

Implementation Strategy

The following section outlines the proposed North Chicago Transit-Oriented Development Plan. It includes the proposed redevelopment plan, a revised access and circulation plan, proposed zoning revisions, design guidelines, and a funding toolbox. The section also includes an implementation matrix which outlines the steps recommended for implementation of the proposed plan.

Implementation Strategy

Land Use

The Land Use map on the following page shows the infill and new development that are proposed for the North Chicago Transit-Oriented Development Plan. The plan's goals are to have a concentrated retail core along Sheridan Road, increased residential density surrounding the North Chicago Metra Station, infill within the existing residential neighborhood, and infill and renovation of multi-family residential developments along Broadway Avenue.

Sheridan Road Retail Core

The plan proposes to concentrate retail and commercial development within a two-block area along Sheridan Road. This commercial district spans from Foss Park Avenue on the north, to 18th Street on the south. Currently, retail along Sheridan Road is stretched thin along the length of the study area and includes many vacant buildings, vacant parcels, and large parking lots. Concentration of retail uses within the two-block downtown core offers a more aesthetically-pleasing, pedestrian-friendly shopping experience, and will appear more uniform and inviting to commuters along Sheridan Road.

It is recommended that the historic mixed-use buildings in this area be preserved and renovated, where appropriate. Occupation of any existing vacant retail space within the downtown core should be a priority. Secondly, mixed-use infill buildings should be developed on vacant lots within the downtown core. Uniform street treatments, such as street trees, pedestrian crossing zones, benches, and signage will pull the district together.

Increased Residential Density

It is recommended that greater residential density be added to the areas surrounding the North Chicago Metra Station. The added housing will benefit from close proximity to regional and local public transportation, easily-accessible retail along Sheridan Road, and, in some cases, views of Lake Michigan.

New multi-family buildings and townhouses are recommended to the east of Sheridan Road, in the vicinity of the North Chicago Metra Station. The areas north of the downtown retail core should be transitioned to residential uses, with townhouses midblock, and mixed-use buildings anchoring the corners. In the long term, the existing

vacant parcel to the east of the UP-North Line should be developed with higher density residential, some of which will have views of Lake Michigan.

Existing Residential Neighborhood Infill

Significant changes are not recommended for the existing residential neighborhood to the west of Sheridan Road. Instead, it is recommended that infill of existing vacant parcels occur, when possible, throughout the neighborhood. Most of the vacant parcels in the existing neighborhood should be developed with single-family homes, unless the character of the street calls for multi-family development, as indicated on the adjacent land use map.

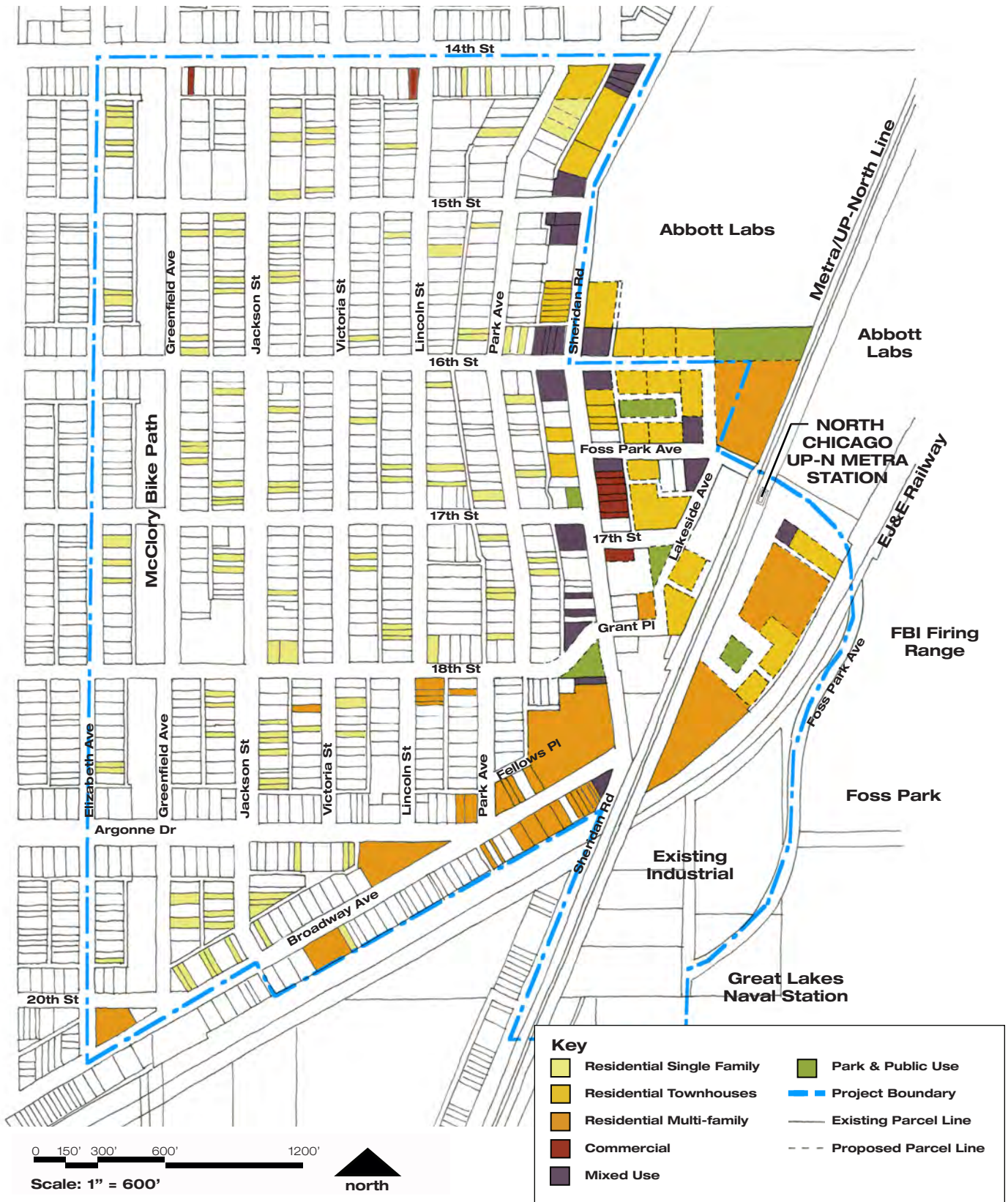
Residential Revitalization Along Broadway Avenue

Within the study area, Broadway Avenue consists of a mix of single-family and multi-family residences. Many of the buildings, especially the multi-family buildings, have fallen into disrepair. It is recommended that the City encourage the infill and renovation of properties along Broadway Avenue, with the higher density developments concentrated on the east end, as indicated on the adjacent land use map.

It is also recommended that the City support a larger multi-family redevelopment project at the corner of Broadway Avenue and Sheridan Road. The block that is bound by Broadway Avenue, Sheridan Road, 18th Street, and Park Avenue, is 1-1/2 times as deep as the surrounding blocks. Instead of having extra-deep lots, this block includes an alley-like street (Fellows Place) at its center. The few parcels that front Fellows Place, including single-family homes and an auto repair shop, have a rear view of the buildings facing Sheridan Road and Broadway Avenue. This deep block would be better suited for a multi-family development that could utilize the extra depth for screened parking.

Implementation Strategy

Land Use



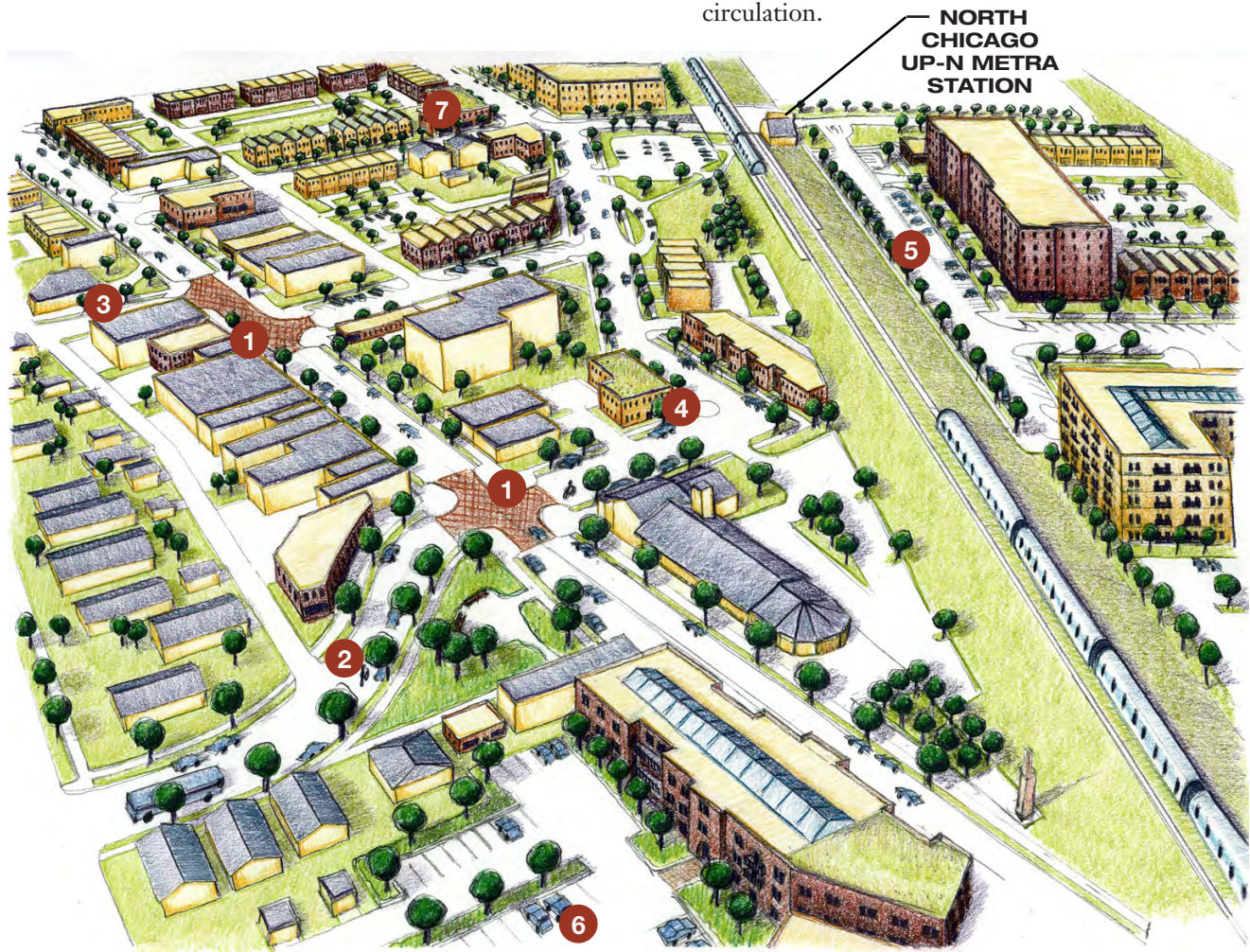
The above land use map highlights the infill and new development parcels recommended under the TOD plan.

