

DOWNTOWN ANTIOCH

Draft Form-Based Code

Draft for Review

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

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SECTION 1: INTRODUCTION

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

The Code shall act as a component to Title 10 of the Village Code and shall be administered pursuant to the ordinances and regulations of the Village of Antioch in compliance with the laws and statutes of the state of Illinois.

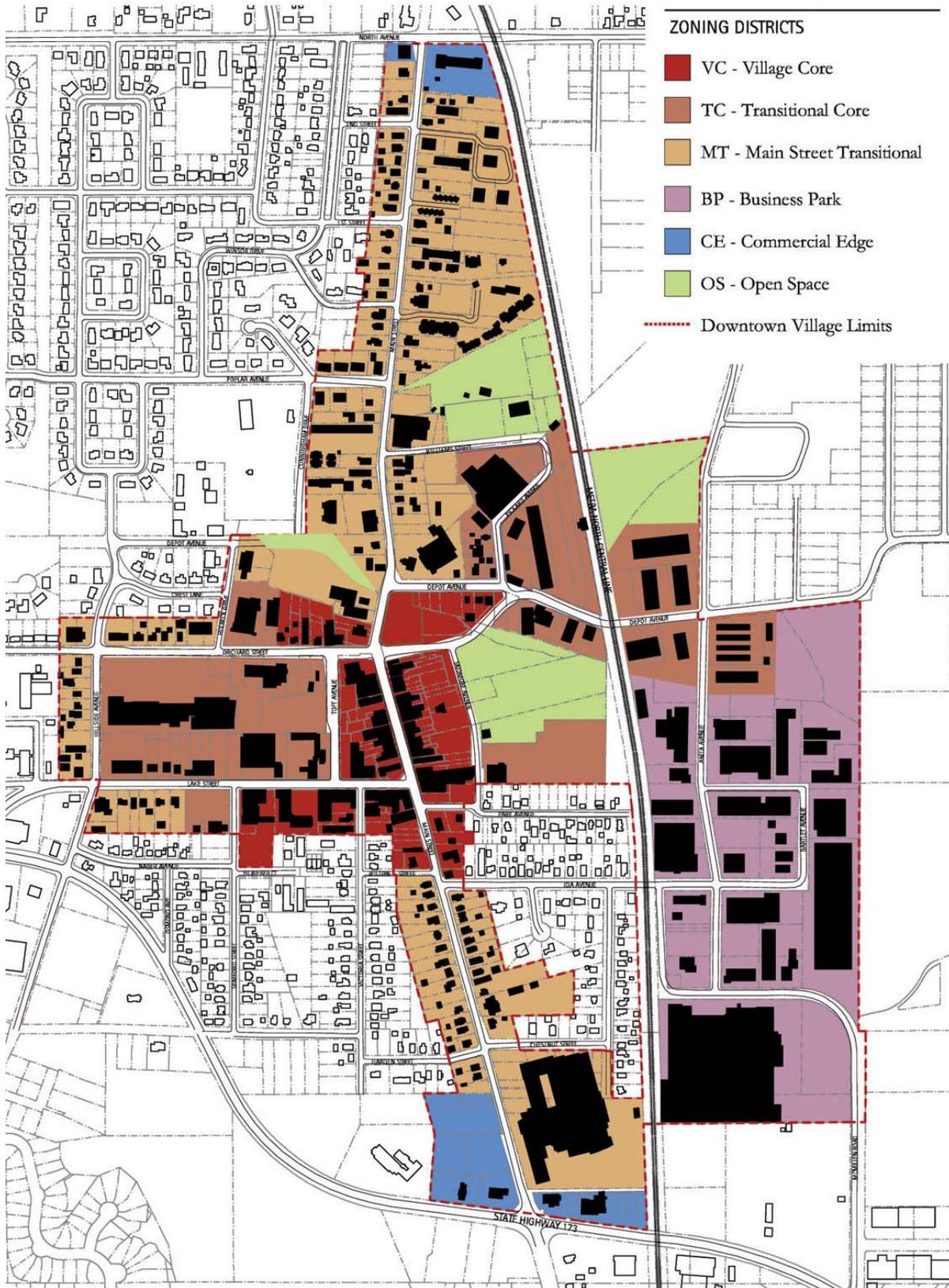
In order to clearly organize this code, a Regulating Plan has been developed (see **Figure 1.1**). The Downtown Antioch Regulating Plan outlines five (5) distinct character districts within the greater downtown area. These districts include:

- A. Village Core (VC)**
- B. Transitional Core (TC)**
- C. Main Street Transitional (MT)**
- D. Business Park (BP)**
- E. Commercial Edge (CE)**

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

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

Figure 1.1: Downtown Antioch Regulating Plan



SECTION 2: REGULATING FRAMEWORK PLAN

Purpose

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

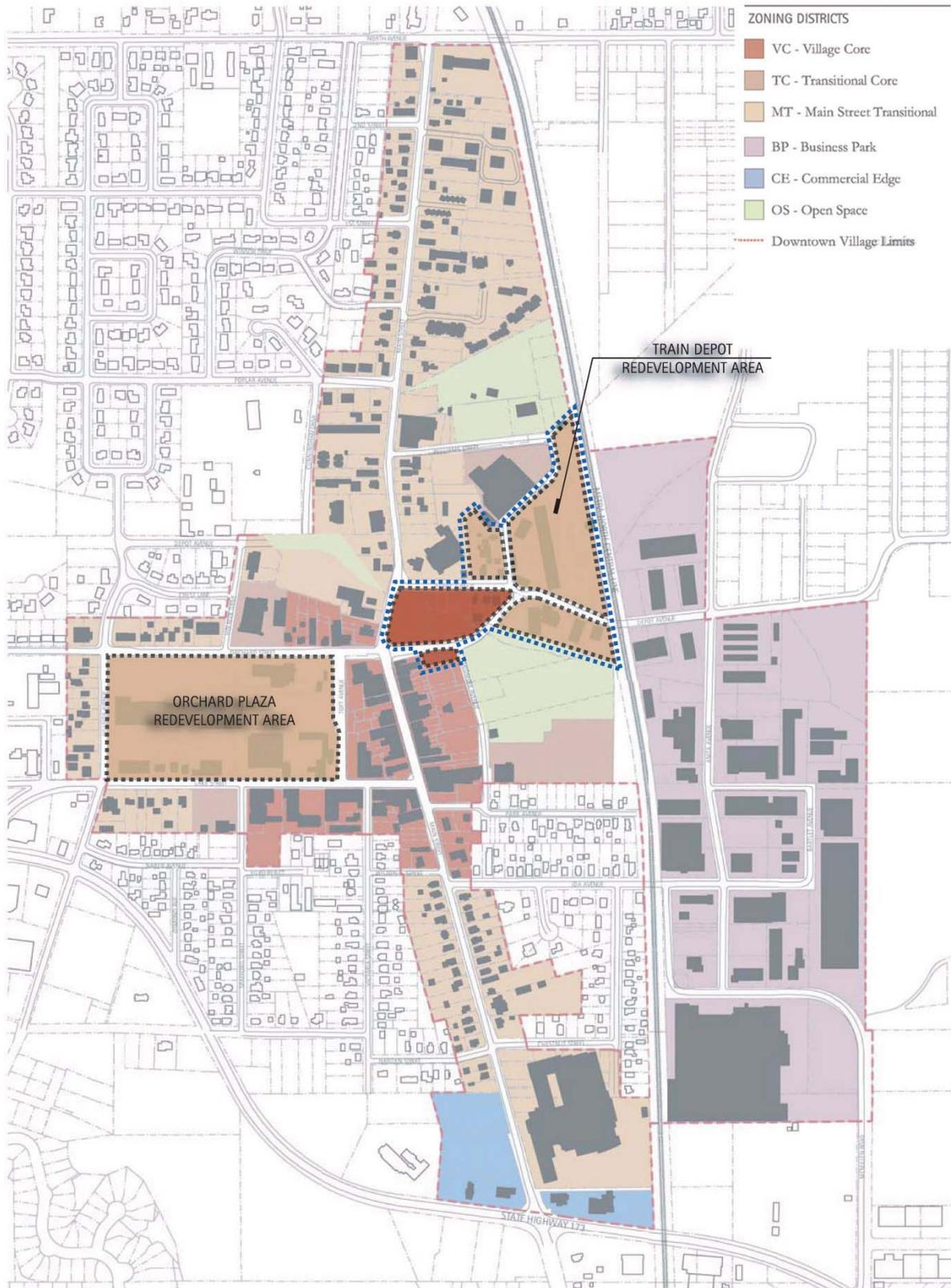
Figure 2.1: Downtown Antioch Target Opportunity Sites highlights Downtown opportunity sites identified in the transit-oriented planning/design process. For illustrative purposes, **Figures 2.2 and 2.3** show the potential desired build-out of these sites. These plans reflect the goals and objectives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

Applicability

The Form-Based Code applies in the following instances:

- Any new development/construction
- If the primary use within a building changes
- Rehabilitation projects that change over ~~—sf~~ 50% of a building's exterior
- ~~Rehabilitation projects with a value of construction over \$—~~

Figure 2.1: Downtown Antioch Target Opportunity Sites



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

Allowed Uses

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

Table 1: Allowed Uses

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

P= Permitted Use, S=Special Use

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

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

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

Height

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

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

Architectural features and rooftop accessory structures: Architectural features or rooftop accessory structures, such as heating and ventilation equipment and antennas are not counted as stories. All heating, ventilation and similar rooftop

equipment must be fully screened and enclosed in an architecturally sympathetic enclosure not to exceed 10 feet in height. Any such enclosure must be setback a distance of at least 10 feet from any front or side building wall and not visible from street level.

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

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

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

Decks/terraces: Active use is permitted on terraces created by building stepbacks. Decks or terraces are ~~not~~ permitted on rooftops or above enclosed ground floor parking. All decks or terraces shall be designed per Village safety codes and regulations.

Parking + Servicing

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

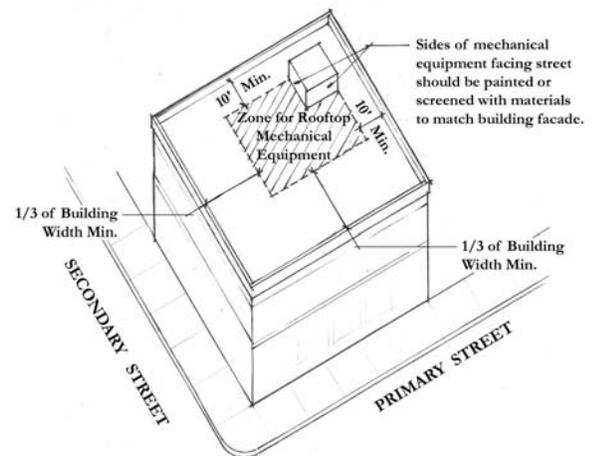
Minimum Parking by Use:

Townhomes/rowhomes: 2 spaces per unit.

