



HIGHLAND PARK, ILLINOIS

central district land use + urban design study

City of Highland Park + Highland Park Central Business District Property Owners Association

prepared by:

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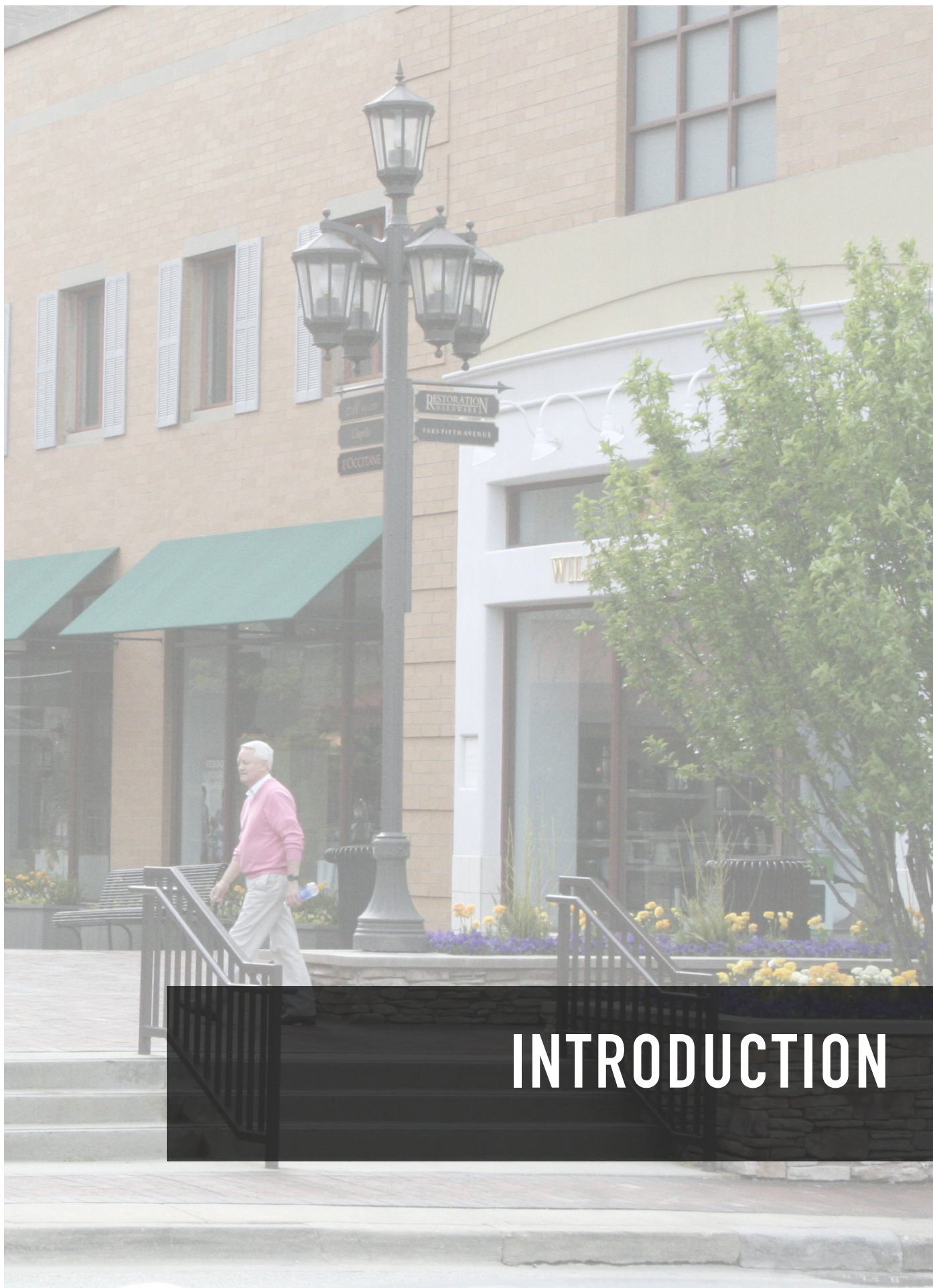
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INTRODUCTION

INTRODUCTION

PLAN PURPOSE

In April 2012, the City of Highland Park along with the Highland Park Central Business District Property Owners Association (Association) engaged The Lakota Group, Duncan Associates and Gewalt Hamilton Associates to evaluate and develop recommended land use and urban design strategies for Downtown Highland Park. More specifically, the primary driver of the study is to address land use and zoning regulations within the B4 (Commercial Service) zoning district, which is applied to substantial portions of the Central District in the north and west, and relate those improvements to adjacent B5 and other zoning districts.

Existing B4-zoned areas are generally characterized by unattractive vehicular-oriented service and retail uses. They do not reflect the walkable “main street” character associated with and valued by the community in the B5 (Central Business) zoning district bounded by Green Bay Road to the west, Laurel Avenue to the south, Elm Place to the north and the Highland Park Theater property to the east. This study sought to identify and determine the optimal land use mix, urban design components and regulations needed to support new and existing developments and to maximize the potential of these transit-supported areas.

In essence, the Central District Land Use and Urban Design Study is a continuation of a process that City Planning staff had started in the previous years, which had engaged Highland Park stakeholders on numerous levels to establish goals and objectives related to the future of Downtown. This summary report provides an overview of the process and methods used to continue this community conversation. The preferred plan visions and zoning amendment recommendations rely on the planning objectives outlined within the *Downtown Highland Park Vision Statement and Strategic Issues* (on the following page) as a starting point regarding density, building scale, land uses and community character.

The Lakota Team acknowledges that the implementation of zoning recommendations will be an ongoing dialogue to be discussed and vetted through an open and transparent public process. The vision developed as part of this study was intended to meet the objectives using our Team’s experience based on best practices and to provide a benchmark for the metrics associated with zoning. The concepts and ideas identify conceptual development densities, site plans, landscape/streetscape design and parking layouts. Actual building locations, heights and densities will vary as property owners, businesses and developers generate more specific site plans for approval by the City.



THE CENTRAL STREET STREETSCAPE PROVIDES A SAFE AND PLEASANT PEDESTRIAN ENVIRONMENT IN THE B5 AREA OF DOWNTOWN.

PLANNING OBJECTIVES

The Central District Land Use and Urban Design Study presents an important opportunity for the City and local partners to address and achieve the objectives established in the *Downtown Highland Park Vision Statement and Strategic Issues* document. That document formed the foundation for this study.

DOWNTOWN HIGHLAND PARK VISION STATEMENT AND STRATEGIC ISSUES

- 1. Evaluate the B4 zoning district requirements with regard to land use, lot size, density and building height in order to facilitate future office, residential and mixed-use development.**
 - A strong residential presence in the B4 zone will drive the economic development of the B5 zone.*
 - Encourage mixed-use development in and near the core, including retail shops, retail service establishments and restaurants on the ground floor, and combinations of office and residential upper floors.*
 - Containment and embellishment of the pedestrian retail and office core between Green Bay Road, Laurel Avenue, Elm Place and the half block west of Linden Avenue on the east.*
- 2. Establish zoning regulations and design guidelines for the B4 district and support residential density at a level greater than that found in the B5 zoning district.**
- 3. Establish an agreed-upon form of future development addressing building height and residential density for the B4 areas of Downtown.**
- 4. Facilitate improvements that provide a safe and pleasant pedestrian environment between B4 and B5 areas of Downtown.**
- 5. Work with community stakeholders to encourage land assembly where appropriate, particularly for residential and mixed-use developments in the Downtown.**
- 6. Build on the already transit-oriented character of Downtown.**

PLAN PROCESS

In order to achieve the desired quality and character of the B4 districts and to gain support of a defined community vision for Downtown, The Lakota Team initiated a three-phase land use and urban design study. This process included:

Phase 1: Existing Conditions Assessment

Phase 2: Site Development Scenarios

Phase 3: Planning and Zoning Amendments

The underlying fundamentals of this Downtown planning study are based in sustainable community planning, transit-supportive development principles, an increase in mixed-use character and residential densities supported by balanced infrastructure, parking and transportation systems, enhanced community physical streetscape and open space environments. Tangential to this study is the need to evaluate economic feasibility of potential solutions generated during this planning process.

During this three-phase process, The Lakota Team evaluated:

- Existing land use patterns
- Bulk and density characteristics
- Physical appearance and character
- Zoning metrics
- Parking availability and strategy
- Access and circulation

In addition to The Lakota Team's review of existing conditions, a series of six focus group sessions were held. These focus groups included area stakeholders such as:

- Civic Leadership
- City Staff
- Property and Business Owners
- Real Estate and Design Professionals
- Area Institutions

The focus group sessions were intended to gather information, receive input and identify common issues, themes and opportunities for improving the Central District.

Along with focus group sessions, The Lakota Team conducted an introductory discussion and walking tour with the project Steering Committee, which is comprised of City Staff and Downtown property and business owners. The focus of these discussions centered around the desired future character of the Downtown and more specifically the B4 districts. The following is a summary of key topics and common themes included:

- The B5 zoning district is strong with a distinct character and high-quality public spaces.
- The B5 zoning district has a variety of shopping and dining experiences.
- Downtown arrival and internal wayfinding could be improved.
- Green Bay Road acts as a physical barrier to the B5 (Central Business) zoning district.
- Lack of physical and visual links to Sunset Woods Park, Highland Park Hospital and Highland Park High School.
- Service areas (B4) to north and west are auto-oriented and disjointed.
- Desire for more residential use in Downtown particularly in B4 areas.
- Western B4 area may have unique opportunities due to topography change.
- Allowing more height in B4 districts would be acceptable.
- Transit-supportive development has not been maximized.
- Inconsistent land use mix on Green Bay Road.
- Desire to have a boutique hotel/meeting/banquet facility.
- Perception of parking deficit partly due to a lack of garage wayfinding.
- Development approval process is sometimes cumbersome.
- Consider more business office uses to support daytime retail and restaurants.



AS A PART OF THE PLAN PROCESS, THE LAKOTA TEAM CONDUCTED A DISCUSSION AND WALKING TOUR WITH THE PROJECT STEERING COMMITTEE.

CONTEXT

Highland Park is a suburban municipality located 23 miles north of downtown Chicago. It is one of several municipalities located on the North Shore of the Chicago Metropolitan Area. Downtown Highland Park is located approximately 1 mile west of the Lake Michigan shoreline and is serviced by Metra's Union Pacific North commuter rail line.

STUDY AREA

The study area for the Central District Land Use and Urban Design Study is generally defined by Vine Avenue and Highland Park High School to the north, Midlothian Avenue, Sunset Woods Park and Hickory Street to the west, Deerfield Road to the south and Sheridan Road and the Highland Park Theater and public parking lots to the east (See Exhibit 1).

The Study Area which can also be referred to as Downtown or the Central District, was determined from an extensive planning process conducted by the City that resulted in the *Downtown Highland Park Vision Statement & Strategic Issues* document in 2009. This current planning effort is intended to be an extension of that process by building upon data collected and analysis conducted to achieve more detailed and specific recommendations and strategies for the Central District.



BIRD'S EYE VIEW OF DOWNTOWN HIGHLAND PARK WITH LAKE MICHIGAN TO THE NORTHEAST (SOURCE: BING MAPS)

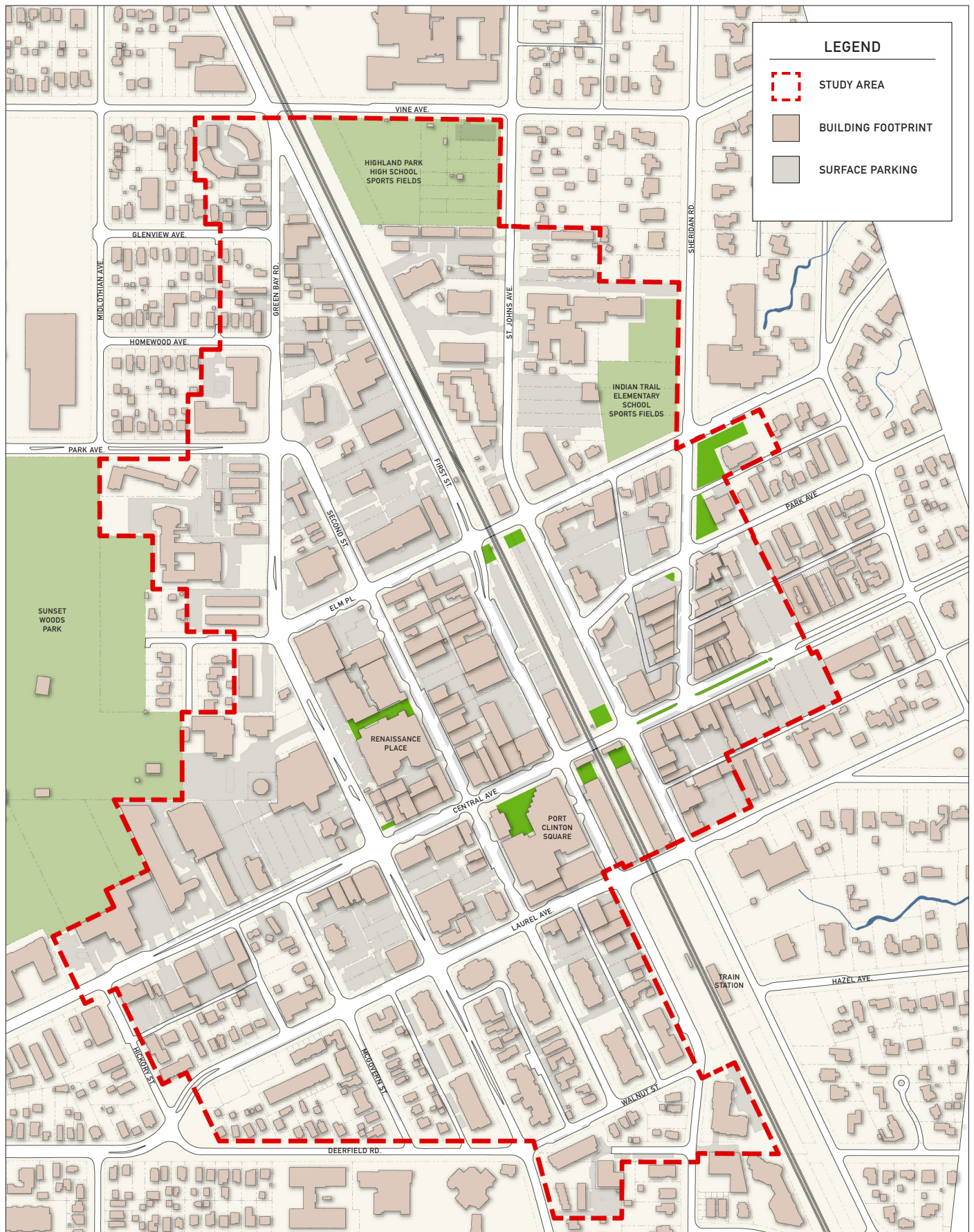


EXHIBIT 1 - STUDY AREA MAP

SUMMARY OF EXISTING CONDITIONS ASSESSMENT

As previously noted, Phase 1 of this process consisted of an assessment of land use, transportation and parking, urban design and zoning conditions for the Central District. This analysis phase was integral to establishing a foundation of data from which to build and ultimately inform the Team about desired character and physical form for the study area. The Team qualified and quantified the analysis through a series of maps, photos and graphics in the State of the Central District Report (*August 31, 2012*).