Implementation Strategy

Proposed Redevelopment Plan

The consultant team, with guidance from the Steering Committee, applied the results of the existing conditions analysis and the community input process to create the following redevelopment plan for the downtown core of the study area. The plan recommends the following roadway upgrades:

- 1 Pedestrian street treatments are added along the core of Sheridan Road to slow down the traffic and create safe crossing zones for pedestrians.
- 2 18th Street is redesigned to align with Grant Place, providing a direct east/west connection across Sheridan Road.
- 3 17th Street is reconnected to Sheridan Road, to improve circulation.
- 4 Lakeside Avenue is extended southward to Grant Place to improve circulation east of Sheridan Road.
- 5 A new road is added for long-term development on the vacant parcel between the Metra UP-N Line and EJ&E Railway tracks, which will also accommodate 125 commuter spaces based on Metra's projected need for 100 to 150 spaces by 2030.
- 6 Fellows Place is partially removed to correct an awkward block configuration and allow for the development of a multi-family building.
- 7 If the City acquires land north of Foss Park Avenue, Lakeside Avenue is extended northward and 16th Street is extended eastward to make an additional connection across Sheridan Road and improve circulation.



The downtown core is shown here in an illustrative bird's eye view from the south.

Implementation Strategy

Proposed Redevelopment Plan



The above illustrative plan shows the recommended development for the downtown core of the study area.

Implementation Strategy

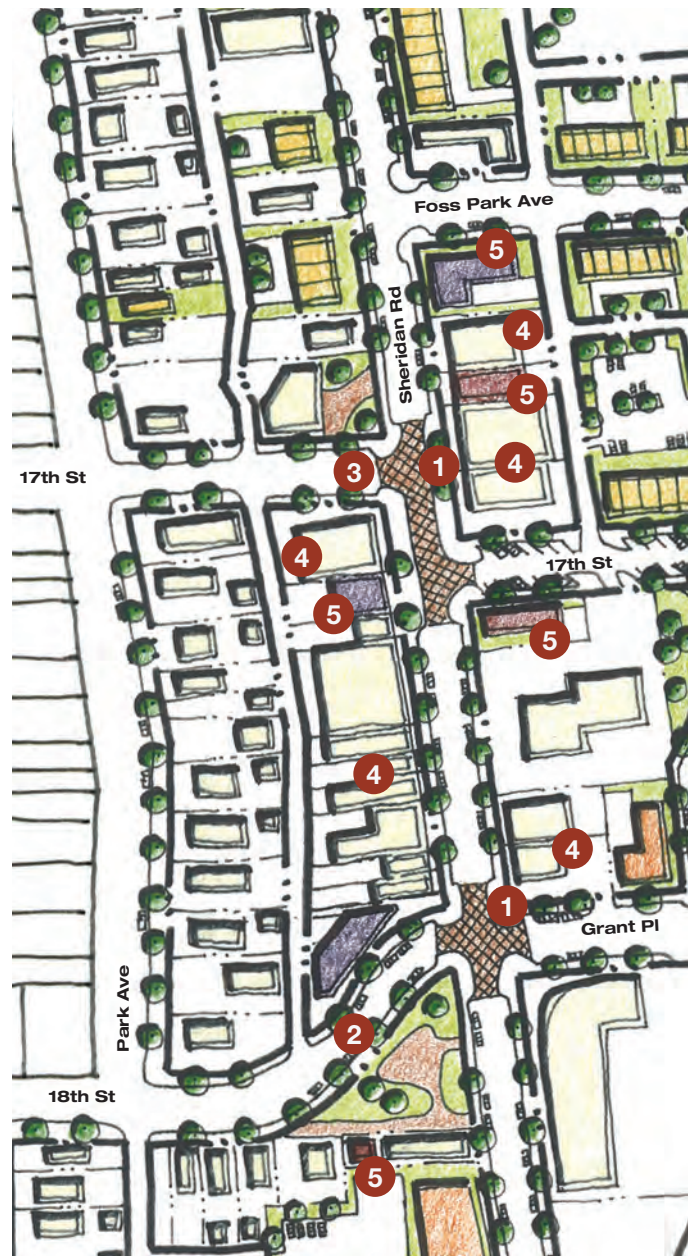
Proposed Redevelopment Plan

Retail Core

The retail core, located along Sheridan Road, between Foss Park Avenue and 18th Street, is a pedestrian-friendly, walkable corridor of retail shops and services. The following recommendations can be found on the adjacent plan:

- 1 Pedestrian street treatments are added along the core of Sheridan Road to slow down the traffic and create safe crossing zones for pedestrians.
- 2 18th Street is redesigned to align with Grant Place, providing a direct east/west connection across Sheridan Road. A mixed-use infill building is added to the north of the new road, and a public plaza is added to the south of the new road.
- 3 17th Street is reconnected to Sheridan Road, to improve circulation. The existing parking lot north of the intersection is removed and replaced by a public plaza.
- 4 Existing mixed-use and commercial buildings are preserved.
- 5 Retail and mixed-use buildings are added to infill sites within the downtown core, and all corners are anchored with a building.

Context Map



Key

Existing Buildings	Mixed Use
Residential Single Family & Townhouses	Park & Public Use
Residential Multi-family	Pedestrian Path or Plaza
Commercial	Pedestrian Crossing Zone

0 50' 100' 200' 400'

Scale: 1" = 200'

north

The retail core of the study area stretches along approximately two-blocks of Sheridan Road.

Implementation Strategy

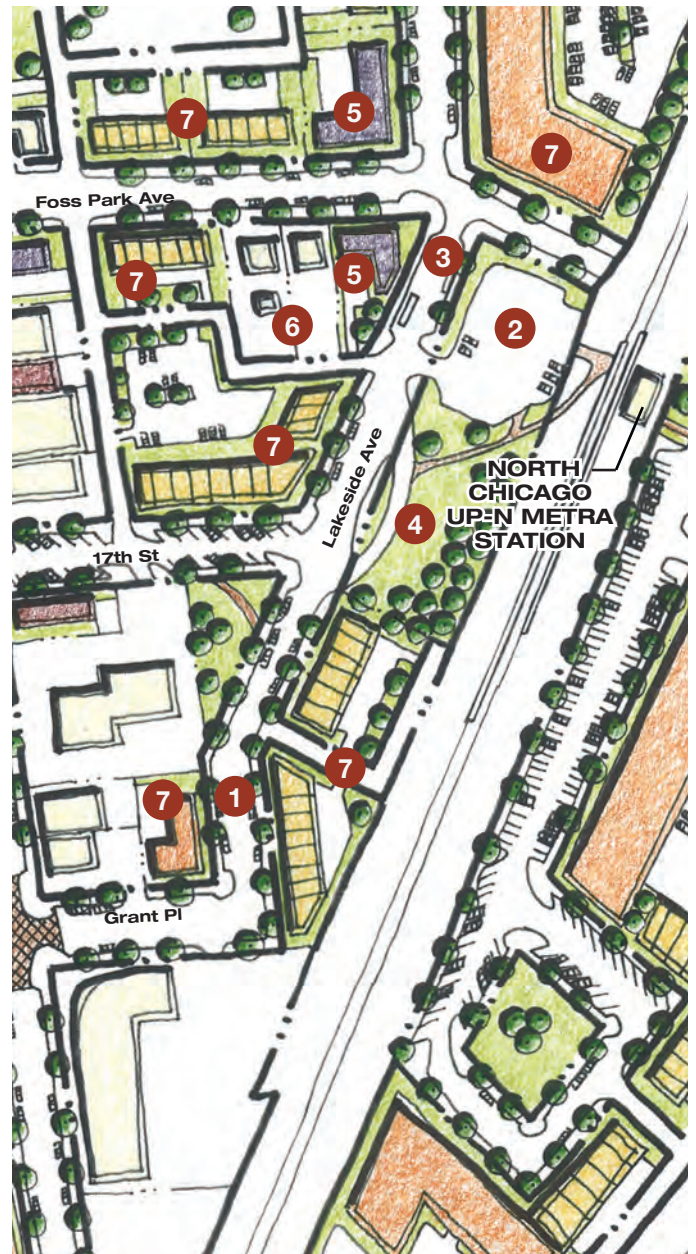
Proposed Redevelopment Plan

Metra Station Surrounds

The area west of the North Chicago Metra Station is proposed to have transit amenities and new residential and mixed-use developments. The following recommendations can be found on the adjacent plan:

- 1 Lakeside Avenue is extended southward to Grant Place to improve circulation east of Sheridan Road.
- 2 The existing commuter parking lot is preserved.
- 3 Two new bus bays (one in each direction) are added along Lakeside Avenue.
- 4 A kiss-and-ride is added to the east side of Lakeside Avenue. A new path extends from the kiss-and-ride to the west platform, subject to approval by the Union Pacific Railroad.
- 5 Mixed-use buildings are placed on corner properties adjacent to the North Chicago Metra Station.
- 6 Existing Single-family homes are preserved.
- 7 Townhouses and multi-family apartment or condominium buildings are located within this area to increase density around the Station.

Context Map



Key

Existing Buildings	Mixed Use
Residential Single Family & Townhouses	Park & Public Use
Residential Multi-family	Pedestrian Path or Plaza
Commercial	Pedestrian Crossing Zone

0 50' 100' 200' 400'

Scale: 1" = 200'

north

The area surrounding the North Chicago Metra Station is proposed to be redeveloped with housing.

Implementation Strategy

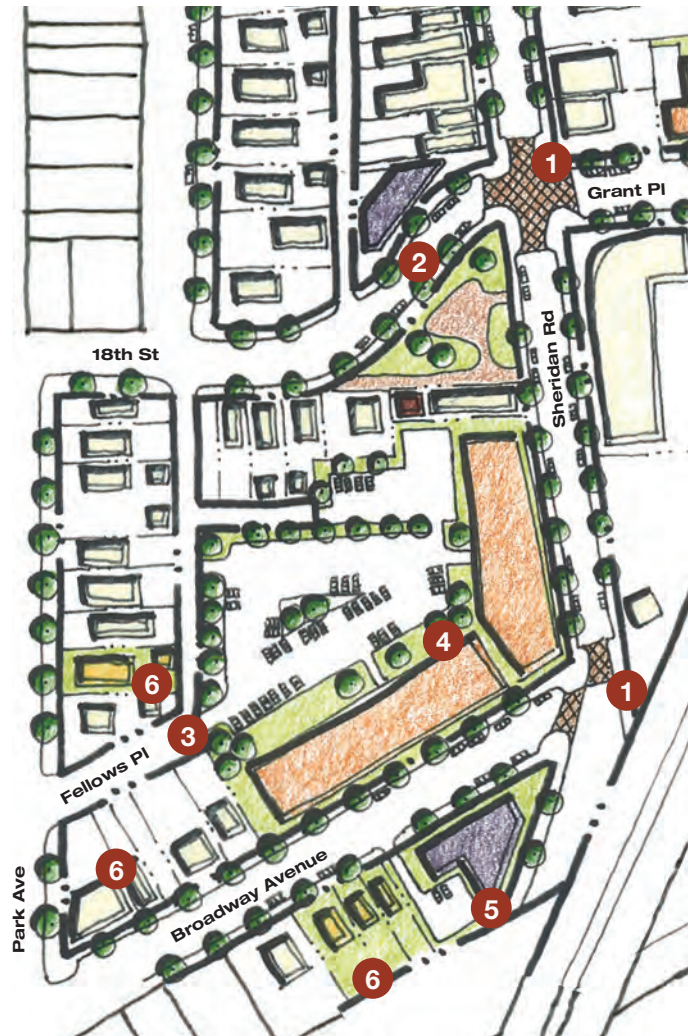
Proposed Redevelopment Plan

Broadway and Sheridan

The area to the west of the Sheridan Road and Broadway Avenue intersection is proposed to be revitalized with mixed use and multi-family developments. These developments will provide a welcoming gateway to the downtown district. The following recommendations can be found on the adjacent plan:

- 1 Pedestrian street treatments are added along Sheridan Road to slow down the traffic and create safe crossing zones for pedestrians.
- 2 18th Street is redesigned to align with Grant Place, providing a direct east/west connection across Sheridan Road. A public plaza is added to the south of the new road.
- 3 Fellows Place is partially removed to correct an awkward block configuration and allow for the development of a multi-family building.
- 4 A large multi-family apartment or condominium development is added to the corner of Sheridan Road and Broadway Avenue. Parking for the development is located at the interior of the block.
- 5 A mixed-use building is located at a prominent corner.