Apartments/condominiums: 1.5 spaces per unit.

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

Office: 1 space per 400 gross square feet



Restaurant: 1 space per 400 gross square feet.

Non-residential under 2000 s.f.: None

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

Shared Parking:

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

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

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

Servicing:

All service areas should be hidden from view, not located on primary or main street frontages, screened with solid masonry screen walls or year round landscape buffer. Minimum loading/services and trash collection standards must be met per existing code requirements. All loading/services areas shall be well lit to maintain a safe environment per existing Village codes and regulations.

SECTION 3: ZONING DISTRICTS

Purpose + Intent

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

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

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

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

Build-To-Zone

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

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

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

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

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

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

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

Zoning Districts

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

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

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

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

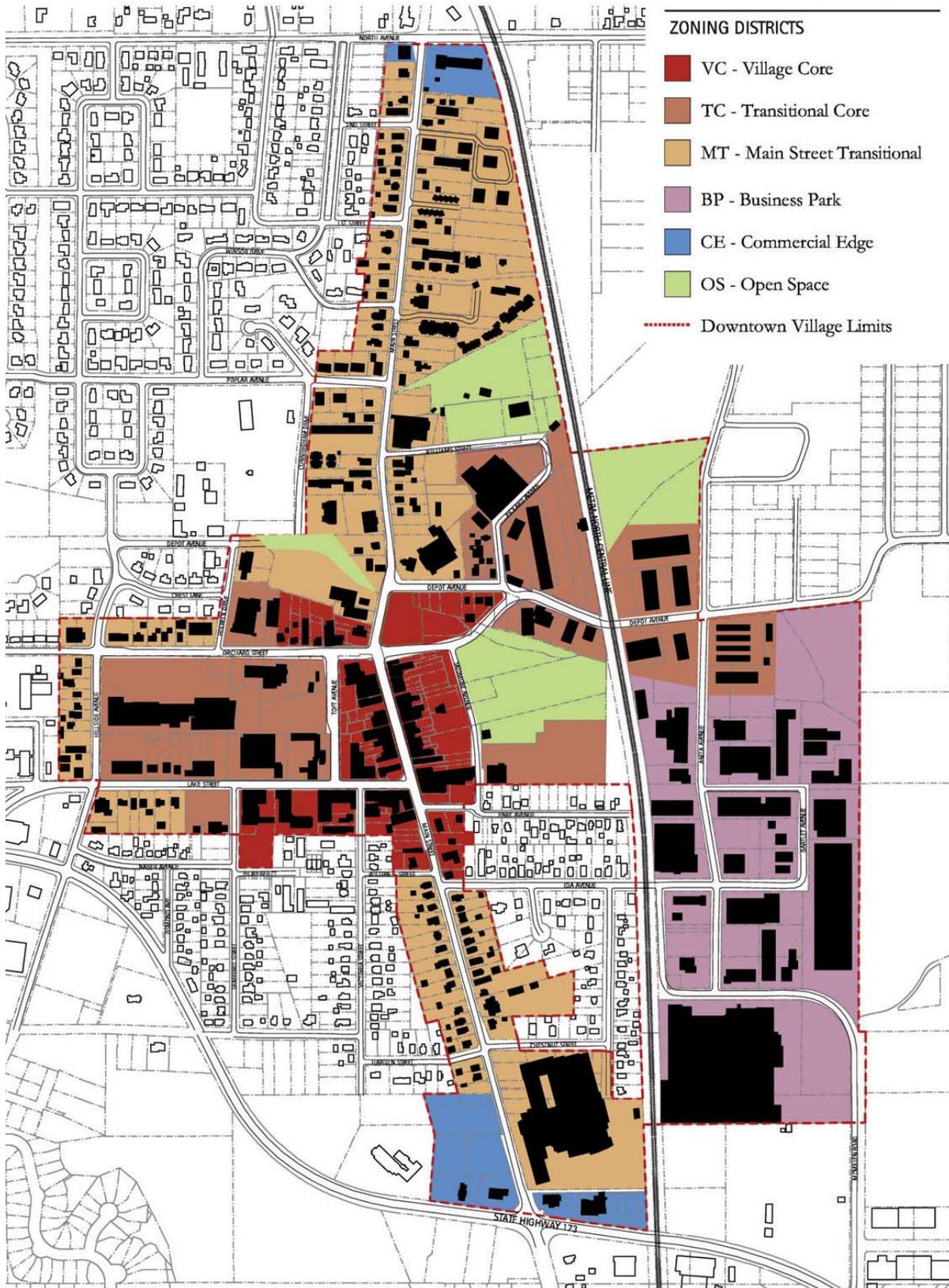
MT - Main Street Transitional: Surrounding residential primarily north and south of the Village Core along Route 83/Main Street. This district consists of both single-family and multi-family housing, as well as educational/institutional. The MT District consists of parcels which are seen as areas where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

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

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

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





Village Core District - VC

Description

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

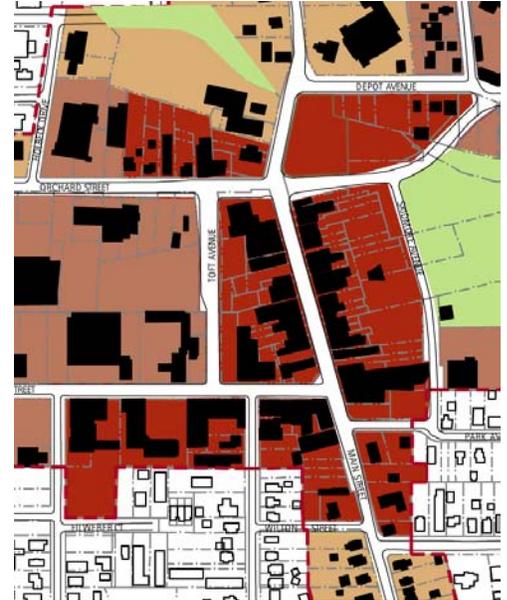
Use

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

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

Height

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



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

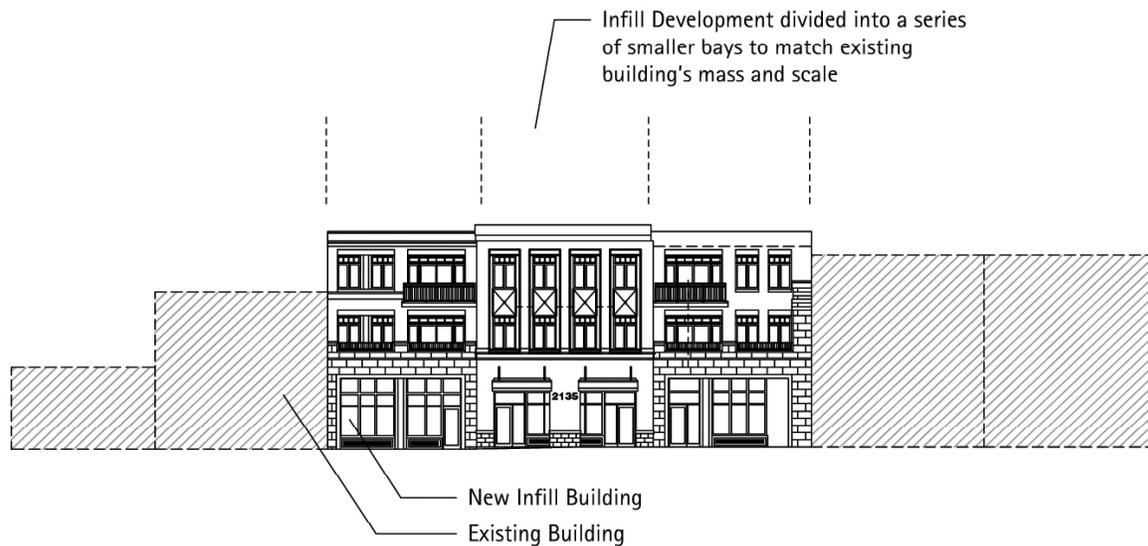


The VC District is intended to protect and enhance the Antioch's historic character.

Context Sensitivity

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

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



Building Placement

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

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

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

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

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

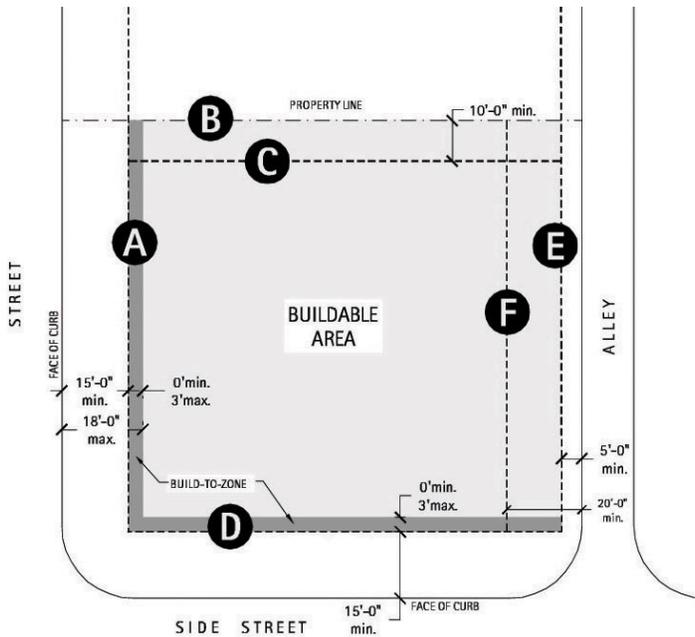
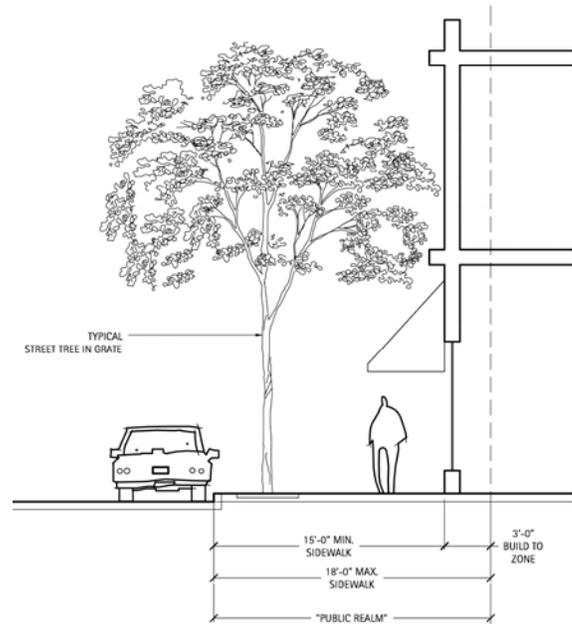


