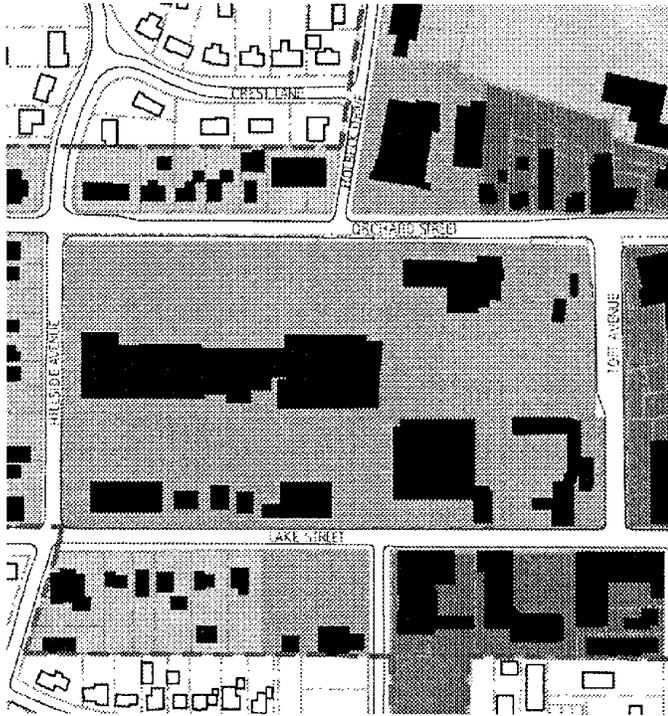


10-10-6: TRANSITIONAL CORE DISTRICT - TC:

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



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

B. Use:

1. 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.

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

C. 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 forty five feet (45').

D. 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 of this section, except as otherwise noted in this section.

FIGURE 3.11

Commercial/office/mixed use building placement in TC.