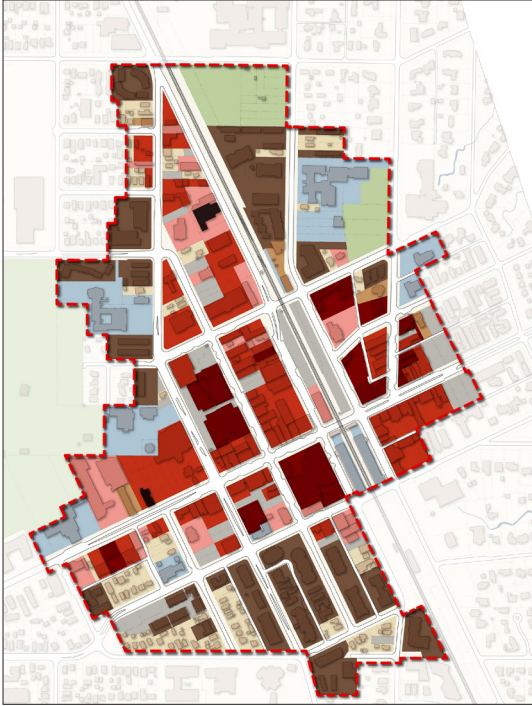


EXHIBIT 2 - EXISTING LAND USE MAP

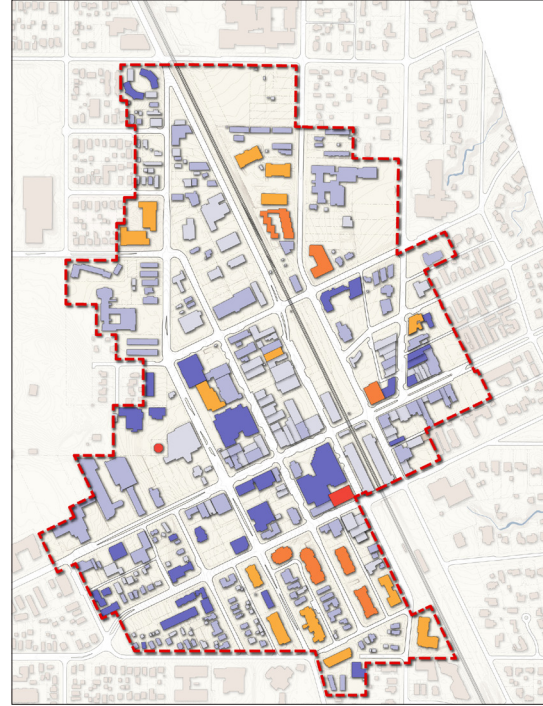


EXHIBIT 3 - EXISTING BUILDING HEIGHTS MAP



RETAIL WITH STOREFRONT ON CENTRAL AVENUE



SERVICE RETAIL WITH DRIVE THRU ON CENTRAL AVENUE

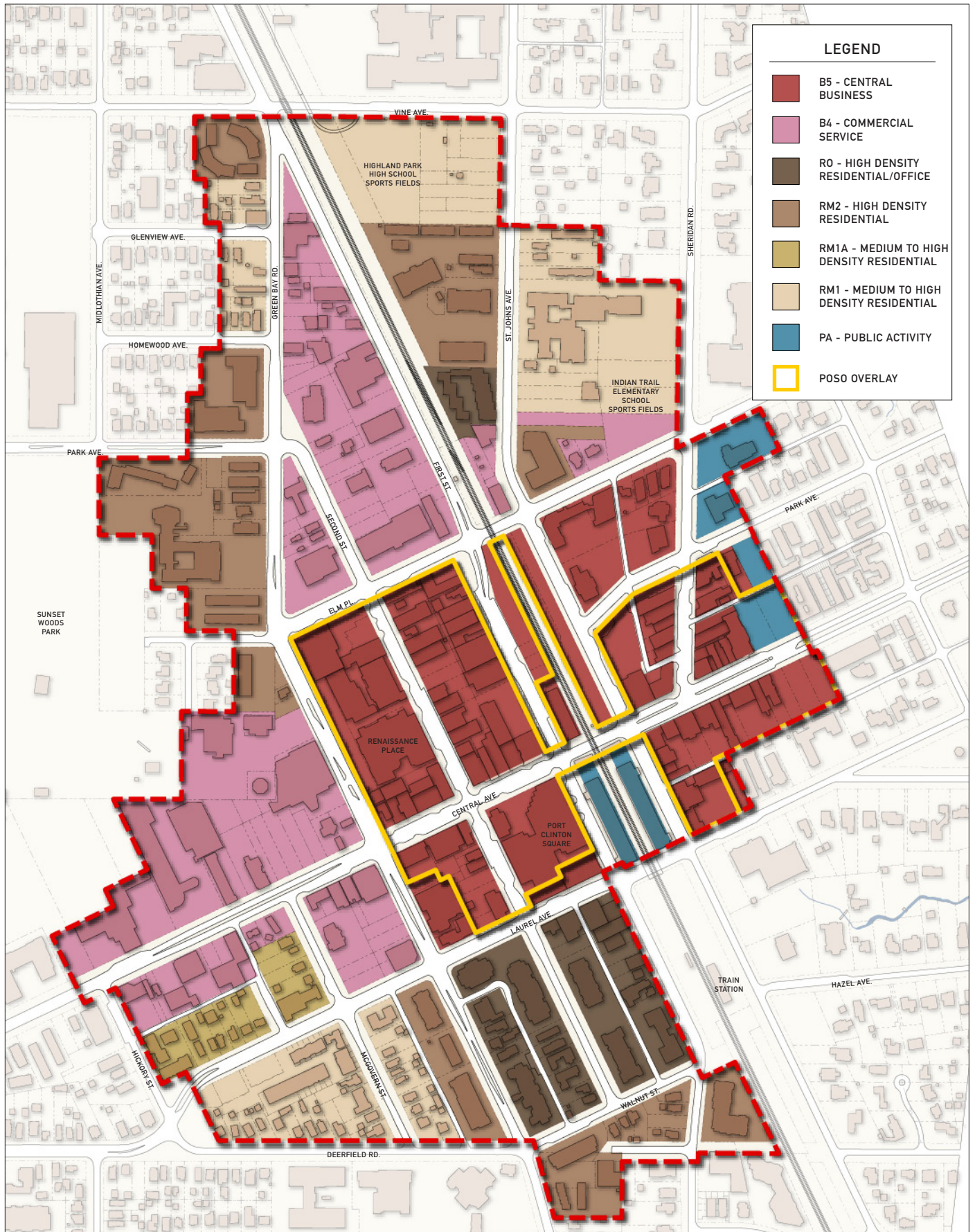


EXHIBIT 4 - EXISTING ZONING MAP

KEY TOPICS / CORE ISSUES

A summary of the Lakota Team's thoughts and observations as presented in the State of the Central District Report includes the following key observations:

- Significantly more density and intensity can be supported in the B4 zoning districts congruent with the RO zoning district.
- Additional height allowances should be considered within the B4 area managed and coupled with clear and concise urban design goals, guidelines and zoning parameters.
- PD standards and minimum lot sizes should be reconsidered in the B4/B5 zoning districts to allow for more efficient redevelopment opportunities.
- A more fluid and comprehensive overall parking strategy should be provided for the Central District as a whole.
- Land use mix in the B4 zoning area should focus more on multi-family residential, mixed-use office, service and entertainment uses.
- Current access limitations within the B4 district provide encumbrances to redevelopment.
- The two-pronged approach to height regulations (stories and feet above grade) may limit design options and consideration should be given to re-addressing these bulk limitations.

More detailed observations and thoughts can be found in the State of the Central District Report.





SITE DEVELOPMENT SCENARIOS

SITE DEVELOPMENT SCENARIOS

OVERVIEW

Following the Lakota Team's assessment of existing conditions within the Study Area, Phase 2 of the process was initiated. In Phase 2, the Team tested a range of site development scenarios and urban design concepts for the key B4 zoning districts abutting Downtown: the North Triangle Character Area and Sunset Park Character Area. These concepts were presented to City staff and the project Steering Committee to be refined before being presented and displayed at a community open house on October 25, 2012. A synthesis of Steering Committee and community input was used to determine a preferred plan vision for each character area. The following is a description of the conditions and visions for each character area.



THE LAKOTA TEAM HELD A COMMUNITY OPEN HOUSE ON OCTOBER 25, 2012.



NUMEROUS SITE DEVELOPMENT LAYOUTS WERE DEVELOPED FOR THE STUDY AREAS AND PRESENTED AT THE COMMUNITY OPEN HOUSE.

NORTH TRIANGLE (B4) CHARACTER AREA

The North Triangle Character Area is the area bounded by Elm Place to the south, Green Bay Road to the west, Vine Avenue to the north and First Street to the east. This area is characterized by auto-oriented services such as gas stations, auto-body shops and car washes. Despite this area's proximity to the B5 zoning district, the North Triangle lacks the character, form, density and land use mix of a traditional transit-oriented downtown area.

The area is primarily composed of 1 story, single-use buildings separated by surface parking lots. Auto-oriented street frontage with narrow sidewalks and few open spaces detract from an otherwise pedestrian-oriented Downtown. Deep lots within a large block and few access points complicate circulation patterns, while overhead utilities detract from the appearance.

A lack of architectural character, consistent building setbacks, distinct architectural style and/or building materials prevent this area from having a noteworthy character. Several properties are in fair to poor condition and could use physical improvements. Surface parking lots, mostly along street edges, comprise nearly 50 percent of this area, far from a typical walkable, transit-oriented downtown area.

As the northern gateway and primary arrival point into Downtown Highland Park, the North Triangle needs priority attention. With its proximity to a major transit hub and other traditional Downtown amenities this area has the potential to be a community-wide asset that complements the Downtown rather than detract from it.

NORTH TRIANGLE (B4) - KEY OBSERVATIONS

- 1. As the northern gateway into Downtown and a critical component of Highland Park's arrival sequence, this area should be a community wide asset that complements the Downtown rather than detract from it.*
- 2. Single-story, single-use buildings with a lack of architectural character prevent this area from having a noteworthy "sense of place."*
- 3. Buildings with inconsistent setbacks, separated by surface parking lots and auto-oriented street frontages with narrow sidewalks and few open spaces detract from an otherwise pedestrian oriented Downtown.*

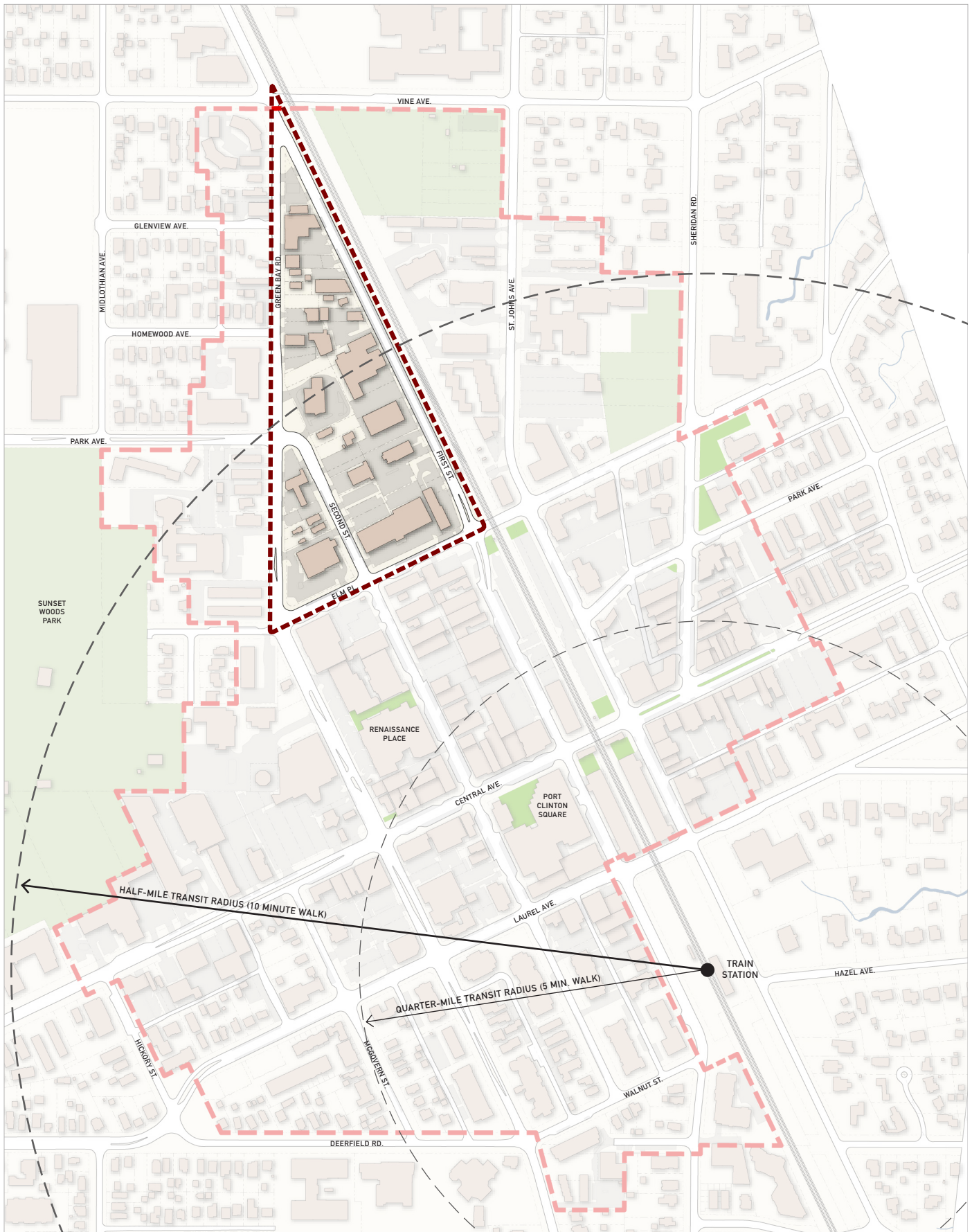


EXHIBIT 5 - NORTH TRIANGLE CHARACTER AREA MAP

FRAMEWORK PLAN: NORTH TRIANGLE

The framework plan for the North Triangle Character Area diagrammatically establishes key elements that the Lakota Team feels are integral to creating a feasible redevelopment vision for this area. Of primary importance is the establishment of better access and linkages to the site as a whole. The framework demonstrates the potential to provide these connections by extending Park Avenue and Homewood Avenue between Green Bay Road and First Street. In addition, First Street is shown to connect to Glenview Avenue to eliminate the convergence of Green Bay, First and Vine Avenue, which creates a less than ideal intersection. This framework would in essence divide this large block into four manageable blocks that could be developed over time. These additional street linkages would also help to distribute traffic throughout a better connected street system, while also changing the character of First Street to a more residential, pedestrian-oriented roadway.

The framework plan characterizes each thoroughfare as vehicular commercial, pedestrian retail or residential collector as a precursor to establishing a frontage-based zoning approach. These street typologies provide cues to the appropriate potential land uses, building massing and parking relationships. The frontages along Elm Place and Second Street are designated as priority retail frontages and are envisioned as extensions of the retail/commercial environment of Downtown. The development blocks 'C' and 'D' further to the north are seen as opportunities for either mixed-use or multifamily residential, rather than retail.

Within this framework, key open spaces are also defined at the ends of Second and First Streets, while important pedestrian connections are also shown.

A DEVELOPMENT BLOCK A

- New development block created by extension of Park Avenue.
- Limit retail to frontage along Second Street and Elm Place.
- Possible location for parking structure.

