



WILL COUNTY, ILLINOIS
LAND RESOURCE MANAGEMENT PLAN



Airport Environs Element

LRMP ELEMENTS

Policy Gateway

Forms & Concepts Handbook

Open Space Element

Airport Environs Element

Adopted: January 20, 2011

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To the citizens of the Will County, for all their support and hard work during this update process. – April 18, 2002

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With many "Thank you's" to all the residents of Will County who participated in this update.

Introduction

Several important related questions need to be addressed in planning for growth in the airport environs:

- What are the primary type of developments and uses that can be expected?
- What form or pattern will these uses take?
- How can the County and five villages best manage such development to realize the potential spin-off economic benefits of the new airport while maintaining a high quality of life in the area.

Airport-Related Uses

- 1) Office Employment and Hospitality Services
 - 2) Airport-Related Industrial/Distribution
 - 3) Work Force Higher Density Residential Development
 - 4) Gateway Corridors
 - 5) Agricultural
-

This **Element of the Plan** focuses on five primary types of uses **and** development patterns that, based on experience at other major U.S. airports, can be expected to emerge or continue in the airport environs within 10-20 years of the opening of the **Will County South Suburban** airport: 1) Office Employment and Hospitality Services; 2) Airport-Related Industrial/Distribution; 3) Work Force Higher Density Residential Development; 4) Gateway Corridors; and 5) Agricultural.

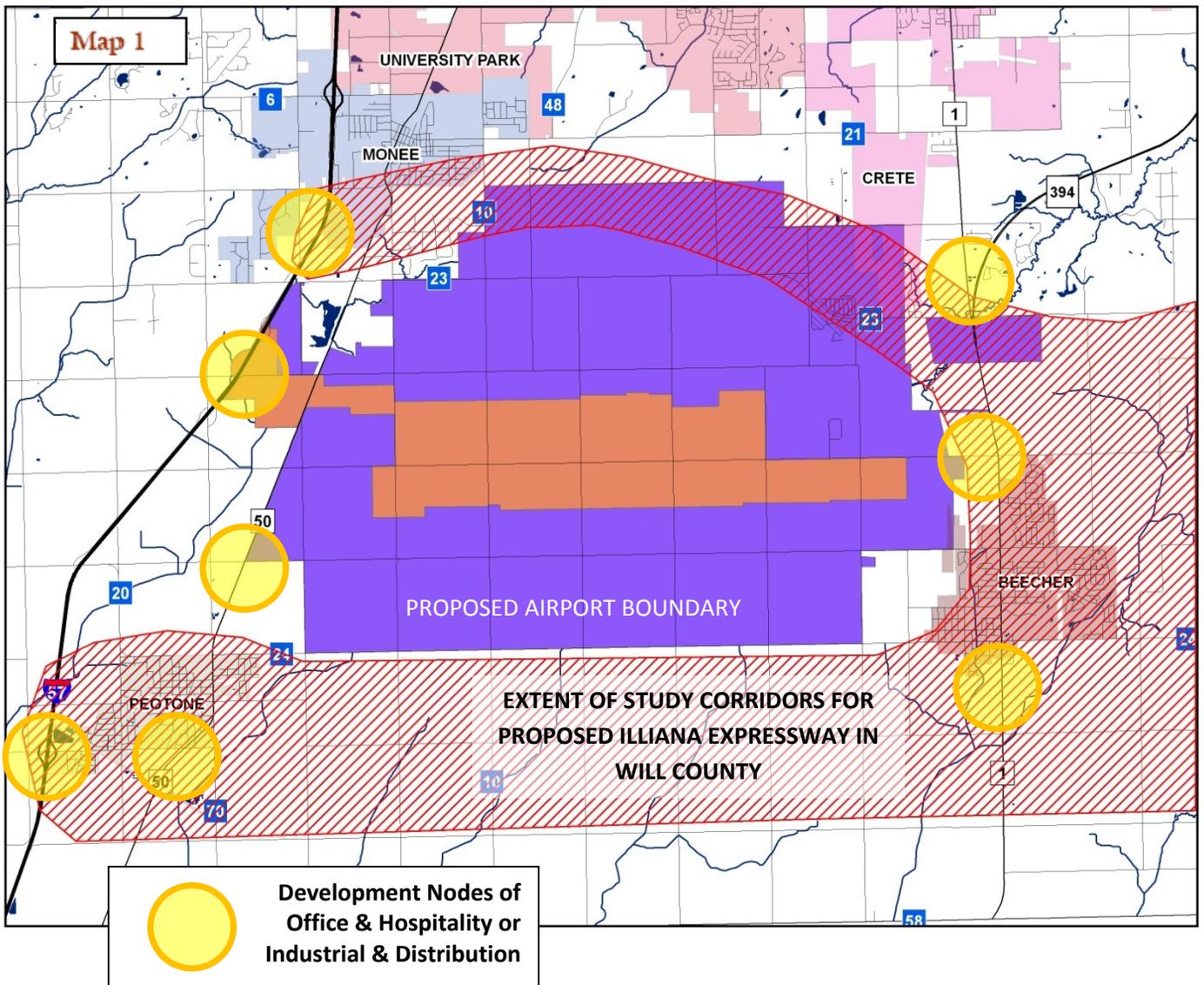
For each major category of use, a background section of **this Element** highlights key issues that should be considered by Will County and the five villages (Beecher, Crete, Monee, Peotone, and University Park) as they contemplate planning and development review in the airport environs. These include a discussion of specific uses that can be expected in each category, their locational needs, and an illustration of a preferred development patterns based on successful projects built around other major U.S. airports. Competing uses that need to be discouraged or avoided **are also identified**.

