Plan Commission Meeting – February 12, 2020
Agenda Item 3

Comprehensive Plan Update
Chapter: Route 60 Entrance Corridor and the Surrounding Area

Staff Memo

- *Current Chapter for the Corridor*
  - *Current Zoning Districts*
  - *Current Land Uses*

Revised Draft of Updated Chapter
(Blackline version is included to reflect changes.)

Revised Draft – Land Use Descriptions

Correspondence

THE CITY OF
LAKE FOREST
CHARTERED 1861

Memorandum

TO: **Chairman Kehr and Members of the Plan Commission**

FROM: Catherine Czerniak, Director of Community Development

DATE: February 12, 2020

RE: **Comprehensive Update – Phase 2**
Route 60 Entrance Corridor and Surrounding Area

At the Council's direction, an update to the City's Comprehensive Land Use Plan is underway. The Plan was last re-adopted in its entirety in 1998. Since that time, several updates have been made to the Comprehensive Plan including an update to the chapter relating to the Route 60 Entrance Corridor which was adopted in 2001. A copy of the 2001 document is attached to this memorandum for information. The complete Comprehensive Plan, as currently approved, is available on the City's website at:
https://www.cityoflakeforest.com/assets/1/28/COMPREHENSIVE PLAN1.pdf

An overall review of the Comprehensive Plan is now underway, chapter by chapter. Based on a recommendation from the Plan Commission, in October, 2019, the City Council approved an update to the chapter of the Comprehensive Plan that relates to the Waukegan Road/Settler's Square Business District and the surrounding area. Some early work on implementation on the recommendations in that chapter is underway.

The current review and update of the Comprehensive Plan continues the City's long tradition of careful long term planning.

Background

What is a Comprehensive Plan?

The Comprehensive Plan is the guiding document for the City with respect to land use and development and looks forward 20 years or more in an effort to establish a framework for important community decisions. The Comprehensive Plan is not zoning. The Comprehensive Plan does not mandate certain uses or establish requirements for individual developments. The Comprehensive Plan establishes a vision, identifies desired land uses for specific parcels or areas, and identifies opportunities and challenges.

Land use patterns are fundamental to decisions about infrastructure, parks, public facilities, how services are delivered and which capital projects are funded. In addition, a strong and forward thinking Comprehensive Plan supports the vitality of business and office districts, provides opportunities for a mix of housing types, recognizes local institutions and not for profit entities as important components of the community's fabric, protects property values, identifies opportunities for improved pedestrian and vehicle routes and more; all with the goal of preserving the community's distinctive character and quality of life through thoughtful growth and change. The Comprehensive Plan is intended to insure that decisions are based on careful deliberation and focused on the long term interest of the overall community, rather than on short term trends, pressure from developers, or special agendas.

The Update Process.
In accordance with the City Code, the Plan Commission is charged with conducting public hearings on updates to the Comprehensive Plan and forwarding recommendations to the City Council on the proposed updates. The process authorized by the City Council for the current update calls for a phased review, essentially chapter by chapter, or area by area. The intention is that toward the end of the process, all of the updated chapters will be integrated into a digitally accessible document.

In its final form, the updated Comprehensive Plan will begin with a reference and review of the previous Comprehensive Plan; what was achieved in which aspects the City may have followed a different path than was envisioned in the 1998 Comprehensive Plan. At the recommendation of the Plan Commission, the final Plan will open with an explanation of how the Comprehensive Plan is intended to be used by the City Council, Boards and Commissions and City staff to guide not only development related decisions, but also budgetary, infrastructure and broader policy decisions.

The update process offers numerous opportunities for public input and involvement through workshops, small group discussions and public forums in addition to formal public hearings before the Plan Commission. At the Council's direction, adhoc Working Groups are being formed early in the process for specific chapters of the plan. These groups to date have proved valuable in advising and guiding City staff and the City's consultants in the development of an initial draft update of each chapter. The draft update of each chapter is presented to the Plan Commission as a starting point for discussion and for further public comment.

Phase 2 – Route 60 Entrance Corridor and Surrounding Area
The Plan Commission heard an introductory presentation on this chapter at the December, 2019 meeting and continued the public hearing and discussion at the January, 2020 meeting.

Based on the Commission's discussion to date, a revised document is included in the Commission's packet. Please note that due to the number of changes made to the document since the last meeting, a blackline version is included reflecting the changes made. For ease of reading, a clean copy of the draft chapter is also included.

Responses to the Commission's discussions to date and to public comment are offered below.

- *Provide Information on Existing Conditions*

Maps illustrating existing zoning along Route 60 and summarizing existing land uses are attached to this memorandum for information. Again, the Comprehensive Plan is not zoning. The vision set out in the Plan offers a strong framework and may support future zone changes however, the Comprehensive Plan neither mandates a particular use on a site, nor prevents a property owner or developer from requesting approval of a use or a development plan that is not consistent with the land use designation or vision presented in the Plan. It is important to note that future development or redevelopment that is aligned with the Comprehensive Plan can reasonably be expected to move through the review and approval process in a more streamlined manner than a plan that is not aligned with the vision set out.

- *Why does the Comprehensive Plan not provide a detailed overview of existing conditions?*

The Comprehensive Plan is a forward looking document, one that is expected to provide direction over a 10 to 20 year period. Existing conditions are certainly reviewed as part of the update process however, information on existing conditions at the time the Plan is drafted could quickly become outdated.

The purpose of the Comprehensive Plan is to establish a vision, a desired future state.

- *Why is assisted living not identified as a preferred land use for the Route 60 Entrance Corridor?*

Throughout discussions of the Route 60 Entrance Corridor, the need to assure that Conway Park remains viable as a first class office park, an area that retains and attracts high quality businesses, has been emphasized. Conway Park is the only location in Lake Forest that provides the opportunity for large office buildings immediately adjacent to the Tollway. It was noted repeatedly during the discussions about this area to date that Conway Park is an important economic engine for Lake Forest.

Parcels within the Route 60 Entrance Corridor with proximity to the office park and high visibility from Route 60 are very limited. As a result, there are limited opportunities to provide the amenities needed to support the office park long

into the future. These parcels must be reserved for the uses that will add value to the office park and to the nearby residential areas.

Recently, the City engaged a consultant to review the availability and demand for assisted living, independent living and other types of continuing care facilities. After inventorying the existing facilities, older facilities and those more recently established, and taking into account pending new facilities in the region, the consultant advised the City that the market for these facilities is soft despite the fact that financing to build new appears to be available. Current supply appears adequate. There is no prohibition on these types of facilities in the City however, these facilities do not require sites with high visibility, at the entrance to the community. If the demand for additional assisted living or continuing care communities is demonstrated, alternate locations should be considered.

- *Amenities for Conway Park*

The vision that is set out in the proposed update identifies the need for amenities to support the office park. During the public input process to date, interest in restaurants, hotels, meeting space, small scale retail such those offering specialty foods, coffee shops, banks and even gas stations were identified. The Plan identifies Opportunity Area 3 as a primary location for amenities for the office park. The Plan also identifies the opportunity for outlots to be created if, due to changing transportation habits, expansive parking lots are not needed.

Within the office park, amenities such as meeting space or restaurants are desirable however, from a residential perspective residential development is more appropriately located outside of, but close to the office park. In recent discussions with Conway Park businesses, it was confirmed that residential uses within the park would not be compatible with the traffic at peak times, the need for security for corporate headquarters, or with employee activity throughout the day.

- *Sustainability*

The current Comprehensive Plan includes an Environmental Chapter. This will be updated during a later phase of the update process and ideally will provide a framework for community-wide sustainable policies and actions.