B DEVELOPMENT BLOCK B

- Limit retail to frontage along Second Street and Elm Place.

C DEVELOPMENT BLOCK C

- New development block created by extension of Park Avenue and new access point across from Homewood Avenue.
- Mixed-use multi-family residential, service, office, restaurant and entertainment uses rather than retail.

D DEVELOPMENT BLOCK D

- New development block created by new access point across from Homewood Avenue and realignment of First Street.
- Mixed-use multi-family residential, service, office, restaurant and entertainment uses rather than retail.

E GATEWAY GREEN SPACE

- New gateway green space created by realignment of First Street.

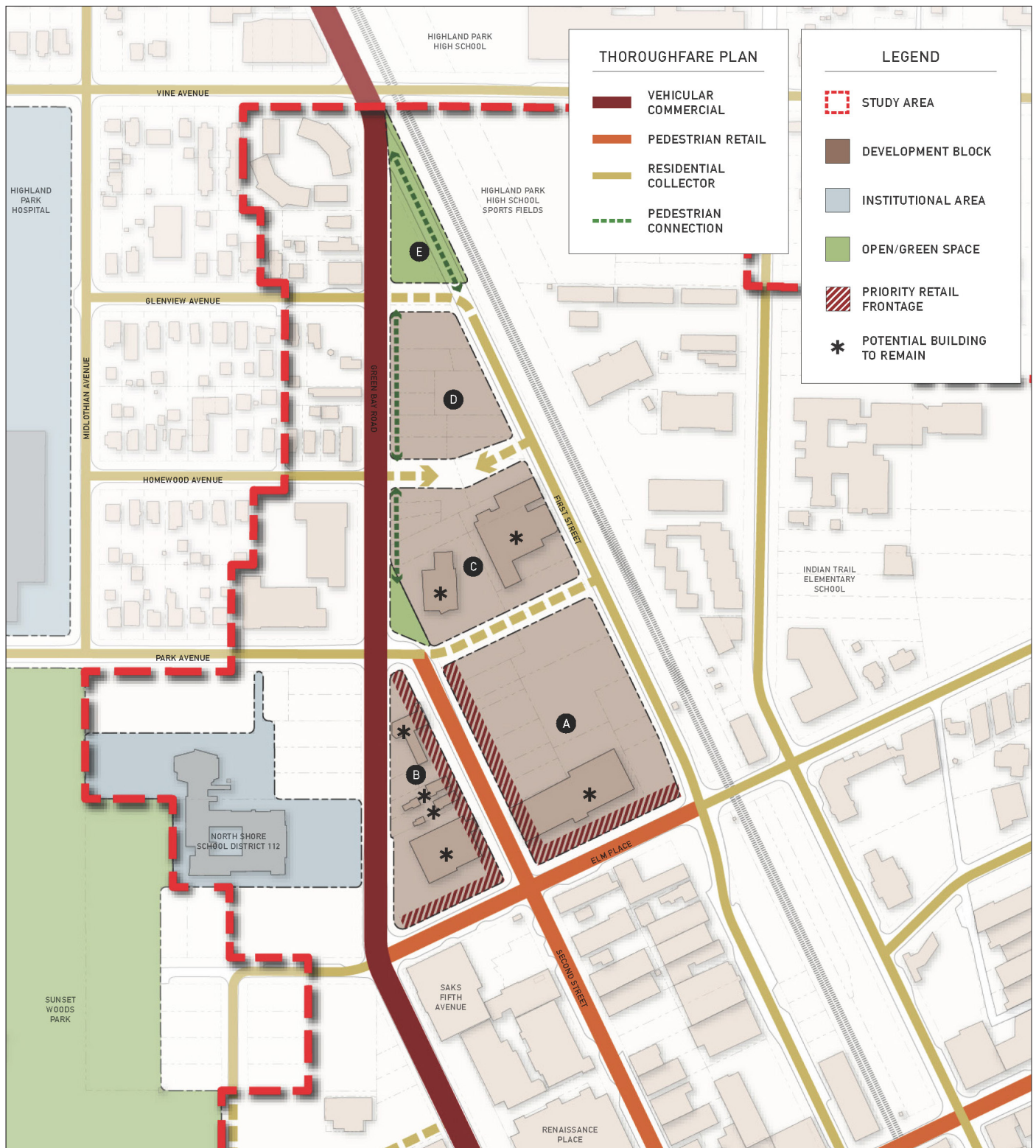


EXHIBIT 6 - NORTH TRIANGLE FRAMEWORK PLAN

PREFERRED VISION: NORTH TRIANGLE

Guided by the framework plan, a preferred vision for the redevelopment of the North Triangle Character Area was created, as shown in both the plan and illustration. This preferred vision encapsulates not only the key elements from the framework, but also implies a level of building design detail meant to match the character of Highland Park. Overall, the plan incorporates the following elements:

- Pedestrian-oriented streetscapes, including an extension of the unique Downtown streetscape character along Second Street
- Multiple common open spaces and gateways, including a greenway connection within the vacated First Street right-of-way on the north
- Mixed-use on Second Street and Elm Place, providing active retail on the ground floor
- Street extensions (Park, Homewood, Glenview into First) to break up the large triangular block
- Multifamily residential north of Park Avenue
- 2-level below grade parking structure with 200 spaces to meet parking demands without large surface parking lots
- 4 and 5 story buildings, depending on the location and adjacent context, with setbacks on the upper stories
- Potential boutique hotel or hospitality use adjacent to Downtown



SUPPORTING CHARACTER IMAGES OF MIXED-USE AND RESIDENTIAL BUILDINGS, STREETSAPES, COMMON OPEN SPACES AND PARKS







NORTH TRIANGLE VISION LOOKING FROM THE NORTHWEST TOWARD DOWNTOWN

SUNSET PARK (B4) CHARACTER AREA

The Sunset Park Character Area is generally bounded by Laurel Avenue to the south, Hickory Street to the west, Sunset Park/Elm Place to the north and Green Bay Road to the east. This area is characterized by service retailers such as banks, gas stations and a major grocery store anchor, Sunset Foods. Although the land use is predominately retail, the character of this area is very different than that of the main core of Downtown. In this area, retail buildings are typically single-use structures, 1 to 2 stories tall, have inconsistent front yard setbacks and are often separated by surface parking lots. This character is much less pedestrian friendly and many visitors to this area arrive and travel by car rather than on foot.

As the western gateway into Downtown and a critical arrival into Highland Park, this is a prime redevelopment opportunity site. Auto-oriented street frontage with narrow sidewalks, a lack of architectural character and large service parking lots designated for specific properties all contribute to an environment that is unattractive and intimidating to pedestrians. Additionally, Central Avenue acts as a physical barrier between the north and south portions of this area, while Green Bay Road separates this character area from the Downtown core. Deep lots create access challenges for a number of properties to the north and Sunset Woods Park, a major community asset, is disconnected visually and physically from Downtown by these properties. Improved Sunset Woods Park frontage and access would increase not only the value of this area, but also Downtown as a whole.

Property conditions range from “fair” to “good” in this area. However, properties that need the greatest amount of improvement are unfortunately located at highly visible corners. Asphalt surface parking lots comprise the majority of the character area (nearly 50 percent of land) while little to no on-street parking reinforces the vehicular-oriented nature of this area. Topography drops sharply from east to west, which may provide a unique opportunity for a distinct redevelopment solution.

SUNSET PARK DISTRICT (B4) - KEY OBSERVATIONS

1. *Improved Sunset Park frontage and access would increase not only the value of this area, but also Downtown as a whole.*
2. *As the western arrival into Downtown, this area has a poor community and Downtown gateway character.*
3. *Topography drops sharply from east to west, which may provide a unique opportunity for a distinct redevelopment solution.*

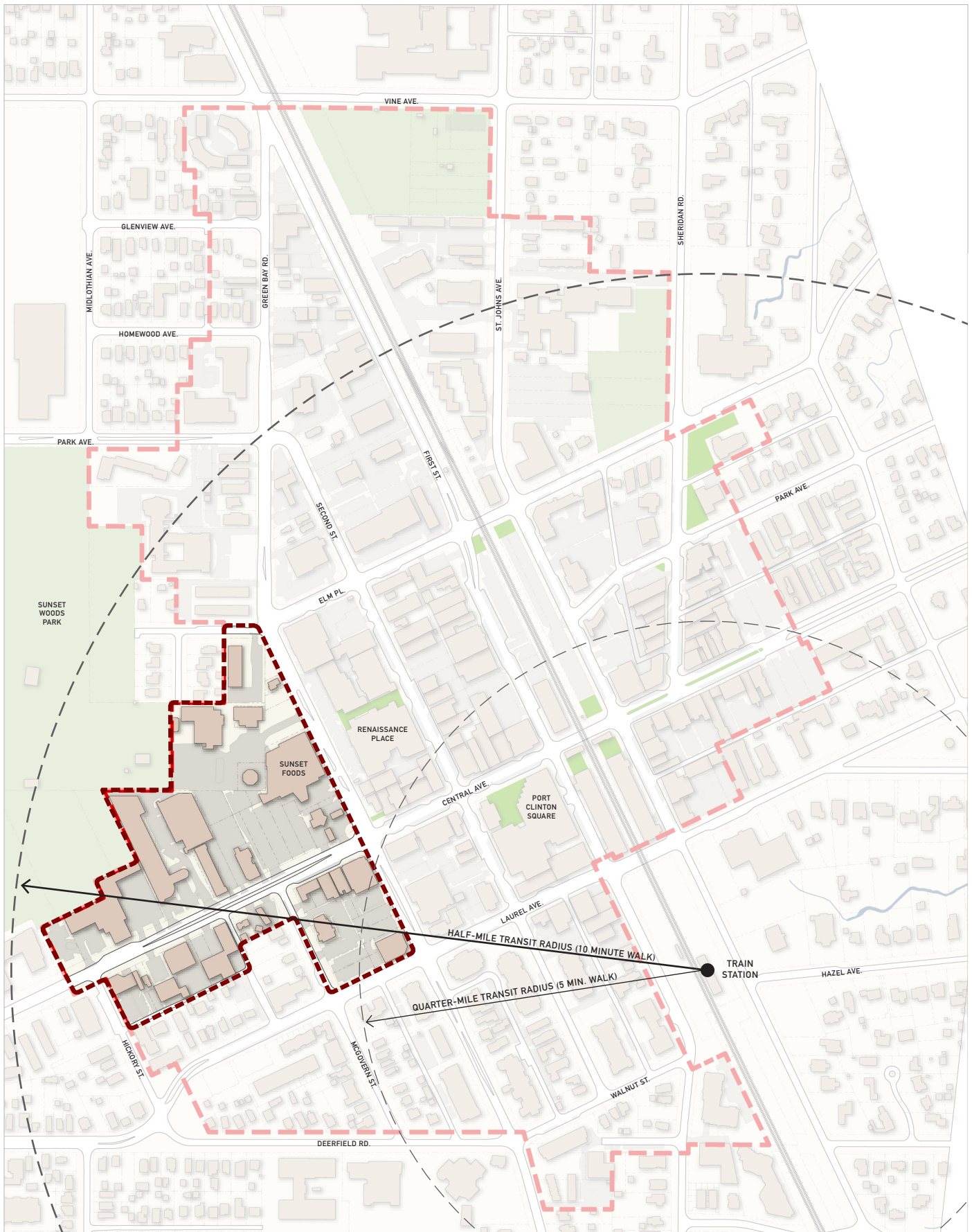


EXHIBIT 8 - SUNSET PARK CHARACTER AREA MAP

FRAMEWORK PLAN: SUNSET PARK

Many of the same principles discussed in the framework plan for the North Triangle Character Area can be applied to the Sunset Park Character Area. Of prime importance is creating better access into the large site that currently consists primarily of surface parking lots. The framework plan implies that new public streets should divide the site from both Central Avenue and Green Bay Road to create a more interconnected system for both cars and pedestrians. Development blocks are shown in the areas created by these new residential collector streets. These linkages would also provide access to Sunset Woods Park via an east-west pedestrian connection aligning with the pedestrian promenade at Renaissance Place.

The framework plan shows that the priority retail frontage should focus on the Green Bay/Central intersection. This diagram implies that the physical form and subsequent zoning amendments should transform this intersection from a largely automobile-oriented environment to a pedestrian frontage to match Central Avenue east of Green Bay Road. This form is primarily dictated by the building setbacks, consistency of the streetwall and location of parking and access drives.

The land uses for this area are envisioned as mixed-use commercial/residential, as well as a mixture of office, service, restaurant, entertainment uses and multifamily housing. The framework acknowledges that structured parking, whether in a new parking deck and/or an expansion of the existing deck will likely be needed to balance the parking needs for this mix of uses.

A DEVELOPMENT BLOCK A

- New development block created by new public access from Central Avenue and Green Bay Road.
- Limit retail to frontage along Central Avenue and Green Bay Road.
- Possible location for parking structure
- Possible hospitality/entertainment location.

B DEVELOPMENT BLOCK B

- Mixed-use multi-family residential, service, office, restaurant and entertainment uses rather than retail.
- Possible hospitality/entertainment location.

C DEVELOPMENT BLOCK C

- Mixed-use multi-family residential, service, office, restaurant and entertainment uses rather than retail.

D DEVELOPMENT BLOCK D

- Mixed-use multi-family residential, service, office, restaurant and entertainment uses rather than retail.
- Possible hospitality/entertainment location.

E DEVELOPMENT BLOCK E

- Mixed-use buildings
- Limit retail to frontage along Green Bay Rd. and Central Ave.

F DEVELOPMENT BLOCK F

- New development block with mixed-use, multi-family residential created by new public access from Central Avenue and Green Bay Road.

G DEVELOPMENT BLOCK G

- Multi-family residential buildings.