This is followed by suggested principles regarding the preferred location for these various types of uses, for addressing competing uses, and possible site development standards. These principles should be useful in preparing updates to the County and village land

use plans and development codes that will be necessary to address growth associated with the new airport.

Finally, a menu of potential development and design standards is offered for review. Many communities are using such standards to ensure high-quality commercial, industrial, and higher density residential development.

Map 1 below shows the likely location and general extent of office/hospitality and industrial distribution uses in the airport environs by 2030. It is based on experience at other airports and the projected demand.



Development Patterns

OFFICE EMPLOYMENT/HOSPITALITY SERVICES

High-Quality Campus-Style Office Development



BACKGROUND

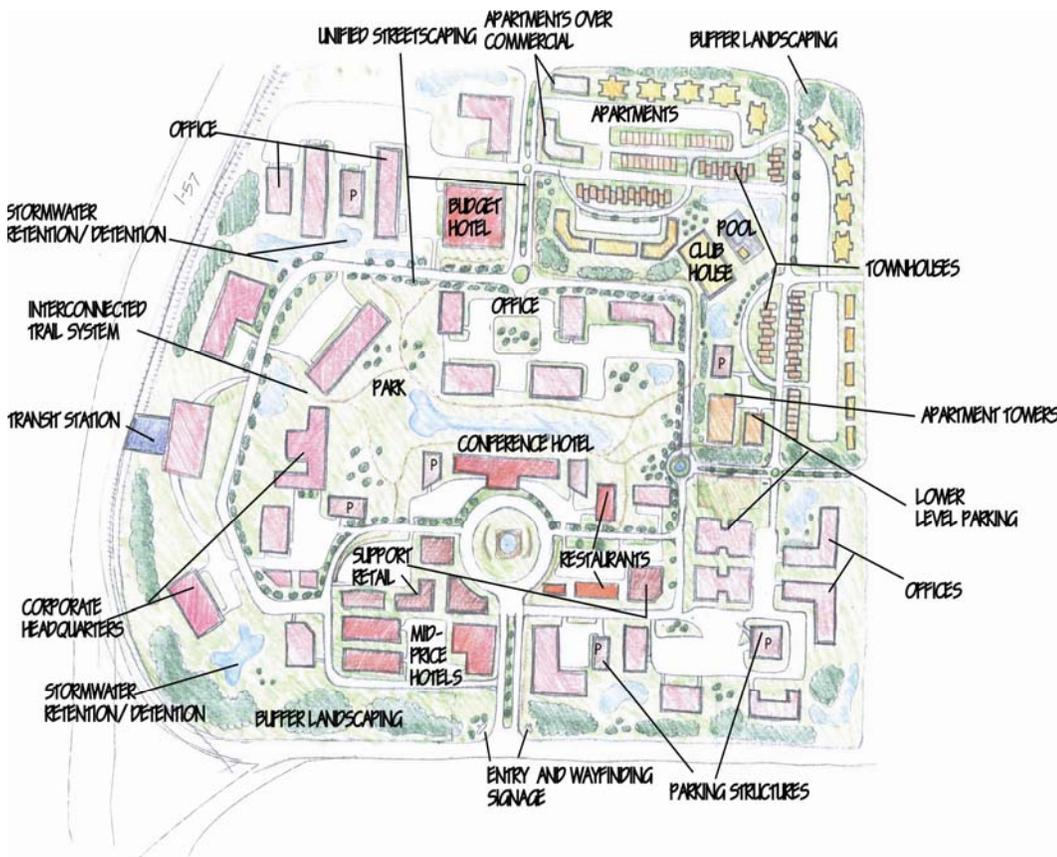
Experience at other major airports demonstrates that significant demand will materialize over time for high-quality office and headquarters facilities in the airport environs as well as hospitality-related businesses like hotels and restaurants. Firms that need or highly desire ready access to airports for their employees and customers (but do not need direct access to runways) typically include major financial institutions, non-profit organizations, corporate training centers, and major corporate headquarters. Sites within 5-30 minutes of the airport terminal are ideal. Similarly, proximity to the airport and good access are key locational criteria for the hospitality industry—the hotels, restaurants, and other services that cater to the air traveler. Figure 1 illustrates a