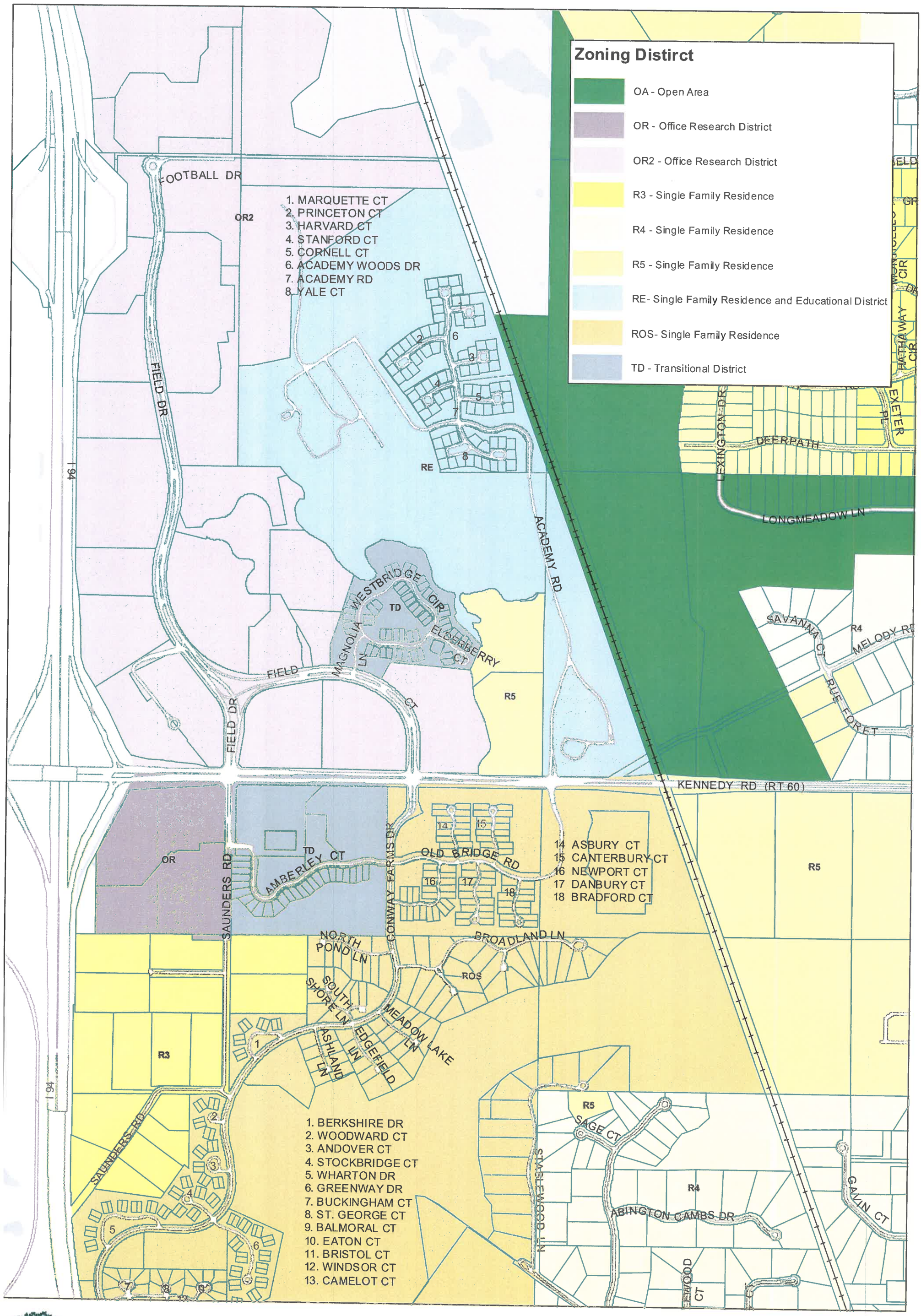
- *Why does the Route 60 Entrance Corridor Chapter envision a variety of uses?*

This area of the community is unique, distinctly different from the City's business districts. This area developed decades after other parts of the City. A mix of uses, along a major State road, is not unusual and importantly, the uses described in the vision for the area support one another and are intended to provide a variety of amenities necessary to support Conway Park long into the future. All indications are that suburban office parks, located far from housing,

restaurants and commercial uses, are no longer as appealing as they once were. The vision as proposed in the draft document looks forward and provides the opportunity for flexibility to allow the office park to respond to new trends and the changing demands of employers and employees.

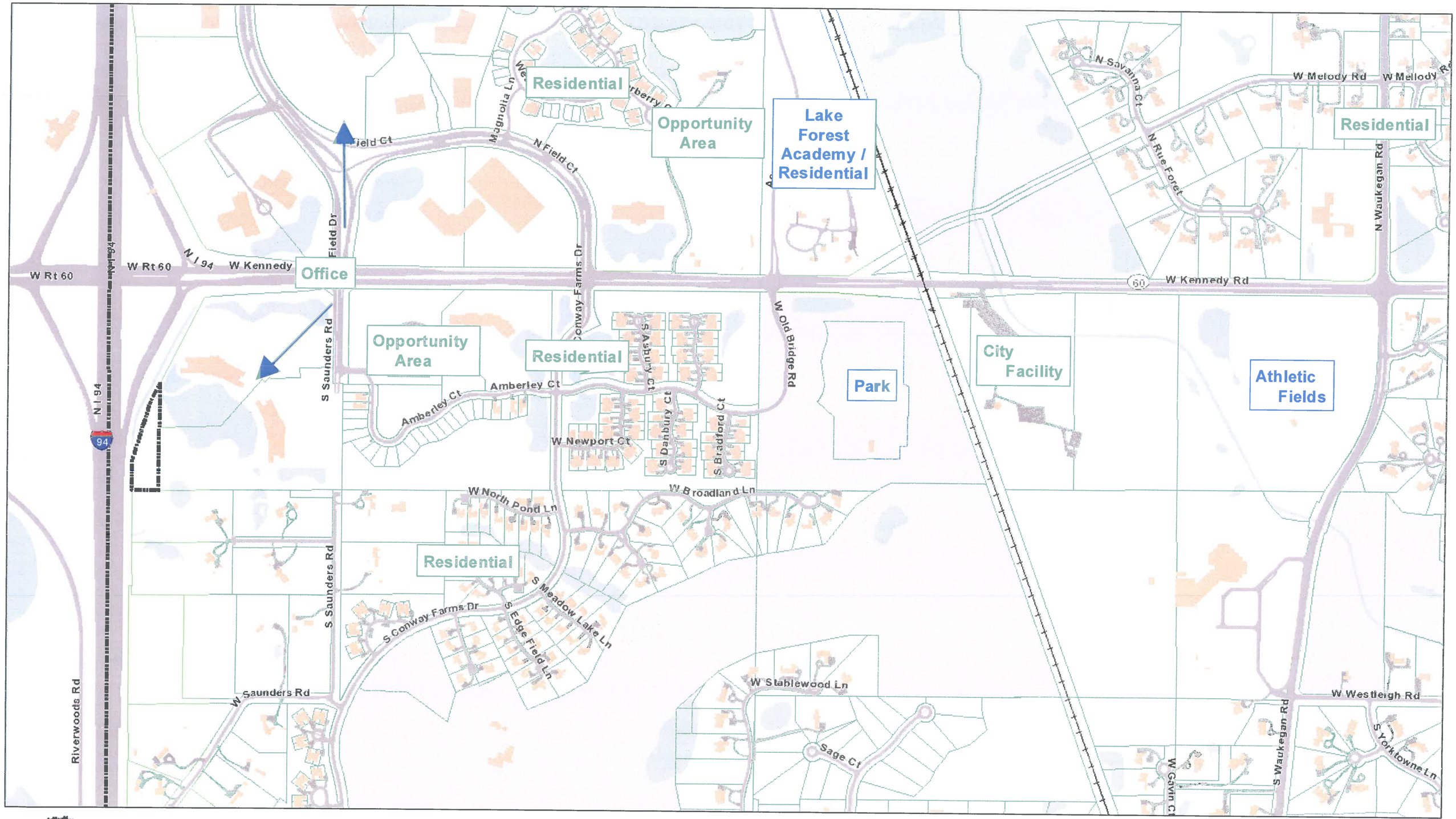
Staff Recommendation

Recommend approval of the update to the chapter of the Comprehensive Plan relating to the Route 60 Entrance Corridor.