- 6 Small-scale multi-family buildings or single-family houses infill existing vacant parcels. Any existing housing along Broadway Avenue that is in disrepair should be renovated or replaced, if necessary.



Context Map



Key			
	Existing Buildings		Mixed Use
	Residential Single Family & Townhouses		Park & Public Use
	Residential Multi-family		Pedestrian Path or Plaza
	Commercial		Pedestrian Crossing Zone

0 50' 100' 200' 400'

Scale: 1" = 200'

north

Parcels at the corner of Broadway Avenue and Sheridan Road are proposed to be redeveloped and revitalized.

Implementation Strategy

Proposed Redevelopment Plan

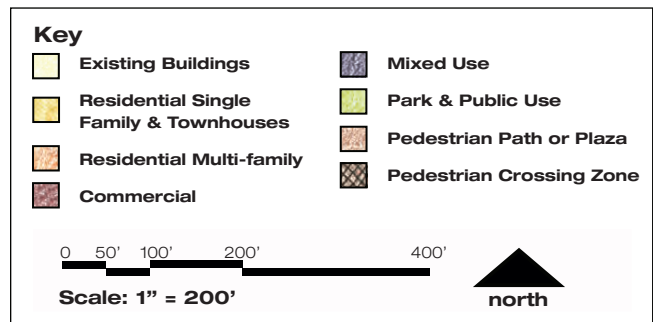
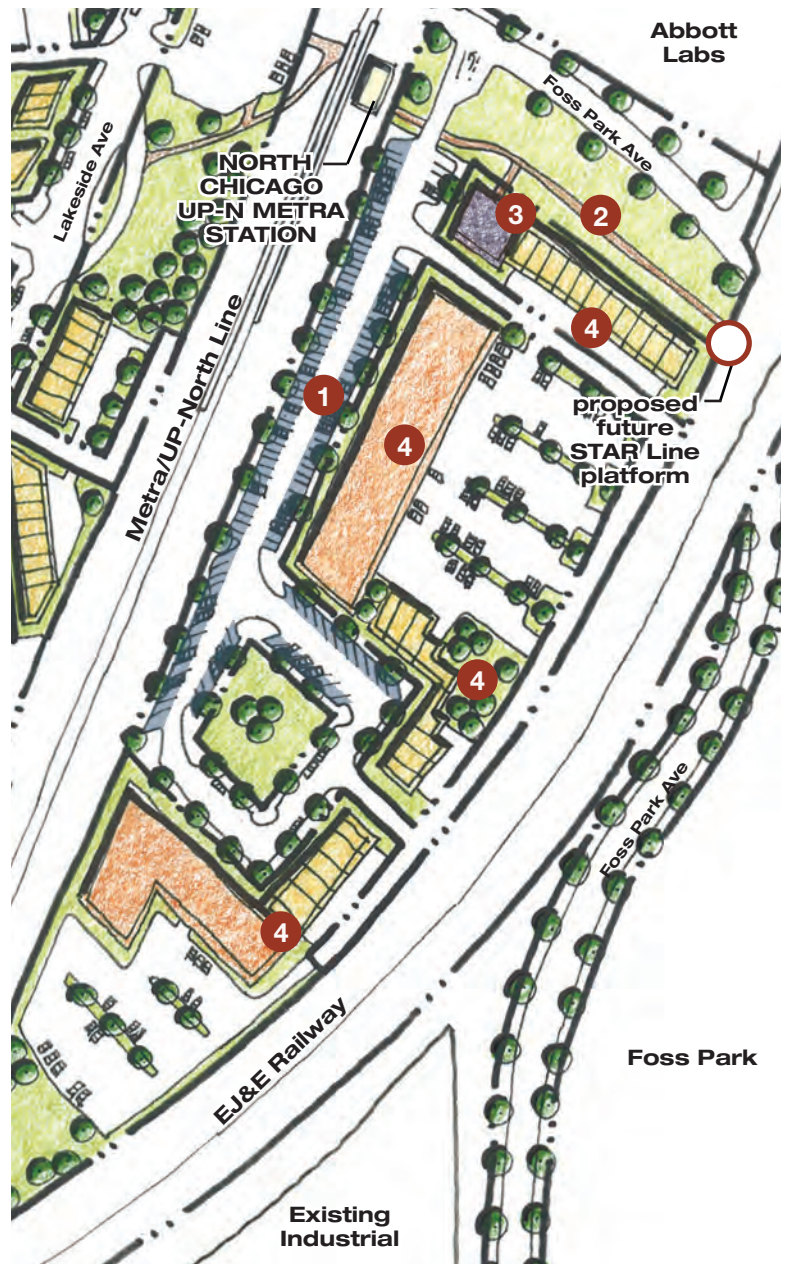
Between the Tracks

In the long-term, the vacant land between the UP-North Line and the EJ&E Railway can provide greater residential density for the TOD, link the downtown area with the land east of the tracks, and allow for residential development with views of Lake Michigan. The plan includes the following recommendations:

- 1 A new road includes approximately 125 parking spaces to accommodate Metra's 2030 parking projections for the North Chicago UP-N Metra Station. The spaces colored blue should be dedicated for commuter parking, weekdays until 6:00 p.m. (Note: Metra can only participate in building new parking spaces where demand warrants and funding is available.)
- 2 A public walkway is added between the Metra/UP-North Line and the EJ&E Railway to connect the proposed future STAR Line Station (which would likely be collocated with the existing North Chicago Metra Station) to its platform on the EJ&E Railway (see below).
- 3 One mixed-use building is proposed at the entry of the development.
- 4 Multi-family mid-rise buildings and townhouses are added to increase the residential density around the station. Some buildings will likely have views of the lake.

Proposed Future STAR Line Commuter Rail

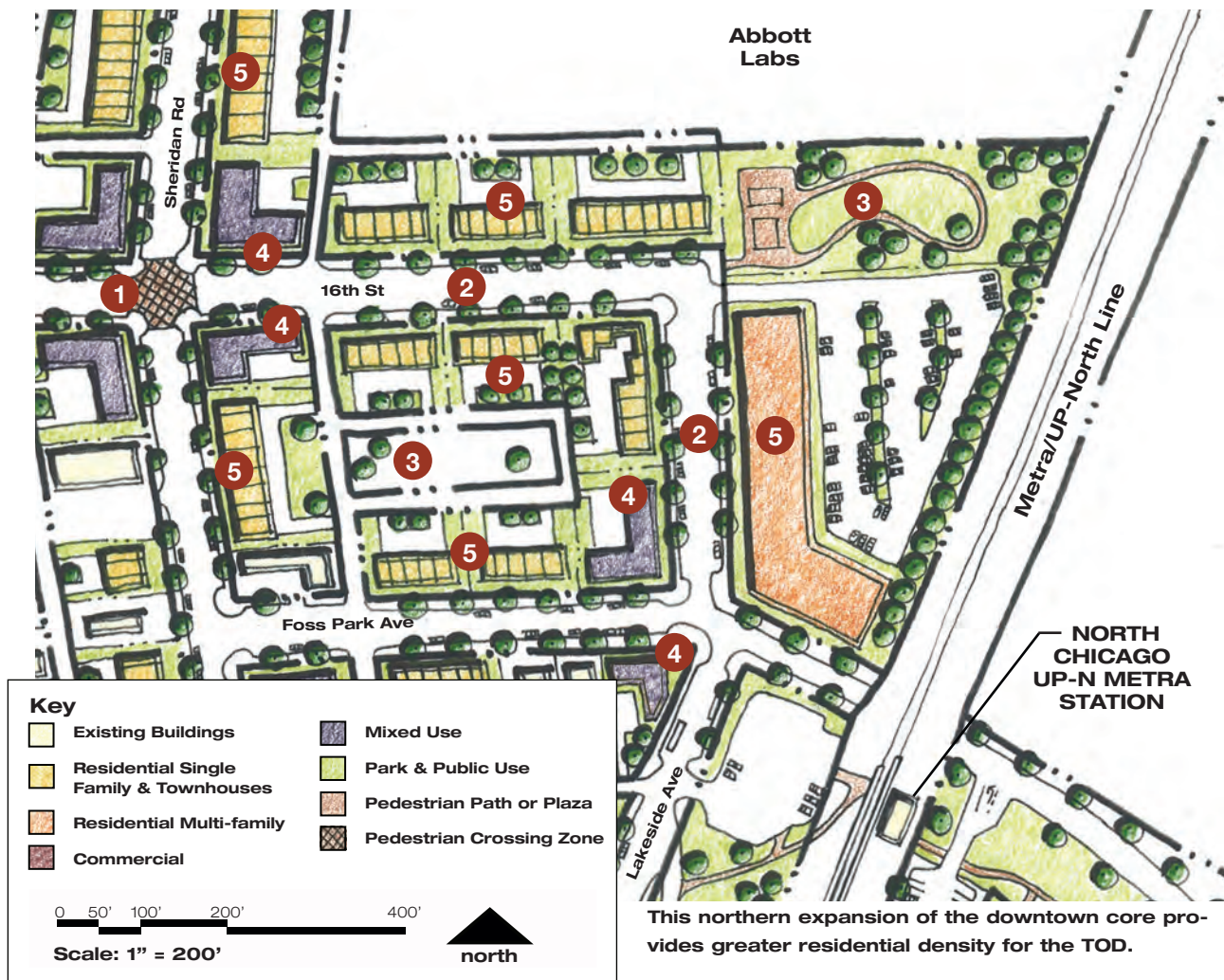
Ridership and parking projections have yet to be estimated for this phase of the STAR Line and would be conducted when and if the project proceeded to the FTA's New Starts process. If this phase of the STAR Line is pursued in the long-term, the City may need to modify the above design to accommodate the necessary parking based on Metra's ridership and parking projections. (Note: Local municipalities along the proposed future phases of the STAR Line will need to fund much of the costs associated with commuter station facilities, including station houses and parking lots, for proposed STAR Line stations if commuter rail is selected as the preferred mode for the line.)



The vacant parcel in between the tracks is proposed to be redeveloped with higher density residential.