prototypical high quality airport-area business park located at an interstate highway interchange.

Based in CMAP employment projections and its analysis for Will County, Clarion estimates a demand for approximately 1,100 acres of office/hospitality development by 2030 in the immediate airport environs.

While these firms often look to locate in quality environments at high visibility locations on major interstate or state highways, they can also scatter around an airport in a haphazard

Figure 1: Typical Office Employment/Hospitality Services Location



Employment/Hospitality Uses



Employment generating uses and residential/hotels with accompanying restaurants and support retail should be integrated into a cohesive quality environment.

fashion. Currently, there are literally thousands of acres zoned for office/hospitality development in the five villages, far more than the 1,100 acres of demand projected by 2030. As experience around other airports clearly demonstrates, there are significant long-term advantages to targeting office and hospitality uses to planned business parks at major interchanges/ intersections, not spreading it out over the airport environs.

There are several sites within the Will County South Suburban Airport environs that fit these criteria for offices and hotels. They have significant potential for development over the first 10-20 years after the airport opens. Some of the most promising are circled on Map 1. These are in addition to existing office/hospitality sites in the villages, and further planning and study may identify others.

In addition to the issue of concentrating development of office employment and hospitality businesses, airport-area jurisdictions must also address potential competition for these key sites by less desirable uses that will also gravitate there because of easy access and visibility. These uses include car rental agencies/lots, long-term parking lots for travelers, affordable housing for some airport employees, convenience retail, and distribution/storage facilities associated with air cargo. While some of these competing uses are legitimate ones that will fulfill needs associated with the new airport, if built in the wrong place they can stunt the growth of uses that will produce greater revenue, attract more high-quality development, and generate better paying jobs in the long run.

The challenge facing the five villages and Will County is to take their planning to the next level and reserve these key sites for higher value uses. Moreover, they need to put in place development standards to ensure that poor quality development does not short-circuit opportunities for future growth of uses that will generate employment opportunities and increase tax revenues for local governments that will help provide services for residents in the area.

GUIDING DEVELOPMENT PRINCIPLES

- Reserve a limited number of key sites in the airport environs around major interstate interchanges and federal/state highway intersections for high-quality office and hospitality related use (See Map 1.).
- Desired uses in these locations include office complexes, headquarters, research/development parks, other employment intensive, non-industrial uses, hospitality (hotels, restaurants) and accessory uses in a campus-type environment.

Low-Image Uses



Low-image uses like parking lots and billboards should not be located in key locations.

- Some higher density residential development (townhomes, condominiums, and apartments) might be allowed to provide employee housing in business parks, but such development would have to be carefully integrated into the overall development plan for the site. Single-family residential development would be directed to land in or adjacent to the villages.
- Uses that should be discouraged in these prime locations at major intersections and interchanges include car rental facilities/lots, remote airport surface parking lots, convenience retail, and auto-service facilities. These uses should be focused on the airport site itself (See **Figure 3 on Page 11 as an example.**) or targeted for less visible locations that still have adequate access.
- Off-premise signage (billboards) should be banned altogether in the airport environs. They serve little real purpose while detracting from the character of the area.
- Major retail should not be encouraged at these prime interchanges and intersections. Such retail should be targeted to appropriately zoned land within the villages. Strip commercial along primary access routes should be prohibited as well.
- Development should take place within a comprehensively planned, integrated environment that features standards that ensure high-quality design and architecture, efficient pedestrian and vehicular circulation and access (including future mass transit planning), compatible signage and landscaping, and creative site planning. Stand-alone, isolated pods of commercial and residential development would not be allowed in the airport environs.
- Structured/decked parking is the preferred alternative over surface parking and development incentives provided to that end. Where structured parking is not feasible, surface parking should be designed to facilitate future redevelopment and conversion to structured parking.