Route 60 Entrance Corridor
Current Zoning Classifications

Draft Date: 2/7/2020

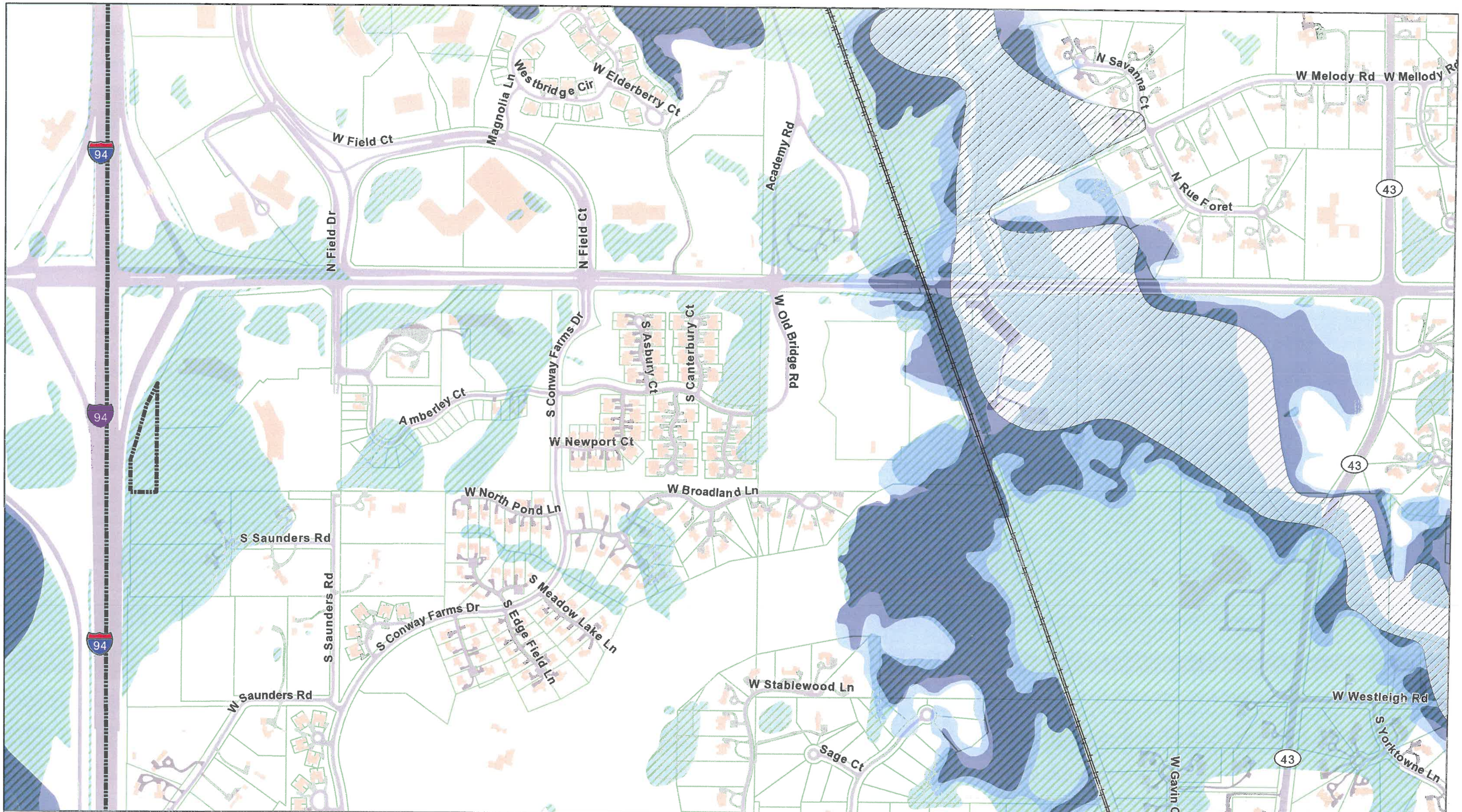


Route 60 Entrance Corridor
Current Land Use

THE CITY OF LAKE FOREST

GIS consortium

Draft Date: 2/7/2020



THE CITY OF LAKE FOREST
CHARTERED 1861

ROUTE 60 ENTRANCE CORRIDOR FLOODPLAIN AND WETLAND AREAS

0 625 1,250 2,500 Feet

GIS consortium

Draft Date: 12/17/2019

500 Year Flood

Floodway

100 Year Flood

Wetland

REVISED SINCE JANUARY MEETING

THE CITY OF
LAKE FOREST

Route 60 Entrance Corridor - A Vision for the Future

The Route 60 Entrance Corridor

The Route 60 Entrance Corridor extends from I-94 (the Illinois Tollway), to the railroad underpass located just to the east of Academy Drive. This area is the western entrance to the City of Lake Forest. Since the area was annexed into the City in the 1980's, it has developed with a mix of uses, most prominently, a first class office park, Conway Park.

East of the Entrance Corridor, Route 60, a multi-lane State thoroughfare, continues another mile to the east, to Route 41 facilitating access to locations throughout the City including Northwestern Lake Forest Hospital, the Waukegan Road Business District, Lake Forest High School West Campus, parks and athletic fields, residential neighborhoods and the Central Business District.

The Vision

A vibrant Corridor welcoming people into the City of Lake Forest from the west. The Corridor is a hub of activity with a unique mix of uses; a world class corporate office park, hospitality and commercial development, Lake Forest Academy a private high school which attracts students from around the globe, a variety of housing types including units that provide opportunities for those who work in the area to live nearby, parks and preserved open space, pedestrian and bicycle paths to and through the area, a City services facility and the headquarters for a nationally known sports team. The character of the Corridor is identifiable as Lake Forest with landscape dominant streetscapes, well designed buildings, quality maintenance, open spaces and attention to detail.

The signature development in the Entrance Corridor is Conway Park, a first-class corporate office park along wtih the office buildings on the south side of Route 60. These offices are home to nationally recognized pharma, packaging, insurance and other businesses. Conway Park is a vitally important economic engine for the City and is of critical importance to the City's tax base. The Route 60 Entrance Corridor, Conway Park and the surrounding area remains attractive to existing and new businesses, organizations, and institutions long into the future.

Land uses within the Corridor offer amenities to corporate executives, employees, residents, visitors and those just passing through assuring the vitality

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and marketability of the office park long into the future. Well-designed restaurants, hotels, small-scale retail and service businesses are visible at the gateway to the community, well-screened from nearby residential development and consistent with the character found throughout Lake Forest. A diversity of housing products are available in areas near the office park, to the south and east, to meet the needs of young professionals, employees of the office park and other nearby businesses and institutions, empty nesters and families of various types and individuals of all ages.

The Corridor is active with walkers and bikers, employees, residents and visitors during the week and on weekends. Open spaces and landscaped setbacks integrate well with the higher density uses in the Corridor creating a complementary balance, one that is uniquely Lake Forest. In limited areas, the setbacks are reduced to provide for visibility of commercial uses which support and serve as amenities to the office park, residents in the area and people from the larger region.

Bicycle and pedestrian paths and trails are facilitate movement within the Corridor and linkages connect with the nearby regional trail system, nearby neighborhoods and parks, the Metra train station and the Waukegan Road Business District integrating the Corridor into the larger community.

The vision is that long into the future, the Route 60 Entrance Corridor is welcoming, distinctive and uniquely Lake Forest.

