



Article 3: Street Frontages

ARTICLE 3: STREET FRONTAGES

3.1 Purpose + Intent

Each Downtown street has been assigned a Street Frontage designation to define an optimal “building envelope” and “public realm” using setbacks, sidewalk and street widths, and other design parameters.

Along with **Article 4: Design Standards**, the required street, sidewalk and building relationships are intended to foster new development that enhances and expands the traditional “Main Street” scale of Downtown.

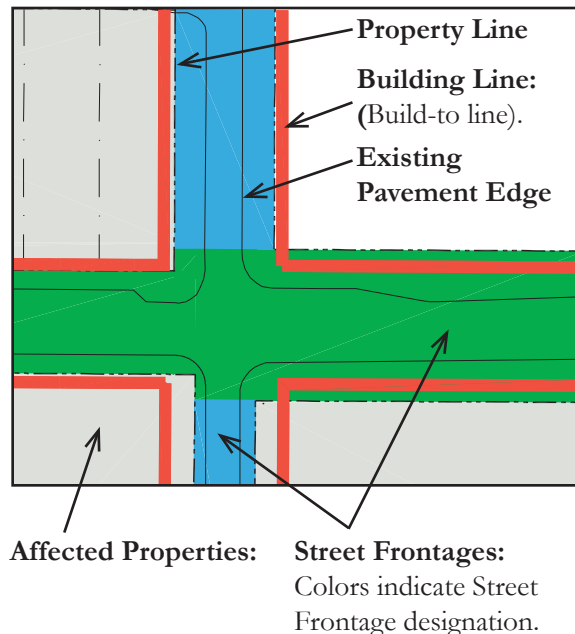
Figure 3.2: Street Frontages assigns designations to all street frontages in Downtown and establishes a Building Line for each frontage.

3.2 Building Line

3.2.1 The Building Line is a “build-to” line that will help establish consistent “streetwalls,” sidewalk widths, and streetscape zones (see **Figures 3.1** and **3.2**).

3.2.2 **Relationship of Building Line to right-of-way or property line:** The Building Line may differ from the current location of a right-of-way or property line. In these cases, because the Building Line must be “built to,” the right-of-way/property lines will need to be adjusted through dedication of property between the property owner and Village. More specifically, the property owner may need to dedicate property to the public right-of-way to create the desirable street and streetscape width, or the Village may transfer right-of-way to the buildable development site.

Figure 3.1: Frontage/Building Line Key



3.2.2.1 For Glenview Road, the Building Line is intended to eventually bring all buildings more in line with an 18-foot sidewalk width east of the river and a common 15-foot sidewalk width west of the river.

3.2.2.2 For Waukegan Road, the Building Line is intended to eventually eliminate parking lots in front of buildings and bring buildings closer to the sidewalk to better frame the street, reduce its perceived width and scale, and establish this roadway as a physical part of the traditional Downtown starting at Lake Avenue. The code also incorporates foundation landscaping in front of all-residential buildings and a landscaped median in the center

of Waukegan Road to provide a “green,” attractive entrance to the Downtown.

3.2.2.3 For residential buildings along Waukegan Road, the Building Line provides room for a consistent sidewalk/streetscape space that will accommodate foundation landscaping in front of buildings.

3.2.3 Where the Building Line designated in this Chapter differs from the Subdivision Code, Chapter 66, Sec 66-165, the provisions of the Downtown Development Code shall apply.

3.3 Street Standards

3.3.1 Purpose and intent: The Street Standards defined for each Street Frontage delineate street and sidewalk conditions that will establish a more attractive, pedestrian-oriented shopping environment.


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


3.3.1.2 Developers are required to install Village-approved streetscape elements for new developments.


3.3.2 Required: All developments within the Downtown District must comply with the Code’s Street Standards.


3.4 Street Frontages


The five designations are (See **Figure 3.2**):

 **Glenview Road Corridor:** Downtown’s primary pedestrian-oriented shopping street.

 **Waukegan Road Corridor:** An auto-oriented corridor where the Downtown Revitalization Plan seeks to encourage a more pedestrian-oriented character similar to Glenview Road, especially south of Grove.

 **Secondary Street:** Secondary Street Frontages are also intended to provide a walking shopping/office/service environment while allowing all-residential buildings and respecting adjacent residential uses.

 **Transition Street:** This Frontage provides a transition between commercial and residential areas (along Washington and parts of Glenview and Dewes.)

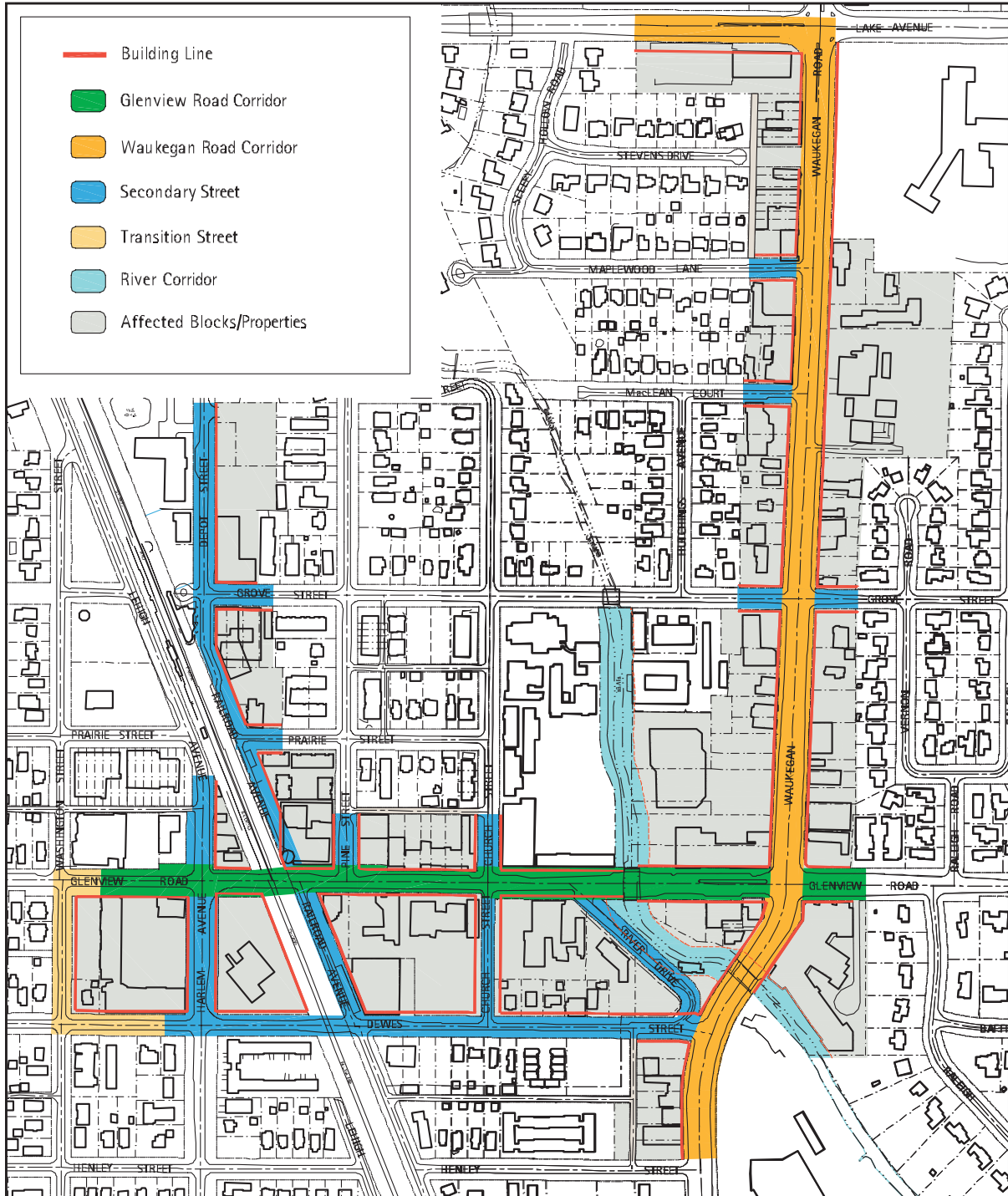
 **River Corridor:** This corridor defines regulations to protect the Chicago River, increase its visibility, promote public access to the waterfront, and establish a central open space as delineated in the Downtown Revitalization Plan.

3.4.1 Where Street Frontage designations change along a street, either designation can be applied for a maximum of 75 feet in either direction along that frontage. Developments on corner lots should use standards for the building’s primary street and standards for the “side street” frontage.

Glenview Downtown Development Code

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Figure 3.2: Street Frontages



3.5 Glenview Road Corridor

3.5.1 Purpose + Intent

The Glenview Road Corridor is applied to Downtown Glenview's traditional shopping street. This stretch of Glenview Road has a pedestrian-oriented, "Main Street" character, and the Downtown Revitalization Plan and Development Code seek to enhance this character by providing a consistent building "streetwall," and a streetscape/sidewalk zone that allows ample room for walking, shopping, outdoor dining, and landscaping.

3.5.2 Street/Sidewalk Standards

The Building Line for the Glenview Road Corridor Frontage, shown in **Figures 3.3** and **3.4**, provides two distinct streetscape/sidewalk zones.

3.5.2.1 West of the river, the Building Line creates an optimal 80-foot right-of-way to provide a uniform streetwall from the river to Washington, although some variation may occur to accommodate sight lines at the railroad tracks and at intersections. (See **Figure 3.3** and **3.5** through **3.7**.)

3.5.2.2 East of the river, the Building Line creates an optimal 110-foot right-of-way. This provides a larger streetscape/sidewalk zone because of the large street cross-section and acts as a transition between the Waukegan/Glenview intersection and the narrower cross-section west of the river. (See **Figures 3.4** and **3.8** through **3.10**.)

Figure 3.3: Glenview Road - Building Line West of River

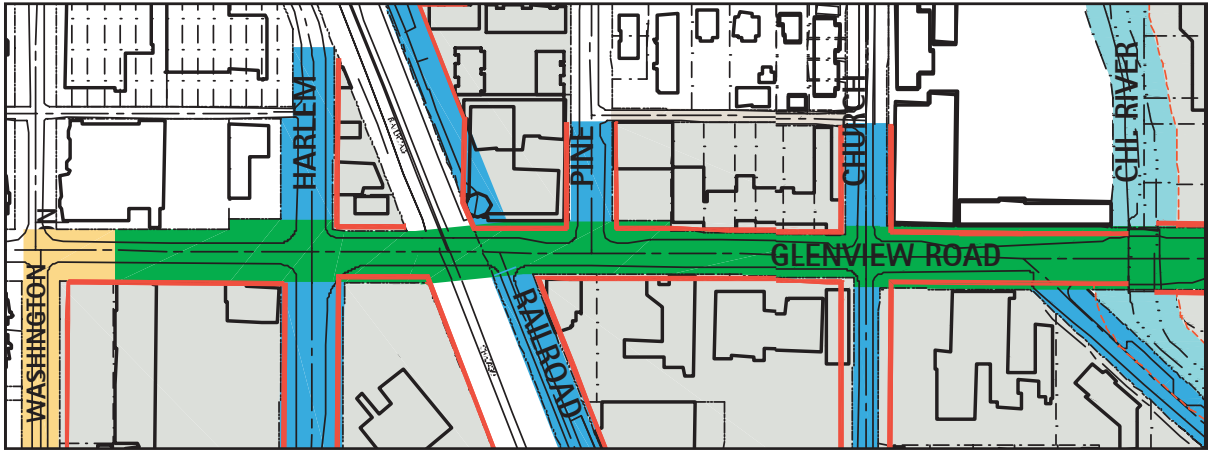
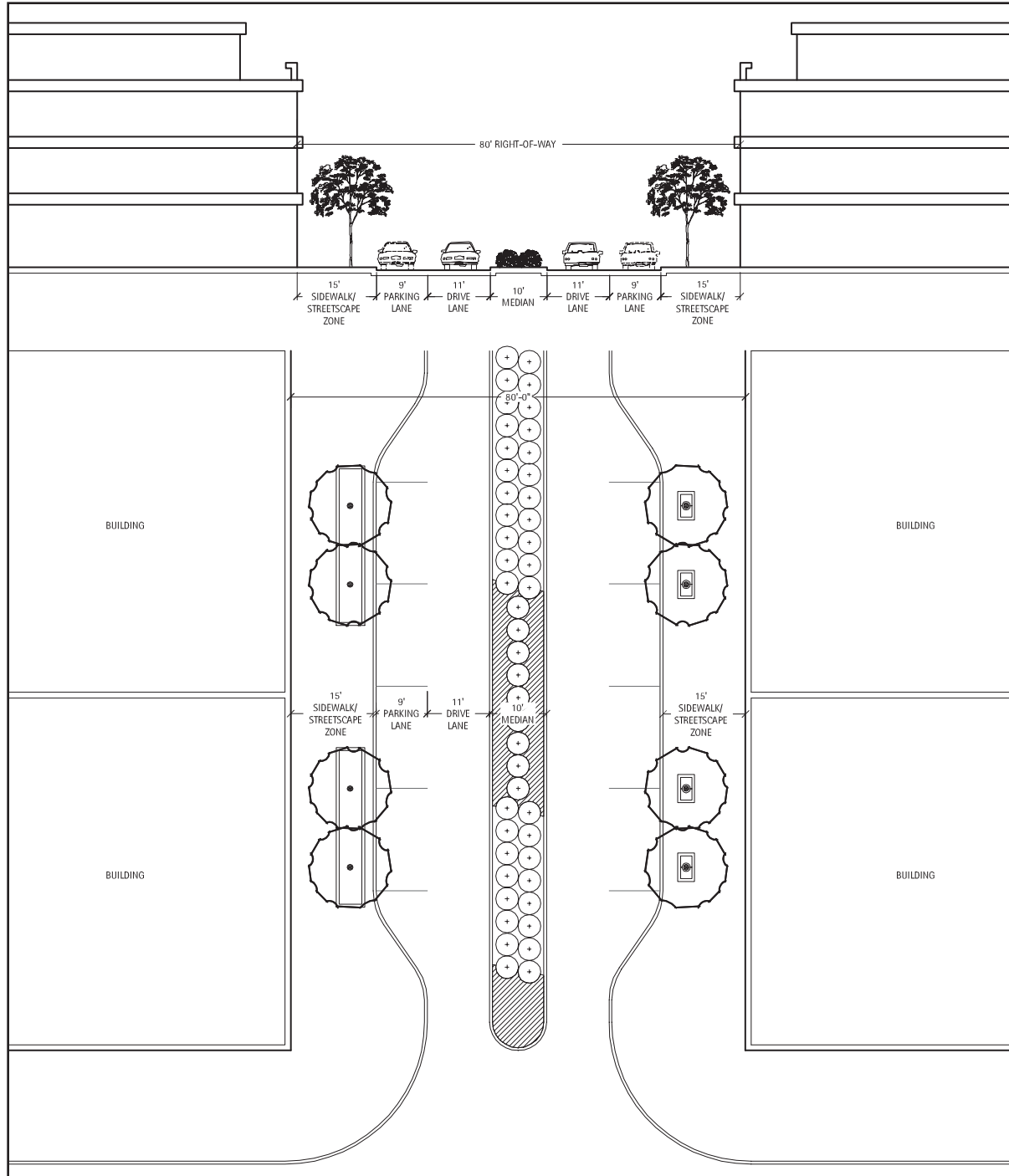


Figure 3.4: Glenview Road
- Building Line East of River



Figure 3.5: Glenview Road: Optimal 80-foot Right-of-Way - West of River.