AIRPORT-RELATED INDUSTRIAL/DISTRIBUTION PARK

BACKGROUND

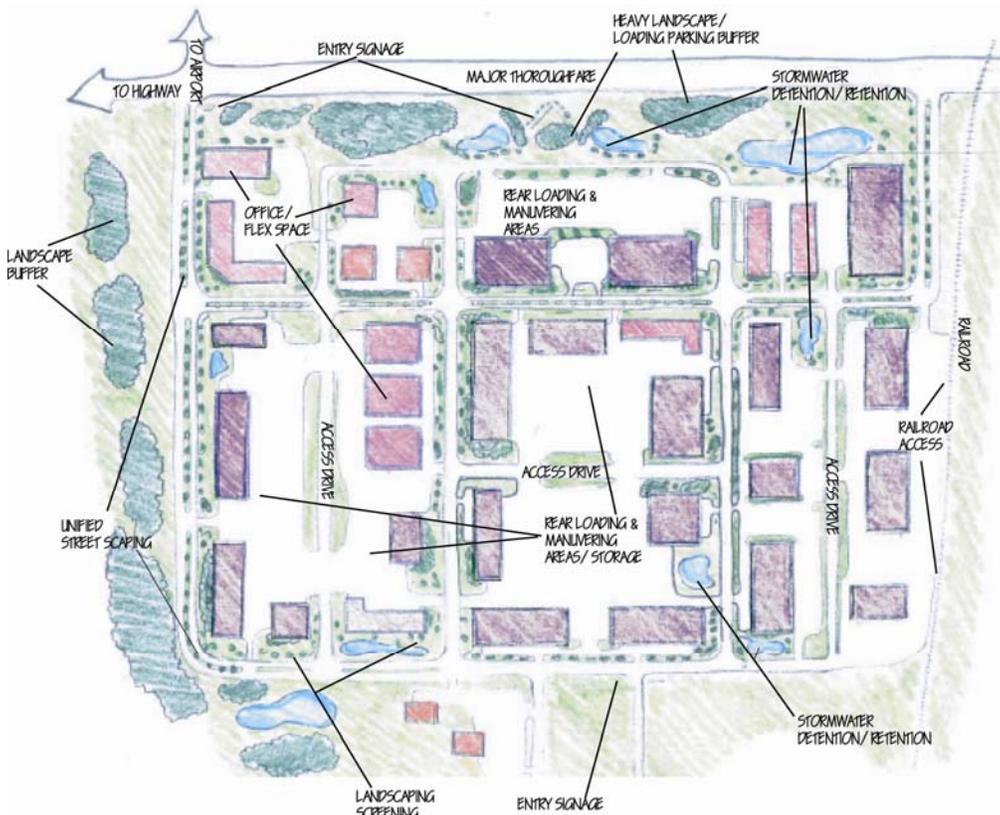
A variety of businesses directly related to aviation or that rely on air transport will be immediately attracted to sites on or very near to the new airport. These include aviation-related service businesses (equipment repair, catering, etc.), air cargo handlers, freight forwarders, warehouse/distribution firms, and similar enterprises. In its analysis for Will County Clarion Associates projects a need for about 400 acres of land for industrial/distribution uses by 2030.

For the most part, such businesses need a location with quick and convenient access to the airport as well as links to the regional highway system for transport of goods and machinery. However, they do not need high-visibility locations preferred by office and hospitality uses. (See Map 1 for potential new airport industrial/distribution locations.) If a well-planned industrial park with excellent access is available, these uses will tend to gravitate

there. Figure 2 depicts a modern airport-area industrial business/distribution park like those found around airports in Dallas and Denver.

The challenge is that such uses, in the absence of pre-planned industrial business parks, will tend to seek individual, stand-alone sites sprinkled throughout the airport environs. For example, if Beecher and Peotone did not have land planned and zoned for industrial development, industrial uses would likely spring up south of the airport along Route 1 which has reasonably direct access to Interstate-57.

Figure 2: Typical Industrial/Distribution Park





Isolated freestanding industrial development should be avoided.



Loading areas should be well screened from the public right-of-way, located to the rear of buildings and should provide ease of access.

This phenomenon is not limited to aviation-related uses—the existence of free-standing industrial development throughout Will County was addressed in the Will County Land Resources Management Plan. Such scattered-site development can have significant adverse cumulative impacts relating to traffic, storm water, ground water, noise, and odors. In the long-run, they may also hamper airport expansion and operations.