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Strategies to Get There

Land Use

1. **Ensure that Conway Park remains a first-class office park; a globally competitive location for top-tier businesses, organizations and institutions.**
   a. Provide a mix of amenities such as: restaurants, hotels, a specialty inn, conference center, business center, specialty retail, an event venue, research/educational centers, day care, a mix of residential options particularly those designed to attract employees of the office park and other nearby employers, open space, gathering areas and pedestrian connections.
   b. Encourage restaurants of various types; casual and higher end, at various price points, full-service, coffee shops, take out, cafes and catering businesses.
   c. Identify small-scale retail and service businesses that are needed to meet the daily needs of employees and residents in the area; businesses that provide a unique, high-quality experience.

d. Explore, support and encourage transportation options including transit connections with the train stations, bus shelters, accommodations for ride sharing, and trails for bicycles and pedestrians.
e. Enact flexible parking standards in response to changes in the use of individual vehicles over time and consider areas that may no longer be needed for parking as opportunities to bring amenities into the area to support the offices.
f. Update signage standards to provide for visibility of hospitality and commercial uses, easy identification of buildings and to facilitate wayfinding while remaining true to good design principles and the character of the community.
g. On an ongoing basis, make decisions and take actions to ensure that the economic value and property tax base of Conway Park is preserved and enhanced.

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2. **Identify opportunity areas, areas with development or redevelopment potential, and establish clear direction on development expectations and preferences.**
   a. Identify preferred and permitted uses for each opportunity area considering compatibility and synergy with adjacent uses and with uses in the larger area with a focus on the long term economic health and vitality of Conway Office Park and the surrounding office uses, and the Entrance Corridor as a whole.
   b. Ensure that new retail and business uses complement businesses in the Central Business District and the Waukegan Road Business District.
   c. Incorporate development parameters and performance standards into the Zoning Code to provide direction on design aspects including, but not limited to: relationships of buildings to the streetscape, setbacks, transition/buffer areas between different uses, ingress/egress, tree preservation, sustainable elements, and building form/orientation/height.
   d. Streamline processes for preferred uses and site plans and architectural designs that fully meet established development and design standards.
   e. Consider incentives in various forms to achieve and support preferred uses.

3. **Plan for a range of housing types in the Corridor designed consistent with the quality and character of Lake Forest.**
   a. Encourage residential housing types that appeal to a range of buyers and renters, in particular, encourage housing products that appeal to employees working in the area reducing commute times and traffic congestion.
   b. Encourage flexible housing products that can be adapted over time to meet the needs of empty-nesters, young families, seniors, young and mid-career professionals, recent transfers to the area and short-term employees or residents.
   c. Discourage age-restricted housing at highly visible sites that provide the opportunity, in the short term or long term, to meet the need for commercial development and housing to support the Conway Park recognizing that such opportunities are very limited in the Corridor.
   d. Consider the Route 60 Corridor as an "entry point" for future long-term residents by providing housing options that allow people to experience Lake Forest and as a result, decide to make Lake Forest their long term home.
   e. Promote residential development including moderate and high end multi-family housing to enhance the vitality of the Corridor and its attractiveness to new office park tenants, restaurants and small scale retail uses.
   f. Locate housing with easy access to restaurants, retail and service businesses in the area.

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4. **Provide opportunities for destination uses.**
   a. Consider properly scaled destination uses such as a performing arts center, museum, conference center, event venue, recreation facilities and unique open spaces if private funding or alternate funding is available for construction and to support ongoing operations and maintenance.

Entrance Gateway

5. **Establish the Route 60 Entrance Corridor as the west gateway to the City of Lake Forest.**
   a. Consider elements that create a sense of place, a sense of arrival at or near the intersection of Route 60, Field Drive and Saunders Road.
   b. Consider entrance elements of an appropriate scale recognizing the width of Route 60 and traffic speeds.
   c. Consider entrance elements that are in keeping with the character and quality of Lake Forest in an effort to more fully integrate the Route 60 Entrance Corridor into the larger community. Recall some of the most treasured and recognized features of the City at the gateway entrance. Avoid out of scale and contrived features.
   d. Consider design features as part of any new development at the west entrance to Lake Forest including one or more of the following: well-designed architectural elements, signage, open space, ponds, groupings of trees, landscaping and other appropriate features. Recognize the importance of first impressions for those entering Lake Forest.
   e. Maintain established setbacks except in opportunity areas where commercial uses are identified as preferred uses and development is proposed consistent with established development parameters. Reduce setbacks for commercial developments that incorporate quality architecture and landscaping into a well-designed site plan, offer a mix of restaurants, retail or hospitality uses and provide public amenities such as active or passive open space, gathering areas and pedestrian pathways including connections to off site locations.
   f. Recognize that reducing the setbacks is a necessary tradeoff to achieve preferred commercial uses and amenities in the limited areas available at the west end of the Entrance Corridor and in exchange, require well developed site plans and high quality development.
   g. Maintain an appropriate transition from corporate office and commercial uses at the west end of the Corridor, to moderate density residential and ultimately to single family residential and open space as the Corridor extends to the east. Consider the use of landscape buffers, berms, building orientation, open space and tree preservation areas to provide appropriate transitions between uses to minimize the impacts of noise, light, activity and traffic on adjacent residential uses.

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h. Encourage activity in and near the gateway by offering amenities that enhance Conway Park and the surrounding neighborhoods including walking/bicycle paths, connections to and through the Corridor, gathering spaces, open spaces, events and programming.
i. Establish high standards for design, materials, functionality and sustainability for all elements within the gateway area.
j. Extend the median in Route 60 to the east to unify and enhance the area with sensitivity to impacts on traffic flows.

Transportation – Vehicles, Pedestrians, Bicycles

6. **Create a connected network of new and existing multi-use paths.**
   a. Complete the "missing link" from Academy Drive to the Tollway bridge to the west to provide pedestrian and bicycle connections to established and planned local and regional pathways.
   b. Plan for connections from Route 60 to areas to the south and southeast and from Townline Park to the east.
   c. Provide amenities along pedestrian and bicycle paths; drinking fountains, natural features, benches, public art, resting places and other amenities.
   d. Locate paths a safe distance from roadways to provide a comfortable and pleasant experience for users while also allowing for visibility of activity along the Corridor bringing it alive.

7. **Improve pedestrian/bicycle crossings, increase visibility, pedestrian/bicyclists comfort, enhance safety and provide easy access to amenities in the area.**
   a. Work with IDOT to explore opportunities to improve visibility and the safety of pedestrian crossings and ideally, to create a more comfortable pedestrian crossing experience.
   b. Consider bridges or underpasses to provide connections across Route 60 (north/south) and across the railroad tracks from Townline Park to the east.
   c. Design traffic calming measures to prevent excessive speeds beyond the posted speed limit including enhancing and extending the median, maintaining visually interesting landscaping along the streetscape, and implementing safety improvements at intersections for all users.

8. **Plan for the separation of traffic related to office and commercial uses from adjacent residential neighborhoods and appropriate emergency access.**
   a. Encourage termination of Amberley Court with a cul-de-sac or other feature to prevent commercial cut-through traffic on residential streets while respecting the preserved open space.
   b. The City should facilitate discussions with appropriate parties to secure a secondary, emergency-only access for residential neighborhoods, Lake Forest Academy and Conway Park.

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9. **Enhance mobility, through balanced land use development, transportation improvements and increased transit options.**
   a. Plan for roadway, intersection and signal improvements that balance the benefits of interconnected streets without increasing cut-through traffic in residential areas.
   b. Update parking requirements to encourage use of alternative modes of transportation and the use of sustainable practices, methods and materials.
   c. Support efforts to expand transit options including efficient bus shuttles, bus shelters, bus pull off areas and improved train service including schedule changes and express trains.