3.5.2.3 Glenview Road - West of River

On Glenview Road west of the river, the desired sidewalk/streetscape zone is 15 feet. Within this space, required street trees can be placed in decorative tree grates to match the Village's

standard grate or in 18-inch tall planters that help separate pedestrians and vehicular traffic, creating a sense of safety. (See **Figures 3.6** and **3.7.**)

Figure 3.6: Glenview Road Corridor, West of River - Tree Grate Option

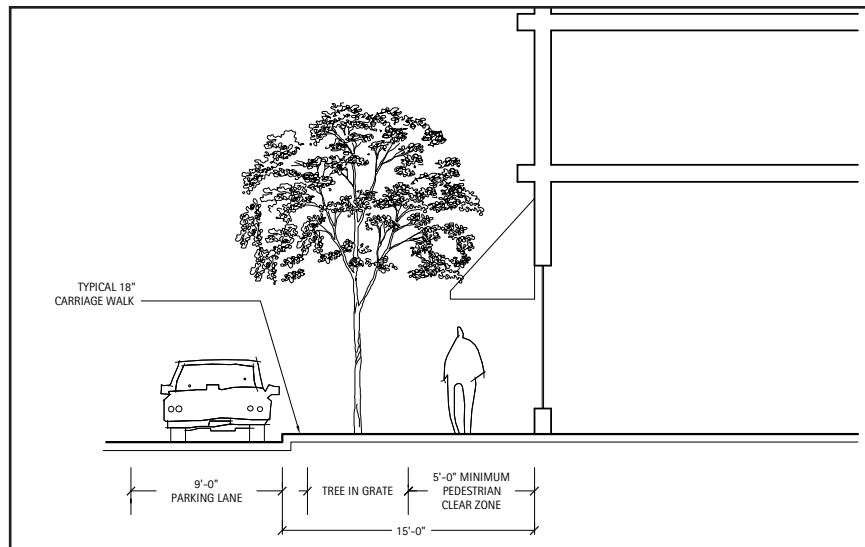


Figure 3.7: Glenview Road Corridor, West of River - Raised Planter Option

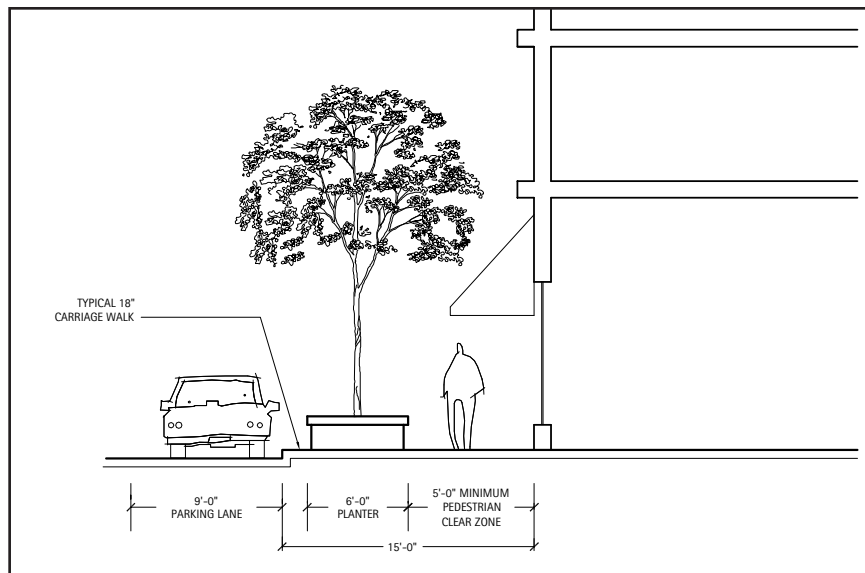
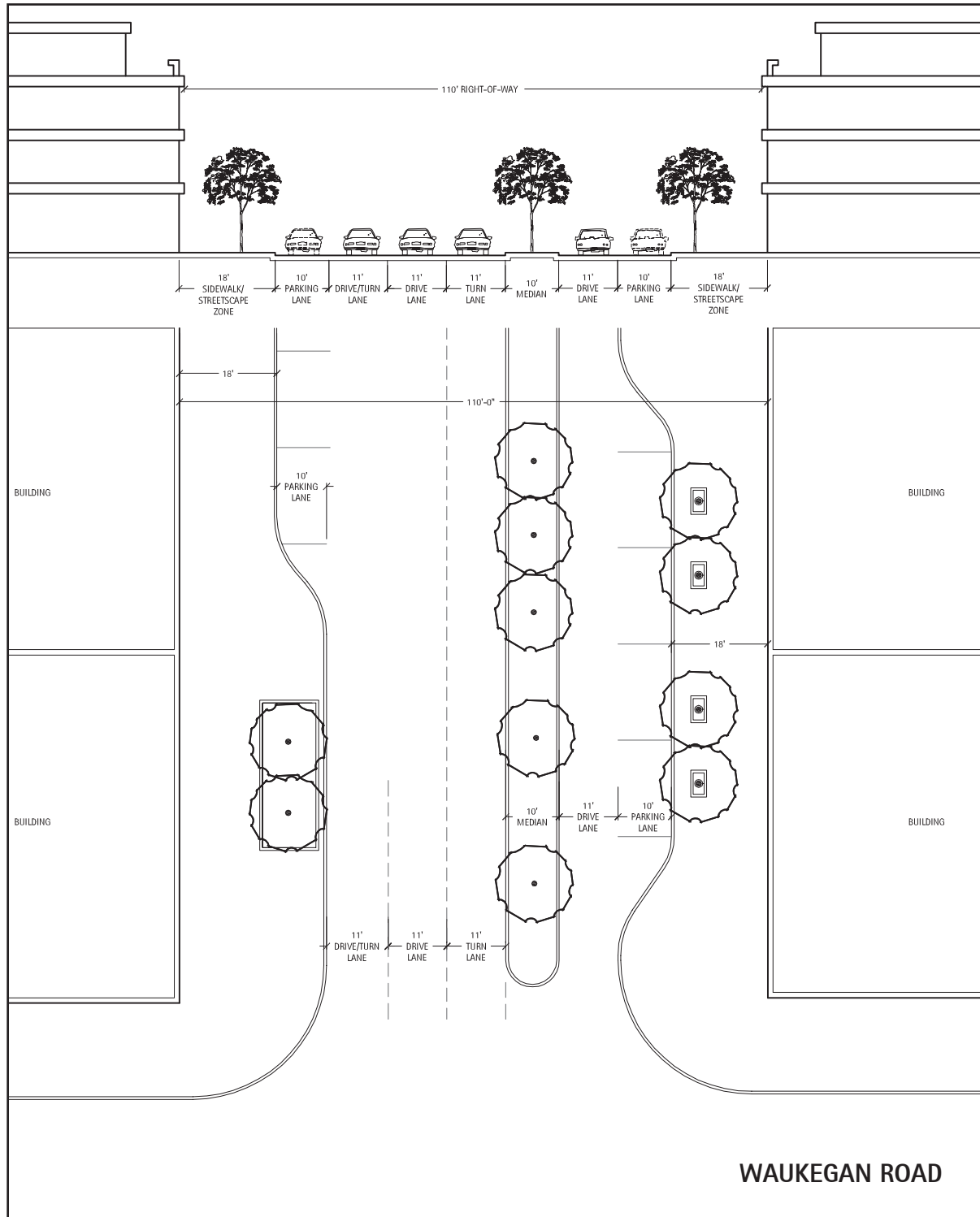


Figure 3.8: Glenview Road - Optimal 110-foot Right-of-Way - East of River.



3.5.2.4 Glenview Road - East of River

The desired sidewalk/streetscape zone on Glenview Road east of the river is 18 feet from curb to building, which would accommodate streetscaping such as street trees in tree grates or 18-inch raised planters while maintaining a sufficient clear zone for walking and shopping.

A wider streetscape is desired because of Glenview Road's larger street width in this location. The 18-foot sidewalk will also act as a transition from the 18-foot streetscape/sidewalk zone desired on Waukegan Road. (See **Figures 3.9** and **3.10**.)

Figure 3.9: Glenview Road Corridor, East of River - Tree Grate Option

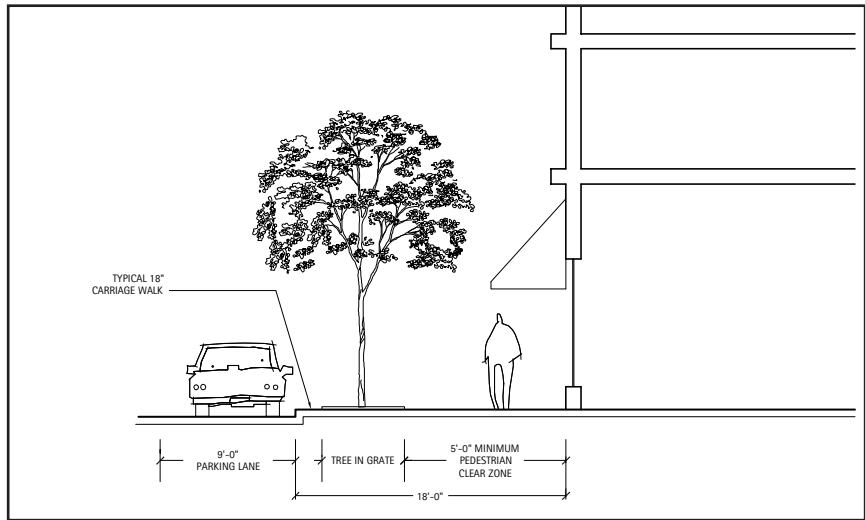
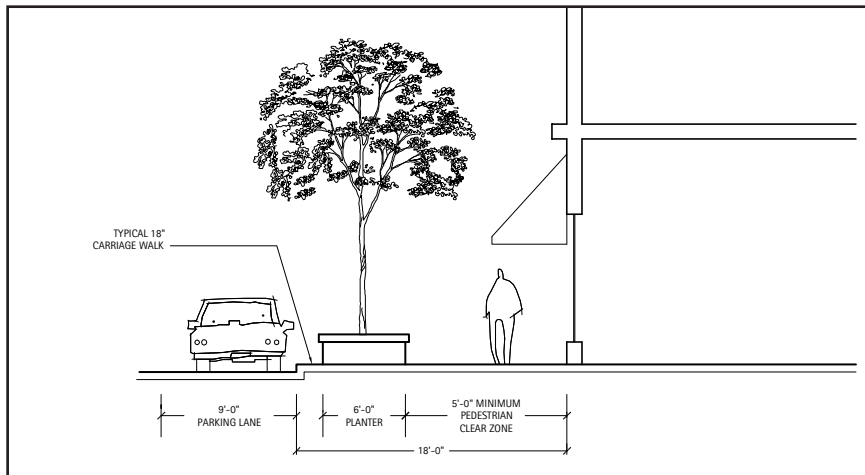


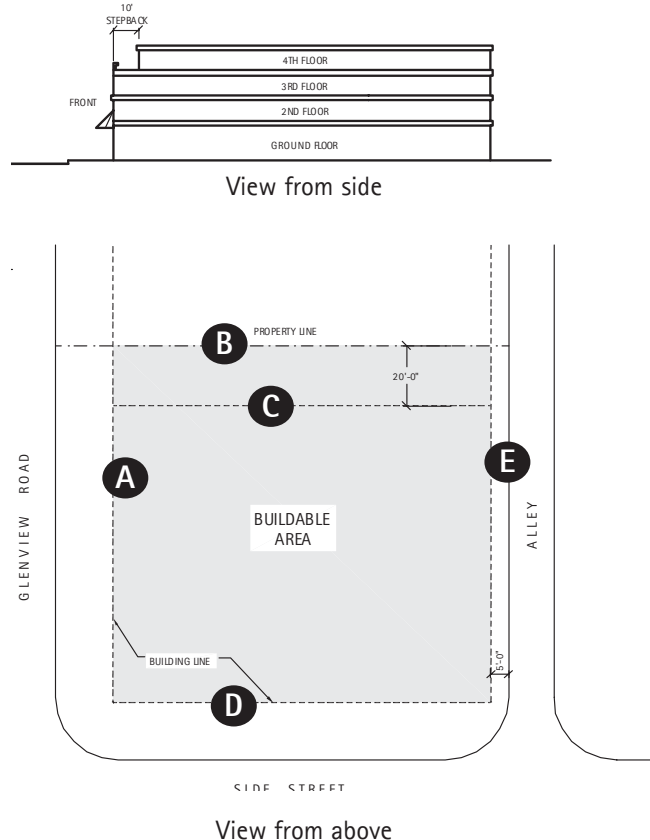
Figure 3.10: Glenview Road Corridor, East of River - Raised Planter Option



3.5.3 Building Setbacks

- A Front yard:** Zero, build-to. At least 60% of the ground-floor front façade must be built to the Building Line, and it must be built to the Building Line at each interior side property line.
- B Side yard, interior:** Zero, build-to at ground level. A 10-foot pedestrian pass-through is allowed if necessary to access a rear parking lot.
- C Side yard, interior adjacent to residential district (including Transitional Street Frontage):** 20 feet minimum.
- D Side yard, corner lot on side street:** Zero, build-to at ground level.
- E Rear yard:** 5 feet minimum.