GUIDING DEVELOPMENT PRINCIPLES

- Identify preferred locations for airport industrial/distribution parks based on access to airport and regional highway system, compatibility with airport operations, and similar considerations. Target development to those locations. Commercial/industrial ground access to the airport will likely be separated from passenger traffic, suggesting the potential and need for an eastern access route.
- Discourage or prohibit scattered-site industrial and warehouse development in the airport environs by adopting effective zoning regulations.
- Industrial and warehouse developments should address key environmental impact issues (e.g., water pollution) and meet modern industrial development quality standards including landscaping, signage, screening, fencing, vehicular circulation, lighting, and similar considerations. Development sites should avoid productive agricultural areas.
- To the maximum extent feasible, industrial parks should be served by central water and sewer, not septic or community systems.

Appropriate Higher Density Work Force Housing



Condominiums over commercial



High-quality design and integration/connection with other uses will increase the sustainability and attractiveness of higher density work force housing.

WORK FORCE HIGHER DENSITY RESIDENTIAL DEVELOPMENT

BACKGROUND

A major new airport as envisioned in Will County can be expected to employ thousands of workers in the public and private sectors. While such jobs will materialize over time as the airport grows, there will be immediate demand for housing for airport workers. While there is a significant amount of single-family housing and land zoned for single-family development in the airport environs, the county and villages can expect early demand to mushroom for affordable housing. There will be a need for both multi- and single-family, in the moderate price range to serve airport employees—whose numbers we estimate will grow to around 3,000 by 2030.

While many airport-related jobs are high paying (e.g. for pilots and mechanics, for example), more are in the moderate income range of \$30,000 to \$50,000. Many of these employees will seek housing near their jobs.

While a significant part of this demand can and should be met within the boundaries of the five villages so that the new residents become part of those communities, the county and villages should also consider accommodating some of the demand for multi-family housing in or near the major employment centers that will spring up around the interstate interchanges as discussed above. By providing housing as part of these business parks, traffic and commuting can be reduced and can help build lively mixed-use centers near the airport. **In its analysis for Will County, Clarion estimates a demand for around 700 acres for multi-family housing by 2030.**

To be successful, these residential developments will have to be carefully planned and designed. Special attention will need to be paid to ensuring multi-family residential complexes do not become isolated pods, unconnected to the business park. Similarly, steps will need to be considered to avoid the development of “barracks-style” apartments that will quickly lose their value and appeal. Figure 1 (see p.3) shows how multi-family development can be integrated into the office employment/hospitality development.

GUIDING DEVELOPMENT PRINCIPLES

- Provide land near or in airport employment centers for affordable/multi-family housing. Choose sites carefully to avoid noise problems or interference with airport operational patterns—build in additional buffers that go beyond Federal Aviation Administration and state minimums.
- Do not select high-visibility and other prime commercial sites that are more valuable for business uses.
- Ensure high-quality, affordable housing developments through improved site planning and design standards. The standards should address site layout, building configuration, garage design and location, materials, massing, shape, and height; landscaping; signage; parking lot design/aesthetics; vehicular and pedestrian circulation; lighting, and similar issues.

Inappropriate, Poorly Designed Multi-family Housing



GATEWAY CORRIDORS

BACKGROUND

Entryways to major airports—which typically serve as regional gateways—more often than not become a disjointed clutter of strip commercial development because of a lack of coordinated land use planning and effective development standards. Travelers to St. Louis and Pittsburgh are greeted by a riot of signs, billboards, and unattractive uses—hardly the welcome mat that the local chamber of commerce desires. The same scene has played out around O’Hare and Midway Airports.

The Forms and Concepts Handbook clearly identified the need for communities throughout the county to protect and enhance their gateways:

“Attention should be given to key symbolic entrances to towns, with ‘gateways’ being established. At these gateways, the quality and character of both the public right-of-way and private development should be considered. Streetscape elements such as landscaping, lighting, public signage, entry monuments, and pavement materials are important considerations. Similarly, the quality of development in gateway areas should be given special attention.”

These same considerations apply—even more so—to the primary entryways to the new airport. These gateways will offer the first impression of the airport environs and Will County to executives of firms that might locate in the area. Poorly planned and low-quality development will speak volumes about the desirability of the airport environs for growth industries.

Inappropriate Gateway Uses



Billboards do not contribute to a positive impression for the airport area.



The location of gas stations should be carefully controlled in designated gateway corridors.

Buffering Uses



DO NOT allow unscreened uses along gateway corridors.