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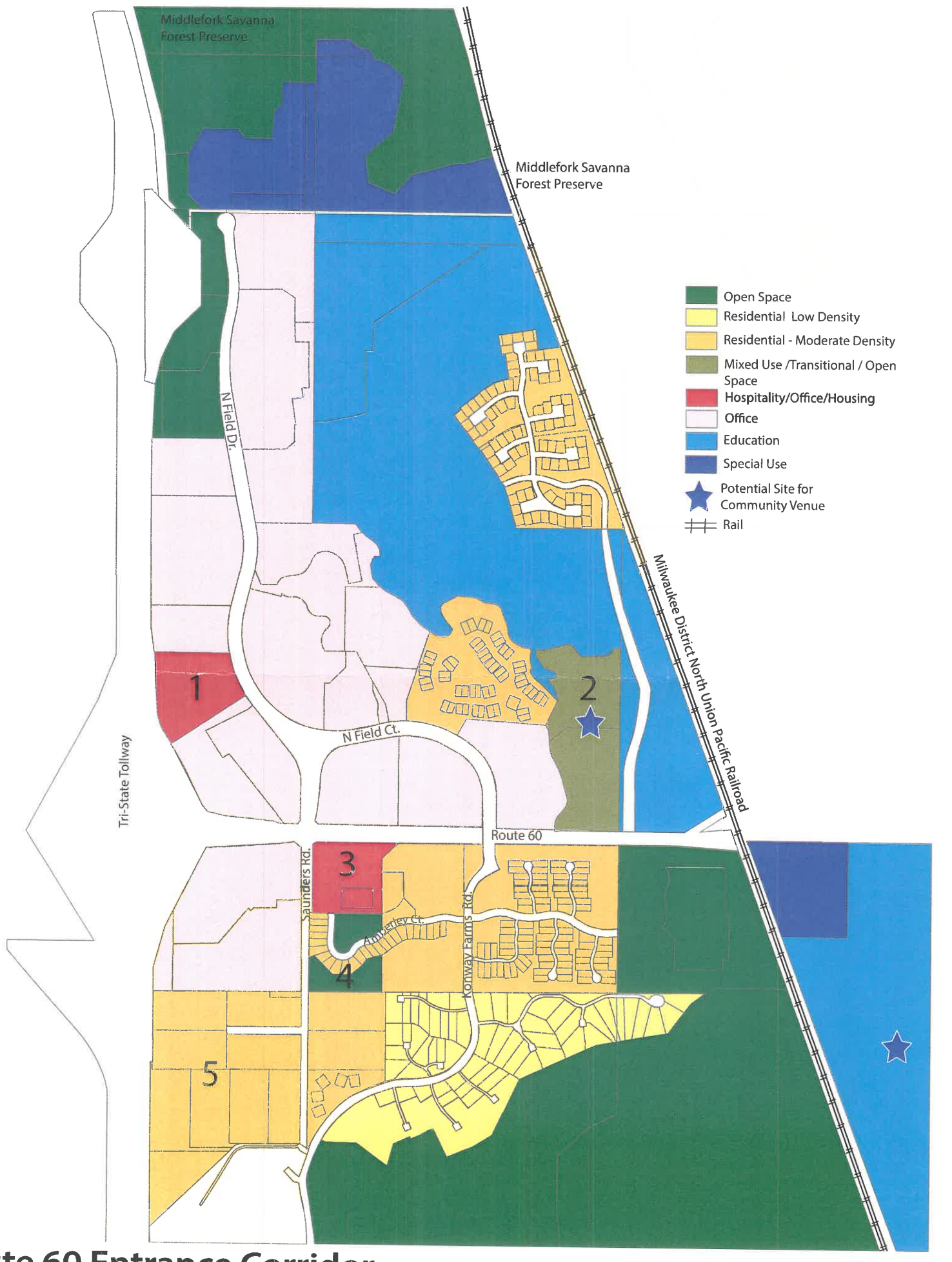

Route 60 Entrance Corridor Land-Use Designations Opportunity Areas

11/5/2019

REVISED SINCE JANUARY MEETING – REFLECTING CHANGES

THE CITY OF LAKE FOREST

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East of the Entrance Corridor, Route 60, a multi-lane State thoroughfare, continues another mile to the east, to Route 41 facilitating access to locations throughout the City including Northwestern Lake Forest Hospital, the Waukegan Road Business District, Lake Forest High School West Campus, parks and athletic fields, residential neighborhoods and the Central Business District.

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recognized pharma, packaging, insurance and other businesses. Conway Park is a vitally important economic engine for the City and is of critical importance to the City's tax base. ~~Assuring that t~~The Route 60 Entrance Corridor, ~~and~~ Conway Park and the surrounding area remains attractive to existing and new businesses, organizations, and institutions long into the future., ~~is of critical importance to the City's tax base.~~

Land uses within the Corridor ~~are those that~~ offer amenities to corporate executives, employees, residents, visitors and those just passing through assuring~~;~~ ~~increasing~~ the vitality and marketability of the office park long into the future. Well-designed restaurants, hotels, small-scale retail and service businesses are visible at the gateway to the community, well-screened from nearby residential development and consistent with the character found throughout Lake Forest. A diversity of housing products are available in areas near the office park, to the south and east, to meet the needs of young professionals, ~~including~~ employees of the office park and other nearby businesses and institutions, empty nesters and families of various types and individuals of all ages.

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   e. Consider incentives in various forms to achieve and support preferred uses.

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   c. Discourage age-restricted housing at highly visible sites that provide the opportunity, in the short term or long~~er~~ term, to meet the need for commercial development and housing to support the ~~office park~~Conway Park recognizing that such opportunities are very limited in the Corridor.
   d. Consider the Route 60 Corridor as an "entry point" for future long-term residents by providing housing options that allow people to experience Lake Forest and as a result, decide to make Lake Forest their ~~stay~~ long term home.
   e. Promote residential development including moderate and high end multi-family housing to enhance the vitality of the Corridor and ~~the~~ its attractiveness to new office park tenants, restaurants and small scale retail uses.

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f. Locate housing with easy access to restaurants, retail and service businesses in the area.

4. **Provide opportunities for destination uses.**
   a. Consider properly scaled destination uses such as a performing arts center, museum, conference center, event venue, recreation facilities and -unique open spaces if private funding or alternate funding is available for construction and to support ongoing operations and maintenance.

Entrance Gateway

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   c. Consider entrance elements that are in keeping with the character and quality of Lake Forest in an effort to more fully integrate the Route 60 Entrance Corridor into the larger community. Recall some of the most treasured and recognized features of the City at the gateway entrance. Avoid out of scale ~~or~~and contrived features.
   d. Consider design features as part of any new development at the west entrance to Lake Forest including one or more of the following: well-designed architectural elements, signage, open space, ponds, ~~preservation~~groupings of trees, landscaping and other appropriate features. Recognize the importance of first impressions for those entering Lake Forest.
   e. Maintain established setbacks except in opportunity areas where commercial uses are identified as preferred uses and development is proposed consistent with established development parameters. Reduce setbacks for commercial developments that incorporate quality architecture and landscaping into a well-designed site plan, offer ~~that feature~~ a mix of restaurants, retail or hospitality uses and provide public amenities such as active or passive open space, gathering areas and pedestrian pathways including connections to off site locations.
   f. Recognize that reducing the setbacks is a necessary tradeoff to achieve preferred commercial uses and amenities in the limited areas available at the west end of the Entrance Corridor and in exchange, require well developed site plans and high quality development.
   g. Maintain an appropriate transition from corporate office and commercial uses at the west end of the Corridor, to moderate density residential and ultimately to single family residential and open space as the Corridor extends to the east. Consider the use of landscape buffers, berms,

building orientation, open space and tree preservation areas to provide appropriate transitions between uses to minimize the impacts of noise, light, activity and traffic ~~from commercial uses~~ on adjacent residential uses.

h. Encourage activity in and near the gateway by offering amenities that enhance Conway Park and the surrounding neighborhoods including walking/bicycle paths, connections to and through the Corridor, gathering spaces, open spaces, events and programming.
i. Establish high standards for design, materials, functionality and sustainability for all elements within the gateway area.
j. Extend the median in Route 60 to the east to unify and enhance the area with sensitivity to impacts on traffic flows.