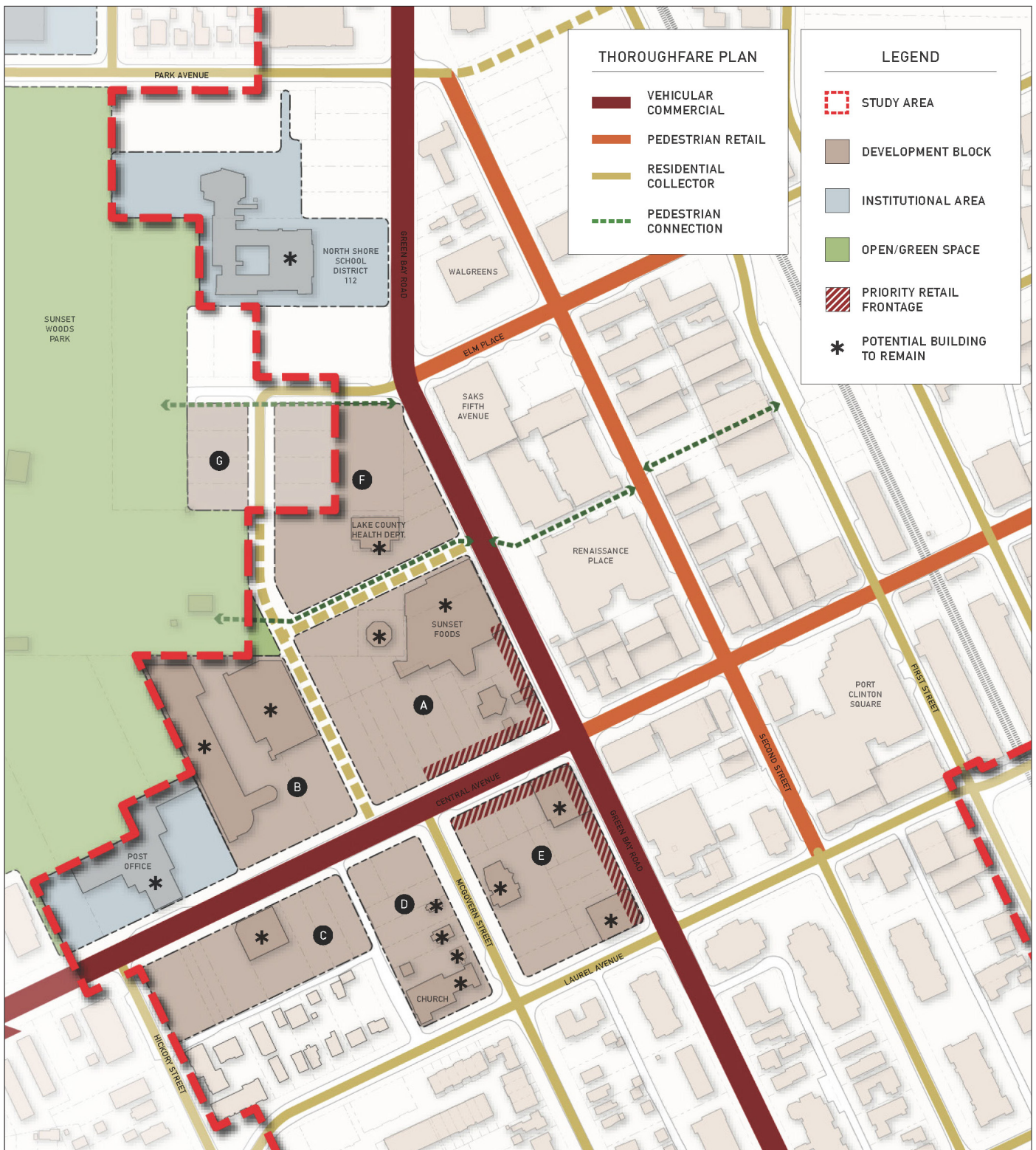
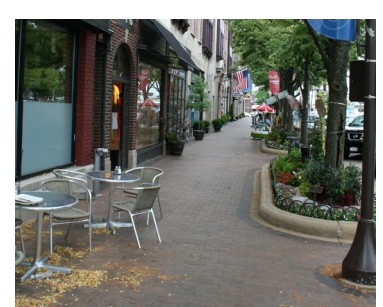
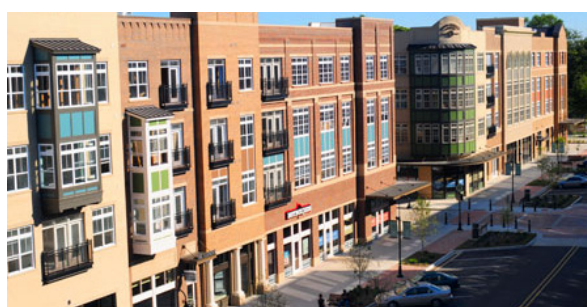


EXHIBIT 9 - SUNSET PARK FRAMEWORK PLAN

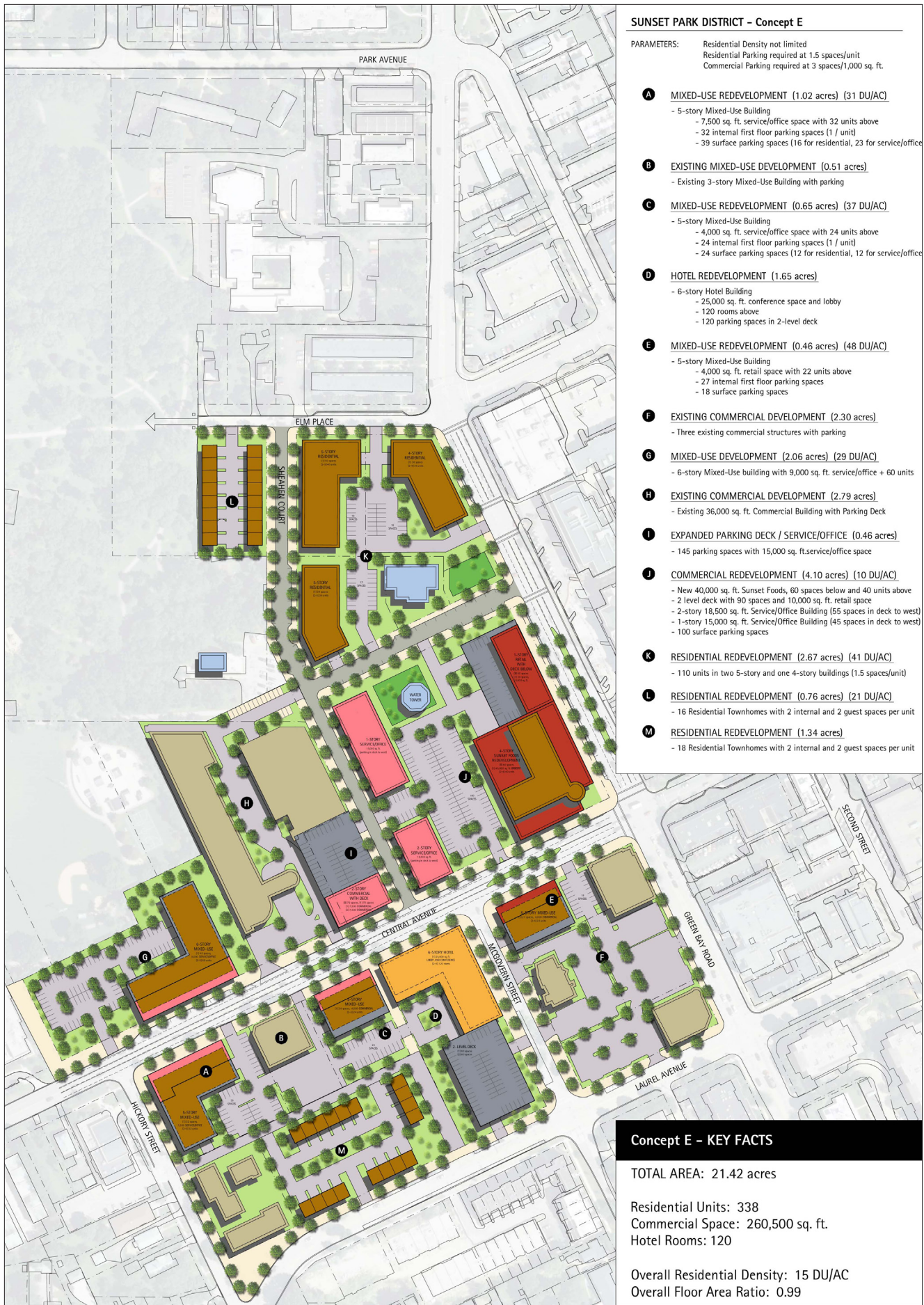
PREFERRED VISION: SUNSET PARK

The preferred vision plan for the Sunset Park Character Area depicts the potential building massing and site layouts created within the established framework. The conceptual site plan and illustration show the creation of a more pedestrian-oriented environment with the location of buildings closer to the street and a decreased emphasis on parking. The plan also infers improvements to both Green Bay Road and Central Avenue, as well as the intersection, to create a continuation of the high quality streetscapes found in Downtown. This preferred vision encapsulates not only the key elements from the framework plan, but also implies a level of building design detail meant to match the character of Highland Park. Overall, the plan incorporates the following elements:

- Mixed-use along Central Avenue and Green Bay Road with a new Sunset Foods grocery store on the ground floor at the intersection
- Expansion of the existing parking deck located along Central Avenue to incorporate additional public parking
- Sheahen Court extension to Central Avenue
- Multifamily residential buildings adjacent to Sunset Woods Park
- Improved gateway into Downtown
- Potential hotel or hospitality use on the south side of Central Avenue
- Green Bay Road and Central Avenue streetscape improvements
- New corner plaza
- 4, 5 and 6 story buildings, with respect to topography and context, with upper story stepbacks



SUPPORTING CHARACTER IMAGES OF MIXED-USE AND RESIDENTIAL BUILDINGS, STREETSCAPES AND PUBLIC PLAZAS







SUNSET PARK VISION LOOKING FROM THE SOUTHEAST TOWARD THE PARK

ZONING CONSTRAINTS

OVERVIEW

After engaging in development scenario testing and refining a preferred plan and vision, the final phase of the process was to provide zoning amendment recommendations for the existing B4 zoning districts. Based on an analysis of the existing zoning code, the Lakota Team identified five zoning “constraints” to achieving the preferred vision for the B4 character areas. The zoning amendments presented at the end of this document address each of these issues. The constraints include the following:

- Density limits
- Height limits
- Parking requirements
- Planned development thresholds
- Lack of urban form controls

CONSTRAINT #1 – DENSITY

The preferred visions for the North Triangle and Sunset Park Character Areas (see pages 24 and 32, respectively), show conceptual project densities ranging from approximately 30 to 50 units per acre. While the current ordinance allows such levels of residential density in the RO (residential-office) zoning category, the B4 category that is applied to most of the North Triangle and Sunset Park areas allows a maximum of only 14.5 units per acre. This is a density level more commonly associated with townhouse developments rather than mixed-use residential buildings in a walkable, downtown, transit-oriented setting. The preferred visions are fundamentally unattainable without revisions to the maximum density limits now in place in the B4 district.

	Zoning District			
Density Regulations	B5	B4	RO	RM2
Min. Lot Area per Unit (square feet)	3,000	3,000	871	1,442
Equivalent Density (du per acre)	14.5	14.5	50	30

EXISTING ALLOWABLE DENSITIES FOR THE CENTRAL DISTRICT ZONING CATEGORIES.

CONSTRAINT #2 – BUILDING HEIGHT

The preferred visions for North Triangle and Sunset Park include conceptual projects with building heights ranging from 3 to 5 stories. Taking advantage of location and topography, there is at least one 6-story building scenario identified in the Sunset Park Character Area. These building heights are not allowed under B4 zoning, which currently imposes a 3-story limit on building heights (4-stories if approved as a planned development).

Recognizing the sensitive nature of building height and its effect on the overall perceived character of an area, the preferred visions take care to locate taller buildings in locations that will not have a negative impact on surrounding areas. Conceptual building designs also include techniques to mask or mitigate the effect of taller buildings through upper floor building step-backs and floors integrated into roof forms.



THE HEIGHT LIMITS OF THE EXISTING ZONING CODE WOULD NOT ALLOW MANY OF THE BUILDINGS SHOWN IN THE VISION ILLUSTRATIONS .

CONSTRAINT #3 – PARKING REQUIREMENTS

Ordinance requirements for on-site parking play an important role in determining the type of building or development that is feasible. The preferred visions for the two character areas show conceptual development projects that provide on-site parking at the rate of one to two spaces per residential dwelling unit and three spaces per 1,000 square feet of commercial floor area. Highland Park's current zoning ordinance requires on-site parking at much higher levels.

Existing parking requirements range from 1.25 to 3 space per dwelling unit and from 3.3 to 4 spaces per 1,000 square feet of commercial space (far higher for restaurants). Not only do these requirements greatly exceed the reasonable supplies of centrally located parking shown in the preferred visions, they also exceed observed demand from the Rich & Associates parking study prepared for Downtown Highland Park.



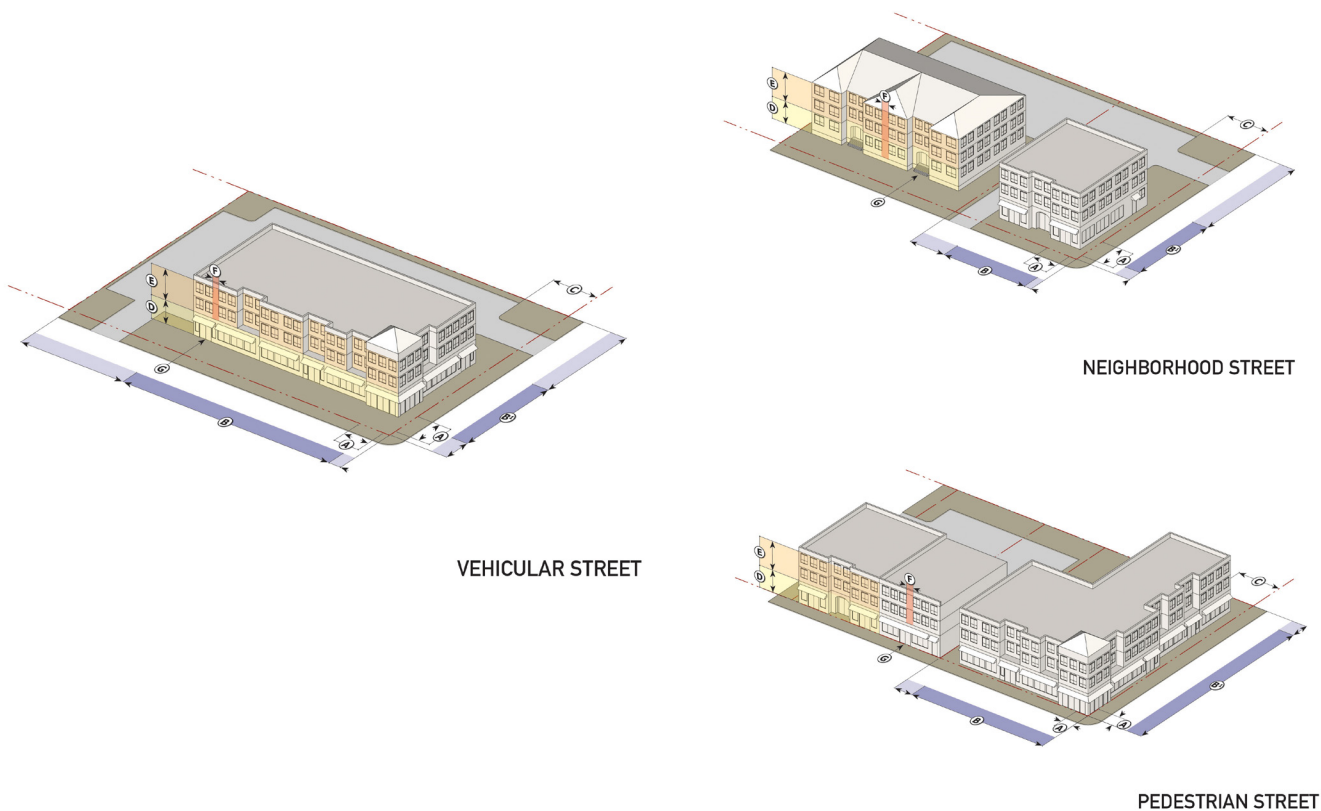
THE VISION ILLUSTRATIONS DEPICT LARGER, COORDINATED PROJECTS, MANY OF WHICH WOULD BE MIXED-USE.

CONSTRAINT #4 – PLANNED DEVELOPMENT THRESHOLDS

The zoning ordinance’s current planned development “thresholds” (trigger points for requiring PD review) run counter to the preferred visions. While the visions emphasize the benefits of promoting mixed-use development projects on larger, consolidated parcels, the current ordinance works to discourage such patterns by requiring that any mixed-use project or building over 10,000 square feet in area undergo more rigorous, time-consuming and unpredictable planned development review. To achieve the city’s current visions, PD review should be used to provide extra scrutiny for projects that work against the city’s goal of a denser, more pedestrian friendly and economically viable Central District.