Implementation Strategy

Proposed Redevelopment Plan



Context Map



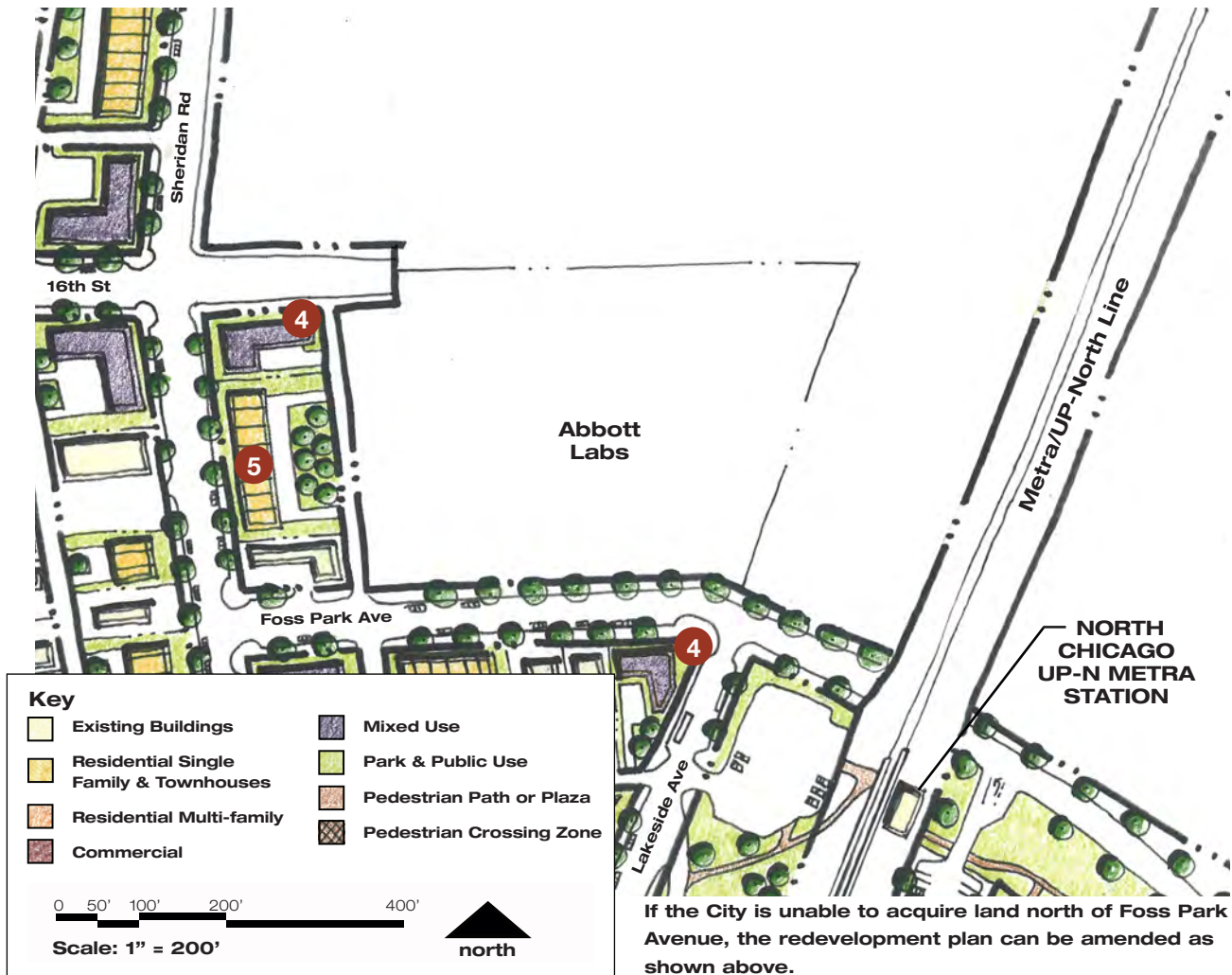
Northern Expansion

If the land becomes available, it is recommended that the City expand the downtown core to the north, on what is currently land owned and occupied by Abbott Labs. This expansion will improve circulation and provide greater residential density in close proximity to the North Chicago Metra Station. The following recommendations can be found on the above plan:

- 1** Pedestrian street treatments are added along Sheridan Road to slow down the traffic and create safe crossing zones for pedestrians.

Implementation Strategy

Proposed Redevelopment Plan



- 2 If possible, Lakeside Avenue is extended northward and 16th Street is extended eastward to make an additional connection across Sheridan Road and improve circulation.
- 3 Neighborhood parks are included in the residential neighborhood.
- 4 Mixed-use buildings are placed at corners and other prominent locations.
- 5 Townhouses and multi-family apartment or condominium buildings provide greater residential density around the Station.

Land Acquisition for Northern Expansion

A large amount of the vacant land within the downtown core is owned by Abbott Labs (see page 23 for a complete Property Ownership map). As with all the vacant land within the downtown core, this plan is based on the reasonable assumption that the City can acquire the vacant parcels owned by Abbott Labs.

However, the development proposed north of Foss Park Avenue and east of Sheridan Road, is located on land currently owned and occupied by Abbott Labs. The City can develop this land only if Abbott Labs chooses to relinquish this southern-most portion of its campus. Since the acquisition of this land cannot be assumed, the above plan shows the redevelopment plan without the northern expansion.

Implementation Strategy

Access & Circulation

The redevelopment plan includes several road realignments that improve bus, bicycle, and automobile circulation within the study area. To further improve the access and circulation of the downtown core, the following changes are recommended:

Pace Bus Routes

It is recommended that Pace bus #564 be redirected from Sheridan Road to Lakeside Avenue to facilitate easier transfers with the North Chicago Metra Station. The road realignment at 18th Street and Grant Place makes crossing Sheridan Road simple, especially since a traffic signal already exists at this intersection.

The route for Pace bus #563 is not proposed to be relocated, since it already runs along Foss Park Avenue, directly adjacent to the North Chicago UP-N Metra Station.

Two new bus bays, one in each direction, are proposed along Lakeside Avenue, adjacent to the existing commuter parking lot.

Bicycle Routes

Currently, no bicycle lanes or paths extend east of the McClory Bike Path. The City has plans to connect areas west of the study area with the McClory bike path, along 16th Street. If the City is able to extend 16th Street and Lakeside Avenue north of Foss Park Avenue, then a bike route can run along 16th Street and Lakeside Avenue to connect the McClory Bike Path with the North Chicago UP-N Metra Station. However, until this connection is made, it is recommended that a bike route run, instead, along 18th Street and Lakeside Avenue. Until 16th Street and Lakeside Avenue are connected, the intersection of 18th Street and Sheridan Road will be the only street that connects across Sheridan Road to provide safe bicycle crossing.

It is recommended that the bike route be extended east along Foss Park Avenue to connect the North Chicago UP-N Metra Station with Foss Park.

A shared bicycle lane is proposed along Grant Place and Lakeside Avenue, and is shown in street section #3 on the following pages.

The McClory Bike Path

The McClory Bike Path and the linear path that surrounds it are unique amenities for North Chicago. The condition of the park varies within the study area. In some areas the path is well maintained with well cared-for community gardens or play areas. Other portions of the path are less inviting, with haphazard gravel parking areas and minimal landscaping. It is recommended that the City rehabilitate those portions of the linear park that are in disrepair. It is also recommended that consistent signage be added to direct cyclists and pedestrians to the Sheridan Road retail district and the North Chicago UP-N Metra Station.

Commuter Parking and Drop-off

The existing 61-space commuter parking lot is proposed to remain under this plan. In addition, 125 commuter spaces are proposed between the Metra UP-North Line and the EJ&E Railway in order to accommodate Metra's projected need for 100 to 150 commuter parking spaces by 2030.

It is recommended that parking fees for the new commuter spaces match those of the existing commuter lot. It is also recommended that the City consistently enforce the commuter parking fees, which create revenue for parking lot upkeep.

A new kiss-and-ride is proposed along Lakeside Avenue, adjacent to the existing commuter parking lot. A pedestrian path is proposed to extend from the kiss-and-ride to the west platform, subject to approval by the Union Pacific Railroad.

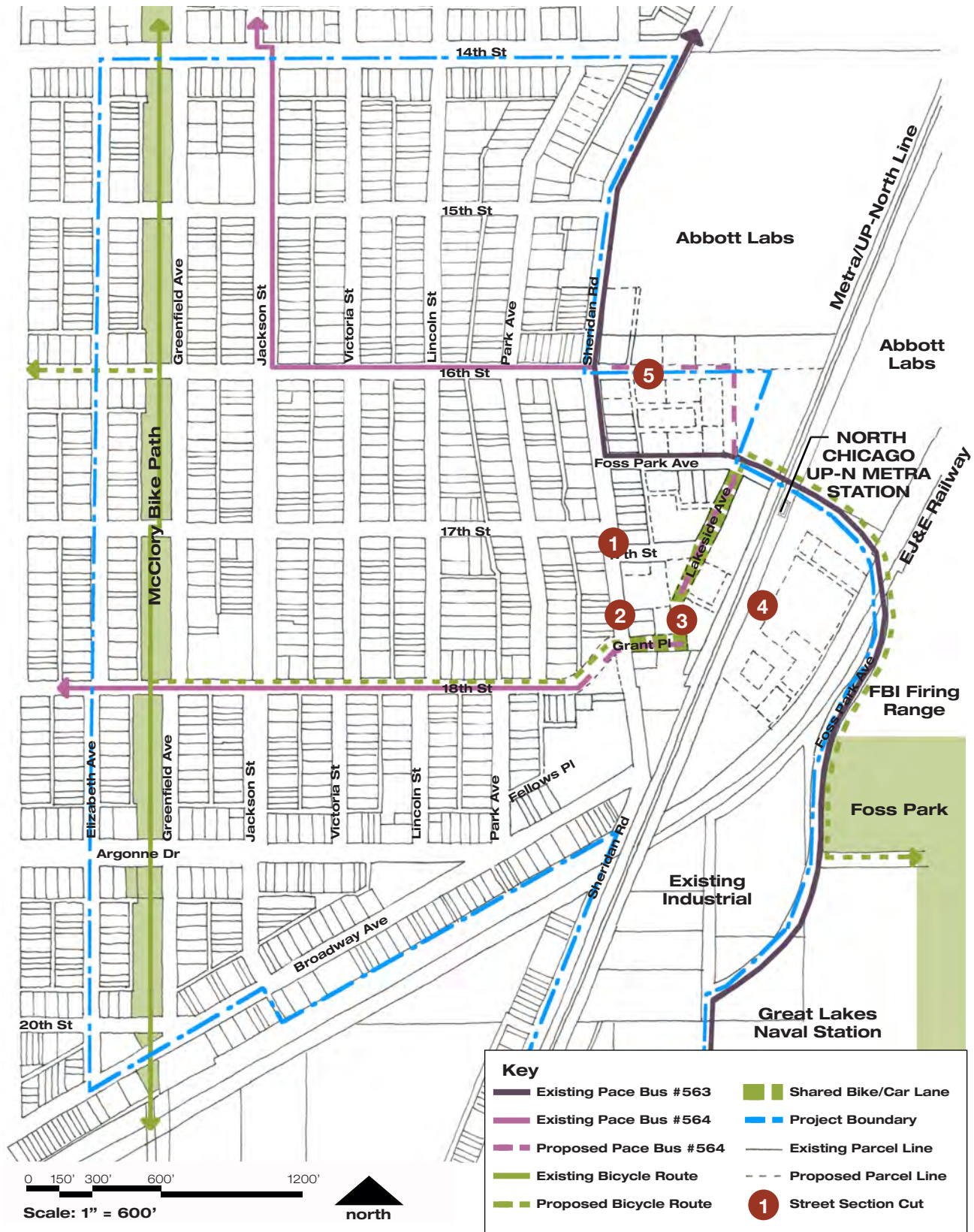
On-Street Parking

This plan recommends on-street parking on both sides of all streets. In most cases, the plan includes parallel parking, but on several streets angled or perpendicular parking will accommodate more on-street parking. The street sections on the following pages identify the type of on-street parking proposed for each street. The location of each street section is identified with numbered circles on the adjacent map.

Currently, the downtown area does not have metered street parking. The City may choose in the future to incorporate metered parking into the downtown area, since

Implementation Strategy

Access & Circulation



Changes proposed to the bus and bicycle routes will improve circulation within the study area.

