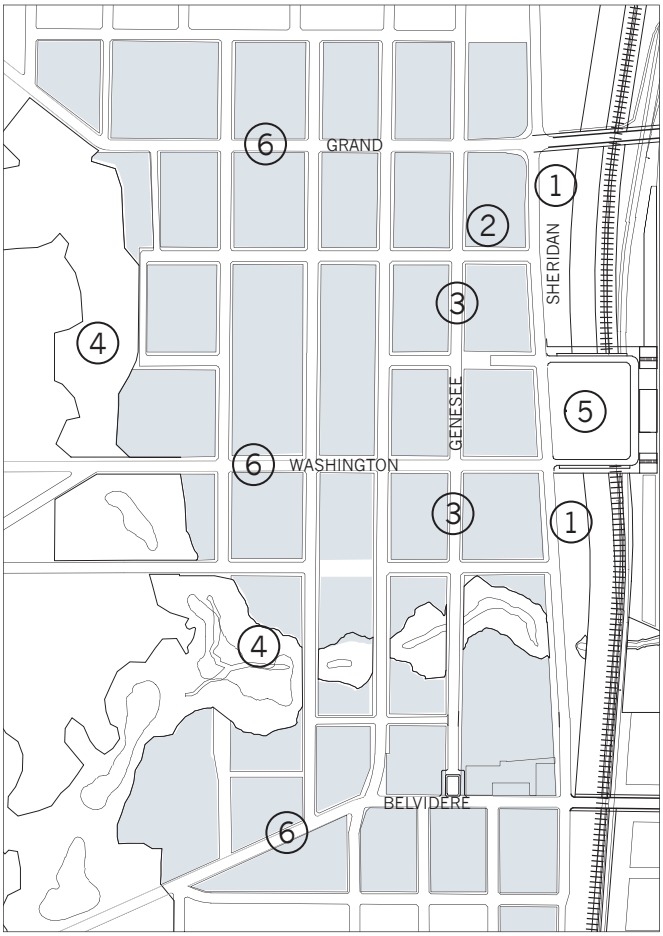
II. Guidelines for Development Districts

DOWNTOWN

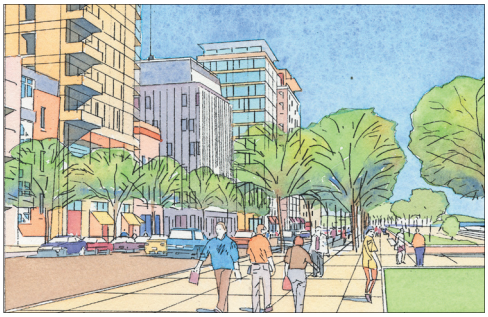


INTENT AND CHARACTER

Downtown uses will include a mix of commerical and retail activity in addition to unique opportunities such as the historic Genesee Theater. Waukegan's downtown will build on its history and its lakefront location, providing a lively and attractive district with diverse uses and users. A signficant amount of new residential use in the downtown will be balanced by retail, office, entertainment, education and culture uses.

KEY ELEMENTS

1. Sheridan Road is the face of Waukegan. Vacant sites here provide an opportunity to create signature residential development.
2. The Genesee Theater will be the focus of a new dining and entertainment district.
3. A revitalized Genesee Street will be a strong provider of local retail activity.
4. The ravine system will be celebrated as a public space amenity.
5. The new Waukegan Town Square will provide intermodal transit services and a pedestrian connection to the lakefront districts.
6. Grand, Washington, and Belvidere will be important gateway streets.



Sheridan Road is the face of Waukegan.

Downtown will be a lively and attractive district with diverse uses and users.

Buildings built to the property line define clear street walls and provide a pleasant pedestrian realm.

Residential infill is highly encouraged at district edges.

LAND USES

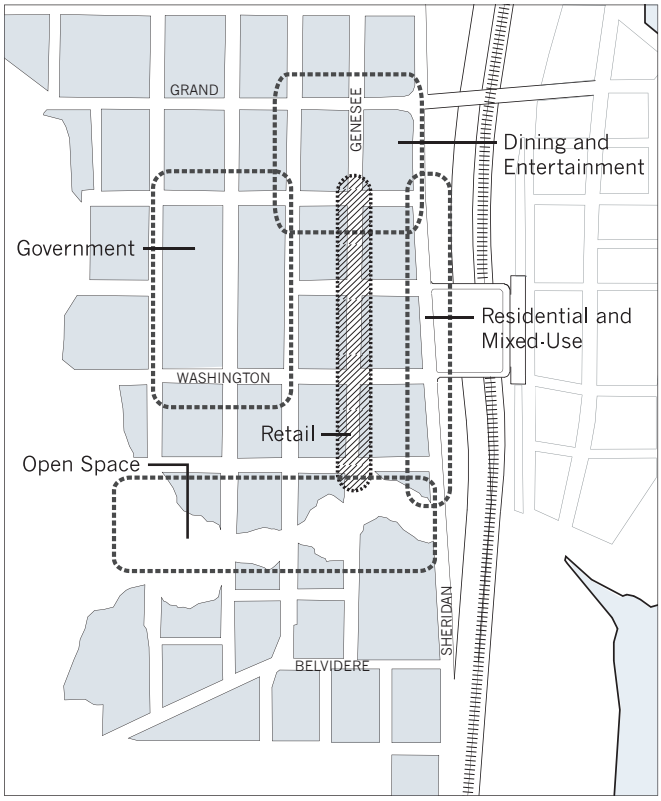
Land uses should support the intent and character of the downtown district. A mix of uses is encouraged.

- Sheridan Road is seen as a distinct "address" for high density residential, with supporting retail services to be located at the ground floor. Hotel uses are encouraged in conjunction with business or banquet services.
- Government and office uses should be focused along County Street and Martin Luther King Jr. Avenue, between Clayton Street and Water Street.
- Genesee Street should be strengthened with retail and entertainment uses, anchored by the Genesee Theatre at its north end.
- The continued growth of education uses in the downtown is also encouraged.
- Residential infill is highly encouraged at district edges.
- Drive-through facilities may be permitted only at the rear of the building and must be accessed by a neighborhood street or alley.

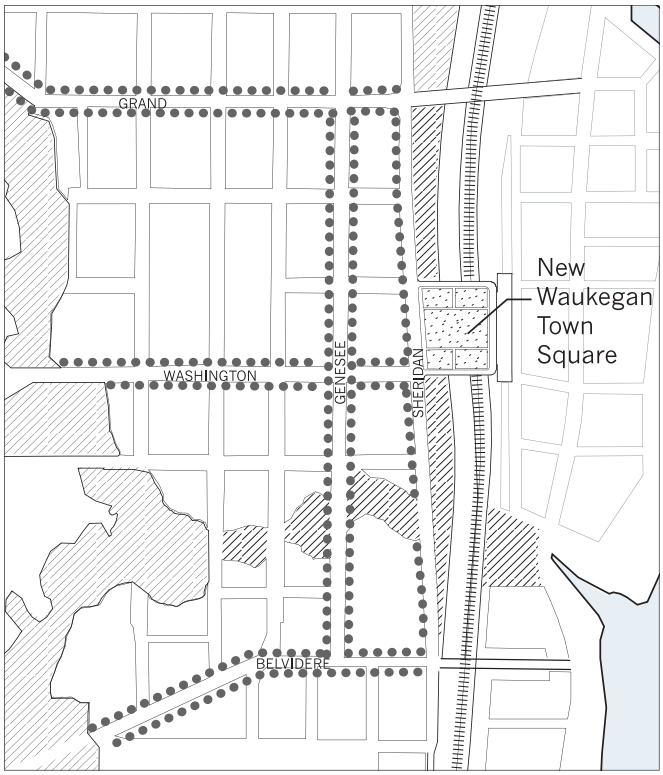
OPEN SPACE

A variety of open spaces will be provided in the downtown district. With the exception of the natural ravine system, landscaped areas will be of a more formal nature.