CONSTRAINT #5 – LACK OF URBAN FORM CONTROLS

The vision illustrations for the main B4 areas of downtown identify the need for ensuring high-quality streetscapes, “activated” buildings at the sidewalk level and other traditional urban form elements. The existing zoning ordinance does not include guidelines or regulations to promote or ensure the provision of these vital urban form elements.

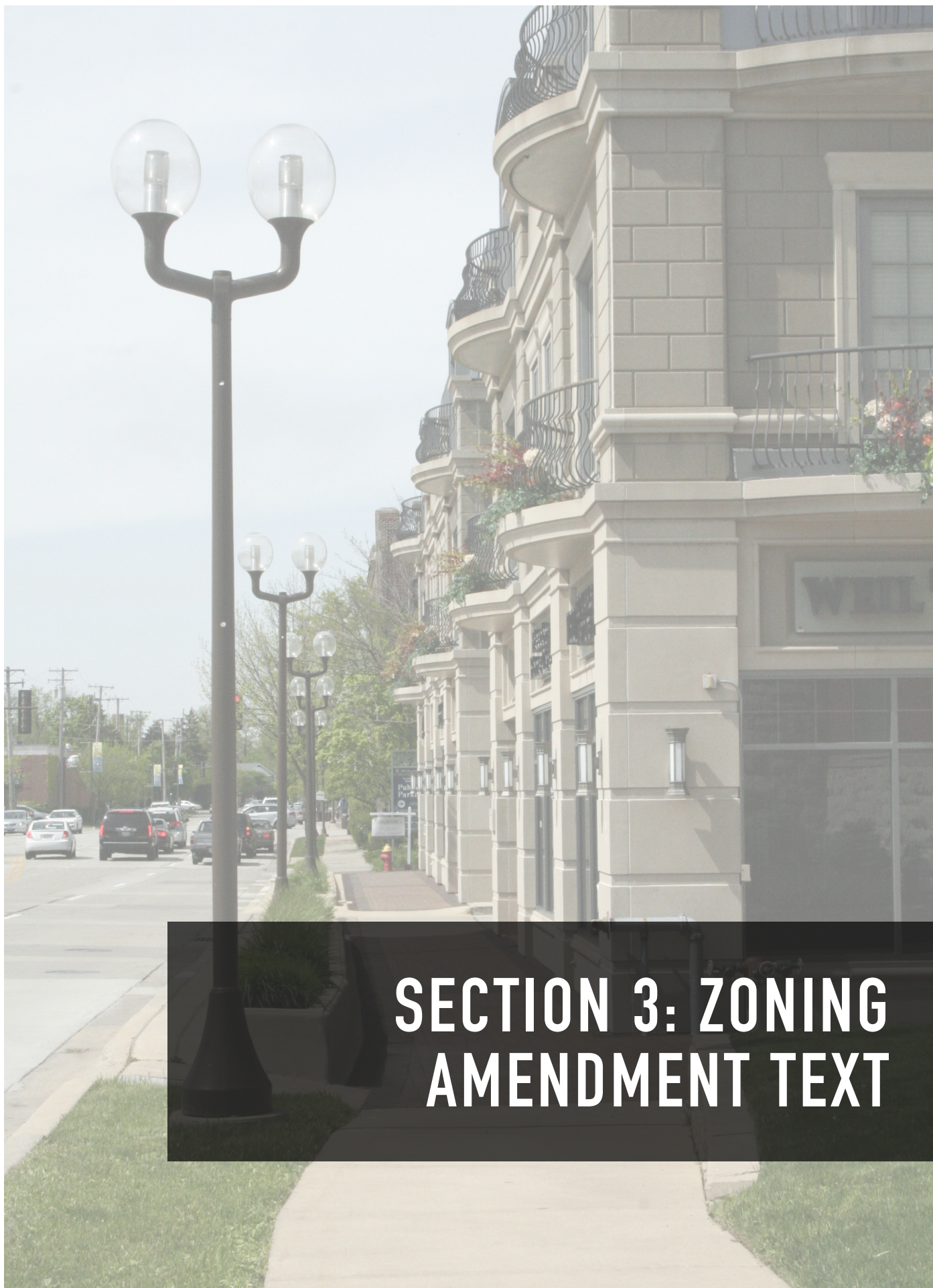


THE EXISTING ZONING CODE DOES NOT PROVIDE GRAPHIC GUIDELINES TO DESCRIBE DESIRED URBAN FORM.

ZONING AMENDMENT TEXT

In order to address these and other constraints to achieving the vision and objectives established by the City in the *Downtown Highland Park Vision Statement and Goals*, the Lakota Team has provided amended zoning language in the last section of this report. These draft amendments are intended as a starting point for the City's work towards revising the existing ordinance.

The Lakota Team acknowledges that the implementation of zoning recommendations will be an ongoing dialogue that will be discussed and vetted through the City's public process.



SECTION 3: ZONING AMENDMENT TEXT

Overview of Draft Amendments.....	1
Existing Zoning Map.....	3
Recommended Zoning Map	4
ARTICLE VII. AREA, BULK, AND DENSITY	0
Sec. 150.704 Multiple Family Residential and Health Care District Regulations.	0
Sec. 150.705 Commercial and Light Industrial District Regulations.....	1
Sec. 150.708 Special Height Considerations.	2
ARTICLE XXIII. DOWNTOWN FORM AND DESIGN	3
Sec. 150.2305 General	3
Sec. 150.2310 Frontage Classifications	3
Sec. 150.2315 Pedestrian Frontage Regulations.....	5
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Overview of Draft Amendments

Proposed amendments to Highland Park's existing zoning ordinance are presented in the following pages. The changes proposed in this initial draft are intended to help ensure consistency with and implementation of the adopted *Vision Statement* for downtown Highland Park. They are also intended to:

- facilitate mixed-use development, including increased residential development in areas surrounding the central business (B5) district that will support existing businesses and future economic growth; and
- reinforce and enhance downtown's existing walkable, transit-oriented character.

The zoning ordinance text amendments would result in changes to four existing zoning ordinance articles and the creation of one entirely new article. These changes, which will be the subject of ongoing discussions and public review, are described generally below.

ARTICLE VII AREA, BULK AND DENSITY

Article VII includes proposed changes to RO district building height and modifications to the density and building height controls that now apply in the B4 and B5 districts. In the case B4 and B5, the recommended approach creates subdistricts or intensity options for each base district. Subdistricts would be distinguished solely by the maximum allowed intensity of development (i.e., residential density and building height). Under this approach, property now zoned B4 would be converted to the B4-4 zoning designation, denoting B4 uses and a maximum allowed height of four stories, similar to today's B4. The B4-5 and B4-6 classifications would be available for future rezonings, as shown on the recommended zoning map presented on page 4. Two intensity districts are included for the current B5 district, although no property has been identified for rezoning to the B5-5 district at this time.

ARTICLE XXIII DOWNTOWN FORM AND DESIGN (NEW)

Article XXIII is entirely new. It includes building regulations intended to help protect and enhance pedestrian character by imposing strict, prescriptive limits on building form along downtown's most walkable streets (referred to as "pedestrian frontages" in the draft ordinance) and less strict but still meaningful controls on building form in other areas of downtown.

ARTICLE VIII OFF-STREET PARKING AND LOADING

Recommended changes to minimum residential and nonresidential parking ratios are included in Article VIII. These proposed changes are based on the transit-oriented nature of downtown and a philosophy that downtown parking issues are best addressed as an overall district, rather than parcel-by-parcel. This approach promotes a park-once approach, treating the entire downtown area much like a large shopping center. The changes are also supported by our research into applicable minimum parking ratios in other peer communities:

1. Highland Park 2-block model: 1.97 spaces per 1,000 sq. ft. (*Rich Study*)
2. ITE Shopping Center demand: 2.87 spaces per 1,000 sq. ft.
3. Evanston: 2.86 spaces per 1,000 sq. ft. in excess of 3,000 sq. ft.
4. Arlington Heights Code: 2.0 spaces per 1,000 sq. ft. in excess of 1,500 sq. ft.
5. Wilmette Code (overlay): 2.0 spaces per 1,000 sq. ft.

ARTICLE V PLANNED DEVELOPMENTS

Several changes are proposed to the existing planned development thresholds, all of which are intended to be consistent with a heightened emphasis on walkable, mixed-use development and greater levels of downtown residential growth. The changes would result in additional reviews for low-intensity auto-oriented development projects, projects that might prevent the types of street network modifications discussed during the study, projects that do not comply with new ***minimum*** building height requirements and projects that exceed new ***maximum*** off-street parking ratios. Projects above new increased height and floor area thresholds would also be subject to PD review, which will provide an opportunity for public review of projects that exceed typical levels.

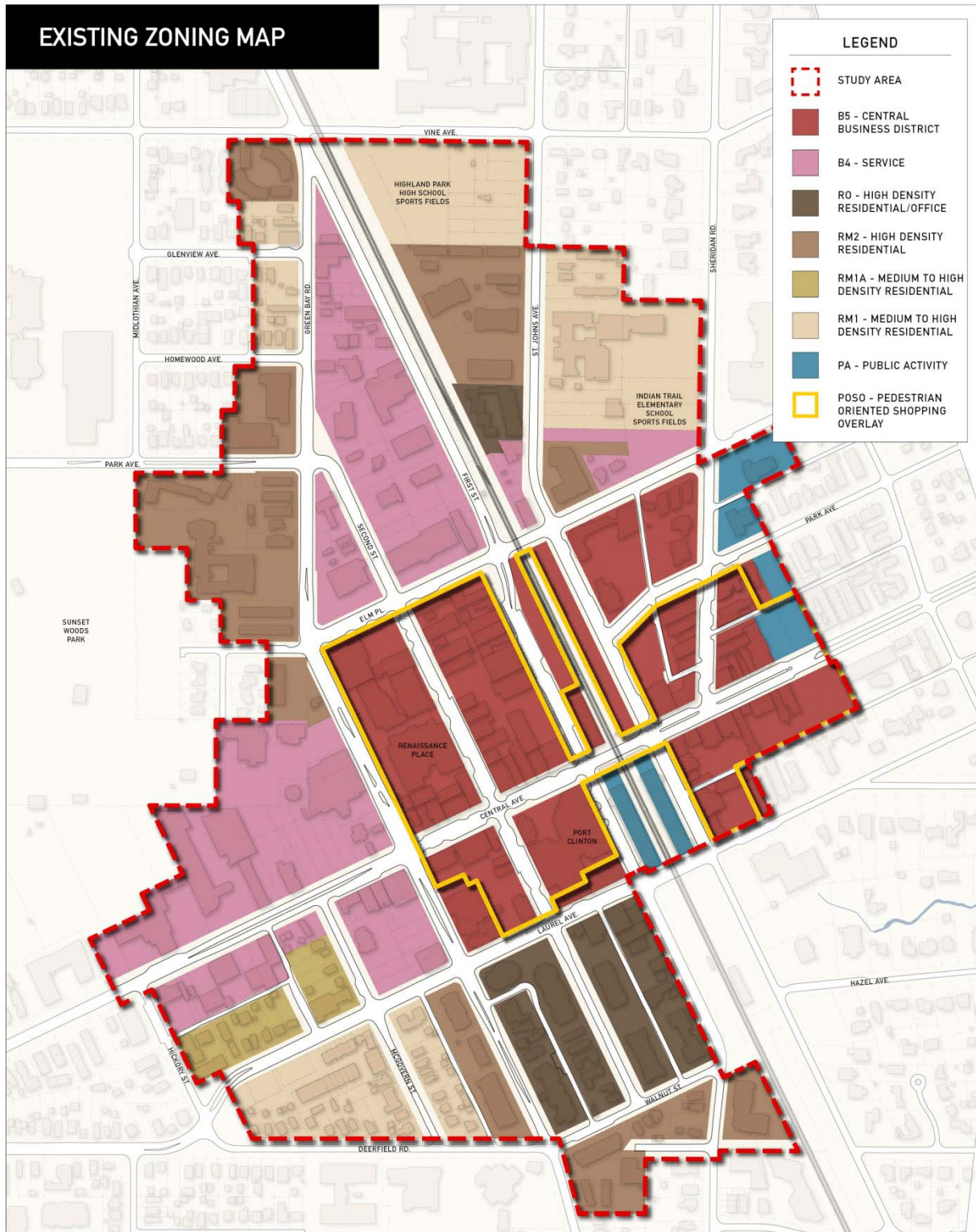
ARTICLE II INTERPRETATIONS AND DEFINITIONS

New and modified definitions are included Article II. These support the changes proposed in other articles.

Proposed changes are identified by underline (new/changed material) and (deleted material) text.

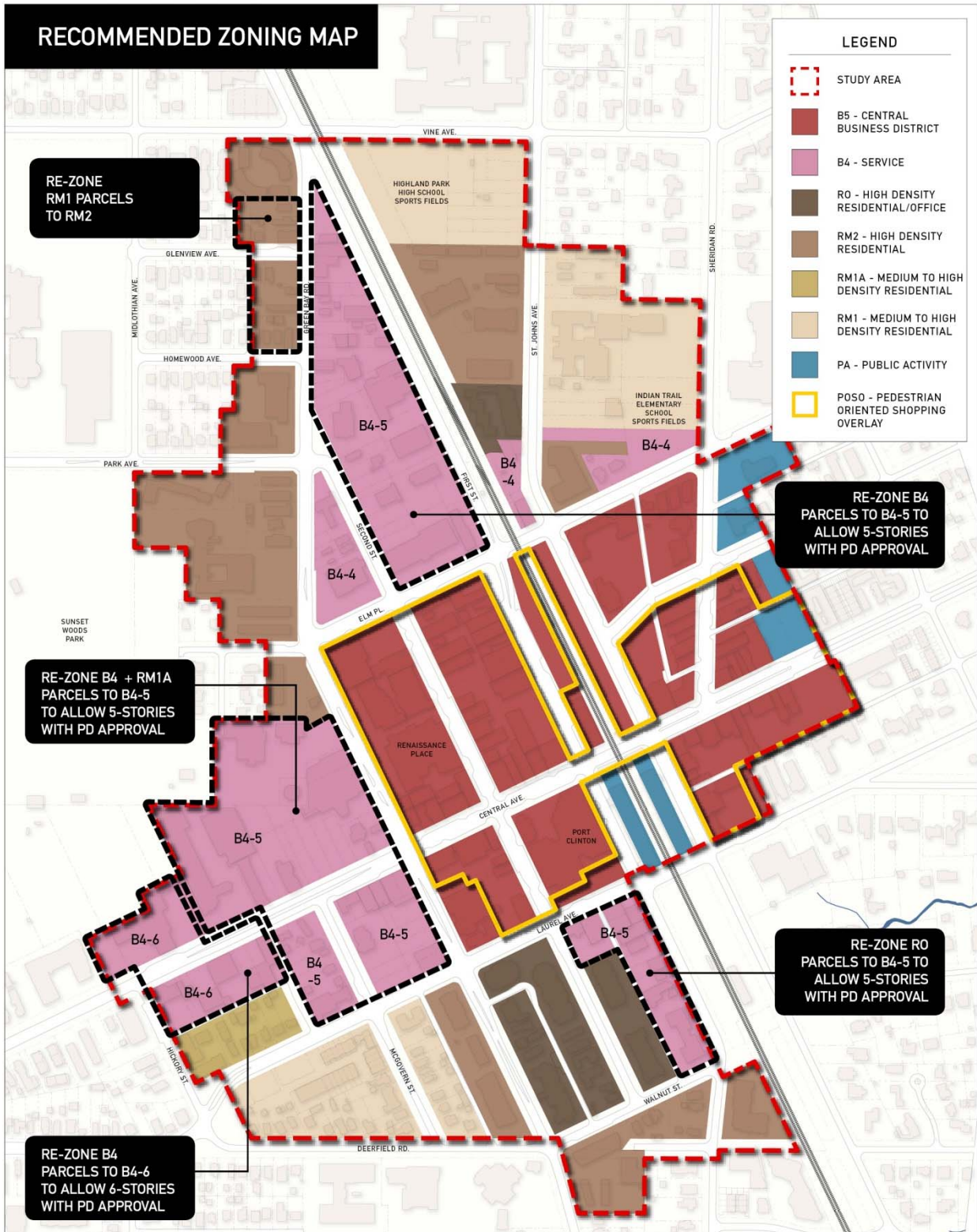
Existing Zoning Map

Existing Zoning Map



Recommended Zoning Map

Recommended Zoning Map



ARTICLE VII. AREA, BULK, AND DENSITY
Sec. 150.704 Multiple Family Residential and Health Care District Regulations.

