owned by a homeowners association or encumbered with a conservation easement to ensure that such land remains open space for perpetuity
    - Native landscaping around streams, floodplains, wetlands, lakes, detention and retention areas shall be preserved.

- **Residential Lots**

- In every subdivision, no more than 50% of lots shall have the minimum lot width; at least 40% of the lots shall have a lot width 10' greater than the minimum, and at least 10% have a lot width 20' greater than minimum.
    - Each block shall include lots having at least two different lot width dimensions.
    - Flag lots are prohibited. A flag lot may be approved, provided that the Planning and Zoning Board finds that the unique physical conditions, shape or surroundings of the

*Land Uses and Implementation*

property would impose upon the owner a practical difficulty or particular hardship. However, that fact that the property could be utilized more profitably as a flag lot shall not be sufficient to approve the flag lot.

- Through lots are discouraged. However, if through lots are necessary, access shall be from the minor street and the rear yards shall include a 25' landscaped buffer.
- **Residential Streets**
  - The allowable residential block length is a minimum of 400' and a maximum of 1,000'.
  - The maximum length of a cul-de-sac is 700'.
  - Residential street right-of-way shall be 60'.
  - To reduce the amount of impervious surface, for residential streets with no parking allowed on the street, the pavement width shall be 24' with curb and gutter. For residential streets with parking allowed on one side of the street, the pavement width shall be 28'.
  - Street connectivity to other subdivisions shall be provided to limit trips on Route 173 and allow efficient utility connections. Multiple points of access to collector streets shall be provided to avoid congestion that occurs when there is only a single point of connection to collector streets.
  - The required sidewalk width is 5' in residential developments.
  - Pedestrian links shall be provided to existing bike routes, parks, Forest Preserve, schools, other subdivisions and commercial areas to limit short vehicular trips.
  - A nature trail may be substituted for sidewalks in residential developments with a density no greater than 1 dwelling unit/acre.
  - In residential developments with a density no greater than 1 dwelling unit/acre, downspouts shall splash on ground and not connect to the storm sewers.
  - Shallow vegetated swales to allow infiltration of storm water into the ground are encouraged, with a curb edge provided adjacent to the street pavement.

*A final note on implementation:*

*If the Village Board agrees that the approach within this document is the desired method to preserve the scenic character of the Route 173 Corridor, the first step will be the adoption of an amendment to the Comprehensive Plan, followed by changes to the Zoning Code and Subdivision Code. The legislative adoption of the amendments sets the Village's policy. The specific provisions of the policy are enforced by the staff in several departments, by the Planning and Zoning Board, and, in some communities, by an appointed Design Review Board.*

*Regardless of the process that the Village chooses to follow, it will require detailed review of every proposed development for compliance with the design guidelines, zoning regulations and subdivision requirements. Staff alone will review routine items while on other items, staff will provide assistance as the Village's appointed and elected officials conduct the review. The review will be more time consuming than the current development review process. It is*

*Land Uses and Implementation*

*important to allocate sufficient resources to review thoroughly each project. The Village has several options to provide the staff resources, such as full-time permanent staff, part-time staff, seasonal help or contractual help. Some of the revenue from development that has already been approved in the Corridor could be used to provide additional staff resources in order to implement fully the provisions of this document to enhance the Route 173 Corridor.*

■ **Land Use Analysis Map**

The Land Use Analysis Map can be found on the next page which outlines recommendations for land uses along the Route 173 Corridor. Some of the proposed land uses reflect the plans and zoning of other jurisdictions. For the eastern half of the Corridor, short term use will likely continue as agricultural, based on market conditions and other factors. The map is intended to give long term guidance to the development community so that if (when) the land is no longer farmed, the subsequent land use is clear.

(Insert Land Use Map here)



## **Roadway Improvements**

With future development anticipated along the Route 173 Corridor, traffic volumes along the Corridor and surrounding roadways will undoubtedly increase. Therefore, roadway improvements to accommodate the increase in traffic need to be determined so the Village can protect the required right-of-way needed for the future improvements, locate utilities outside of the area needed for roadway improvements and coordinate with developers to assist in completing the necessary improvements. The following sections explain the process utilized to determine future roadway improvements and detail what improvements will be necessary to accommodate the traffic generated by the anticipated development along the Route 173 Corridor.

### ■ **Traffic Study**

In order to determine what impacts the anticipated developments will have on Route 173, traffic expected to be generated by the future developments along Route 173 was determined.