Figure 3.3: Section of Typical Downtown Streetscape Frontage



- B. Building setback abutting other adjacent (side/rear) property lines:** 0 feet min./10 feet max. A 10-foot pedestrian pass-through is allowed if necessary to access a rear parking lot or part of a continuous pedestrian linkage system in the greater Downtown.
- C. Side yard, adjacent to an access drive:** 10 feet minimum.
- D. Corner side yard on a side street:** 0 feet min./3 feet max. (buildings may be set back more than 3 feet if additional setback is used to ensure minimum 15-foot sidewalk and parkway width).
- E. Rear yard, adjacent to an alley:** 5 feet minimum
- F. Rear yard, not adjacent to an alley:** 20 feet minimum

Main Street View Corridor

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

General – New Development

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

Building Frontage

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

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

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

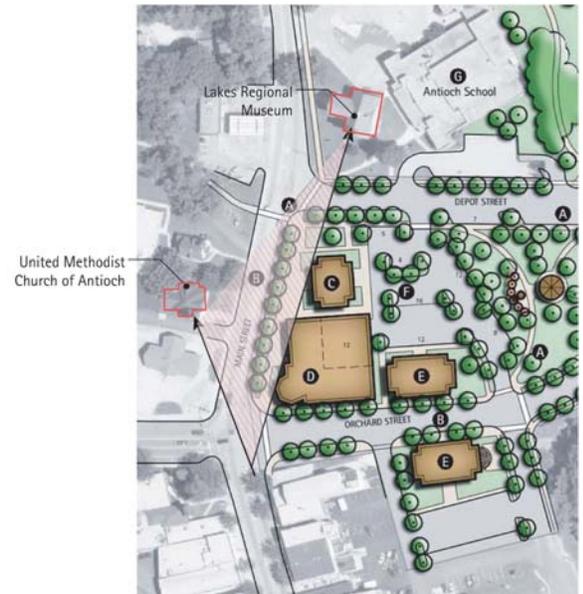


Figure 3.5: Articulated Commercial Building Façade



B. Window fenestration shall strive to achieve interest and variety and avoid monotony.

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

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

E. For new development, the building's ground floor elevation must provide an accessible and barrier free entry and should be no more than zero and one foot above existing adjacent building sidewalk grade. For rehabilitation of existing buildings, where practical the entrance shall be barrier free.

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

Figure 3.6: Recessed Building Entry



Figure 3.7: Example 1-Story Storefront

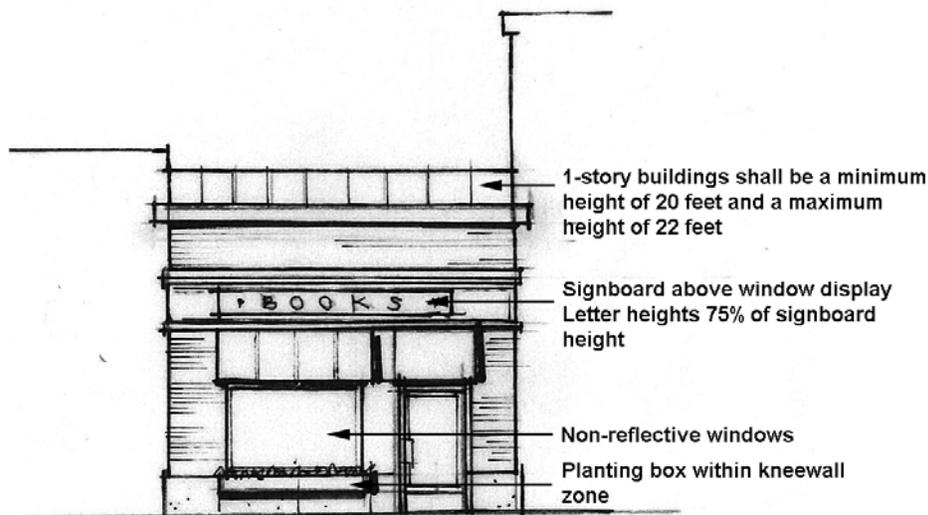
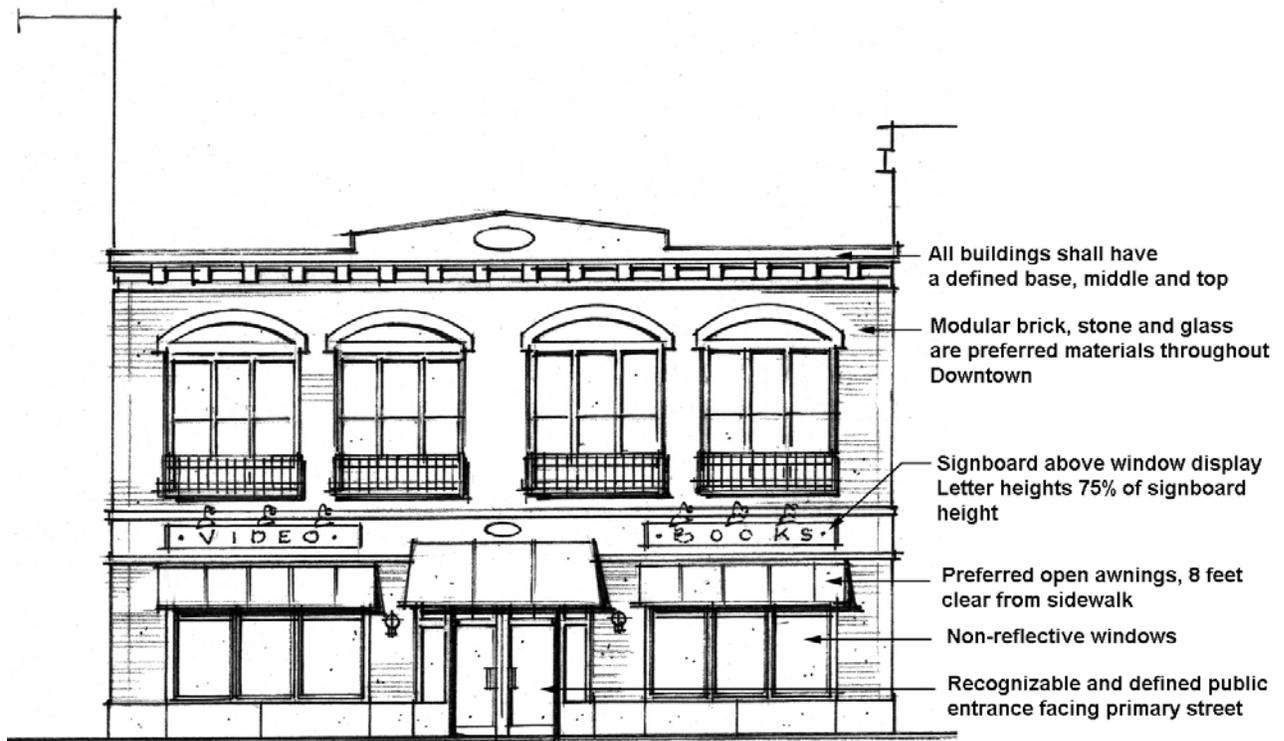


Figure 3.8: Example 2-Story Mixed-Use Building



Parking Placement

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

- A. Placed in the rear 50% of the lot depth (from the front Building Line to the rear property line).
- B. 5 feet from the side yard (adjacent commercial parking lots must be connected) at grade level.
- C. 10 feet minimum from the rear of the lot if not adjacent to an alley.
- D. 5 feet minimum from the rear of the lot if adjacent to an alley.
- E. 5 feet from the Building Line on the side yard of a corner lot.

Note: Existing buildings undergoing rehabilitation shall relocate all parking behind the principal building setback, where practical.

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

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

Figure 3.9: Typical Parking Placement in VC District

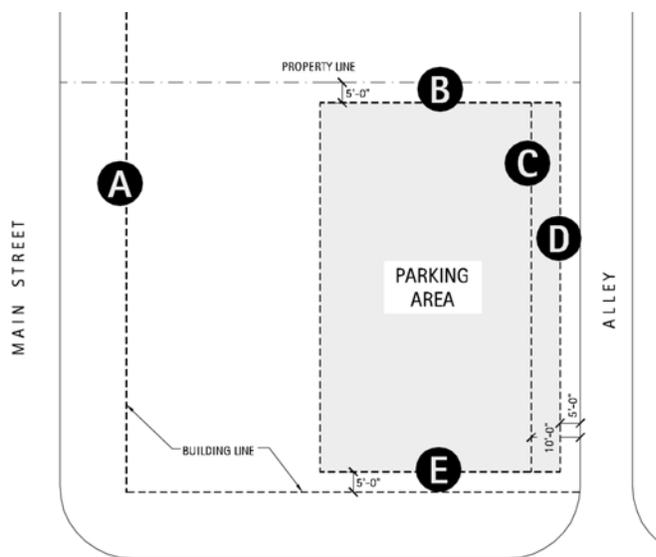


Figure 3.10: Building Massing/Parking location requirements



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

Off-Street Parking + Loading Access

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

Transitional Core District – TC

Description

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

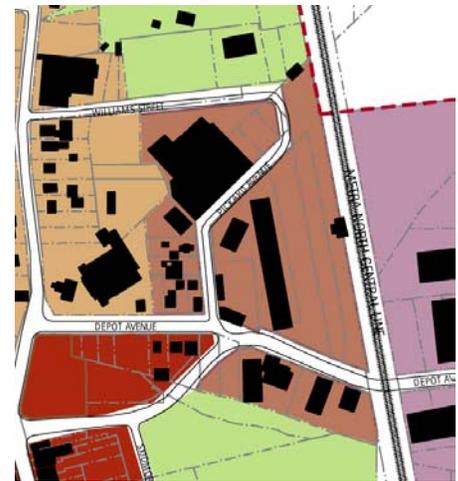
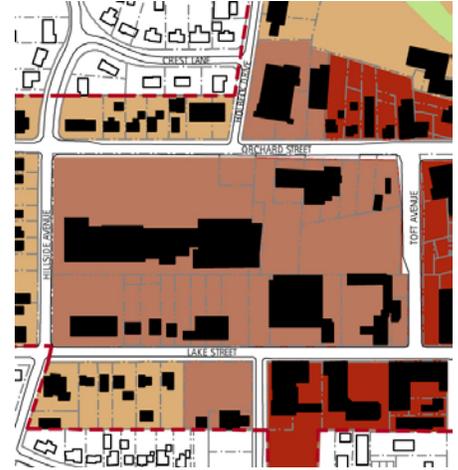
Use