ARTICLE VII. AREA, BULK, AND DENSITY

...

Sec. 150.704 Multiple Family Residential and Health Care District Regulations.

- (A) The following table specifies the general maximum and minimum requirements of area, bulk, yards, and density for the Multiple Family Residential and Health Care zoning districts. These requirements may be modified as permitted elsewhere in this Chapter. (Ord. 81-07, J. 33, p. 694-703, passed 11/13/07)

MULTIPLE FAMILY RESIDENTIAL AND HEALTH CARE DISTRICT REGULATIONS¹

	RO
BULK	
Maximum height of principal structure	
As of right (stories/feet)	4/50
If approved as Planned Development (stories)	5

...

¹ Table excerpts only; no changes proposed to regulations not shown.

ARTICLE VII. AREA, BULK, AND DENSITY
Sec. 150.705 Commercial and Light Industrial District Regulations.

Sec. 150.705 Commercial and Light Industrial District Regulations.

- (B) The following table specifies the general requirements of area, bulk, yards, and density for the commercial and light industrial zoning districts. These requirements may be modified as permitted elsewhere in this Chapter.

COMMERCIAL AND LIGHT INDUSTRIAL DISTRICT REGULATIONS²

Intensity Designation>>>	Zoning District				
	B4			B5	
	-4	-5	-6	-4	-5
LOT SIZE					
Minimum lot area	None	15,000	25,000	None	15,000
Minimum lot width	None	125	200	None	125
DENSITY					
Minimum lot area per multi-family unit (square feet)	871	665	540	871	665
YARDS					
Minimum front yard (feet)	See Sec. 150.2310				
Maximum front yard (feet)	See Sec. 150.2310				
Minimum side yard adjacent to residential district (ft.)	10	10	10	10	10
Minimum rear yard adjacent to residential district (ft.)	20	20	20	20	20
Min. rear yard adjacent to nonresidential district (ft.)	0	0	0	0	0
BULK					
Maximum height of principal structure					
As of right (stories/feet)	3/45	4/45	5/45	3/45	4/45
If approved as Planned Development (stories)	4	5	6	4	5
Minimum height of principal structure (stories)	2	3[5]	3[5]	2	2
Maximum height of accessory structure (feet)	40[4]	40[4]	40[4]	40[4]	40[4]

Table Notes:

- [1] In the B2-RW zoning district, the number of allowable efficiency dwelling units shall be limited to no more than thirty (30%) percent of the total number of units allowed on the lot.
- [2] Amended by Ord. 93-99, adopted 11/8/99
- [3] Or 20% of lot depth, whichever is less
- [4] Amended by Ord. 41-02, J. 28, p. 309-312, passed 7/8/02
- [5] Lower minimum building heights may be approved through the planned development process, provided that the subject building must be at least 2 stories in height.
- (B) For residential structures over fifteen (15) feet high in the B1 and B2, zoning districts, the minimum side and rear yard distance between a wall containing openings for light and air and a lot line shall be ten (10) feet plus one (1) foot for every three (3) feet of height above twenty (20) feet. For these purposes, the "height of the building wall" shall be measured from the floor level of the lowest story containing a dwelling unit.

...

² Table excerpts only; no changes proposed to regulations not shown.

ARTICLE VII. AREA, BULK, AND DENSITY
Sec. 150.708 Special Height Considerations.

Sec. 150.708 Special Height Considerations.

The height requirements below further qualify the requirements in the preceding tables.

. . .

(E) If a maximum story-based height limitation is imposed by the subject zoning district it does not apply to uninhabited structures, such as parking garages. Uninhabited structures are regulated exclusively by the applicable maximum height in feet.

ARTICLE XXIII. DOWNTOWN FORM AND DESIGN
Sec. 150.2305 General

ARTICLE XXIII. DOWNTOWN FORM AND DESIGN

Sec. 150.2305 General

(A) Purpose

The purpose of the downtown form and design regulations of this article is to help maintain and enhance the transit-oriented, walkable character of downtown Highland Park. The regulations are also intended to help ensure that new development and redevelopment within the downtown area implements and is consistent with the adopted [Vision Statement](#) for downtown, which calls for “a vibrant, easily accessible and sustainable center...”

(B) Applicability

The downtown form and design regulations of this article apply within B4, B5 and RO zoning districts to all new buildings. The regulations apply to renovations of and additions to existing buildings that result in an increase of 50% or more in the building’ gross floor area. These form and design regulations govern in the event of conflict with the area, bulk and density regulations of [Article VII](#).

Sec. 150.2310 Frontage Classifications

Streets frontages in the downtown area are classified according to their existing and proposed future character. Three frontage types are designated and shown in [Figure 150-23-1](#):

(A) Pedestrian

The pedestrian frontage designation is applied along downtown’s primary pedestrian-shopping streets—where the highest level of walkability is expected and desired. The regulations that apply to pedestrian frontages are intended to help ensure that buildings are pulled up to the front property line and that buildings are “activated” to promote pedestrian interest, comfort and safety.

(B) Vehicular

The vehicular frontage designation is applied along streets that generally carry the greatest volumes of traffic, typically at higher speeds than along other downtown streets. Because it is often impractical to pull buildings all the way up to the abutting street (sidewalk) along vehicular frontages, the regulations allow greater flexibility in terms of building location and site design.

(C) Neighborhood

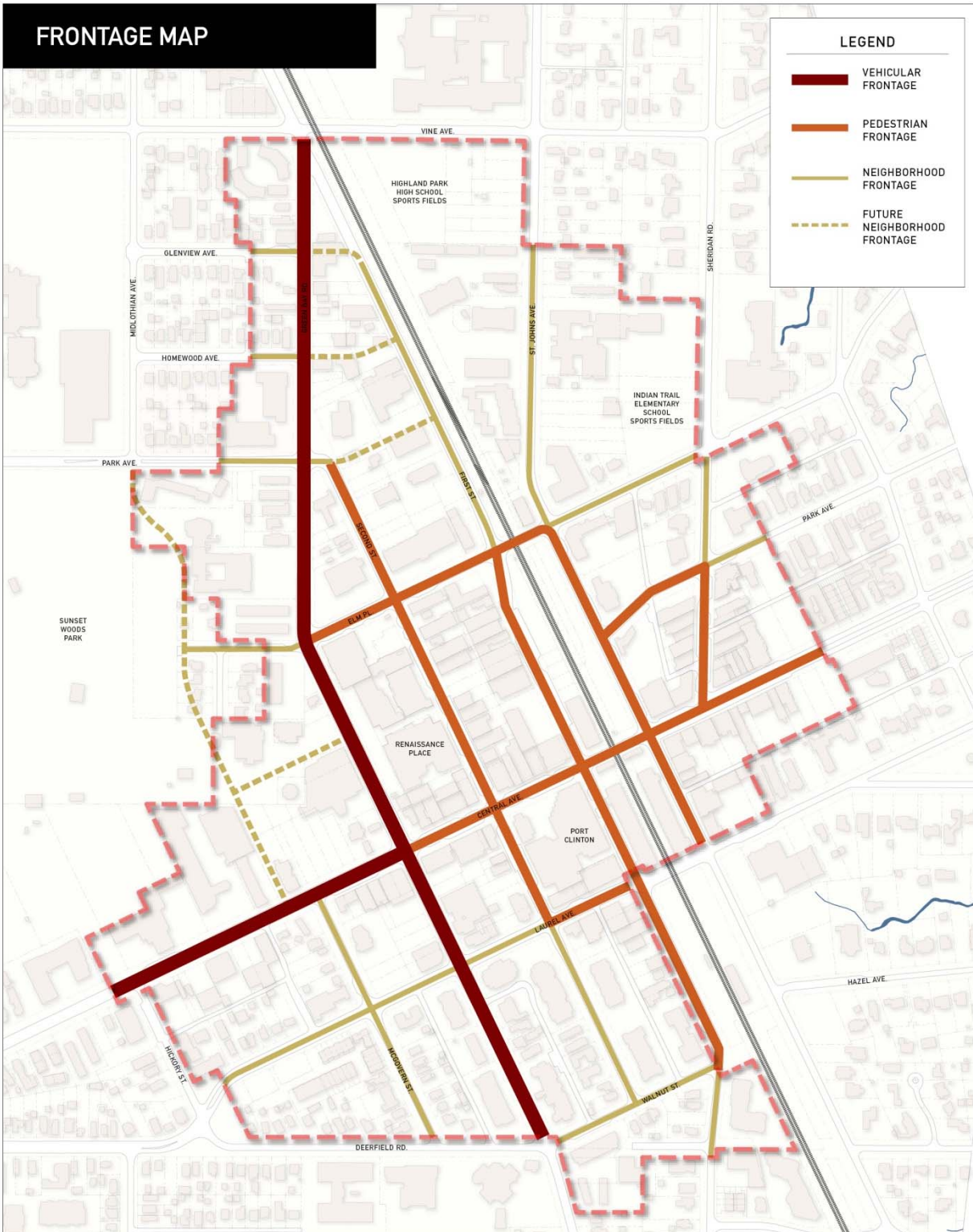
The neighborhood frontage designation is applied along downtown streets that are not classified as pedestrian or vehicular streets. Because such streets typically include a mix of residential and nonresidential building types, the regulations allow flexibility in terms of building location and site design.

(D) Changing Classifications

A change in frontage classification is considered a rezoning and is subject to the zoning map amendment procedures of this zoning ordinance.

ARTICLE XXIII. DOWNTOWN FORM AND DESIGN
Sec. 150.2310 Frontage Classifications

Figure 150-23-1

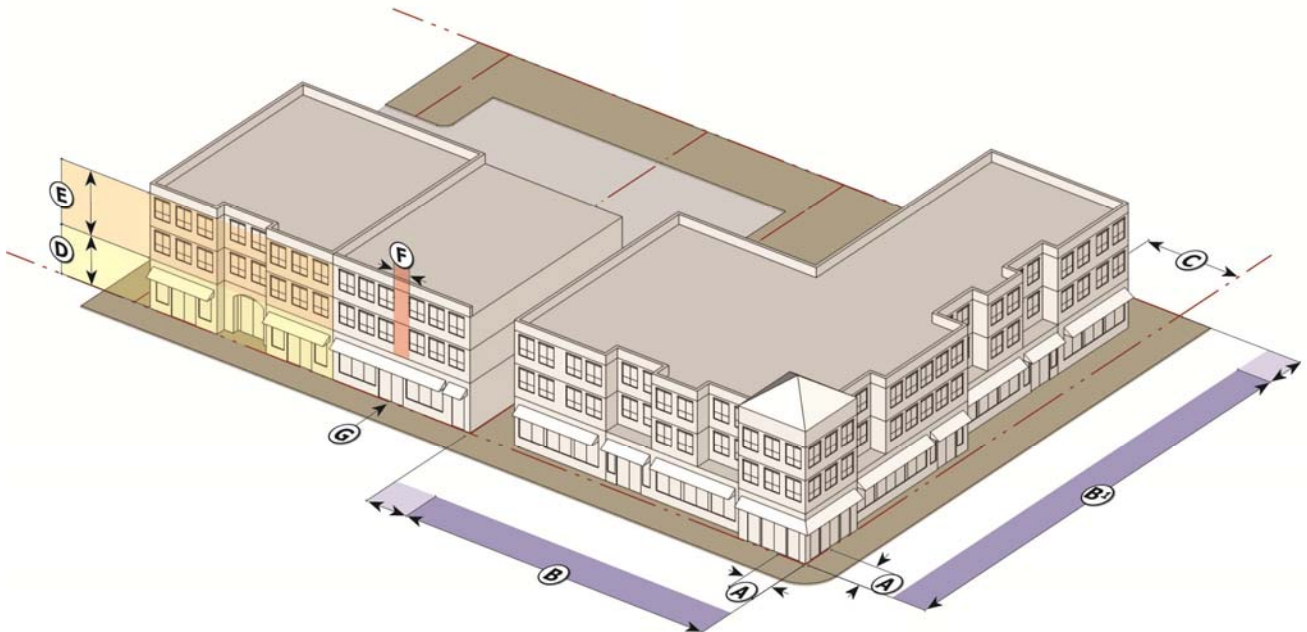


ARTICLE XXIII. DOWNTOWN FORM AND DESIGN
Sec. 150.2315 Pedestrian Frontage Regulations

Sec. 150.2315 Pedestrian Frontage Regulations

The following regulations apply to all pedestrian frontages. Exceptions and rules of measurement are established in Sec. [150.2335](#).

Build-to-Zone		
A	Minimum/maximum (feet)	0/10
B	Minimum percent of building in build-to-zone (%)	80
Parking Setback		
C	Minimum (feet)	30
Transparency		
D	Minimum ground story (%)	75
E	Minimum upper story (%)	20
F	Maximum blank wall length (feet)	20
Pedestrian Access		
G	Street-facing building entrance required?	Yes

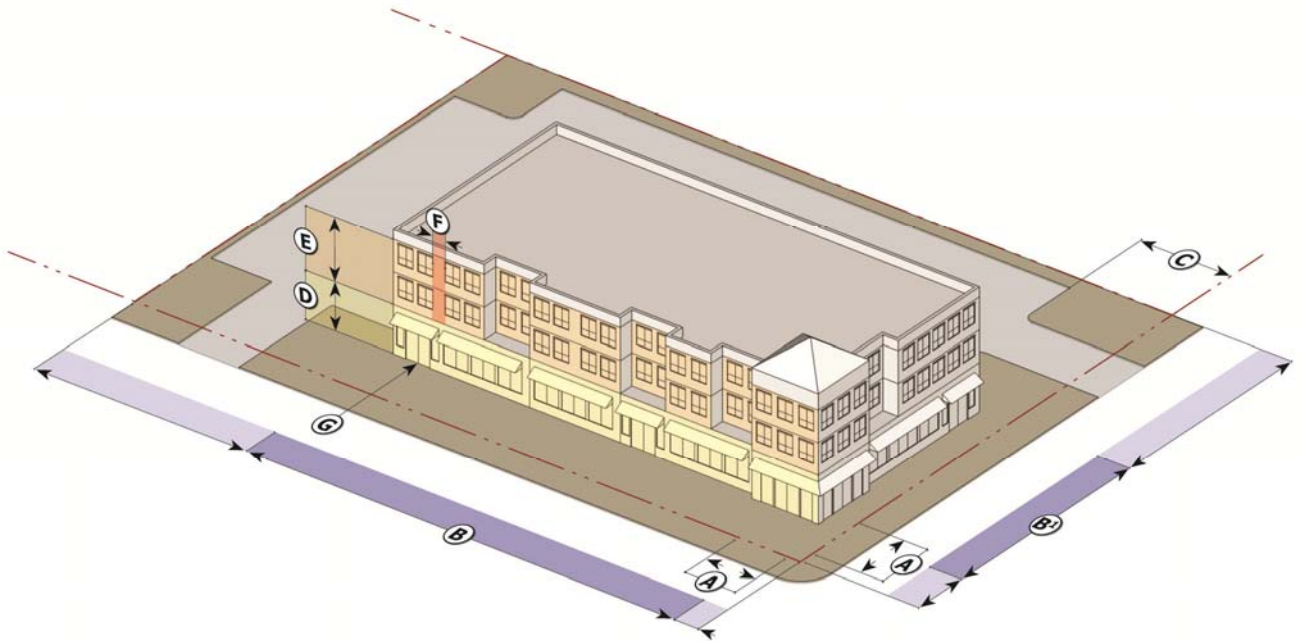


ARTICLE XXIII. DOWNTOWN FORM AND DESIGN
Sec. 150.2320 Vehicular Frontage Regulations

Sec. 150.2320 Vehicular Frontage Regulations

The following regulations apply to all vehicular frontages. Exceptions and rules of measurement are established in Sec. [150.2335](#).