Using the Future Land Use Map contained in this report, traffic was generated for undeveloped parcels and approved developments along the Corridor using the Institute of Transportation Engineers (ITE) standard trip generation rates for each type of land use. The traffic volumes determined for each parcel or groups of similar land uses were then distributed onto Route 173 and surrounding roadways. As an example, the proposed office land uses near Hunt Club Road have a directional distribution which heavily favors a draw from the tollway. In contrast, the commercial area west of Deep Lake Road consisted of a more local draw, with a more evenly directional distribution from all four directions surrounding this commercial/retail land use.

The traffic volume exhibit, on page 62, displays the existing Average Daily Traffic (ADT) volumes along the Route 173 Corridor (2002 / 2003) and the ultimate ADT volume expected at full build out of the Corridor (2023). The ultimate volumes consist of existing traffic volumes projected 20 years for regional background growth combined with the traffic volumes generated from the anticipated developments. As shown in the exhibit, ultimate traffic volumes on Route 173 range from the low- 50,000 to mid- 60,000 vehicles per day (vpd).

### ■ **Geometry of Route 173**

In order to accommodate the ultimate traffic volumes determined from the traffic study, Route 173 will need to be widened to six (6) lanes from the tollway to west of US Route 45. From just west of US Route 45 to Grimm Road (the western limit of this study), Route 173 will need to consist of four (4) lanes. The Village has determined that it would prefer Route 173 to consist of a rural cross-section from the tollway to just east of the US Route 45 intersection. This section consists of three (3) lanes in each direction, eight (8) foot aggregate shoulders along the outside edges of pavement, open ditch drainage, and a 30 foot wide landscape median. From east of the US Route 45 intersection westward, the Route 173 section will be an urban section consisting of two (2) lanes in each direction with curb and gutter along all edges of roadway and an enclosed drainage system with a 30 foot median at major intersections and a 18 foot median in between major intersections.

Intersection geometry at each major intersection with Route 173 was not determined as part of this study, but are critical elements to the overall operation of the Route 173 Corridor. As each development is proposed near any of the major intersections or a large tract of land is developed, the Village will require each developer to complete an independent Traffic Impact Study to determine what additional auxiliary turn lanes are needed at the major intersections.

### ■ **Proposed Right-Of-Way Widths**

An important aspect of this Corridor study is to know what future roadway improvements are necessary and determine the required right-of-way needed to construct the improvements so the needed right-of-way can be “protected” along the Corridor. As each development is proposed to the Village, the required right-of-way must be preserved and dedicated by each parcel developed along the Corridor. Based upon the ultimate geometry determined for Route 173, right-of-way widths will range from 130 ft. on the west end of the Corridor to 200 ft. along the east end. The exhibits showing the ultimate Route 173 cross-sections detail the ROW needed for ultimate roadway improvements.

### ■ **Access Locations**

In order for Route 173 to maintain its IDOT classification as a Strategic Regional Arterial (SRA), access must be limited. Most local streets intersecting Route 173 should be limited to right-in / right-out access as well as all minor access drives. Local residential and commercial traffic should contain parallel access to Route 173 and tie into the north/south collector roads which contain full access at their intersections with Route 173.

The north-south roadways which will have full access to Route 173 and form major intersections include:

- Grimm Road
- GLP Development (Wal-Mart) Entrance
- Deep Lake Road
- Savage Road
- US Route 45
- Crawford Road
- Hunt Club Road

All other local minor streets from future residential developments should be restricted to right-in / right-out movements, but also contain roadway parallel connections to the major roadways stated above. In addition, all future local minor streets should include an exclusive right turn lane at any right-in / right-out access proposed.

All future commercial / retail / residential developments along Route 173 should be restricted to right-in / right-out access as well, except for possible large tract, excessive traffic generating developments. Access between drives should be limited to 660 feet along the Corridor and 250 ft. on all other streets.

### ■ **Ancillary Roadway Improvements**

Although it has been determined that Route 173 needs to be widened, ancillary roadway improvements will be necessary to accommodate the anticipated traffic traveling in a north-south direction approaching Route 173.

The five (5) major north-south routes that will be impacted the most include Deep Lake Road, Savage Road, US Route 45, Crawford Road, and Hunt Club Road. Deep Lake Road and Hunt Club Road are under the jurisdiction of the Lake County Division of Transportation (LCDOT) and they are very pro-active in requiring developments provide proper improvements along their routes. US Route 45 is an IDOT route and any improvements will be dictated by that agency. The Route 173 SRA Report shows the Route 173 / US Route 45 intersection consisting of six (6)

*Roadway Improvements*

through lanes on Route 173 and four (4) through lanes on US Route 45 with dual left turn lanes and single right turn lanes on all four (4) approaches.

The two (2) roadways under Village jurisdiction will include Savage Road and Crawford Road. Portions of Savage Road have been proposed to be upgraded as part of the Nueman Homes development. The section of Savage Road from Route 173 south to the Clublands development has not been proposed to be improved to date. A large tract of future commercial development is proposed at the southeast corner of Savage Road and Route 173 and a school site is proposed directly south. The traffic generated from these two (2) developments along with the Clublands development would most likely warrant Savage Road to consist of a five (5) lane cross-section in this area.