- The new Waukegan Town Square will provide a landscaped deck over an intermodal facility and parking structure.
- With buildings built to the property line, opportunities for private open space are limited. Owners are encouraged to utilize green roofs, planters, flower boxes and other means to incorporate greenery into their site and building.
- Street trees are required along all streets.



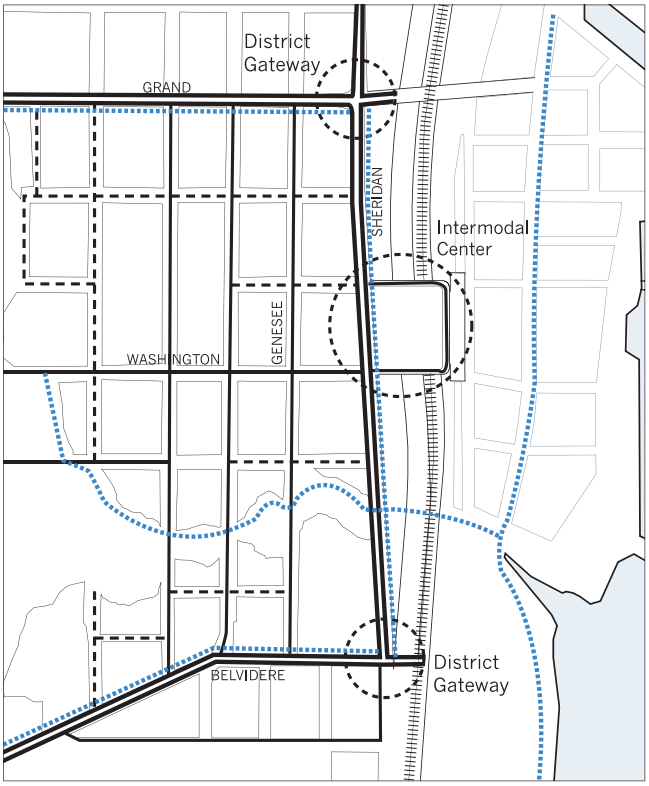
Land Use



Open Space

Natural Open Space System
Park
Primary Landscaped Streets

DOWNTOWN



Streets

Major Streets
District Streets
Neighborhood Streets
Bike / Pedestrian way

Parking

City Parking Structure
Street Parking
Metra Parking below Grade

ACCESS

The existing grid of streets provides an efficient means to access the district and travel through it, whether by car, bus, or on foot. The continuity of the grid should not be interrrupted.

Primary vehicle access to the district is via Grand, Belvidere and Washington Streets from the east and west. Primary north-south access is via Sheridan Road.

Service Access

- Where alleys exist in the downtown, they shall serve as the primary means for service and delivery access to the building.
- Where alleys do not exist, service access shall be from district or neighborhood streets.

PARKING

- Opportunities for shared parking are encouraged.
- On-street parking should be available throughout the Downtown.

Parking structures

- Stand alone parking structures are not permitted. The first floor of a parking structure should be devoted to retail or other active non-parking uses.
- Only one vehicular entry/exit is permitted per street, per parking structure.
- Entrances to parking structures should be located away from major public spaces.
- New parking structures are not permitted along Sheridan Road. This is the most visible “face” of Waukegan and should be developed with a strong architectural character.
- Parking structures shall meet the requirements for landscape and design as outlined in chapter V, section I.

Surface Parking

- Surface parking lots are discouraged.
- Parking lots shall be placed to the rear of the building.
- Surface parking lots are not permitted in front of a building.
- Surface parking lots shall meet the requirements for landscape, fencing and lighting outlined in Section III, part I, “Parking.”

BUILDING DENSITY, HEIGHTS, AND MASSING

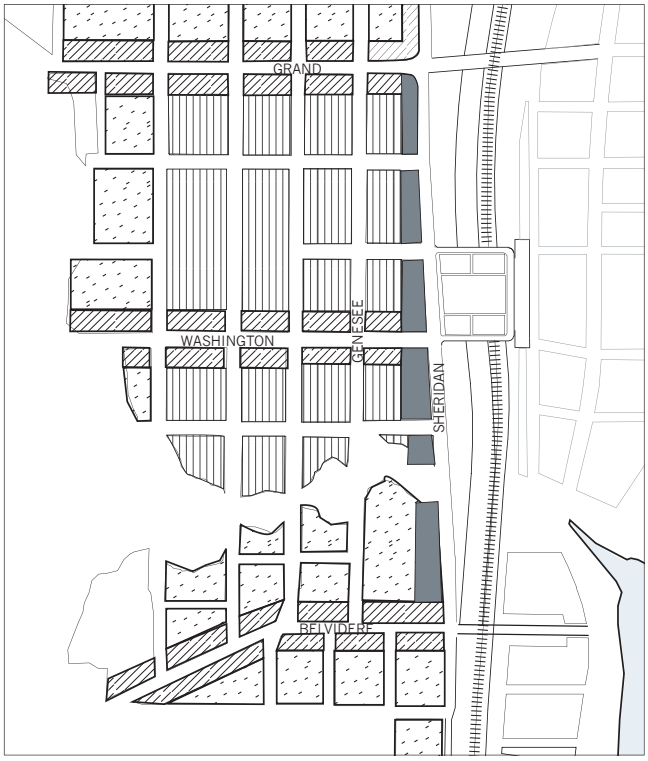
Building heights and massing should reinforce the identity of the various zones within the district as outlined by the land use plan.

Building Heights

- The character of Genesee Street should be supported with infill uses of 3 to 4 stories.
- Taller structures, of up to 6-8 stories, should be focused along the boulevards (Grand, Washington and Belvidere) and at the government / office core.
- New buildings along Sheridan Road will be a minimum of six stories.
- Sheridan Road will support a limited number of residential towers of up to 12 stories.

Building Massing

- In order to maintain views to the waterfront, towers along Sheridan Road should be limited to smaller floorplates or point-towers.
- Large floorplate buildings (above 20,000 SF per level) are discouraged in the downtown district.
- Street frontage of buildings should not exceed 200'.



Density*

- Highest Density (up to 3 FAR)
- High Density (up to 1.7 FAR)
- Medium Density (up to 1.2 FAR)
- Low Density (up to 0.7 FAR)

BUILDING SETBACKS

In the Downtown, buildings are required to build to the property line in order to define clear street walls and to promote a pleasant pedestrian environment.