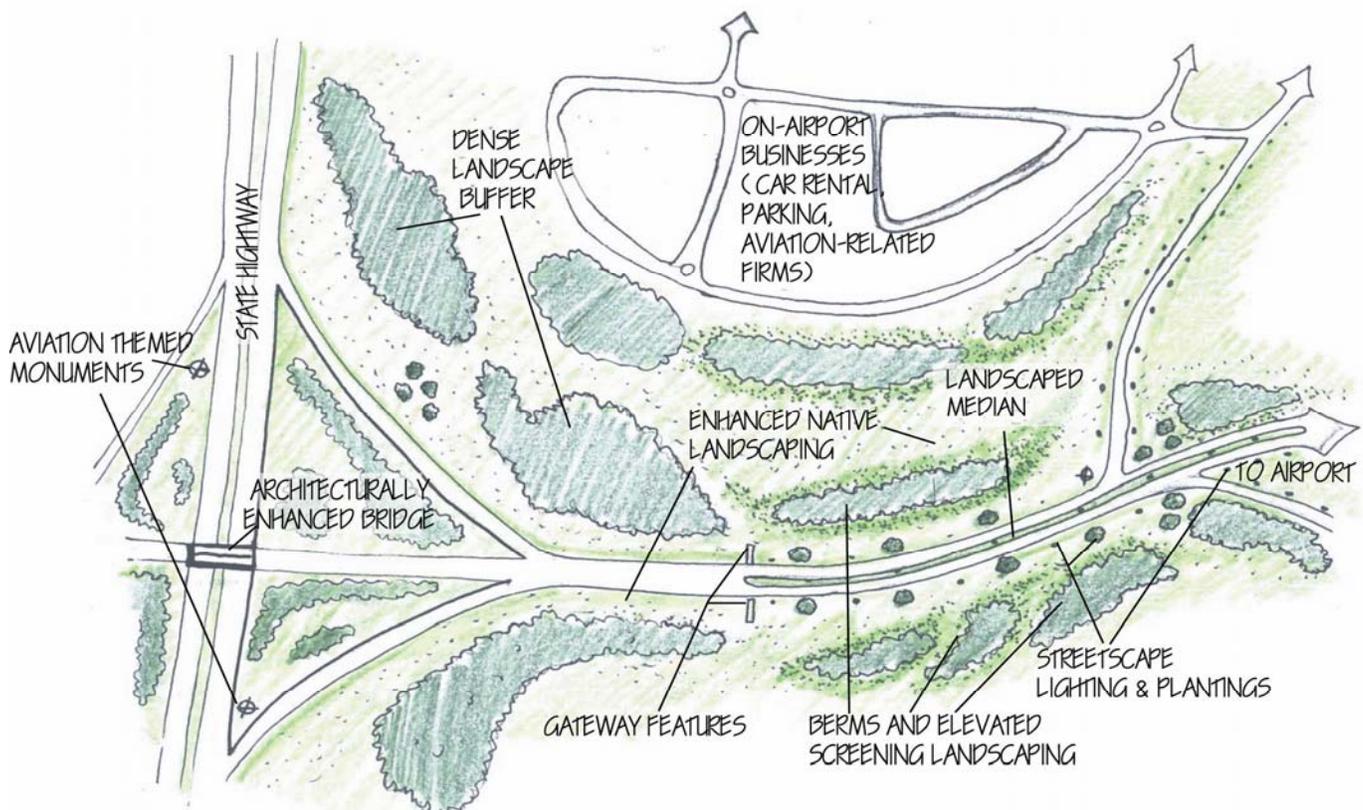


DO promote attractive landscaping and screening.

Figure 3: Typical Gateway Characteristics

GUIDING DEVELOPMENT PRINCIPLES

- Create attractive major entryway corridors to and from the Will County South Suburban Airport by:
 - Carefully controlling and limiting land uses between the airport and nearby major highway interchanges and intersections—especially airport-related accessory uses such as car rental and remote parking lots, convenience retail, and gas stations.
 - Adopting quality streetscape requirements for all new development along the main airport entryways, including landscaping, uniform signage and lighting, screening and buffering requirements, and gateway monuments.
 - Architectural and design standards for both off-and on-airport developments visible from main entryway highways.



Gateways



Architecturally enhanced overpass bridge



Gateway to Airport Area Village

- Car rental facilities, employee parking, remote parking lots, and similar airport accessory uses are appropriate uses both on- and off-airport. Such uses should be sited on-airport to the maximum extent feasible. In all instances, such uses should be carefully located so as not to inhibit future high-value business development or be visible from major entryway highways.
- Public rights-of-way along entryway corridors should be upgraded with additional landscaping, uniform signage and lighting, improved paving materials, and public sculpture/art.
- All airport-area villages should include in their comprehensive land use plans gateway elements with enhanced landscaping and monumentation as recommended on Page 17 of this Element and elsewhere in the Land Resource Management Plan.