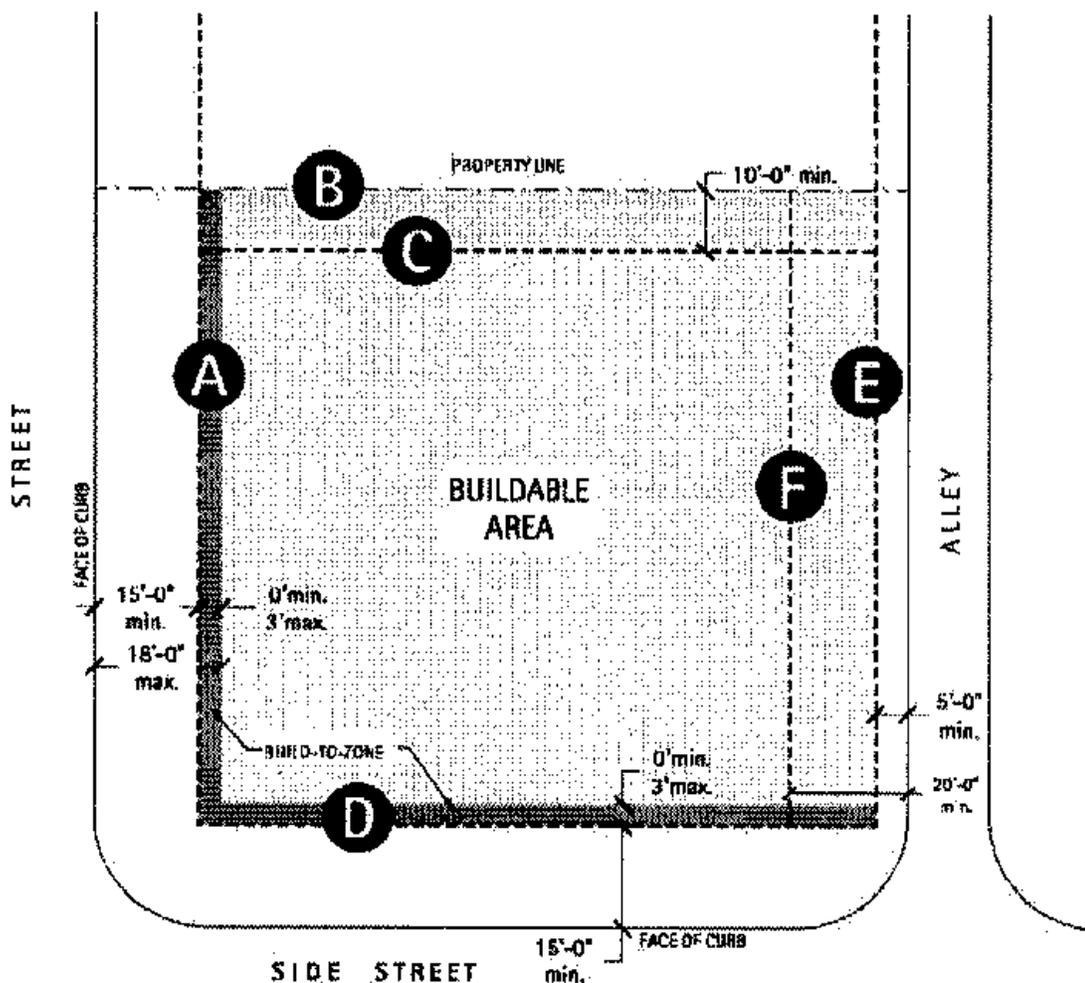
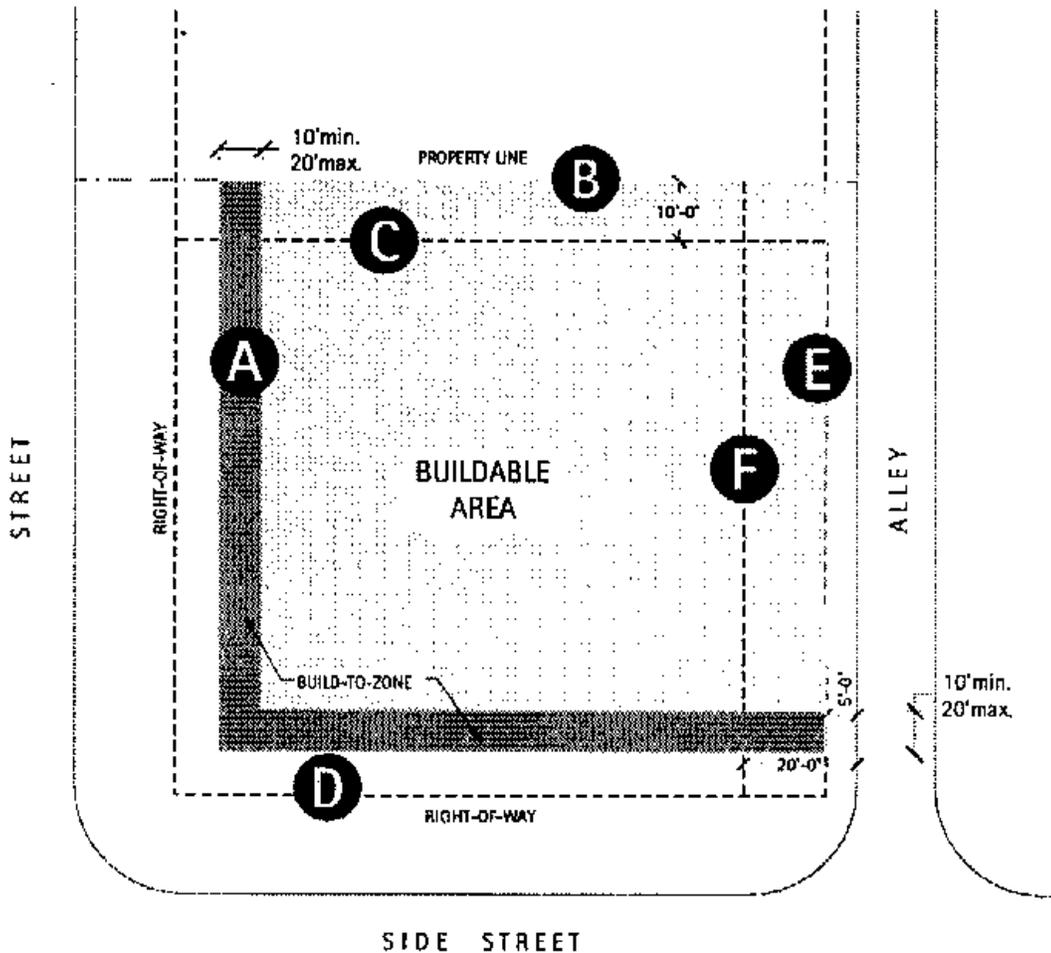


FIGURE 3.12

Residential building placement in TC.



1. Building Setback:

a. Building setback to "build-to zone":

(1) Commercial/office/mixed use (figure 3.11 of this section): Zero feet (0') minimum/three feet (3') maximum. Build-to zone is measured from fifteen foot (15') minimum 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). (A)

(2) Residential (figure 3.12 of this section): Ten feet (10') minimum/twenty feet (20') maximum setback measured from right of way. (A)

b. Building setback abutting other property lines: Zero feet (0') minimum/ten feet (10') maximum. A ten foot (10') pedestrian pass-through is allowed if necessary to access a rear parking lot or provide a continuous planned pedestrian linkage consistent with downtown planning. (B)

c. Side yard, adjacent to an access drive: Ten feet (10') minimum. (C)

d. Side yard, corner lot on side street:

(1) Commercial/office/mixed use (figure 3.11 of this section): Zero feet (0') minimum/three feet (3') maximum (buildings may be set back more than 3 feet if additional setback is used to ensure minimum 15 foot sidewalk and parkway width). (D)

(2) Residential (figure 3.12 of this section): Ten feet (10') minimum/twenty feet (20') maximum. (D)

e. Rear yard, adjacent to alley: Five feet (5') minimum. (E)

f. Rear yard, not adjacent to an alley: Twenty feet (20') minimum. (F)

g. Garage to alley: Four feet (4') minimum (apron only).