Crawford Road is currently a two (2) lane township road. The future cross-section of Crawford Road will be dependant upon how the adjacent parcels develop. As proposed development plans are submitted to the Village, an independent traffic study must be performed to indicate improvements necessary for Crawford Road.

The other area which would provide relief for Route 173 is a future Grimm Road parallel collector road. First, it is anticipated that Grimm Road, between Route 173 and Route 83, will be eventually improved as a collector road to provide relief to the Route 173 / Route 83 intersection. As part of that improvement, the intersection of Grimm Road and Route 173 will be improved and Grimm Road realigned to better intersect with Route 173.

As part of this study, it is recommended that a parallel collector road to Route 173 be constructed north of Route 173 beginning at the Grimm Road / Route 173 intersection and continuing eastward behind the small parcels fronting Route 173 and through the GLP development.

■ **Funding / Implementation**

Constructing all the necessary improvements prior to development is not an undertaking the Village can fund exclusively. The funding for and construction of these improvements will be a joint effort of the Village, IDOT, LCDOT, and the developers along this Corridor. As each parcel along the Corridor develops, the Village must ensure each developer funds and constructs their fair share of roadway improvements. Coordination and planning with the other agencies will be critical. The most important aspect will be to reserve the needed right-of-way and follow the plan of roadway improvements outlined in this study. The Village should also pursue any state and federal grant money available to assist in constructing these necessary improvements.

(Insert Roadway Geometry here)



(Insert Road Improvements Map here)

*Appendix A - Environmental Constraints Map*

**Appendix A - Environmental Constraints Map**

*Appendix A - Environmental Constraints Map*

(Insert Environmental Constraints Map here)

**Appendix B - Approved Plant List****Shade Trees**

<b>Common Name</b>	<b>Botanical Name</b>	<b>Remarks</b>
Ash, Blue	Fraxinus quadrangulata	
Ash, Green	Fraxinus pennsylvanica	
Ash, White	Fraxinus americana	
Baldcypress	Taxodium disticum	
Beech, American	Fagus grandifolia	
Beech, European	Fagus sylvatica	
Buckeye, Ohio	Aesculus glabra	
Coffeetree, Kentucky	Gymnocladus dioica	
Elm, Regal	Ulmus spp.	
Filbert, Turkish	Corylus colurna	
Ginko	Ginkgo biloba	male only
Hackberry, Common	Celtis occidentalis	
Honey Locust	Gleditsia triacanthos	thornless
Hornbeam, European	Carpinus betulus	
Horsechestnut, Common	Aesculus hippocastanum	
Larch, Common	Larix decidua	
Linden, Littleleaf	Tilia cordata	
Linden, Redmond	Tilia euchlora	
Linden, Silver	Tilia tomentosa	
Maple, Freeman	Acer x freemanii	
Maple, Black	Acer nigrum	
Maple, Norway	Acer platanoides	
Maple, Red	Acer rubrum	
Maple, Sugar	Acer saccharum	
Oak, Bur	Quercus macrocarpa	
Oak, English	Quercus robur	
Oak, Pin	Quercus palustris	
Oak, Red	Quercus rubra	
Oak, Swamp White	Quercus bicolor	
Oak, White	Quercus alba	
Pear, Flowering	Pyrus calleryana	
Tulip Tree	Liriodendron tulipifera	
Zelkova, Japanese	Zelkova serrata	

**Evergreen Trees**

Douglas Fir	Pseudotsuga menziesii
Pine, Eastern White	Pinus strobes
Pine, Japanese White	Pinus parviflora
Pine, Scotch	Pinus sylvestris
Spruce, Colorado	Picea pungens
Spruce, Norway	Picea abies
Spruce, Serbian	Picea omorika
Spruce, White	Picea glauca

**Ornamental Trees**

Alder, European Black	Alnus glutinosa
Birch, River	Betula nigra
Birch, White	Betula platyphylla
Buckeye, Red	Aesculus pavia



*Appendix B - Approved Plant List*

Corktree, American	Phellodendron amurense
Crabapple, Flowering	Malus spp.
Dogwood, Kousa	Comus kousa
Fringetree, White	Chionanthus virginicus
Hawthorn, Cockspur	Crataegus crusgalli var. Inermis
Hawthorn, Washington	Crataegus phaenopyrum
Hornbeam, American	Carpinus caroliniana
Magnolia, Saucer	Magnolia x soulagniana
Magnolia, Star	Magnolia stellata
Maple, Amur	Acer ginnala
Maple, Hedge	Acer campestre
Maple, Miyabi	Acer miyabe
Maple, Tartarian	Acer tataricum
Pagoda Tree, Japanese	Sophora japonica
Redbud, Eastern	Cercis Canadensis
Serviceberry, Allegheny	Amelanchier laevis
Serviceberry, Apple	Amelanchier x grandiflora
Serviceberry, Downy	Amelanchier arborea
Serviceberry, Saskatoon	Amelanchier alnifolia
Tree Lilac, Japanese	Syringa reticulata