Implementation Strategy

Access & Circulation

it can create revenue, encourage alternative transportation modes, and assure turnover of parking spaces. However, at this time, metered parking is not recommended, because parking restrictions already exist within the study area, and if enforced properly, will assure turnover of parking spaces.

Parking requirements

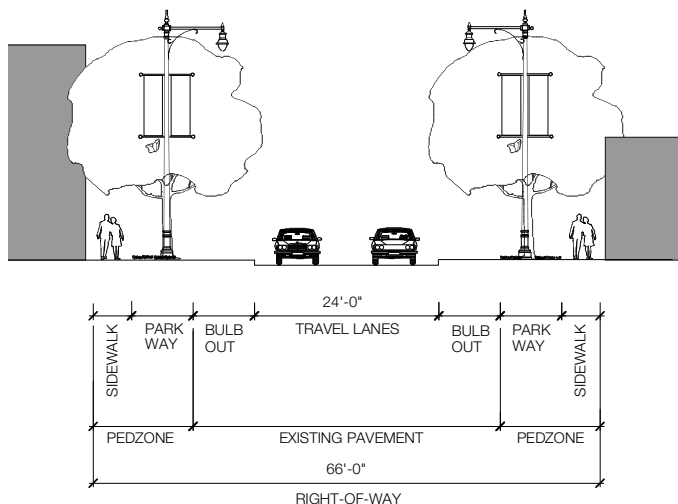
Transit-oriented developments typically have reduced parking requirements to allow for denser development and to encourage the use of alternative modes of transportation. The existing Urban Redevelopment Overlay (URO) already includes reduced parking requirements, and if extended across the entire downtown area, will contribute to the parking reductions that should be included with the TOD. However, as is standard with transit-oriented development, two additional parking credits should be implemented in the URO area. First, mixed-use buildings should only be required to comply with 75% of the URO parking requirements. Second, on-street parking that fronts a property should be counted toward the parking required for the development. These additional parking reductions will encourage a denser, more walkable downtown district.

Street Sections

The following street sections define the character and design of the streets within the redevelopment plan.

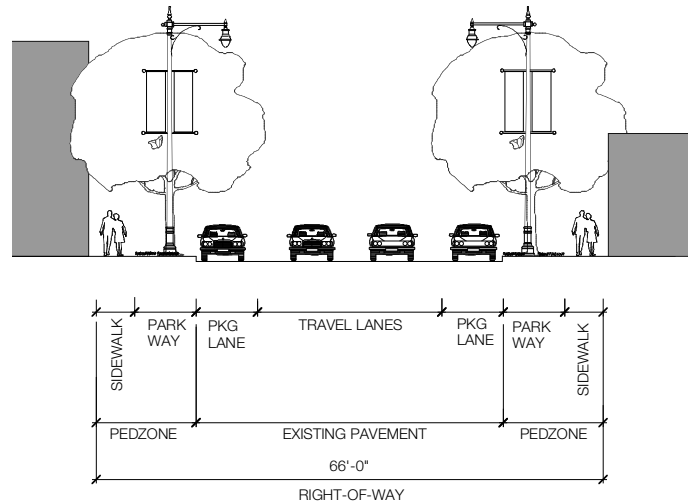
1 Sheridan Road, Pedestrian Crossings

In addition to the recommendations discussed above, bulb-outs should be incorporated into the pedestrian crossings of Sheridan Road.



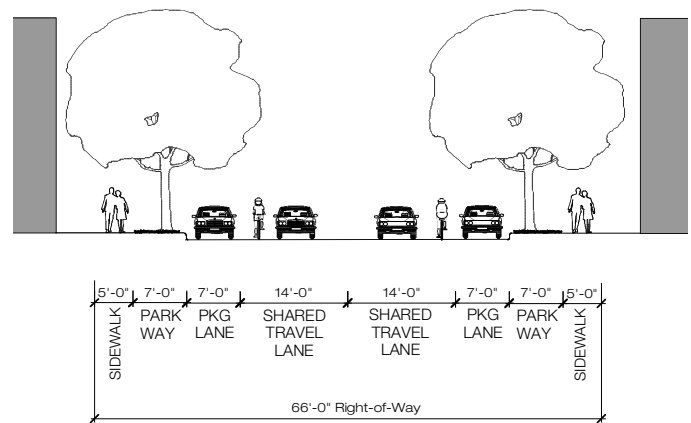
2 Sheridan Road, Mid Block

Few changes are recommended for the mid block portions of Sheridan Road. The existing travel and parking lanes should remain. Street trees, signage, and street furniture should be added to the pedzone, as needed, to comply with the design guidelines discussed later in this section.



3 Lakeside Avenue and Grant Place

Lakeside Avenue and Grant Place are designed to include two shared travel lanes (each 14 feet wide), and a parallel parking lane and 12-foot pedzone on each side of the street.

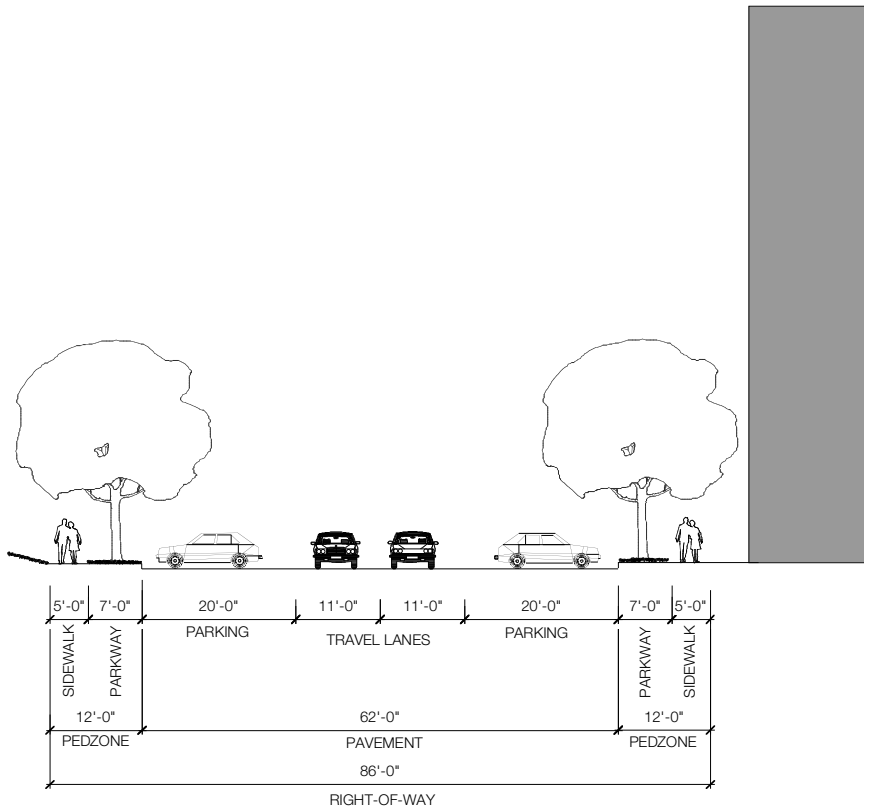


Implementation Strategy

Street Sections

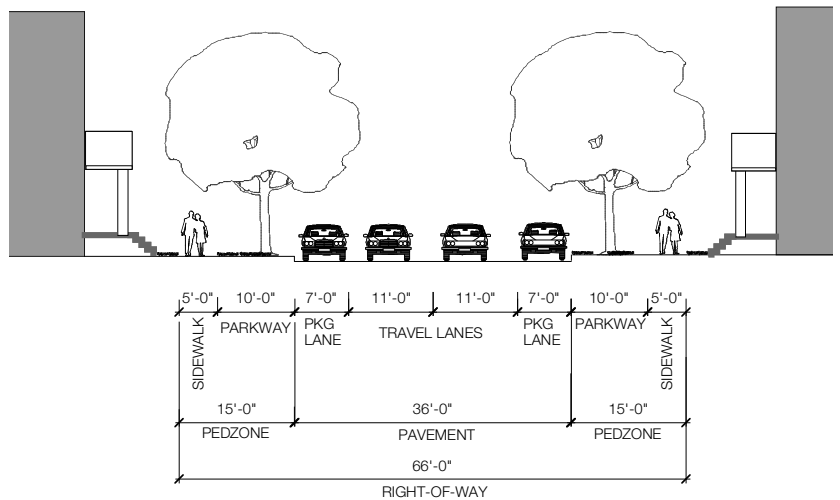
4 New Commuter Parking Street

The new street located between the tracks is designed to accommodate Metra's 2030 parking projections for the North Chicago UP-N Metra Station. Perpendicular parking runs along both sides of the street, and is flanked by 12-foot pedzones. Metra's Parking Manual should be consulted during the design of these commuter parking spaces.



5 16th Street

The 16th Street Extension includes 11-foot travel lanes, 7-foot parallel parking lanes, and 15-foot pedzones.



Implementation Strategy

Zoning Revisions

The current zoning designations are not favorable for Transit-Oriented Development, in that they separate uses and limit density. The existing Urban Redevelopment Overlay District is a step toward mixed-use, higher density development; but still does not allow for all of the changes proposed by this plan. It is recommended that the City revise the zoning designations within the study area by either creating a new form-based code for the downtown district or revising the existing zoning code.

Form Based Code

One way the City can create an active, pedestrian-friendly, and aesthetically pleasing downtown district is to create a form-based code overlay for the study area. Form-based codes focus on the ultimate form of the building, while still regulating use and zoning management. The goal of this type of coding is to reconnect buildings with the adjacent public spaces, such as streets and open spaces.

Form-based codes typically consist of the following four basic elements: a regulating plan, building type requirements, open space type requirements, and street type requirements. Additionally, the code overlay may include additional requirements for landscape, parking, and signage or other key code elements.

Revisions to the Existing Zoning Code

In lieu of a form-based code, the City can revise its current zoning code to allow for the proposed redevelopment. The Base District Zoning Map on the following page shows the underlying zoning that is recommended for the study area. A summary of the recommended zoning revisions is as follows:

Remove Inappropriate Zoning Designations

Several of the zoning designations that exist in the study area are inappropriate for transit-oriented development. The Commercial Wholesale (CW), Intensive Industrial (M3), and Office & Research (OR) zones do not allow for mixed use or residential development and should be removed from the study area. The M3 zone to the southeast of the EJ&E Railway, however, can remain, since this area is an active industrial area and is physically separated from the rest of the study area.

Rezone the Downtown Core

The downtown core, which is shown with a thick black border on the adjacent map, should be rezoned, so that the General Business District (B2) zone will be limited. It is recommended that the B2 zone is located along the two-block retail core of Sheridan Road, at intersections along Sheridan Road, and on the land surrounding the North Chicago Metra Station. The remainder of the downtown core should be zoned for General Residence (R5).

Extend Urban Redevelopment Overlay

The Urban Redevelopment Overlay (URO) (as shown on page 9 of this report) is currently limited to the Sheridan Road corridor. The overlay should be extended to cover the entire downtown core, as shown on the adjacent map.