AGRICULTURE/OPEN SPACE

BACKGROUND

The primary existing use around the inaugural airport footprint is agriculture—the use of land for crops, livestock, homesteads, and related agricultural businesses. Farming continues to thrive in the airport environs as a viable economic use and represents a use that is, for the most part, compatible with airport operations. The County has about 300,000 acres of agricultural land much of which is in the vicinity of the proposed airport. The County recognizes agriculture as a viable and desirable land use. Additionally, farming helps maintain the rural, small town character of the area that is so highly valued by residents of the five villages and eastern Will County.

As the new airport develops and spurs commercial and residential growth in the airport environs, there will be increasing pressure to convert farmland to these other uses. For farming to remain viable, these uses will need to be carefully planned and located so that they are compatible with agricultural use.

GUIDING DEVELOPMENT PRINCIPLES

- Agricultural reserves of sufficient size to keep farming viable in the airport area should be delineated in the airport-environs development district plan. Uses allowed in these areas should be carefully controlled to minimize interference with and adverse impacts on farming.
- No small-lot residential development should be allowed in agricultural reserves. Residential development on larger parcels (e.g., a minimum of 20 acres), might be permitted near the airport, but not within designated noise contours. Any housing located near the noise contours should be required to have additional sound insulation to prevent future conflicts with airport operations. Cluster residential/conservation subdivisions should NOT be encouraged in agricultural reserves within the airport noise buffer area.
- Locate office/industrial uses in designated business parks located outside of prime agricultural areas.
- Alternative rural economic land uses that are compatible with farming and with airport operations should be explored such as golf courses, small rural retreat/conference facilities, agricultural support businesses (e.g., farm implements and repair services), plant nurseries, farm markets, and similar uses.

With careful planning, agriculture can continue to be a major use around the Third Chicago Airport



Design & Development Standards

BACKGROUND

Commercial, industrial, and residential development attracted by the new airport promises to offer some great opportunities and challenges for the five villages and Will County. Design and development standards and guidelines are one of the most important tools that the airport-area jurisdictions have available to them to ensure that new development is of high quality and enhances the quality of life of their citizens while realizing the substantial economic benefits an airport can bring. These standards and guidelines can cover a range of issues and impacts—landscaping, building design, parking, and natural resource protection, for example.

This section presents for consideration by the villages and county a menu of potential standards and guidelines that an increasing number of localities, including airport communities, have adopted to address the quality and appearance of new commercial, industrial, and higher density residential development. These standards and guidelines will need to be tailored and refined to meet the specific goals of the airport-environs jurisdictions and take into account variations for different size buildings and projects. They will also need to be reconciled with regulations already contained in local land use codes and recognize possible competitive impacts.

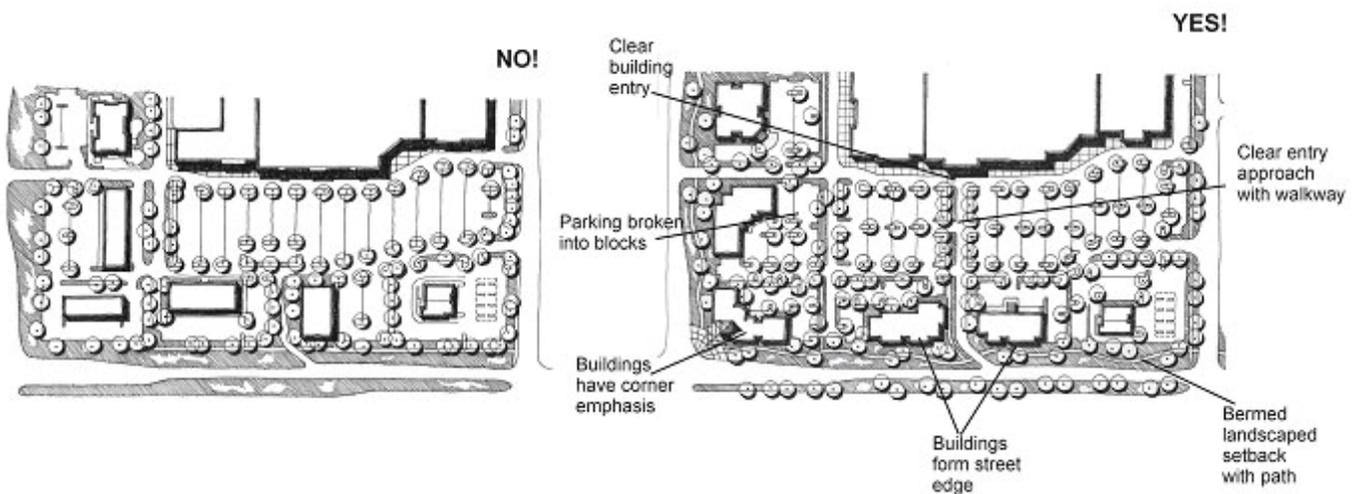
Standards and guidelines are presented separately for commercial, industrial, and higher density residential development, although there is some overlap and commonality of regulations. Within each subsection, specific issues such as building design and landscaping are addressed, with a menu of possible approaches being used in other towns and counties presented for consideration.