**Large Deciduous Shrubs**

Burning Bush	Euonymus alata
Clethra, Summersweet	Clethra alnifolia
Cotoneaster, Hedge	Cotoneaster lucidus
Cotoneaster, Many-flowered	Cotoneaster multiflorus
Cotoneaster, Peking	Cotoneaster acutifolius
Cotoneaster, Spreading	Cotoneaster divaricatus
Dogwood, Comeliancherry	Cornus mas
Dogwood, Gray	Cornus racemosa
Dogwood, Pagoda	Cornus alternifolia
Dogwood, Redosier	Cornus sericea
Dogwood, Tatarian	Cornus alba
Filbert, American	Corylus americana
Filbert, Turkish	Corylus colurna
Forsythia, Border	Forsythia x intermedia
Forsythia, Greenstem	Forsythia viridissima
Hydrangea, Panical	Hydrangea paniculata
Lilac	Syringa spp.
Sumac, Smooth	Rhus glabra
Sumac, Staghorn	Rhus typhina
Tamarak, Five-stamen	Tamarix ramosissima
Viburnum, American Cranberry	Viburnum trilobum
Viburnum Arrowwod	Viburnum dentatum
Viburnum Blackhaw	Viburnum prunifolium
Viburnum Burkwood	Viburnum x burkwoodii
Viburnum European Cranberry	Viburnum opulus
Viburnum Lantanaphyllum	Viburnum x rhytidophylloides
Viburnum Nannyberry	Viburnum lentago
Viburnum Wayfaringtree	Viburnum lantana
Weigels, Old Fashioned	Weigels florida
Witchhazel, Common	Hamamelis virginiana
Witchhazel, Vernal	Hamamelis vernalis

**Small Deciduous Shrubs**

Alpine Currant	Ribes alpinum
Barberry, Japanese	Berberis thunbergii
Barberry, Mentor	Berberis x mentorensis
Bayberry	Myrica pennsylvanica
Chokeberry, Black	Aronia melonocarpa
Chokeberry, Red	Aronia arbutifolia
Cotoneaster, Cranberry	Cotoneaster apiculata
Cotoneaster, Creeping	Cotoneaster adpressus
Cotoneaster, Rockspray	Cotoneaster horizontalis
Forsythia, Greenstem	Forsythia, viridissima
Hydrangea, Annabelle	Hydrangea arborescens
Lilac, Miss Kim	Syringa patula
Lilac, Meyer	Syringa meyeri
Rose	Roas spp.
Serviceberry, Running	Amelanchier stolonifera
Stephanandra, Cutleaf	Stephanandra incise
Sumac, Low Grow	Rhus aromatica
Viburnum, Dwarf Korean	Viburnum carlesii
Viburnum, Compact American	
Cranberry	Viburnum trilobum
Viburnum, Judd	Viburnum x juddii
Viburnum, Sargent	Viburnum sargentii

**Evergreen Shrubs**

Arborvitae	Thuja occidentalis
Boxwood, Common	Buxus sempervirens
Boxwood, Littleleaf	Buxus microphylla
Boxwood	Buxus koreana x Sempervirens
Hemlock, Canadian	Tsuga Canadensis
Juniper, Creeping	Juniperus horizontalis
Juniper, Chinese	Juniperus chinensis
Juniper, Japgarden	Juniperus procumbens
Juniper, Upright	Juniperus spp.
Pine, Mugo	Pinus mugo var. mugo
Rhododendron	Rhododendron spp.
Yew, Dense	Taxus x media

**Groundcovers**

Ajuga	Ajuga reptans
Barren Strawberry	Waldsteinia ternate
Bittersweet	Celastrus scandens
Boston Ivy	Parthenocissis tricuspidata
Clematis	Clematis spp.
Common Periwinkle	Vinca minor
Fleeceflower	Polygonum reynoutria
Hydrangea, Climbing	Hydrangea anamolae spp. Petiolaris
Pachysandra, Japanese	Pachysandra, terminalis
Porcelain Vine	Ampelopsis brevipedunculata
Purpleleaf Wintercreeper	Euonymus fortunei
Sedum	Sedum spp.
Virginia Creeper	Parthenocissis quinquefolia