BUILDING ENTRIES AND SERVICE

Pedestrian Access

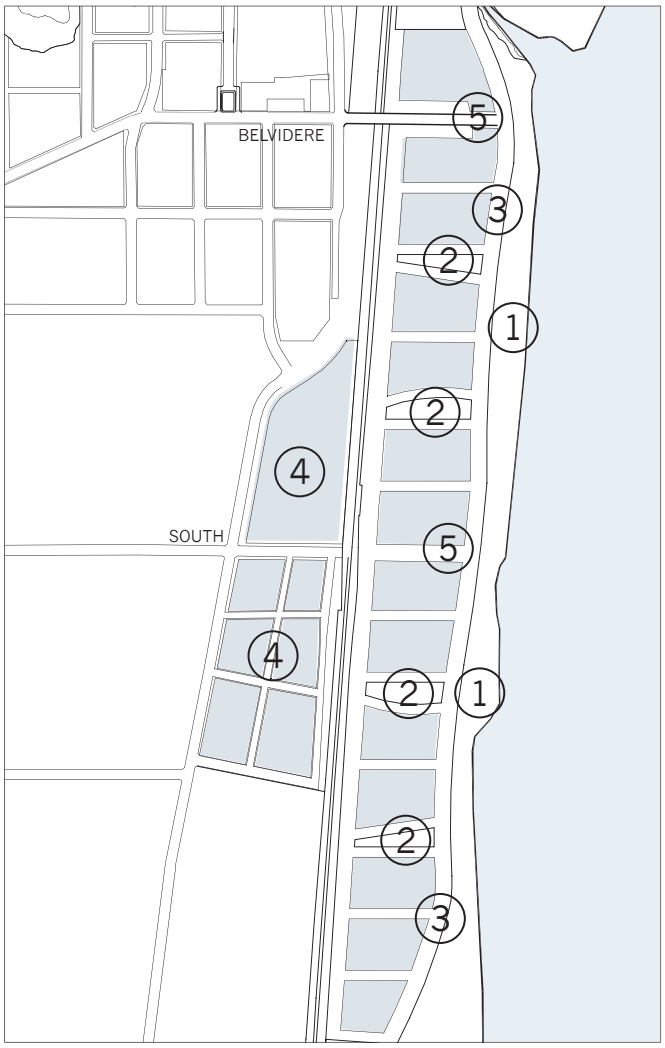
- All building entries and lobbies should address the street.
- Entrances shall be accessible, well lit and visible from the street.
- Entrances shall be identified by canopies, lighting, roof forms and architectural expression.

Service Access

- Service access to buildings will be from a rear alley.
- Loading docks and service entrances shall be screened from the street.
- Acceptable screening devices include a wall or hedge up to the height of the object being screened.

* Refer to Section IV : Guidelines for Development Densities for specific FAR allowances per parcel.

SOUTH LAKEFRONT



INTENT AND CHARACTER

The South Lakefront will be a distinct neighborhood with attractive homes and tree-lined streets that lead to the lakefront.

The residential character of the neighborhood will be comprised of low-density housing such as single family homes, townhomes and stacked flats. Small-scale retail and commercial uses will serve these homes and provide centers for the residents of the district.

Open space amenties will be plentiful in the South Lakefront district. The lakefront park and the lakefront pathway, a continuous pedestrian and bicycle path that leads to the Harborfront, are directly adjacent to the residential blocks. Additionally, small parks and playgrounds are located at regular intervals through the district for use by residents.

New roads and alleys will form an efficient system of access to and through the district.

KEY ELEMENTS

1. The lakefront linear park will connect district residents to the harborfront area.
2. Local neighborhood greens provide a focal point for each residential area.
3. The Lakeshore drive will connect the South Lakefront district with the Harborfront.
4. Inland neighborhoods combine existing and new development.
5. Belvidere Road and South Avenue are the major gateways into the South Lakefront district.

Lakeshore Drive will have a mix of residential types.

Entrances shall be clearly identified.

Local neighborhood greens provide a focal point for each residential area.

SOUTH LAKEFRONT

LAND USES

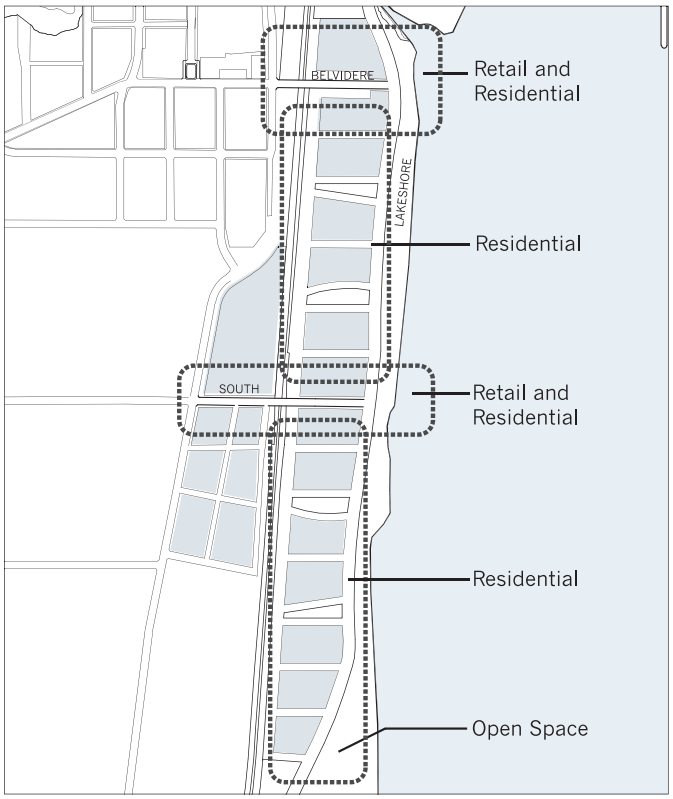
The South Lakefront will be a predominantly residential district with single family homes, townhomes and stacked flats. The South Lakefront district will also have limited retail and commerical uses to serve local residents.

- The Belvidere Road and South Avenue corridors leading into the district may have a medium-density mix of retail and commercial uses as well as low-rise multi-family housing and townhomes. The balance of the district will consist of lower density housing and open space.

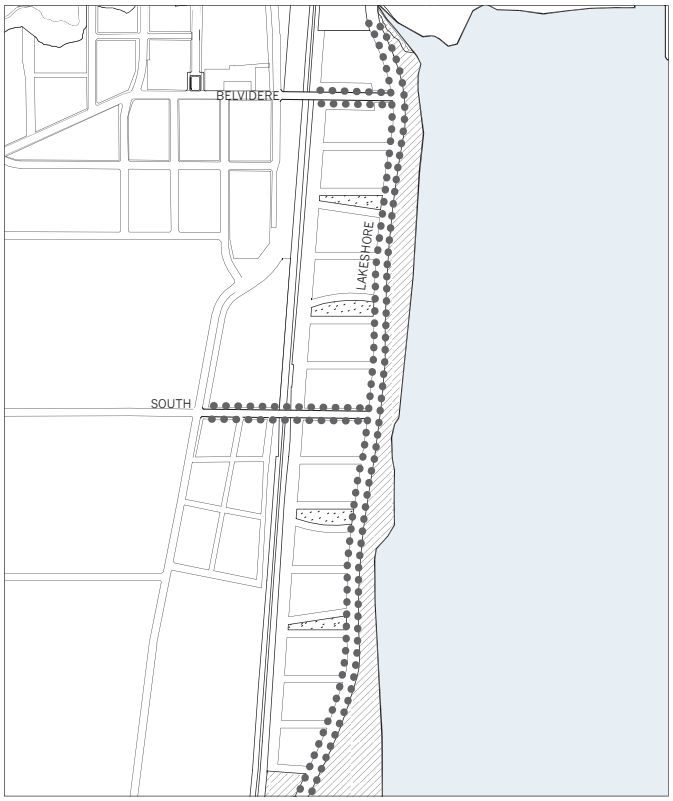
OPEN SPACE

Open spaces in the South Lakefront district vary from residential yards to small greens to the linear lakefront park. These community open spaces will allow for a mix of active and passive uses with the provision of benches, paths, playgrounds and grassy areas.