Transportation – Vehicles, Pedestrians, Bicycles

6. Create a connected network of new and existing multi-use paths.

a. Complete the "missing link" from Academy Drive to the Tollway bridge to the west to provide pedestrian and bicycle connections to established and planned local and regional pathways.
b. Plan for connections from Route 60 to areas to the south and southeast and from Townline Park to the east.
c. Provide amenities along pedestrian and bicycle paths; drinking fountains, natural features, benches, public art, resting places and other amenities.
d. Locate paths a safe distance from roadways to provide a comfortable and pleasant experience for users while also allowing for visibility of activity along the Corridor bringing it alive.

7. Improve pedestrian/bicycle crossings, increase visibility, pedestrian/bicyclists comfort, enhance safety and provide easy access to amenities in the area.

a. Work with IDOT to explore opportunities to improve visibility and the safety of pedestrian crossings and ideally, to create a more comfortable pedestrian crossing experience.
b. Consider bridges or underpasses to provide connections across Route 60 (north/south) and across the railroad tracks from Townline Park to the east.
c. Design traffic calming measures to prevent excessive speeds beyond the posted speed limit including enhancing and extending the median, maintaining visually interesting landscaping along the streetscape, and implementing safety improvements at intersections for all users.

8. Plan for the separation of traffic related to office and commercial uses from adjacent residential neighborhoods and appropriate emergency access.

a. Encourage termination of Amberley Court with a cul-de-sac or other feature to prevent commercial cut-through traffic on residential streets while respecting the preserved open space.

b. The City should facilitate discussions with appropriate parties to secure a ~~Provide for~~ secondary, emergency-only access for residential neighborhoods, Lake Forest Academy and Conway Park.

9. **Enhance mobility, through balanced land use development, transportation improvements and increased transit options.**
   a. Plan for roadway, intersection and signal improvements that balance the benefits of interconnected streets without increasing cut-through traffic in residential areas.
   b. Update parking requirements to encourage use of alternative modes of transportation and the use of sustainable practices, methods and materials.
   c. Support efforts to expand transit options including efficient bus shuttles, bus shelters, bus pull off areas and improved train service including schedule changes and express trains.

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Route 60 Entrance Corridor
Land Use Designation Descriptions and Opportunity Areas

Land Use Designation Descriptions

Office

Primary uses in this area include Corporate, single user and multi-tenant office campuses.

- Multi-story office buildings of varying sizes and amenity buildings and uses to support the offices and employees are appropriate including hotels, conference centers, research and educational facilities.
- Creation of a hub of similar business types is encouraged along with diversity in businesses.
- On site parking is provided for each office building however, opportunities for shared parking and reduced parking capacity should be explored as transportation modes evolve. Green approaches to parking lots are encouraged.
- If parking demands decrease in the future, the opportunity for developing small areas of existing parking lots with a limited number of outbuildings or building additions to support restaurants or other support services should be considered.
- Sites should be enhanced with high quality, sustainable landscaping and outdoor areas for employees.
- Lighting and signage throughout the office park should facilitate way finding while limiting off site impacts, visual clutter and commercialization of the office park.

Hospitality/Office/Small Scale Retail and Service Businesses/Housing

Uses in these areas are intended to support and enhance the office park by providing needed and desired amenities and housing options that will be attractive to employees. In addition, uses in these areas are intended to provide goods, services, specialty foods and dining options for residents in the area, the larger community, and to draw people into the community from ~~surrounding areas~~the broader region. Uses in these areas are intended to support weekday as well as weekend activities.

- Hotels and restaurants of varying types are a high priority in these areas.
- Small scale retail, specialty food and service businesses, conference centers, event venues and research and training centers are appropriate.
- Residential options for professionals and employees working in Conway Park and other nearby locations should be provided. Housing units should be designed to fill gaps in the City's housing market including moderate and high-end apartments and should not be age-restricted.

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- Development in these areas is intended to provide options for people to live, work, eat, shop and recreate in the area, without the need to commute long distances.
- These areas are intended to be integrated and synergistic with other uses in the Entrance Corridor and the surrounding areas.

Residential – Moderate Density

These areas are located in between office and commercial uses and nearby single family neighborhoods. They are also located along higher speed roadways and as a result, offer the opportunity for moderate density housing developments. Some moderate density neighborhoods in and around the Route 60 Entrance Corridor are well established while a limited number of other parcels offer the opportunity for additional development. A variety of housing types are appropriate, both ownership and rentals, at various price points. Development concepts should preserve natural resources, open space and provide high quality architectural design. Moderate density residential should support the housing needs of Lake Forest residents, people who work in Lake Forest, and newcomers to the area with the target groups ranging from young professionals and families, to empty-nesters and seniors. Appropriate housing types in these areas include:

- Attached single-family homes, townhomes and row homes.
- Multifamily buildings including condominiums and apartments.

Residential – Low Density

Several low density residential neighborhoods, comprised of single family detached, clustered and attached housing, are well established along the Entrance Corridor, on interior parcels, away from the Route 60 thoroughfare. Some opportunities exist for additional developments of this type. Site design should strive to protect and preserve natural resources, wooded areas and wetlands and offer active and passive open space. Architectural design should be consistent with the City's established design guidelines with high quality detailing and materials. Various single-family options should be offered to respond to the changing housing market. Homes with different layouts, of varying sizes and desired amenities should be offered to meet a range of housing needs and to attract younger households to Lake Forest and to meet the needs and desires of empty nesters wanting to stay or move into the community. Appropriate low density housing types include:

- Clustered housing to preserve common open space
- Mid-size to larger single-family lots
- Estate homes

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Mixed Use/Transitional/Open Space
This is an opportunity area. Consideration should be given to maximizing the open space and preserving the most significant natural areas by planning for the future of the area as a whole. Access is a challenge for this area. If funding and interest exists, this area presents an interesting opportunity for a destination use, a use that would fulfill a currently unmet community need or interest. Transitional residential or office uses are also appropriate in this area once appropriate access to the area is available. Uses in this area should appropriately bridge the different densities to the east and west. Appropriate uses include:

- Open space/natural areas.
- Transitional residential at appropriate densities and with safe access.
- Extension of office use from Conway Park, on a smaller scale, and oriented to the Route 60 frontage.
- Community destination uses or other unique uses determined to be of benefit to the community.

Education
This area is appropriate for and developed with an academic campus with facilities serving students of varying ages. Academic buildings, athletic fields and facilities, student and faculty housing, administrative offices, outdoor gathering areas and open space are all appropriate in these areas. Cooperation and collaboration between the academic campuses and surrounding business districts, office uses and residential neighborhoods is expected. Close integration of the academic campuses with the overall community is valued, educational institutions are at the heart Lake Forest. Opportunities for incorporating or expanding community use of the campuses should be continually explored including opportunities to partner in various ways to support music, the arts, other cultural activities, conference and activity space.

Special Uses
Uses in these areas are unique and differ in character and in the types of facilities and activities associated with more standard use types. These areas are developed for the most part with only limited opportunity for expansion or development with additional uses. These areas are located in, or adjacent to sensitive natural areas; wetlands, woodlands and flood plain. Significant portions of these areas are publicly owned land. These areas are somewhat isolated from other uses given the unique activities that take place, the facilities needed to support the uses and the need for security. Appropriate uses include:

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- Municipal facilities: administrative office buildings, fleet yards, maintenance facilities, public works support service areas and parking.
- Single user, private sports facilities and associated administrative offices, fields, practice facilities, conference rooms, media support areas, parking and exhibition and private event facilities.