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

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

Height

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



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

Building Placement

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

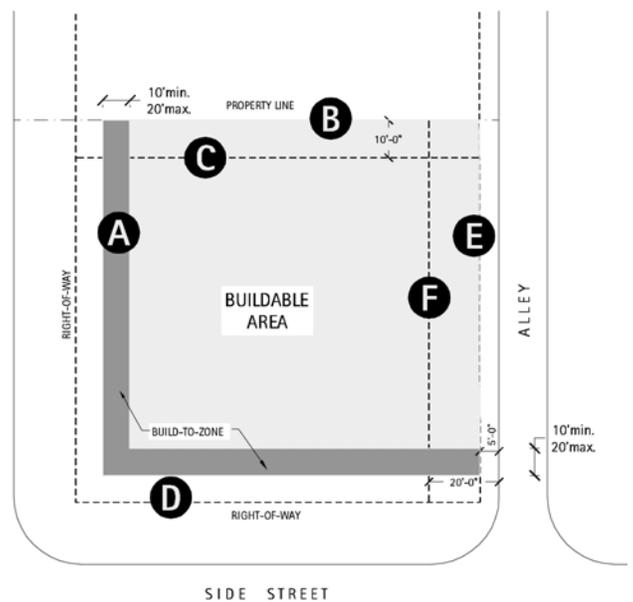
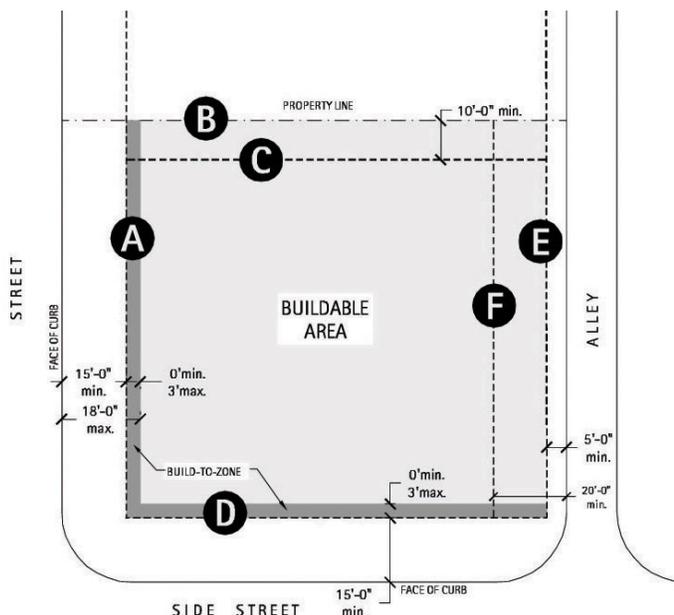
The outer perimeter of buildings must be placed within the “build-to zone” as shown in **Figures 3.11 and 3.12**, except as otherwise noted in this section.

A. Building setback to “Build-To-Zone”:

- a. **Building setback to “Build-To-Zone” (Figure 3.11):** 0 feet min./3 feet max. Build-To-Zone is measured from 15 foot min. setback from face of curb to face of building (buildings may be set back more than 3 feet if additional setback is used to ensure minimum 15-foot sidewalk and parkway width).
- b. **Residential (Figure 3.12):** 10 feet min./20 feet max. Setback measured from right-of-way.

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

Figure 3.12: Residential Building Placement in TC



- B. Building setback abutting other property lines:** 0 feet min./10 feet max. A 10-foot pedestrian pass-through is allowed if necessary to access a rear parking lot or provide a continuous planned pedestrian linkage consistent with downtown planning.
- C. Side yard, adjacent to an access drive:** 10' feet minimum.
- D. Side yard, corner lot on side street:**
- a. Commercial/Office/Mixed-use (Figure 3.11):** 0 feet min./3 feet max. (buildings may be set back more than 3 feet if additional setback is used to ensure minimum 15 foot sidewalk and parkway width).
 - b. Residential (Figure 3.12):** 10 feet min./20 feet max.
- E. Rear yard, adjacent to alley:** 5 feet minimum
- F. Rear yard, not adjacent to an alley:** 20 feet minimum
- G. Garage to ally:** 4 feet minimum (apron only)

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

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

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

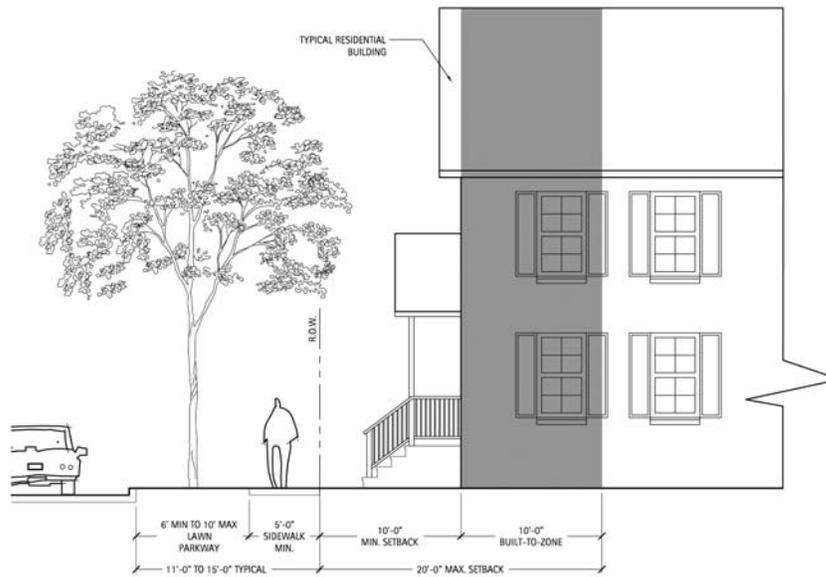


Figure 3.14: Section of Typical Orchard Street Roadway Section in TC District

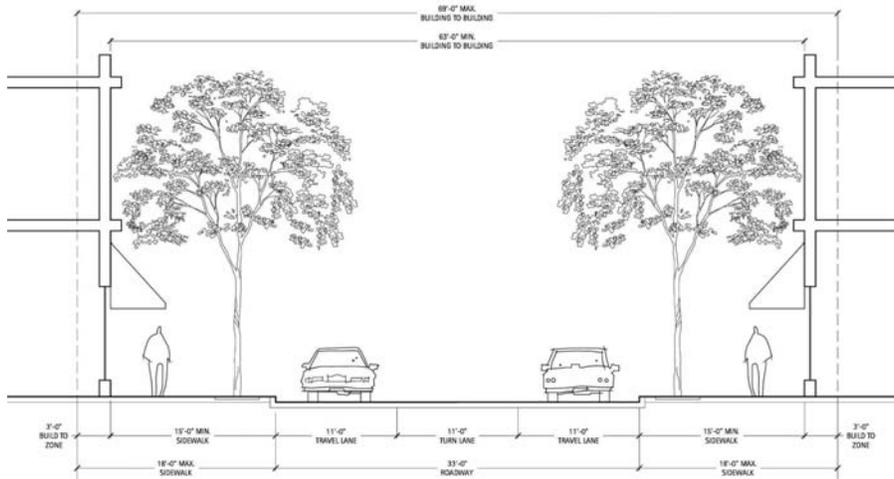
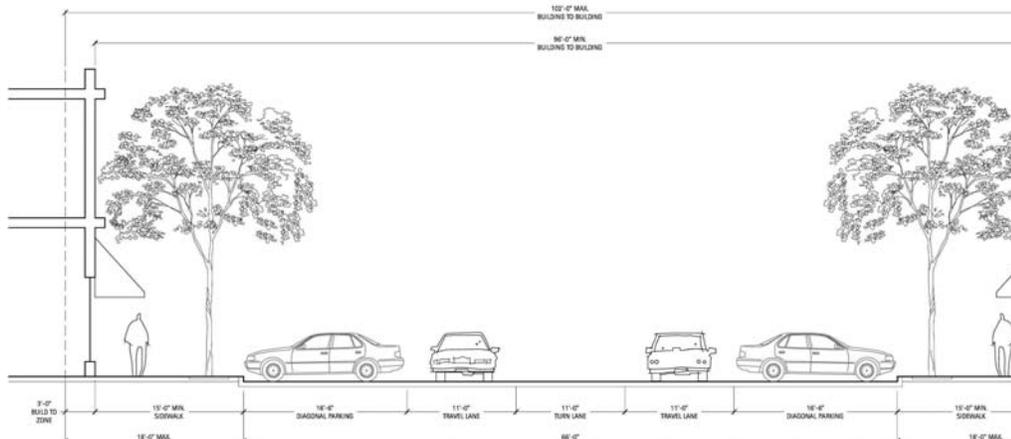


Figure 3.15: Section of Typical Toft Avenue Roadway Section in TC District



Building Frontage

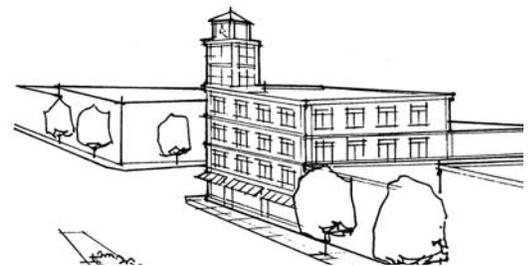
Building frontage standards address the ground-floor profile of both commercial/mixed-use buildings and residential buildings. These standards work with building placement guidelines to ensure an appropriate relationship between buildings and the sidewalk, which helps preserve the character of the Transitional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

- A. A minimum of 50% of the street facing building façade between 3 feet and 8 feet in height, above the sidewalk, must consist of non-reflective windows that allow views of indoor areas. The bottom of any window used to satisfy this requirement may not be more than 4.5 feet above the finished floor of the first floor of the building.
- B. With the exception of mid or big box stores, such as a grocery store, which may have the primary entrance from a parking lot in the rear or side, buildings must have a public entrance facing the primary street (sidewalk). If a lot abuts two streets, the required pedestrian entrance must face the street (sidewalk) with the highest pedestrian volumes. Lots that front on more than two streets should have at least one public entrance on at least two street frontages.
- C. Key corner buildings on the west side of Toft at the intersections of Toft with Orchard and Lake are required to have unique corner architectural feature(s) (Figures 3.16 and 3.17).
- D. The depth and width of recessed or articulated building frontages may not exceed 6 feet.
- E. Retail, commercial and lobby entrances to multi-tenant residential building's ground floor elevation must be accessible and barrier-free and be between zero and one foot above the existing public sidewalk grade. Attached single-family units entrances may have finished floor elevations up to 6 feet above the sidewalk.