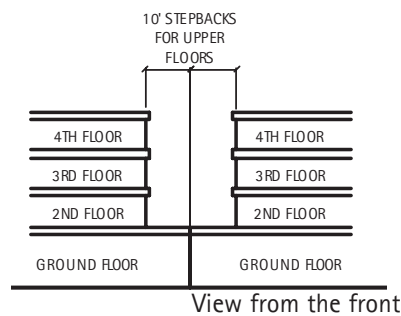
Figure 3.11: Building Setbacks/Stepbacks



3.5.4 Building Stepbacks

- 3.5.4.1 **Front:** Starting with the 4th floor, 10 feet from the Building Line, except for corner elements within 50 feet of the corner of the building.
- 3.5.4.2 **Side, interior:** Starting with the 2nd floor, 10 feet from property line to allow air and light to windows. (See Figure 3.12.)
- 3.5.4.3 **Side, corner lot:** Starting with the 4th floor, 10 feet.

Figure 3.12: Building Stepbacks - Side



3.5.5 Parking Placement

The following standards are for off-street, surface parking lots. In addition, parking may be contained within buildings or underground.

- A** Off-street, surface parking lots and parking decks must be placed behind a building.
- B** 5 feet from the side yard. If a side alley or access drive is present, parking is permitted within the 5-foot setback as long as the spaces are perpendicular to the alley. (Adjacent commercial parking lots must be connected.)
- C** 10 feet minimum from the rear of the lot if not adjacent to an alley.
- D** 5 feet minimum from the rear of the lot if adjacent to an alley.
- E** 5 feet from the Building Line on the side yard of a corner lot.

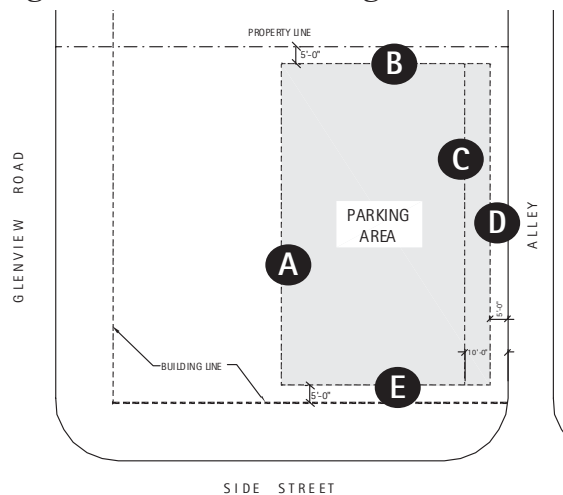
3.5.5.1 Standards for Underground Parking

Underground parking must meet the building setbacks for the front and side yards at ground level specified in 3.5.3 and the parking placement standards for the rear yard specified in 3.5.5.

3.5.6 Access

- 3.5.6.1 Mid-block curb cuts and access drives are not allowed in the Glenview Road Corridor. Loading, if provided, and parking access must be from the alley or side street.

Figure 3.13: Surface Parking Placement



- 3.5.6.2 If no alley exists at the time of development, the developer is required to dedicate an alley right-of-way, construct the alley pursuant to Village requirements, maintain it by keeping it clear of stored materials and vehicles, and provide landscaping adjacent to the alley. Alley right-of-way width must be 20 feet with 5 feet remaining in the setback for foundation landscaping.

3.5.7 Use

Table 3.1 lists the land-use categories allowed along the Glenview Road Corridor Frontage. These categories are further defined in Article 6: Definitions. Article 2.2 describes the permitted location of specific uses.

3.5.8 Conditional Uses

Any retail, office, or service use greater than 5,000 square feet shall require a conditional use permit.

3.5.9 Building Types

Building types allowed in the Glenview Road Corridor shall be Retail/Office and Mixed-Use as defined in Article 4: Design Standards.

Table 3.1: Uses

Glenview Road Corridor			
RESIDENTIAL		SERVICE	
Single-family Attached	N	Finance, Insurance & Real Estate	P
Townhouse/Rowhouse	N	Personal	P
Apartment	P	Medical & Professional	P
Condominium	P	Business	P
Bed & Breakfast, Guest House	CU	Specialty Schools	CU
RETAIL		Child Care	N
General Merchandise	P	OTHER	
Apparel & Accessories	P	Cultural	P
Furniture, Home Furnishings & Equipment	P	Recreational	CU
Hardware, Building Materials	P	Drive-through Facilities	N
Food	P	Auto Sales, Rental, Repair, Washing	N
Eating & Drinking Establishment	P	Public Utilities	N
Outdoor Dining	P	Warehousing & Distribution	N
Carry-out Establishment	P	Assembly & Manufacturing	N
Amusement Establishment	P	Telecommunications Call Centers	N

P – Permitted
 N – Not Allowed
 CU – Conditional Use

3.6 Waukegan Road Corridor

3.6.1 Purpose + Intent

The Waukegan Road Corridor is currently an auto-oriented roadway that provides an entrance into Downtown Glenview’s main shopping area. South of Grove Street, this corridor is envisioned as an extension of the pedestrian-oriented shopping environment found on Glenview Road. North of Grove Street, this corridor should provide an attractive, mixed-use gateway into the Downtown retail core.

The Development Code seeks to both accommodate auto traffic and enhance the pedestrian environment along Waukegan Road. Establishing a consistent “streetwall” with an ample sidewalk/streetscape is the main priority for this frontage. Following a common Building Line and prohibiting off-street parking in front of buildings will allow Waukegan Road to be “framed” over time with building “streetwalls”: (See Figure 3.14 and 3.15.)

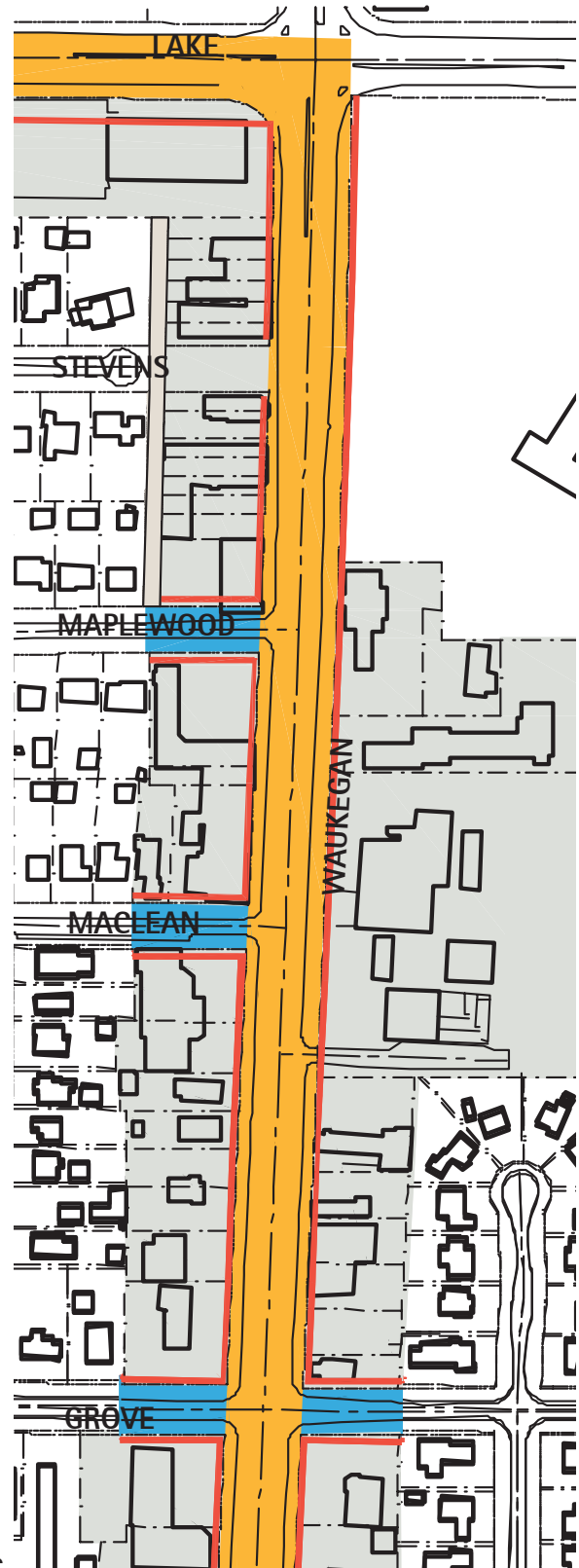


Figure 3.14: Waukegan Road - Building Line

3.6.2 Street/Sidewalk Standards

The Building Line in the Waukegan Road Corridor Frontage provides a larger streetscape/sidewalk zone to compensate for the large street cross-section along Waukegan Road (see **Figure 3.16**). The optimal right-of-way is 110 feet, which will include a center landscaped median. (See **Figures 3.16** through **3.19**.)

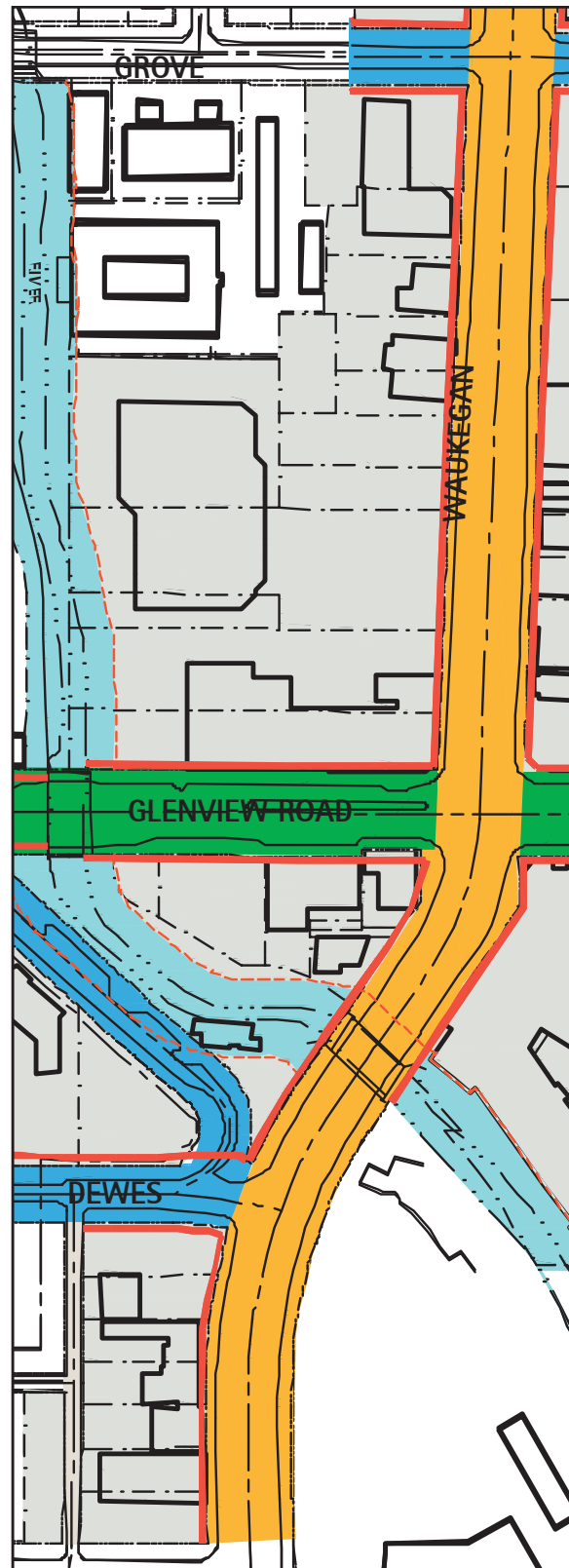
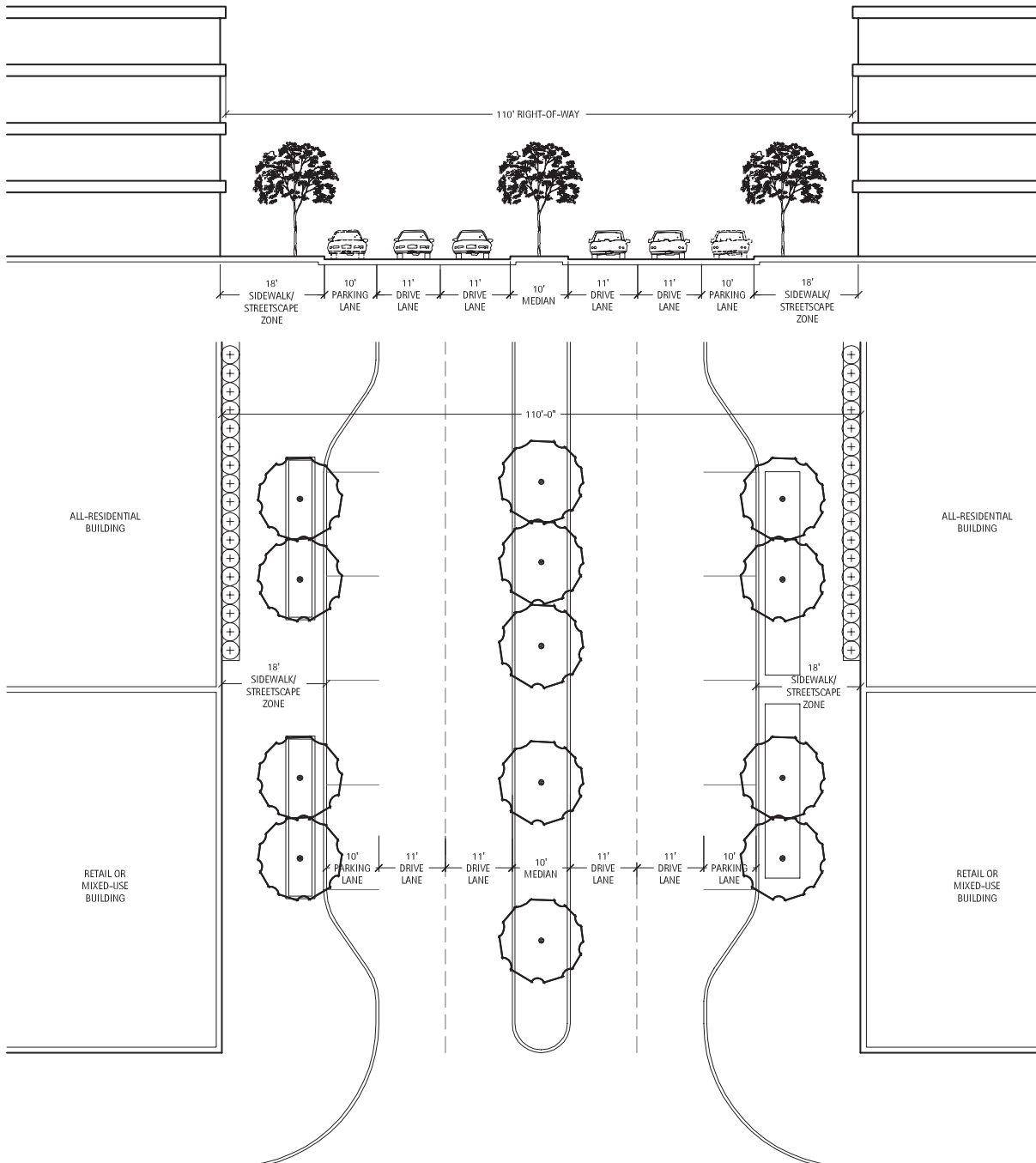