- The lakefront park will contain a bicycle and jogging path within a natural lakeshore landscape.
- Neighborhood greens will provide a focus for the residential areas within the district. These community open spaces will allow for a mix of active and passive uses with the provision of benches, paths, playgrounds and grassy areas.
- Street trees are required along all streets.



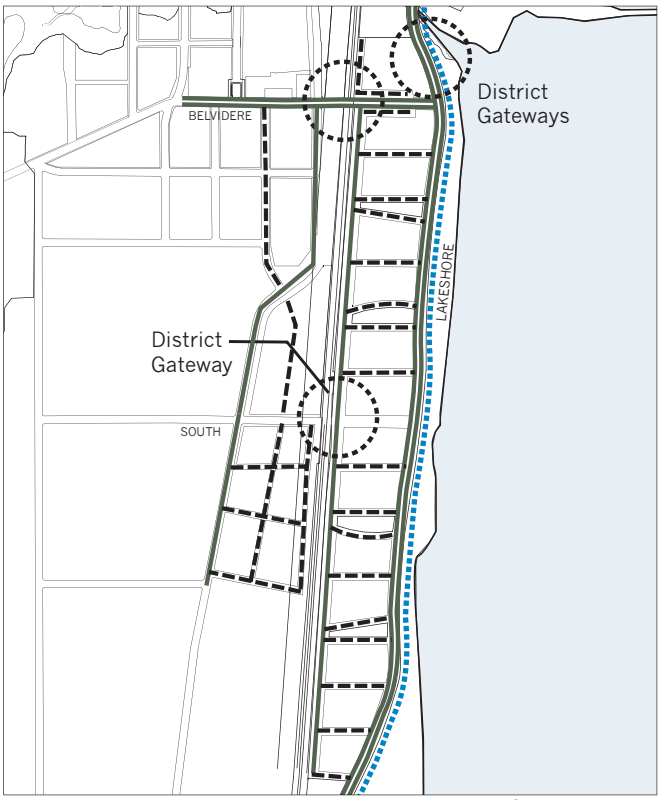
Land Use



Open Space

Lakefront Park
Neighborhood Green
Primary Landscaped streets

SOUTH LAKEFRONT



Streets

Major Streets
District Streets
Neighborhood Streets
Bike / Pedestrian way

Parking

Street Parking

ACCESS

Primary north-south access to the district will be from the Lakeshore drive. East-west access will be provided by Belvidere Road and South Avenue.

- Streets should be continuous, serving as a means to connect communities to one another.
- The framework of connected streets ensures multiple means of access to any part of the site. Cul-de-sacs and crescents are not permitted.
- All streets should be lined on both sides with sidewalks, street trees and continuous landscaped parkways.
- Alleys shall serve as the primary means for service and delivery access to buildings.

PARKING

- On-street parking should be utilized throughout the South Lakefront.
- Stand alone, non-accessory parking structures are not permitted in the South Lakefront.

Surface Parking

- Surface parking lots are discouraged.
- Parking lots will be placed to the rear of the building.
- Vehicular access to parking areas will be from the alley or neighborhood street.
- Surface parking lots are not permitted in front of a building.
- Surface parking lots shall meet the requirements for landscape, fencing and lighting outlined in Section III, part I, “Parking.”

BUILDING DENSITY, HEIGHTS, AND MASSING

In general, building heights and density will step down from the entry corridors to the Lakeshore drive and the development blocks that line it. The following range of densities will be permitted within the district:
a. 10-15 dwelling units per acre in single family lots facing onto the district and neighborhood streets and neighborhood greens.
b. 15-25 dwelling units per acre on lots facing the Lakeshore drive, in stacked flats, townhomes, duplexes and single family homes.
c. 25-35 dwelling units per acre in medium density corridors along Belvidere Road and South Avenue. Building types will include retail/mixed use buildings, multifamily homes and stacked flats.

BUILDING HEIGHT

- The maximum building height is 3 stories.

MASSING

- All buildings must be built to the prescribed setback or right of way. Refer to setbacks for individual building types in Chapter V.
- The massing of extended lengths of townhomes should be articulated by individual units, entry setbacks and roof line expression.
- Street frontage of a building should not exceed 200'.
- The primary building face shall be parallel to the street edge. Placement of buildings at irregular angles is not permitted.

BUILDING ENTRIES AND SERVICE

At the South Lakefront, all buildings should be oriented to the street. Curb cuts will not be permitted from individual lots onto public streets, except for multi-family and low-rise retail buildings.

PEDESTRIAN ACCESS

- All building entries and windows to major rooms should face the street.
- Entrances shall be accessible, well lit and visible from the street.
- Walkways that lead from the sidewalk to the front door are encouraged.
- Entrances shall be identified by canopies, lighting, roof forms and architectural expression.
- Blank walls facing onto streets will not be permitted at any location in the South Lakefront district.

SERVICE ACCESS

- Garages for single family homes will be accessed from the rear alley.
- Service access to residential and retail buildings will be from the rear alley.
- Loading docks and service entrances shall be screened from the street.

Density*

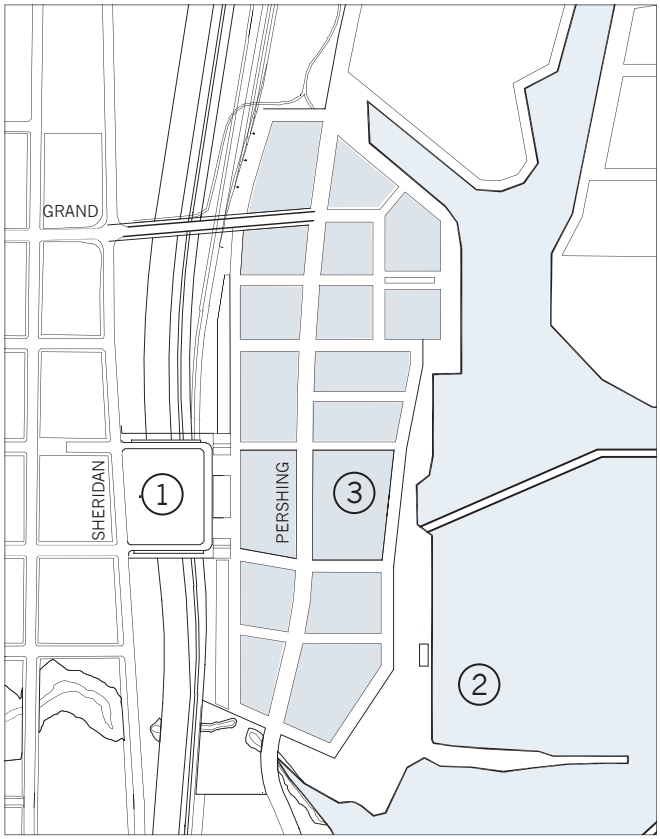
- Highest Density (up to 3 FAR)
- High Density (up to 1.7 FAR)
- Medium Density (up to 1.2 FAR)
- Low Density (up to 0.7 FAR)

Service and Access

- Alleys
- Curb Cuts not Permitted

* Refer to Section IV : Guidelines for Development Densities for specific FAR allowances per parcel.