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



Figure 3.17: Example of corner architectural feature.



- F. The façade of all buildings exceeding 75 feet in width (including attached multi-family residential) must be vertically divided and articulated into bays or other segments no more than 30 feet in width. Façade planes must be offset a minimum of 3 feet.
- G. Attached single-family/multi-family residential units shall have front doors facing primary streets.

Parking Placement

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

- A. Parking lot frontages along main streets must not be greater than 50 percent of the lot's frontage.
- B. Parking lots must not be located at corners of main street intersections.
- C. Parking lots should be shared between uses with connected driveways at grade (See **Figure 3.18**).
- D. Parking lots should be broken down into cells or smaller pods of 100 spaces or less divided by areas of open space, landscape or pedestrian amenities and facilities.
- E. Parking lot perimeters should be adequately buffered through landscape plantings that soften the visual impact of the vehicular use area (See **Figure 3.19**).
- F. All parking lot areas shall be well lit to maintain a safe environment per existing Village codes and regulations.

Figure 3.18: Shared parking between uses

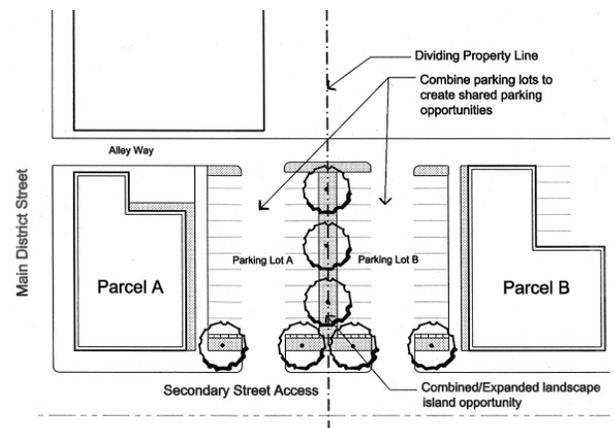
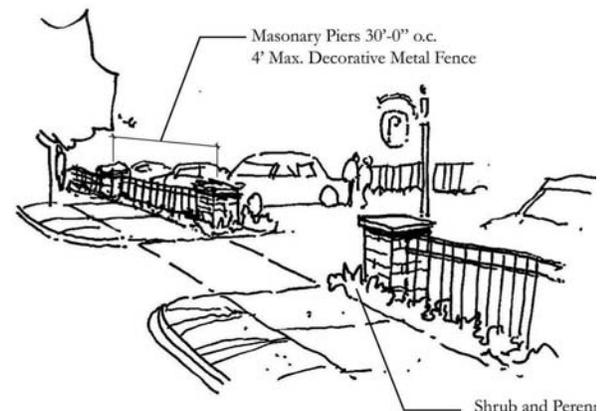


Figure 3.19: Parking lot screening

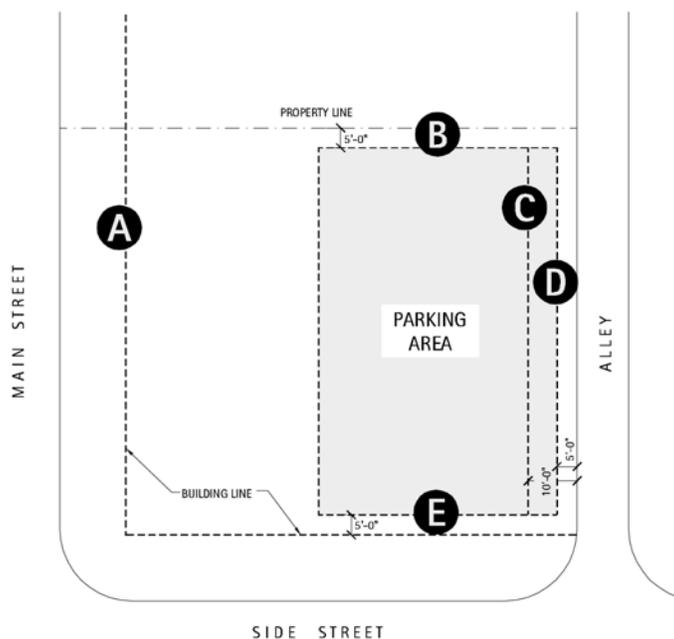


As noted in the planning process, Metra forecasts the need for additional parking the within the TC District. The parcels south of Depot Street, which are planned to be future parking, as well as the current Metra lot are exempt from other TC parking restrictions, but must meet landscaping and screening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

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

- A. Placed in the rear 50% of the lot depth (from the front Building Line to the rear property line).
- B. 5 feet from the side yard (adjacent commercial parking lots must be connected at grade).
- C. 10 feet minimum from the rear of the lot if not adjacent to an alley.
- D. 5 feet minimum from the rear of the lot if adjacent to an alley.
- E. 5 feet from the Building Line on corner side yards.

Figure 3.20: Typical Parking Placement in TC District



Metra Parking

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

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

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

Off-Street Parking + Loading Access

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

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

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

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

Figure 3.21: Schematic internal access structure – Superblock Site

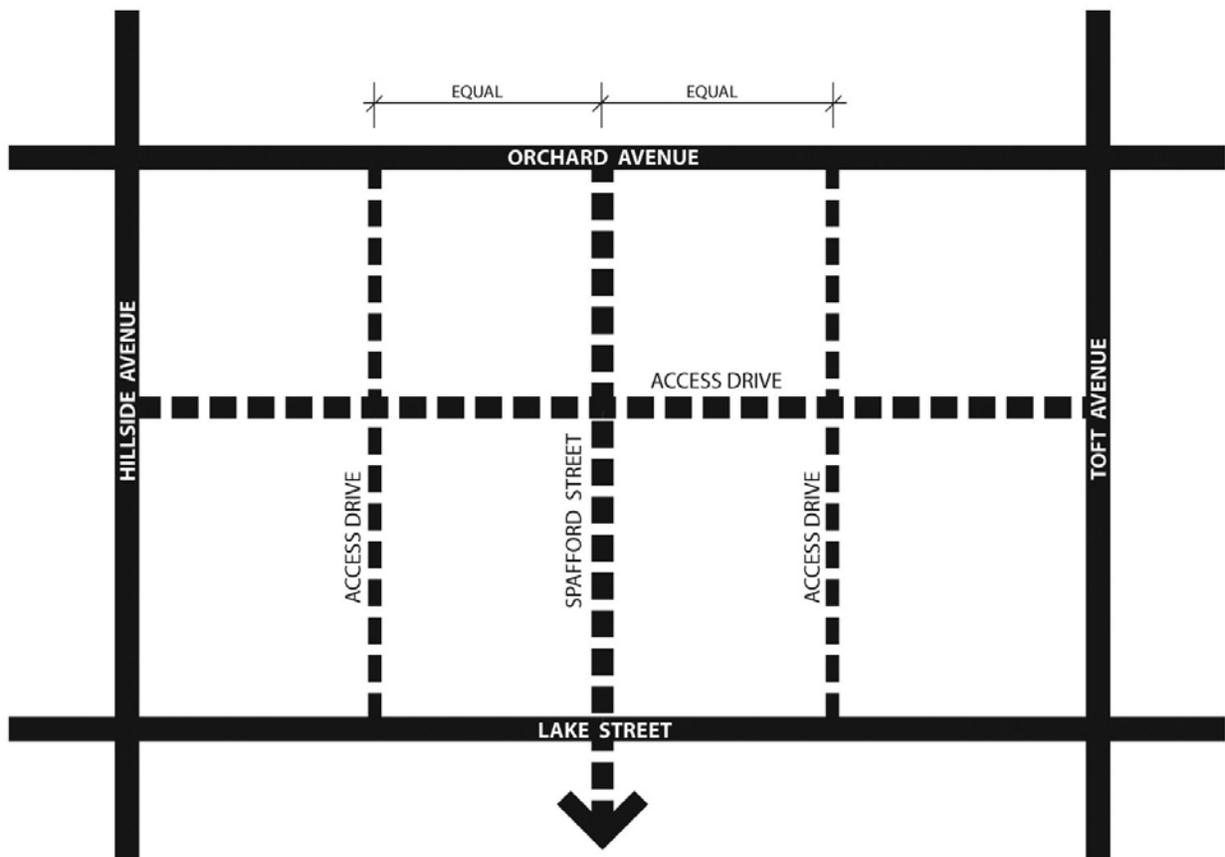
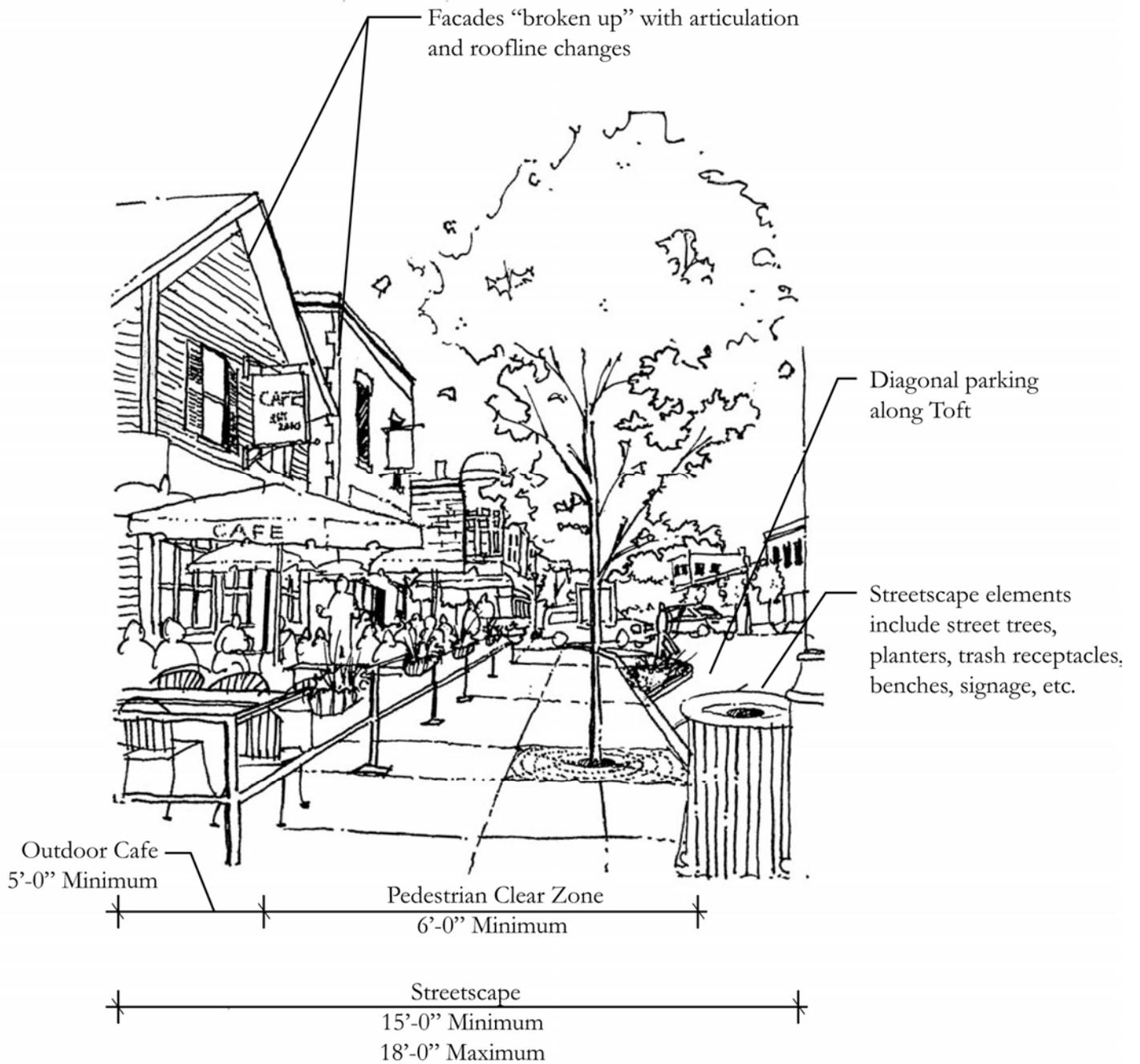