Open Space

Throughout Lake Forest, the preservation of Open Space is a high priority and in some respects, sets the community apart from other communities. In the Route 60 Entrance Corridor, open spaces are plentiful and serve varying purposes; significant natural resources are preserved and both passive and active open spaces are offered. The open spaces in this area include properties in public and private ownership. The academic campuses, office park and residential developments all incorporate some level of open spaces. The open spaces support stormwater management in the area. Amenities are encouraged and should be tailored to each unique open space area and may include trails, gathering areas, water stations, picnic tables, parking, links to surrounding development and regional trails, way finding and informational signage,

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Opportunity Areas

Opportunity Area 1

This area is located in Conway Park, one of the few undeveloped parcels. Construction of a hotel is underway on a portion of the site realizing a long time goal to have one or more hotels in or near Conway Park. The potential exists for a second hotel, a restaurant and shared conference space in this area. ~~in the office park was always envisioned.~~ This site, with good visibility from the Tollway, is well suited to offer these types of amenities to the office park alone or in combination with an office building.

Opportunity Area 2

This area presents opportunity and challenges. The area has frontage on both the Lake Forest Academy owned lakes and Route 60 and abuts various uses; office, moderate density residential, low density residential and an educational campus. Visibility of the area and access to public rights-of-way is limited in part due to the long, narrow configuration of the area and the surrounding uses.

Planning for the future of this area in a comprehensive manner should be a high priority. Access and extension of services to the area are a challenge and will require cooperation and creativity. To the extent possible, the City should play a role in facilitating discussion among various parties.

The area could accommodate a signature destination use, if private funding becomes available, or a well-designed residential product, small scale office use or an amenity to support the office park. All uses should incorporate significant open space and protect valuable natural resources. ~~Access and extension of services to the area are a challenge and will require cooperation and creativity.~~

Opportunity Area 3

This area offers the single greatest opportunity to incorporate a destination commercial use into the Route 60 Entrance Corridor. The area has high visibility and its location adjacent to the office park and at the base of the off ramp from the Tollway is unparalleled. This area offers a unique opportunity to provide uses that over the long term will support and enhance the corporate office park, which is a vital economic engine for the City. Establishing and maintaining a buffer ~~from~~ between new uses in this area and~~from~~ the adjacent residential development will be key while also providing access to goods, services and experiences "close to home" for residents in the area.

Consideration should be given to establishing a buffer along the east boundary of this area at the front end, or in advance of development of the site in cooperation with the adjacent multi-family residential development. Roads should be configured and reconfigured as necessary to separate commercial traffic from adjacent residential neighborhoods.

The area presents the opportunity to create a well-designed landmark at the entrance to the City whether through all new construction to support a mix of one or more uses; hospitality, commercial and employee targeted housing, or through some combination of adaptive reuse of the existing historic residence and new construction. Uses that require high visibility and support the office park should be given priority for this one of a kind site. This area presents the sole opportunity to locate hospitality, restaurant and small scale retail in the Entrance Corridor.

Opportunity Area 4

This area offers development opportunities for uses that do not require high visibility along the Route 60 Entrance Corridor. Residential uses of various types, at moderate densities, are appropriate for this area. Sensitivity to natural resources, incorporation of open spaces and retaining or creating a buffer from the adjacent Tollway should all be priorities.

Opportunity Area 5

This area, currently planned for detached, single family homes, may merit further study in the future. The area may support increased residential density in the future or alternate housing types including, but not limited to, attached single

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family homes, townhomes or row homes. Compatibility with the adjacent single family residential to the east is important.

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Current Comprehensive Plan Chapter

Route 60 Entrance Corridor

Adopted June 4, 2001

THE CITY OF
LAKE FOREST
CHARTERED 1861

CITY OF LAKE FOREST

Comprehensive Plan Amendment -- Route 60 Sub-Area

Approved by the Lake Forest City Council – June 4, 2001

INTRODUCTION

In July 2000, the City of Lake Forest initiated a comprehensive planning process to address the future development of the Route 60 Sub-Area, located on the west side of the City. This sub-area is bounded by:

- **North:** north edge of Conway Park
- **South:** all properties along south side of Route 60
- **West:** Tri-State Tollway (Interstate 94)
- **East:** Metra/Amtrak/Freight Tracks east of Tollway.

This amendment reflects locations for desired land uses and development ideas based on extensive input from the Plan Commission, City Council, property owners, and developers as well as from meetings and workshops with local businesses and the community. The recommendations highlight a variety of short-term and long-range opportunities to:

- *enhance the unique characteristics of the Sub-Area;*
- *preserve open space;*
- *develop cultural, recreational, and park facilities;*
- *decrease development density and mitigate future traffic demands;*
- *incorporate the Sub-Area into the larger physical and cultural setting of Lake Forest.*

LAND USE PLAN GOAL

Improve the Route 60 Sub-Area's land use mix, physical conditions, and overall quality of life by controlling development.

LAND USE PLAN OBJECTIVES

LAND USE:

- Reduce development density, increase open space, and designate land for short-term and long-range public uses.

- Link land uses using bike and pedestrian paths, open spaces and streets.

HOUSING PRODUCTS:

- Encourage development of a range of housing product types on sites designated in the Land Use Plan for residential development. Recognize that some housing products have less impact on infrastructure and public services, and effectively preserve open space.

- Encourage housing products that have limited availability in the City such as townhomes, row houses, duplexes, attached villas, and condominiums. As an alternative, single-family homes may be developed if designed in a manner that achieves the objectives of this Sub Area plan.

TRAFFIC & ACCESS:

- Minimize future traffic volumes.

- Improve traffic access and circulation, with particular attention paid to providing for circulation within and between the properties without requiring travel on Route 60.

- Leverage and build upon City efforts to address area traffic management, especially the Lake Forest Tollway oasis development concept and the need to expand the Route 60/Tollway interchange bridge. Lake Forest does not support the widening of Route 60 east of the Tollway, except as necessary in conjunction with the widening of the bridge.

- Provide for vehicular, bicycle and pedestrian access to and through the area such that existing and new residential neighborhoods are integrated.

AREA ENHANCEMENT:

- Enhance Route 60 as the western gateway into Lake Forest.
- Enhance Conway Park as a world-class corporate park.
- Enhance and preserve significant tree stands, wetlands, and water views.

GENERAL RECOMMENDATIONS

ROUTE 60 FRONTAGE:

Continue improving the frontage along both sides of the roadway (150 feet north/south of right-of-way) with landscaping, and other design features to create a greenway/gateway setting.

The landscaped greenway/gateway should extend along Route 60 from the Tollway to Waukegan Road. A comprehensive plan for this area shall be developed and all future development shall landscape their front 150 feet in accordance with said plan.

SUB-AREA TRAIL/PATH SYSTEM:

Establish a Sub-Area hiking/biking trail system that connects all properties within the study area and surrounding open space.

The system should have an east/west link across the tracks and a north/south link across Route 60, and include all existing sidewalk systems.

TRANSIT ACCESS:

Improve transit access for local employees and residents to reduce auto trips in the Sub-Area. The City's Transportation Committee's efforts to reduce traffic congestion should continue to be supported.

While a new Metra station within the Sub-Area does not appear feasible at this time, there may be long-range potential for such a facility as the greater Route 60 area continues to develop.

SITE RECOMMENDATIONS

The following are land use and development recommendations for each undeveloped site within the Route 60 study area that evolved from the planning process. The recommendations are long-range planning considerations that may or may not be consistent with existing zoning and annexation agreements.

Refer to the attached Land Use Plan for the location and context of each site.

SITE 1. (SWANSON-MILLER) Residential

Site should be annexed into the City based on a development plan which is consistent with the following uses:

- Moderate density low-rise residential with a range of housing product types that preserves significant tree stands, preserves the site's overall wooded character, and links to the future residential neighborhood to the east.