Figure 3.15:
Waukegan Road - Building Line

Figure 3.16: Waukegan Road - Optimal 110-foot Right-of-Way



3.6.2.1 Waukegan Road

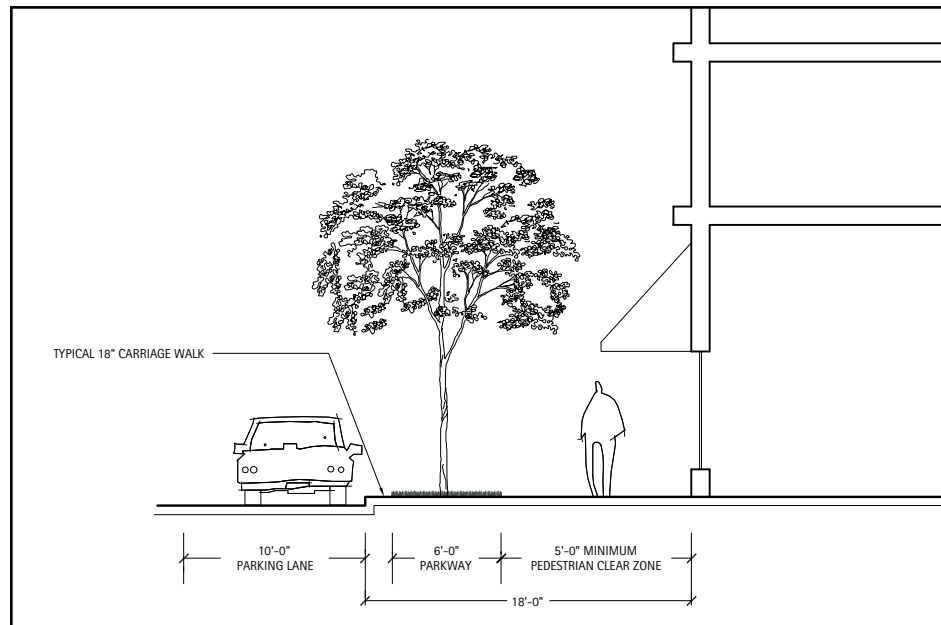
The desired sidewalk/streetscape zone for Waukegan Road is 18 feet from curb to building, which provides a larger pedestrian area to compensate for the larger street cross-section along Waukegan Road

In front of commercial or mixed-use buildings, the 18-foot width is intended to have a shopping streetscape character with trees in a landscaped

parkway or planters, and a pedestrian clear zone of at least 5 feet. (See **Figures 3.17** and **3.18.**)

In front of all-residential buildings, the 18-foot sidewalk/streetscape zone should include a parkway or raised planter, a minimum 5-foot sidewalk, and a 4-foot landscape edge at the foot of the building. (See **Figure 3.19.**)

Figure 3.17:
Waukegan Road
Corridor, Retail/
Mixed-Use -
Parkway Option



Glenview Downtown Development Code

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3.6.2.1 Waukegan Road - continued

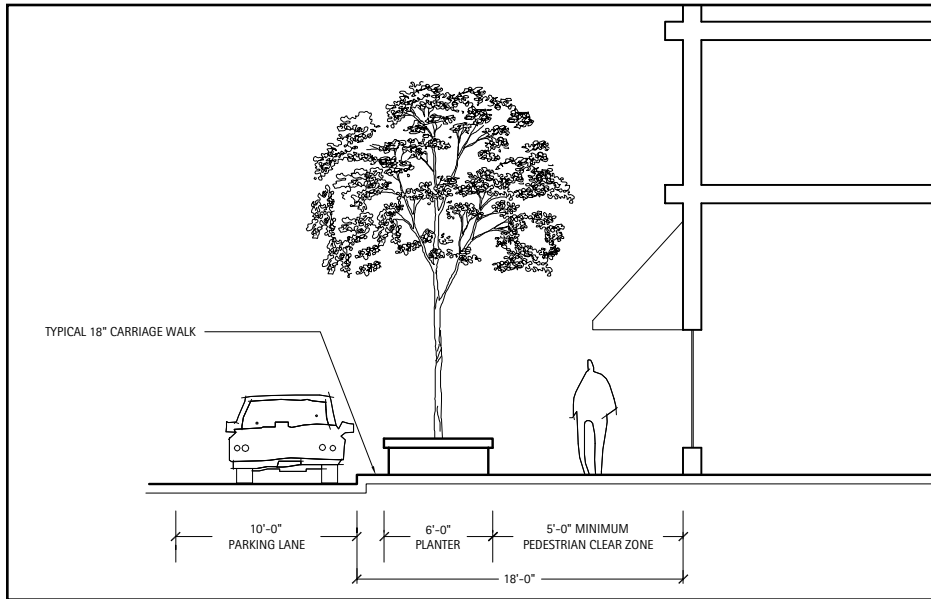


Figure 3.18:
Waukegan Road
Corridor, Retail/
Mixed-Use -
Planter Option

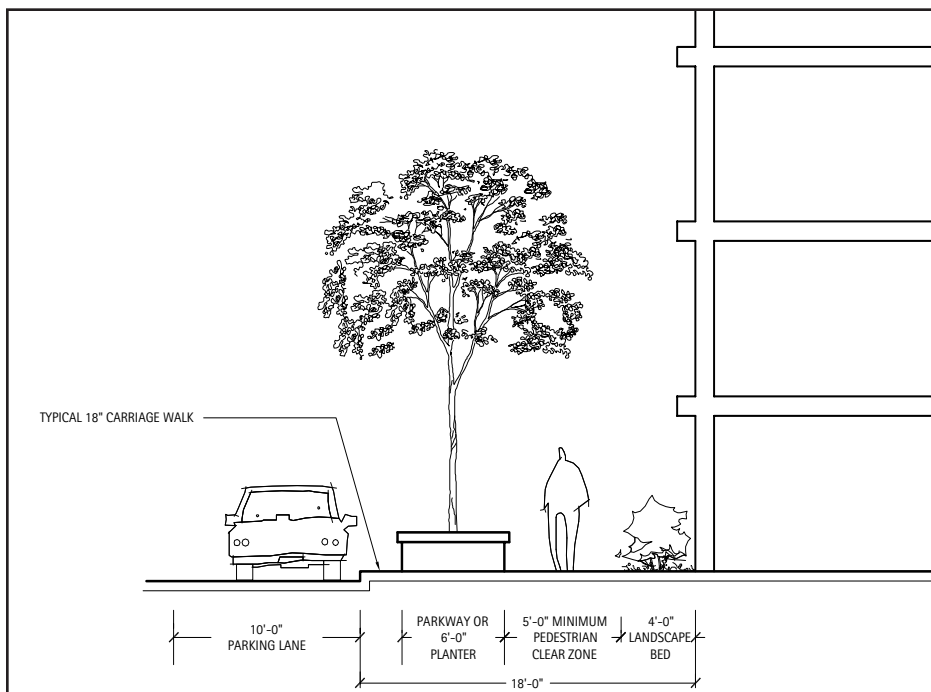
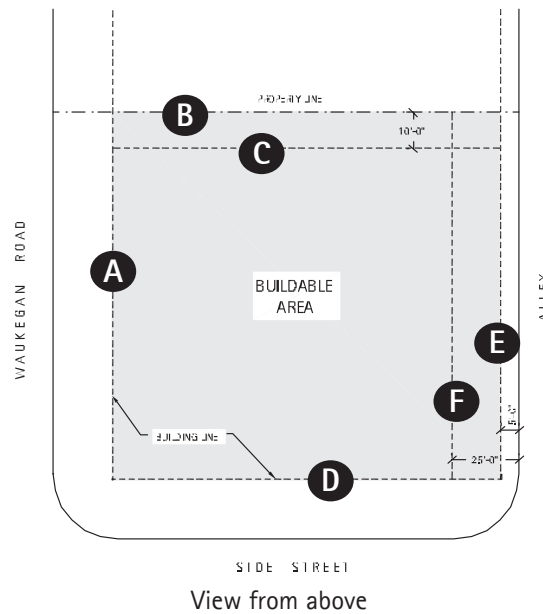
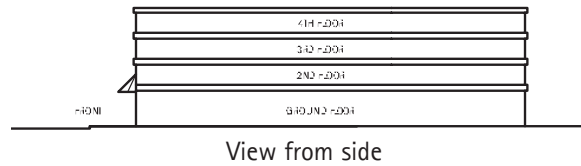


Figure 3.19:
Waukegan
Road Corridor,
Residential -
Parkway/Planter
Option with
Foundation
Plantings

3.6.3 Building Setbacks

- A Front yard:** Zero, build-to. At least 60% of the ground-floor front façade must be built to the Building Line, and it must be built to the Building Line at each interior side property line (unless an access drive is to be built adjacent to the interior side property line).
- B Side yard, interior:** Zero, build-to at ground level. A 10-foot pedestrian pass-through is allowed if necessary to access a rear parking lot.
- C Side yard, adjacent to an access drive within property:** 10 feet minimum where there is no alley requirement, zero in all other locations.
- D Side yard, corner lot on the side street:** Zero, build-to at ground level.
- E Rear yard, adjacent to an alley:** 5 feet minimum.
- F Rear yard, not adjacent to an alley:** 25 feet minimum.

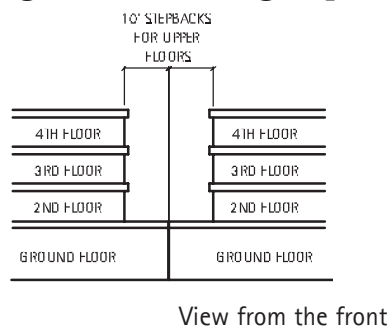
Figure 3.20: Building Setbacks - Front Yard



3.6.4 Building Stepbacks

- 3.6.4.1 **Side, interior:** Starting with the 2nd floor, 10 feet from property line to allow air and light to windows. (See Figure 3.21.)
- 3.6.4.2 **Side, corner lot:** Starting with the 4th floor, 10 feet.
- 3.6.4.3 **Rear:** Starting with the 4th floor, 10 feet (See Figure 3.25).

Figure 3.21: Building Stepbacks - Side



3.6.5 Parking Placement

The following standards are for off-street, surface parking lots. In addition, parking may be contained within buildings or underground.

3.6.5.1 All-residential buildings

- A** Off-street, surface parking must be placed in the rear 50% of the lot depth (from the front Building Line to the rear property line) except on the west side of Waukegan between the river and Dewes.
- B** 5 feet from the interior side yard (adjacent parking lots must be connected when sharing access drive).
- C** 10 feet minimum from the rear of the lot if not adjacent to an alley.
- D** 5 feet minimum from the rear of the lot if adjacent to an alley.
- E** 5 feet from the Building Line on the side yard of a corner lot.

3.6.5.2 Retail/mixed-use buildings less than 30,000 sq. ft. on ground floor

- A** Off-street, surface parking is encouraged to be placed in the rear of the building, and at least 75% of the spaces must be placed in the rear 75% of the lot depth (from the front Building Line to the rear property line).
- B** 5 feet from the Building Line for the remaining 25% of spaces. The parking area may not occupy more than 50% of the frontage.
- C** 5 feet from the interior side yard (adjacent commercial parking lots must be connected).

Figure 3.22: Residential Surfacing Parking Placement

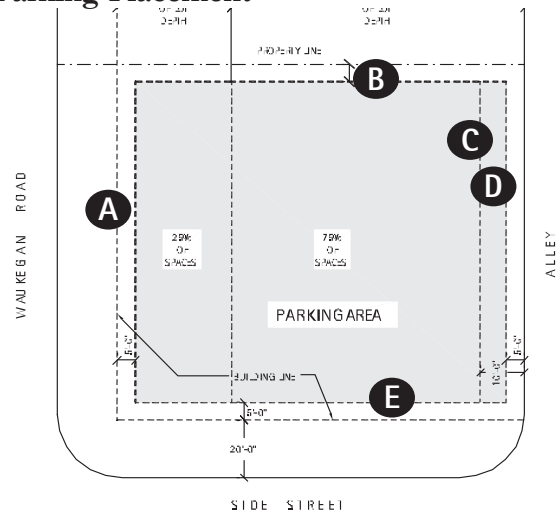
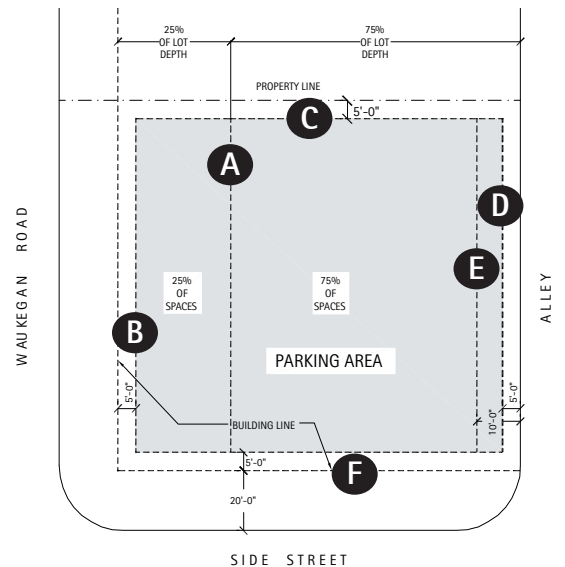


Figure 3.23: Surface Parking Placement, Retail/Mixed-Use Less than 30,000 sq. ft.