2. Sidewalks And Parkways:

a. Commercial/Mixed Use: In order to enhance pedestrian safety and movement, all new commercial or mixed use development must allow for a minimum of fifteen foot (15') 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 fifteen feet (15') and not more than eighteen feet (18') in width.

b. For Residential Uses: For areas with adjacent ground floor residential uses, a minimum sidewalk width of five feet (5') should be provided. Landscaped or tree parkways must be a minimum of six feet (6') and no larger than ten feet (10') (see figure 3.13 of this section).

FIGURE 3.13

Section of typical residential streetscape frontage in TC district.

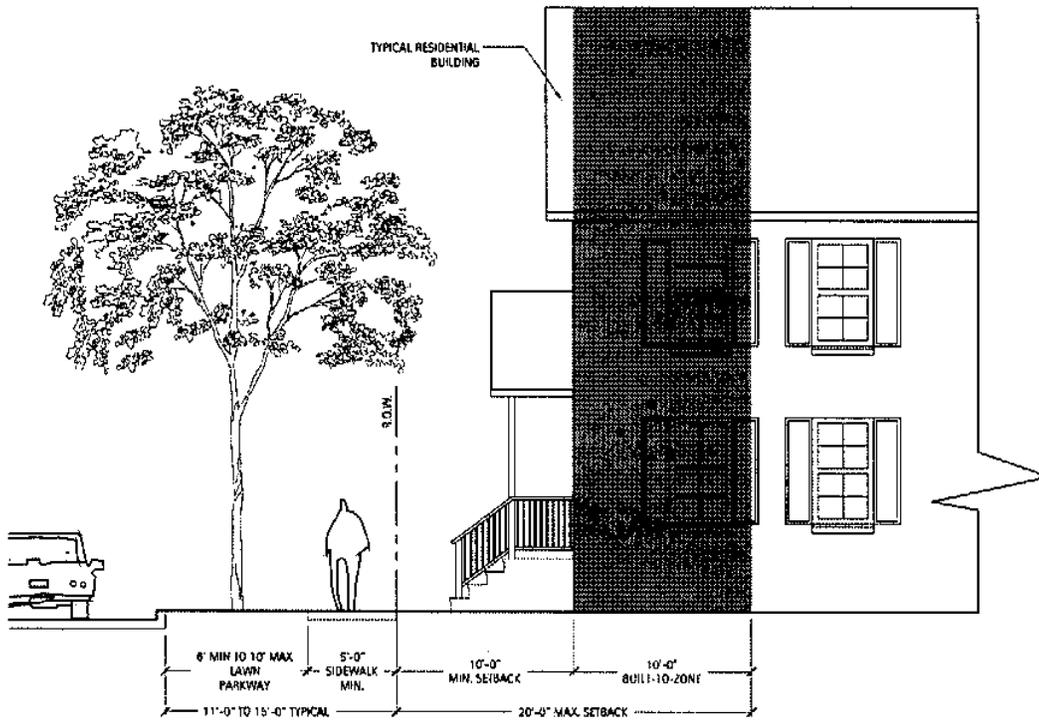


FIGURE 3.14

Section of typical Orchard Street roadway section in TC district.