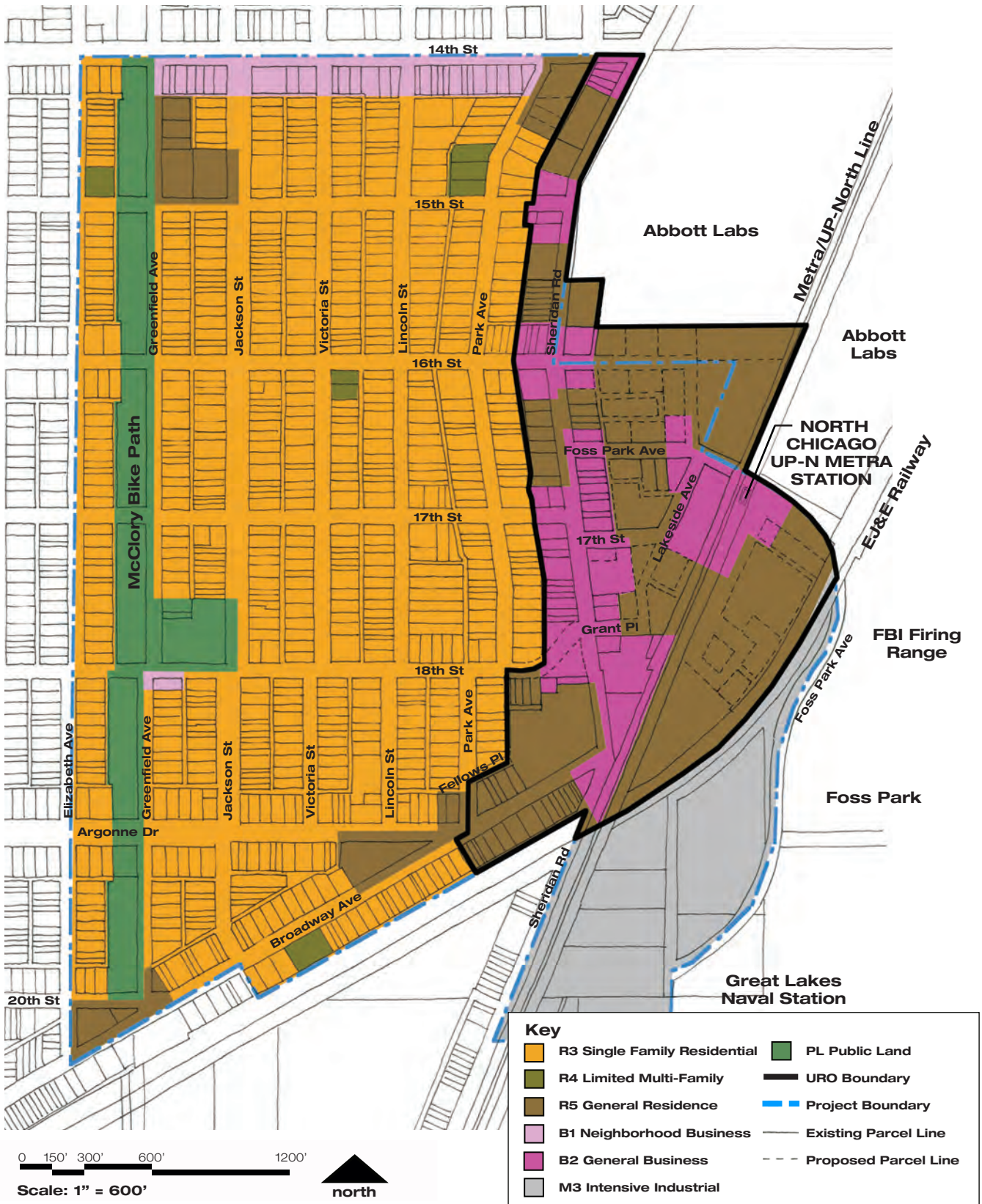
Amend URO Regulations

Currently, all properties within the URO district are exempt from the lot size requirements, as well as the side and rear-yard setback requirements of the underlying zone. Properties along Sheridan Road that are within the URO district are also exempt from the front-yard setback regulations of the underlying zone.

It is recommended that all properties within the URO district be exempt from lot size, setback, and lot width requirements of the underlying zone. Instead, the design guidelines outlined later in this section should be employed.

Implementation Strategy

Zoning Revisions



The above zoning map shows the recommended zoning revisions for the study area.

Implementation Strategy Overlay Regulating Plan

Overlay Regulating Plan

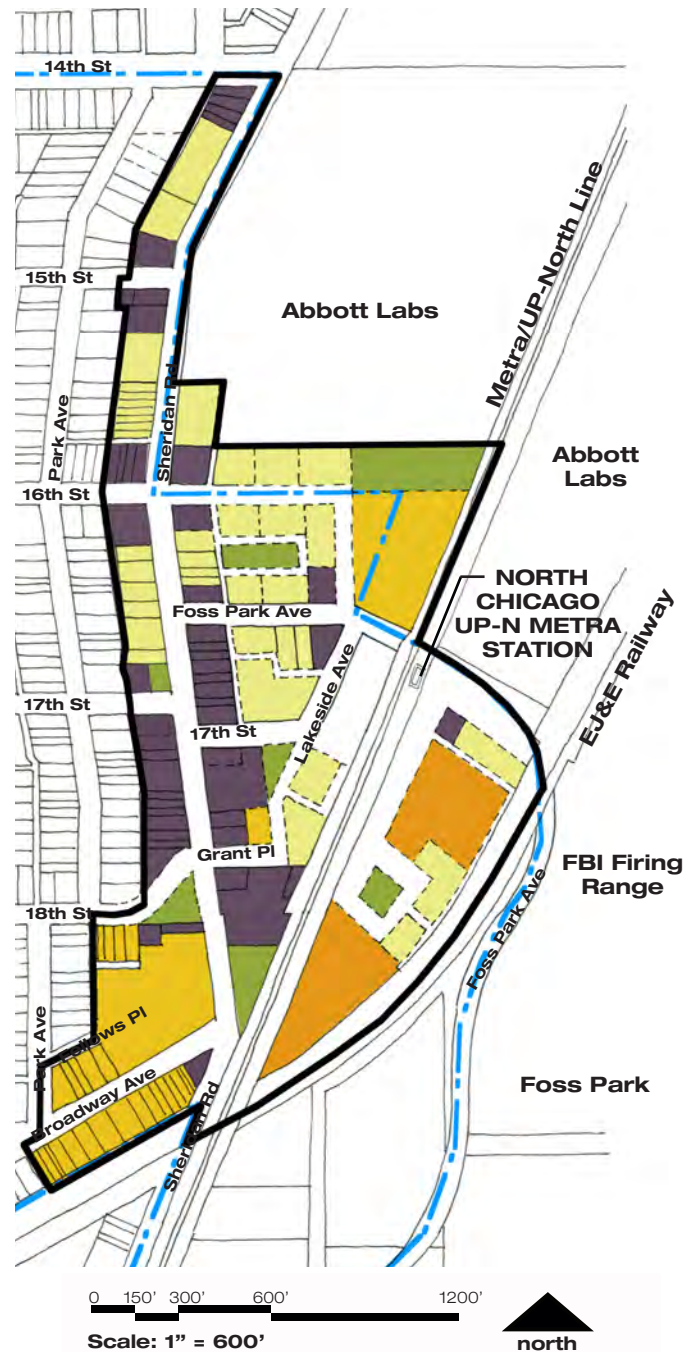
The adjacent map shows the recommended regulating plan for the overlay area. Appropriate uses for each designation are as follows:

Residential Single Family & Townhouses: This designation should allow single-family houses, two-flats, and attached housing of 2 to 8 units.

Residential Multi-family: This designation should allow apartment and condominium buildings. Buildings proposed for development phases III, IV, and V (as defined on page 68) may require approval as Planned Unit Developments, unless a Form Based Code for the downtown is implemented.

Mixed Use & Commercial: This designation should allow for retail, retail services, office, and general commercial uses with upper story apartments.

Park & Public Use: This designation should allow for public parks, plazas, and playgrounds.



Key	
	Single Family & Townhouses
	Multi-family, 2-3 stories
	Multi-family, 5-6 stories
	Mixed Use & Commercial
	Park & Public Use
	URO Boundary
	Project Boundary
	Existing Parcel Line
	Proposed Parcel Line

The above overlay regulating plan shows the designations recommended for each area of the downtown core.

Implementation Strategy

Design Guidelines

The following design guidelines will help the City guide development within the study area and can be used in the future as a basis for detailed design standards. Consistent incorporation of these guidelines will help to create a more walkable, aesthetically pleasing, and active downtown core.

The guidelines have been organized into three main categories — Neighborhood Design, Site Design, and Building Design.

Neighborhood Design

Objective: Create accessible and comfortable streets and sidewalks

Sidewalks

- The study area should include continuous and generous sidewalks that allow for a walking zone adjacent to storefronts and an amenity zone at the curb.
- The amenity zone should include street trees, benches, trash receptacles, bicycle racks, planters and/or other pedestrian amenities.
- Transit stops should include additional passenger amenities, such as shelters, attractive newspaper vending machines, and signage, pending discussion with the respective transit agencies.

Pedestrian Crossings

- At each intersection, sidewalks should connect across the street in all directions.
- Bulb-outs, wheelchair accessible ramps, and crosswalks should be incorporated at all crossings.
- Pedestrian crossings along Sheridan Road should also have distinct, pedestrian-scaled paving, such as brick or pavers.
- At driveways, the sidewalk material and pattern should continue across the pavement to signal a priority to pedestrians over vehicles.

Street Trees and Landscaping

- Street trees should be incorporated along all streets, when possible, with a minimum spacing of 40 feet on center.



Pedestrian crossing zones can be distinguished by raised paving and/or a distinct paving pattern.



Bulb-outs shorten the crossing distance and provide safe areas for pedestrians to stand.



Sidewalk paving should continue across driveways.

Implementation Strategy

Design Guidelines

- Tree species should be approved by the City, and be compatible throughout the neighborhood.
- Other vegetation within the public right-of-way should be consistent along the length of the street.

Open Space

- Plazas within the study area should be well manicured and include seating areas, trash receptacles, and other pedestrian amenities.
- Larger open spaces within the Study Area, including the McClory Bike Path, should incorporate lawn areas, defined walking paths, and shade trees. Existing mature trees should be incorporated, when possible. Overgrowth should be avoided.
- Public open space, including that along the McClory Bike Path, should include ornamental lighting sufficient to ensure secure walking conditions after dark, especially at off-street pathways.

Way finding

- Gateway treatments should be established at key locations to announce arrival into the Downtown.
- A consistent style of way finding signage should be established to direct visitors to the North Chicago Metra Station, parking areas, and civic facilities.

Railroad Embankments & Viaducts

- Sufficient lighting should be incorporated along the sidewalk passing under all railroad viaducts, subject to the approval of the Union Pacific Railroad and the EJ&E Railway.
- Viaducts should be well maintained and regularly painted. Signage can be painted on the viaducts to direct visitors to Foss Park or other public amenities, subject to the approval of the Union Pacific Railroad and the EJ&E Railway.
- Weed growth and overgrown vegetation should be avoided along the railroad embankments.



Many factors contribute to a walkable street, including street trees, pedestrian amenities, and the design and scale of the adjacent buildings.



Small public spaces should include benches and manicured vegetation.

Site Design

Objective: Create a streetwall to define the public space of the street.

Build To Zone

- Buildings should be built to a Build To Zone (BTZ) rather than a setback to establish a continuous streetwall along street faces.
 - a. **Mixed Use Buildings.** Commercial façades should be built up to the front property line with very minimal setbacks to limit the transitional space and define the streetwall. Commercial façades should be built to the side property lines, with very minimal setbacks to limit breaks in the streetwall.
 - b. **Residential Buildings.** Residential, street-facing façades should be built between 5 and 15 feet from the property line to allow for a transitional space between public and private, while maintaining the streetwall. Steps may extend to within 2' of the property line.
- The street corner at the intersection of side and front property lines should be occupied by building.