- D** 5 feet minimum from the rear if adjacent to an alley.
- E** 10 feet minimum from rear if not adjacent to an alley, or if adjacent to properties along a Transition Street or other residential zone.
- F** 5 feet from the Building Line on side streets.

3.6.5.3 Retail/mixed-use buildings greater than 30,000 sq. ft. on ground floor

- A** 5 feet minimum from the front Building Line, although a portion of the off-street parking is encouraged to be placed to the side or rear of the building.
- B** 5 feet from an adjacent rear alley.
- C** 15 feet from the rear setback if no rear alley exists, or if adjacent to a residential zone.

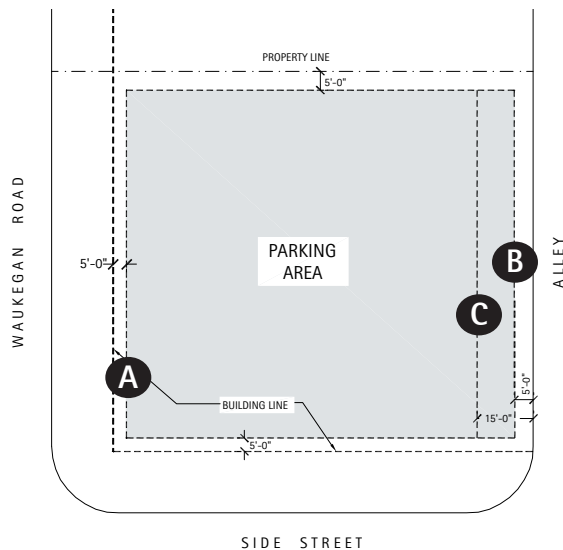
3.6.5.5 Standards for Underground Parking

Underground parking must meet the building setbacks for the front and side yards at ground level specified in 3.6.3 and the parking placement standards for the rear yard specified in 3.6.5.

3.6.6 Access

3.6.6.1 Mid-block curb cuts and access drives are not allowed in the Waukegan Road Corridor north of Grove Street and south of Lake Street on the west side of Waukegan Road. Loading, if provided, and parking access must be from the alley or side street.

Figure 3.24: Parking Placement for Retail/Mixed-Use Greater than 30,000 Square Feet



If no alley exists at the time of development, the developer is required to dedicate an alley right-of-way, construct the alley pursuant to Village requirements, maintain it by keeping it clear of stored materials and vehicles, and provide landscaping adjacent to the alley. Alley right-of-way width must be 20 feet with 5 feet remaining in the setback for foundation landscaping. (See **Figures 3.25** and **3.26**) Access to alley from single-family lots on west side is prohibited.

3.6.5.4 Standards for Parking Enclosures

Sites without alleys are permitted to have a enclosed parking within the rear yard building setback. The parking enclosure must be setback 10' from the rear lot line and the structure cannot be more than 10' in height. Covered commercial parking is encouraged to be open and not enclosed with walls.

Any mid-block developer is required to build the alley up-front in anticipation of future links. The site plan must show how parking could be connected to the alley in the future and how a temporary Waukegan Road driveway would be disconnected and greened when the alley becomes active.

Because the mid-block access drive is a temporary condition until a continuous rear alley is established, upper stories are permitted to be built to the side lot line over the access drive.

- 3.6.6.2 Curb cuts and access drives are allowed on all other Waukegan Road blocks and shall be shared where feasible. Adjacent surface parking lots utilized by commercial uses must be connected.
- 3.6.6.3 Curb cuts along Waukegan Road must be at least 100 feet from any intersection with a side street, such as Stevens, Maplewood, MacLean, Grove, and Glenview.
- 3.6.6.4 Direct access to indoor parking, such as a parking deck or indoor parking within a residential or mixed-use development, is not allowed directly off of Waukegan Road. Access must be from a side street or access drive, alley, or parking area.
- 3.6.6.5 Access drives must be shared with other mid-block developments on the same block.
- 3.6.6.6 If a driveway is to be used to access commercial or residential rear parking lots on Waukegan Road, it must be shared with future developments on adjacent properties via easements if

the future development cannot be accessed from an alley or side street.

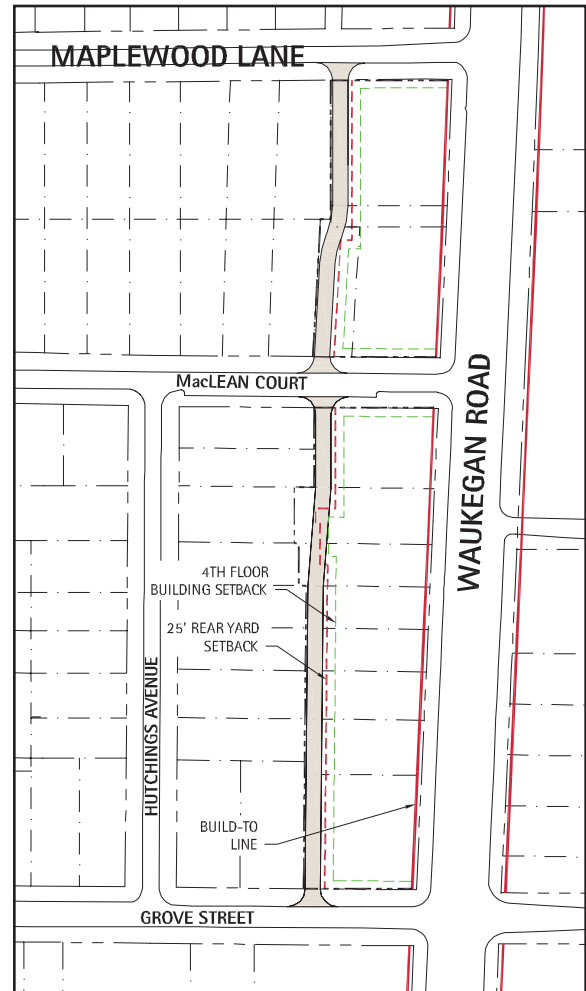
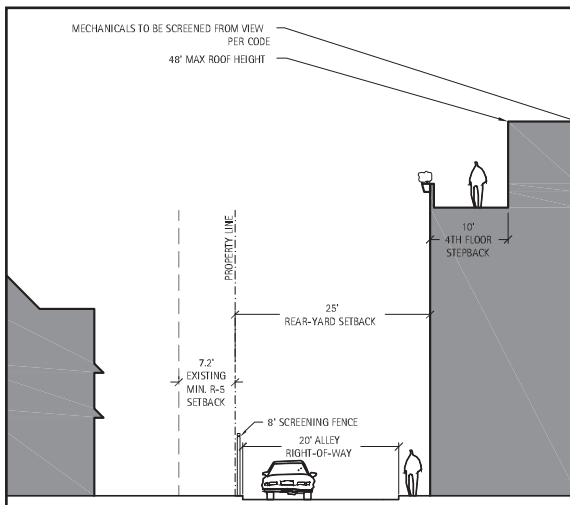
- 3.6.6.7 Access driveways to indoor parking as well as surface parking lots from side streets must be at least 25 feet from Waukegan Road.

3.6.7 Use

Table 3.2 lists the land-use categories allowed along the Waukegan Road Corridor. These categories are further defined in Article 6: Definitions.

Figure 3.26: Future Alley North of Grove Street and South of Maplewood Land

Figure 3.25: Rear Stepback With Alley



Article 2.2 describes the permitted location of specific uses.

3.6.8 Conditional Uses

Any retail, office, or service use greater than 5,000 square feet shall require a conditional use permit.

3.6.9 Building Types

Building types allowed in the Waukegan Road Corridor shall be Retail/Office, Mixed-Use and Apartment/Condominium as defined in Article 4: Design Standards.

Table 3.2: Allowed Uses

Waukegan Road Corridor			
RESIDENTIAL		SERVICE	
Single-family Attached	N	Finance, Insurance & Real Estate	P
Townhouse/Rowhouse	CU	Personal	P
Apartment	P	Medical & Professional	P
Condominium	P	Business	P
Bed & Breakfast, Guest House	CU	Specialty Schools	P
RETAIL		Child Care	P
General Merchandise	P	OTHER	
Apparel & Accessories	P	Cultural	P
Furniture, Home Furnishings & Equipment	P	Municipal	CU
Hardware, Building Materials	P	Recreational	P
Food	P	Drive-through Facilities	N
Eating & Drinking Establishment	P	Auto Sales, Rental, Repair, Washing	N
Outdoor Dining	P	Public Utilities	N
Carry-out Establishment	P	Warehousing & Distribution	N
Amusement Establishment	P	Assembly & Manufacturing	N
		Telecommunications Call Centers	N

P – Permitted
 N – Not Allowed
 CU – Conditional Use

3.6.10 Development Scenarios

The following 3-D massing diagrams show potential development scenarios on a sample block along the Waukegan Road Corridor.

Figure 3.27 shows two infill developments that comply with the Downtown Development Code and fit in among existing buildings.

Figure 3.28 shows how the block could develop over time with four buildings.

In all cases, developments should feature high-quality architecture with appropriate articulation and fenestration as discussed in **Article 4: Design Standards**.

Figure 3.27: Infill Redevelopment

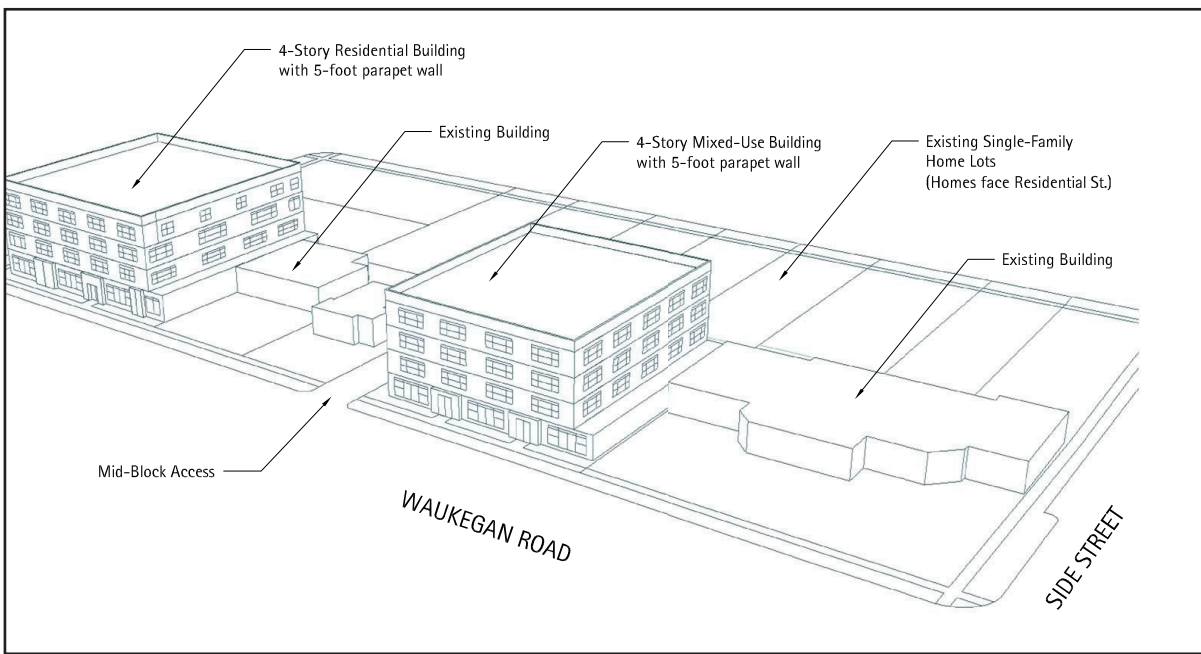
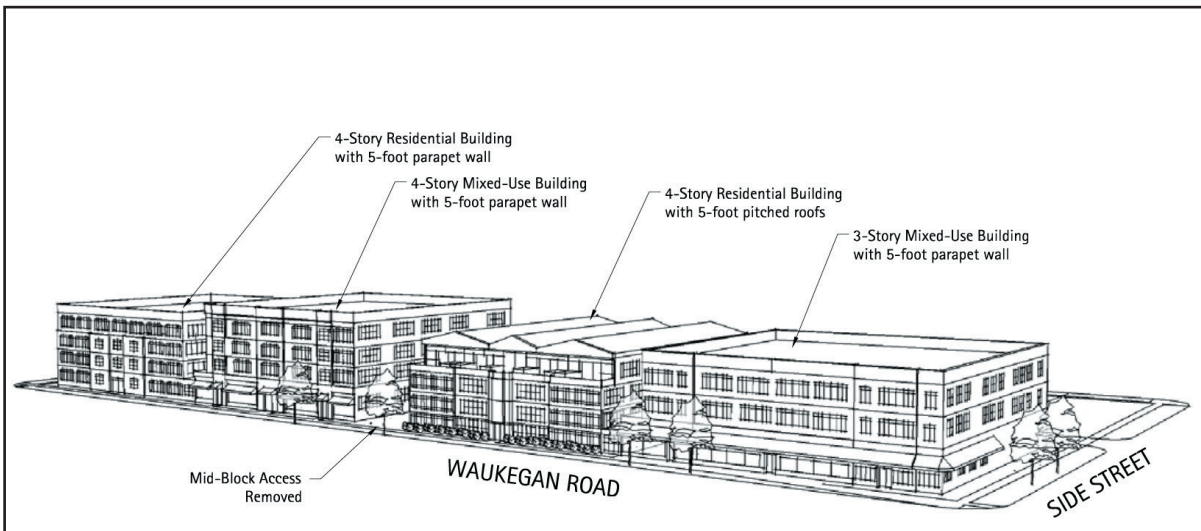