HARBORFRONT



INTENT AND CHARACTER

The Harborfront will be a new marina-oriented district and a focus for the redeveloped waterfront. It will consist of a mix of uses including residential, retail, restaurants and parks, as well as marina related services and activities. There will be a diversity of housing types and retail services. The district will be organized around a new, centrally located intermodal center with access to Pace buses and Metra commuter rail.

Waukegan's harbor will become a destination to area residents, boaters and recreational users that want to be part of a vibrant, mixed use waterfront district.

The grid of streets that defines the downtown will be extended into this new district, providing an efficient and understandable means to access the district and move through it. Parking resources dispersed throughout the district will enhance its accessibility.

KEY ELEMENTS

1. The new Waukegan Town Square will provide intermodal transit services and pedestrian access from the Harborfront to the downtown.
2. The central lakefront park will be a new gathering place for local residents and visitors.
3. The marina will provide a boat launch, parking, marina- related services and retail.

The central lakefront will be a new gathering place.

The Harborfront will be developed to include a mix of densities.

Residential uses will be a primary focus of the Harborfront.

A vibrant, mixed-use waterfront district.

LAND USES

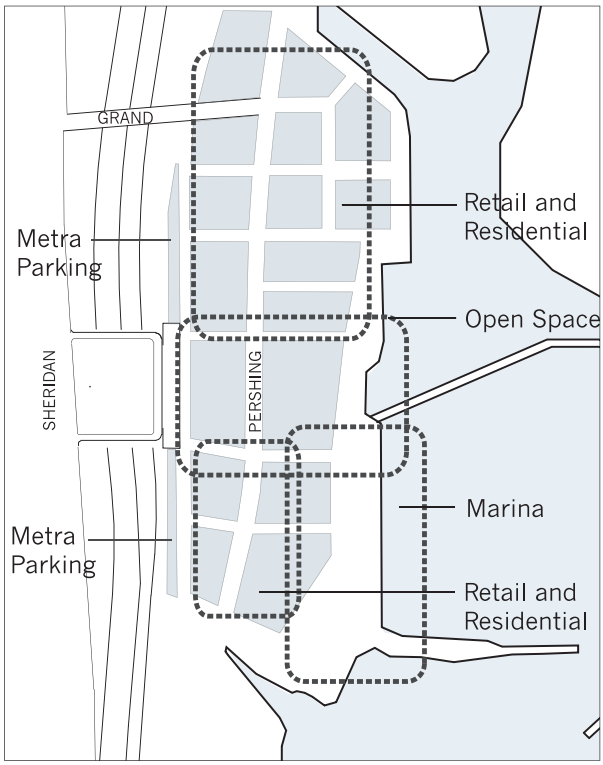
The Harborfront will contain a mix of uses. The primary focus will be on residential and marina-related activities anchored by a large public open space amenity.

Building types and uses in the Harborfront may include:
- Residential types including: townhomes, stacked flats, multi-family housing and senior housing
- Marina-related retail
- Marina service and support activities
- Transit-related retail
- Office and hospitality
- Open spaces: central park, lake edge

Retail activity will be focused around Pershing Road, with other marina-related retail located close to the lake shore. Some retail activity may also be located near the Metra station to serve commuters.

Parking facilties in the Harborfront will serve the needs of residents, marina users and Metra commuters, and should be located accordingly.

Existing light industrial uses throughout the district must meet city, state, and local performance standards related to noise, odor, dust and emissions. In the long term, these uses should be phased out or relocated as they may be incompatible.



Land Use

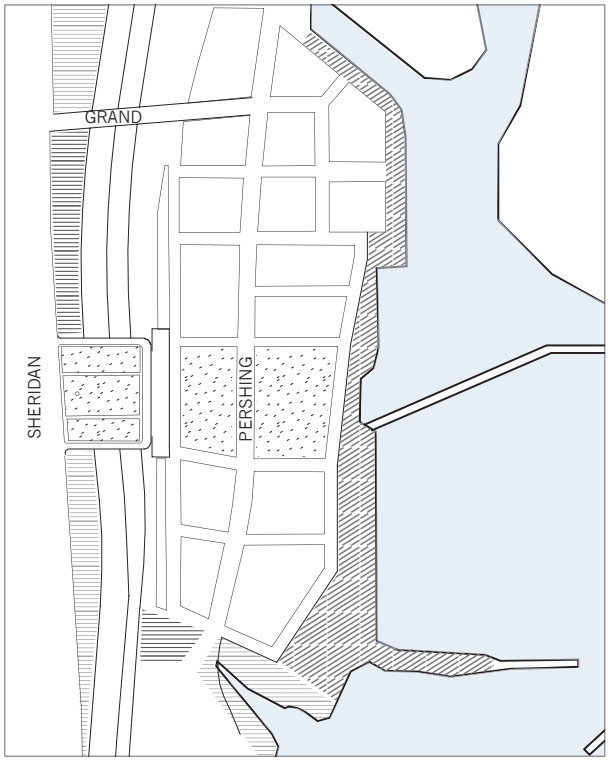
OPEN SPACE

The Harborfront district includes both formal and natural landscape areas. Formal areas include the central park and the lakefront park. The natural landscape areas include the ravine at the southern edge of the district and the bluff at the western edge.

The central park will be a place for passive and active recreation. Activities in the park may include art and community fairs, picnicking, strolling and playing catch.
- The park is not intended to be used for organized sports.
- The park will remain accessible to residents and visitors alike.

The lakefront park will incorporate natural lakefront flora with paths for biking and jogging. The path through the lakefront will connect users to the North Harbor and South Lakefront districts.

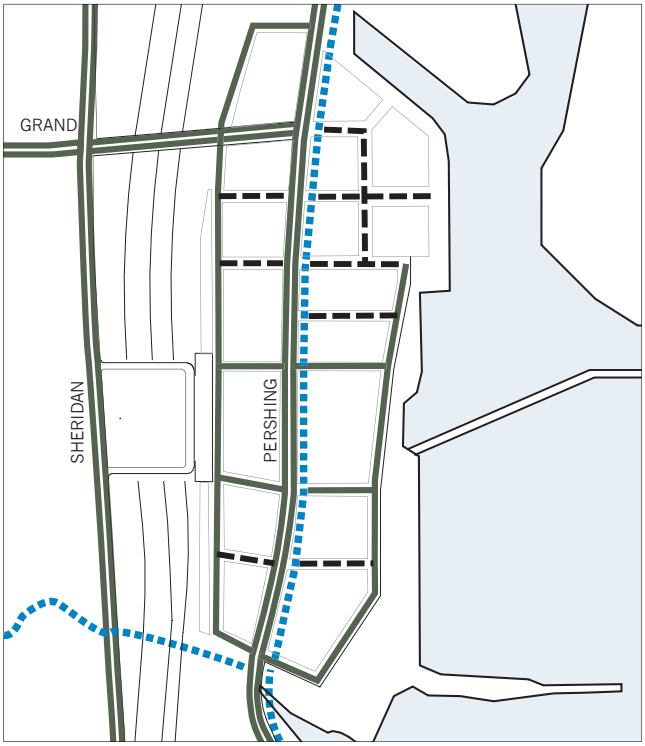
- Street trees are required along all streets in the Harborfront.