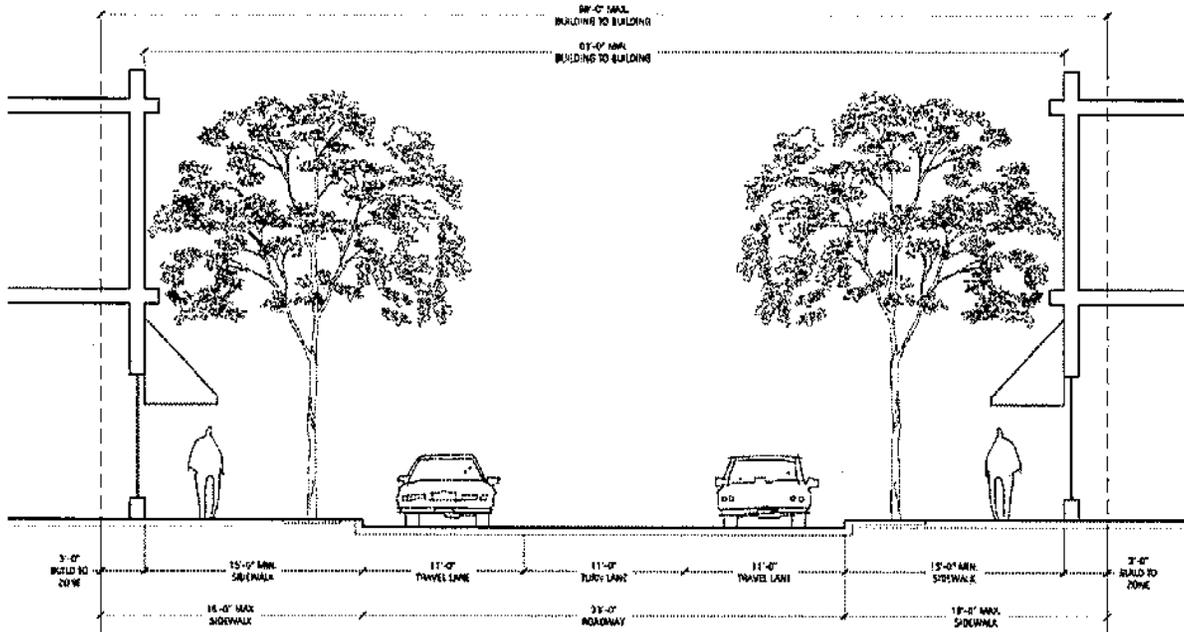
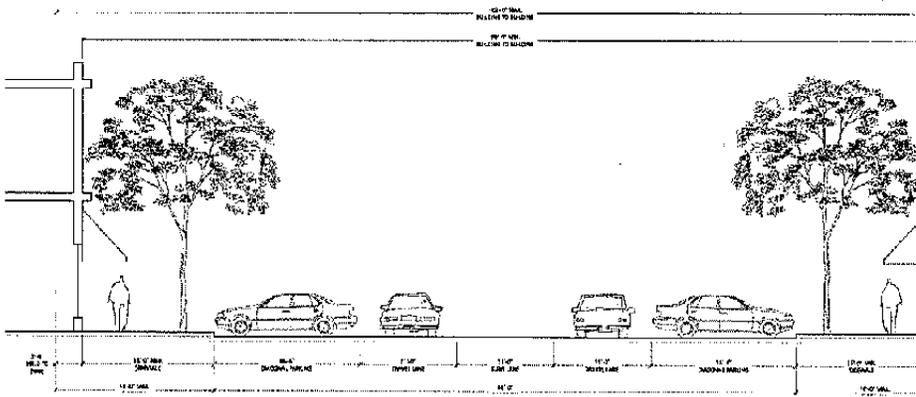


FIGURE 3.15

Section of typical Toft Avenue roadway section in TC district.



E. 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.

1. A minimum of fifty percent (50%) of the street facing building facade between three feet (3') and eight feet (8') in height, above the sidewalk, must consist of nonreflective 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.