Street Termini

- Where a street terminates at a parcel, building shall span the parcel line to sufficiently contain that view. The building at that location should include a special feature marking this terminus. Special features may include a tower, a significant protrusion or recess in the façade, and the main entrance to the building.
- Under no circumstance should a street terminate a parking lot.



A continuous streetwall is created by building to the front and side property lines.



A small transitional space lies between the street and the front porches of these townhouses.



By occupying the corner, this building creates a continuous streetwall.

Implementation Strategy

Design Guidelines

Driveways

- Driveway access should be off an alley or side/secondary street.
- More than one driveway per secondary street frontage should be discouraged.
- Driveways should be located a minimum of 50' from the intersection of the front and side property lines.

Garages

- Garage entrances should not front any street and should be accessed off a driveway or alley.
- Garage entrances should be screened from view of any primary street.

Services

- Service, loading, and trash collection should be accessed off alleys or driveways or from within a parking structure and should be screened from the street.

Parking

- Parking lots should be located in the rear of the building and should not front primary streets. Parking lots fronting on secondary streets should be screened from the street with landscaping.
- Parking lots should be edged by vegetation of at least 4 feet in width. Vegetated islands, of at least 4 feet in width, should be incorporated between rows of parking. These planting areas should include trees, when possible, at a minimum spacing of 40 feet on center.
- Surface parking lots larger than 10,000 square feet should include stormwater swales and/or other best management practices for the infiltration and detention of stormwater.



Garages, driveways, and services should be accessed from alleys.



Planting area and trees should be incorporated into parking lots.

Building Design

Objective: Create aesthetically-pleasing, pedestrian-oriented buildings.

Green Building

- New buildings should be designed to comply with US Green Building Council's LEED (Leadership in Energy and Environmental Design) certification. (For more information visit www.usgbc.org).

Occupied Space

- The street façades of buildings should contain usable, occupied space, with a minimum depth of 10 feet for townhouses and 20 feet for all other building types.
- Garage, storage, and utility space should be located on an interior side or rear façade.

Façade Proportions

- Façades should be divided vertically in sections 30'-50' in width. The division can be accomplished by the use of any setback, protrusion, or change in material that generates a shadow line.
- An expression line should define the ground floor from upper floors on buildings taller than two stories. An expression line is any setback, protrusion, or change in material that generates a shadow line.
- Building Heights are provided in stories. Each story shall not exceed 16' in height or it shall be considered two stories.

Entrances

- Entrances to the building must be located on the front façade of the building.
 - a. For non-residential façades in mixed use buildings, multiple entrances should be supplied every 50' to 80'.
 - b. For residential buildings, when possible, multiple entrances should be supplied approximately every 80' to 100' along the façade. Entrances should be no more than 8' above sidewalk grade for residential buildings and accessible via direct route from the sidewalk.



This building has an occupied first floor street facade and an expression line above the ground floor.



These townhouses are divided vertically by setbacks, and have entrances with direct access to the sidewalk.

Implementation Strategy

Design Guidelines

Façade Transparency

- On any façade facing a street, for each floor of the building, there should be no continuous area without transparency greater than 20', measured horizontally.
 - a. Mixed Use Buildings: On ground-floor, non-residential façades, 65-75% must be clear, transparent windows, as measured between 2' and 6' along the façade from the ground up.
 - b. Residential Buildings: A minimum of 15% to 20% of each floor, measured floor to floor on the façade, shall be clear, transparent windows.

Materials

- All sides of a building should have finished surfaces.
- When renovating a historically-significant existing building, original materials should be preserved, if possible. New materials should be consistent with those of the original building.
- Surface materials shall be high quality, durable, natural materials, such as brick, stone, or concrete. Unnatural materials, such as plastic, should be discouraged. Materials intended to replicate a natural material, such as false stucco or EIFS (exterior insulated finish system), vinyl or metal siding, or false brick should be discouraged. Oversized masonry such as concrete block and jumbo brick should not be utilized.

Roofs

- Flat roofs with parapets are the preferred roof style for all buildings. Parapets should not be greater than 4' in height.
- Pitched roofs, greater than 4:12 and less than 12:12, may be utilized for residential buildings or to cap a special feature on a mixed use building.
- All mechanical equipment and utilities located on the roof shall not be visible from the street.
- Consideration should be given to roofs visible from the associated or other surrounding buildings. These roofs may contain roof terraces.



Great transparency creates more interesting, walkable streets.



This mixed use building incorporates quality materials, such as brick, concrete, and wood. It also has a flat roof with a parapet, which is preferred over other roof types.

Implementation Strategy

Design Guidelines

Mechanical and Storage Areas

- Exterior mechanical systems or storage areas should be located behind the building and screened from public right-of-ways, including the rail right-of-ways.

Awnings & Signage

- Awnings should be made of weather-resistant canvas or metal. Plastic awnings should be avoided.
- Simple, pitched awnings open on the ends should be used over box (fully enclosed), arched or rounded awnings.
- Billboards, internally illuminated signs or awnings, or signs with flashing or moving text/parts should be avoided.
- Awnings and signage should coordinate with and complement the overall architectural style and color scheme of the building. The scale of awnings and signage should be in proportion to the scale of the building.
- Signage on awnings or storefront glass, plaque signs, and hanging signs are the most appropriate signs.

Lighting

- Exterior lighting should serve only to illuminate entries, signage, pedestrian areas, or to highlight architectural features.
- Lighting should be focused down to reduce light trespass. Overlighting should be avoided.



Signage can be incorporated with the storefront glass.



Small hanging signs are appropriate storefront signage.

Implementation Strategy

Funding Toolbox

The following section provides an overview of potential funding sources for the proposed development in the Study Area. The funding sources contribute to different aspects of development, and are organized under four main topics: Community Development, Transportation Improvements, Building Construction, and Brownfield Redevelopment.

Community Development

Tax Increment Financing & Enterprise Zone

The established TIF district and enterprise zone can assist with business development through tax credits, exemptions and deductions. For more information: http://www.illinois-tif.com/about_TIF.asp. http://www.illinoisbiz.biz/dceo/Bureaus/Business_Development/Tax+Assistance/Enterprise-Zone.htm

Community Development Financial Institutions Fund

U.S. Department of the Treasury

Through a certification process, this fund provides financing assistance for economic development. For more information: http://www.cdfifund.gov/what_we_do/overview.asp

Hope VI Main Street Grants

U.S. Department of Housing & Urban Development

This grant program provides financing assistance for affordable housing in conjunction with the revitalization of downtown business districts. For more information: <http://www.hud.gov/offices/pih/programs/ph/hope6/grants/mainstreet/>

Corridor Planning Grant Program

Illinois Department of Transportation

This grant program provides funding for planning projects that reduce traffic congestion, preserve open space, and encourage reinvestment. For more information: http://www.dot.state.il.us/corridorplanning/corridor_grant.html

Community Service Block Grant Loan Program

Illinois Department of Commerce & Economic Opportunity

This loan program provides financing for new or expanding small businesses. For more information: http://www.commerce.state.il.us/dceo/Bureaus/Business_Development/Lo

Minority, Women, and Disabled Participation Loan Program

Illinois Department of Commerce & Economic Opportunity

This loan program provides financing for businesses owned and managed by persons who are minorities, women,

or disabled. For more information: http://www.commerce.state.il.us/dceo/Bureaus/Business_Development/Loan+Programs/mwd.htm

American Communities Fund

Fanny Mae

This fund provides financing assistance for housing developments and community revitalization efforts. For more information: <http://www.fanniemae.com/housingcommdev/commdev/acf.jhtml?p=Affordable+Housing+%26+Community+Development&s=Community+Development&t=Community+Lending>

Transportation Improvements

Bus and Bus Facilities Program

United States Department of Transportation

This grant program provides funding for new and replacement buses and facilities. For more information: http://www.fta.dot.gov/funding/grants/grants_financing_3557.html

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

United States Department of Transportation

This grant program provides funding for projects that improve air quality, such as pedestrian and bicycle facilities or projects promoting greater transit ridership, including new additional commuter parking. It is administered locally by the Chicago Metropolitan Agency for Planning (CMAP), and applications are submitted to CMAP yearly, with competition for funds only within the 6-county region. For more information: <http://www.cmap.illinois.gov/cmaq/default.aspx>

Surface Transportation Program (STP)

United States Department of Transportation

This grant program provides funding for projects that improve public transportation or bicycle and pedestrian facilities. It is administered locally by CMAP, the Illinois Department of Transportation (IDOT), and the Council of Mayors. Applications are submitted to the local Council of Mayors (North Shore/Northwest Council of Mayors), with competition for funds only among the other members of that council. For more information: <http://www.nwmcog.org/jahia/Jahia/pid/36>

Implementation Strategy

Funding Toolbox

Safe Routes to School Program

United States Department of Transportation

This grant program provides funding for projects that improve the ability of school aged children to walk and bike to school. It is administered through IDOT, which recently established (per federal mandate) its own Safe Routes to School Program with money available statewide for improvements. For more information: <http://www.dot.il.gov/saferoutes/SafeRoutesISRPCContent.aspx>

Illinois Transportation Enhancement Program

Illinois Department of Transportation

This grant program provides funding for projects that enhance the transportation experience, such as pedestrian and bicycle facilities, landscape beautification, and historic preservation of transportation facilities. For more information: <http://www.dot.il.gov/opp/itep.html>

Illinois Bicycle Path Grant Program

Illinois Department of Natural Resources

This grant program provides funding for bike trail renovation. For more information: <http://dnr.state.il.us/ocd/newbike2.htm>

Recreational Trails Program

Illinois Department of Natural Resources

This grant program provides funding for bike trail renovation. For more information: <http://dnr.state.il.us/ocd/newrtp2.htm>

Job Access Reverse Commute (JARC)

Regional Transportation Authority

This program provides financial assistance for transportation services planned, designed, and carried out to meet the transportation needs of eligible low-income individuals and of reverse commuters regardless of income. For more information: www.rtachicago.org

New Freedoms

Regional Transportation Authority

This program seeks to reduce barriers to transportation services and expand the transportation mobility options available to persons with disabilities beyond the requirements of the Americans with Disabilities Act. For more information: www.rtachicago.org

Building Construction

Federal Historic Preservation Tax Incentives Program

National Park Service

Tax incentives are available for the rehabilitation of income-producing certified historic structures. For more information: http://www.nps.gov/history/hps/TPS/tax/incentives/essentials_1.htm

Business Energy Tax Credit

U.S. Department of Energy

This tax credit benefits businesses employing renewable energy sources. For more information: <http://www.energy.gov/taxbreaks.htm>

Business Credit of Energy-Efficient New Homes

U.S. Department of Energy

This tax credit benefits contractors who construct new energy-efficient homes that reduce annual energy consumption by 50%. For more information: <http://www.energy.gov/taxbreaks.htm>

Energy-Efficient Commercial Building Deduction

U.S. Department of Energy

This tax credit is given for the construction of new commercial buildings that reduce annual energy and power consumption by 50%. For more information: <http://www.energy.gov/taxbreaks.htm>

Illinois Incentives for Renewable Energy Systems

Illinois Department of Commerce and Economic Opportunity

This tax exemption benefits property owners who employ solar-energy and other renewable energy systems. For more information: http://www.dsireusa.org/library/includes/incentive2.cfm?Incentive_Code=IL01F&state=IL&CurrentPageID=1&RE=1&EE=1