- Adaptive reuse of the Miller estate house.

- Professional office space intended for users in need of smaller spaces may also be considered if part of an acceptable plan for the full development of the site. Limited ancillary retail space within any professional office development is acceptable as a mixed component of the site. Any non-residential uses may only be located on the west edge of the site. Only Saunders Road can be used for access for non-residential uses.

SITE 2. (CONWAY FARMS) Public Use or Residential

Site should be developed with one or more of the following uses:

- Public use, developed publicly and/or privately, to meet future community recreation, open space, and athletic needs. If needed, the site should also be considered for the cultural/conference uses recommended for Sites 4, 5 and 6. The City should consider acquiring all or part of this parcel and/or entering into a public/ private partnership to ensure the property is developed consistent with the above noted uses.

  Development of the site with public uses should preserve the large tree stand in the center of the parcel and link to the future residential neighborhood to the west via streets and trails. Public uses should be developed in a low-density campus setting with wide setbacks and large open areas around buildings that preserve the natural and scenic qualities of the site.

- Low to moderate density residential with a range of product types, that preserves the significant tree stand in the center of the parcel and contains both vehicular and pedestrian links to the future residential neighborhood to the west and existing neighborhood to the south.

SITE 3A. (LAKE FOREST ACADEMY) Residential

Site should be developed with single-family homes or townhomes as allowed under the annexation agreement with Lake Forest Academy. If the site is not developed with residential, it should remain as open space.

SITE 3B. (LAKE FOREST ACADEMY) Institutional

Site should be developed with academic or administrative buildings related to the operation of the Academy and not with corporate office/research buildings. If the site is not developed with Lake Forest Academy academic or administrative buildings, it should remain as open space.

SITES 4 & 5. (BUKER & MESSERVEY) **Civic Use or Residential**

The two sites should be developed jointly, either for civic or residential use. Development could be private or a joint public/private for certain non-residential uses. Any development should be low density with wide setbacks and large open areas that preserve the natural and scenic integrity of the sites. Development of this site should preserve significant tree stands as well as preserve public access *to* and views of the adjacent water features. If sites 3A, 4 and 5 are developed for residential, they should be done so as to create a united residential neighborhood.

If developed for civic use, development might include, but not be limited to, one or more of the following:

- open space
- performing arts center (i.e. theater and music groups)
- community center
- community educational facility
- cultural/museum facility
- outdoor performing space
- special gardens (i.e. sculpture and reading gardens)
- moderate-sized conference center with shared meeting rooms for community/businesses
- small hotel/inn
- day care facility
- athletic/recreation/park uses

The combined properties could also be developed with moderate density residential with a range of price points and product types. Any residential development must provide for main access from Academy Drive, with a planned link to a possible future entrance to residential development on Site 3A across Academy Drive to the east.

SITE 6. (FITZMORRIS) **Public Use**

Site should be developed privately or in a joint public/private partnership for civic use that might include one or more of the following uses, developed in a low-density campus setting with wide setbacks and large open areas around buildings that preserve the natural and scenic integrity of the site:

- open space
- performing arts center (i.e. theater and music groups)
- community center
- community educational facility
- cultural/museum facility
- outdoor performing space
- special gardens (i.e. sculpture and reading gardens)
- moderate-sized conference center with shared meeting rooms for community/businesses
- small hotel/inn
- day care facility
- athletic/recreation/park uses

SITE 7 & 8. (FIELD & ABBOTT) Corporate

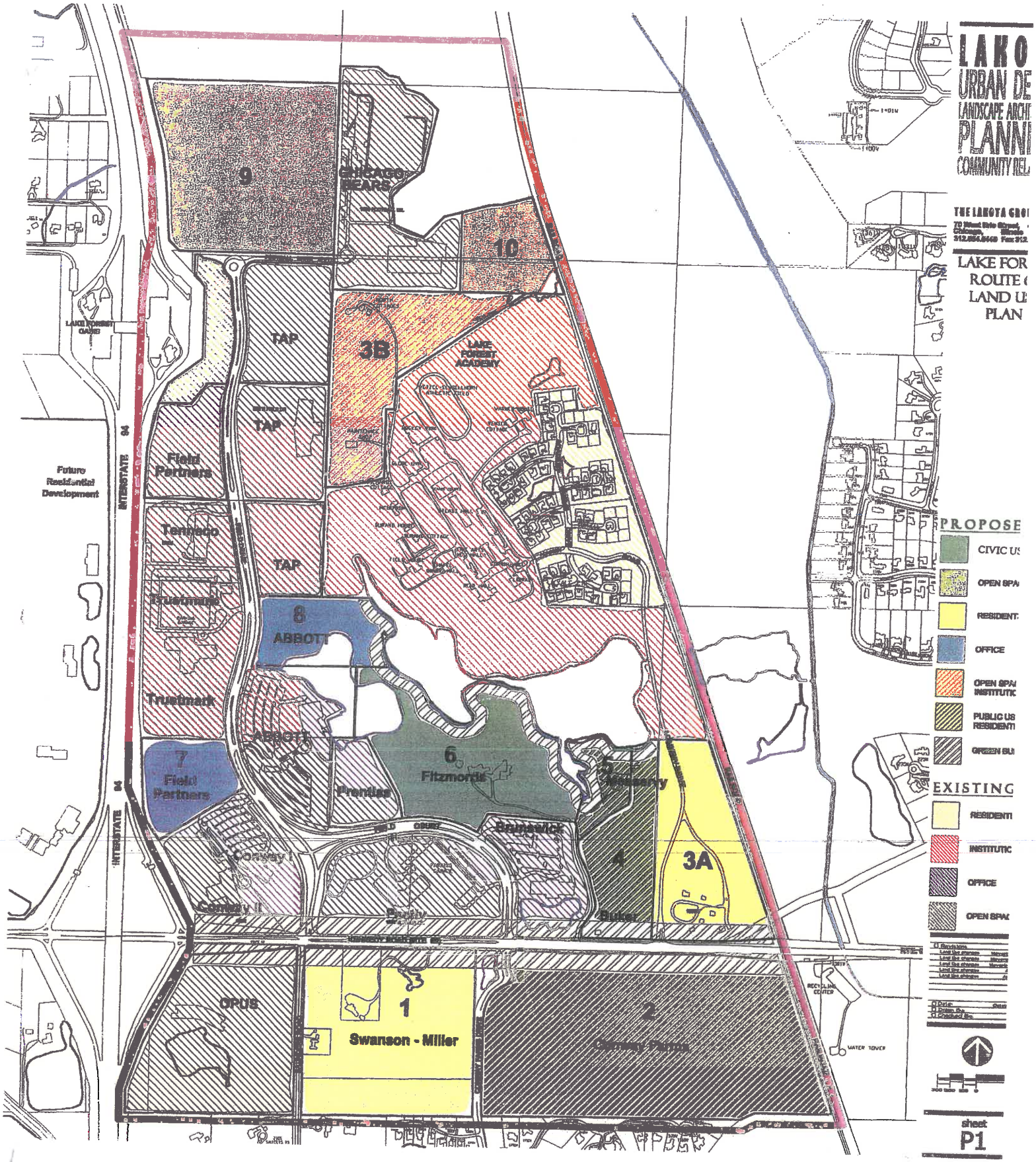
Sites should be developed with corporate uses, possibly including a small hotel/inn, conference center, and/or day care center. Site 8, the Abbott site, should be planned to include a 100-foot public access setback along the lake and an east/west public access path of not less than 25 feet for a path/trail connection to Field Drive.

SITE 9. (DALITCH) Open Space

Site should be preserved as open space.

SITE 10. (CHICAGO BEARS East Parcel) Open Space

Site should be preserved as open space.



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