2. 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 (2) streets, the required pedestrian entrance must face the street (sidewalk) with the highest pedestrian volumes. Lots that front on more than two (2) streets should have at least one public entrance on at least two (2) street frontages.

3. 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) (see figures 3.16 and 3.17 of this section).

FIGURE 3.16

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

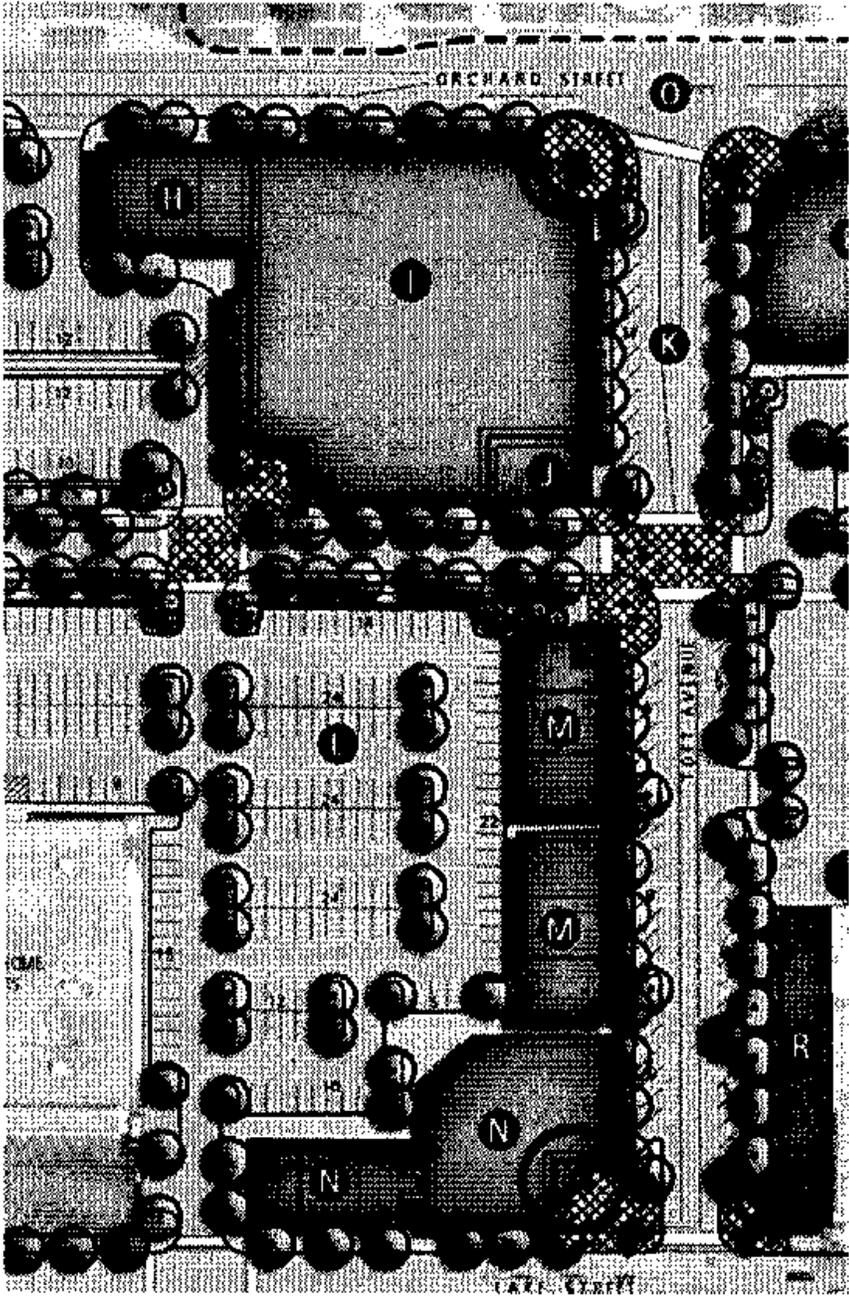
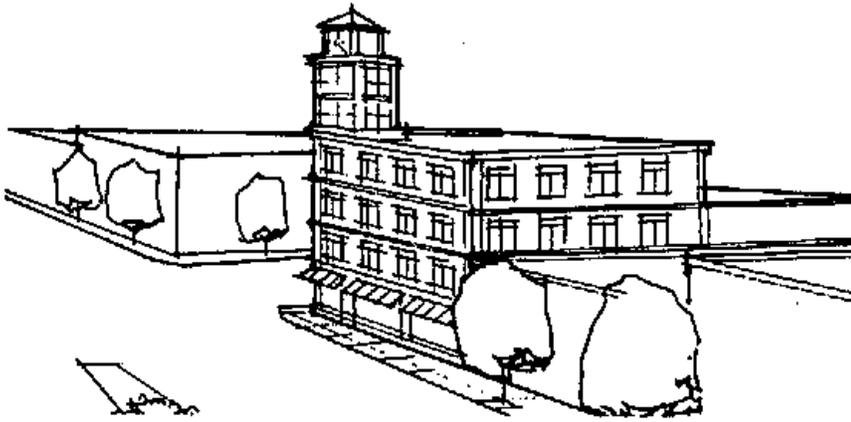