Green Communities Grants & Loans

Enterprise, Enterprise Social Investment Corporation & the Natural Resources Defense Council

These grants and loans provide assistance for the development of affordable housing using green building technologies. For more information: <http://www.greencommunitiesonline.org/tools/funding/grants/>

Implementation Strategy

Funding Toolbox & Project Phasing

Brownfield Redevelopment

Brownfields Economic Development Initiative

U.S. Department of Housing & Urban Development

This grant program provides funding for brownfield redevelopment. For more information: <http://www.hud.gov/offices/cpd/economicdevelopment/programs/bedi/index.cfm>

Brownfields Assessment, Revolving Loan Fund, and Cleanup Grants

U.S. Environmental Protection Agency

These grants provide funding for brownfield redevelopment. For more information: <http://www.epa.gov/brownfields/applicat.htm>

Underground Storage Tank Fund

Illinois EPA & Illinois Office of the State Fire Marshal

This fund assists with the cleanup of contamination from underground storage tanks. For more information: <http://www.epa.state.il.us/land/lust/ust-fund.html>

Project Phasing

Redevelopment within the study area will require careful phasing. According to the market study conducted by Goodman Williams Group, the current market will not allow large amounts of retail or residential development within the study area. Their study suggests that over the next ten years, only two dozen residential units and 25,000 to 30,000 square feet of commercial space should be pursued within the downtown area. Therefore, the TOD plan is phased appropriately. It is recommended that Phase I, which will cover roughly the next ten years, include those improvements that can have the most near-term impact. As shown on the following phasing map and the implementation matrix on the following pages, Phase I focuses on infrastructure improvements, municipal investment, and infill of existing vacant buildings and parcels along the retail core. Creating a strong two-block retail core may help to support further development in future phases.

Phase II focuses on the land east of the North Chicago UP-N Metra Station, to boost residential density around the station. Phase II should happen as soon as possible after the completion of or in conjunction with Phase I.

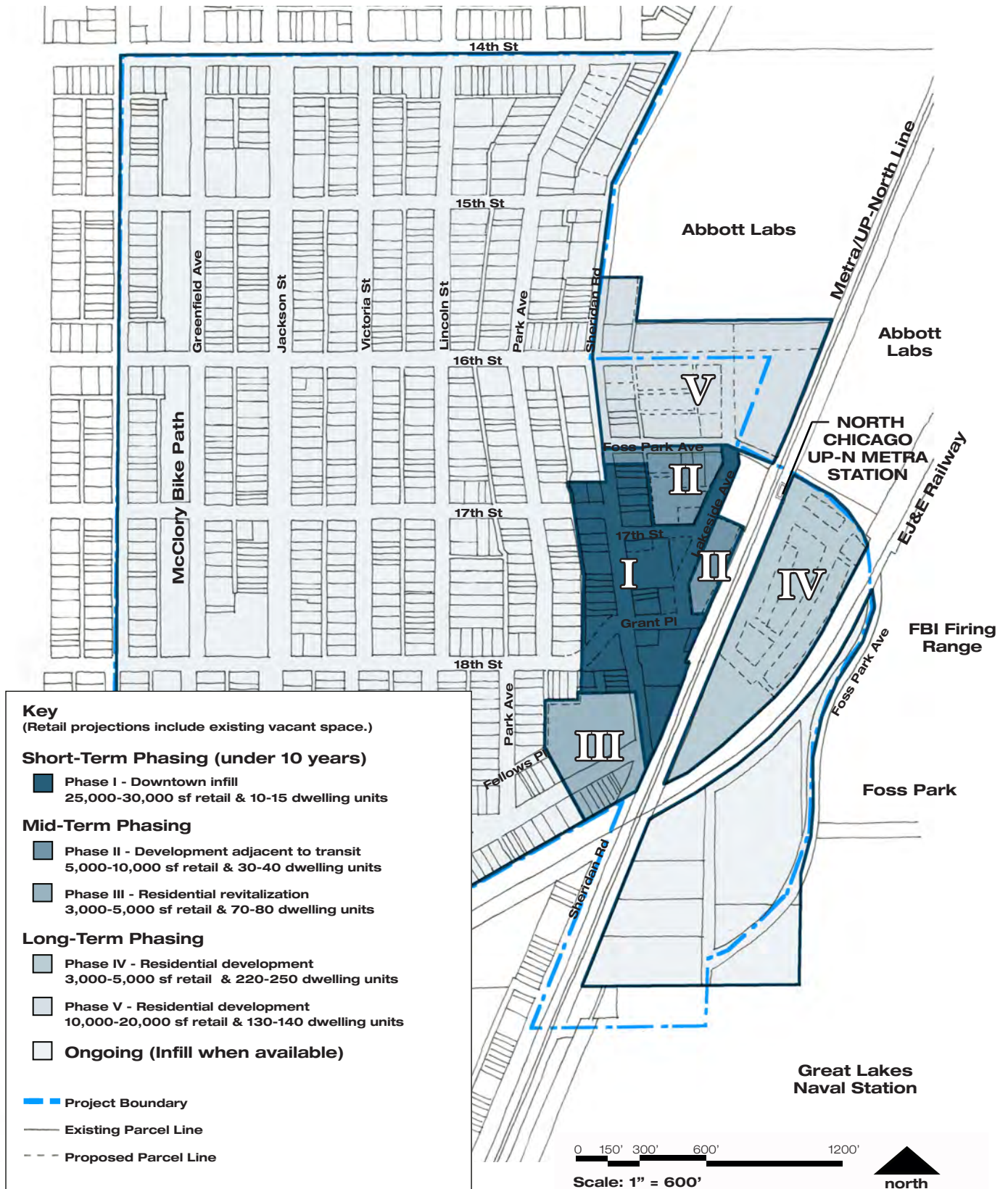
Phases III, IV and V include more intensive residential development and should occur when the market allows and land acquisition is possible.

The Ongoing Phase, which includes reinvestment in the existing residential neighborhood and the elimination of nonconforming uses along Sheridan Road, should occur as parcels become available.

The implementation matrix on the following pages outlines the steps required for implementation of the North Chicago TOD plan.

Implementation Strategy

Project Phasing



The redevelopment of North Chicago relies on careful long-term planning.

Implementation Strategy

Implementation Matrix

Phase	Action Type	Task
Ia*	Establish	Choose an existing downtown organization or create a new organization to act as a downtown management authority, monitoring and mapping existing businesses and targeting key new businesses to fill in the gaps.
Ia	Funding Application	Apply for amendments to the approved CMAQ grant for the realignments of 18th Street, Grant Place, and Lakeside Avenue, based on the recommendations in this plan.
Ia	Funding Application	Apply for other grants and funding for street upgrades and other infrastructure improvements, including new bus stops, bike path improvements, bicycle lanes, signage, and other transit amenities.
Ia	Regulate	Rezone the study area, per the recommended zoning and regulating plans. Alternatively, hire a planning consultant to prepare a form-based code for the downtown district.
Ia	Regulate	Adopt the recommended design guidelines for the study area.
Ia	Assist	Assist property owners within the downtown core in finding businesses to occupy vacant space. Assist property owners within the downtown core with development of buildings on all vacant parcels. Provide incentives to encourage development through speedier development permit processes.
Ia	Design	Hire a design consultant to design streetscapes throughout the study area, the public plaza at the northwest corner of 17th Street and Sheridan Road, and the public plaza at the southwest corner of 18th Street and Sheridan Road.
Ia	Design	Hire a design consultant to create consistent signage throughout the study area. Signage should direct visitors to and from the North Chicago Metra Station, Foss Park, McClory Bike Path, and other downtown attractions. Signage should be installed as portions of the project are constructed.
Ia	Construct	Install pedestrian crossing zones, bulb outs, street trees, and other street amenities along Sheridan Road and other existing streets addressed in Phase I.
Ib	Purchase	Purchase from various land owners and assemble the vacant parcels at the northwest corner of 18th Street and Sheridan Road for the 18th Street/Grant Place road realignment.
Ib	Purchase	Purchase from Abbott Labs and assemble the vacant parcels south of 17th Street, north of Grant Place, and directly west of the Metra/UP-North Line, for the extension of Lakeside Avenue.
Ib	Construct	Reconnect 17th Street to Sheridan Road and construct a small public plaza at the northwest corner of 17th Street and Sheridan Road.
Ib	Construct	Construct the CMAQ funded road reconfigurations at 18th Street, Grant Place, and Lakeside Avenue. The approved design should be amended to incorporate the changes recommended in this report. Construct a new public plaza at the southwest corner of 18th Street and Sheridan Road.
Ib	Parcelization	Work with land owner(s) to create new parcels at the southeast corner of 17th Street and Sheridan Road and the northwest corner of Grant Place and Lakeside Avenue. Assist property owners and developers with constructing retail and multi-family buildings on these new parcels.
II	Parcelization	Assist with the purchase and parcelization of the land east of the North Chicago UP-N Metra Station (as shown in Phase II on page 69).
II	Assist	Assist with the development of the land east of the North Chicago UP-N Metra Station.
III	Purchase	Acquire and assemble parcels from various land owners at the northwest corner of Broadway Avenue and Sheridan Road to create a new multi-family development.
III	Issue RFP	Issue an RFP for the development of the new multi-family development at the northwest corner of Broadway Avenue and Sheridan Road.
III	Assist	Assist with the development of a new mixed-use building on the prominent parcel at the southwest corner of Broadway Avenue and Sheridan Road.
III	Assist	Encourage reinvestment or redevelopment of small residential parcels on either side of Broadway Avenue. Provide incentives to encourage development through speedier development permit processes.
III	Construct	Add street trees and other street amenities along Broadway Avenue.

Implementation Strategy

Implementation Matrix

Phase	Action Type	Task
IV	Coordinate	Meet with Metra and RTA regarding plans for the STAR Line commuter rail project. Determine whether additional parking is required within Phase IV. In the short-term, mid-term, and long-term, continue to monitor the commuter parking use at the station. Pending demand and funding, plan to construct the proposed 125 commuter spaces between the EJ&E Railway and the Metra UP-North Line in order to meet Metra's projected parking need by 2030. Metra can only participate in building new parking spaces where demand warrants and funding is available.
IV	Parcelization	Assist with the purchase and parcelization of the Abbott-owned parcel located between the Metra/UP-North Line and the EJ&E Railway.
IV	Assist	Assist with the residential development between the Metra/UP-North Line and the EJ&E Railway.
V	Purchase	If possible, acquire from Abbott Labs the southernmost portion of their campus to create a new residential development.
V	Issue RFP	Issue an RFP for the development of the land north of Foss Park Avenue.
Ongoing	Funding Application	Apply for grants and funding for low-income housing, brownfield redevelopment, business development, bike path rehabilitation, green construction, and other aspects of the plan.
Ongoing	Construct	Add street trees, and other street amenities throughout the study area.
Ongoing	Construct	Rehabilitate portions of the linear park that surrounds the McClory Bike Path.
Ongoing	Assist	Encourage rehabilitation of poorly-maintained homes within the existing residential neighborhood. Encourage infill of single-family and multi-family homes on vacant parcels within the existing residential neighborhood. Provide incentives to encourage rehabilitation and development through speedier development permit processes.
Ongoing	Purchase	As they become available, acquire parcels with non-conforming uses and redevelop with a use that aligns with the recommended zoning designation.

* Phase Ia is expected to span approximately two years.