Open Space

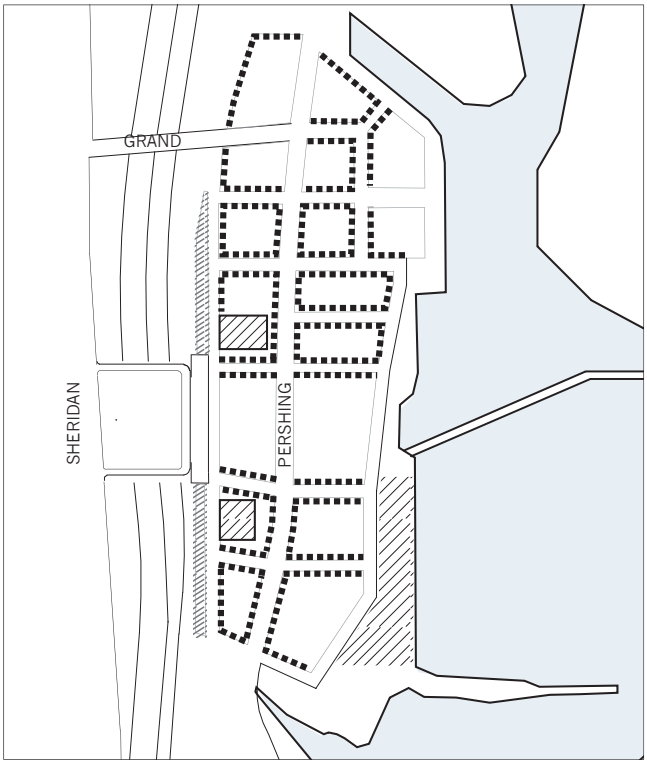
Natural open space system
Park
Lakefront Park

HARBORFRONT



Streets

- Major Streets
- District Streets
- Neighborhood Streets
- Bike / Pedestrian way



Parking

- Metra parking
- Marina parking
- City Parking Structure
- Street Parking

ACCESS

Primary north-south access to this district is via Pershing Road. The principal east-west access is via Grand Avenue and, further south, Belvidere provides access via the South Lakefront district. Washington and Madison Streets may be extended eastward to connect to the Harborfront. Pedestrian access to the district is via the Grand Avenue bridge or through the intermodal transit facility at the new Waukegan Town Square. Boat access to the site is provided by a 1000-boat marina.

SERVICE ACCESS

- Mid-block alleys shall serve as the primary means for service and delivery access to buildings.
- These alleys will be accessed from district and neighborhood streets.

PARKING

- Opportunities for shared parking are encouraged.
- On-street parking should be available throughout the Harborfront district.
- Off-street parking should be located behind buildings and at the interiors of the blocks.
- Vehicular access to all parking facilities should be located on district or neighborhood streets.

PARKING STRUCTURES

- Stand alone parking structures should be limited to those serving transit users.
- Stand alone parking structures shall have a height limit of four stories.
- The ground floor street frontage of a parking structure should be devoted to retail or other active non-parking related uses such as building lobbies or restaurants.
- Only one vehicular entry/exit is permitted per street, per parking structure.
- Entrances to parking structures should be from district and neighborhood streets or alleys and located away from major public spaces.
- Parking structures shall meet the requirements for landscape and design as outlined in chapter V, section I.

SURFACE PARKING

- Surface parking lots are discouraged.
- Parking lots shall be placed to the rear of the building.
- Surface parking lots are not permitted in front of a building.
- Surface parking lots shall meet the requirements for landscape, fencing and lighting outlined in Section III, part I, “Parking.”

BUILDINGS DENSITY, HEIGHTS, AND MASSING

Building Density

The Harborfront will be developed to include a mix of densities. Medium density residential buildings in the three to four story range will be common. In addition, townhomes and stacked flats are expected. Opportunities exist for a limited number of point towers adjacent to the Central Park, and close to the intermodal center. Densities within the district will include:

- 15-25 dwelling units per acre along district and neighborhood streets, in townhomes, stacked flats and duplexes.
- 25-35 dwelling units per acre in the medium density corridor along Pershing Road and facing directly on to the park, in multi-family buildings and stacked flats.
- 120-160 dwelling units per acre in the parcels available for high density residential towers.

Building Height

In general, buildings in the Harborfront are limited to 4 stories in height, in keeping with the intent and character of this marina-oriented district.

- Taller structures of up to 12 stories are permitted only on the four blocks that surround the central park where their density is offset by the open space amenity.
- Only one 12 story tower is permitted per block.
- The towers will be offset from one another to minimize impacts on lake views from adjacent developments and from the downtown.
- Refer to Chapter V, Section F for specific guidelines addressing tall building design.

Building Massing

High density buildings should minimize their shadow impacts, their impact on views of the lakefront and access to light and air for neighboring developments. This can be accomplished by creating point towers with a slender depth to width ratio rather than bar or slab buildings.

Building Setbacks

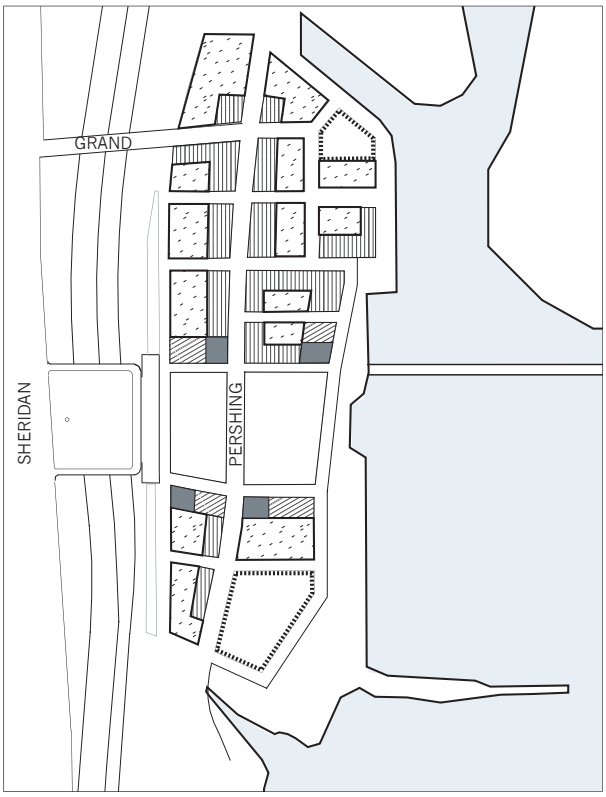
- All buildings facing the park are required to build to the property line.

Building Entries and Service

At the Harborfront, buildings are encouraged to be built to the property line in order to define clear street walls and reinforce the character of a pleasant pedestrian environment.

Pedestrian Access

- All primary building entries and windows to major rooms should address the street.
- Entrances shall be accessible, well lit and visible from the street.
- Entrances shall be identified by canopies, lighting, roof forms and architectural expression.