Build-to-Zone		
A	Minimum/maximum (feet)	5/25
B	Minimum percent of building in build-to-zone (%)	60[1]
Minimum Parking Setback		
C	Minimum (feet)	30
Transparency		
D	Minimum ground story (%)	
	Mixed-use or nonresidential building	40
	Residential building	20
E	Minimum upper story (%)	20
F	Maximum blank wall length (feet)	35
Pedestrian Access		
G	Street-facing building entrance required?	Yes

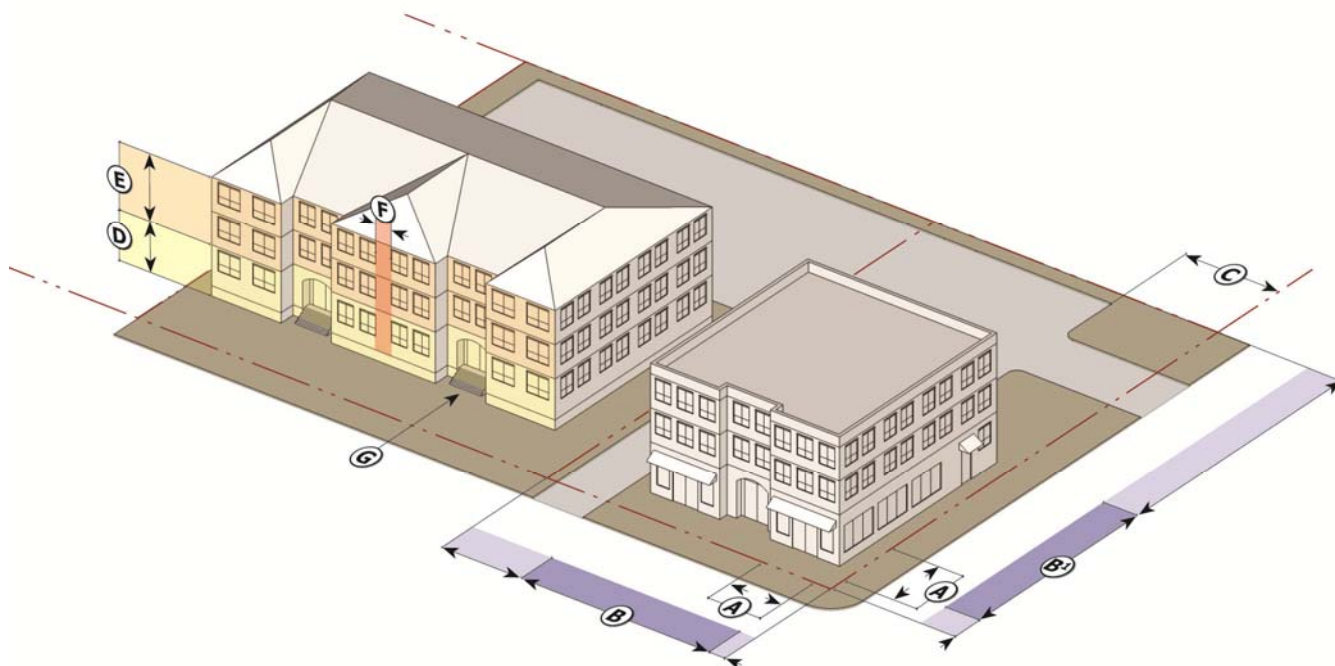


ARTICLE XXIII. DOWNTOWN FORM AND DESIGN
Sec. 150.2325 Neighborhood Frontage Regulations

Sec. 150.2325 Neighborhood Frontage Regulations

The following regulations apply to all neighborhood frontages. Exceptions and rules of measurement are established in Sec. [150.2335](#).

Build-to-Zone		
A	Minimum/maximum (feet)[1]	5/25
B	Minimum percent of building in build-to-zone (%)	65[1]
Parking Setback		
C	Minimum (feet)	30
Transparency		
D	Minimum ground story (%)	
	Mixed-use or nonresidential building	40
	Residential building	20
E	Minimum upper story (%)	20
F	Maximum blank wall length (feet)	35
Pedestrian Access		
G	Street-facing building entrance required?	Yes

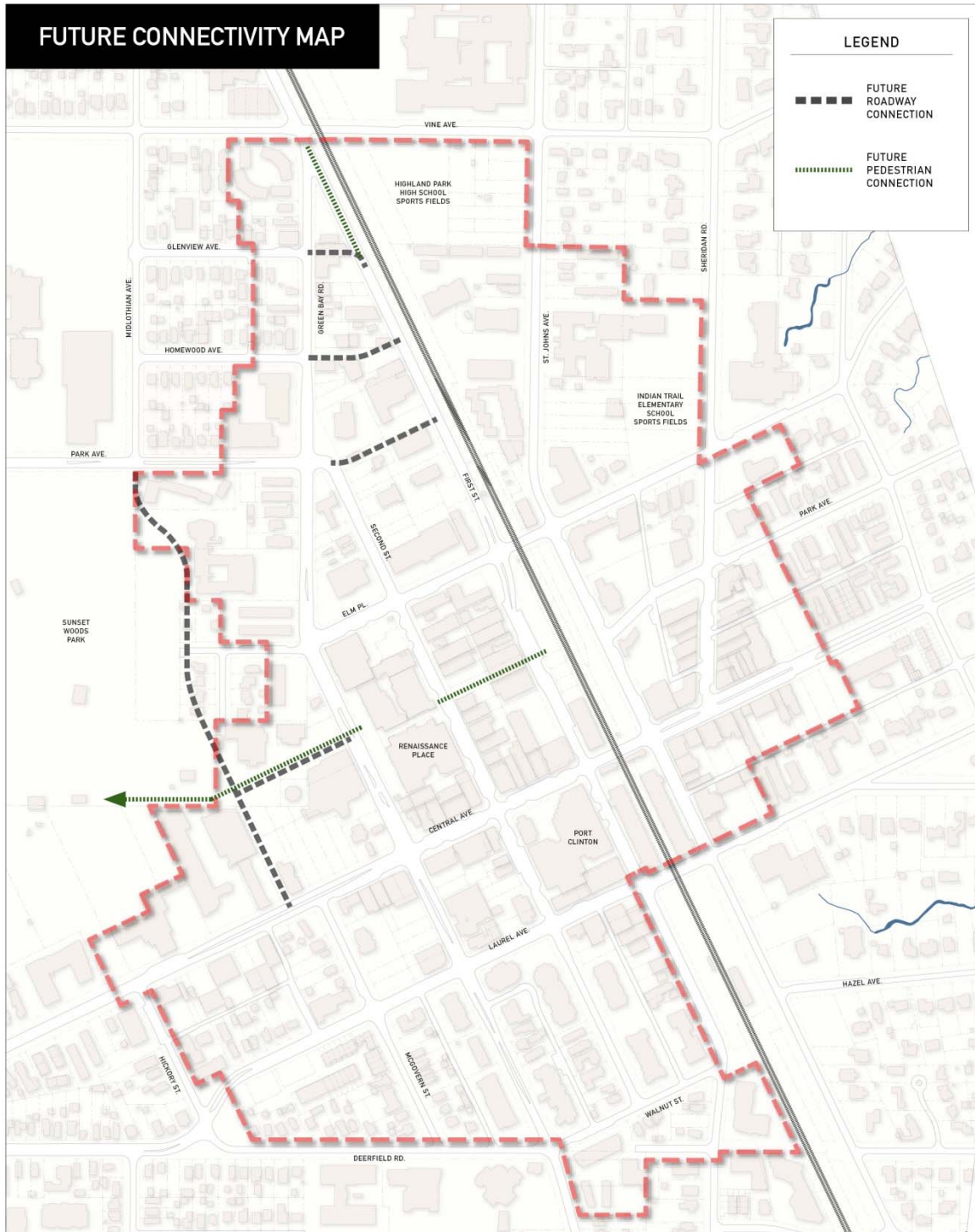


ARTICLE XXIII. DOWNTOWN FORM AND DESIGN
Sec. 150.2330 Future Street and Pedestrian Connections

Sec. 150.2330 Future Street and Pedestrian Connections

The Future Connectivity Map ([Figure 150-23-2](#)) depicts the generalized, proposed location of future motorized and nonmotorized transportation routes in the downtown area. Any development that would foreclose an opportunity to make a street or pedestrian connection shown on the Future Connectivity Map is subject to planned development review and approval.

Figure 150-23-2



ARTICLE XXIII. DOWNTOWN FORM AND DESIGN
Sec. 150.2335 Measurements and Exceptions

Sec. 150.2335 Measurements and Exceptions

(A) Build-to-Zone

- (1) The build-to zone is the area on the lot where a certain percentage of the front building facade must be located, measured as a minimum and maximum yard (setbacks) range from the edge of the right-of-way.
- (2) The required percentage specifies the amount of the front building facade that must be located in the build-to zone, based on the width of the front building facade divided by the width of the lot.
- (3) Outdoor open space, plazas and outdoor dining areas are counted as part of the building for the purpose of measuring compliance with build-to zone requirements, provided that:
 - (a) The area does not exceed one-third the length of the building face or 35 feet, whichever is less;
 - (b) The area is no more than 35 feet in depth; and
 - (c) No more than one such feature may be counted per frontage.
- (4) On corner lots, the minimum requirement governing the minimum percent of building that must be in the build-to-zone may be reduced by 60% along one of the frontages, at the property owner's option, provided that
 - (a) a building facade must be placed in the build-to zone for the first 30 feet along each street extending from the corner (the intersection of the build-to-zones); and
 - (b) requirements may not be reduced on pedestrian frontages.

(B) Transparency

- (1) Transparency regulations govern the percentage of a street-facing building facade that must be covered by glazing (e.g., transparent windows and doors)
- (2) The transparency of a ground story facade is measured between 2 and 12 feet above the adjacent sidewalk.
- (3) The transparency of an upper story facade is measured from top of the finished floor to the top of the finished floor above. When there is no floor above, upper story transparency is measured from the top of the finished floor to the top of the wall plate.
- (4) Glazed element must be clear and non-reflective and not be painted or tinted (transparent, low-emissivity glass is permitted).

(C) Blank Wall Area

- (1) Blank walls are areas on the exterior facade of a building that do not include a substantial material change; windows or doors; columns, pilasters or other articulation greater than 12 inches in depth.
- (2) Blank wall area regulations apply in both a vertical and horizontal direction.

ARTICLE XXIII. DOWNTOWN FORM AND DESIGN
Sec. 150.2335 Measurements and Exceptions

(3) Blank wall area applies to ground and upper-story street-facing facades.

(D) Street –facing Building Entrances

- (1) Required street-facing building entrances must provide ingress and egress for residents and customers, Additional entrances off another street, pedestrian area or internal parking area are also permitted.
- (2) An angled entrance may be provided at either corner of a building along the street to meet the street-facing entrance requirements.

ARTICLE VIII. OFF-STREET PARKING AND LOADING

Sec. 150.804 Joint Parking Facilities.

ARTICLE VIII. OFF-STREET PARKING AND LOADING

...

Sec. 150.804 Joint Parking Facilities.

...

(3) Captive Market. Parking requirements for retail and restaurant uses may be reduced where it can be determined that some portion of the patronage of these businesses comes from other uses (i.e. employees of area offices) located within a maximum walking distance of one thousand three hundred and twenty (1,320) feet.

(4) Alternative Transportation Reductions.

(a) A reduction of up to fifteen percent (15%) of the required parking, based on substantiated projections of reduction in parking demand, may be granted for any use, building or complex located within one thousand three hundred and twenty (1,320) feet of any regularly scheduled bus route or commuter train station.

(b) A reduction of up to ten percent (10%) of the required parking, based on substantiated projections of reduction in parking demand, may be granted for any building or complex exceeding fifty thousand (50,000) square feet of gross floor area or has a minimum of one hundred (100) employees on site at one time and that also institutes and maintains a carpooling/vanpooling program in association with a Chicago Area Transportation Survey (CATS) approved program.

(c) A reduction of up to fifteen percent (15%) of required parking, based on substantiated projections of reduction in parking demand, may be granted for any building or complex that institutes and maintains a continuous, personalized shuttle service, or contracts with a local agency to provide said service.

(d) A reduction of up to one space or ten percent (10%) of the overall number of required parking spaces, whichever is greater, may be granted for any development that provides reserved parking for use by car-share vehicles. Parking for car-share vehicles may be provided in any required or non-required parking space.(e) Valet parking may be approved as a means of satisfying off-street parking requirements when an attendant is provided to park vehicles during all business hours of the subject use.

(f) A reduction of up to one nonresidential parking space may be granted for each ten (10) long-term bicycle parking spaces provided on-site. In order to qualify for this reduction, the long-term bicycle parking must be

- (i) be protected from weather and access by unauthorized persons;
- (ii) consist of bike racks or lockers anchored so that they cannot be easily removed;
- (iii) be of solid construction, resistant to rust, corrosion, hammers, and saws;

ARTICLE VIII. OFF-STREET PARKING AND LOADING
TABLE OF PARKING AND LOADING REQUIREMENTS

(iv) allow both the bicycle frame and the wheels to be locked with the bicycle in an upright position using a standard U-lock;

(v) be designed so as not to cause damage to the bicycle;

(vi) facilitate easy locking without interference from or to adjacent bicycles; and

(vii) have minimum dimensions of 2 feet in width by 6 feet in length, with a minimum overhead vertical clearance of 7 feet. Bicycle lockers are exempt from overhead clearance requirements.

(g) Electric vehicle charging stations may be located in required off-street parking spaces and be counted toward satisfying minimum off-street parking space requirements.

...

TABLE OF PARKING AND LOADING REQUIREMENTS

In the following table, GFA is an abbreviation for Gross Floor Area and GLA is an abbreviation for Gross Leasable Area. Loading spaces are calculated on the basis of gross floor area.