Figure 3.28: Infill Redevelopment - Quarter-block Segments



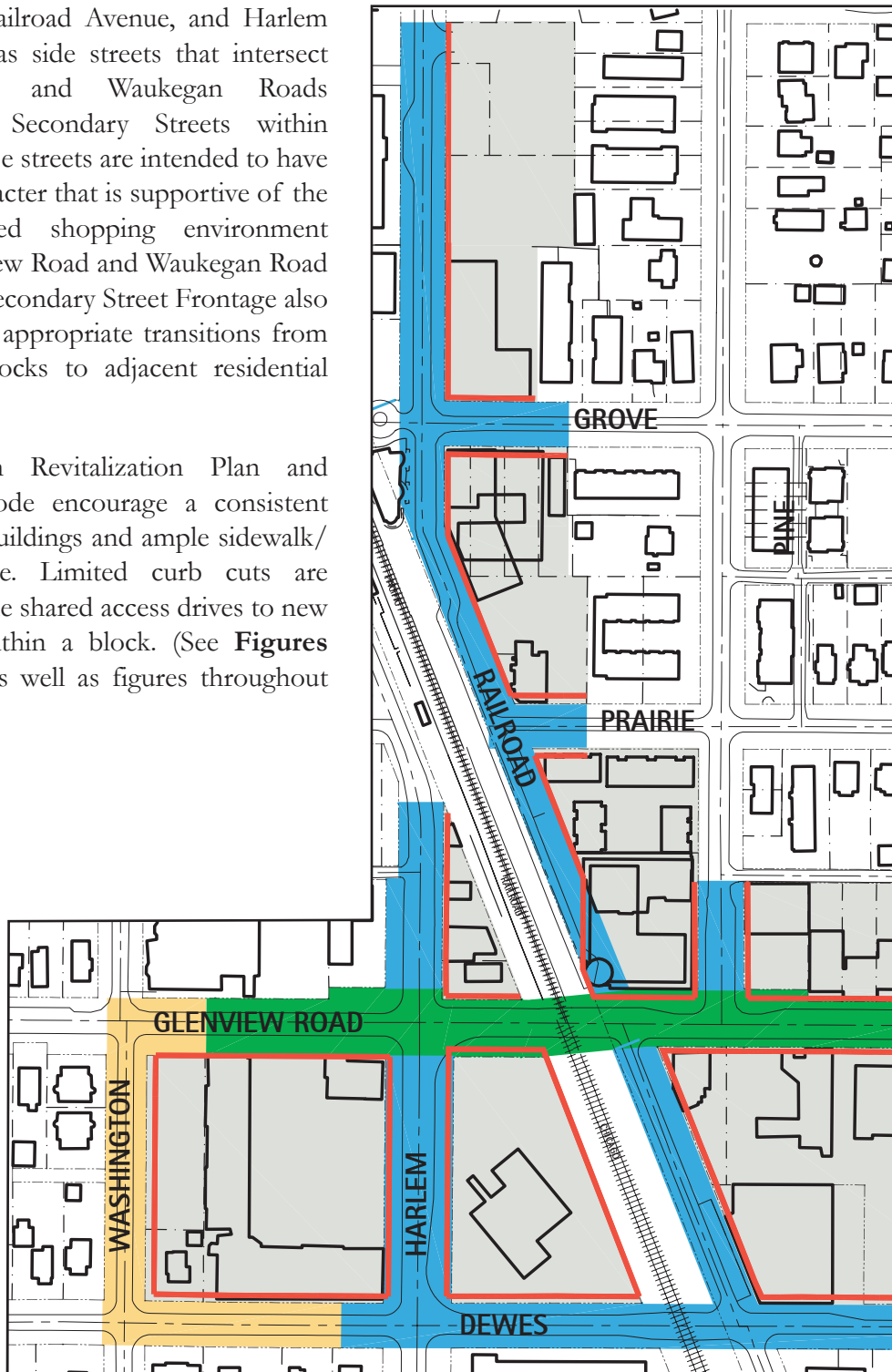
3.7 Secondary Street

3.7.1 Purpose + Intent

Dewes Street, Railroad Avenue, and Harlem Avenue as well as side streets that intersect with Glenview and Waukegan Roads are considered Secondary Streets within Downtown. These streets are intended to have a mixed-use character that is supportive of the pedestrian-oriented shopping environment along the Glenview Road and Waukegan Road Corridors. The Secondary Street Frontage also seeks to provide appropriate transitions from the shopping blocks to adjacent residential neighborhoods.

The Downtown Revitalization Plan and Development Code encourage a consistent “streetwall” of buildings and ample sidewalk/streetscape space. Limited curb cuts are allowed to provide shared access drives to new developments within a block. (See **Figures 3.29** and **3.30**, as well as figures throughout **Article 3.7.**)

Figure 3.29: Secondary Street - Building Line



3.7.2 Street/Sidewalk Standards

The desired rights-of-way for the Secondary Street Frontage are shown in **Figures 3.31 to 3.41** and described on the following pages:

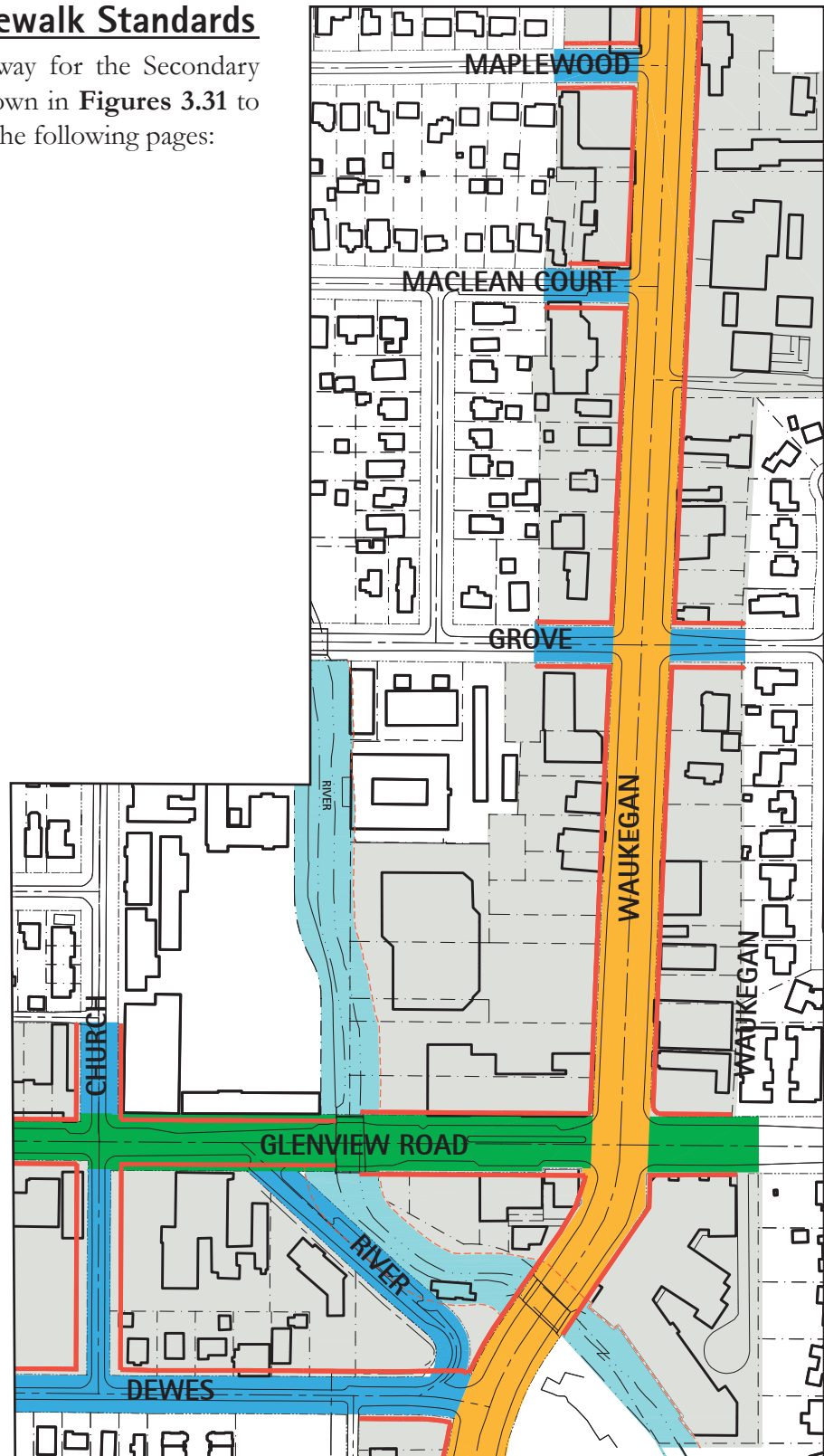
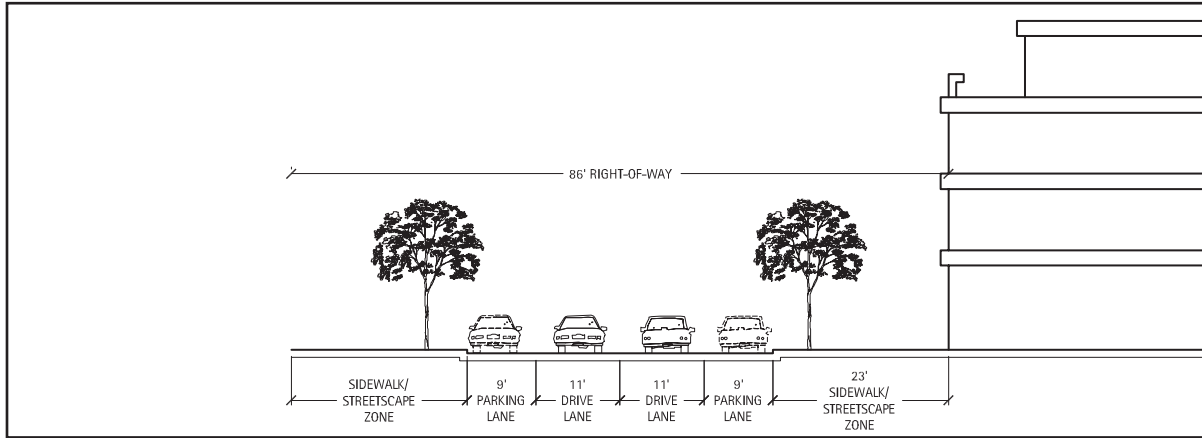


Figure 3.30:
Secondary Streets -
Building Line

Figure 3.31: Dewes - Optimal 86-foot Right-of-Way



3.7.2.1 Secondary Street - Dewes

Because properties on the north side of Dewes Street face residential uses on the opposite side of the street, additional landscaped setbacks are incorporated. A 10-foot landscape zone adjacent to buildings will add green space on the street opposite these existing residential uses. A sidewalk should be placed between this 10-foot landscape zone and a parkway or raised planter along the curb. (See Figures 3.31 through 3.33.)