Density*

- Highest Density (up to 3 FAR)
- High Density (up to 1.7 FAR)
- Medium Density (up to 1.2 FAR)
- Low Density (up to 0.7 FAR)

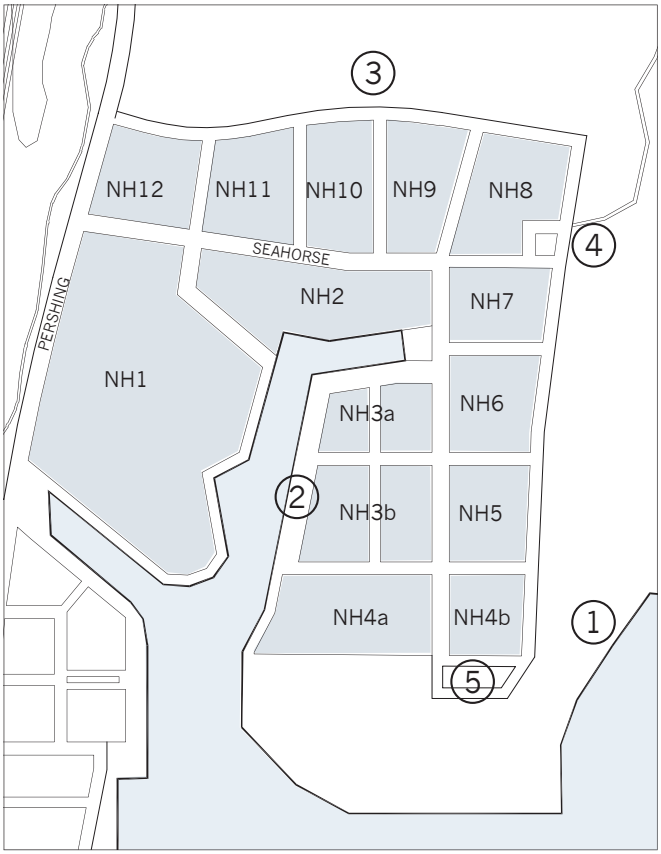
Service Access

- Garages for single family homes will be accessed from the rear alley.
- Garages should be set back from the front face of the house.

Opportunities exist for point towers adjacent to the Central Park, and close to the intermodal center.

* Refer to Section IV : Guidelines for Development Densities for specific FAR allowances per parcel.

NORTH HARBOR



INTENT AND CHARACTER

The North Harbor will retain its marina actvities while providing a pleasant new residential environment adjacent to the lakefront, the public beach and various public open space amenities. The mix of uses within the district will create a unique and lively location in which to work, live and relax. Residential types will include a mix of townhomes, stacked flats and low rise multifamily buildings.

KEY ELEMENTS

1. The public beach will remain as a key destination for local residents, and will be supported by small scale retail amenities.
2. A continuous pathway at the water's edge will link the various neighborhoods within the district to each other and the Harborfront.
3. A new city park will incorporate ecological restoration while providing opportunities for large scale environmental art.
4. A small retail area within the district acts as a neighborhoood center.
5. A beachfront plaza provides retail uses and beach access for visitors and residents.

A pleasant new residential environment.

Main entrances address the street.

The North Harbor will be a lively and unique location to work and live.

Facade expression and entry setbacks articulate rows of townhomes.

LAND USES

Land uses in the North Harbor will vary, but will be focused on residential and retail activities complemented by access to numerous recreational opportunites.

The mix of uses may include:

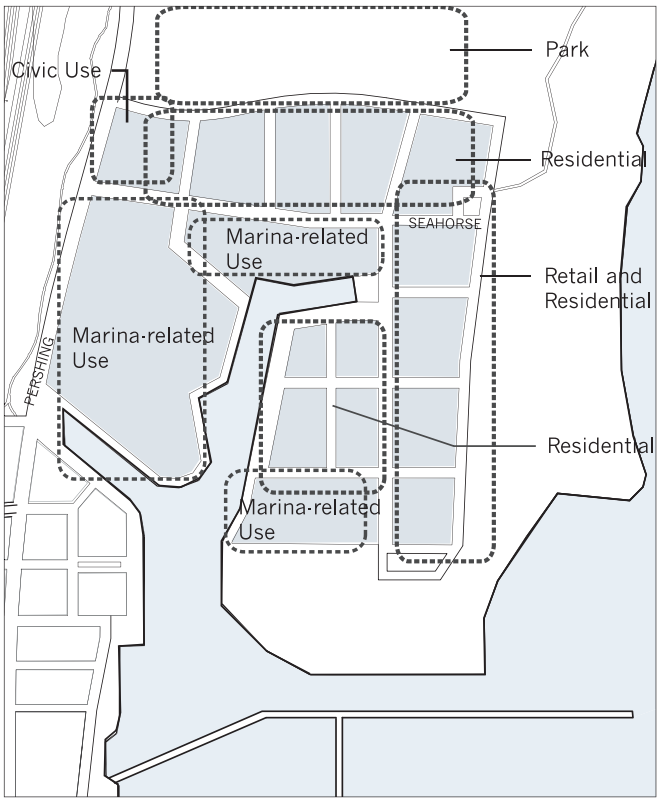
- Multi-family and single-family residential including, but not limited to: townhomes, stacked flats and multi-level apartment buildings
- Convenience and marina-related retail and commercial
- Recreational Uses
- Office
- Institutions and civic uses
- Open Space: potential regional park, lake edge

Retail and commercial activity will be focused along Pershing Road and the western end of Seahorse Drive, including an existing marina-related facility. Neighborhood retail will be concentrated at two central locations within the district, and will service residential uses as well as the recreational uses at the public beach.

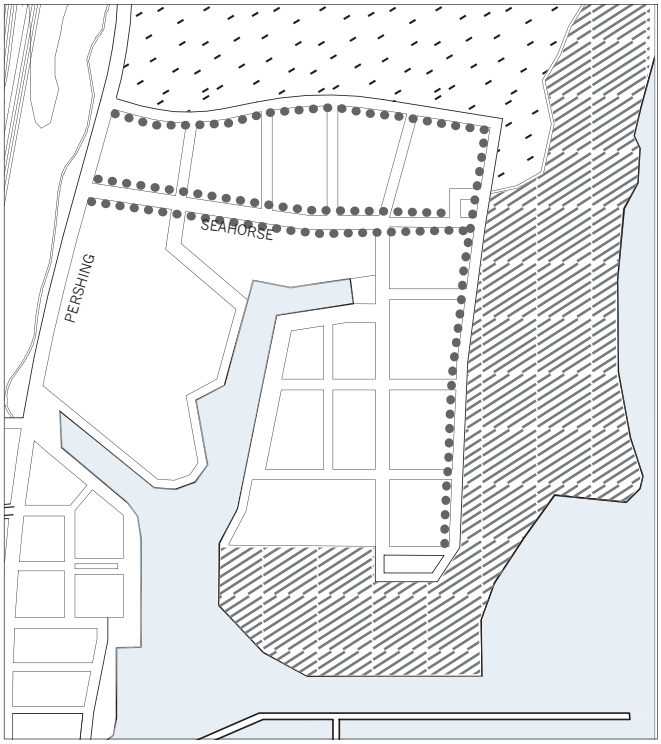
OPEN SPACE

A unique mix of open spaces will be developed in the North Harbor district.

- The existing beach front will remain and will be further activated by adjacent residential and retail uses. The beach will contiue to be used by local residents for recreation and public events such as fireworks.
- A continuous pathway at the water's edge will tie together the various neighborhoods within the district.
- Street trees are required along all streets.