Figure 3.22: Toft Avenue redevelopment and streetscape improvements



Main Street Transitional District – MT

Description

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

Use

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

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

Height

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

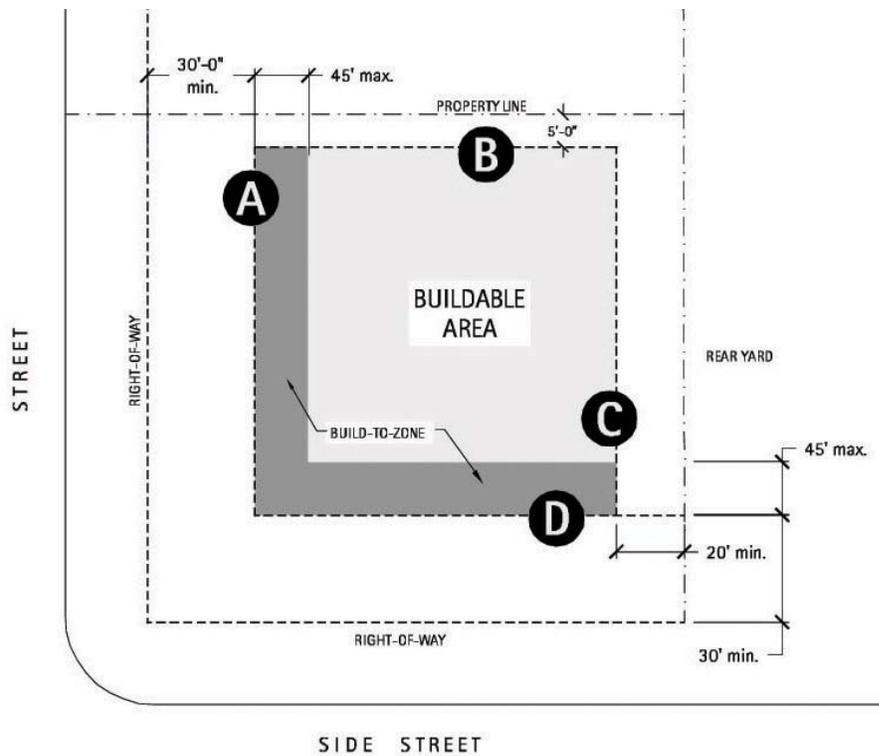
Building Placement

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

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

- A. Building setback abutting apparent street right-of-way:** 30 feet min./45 feet max.
- B. Building setback abutting interior side property lines:** 5 feet minimum.
- C. Rear yard:** 20 feet
- D. Side yard, corner lot on side street:** 30 feet min./45 feet max. from the Building Line on corner side yards.

Figure 3.23: MT District Building Placement



Building Frontage

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

- A. All buildings must be oriented to primary or secondary street with street-facing windows and doors.
- B. In order to provide articulation to buildings, façades should consider porticos, stoops, porches, arcades or other forms of defining entries.

Figure 3.24: Typical Section in MT District



Parking Placement

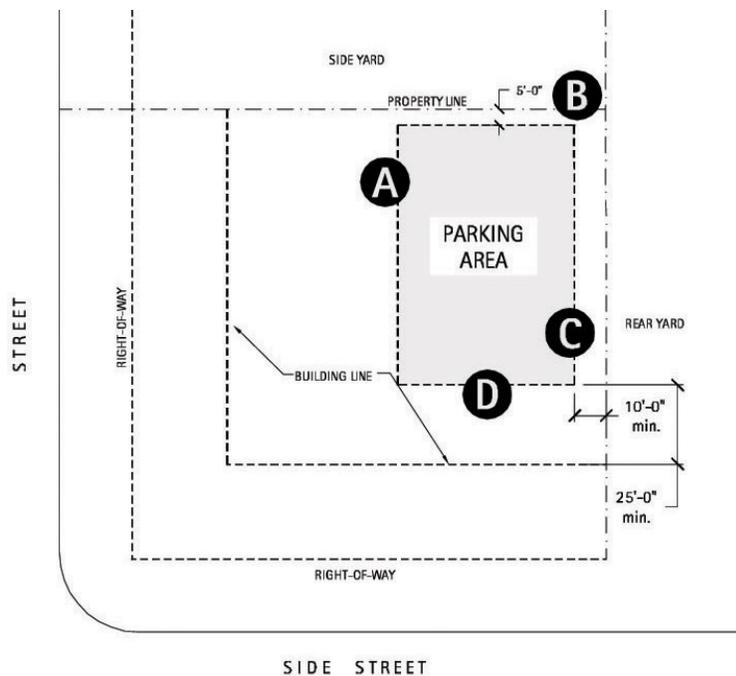
All off-street parking shall be placed in garages or in the rear portion of the lot. For other uses requiring larger parking lots, such as institutional or commercial, off-street parking not contained within the building ~~is encouraged~~ shall to be placed in the rear of the building or underground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

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

- A. Placed in the rear 50% of the lot depth (from the front Building Line to the rear property line).
- B. 5 feet from the side yard
- C. 10 feet minimum from the rear of the lot.
- D. 25 feet from the Building Line on the corner side yard.

Note: Existing buildings undergoing rehabilitation shall relocate all parking behind the principal building setback, where practical.

Figure 3.25: MT District Parking Placement



Access

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

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

Figure 3.26: MT District Residential Conversion Character Sketch

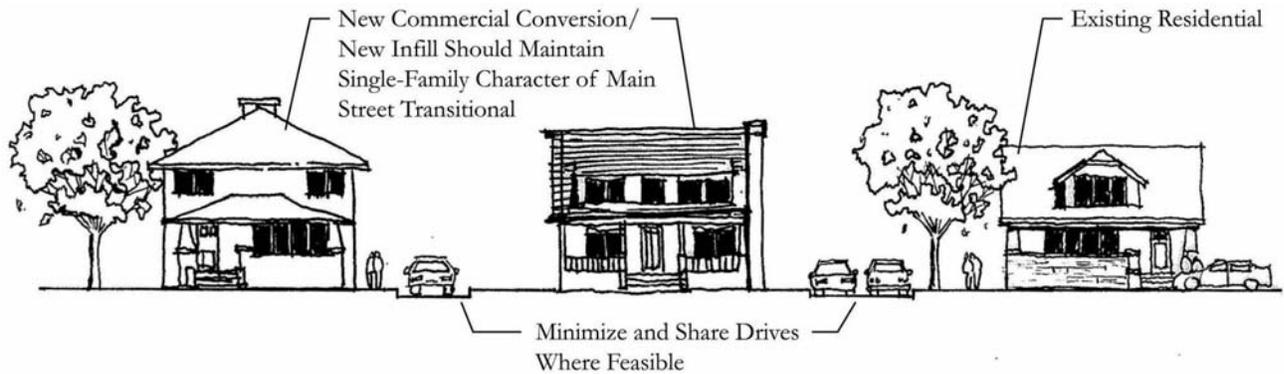
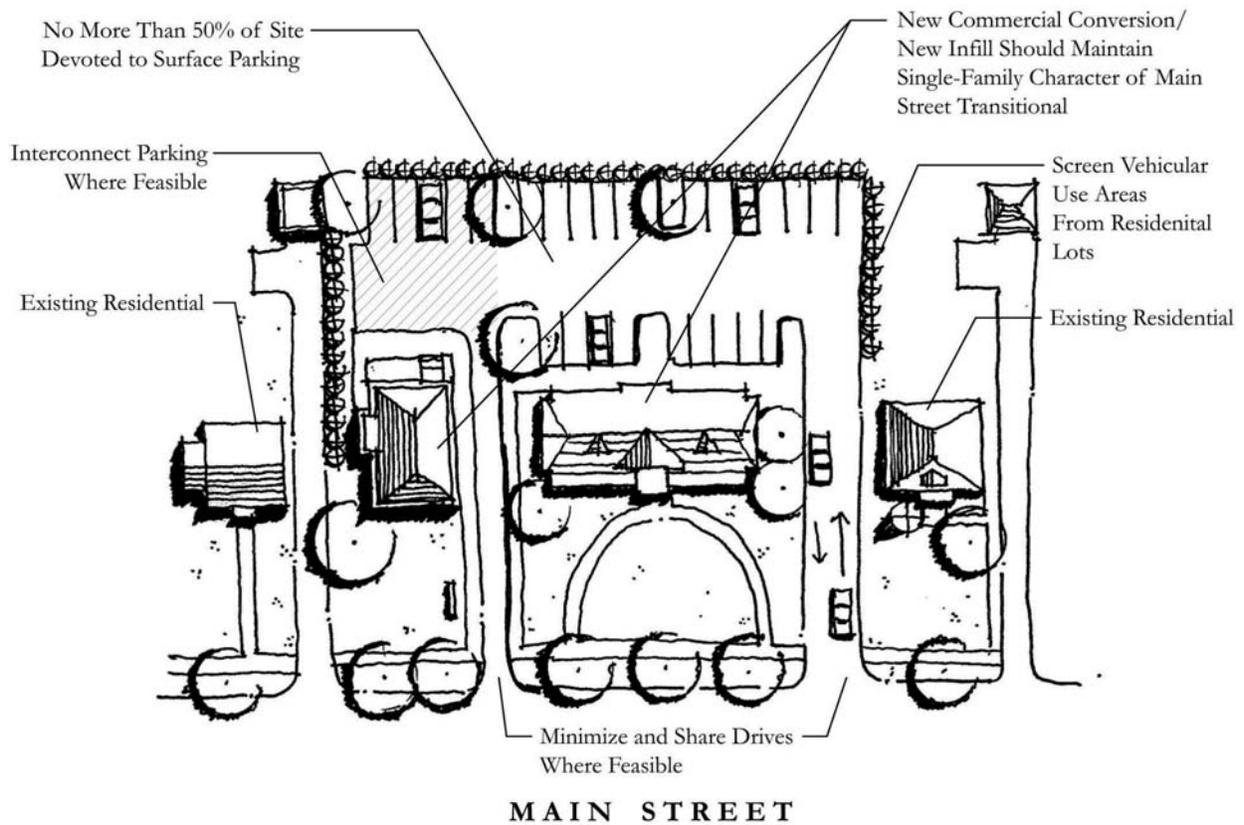