	PARKING SPACES	LOADING SPACES
RESIDENTIAL USES		
Dwelling units in RO, B4 and B5 zoning districts	Minimum based on dwelling unit size: Up to 1,299 sq. ft. = 1 space 1,300–1,999 sq. ft. = 1.5 spaces 2,000 sq. ft. or larger = 2 spaces	As specified for specific residential use types below
GENERAL RETAIL SALES AND RELATED SERVICE USES		
General retail sales and related service uses in RO, B4 and B5 zoning districts	None for first 3,000 sq. ft. GFA, then 2.5 spaces per 1,000 sq. ft. GFA (option for consideration: increase ratio to 3.0 west of Green Bay Road)	As specified for specific general retail sales and related service use types below
PERSONAL SERVICES ESTABLISHMENTS AND CUSTOM CRAFT USES		
Personal services establishments and custom craft uses in RO, B4 and B5 zoning districts	None for first 3,000 sq. ft. GFA, then 2.5 spaces per 1,000 sq. ft. GFA	As specified for specific personal services establishments and custom craft use types below
FOOD PRODUCT USES		
Food product uses in B4 and B5 zoning districts	None for first 3,000 sq. ft. GFA, then 2.5 spaces per 1,000 sq. ft. GFA	As specified for specific food product use types below
Delicatessens	10.80 spaces per 1,000 sq. ft.	One with indoor seating area; none with no seating area provided +
without Drive-in Facilities ~		
Restaurants, Drive-in ~	20 spaces per 1,000 sq. ft. GFA for kitchen area, serving counter and waiting area, plus 0.5 spaces per seat +	One with indoor seating area; none with no seating area provided

ARTICLE VIII. OFF-STREET PARKING AND LOADING
TABLE OF GUEST PARKING REQUIREMENTS

	PARKING SPACES	LOADING SPACES
FOOD AND BEVERAGE SERVICE USES		
Food and beverage service uses in B4 and B5 districts	None for first 3,000 sq. ft. GFA, then 2.5 spaces per 1,000 sq. ft. GFA	As specified for specific food and beverage service use types below
FINANCIAL USES		
Food and beverage service uses in RO, B4 and B5 districts	None for first 3,000 sq. ft. GFA, then 2.5 spaces per 1,000 sq. ft. GFA	As specified for specific financial service use types below
BUSINESS SERVICE USES		
Food and beverage service uses in RO, B4 and B5 districts	None for first 3,000 sq. ft. GFA, then 2.5 spaces per 1,000 sq. ft. GFA	As specified for specific business service use types below

TABLE OF GUEST PARKING REQUIREMENTS

RESIDENTIAL USES *

	GUEST PARKING SPACES
Multiple family dwellings and mixed-use buildings in RO, B4 and B5 zoning districts	Market Rate Units in the following quantities: 0.1 spaces per dwelling unit if 10 or more; 0.2 spaces per dwelling unit if less than 10 units
Multiple Family Dwellings	Market Rate Units in the following quantities: 0.25 spaces per dwelling unit if ≥ 5 units; 0.5 spaces per dwelling unit if ≤ 4 units
Dwellings as Part of a Planned Unit Development	<p>Market Rate Units in the following quantities:</p> <p>Detached Single Family Units: 0 if development includes new parking on a newly dedicated public street or 0.4 spaces per unit if development includes no new parking on a newly dedicated public street;</p> <p>Attached Single Family Units: 0.4 spaces per unit;</p> <p>Multi-family 0.25 spaces per dwelling unit if ≥ 5 units in entire development or 0.5 spaces per dwelling unit if ≤ 4 units in entire development; or</p> <p>Multifamily Units: 0.25 spaces per dwelling unit if ≥ 5 units; 0.5 spaces per dwelling unit if ≤ 4 units</p> <p>Notwithstanding anything in this Table to the contrary, no guest parking spaces shall be required for any property that is developed as a Planned Unit Development and for which a public hearing of the Plan Commission regarding the Planned Unit Development was opened on or before April 26, 2009</p>
Single Family Dwellings	Market Rate Units in the following quantities (if not a Planned Development): 0 if development or subdivision includes new parking spaces on a newly dedicated public street; or, if development includes no new parking on a newly dedicated public street parking, no less than 1 space per unit.
Two Family Dwellings	Market Rate Units: 0.5 spaces per dwelling unit"

TABLE OF GUEST PARKING REQUIREMENTS

*Table of Guest Parking Requirements – Residential Uses added by Ordinance No. 30-09, J. 35, p. 088-095, passed 4/27/09

ARTICLE V. PLANNED DEVELOPMENTS
Sec. 150.505 Applicability.

ARTICLE V. PLANNED DEVELOPMENTS

...

Sec. 150.505 Applicability.

The requirements of this Article shall apply to the following types of developments in the City:

(A) Residential Developments.

- (1) Residential developments on a tract or tracts of land at least three acres in size and located in a Single Family Residential District, except for developments consisting solely of one single-family detached residence;
- (2) Residential developments consisting of 10 or more dwelling units and located in a Single Family Residential District;
- (3) Multiple-family residential developments consisting of more than one principal building on a Legal Lot of Record, except for townhouse and other attached single-family developments;
- (4) Townhouse developments consisting of three or more dwelling units in any Single Family Residential District; and
- (5) Townhouse developments consisting of 10 or more dwelling units in any Zoning District.
- (6) Any new principal building in an RO zoning district that exceeds the maximum as-of-right height limits established in Sec. [150.704\(A\)](#).

(B) Downtown Developments.

- (1) New developments with a gross floor area of 50,000 square feet or more in B4, B5, or RO Zoning Districts.
- (2) Any development in the B5 Zoning District that includes any Auto-Oriented Use or one or more Drive-Through Facilities. (Ord. 18-10, J. 36, p. 022-028, passed 2/8/10)³
- (3) Any Drive-Through Facility or Auto-Oriented Use with driveway access onto a pedestrian frontage or neighborhood frontage (See [Figure 150-23-1](#).)
- (4) New nonresidential development or additions to an existing development in B4, B5 or RO zoning districts that provide more than 3.33 parking spaces per 1,000 square feet of gross floor area
- (5) Any development that would foreclose an opportunity to make a motorized or nonmotorized transportation route connection shown on the *Downtown Connectivity Map*. (See [Sec. 150-2330](#))

³

Editor's Note: The B5 portion of this provision is not new; just moved from its previous location (Sec. 150.505(F)).

ARTICLE V. PLANNED DEVELOPMENTS
Sec. 150.520 Site Planning Constraints and Design Standards.

(6) Any new principal building that does not comply with the applicable minimum height requirements of the subject zoning district.

(7) Any new principal building in a B4 or B5 zoning district that exceeds the maximum as-of-right height limits established in Sec. [150.705\(A\)](#).

(D) Skokie Highway Business District Developments. New developments within the B3 or I Zoning Districts that include either (1) multiple principal structures, or (2) a single building consisting of 25,000 square feet or more of new floor area.

(E) Voluntary Participation. Developments for which the applicant chooses to utilize the Planned Development process set forth in this Article, in order to achieve a superior design and site planning flexibility.

...

Sec. 150.520 Site Planning Constraints and Design Standards.

The applicant for a Planned Development must demonstrate that the proposed Planned Development satisfies and incorporates, to the greatest extent practicable, the following site design standards:

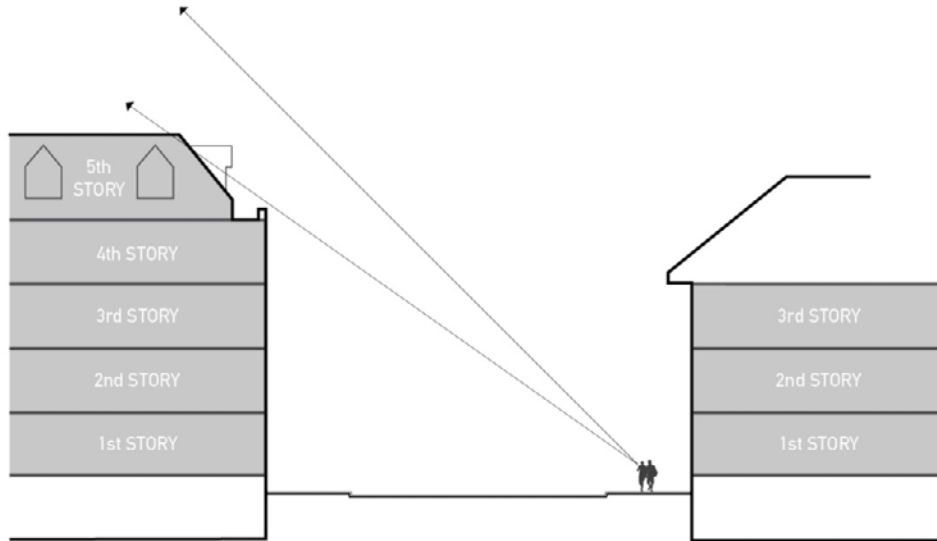
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(R) Upper-story Building Design. For new buildings and additions to existing buildings that exceed maximum as of right height limits in RO, B4 or B5 zoning districts the Plan Commission and the Design Review Commission may recommend and the City Council is authorized to require that building stories (floors) above the maximum as-of-right height limit be designed to reduce the apparent overall height of the building by:

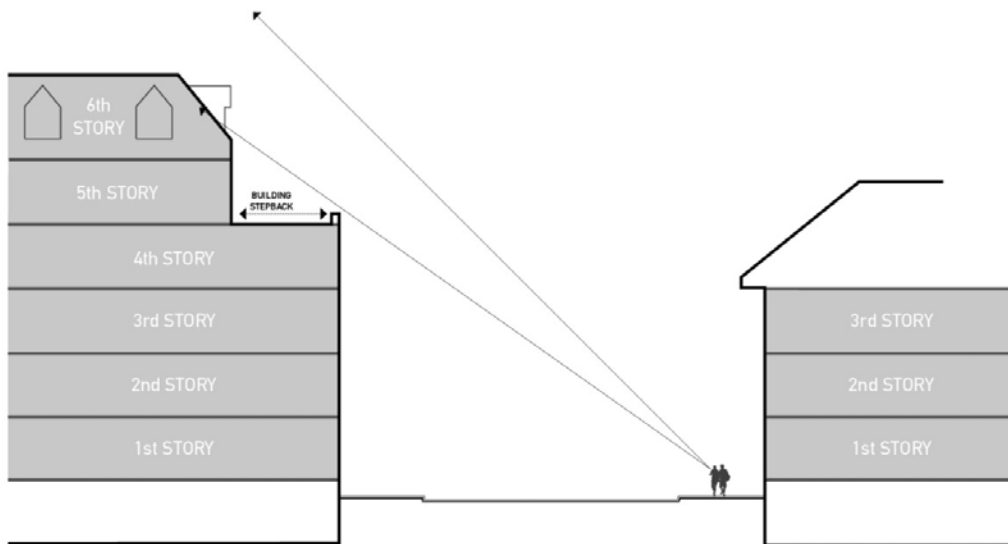
- (1) stepping one or more upper floors back from the front façade of the building to reduce visibility from sidewalks at grade level;
- (2) integrating useable floor space within architectural roof forms; or
- (3) using other design techniques. (See [Figure 150-5-1](#))

ARTICLE V. PLANNED DEVELOPMENTS
Sec. 150.520 Site Planning Constraints and Design Standards.

Figure 150-5-1 Techniques for Reducing Apparent Overall Building Height



Integrating Useable Floor Space within Architectural Roof Forms



Using Upper Story Step Backs and Architectural Roof Forms

ARTICLE V. PLANNED DEVELOPMENTS
Sec. 150.202 Definitions.

ARTICLE II. INTERPRETATION AND DEFINITIONS

...

Sec. 150.202 Definitions.

Whenever in this Chapter the following words and phrases are used, they shall, for the purposes of this Chapter, have the meanings respectively ascribed to them in this Section, except when the context otherwise clearly indicates. Whenever in this Chapter other words are used, those other words shall have the meanings normally ascribed to them.

AUTO-ORIENTED USE: Any Transportation or Related Use, as identified in the Table of Allowable Uses of Article IV or any Drive-Through Facility, as defined in this section.

CAR-SHARE PROGRAM: a system in which a fleet of cars or other motor vehicles is made available for use by members of the car-share program and that exhibits all of the following characteristics:

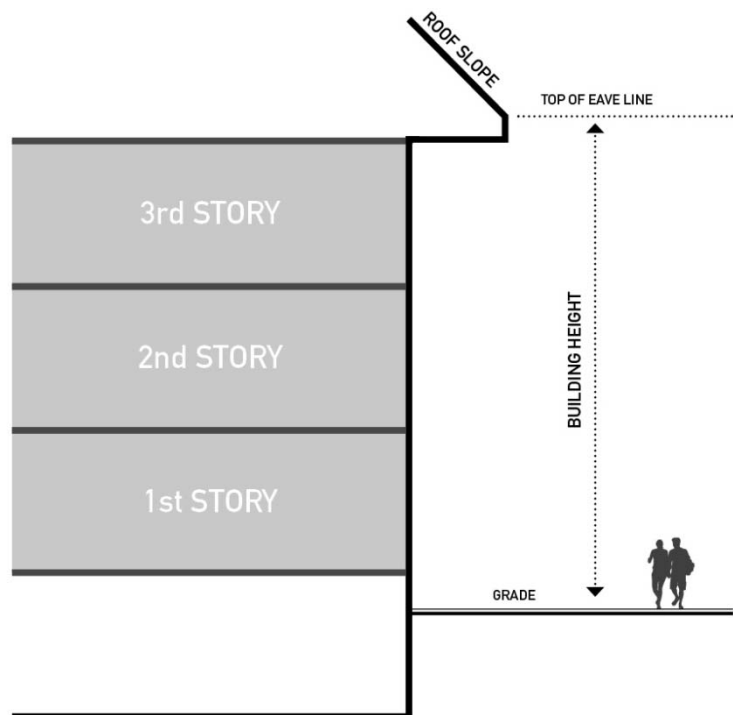
1. members are permitted to use vehicles from the car-share program fleet on an hourly or other short-term basis;
2. car-share vehicles are generally available 24 hours a day and 7 days a week to members in parking spaces at dispersed locations ; and
3. no separate written agreement is required each time a member reserves and uses a car-share vehicle.

CAR-SHARE VEHICLE: a motor vehicle from a car-share program fleet.

DOWNTOWN FUTURE CONNECTIVITY MAP: A map depicting generalized, proposed locations of future motorized and nonmotorized transportation routes. (See [Figure 150-23-2](#))

DOWNTOWN FRONTAGE MAP: A map depicting downtown street frontage character. (See [Figure 150-23-1](#))

HEIGHT, MAXIMUM: For structures located in the R1-R7 zoning districts, inclusive, the vertical distance measured from grade to the highest point of a roof; in RO, B4 and B5 zoning districts, building height shall be measured as the vertical distance in feet measured from grade to the top of the cornice or parapet on buildings with a flat or nearly flat roof, to the eave of buildings with a peaked roof or to the deck line of buildings with a mansard roof; in all other zoning districts height shall be measured as the vertical



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distance in feet of a building measured from grade to the highest point of the coping of a flat roof or the deck line of a mansard roof or to the mean level between the eaves of the ridge of a gable, hip or gambrel roof, or to the highest point of a shed roof; provided that antenna towers with a maximum height of sixty (60) feet and antenna tower structures (including mast and antenna) having an overall height of not more than seventy (70) feet; and aesthetic design features (including dormer windows), equipment penthouses, steeples, chimneys, etc., or other towers shall not be counted in measuring the height of buildings.

INTENSITY DESIGNATION: An indicator assigned to all B4 and B5 zoning map classifications denoting the allowed bulk and density of development in the subject district. Intensity designators have the effect of dividing the B4 and B5 zoning districts into a series of zoning districts distinguished solely by applicable area, bulk and density regulations.

NEIGHBORHOOD FRONTAGE: See [Sec. 150.2310](#).

PEDESTRIAN FRONTAGE: See [Sec. 150.2310](#).

VEHICULAR FRONTAGE: See [Sec. 150.2310](#).