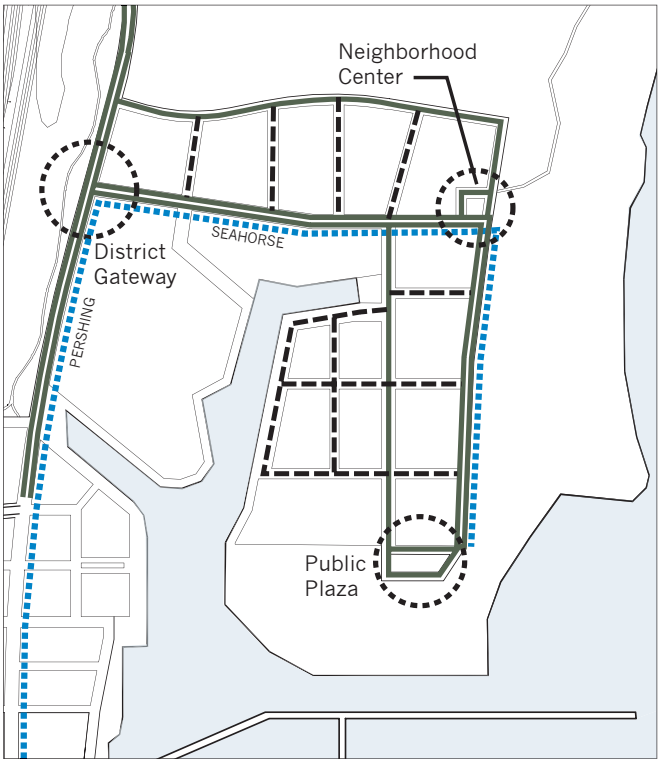
Land Use



Open Space

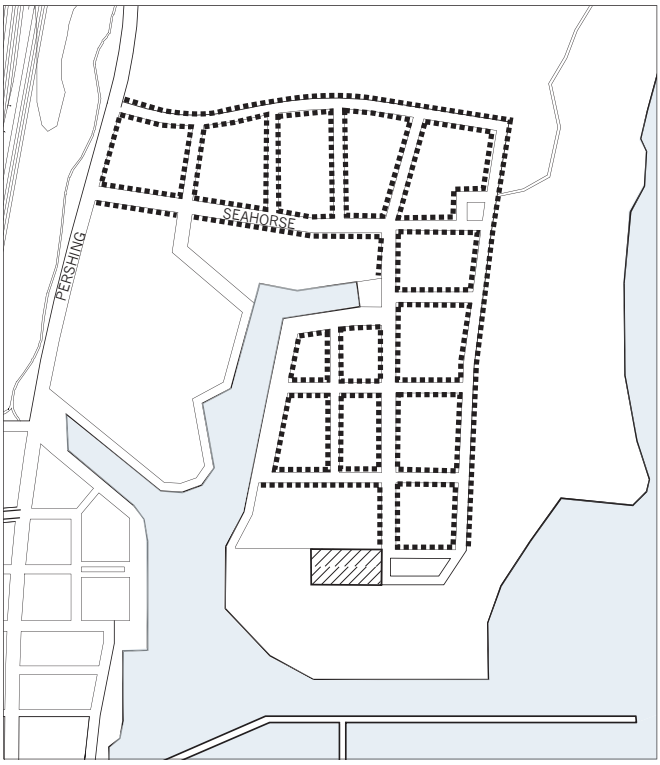
Natural Open Space System
Park
Primary Landscaped Streets

NORTH HARBOR



Streets

Major Streets
District Streets
Neighborhood Streets
Bike / Pedestrian way



Parking

Public Parking Lot
Street Parking

ACCESS

Primary north-south access to this district is via Pershing Road. The principal east-west access is via Seahorse Drive.

Service Access

- Mid-block alleys shall serve as the primary means for service and delivery access to buildings.
- These alleys will be accessed from the district and neighborhood streets.

PARKING

- Opportunities for shared parking are encouraged.
- On-street parking should be utilized throughout the North Harbor district.
- Off-street parking should be located behind buildings.
- Vehicular access to parking areas should be located on district and neighborhood streets.

Parking structures

- Stand alone parking structures should be limited.
- The ground floor street frontage of a parking structure should be devoted to retail or other active non-parking related uses.
- Only one vehicular entry/exit is permitted per street, per parking structure.
- Entrances to parking structures should be located away from major public spaces.
- Parking structures shall meet the requirements for landscape and design as outlined in chapter V, section I.

Surface Parking

- Surface parking lots are discouraged.
- Parking lots shall be placed to the rear of the building.
- Surface parking lots are not permitted in front of a building.
- Surface parking lots shall meet the requirements for landscape, fencing and lighting outlined in Section III, part I, “Parking.”

BUILDING DENSITY, HEIGHTS, AND MASSING

Building Density

North Harbor will generally be a low-density district, with some medium density developments at the entry to the district, and around the two neighborhood centers.

The following range of densities will be permitted within the district:

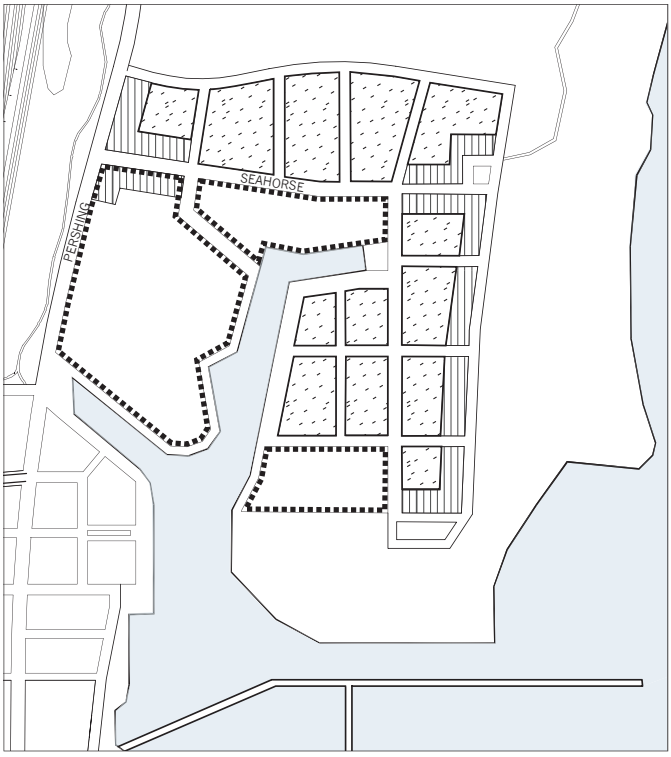
- 10-15 dwelling units per acre in single family lots facing onto the district and neighborhood streets.
- 15-25 dwelling units per acre along district and neighborhood streets, in townhomes, stacked flats and duplexes.
- 25-35 dwelling units per acre in the corridor along Pershing Road and facing directly on to the park and lakefront, in multi-family buildings and stacked flats.

Building Height

Buildings in the North Harbor are limited to 4 stories in height. However, taller structures of up to 6 stories are allowed at the district gateway at Pershing and Seahorse Drive.

Building Massing

- Multifamily homes are encouraged to build to consistent setback lines.
- The massing of extended lengths of townhomes should be broken down by articulation of individual units, entry setbacks and roof line expression.
- The primary building face shall be parallel to the street edge. Placement of buildings at irregular angles is not permitted.
- All buildings should build to the prescribed setback or right of way. Refer to setbacks for individual building types in Chapter V.



Density*

- Highest Density (up to 3 FAR)
- High Density (up to 1.7 FAR)
- Medium Density (up to 1.2 FAR)
- Low Density (up to 0.7 FAR)

BUILDING ENTRIES AND SERVICE

Pedestrain Access

- All primary building entries and windows to major rooms should address the street.
- Entrances shall be accessible, well lit and visible from the street.
- Entrances shall be identified by canopies, lighting, roof forms and architectural expression.

Service Access

- Garages for single family homes will be accessed from the rear alley.
- Garages should be set back from the front of the house.

* Refer to Section IV : Guidelines for Development Densities for specific FAR allowances per parcel.