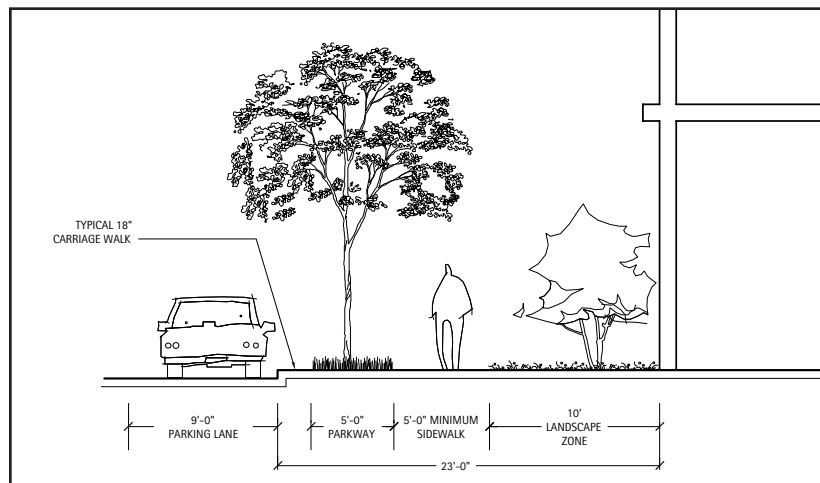


Figure 3.32: Dewes - Trees in Parkway Option

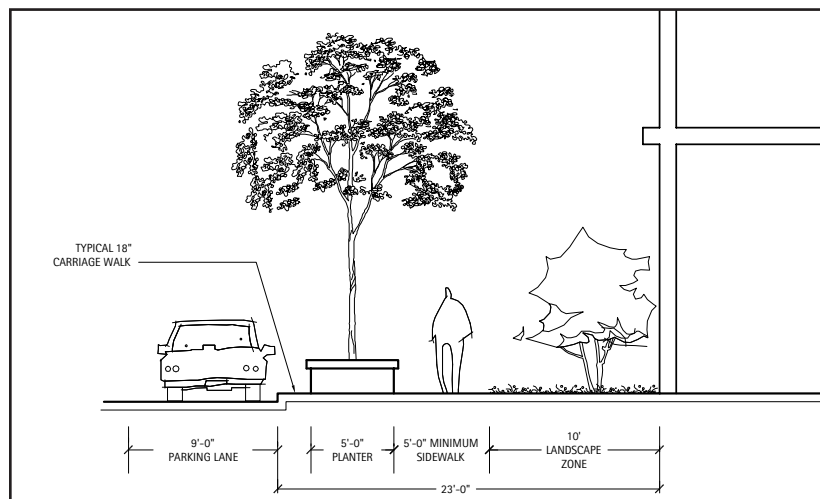


Figure 3.33: Dewes - Trees in Planters Option

Figure 3.34: Harlem - Optimal 87-foot Right-of-Way

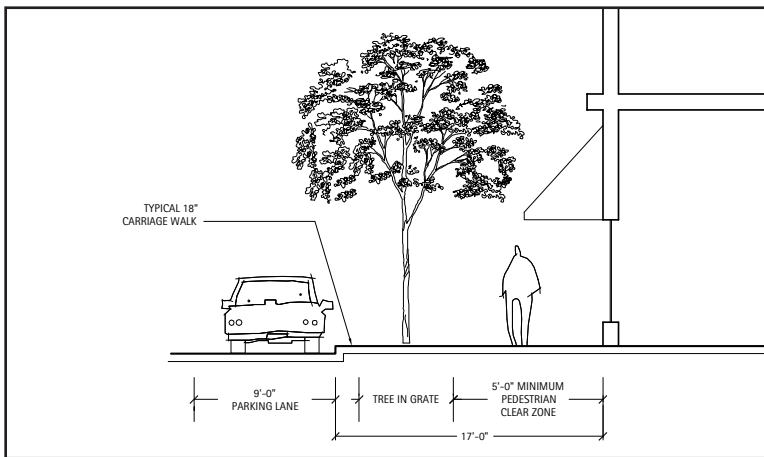
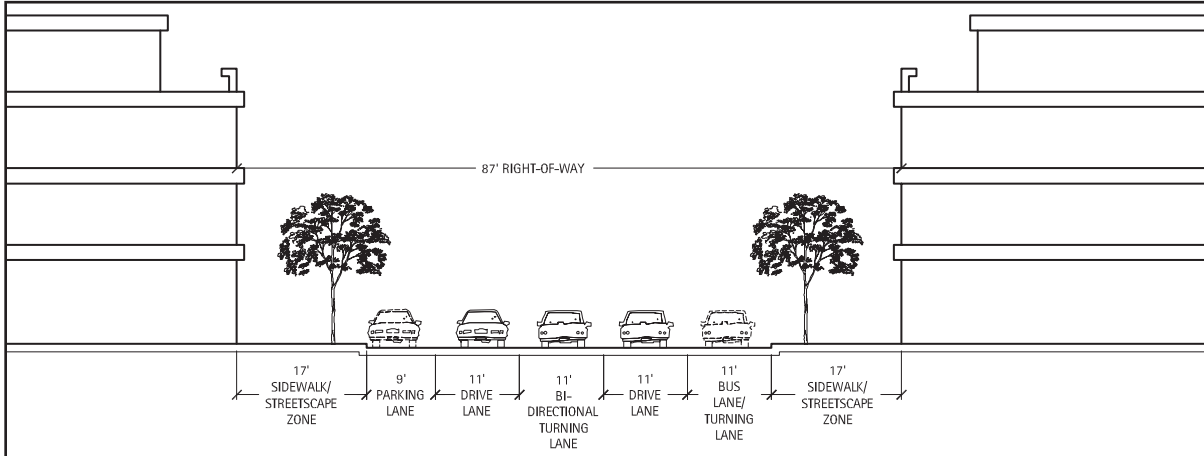


Figure 3.35: Harlem - Trees in Grates Option

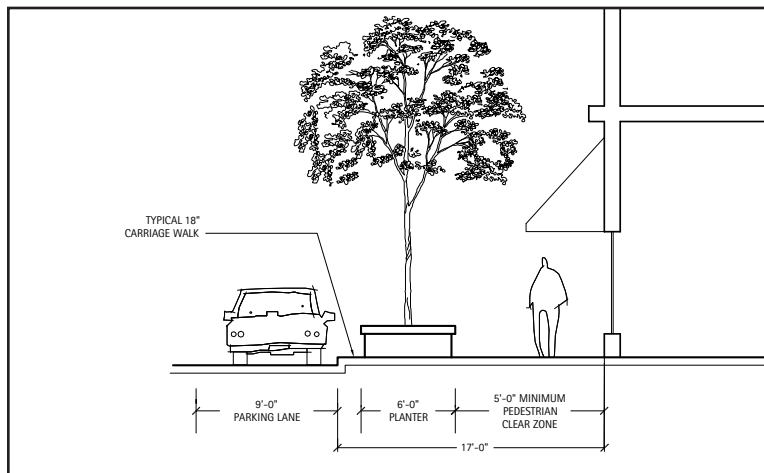


Figure 3.36: Harlem - Trees in Planters Option

3.7.2.2 Secondary Street - Harlem

The intended streetscape along Harlem Avenue, with its retail and mixed-use blocks, is similar to Glenview Road but has an additional 2 feet in its streetscape/sidewalk zone. The streetscape should include trees in tree grates or raised planters. (See Figures 3.34 through 3.36.)

3.7.2.3 Secondary Street - Railroad

Because of the head-in, 90-degree commuter parking and the potential need for outdoor seating/cafe space, an 18-foot streetscape/

sidewalk zone is intended for the east side of Railroad Avenue. (See **Figures 3.37** and **3.38**.)

Figure 3.37: Railroad - Parkway Option

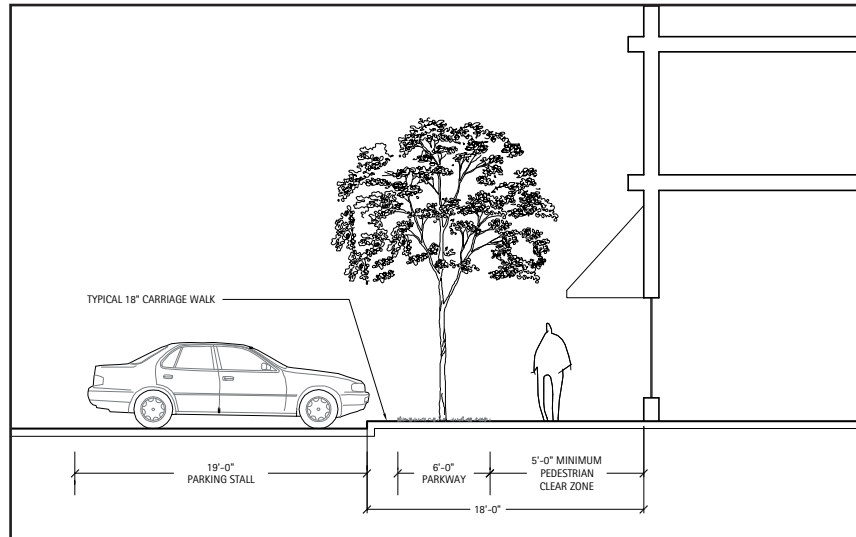


Figure 3.38: Railroad - Tree Grates Option

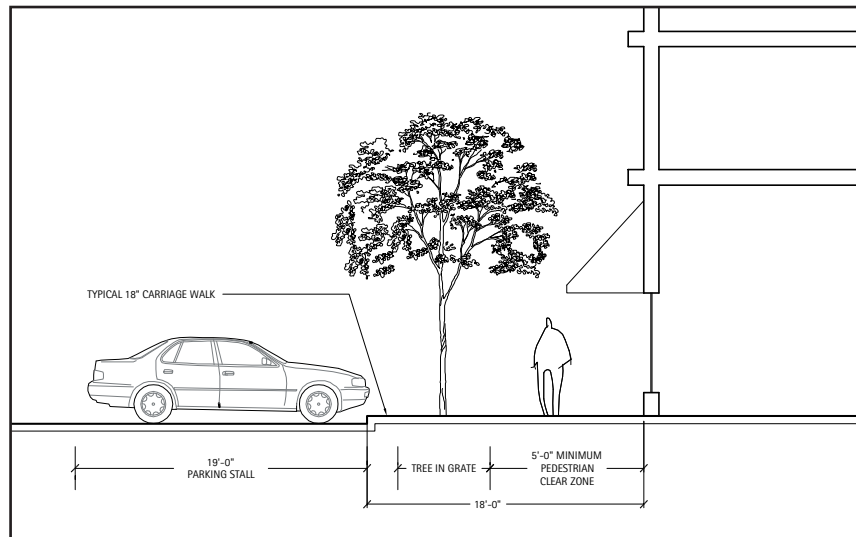


Figure 3.39: Side Street - Optimal 80-foot Right-of-Way

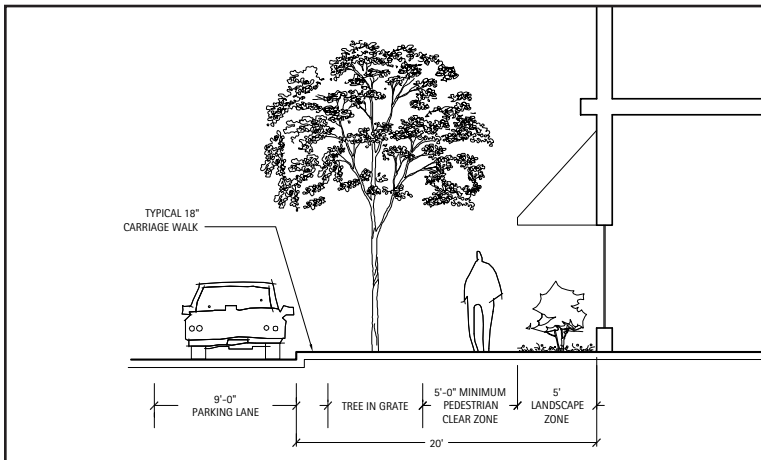
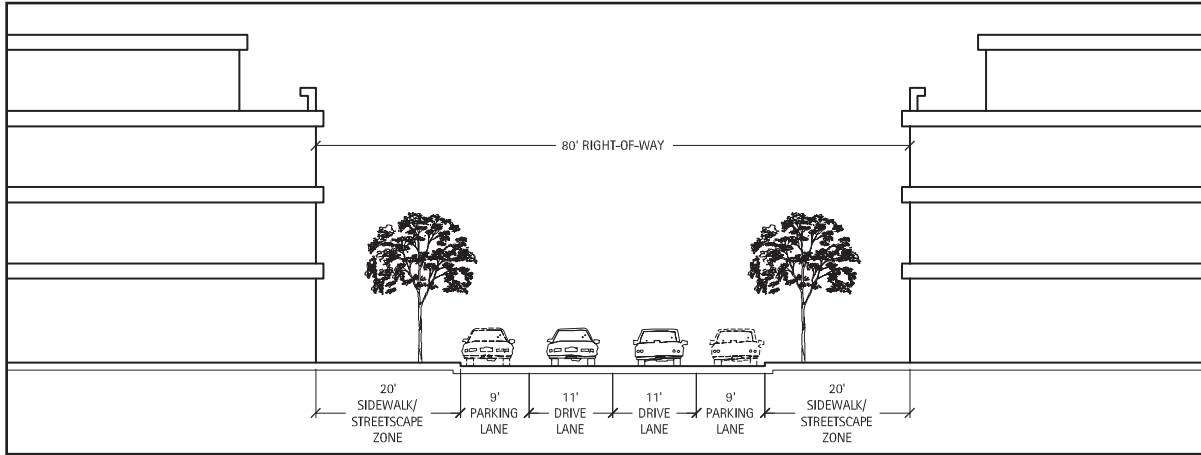


Figure 3.40: Side Street - Trees in Grates Option

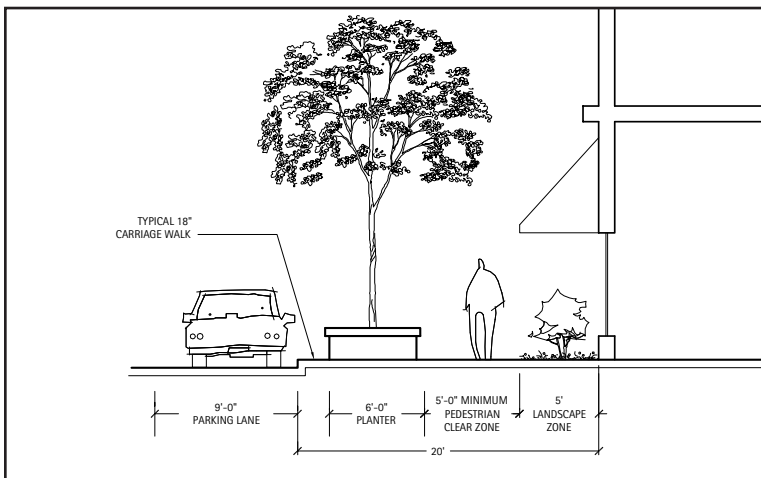


Figure 3.41: Side Street - Trees in Planters Option

3.7.2.4 Secondary Street - “Side Street”

In addition to Dewes, Harlem, and Railroad, several other side streets act as a transition from the retail/mixed-use character of Glenview and Waukegan Roads to nearly residential blocks. A 20-foot streetscape/sidewalk zone has been established for these streets, with a 5-foot landscape space placed adjacent to the building. (See Figures 3.39 through 3.41.)

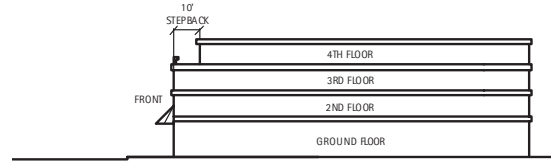
3.7.3 Building Setbacks

- A Front yard:** Zero, build-to. At least 60% of the ground-floor front façade must be built to the Building Line, and it must be built to the Building Line at each interior side property line.
- B Side yard, interior:** Zero, build-to at ground level. A 10-foot pedestrian pass-through is allowed if necessary to access a rear parking lot.
- C Side yard, adjacent to an access drive:** 10 feet, build-to.
- D Side yard, interior adjacent to residential district (including Transitional Street Frontage):** 20 feet minimum.
- E Side yard, corner lot on side street:** Zero, build-to.
- F Rear yard, adjacent to an alley:** 5 feet minimum.
- G Rear yard, not adjacent to an alley:** 10 feet minimum. If a 10-foot rear stepback is included above the third floor, only a 10-foot minimum rear setback is required.

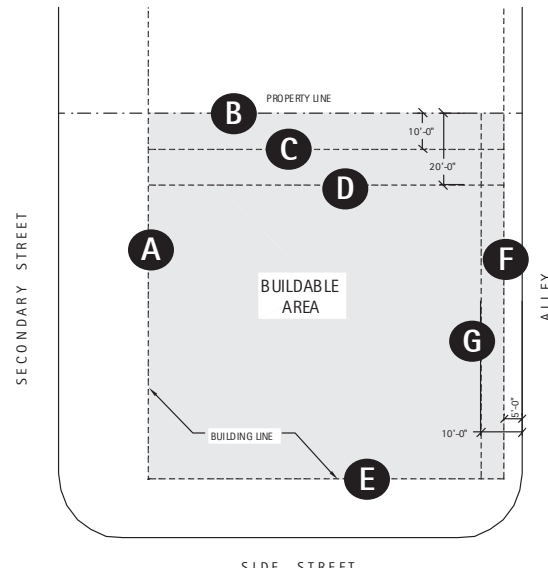
3.7.4 Building Stepbacks

- 3.7.4.1 Front:** Starting with the 4th floor, 10 feet from the Building Line.
- 3.7.4.2 Side, interior:** Starting with the 2nd floor, 10 feet from property line must be included to allow air and light to windows. (See **Figure 3.43.**)
- 3.7.4.3 Side, corner lot:** Starting with the 4th floor, 10 feet.