Figure 3.27: MT District Residential Conversion Character Sketch



Carriage Houses/Accessory Structures

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

- A. The parcel must be greater than 10,000 square feet.
- B. Only one carriage house or structure shall be allowed per lot.
- C. At least one of the dwelling units must be owner occupied on the property.
- D. The carriage house may not be divided from the property ownership of the primary dwelling.
- E. A single family home and a newly developed carriage unit shall have a minimum of one water meter and may share a common side sewer line to the sewer main.
- F. A minimum of 10 feet of separation is required between the primary residence and the carriage house.

Bulk and Massing

- A. The majority of the carriage unit must be located over a garage.
- B. The maximum carriage unit size is 800 square feet or 40% of the primary structure, whichever is less.
- C. Height must be less than or equal to primary structure.
- D. The maximum single floor area shall be 500 square feet, excluding garage space.

Design Standards

- A. The carriage house shall have a separate exterior entrance, not including the garage access.
- B. It shall have similar building materials, including roof pitch, siding and windows as the primary structure and meet design standards as described in Section 4.
- C. Porches, patios and walkways are encouraged for carriage units since they can extend the living areas of the primary structure.

Business Park District – BP

Description

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

Use

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

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

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

Height

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

Building Placement

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

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

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



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

- B. Building setback abutting other property lines:** 15 feet minimum. When a property is adjacent to a residential district, 25 feet should be provided.
- C. Side yard, adjacent to an access drive:** 15 feet minimum/25 feet if adjacent to residential district.
- D. Corner side yard on a side street:** 25 feet minimum
- E. Rear yard, adjacent to a street:** 25 feet minimum/30 feet if adjacent to residential district.

Figure 3.28: BP District Building Placement

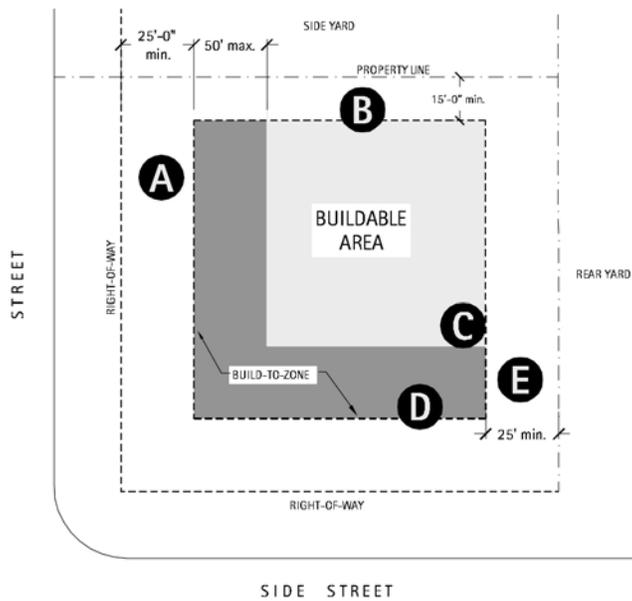
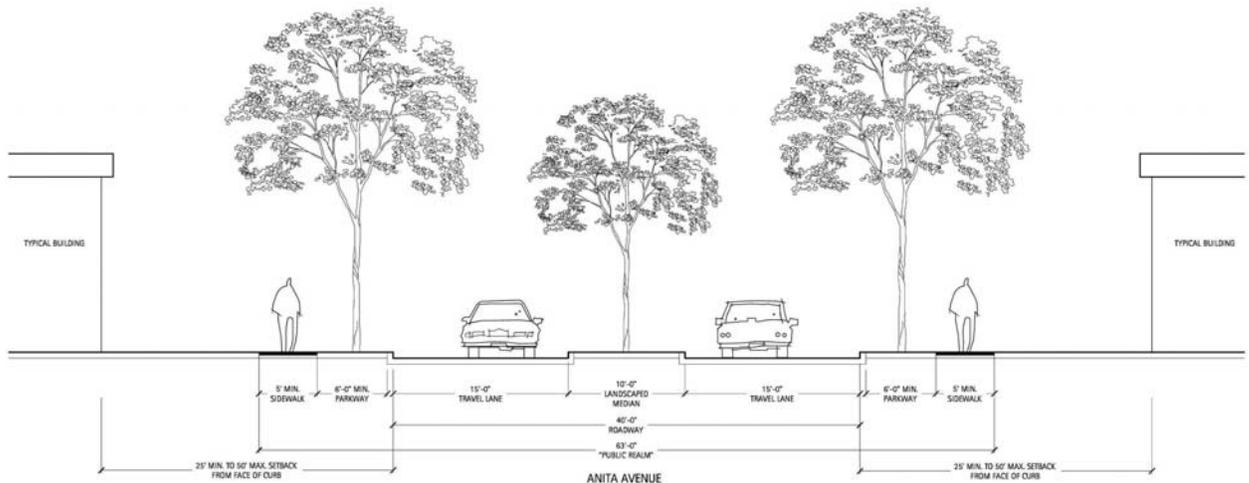


Figure 3.29: Anita Avenue Roadway Section – BP District



Building Frontage

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

- A. Any office uses and main entries for visitors must be oriented to the primary or secondary street with street-facing windows and doors.
- B. Blank unarticulated walls exceeding 30 feet in length are not allowed facing any roadways.

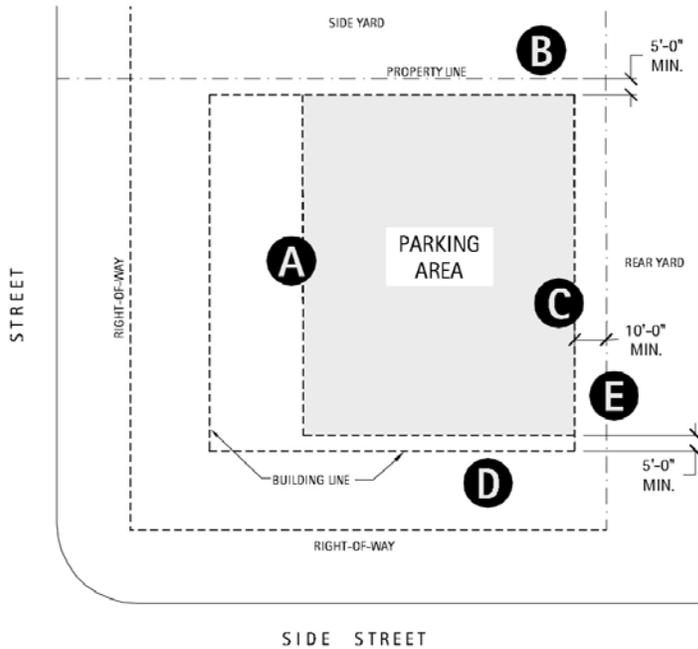
Parking Placement

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

- A. Placed in the rear 75% of the lot depth (from the front Building Line to the rear property line).
- B. 5 feet from the interior side yard.
- C. 5 feet from the rear if adjacent to a rear alley.
- D. 10 feet minimum from the rear of the lot.
- E. 5 feet from the Building Line on the side yard of a corner lot.

Note: Existing buildings undergoing rehabilitation shall relocate all parking behind the principal building setback, where practical.

Figure 3.30: BP District Parking Placement



Off-Street Parking + Loading Access

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

Commercial Edge District – CE

Description

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

Use

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

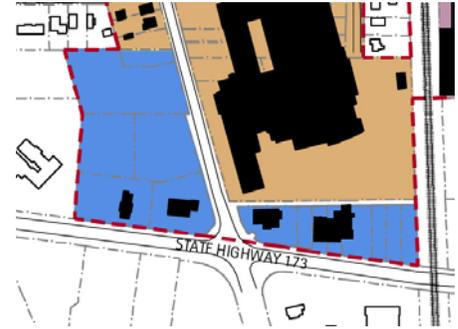
Above the Ground Floor: Any combination of allowed commercial, retail and office uses are allowed above the ground floor.

