



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 Entrance Corridor is adjacent to environmentally sensitive areas particularly to the east and north where expansive areas of open land is preserved in perpetuity as part of the Middlefork Savannah. Some areas within the Corridor are also environmentally sensitive and important to the larger ecosystem as reflected on the Land Characteristics map.

As development of the Corridor began in earnest in the late 1980's, detention ponds were created to accommodate stormwater consistent with regulations in effect at the time of development. Wetlands are located in some areas of the Corridor, some are preserved as part of developments that have already received approval and other areas will need to be carefully considered as future development proposals come forward.

The Vision

The Route 60 Entrance Corridor is vibrant, 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 of a national sports team. The character of the Corridor is identifiable as Lake Forest with landscape dominant

streetscapes, well designed buildings, quality maintenance, preserved open spaces and attention to detail.

The signature development in the Entrance Corridor is Conway Park, a first-class corporate office park and 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 adding diversity to the City's primarily residential tax base. The Route 60 Entrance Corridor, Conway Park and the surrounding area remains attractive to existing and new businesses, organizations, institutions and residents 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 and marketability of the office park going forward. 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. Preserved 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 facilitate movement within the Corridor and linkages connect with the nearby regional trail system, 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.

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 or additional open space into the area to support and enhance the office park.
- 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.

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 with 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. As proposals for new development or redevelopment are presented, require updated stormwater studies to be completed in accordance with applicable rules and regulations in effect at the time of application. Require stormwater management facilities as needed to properly mitigate negative impacts on existing development and to avoid over taxing existing stormwater facilities including existing detention ponds and pipes. (Refer to the stormwater management strategies in section XXX of this Comprehensive Plan.)
 - e. Streamline processes for preferred uses when site plans and architectural designs are presented that fully meet established development and design standards.
 - f. 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; sites that provide the opportunity, in the short term or long term, to meet the need for commercial development and housing to support tConway 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.

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 natural 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. Require 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. Require a combination of landscape buffers, berms, preserved open space and tree preservation areas; and give careful attention to building orientation and the location of parking, delivery and trash areas to assure buffering and protection of residential areas from offices and institutional 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, preserved natural areas, 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.

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
(Refer to Map)

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 and stormwater management are encouraged. (Refer to the Environmental Sustainability Chapter of this Comprehensive Plan.)
- 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, or green space 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 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.
- 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 plans 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.
- Multi-family 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

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 located at the north end of the site 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/preservation of natural areas.
- Transitional residential at appropriate densities and with safe access.
- Extension of office use from Conway Park, on a smaller scale, or small scale retail uses 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 preserved open space are all appropriate in these areas. Significant wetlands are located on the northern portion of this area limiting development opportunities and requiring careful consideration as improvements are planned in the surrounding area. Cooperation and collaboration between the academic campus and surrounding business districts, office uses and residential neighborhoods is expected. Close integration of the academic campus with the overall community is valued, educational institutions are at the heart Lake Forest. Opportunities for incorporating or expanding community use of the campus 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 sensitive areas are publicly owned land, already preserved in perpetuity. 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:

- 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 campus, 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 preserved and protected open space, trails, gathering areas, water stations, picnic tables, parking, links to surrounding development and regional trails, way finding and informational signage,

Opportunity Areas

Opportunity Area 1

This area is one of the few undeveloped parcels remaining in Conway Park. 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 Opportunity Area. 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 opportunities and challenges. The area has frontage on the Lake Forest Academy owned lakes to the north and Route 60 to the south. This area 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 located at the north end of the site.

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 makes this a valuable commercial site. 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 between commercial uses on this site and the adjacent residential development will be important to preserve and protect the desirability of the residential neighborhoods 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 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, avoiding “cut-through” traffic.

This 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 on 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, part of the Amberley Woods planned development, is approved for detached, single family homes, on small lots. The western portion of this area may merit further study in the future, if the currently approved development

proves not to be viable, to consider alternate uses while preserving and protecting the adjacent wetlands and the established residential area to the east. The area may be appropriate for increased residential density or alternate housing types including, but not limited to, attached single family homes, townhomes, row homes, multi-unit buildings, or other types of uses. Assuring compatibility with the adjacent single family residential development to the east and requiring adequate buffering will be important to provide a transition and offer a buffer between differing uses.

Opportunity Area 5

This area is located south of and away from Route 60 and 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. Significant wetlands are located in this area. Preservation of high quality wetlands and assuring proper stormwater management should be priorities in considering development in this area.

Route 60 Entrance Corridor Land Use Designations and Opportunity Areas

- Open Space
- Residential- Moderate Density
- Mixed Use/ Transitional/ Open Space
- Hospitality/ Office/ Retail/ Housing
- Office
- Education
- Special Use
- Study Area
- Rail
- Potential Site for Community Venue

1. MARQUETTE CT
2. PRINCETON CT
3. HARVARD CT
4. STANFORD CT
5. CORNELL CT
6. ACADEMY WOODS DR
7. ACADEMY RD
8. YALE CT

ACADEMY RD

1

2

FIELD DR

3

4

- 14 ASBURY CT
- 15 CANTERBURY CT
- 16 NEWPORT CT
- 17 DANBURY CT
- 18 BRADFORD CT

5

1. BERKSHIRE DR
2. WOODWARD CT
3. ANDOVER CT
4. STOCKBRIDGE CT
5. WHARTON DR
6. GREENWAY DR
7. BUCKINGHAM CT
8. ST. GEORGE CT
9. BALMORAL CT
10. EATON CT



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Route 60 Entrance Corridor Land Characteristics

As of 3-16-2020



Study Area



Rail



Environmentally Sensitive Areas

1. MARQUETTE CT
2. PRINCETON CT
3. HARVARD CT
4. STANFORD CT
5. CORNELL CT
6. ACADEMY WOODS DR
7. ACADEMY RD
8. YALE CT

14. ASSBURY CT
15. CANTERBURY CT
16. NEWPORT CT
17. DANBURY CT
18. BRADFORD CT

1. BERKSHIRE DR
2. WOODWARD CT
3. ANDOVER CT
4. STOCKBRIDGE CT
5. WHARTON DR
6. GREENWAY DR
7. BUCKINGHAM CT
8. ST. GEORGE CT
9. BALMORAL CT
10. EATON CT



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