FIGURE 3.17

Example of corner architectural feature.



4. The depth and width of recessed or articulated building frontages may not exceed six feet (6').

5. 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 (1') above the existing public sidewalk grade. Attached single-family unit entrances may have finished floor elevations up to six feet (6') above the sidewalk.

6. The facade of all buildings exceeding seventy five feet (75') in width (including attached multi-family residential) must be vertically divided and articulated into bays or other segments no more than thirty feet (30') in width. Facade planes must be offset a minimum of three feet (3').

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

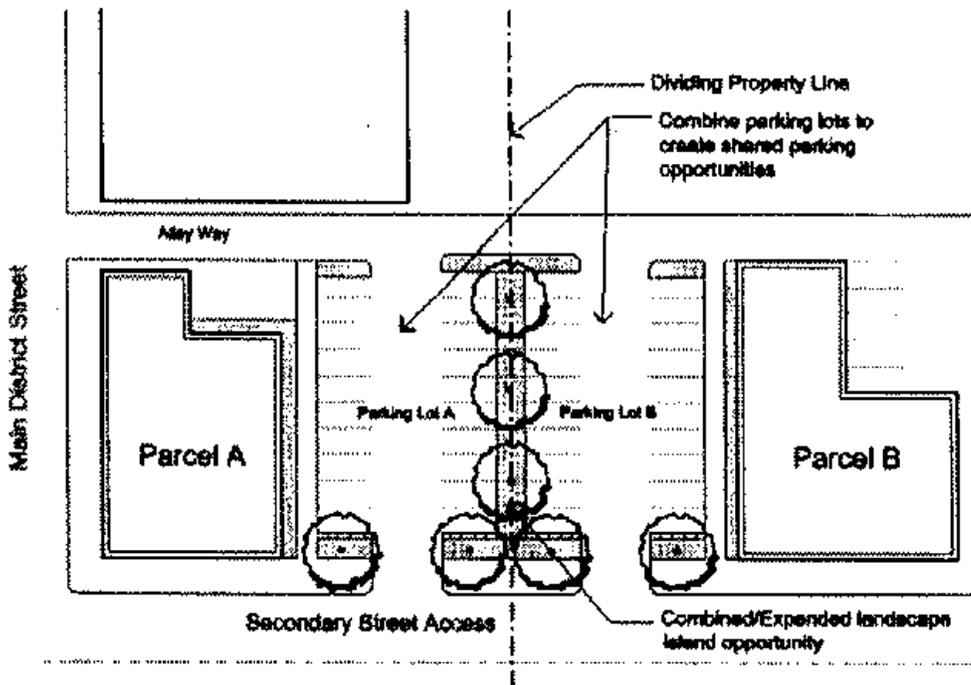
F. Parking Placement: Off street parking not contained within the building is encouraged to be placed in the rear of the building or underground to reduce the visibility and impact on safety of the pedestrian environment. In the case of a larger development such as a grocery store or big box store, which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

1. Larger Development:

- a. Parking lot frontages along main streets must not be greater than fifty percent (50%) 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 of this section).