Height

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

Building Placement

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

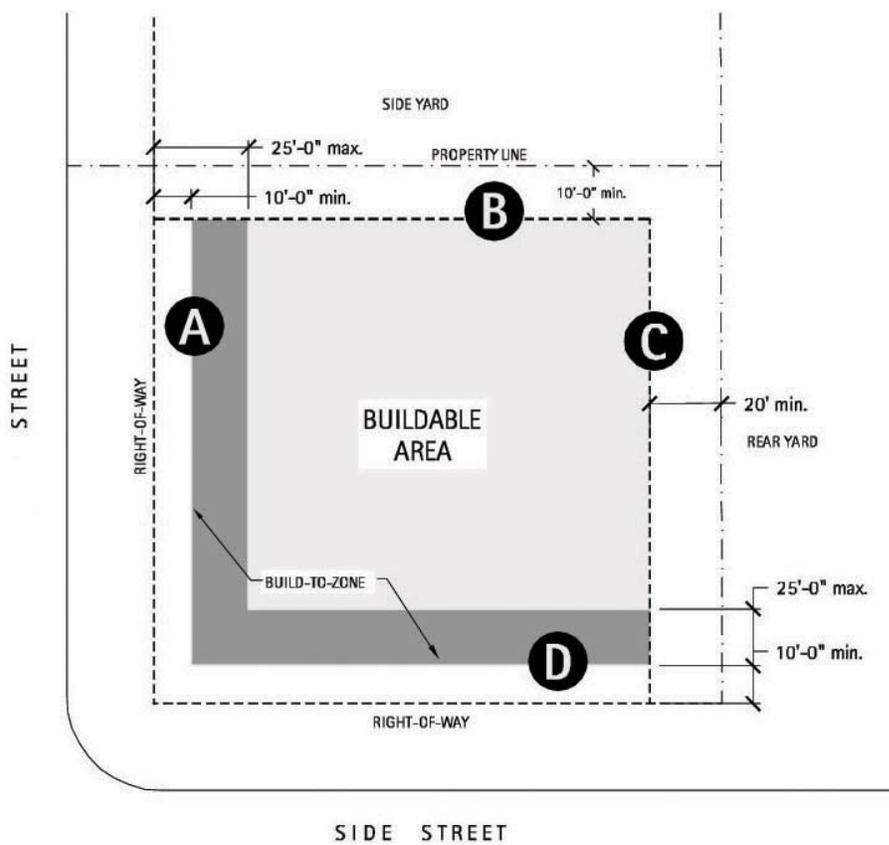


The CE District, shown in blue, is located on the far southern edge of the Downtown study area.

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

- A. Building setback abutting street right-of-way:** 10 feet min./25 feet max.
- B. Building setback abutting other property lines:** 0 feet min./10 feet max. When a property is adjacent to a residential district or alley, 10 feet should be provided.
- C. Side yard, adjacent to an access drive:** 10 feet minimum.
- D. Rear yard:** 20 feet minimum

Figure 3.31: CE District Building Placement



Building Frontage

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

- A.** A minimum of 50% of the street facing building façade between 2 feet and 8 feet in height, above the sidewalk, must consist of non-reflective windows that allow views of indoor retail/merchandising areas. The bottom of any window used to satisfy this requirement may not be more than 4.5 feet above the adjacent sidewalk. Consistency in this bottom area, or kneewall zone, should be considered between adjacent buildings.
- B.** Buildings must have a recognizable and defined public entrance facing the main street (sidewalk) frontage. If a lot abuts two streets, the required pedestrian entrance must face the street (sidewalk) with the highest pedestrian volumes. Lots that front on more than two streets must have at least one public entrance on at least two street frontages.
- C.** The depth and width of recessed building frontages may not exceed 6 feet.
- D.** The building's ground floor elevation must provide an accessible and barrier free entry and should be no more than zero and one foot above sidewalk grade.
- E.** The façade of all buildings exceeding 50 feet in width must be vertically divided and articulated into bays or other segments no more than 25 feet in width.

Parking Placement

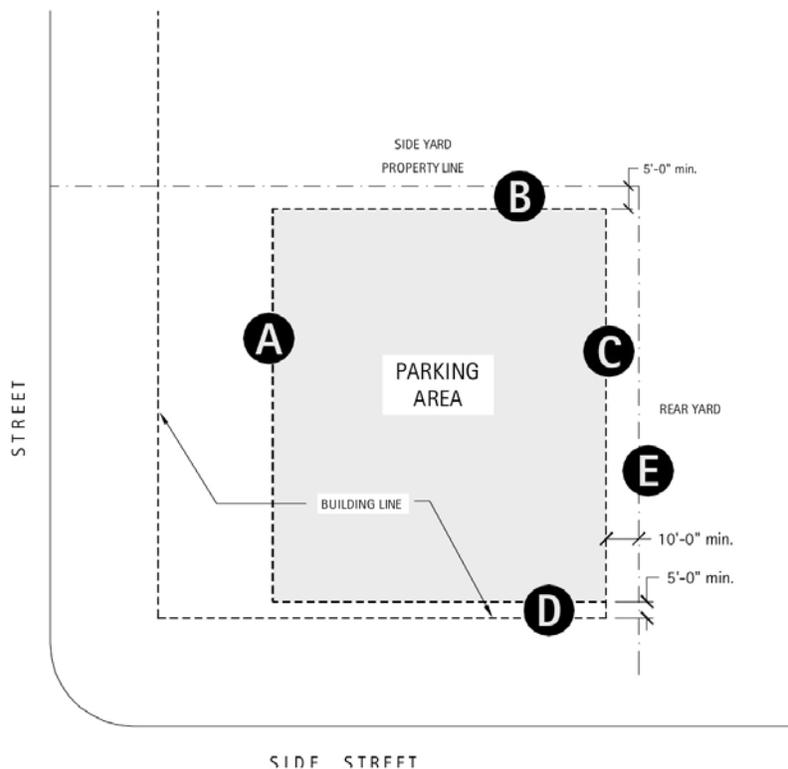
Off-street parking not contained within the building is encouraged to be placed in the rear of the building to reduce the visibility and impact on safety of the pedestrian

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

- A.** Placed in the rear 75% of the lot depth (from the front Building Line to the rear property line).
- B.** 5 feet from the side yard (adjacent commercial parking lots must be connected) at grade level.
- C.** 10 feet minimum from the rear of the lot if not adjacent to an alley.
- D.** 5 feet minimum from the rear of the lot if adjacent to an alley.
- E.** 5 feet from the Building Line on the side yard of a corner lot.

Note: Existing buildings undergoing rehabilitation shall relocate all parking behind the principal building setback, where practical.

Figure 3.32: CE District Parking Placement



Off-Street Parking + Loading Access

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

SECTION 4: URBAN DESIGN STANDARDS

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

Building Design

General

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

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

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

Structures shall be designed to a mass and scale which is harmonious to neighboring structures and avoids monotony in color, mass and form.

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

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

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

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



Typical pedestrian "Main Street" streetscape character.



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

Articulation/Fenestration

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

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

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



Articulated building with clearly defined base, middle and top.

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

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

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

Ground floors elevations of buildings in the Village Core (VC) and Transitional Core (TC) Districts shall especially be articulated with architectural features to prevent “blank” or



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

dead walls along pedestrian routes and other key open spaces visible from the right-of-way.

Rear façades visible from public streets and sidewalks should be treated with similar articulated architecture, detailing and fenestration as the front and sides of the same building. Architecture and fenestration on the rear facade should extend at least 40 feet from the curb on a side street.

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

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

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

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

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

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

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



Example of unarticulated retail storefront.



Articulated vertical and horizontal rhythm of first floor retail storefront.



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



Inadequate fenestration does not allow views into interior spaces.

Blank unarticulated walls exceeding 30 feet in length are not allowed, regardless of use.

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

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

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

Building Entries

All building entries shall be clearly defined and articulated.

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

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

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

Building Materials

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

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



Example of unacceptable retail storefront building facade articulation.



Recessed entries up to 6 feet in depth are encouraged.

Modular brick, stone and glass are the preferred primary building materials. Other durable material accents such as tile, wood, metal and stucco may be considered for details or accents where appropriate to building design.

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

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

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

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

Utilities & Service Areas

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



Well-articulated and proportional upper floor fenestration.



Complementary building forms and retail streetscape character.



Unattractive/disproportional retail storefront facade character.

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

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

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

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

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

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

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

Where possible, all utilities shall be placed within the public right-of-way or easements, and all possible steps shall be



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



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



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

taken to avoid the placement of utilities under the pavement to assure ease of future maintenance.

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

Building Projections

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

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

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

Building Colors

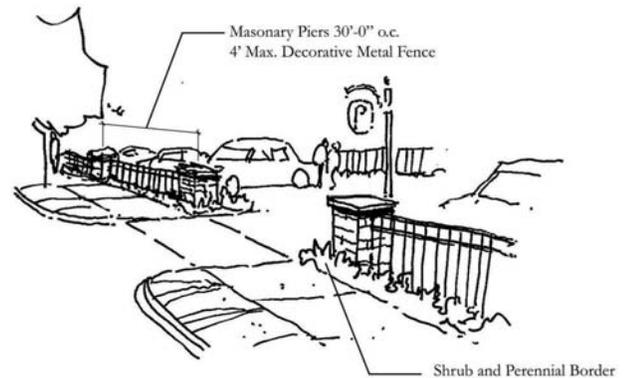
Building colors shall be compatible with the area's architectural character and enhance the building's visual appeal. Principal colors shall be natural or earth tones to complement existing buildings.

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

Fencing

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

Chain link fencing is not allowed.



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

Fencing for rear yards behind the principal building shall not exceed 6 feet in height. Chain link fencing is not allowed.

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

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

Awnings

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

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

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

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

Lighting

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

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



Awnings shall complement the building facade.



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

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

Outdoor Cafes

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

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

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

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

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

Streetscape/Landscape

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

Civic Open Space

Downtown Antioch includes public open spaces that are incorporated that will serve the various districts. The



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



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



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

following standards shall be followed to accomplish the plan goals.

Plazas + Open Space

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

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

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

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

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

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

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

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

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

Street Furniture

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



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



Decorative paving such as brick or concrete pavers shall be considered for new plazas and streetscapes.

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

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

Building and Ground-Mounted Signage

All signs shall be planned and designed to meet Village requirements, and shall comply with the Village of Antioch Street Graphics Ordinance. ~~which shall be subject to ZBA/Plan Commission review and approval as part of site plan review process.~~

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

Acceptable forms of signage may include:

- Building-mounted tenant
- Identification or directional signage
- Hanging “blade style” signage
- Low-level ground-mounted signage
- Window and awning signage
 - Temporary signage in excess of 10% of window area shall be prohibited.

Sustainable Development Policy

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

All new development within the downtown district shall consider “Best Management Practices” in regards to



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

sustainable building design, site planning, streetscape/landscape design and infrastructure engineering.

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

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

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

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

Select native, low maintenance landscape materials and consider the reuse of stormwater runoff or “graywater” where feasible to reduce or eliminate the need for potable water in landscape irrigation. ([Leadership in Energy and Environmental Design](#) or LEED)

Incorporate design for easy pedestrian, bicycle and transit access.

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

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



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

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

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

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

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

Minimize off-site light pollution. (LEED)

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

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

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

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

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

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

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