Figure 3.42: Building Setbacks/Stepbacks

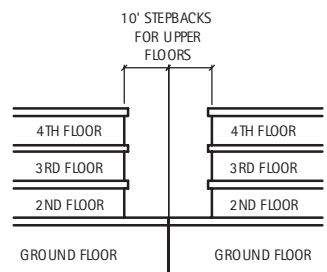


View from side



View from above

Figure 3.43: Building Stepbacks - Side



View from the front

3.7.5 Parking Placement

The following standards are for off-street, surface parking lots. In addition, parking may be contained within buildings or underground.

- A** Off-street, surface parking not contained within the building or underground must be placed in the rear 75% of the lot depth (from the front Building Line to the rear property line).
- B** 5 feet from the interior side yard (adjacent commercial parking lots must be connected).
- C** 5 feet from the rear if adjacent to a rear alley.
- D** 10 feet from the rear if not adjacent to an alley or if adjacent to properties along a Transition Street Frontage or adjacent to other residential districts.
- E** 5 feet from Building Line on the side yard of a corner lot.

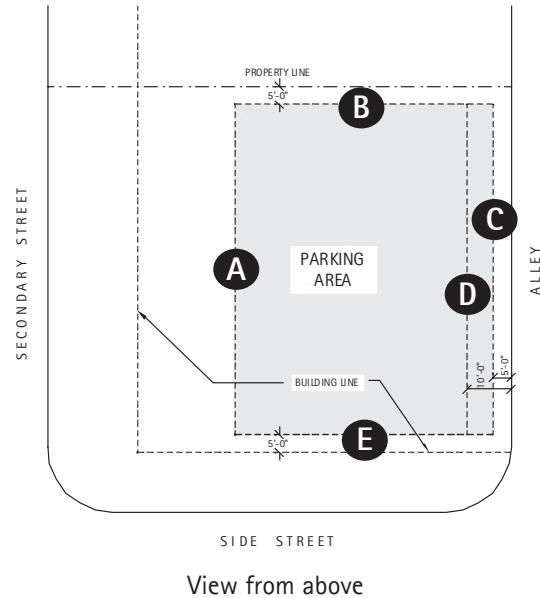
3.7.5.1 Standards for Underground Parking

Underground parking must meet the building setbacks for the front and side yards at ground level specified in 3.7.3 and the parking placement standards for the rear yard specified in 3.7.5.

3.7.6 Access

- 3.7.6.1 Curb cuts are allowed on Secondary Street Frontages but must be spaced at least 85 feet apart.
- 3.7.6.2 Curb cuts and access drives shall be shared where feasible, and adjacent commercial surface parking lots must be connected.

Figure 3.44: Surface Parking Placement



- 3.7.6.3 Curb cuts must be at least 25 feet from any intersecting street.

3.7.7 Use

Table 3.3 lists the land-use categories allowed along the Secondary Street Frontage. These categories are further defined in Article 6: Definitions. Article 2.2 describes the permitted location of specific uses.

3.7.9 Building Types

Building types allowed on the Secondary Street shall be Retail/Office, Mixed-Use, Condominium/Apartment as defined in Article 4: Design Standards.

3.7.8 Conditional Uses

Any retail, office, or service use greater than 5,000 square feet shall require a conditional use permit.

Table 3.3: Allowed Uses

Secondary Street			
RESIDENTIAL		SERVICE	
Single-family Attached	N	Finance, Insurance & Real Estate	P
Townhouse/Rowhouse	CU	Personal	P
Apartment	P	Medical & Professional	P
Condominium	P	Business	P
Bed & Breakfast, Guest House	CU	Specialty Schools	P
RETAIL		Child Care	P
General Merchandise	P	OTHER	
Apparel & Accessories	P	Cultural	P
Furniture, Home Furnishings & Equipment	P	Municipal	CU
Hardware, Building Materials	P	Recreational	P
Food	P	Drive-through facilities	N
Eating & Drinking Establishment	P	Auto Sales, Rental, Repair, Washing	N
Outdoor Dining	P	Public utilities	N
Carry-out Establishment	P	Warehousing & Distribution	N
Amusement Establishment	P	Assembly & Manufacturing	N
		Telecommunications Call Centers	N

P – Permitted
 N – Not Allowed
 CU – Conditional Use

3.8 Transition Street

3.8.1 Purpose + Intent

The Transition Street Frontage provides a residential zone that fits the Downtown character of its location and provides a transition to residential neighborhoods to the south and west.

3.8.2 Street/Sidewalk Standards

The Building Line in the Transition Street Corridor Frontage provides a larger sidewalk to allow for increased landscape and buffering across from established residential uses. The optimal right-of-way is 86 feet.

Figure 3.45: Transition Street - Building Line

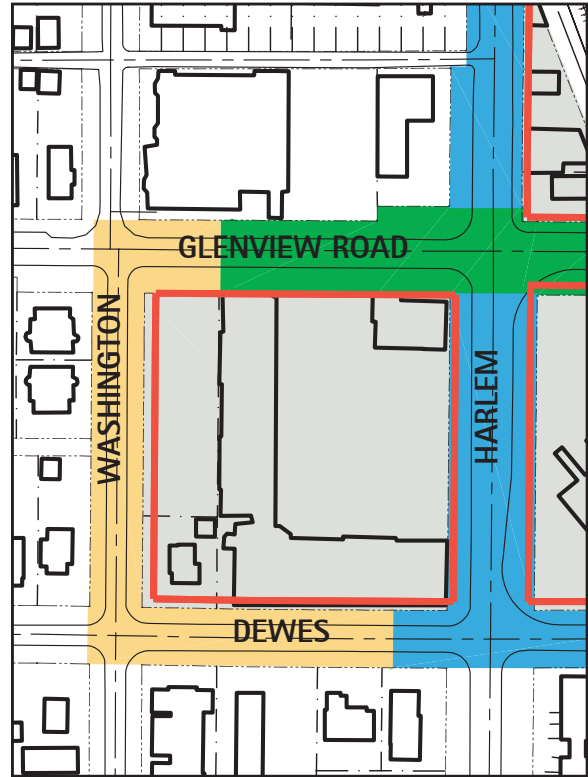
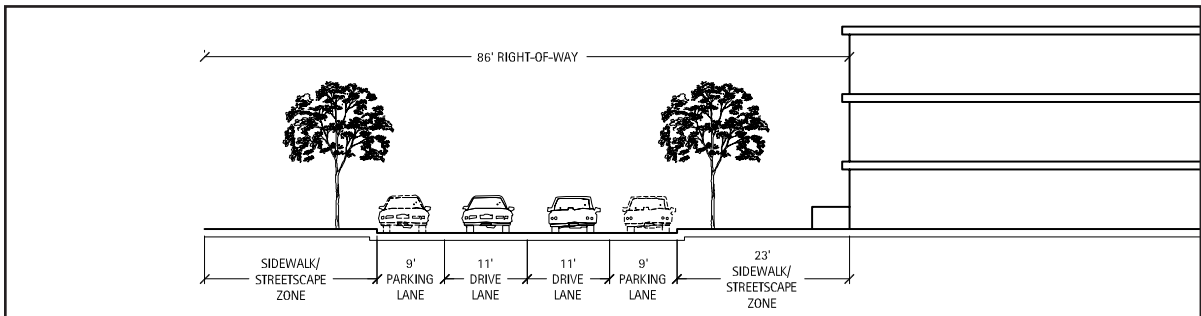


Figure 3.46: Transition Street - Optimal 86-foot Right-of-Way



3.8.3 Building Setbacks

- A** **Front yard:** Zero, build-to. At least 75% of the front façade shall be built to the Building Line.
- B** **Side yard, interior:** 10 feet minimum from a lot line or access driveway.
- C** **Side yard, corner lot on side street:** Zero, build-to.
- D** **Rear yard:** 10 feet minimum.

3.8.4 Parking Placement

Townhomes and rowhomes must have 2 indoor parking spaces per unit (within unit or in a garage). Minimum setbacks for any additional surface parking are:

- A** 25 feet from the front Building Line.
- B** 5 feet from the side street Building Line.
- C** 15 feet from an interior side yard lot line or access drive.
- D** 5 feet from the alley or rear lot line.

3.8.4.1 Standards for Underground Parking

Underground parking must meet the building setbacks for the front and side yards at ground level specified in 3.8.3 and the parking placement standards for the rear yard specified in 3.8.4.

Figure 3.47: Building Setbacks

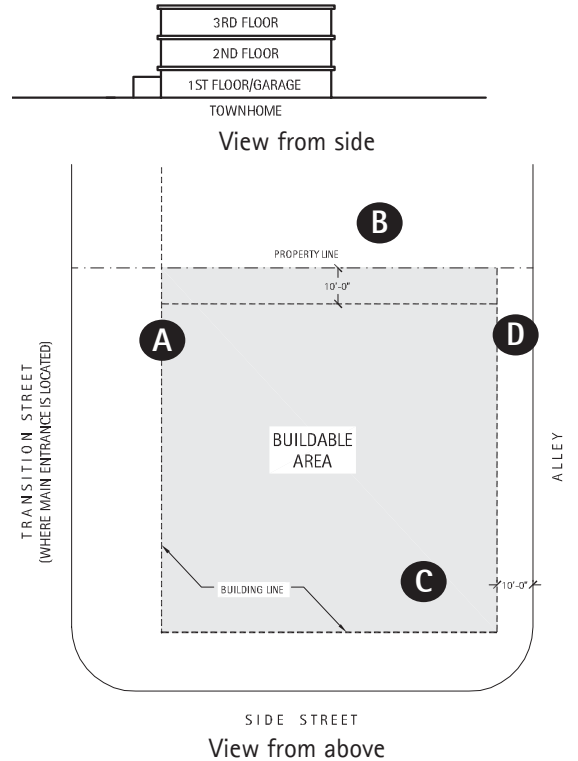
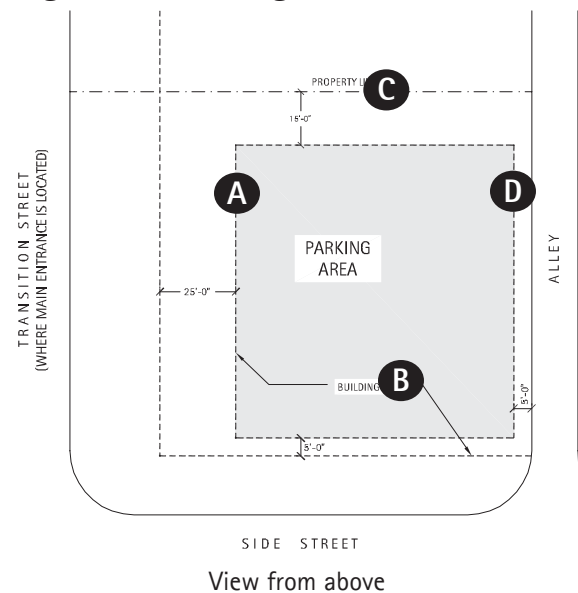


Figure 3.48: Parking Placement



3.8.5 Access

- 3.8.5.1 Curb cuts are allowed on Transition Street Frontages but must be spaced at least 85 feet apart.
- 3.8.5.2 Curb cuts and access drives shall be shared where feasible.
- 3.8.5.3 Curb cuts must be at least 25 feet from any intersecting street.
- 3.8.5.4 Parking and services shall be accessed from an alley or garage. Rowhomes and townhomes are not allowed on a lot without an alley.
- 3.8.5.5 Garages on corner lots shall face the alleys.

3.8.6 Use

Table 3.4 lists the land-use categories allowed along the Transition Street Frontages. These categories are further defined in **Article 6: Definitions**.

3.8.7 Building Types

Building types allowed on Transition Street shall be Townhomes and Rowhomes as defined in **Article 4: Design Standards**.

Table 3.4: Allowed Uses

Transition Street			
RESIDENTIAL		SERVICE	
Single-family attached	CU	Finance, Insurance & Real Estate	N
Townhouse/Rowhouse	P	Personal	N
Apartment	N	Medical & Professional	N
Condominium	N	Business	N
Bed & Breakfast, Guest House	CU	Specialty Schools	N
RETAIL		Child Care	N
General Merchandise	N	OTHER	
Apparel & Accessories	N	Cultural	N
Furniture, Home Furnishings & Equipment	N	Recreational	N
Hardware, Building Materials	N	Drive-through facilities	N
Food	N	Auto Sales, Rental, Repair, Washing	N
Eating & Drinking Establishment	N	Public utilities	N
Outdoor Dining	N	Warehousing & Distribution	N
Carry-out Establishment	N	Assembly & Manufacturing	N
Amusement Establishment	N	Telecommunications Call Centers	N

P – Permitted
 N – Not Allowed
 CU – Conditional Use

3.9 River Corridor

3.9.1 Purpose + Intent

In addition to a green edge along the West Fork of the North Branch of the Chicago River, the Downtown Revitalization Plan envisions a central open space framed by mixed-use buildings south of Glenview Road. The River Corridor Frontage requirements provide appropriate setbacks from the River to create an attractive, landscaped open space along its edge (see **Figures 3.49** and **3.50**).

3.9.2 Requirements

- 3.9.2.1 Buildings and parking must be at least 35 feet from the edge of the river, which is measured from the established high water elevations - in most cases the channel bank.
- 3.9.2.2 Property owners shall accommodate public access to the River through paths, plazas, gardens, or other forms of open space.
- 3.9.2.3 Natural landscaping should be provided within the 35-foot setback.
- 3.9.2.4 Developments at this location should comply with the standards for the street onto which they front and should also review the standards for the adjacent street frontage.



Figure 3.49: River Corridor - Building Line

3.9.2.5 If River Drive, south of Glenview Road, is vacated by the Village, buildings can be built to the River Corridor buffer, shown in **Figure 3.49**. However, developments should incorporate the central open space along the river envisioned in the Plan (see **Figure 3.50**).

3.9.2.6 If River Drive remains, which is not the preferred scenario, buildings should be built to the existing property lines along the drive.

Figure 3.50: Downtown Revitalization Plan - River Corridor Site