FIGURE 3.18

Shared parking between uses.

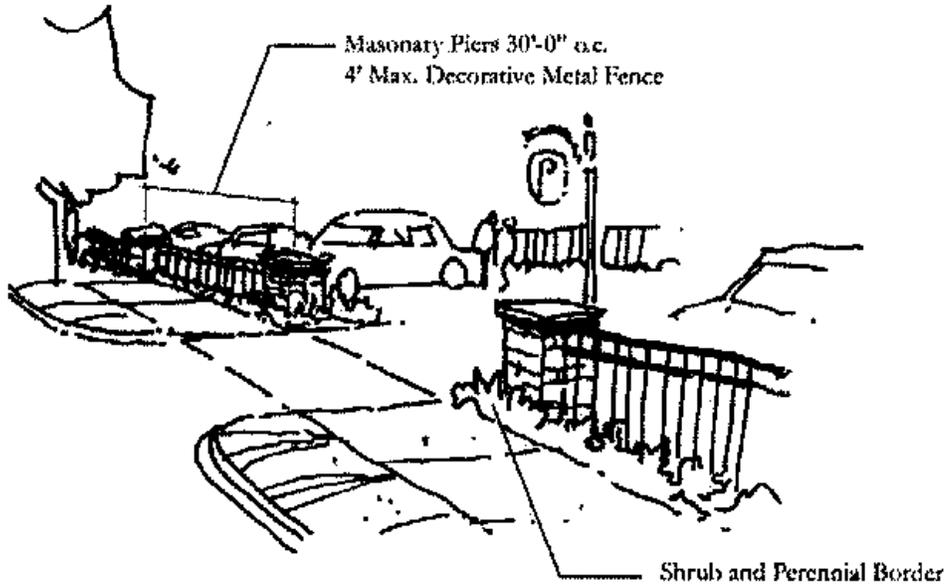


d. Parking lots should be broken down into cells or smaller pods of one hundred (100) spaces or less divided by areas of open space, landscape or pedestrian amenities and facilities.

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 of this section).

FIGURE 3.19

Parking lot screening



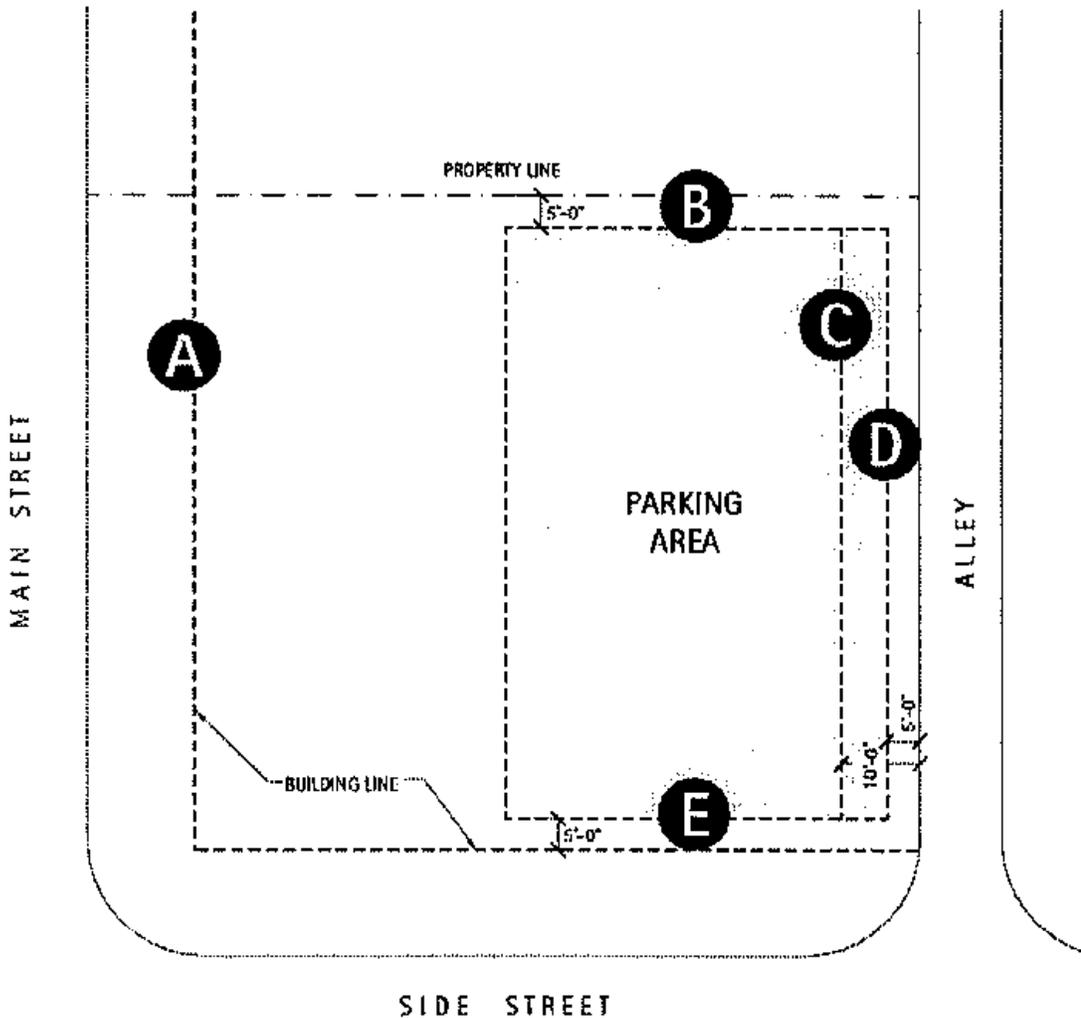
f. All parking lot areas shall be well lit to maintain a safe environment per existing village codes and regulations.

As noted in the planning process, METRA forecasts the need for additional parking 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 10-10-10, "Urban Design Standards", of this chapter. In addition, METRA parking lots must meet the standards set forth by METRA's parking manual, where compatible.

2. Other Surface Parking: As shown in figure 3.20 of this section, all other surface parking in the TC district must be placed as follows:

FIGURE 3.20

Typical parking placement in TC district.



- a. Placed in the rear fifty percent (50%) of the lot depth (from the front building line to the rear property line). (A)
- b. Five feet (5') from the side yard (adjacent commercial parking lots must be connected at grade). (B)
- c. Ten feet (10') minimum from the rear of the lot if not adjacent to an alley. (C)
- d. Five feet (5') minimum from the rear of the lot if adjacent to an alley. (D)
- e. Five feet (5') from the building line on corner side yards. (E)

G. 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. Note: Any property transactions with METRA may require approval by METRA's board of directors.

H. Off Street Parking And 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 of this section, 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 (3) 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 as depicted in figure 3.21 of this section.

FIGURE 3.21

Schematic internal access structure - superblock site.

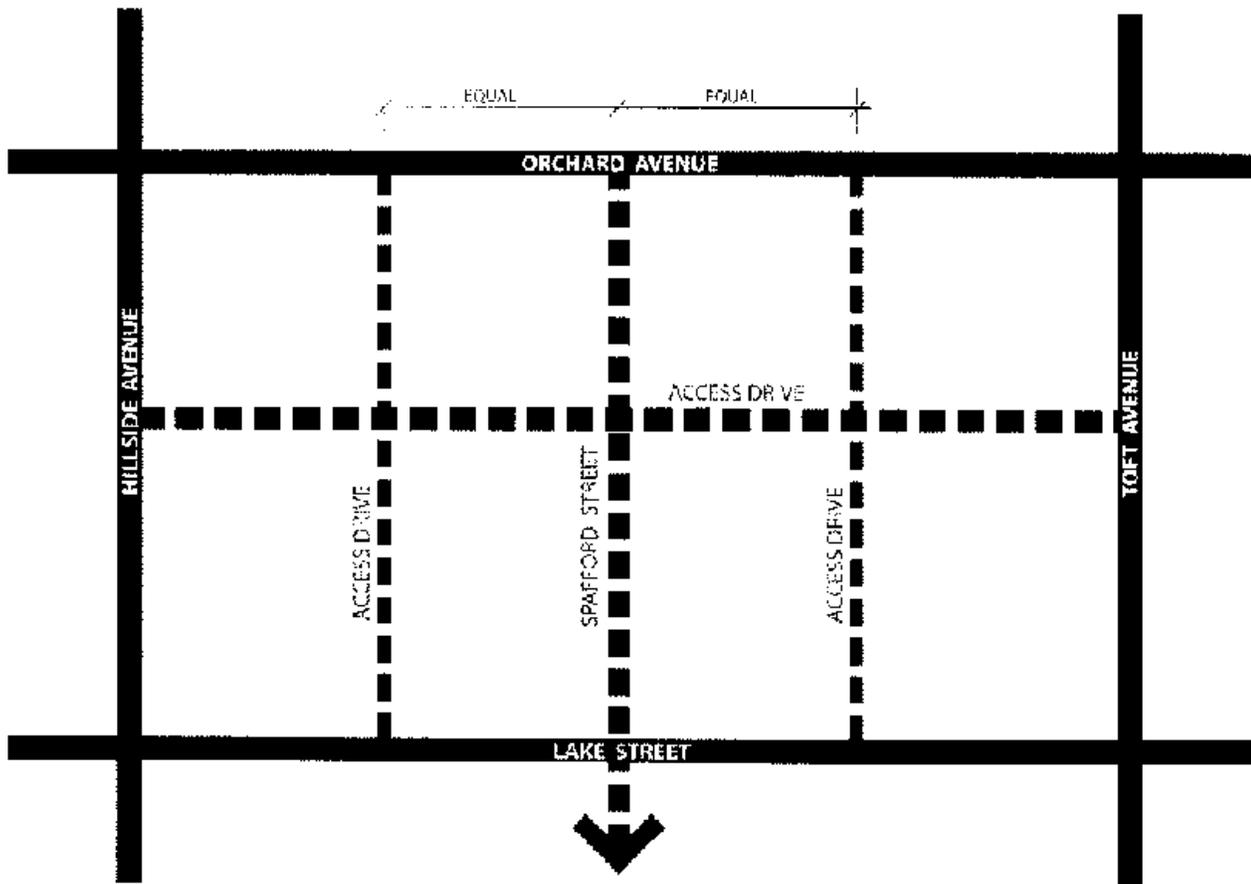
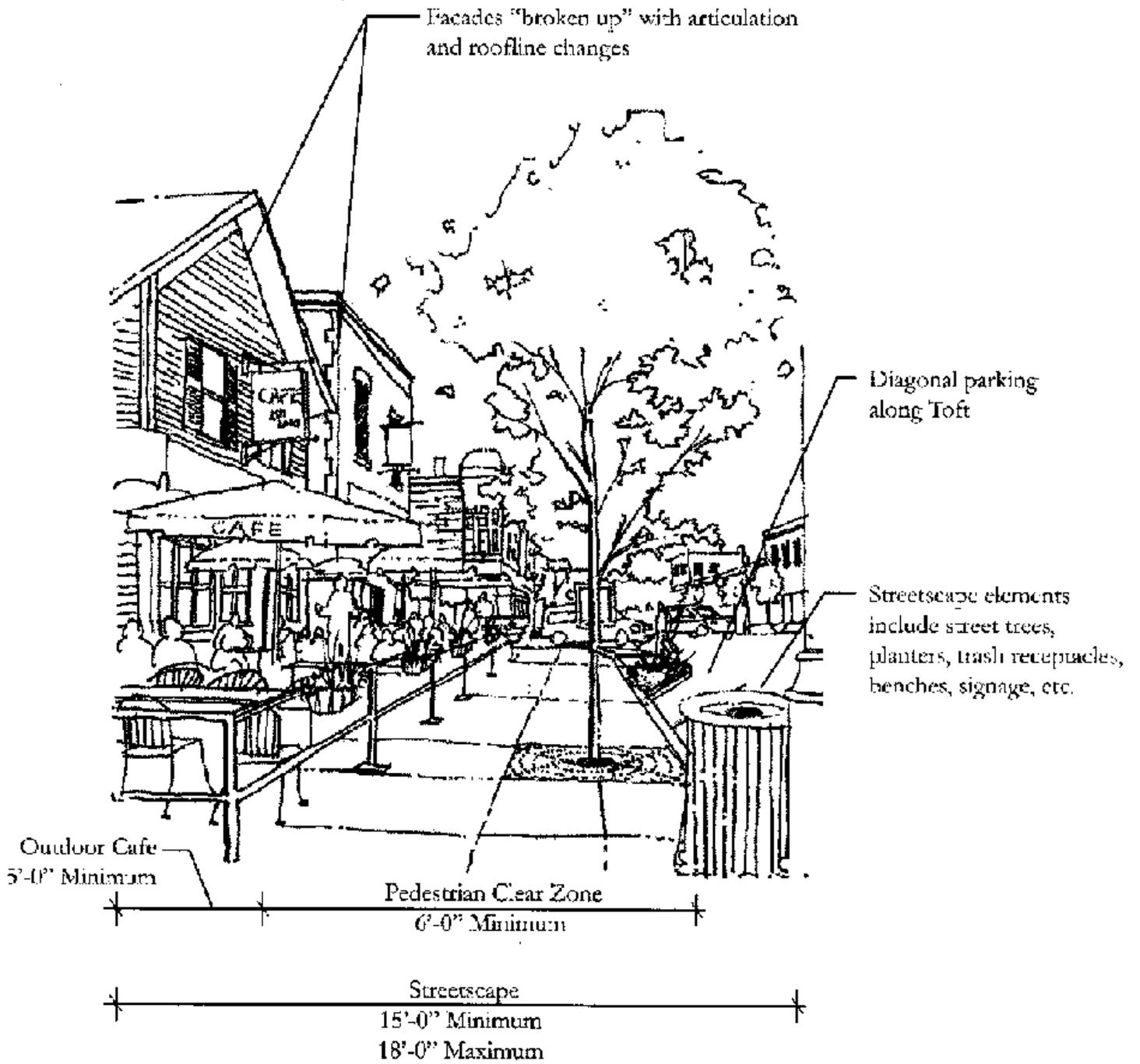


FIGURE 3.22

Toft Avenue redevelopment and streetscape improvements.



(Ord. 11-10-15, 10-17-2011)