COMMERCIAL DEVELOPMENT

Demand for hospitality, office, retail, and other commercial uses will build even before the airport opens. This commercial development will raise a variety of issues as outlined below. The intent of the standards and guidelines offered for review is to create a compact, pedestrian-friendly development pattern with buildings that are attractive, well-landscaped, and minimize impacts on natural resources such as trees and streams.

SITE LAYOUT

- Prohibit linear strip development set far back from streets. Limit the percentage of parking (e.g., no more than 50%) that can be placed between the primary entry and primary street. Require buildings, not parking lots, to frame major intersections.
- Require primary building entries to be oriented to the street.
- To create a defined street edge, require at least 60% of major street frontage to be occupied by building or decorative fencing/wall.
- Limit block lengths to no more than 600 feet to encourage pedestrian-scale development.
- Encourage all commercial developments to provide a minimum area for site amenities such as plazas, squares, water features, and the like.



Development standards can make large commercial development more attractive and functional.

- Require all buildings to setback a minimum of 100 feet from designated airport gateway parkways and streets and to provide a landscaped buffer.
- Adopt standard unified streetscape specifications throughout the airport environs including sidewalks, street trees/planting strip, and light fixtures.
- Provide strong and safe pedestrian connections within each development and linkages to adjacent projects, including sidewalks around the site perimeter, sidewalks from the primary street to primary entrance, and linkages to regional trail networks.



Facades that face public streets shall feature windows, entrances, arcades, awnings, and change in colors/materials.



Each primary building on a site, regardless of size, shall have clearly-defined, highly-visible customer entrances.

BUILDING DESIGN

- Prohibit long blank building facades without articulation, windows, and other elements that add visual interest (e.g., no walls can extend more than 30 feet without including some architectural feature such as changes in plane or materials/color, columns, windows, etc.).
- Require that all sides of buildings visible to the public or adjacent developments be of equal quality in terms of design and materials.
- Encourage all two-story buildings to have defined tops and bases.
- Specify acceptable high-quality exterior materials such as brick, wood, stone, and textured concrete masonry. Prohibit materials such as smooth-faced concrete block, tilt-up concrete panels, vinyl siding, and prefabricated steel panels.
- Require all buildings to have prominent entries that feature elements like canopies, peaked roof forms, and arches.
- Encourage a consistent architectural style in larger developments.
- Require roofs of large commercial establishments to incorporate features like pitched roofs, parapets to conceal flat roofs, and overhanging eaves.

Landscaped islands shall be planted every 10 parking spaces.



Significant existing trees should be preserved.

LANDSCAPING AND SCREENING

- Establish standards for minimum perimeter buffering for parking lots (e.g., minimum 15-foot landscaped buffer, or 5-foot buffer with landscaped hedge or ornamental metal fencing/masonry wall) and interior landscaping (e.g., for every 10 parking spaces at least one landscaped island a minimum of 60 square feet or 1,000 square feet of landscaping for every 20 stalls.) Require large parking lots to be broken up into blocks with no more than 40 spaces separated by fences, walls, hedges, etc.
- Require screening of service areas and loading docks with landscaping or walls that are extension of building (same quality materials, design).
- Limit commercial fencing to 8-feet in height and require that it be broken every 50 feet with landscaping pockets, transparent sections, etc. Require high-quality materials (masonry, ornamental metal, decorative blocks). Prohibit specific materials (razor wire, chain link, solid cedar fencing).

NATURAL RESOURCES

- Require protection of trees on site. For example, require retention of a percentage of the existing tree canopy (e.g., 20% for commercial; 40% for residential) or preservation of all large trees (e.g., all trees greater than 12” diameter).
- Go beyond floodplain protection regulations and enact standards requiring all development to set back at least a specified distance (e.g., 100 feet) from banks of perennial streams. No disturbance allowed within stream setback to provide for storm water infiltration, protect water quality, and maintain wildlife habitat.

LIGHTING

- Require comprehensive, uniform lighting plan for major developments.
- Limit height of parking lot light poles (e.g., 30 feet maximum)
- Require lights in canopies (e.g., service stations) to be recessed to reduce glare.
- Allow only full cut-off shielding for all site lighting except in high-security situations.

SIGNS

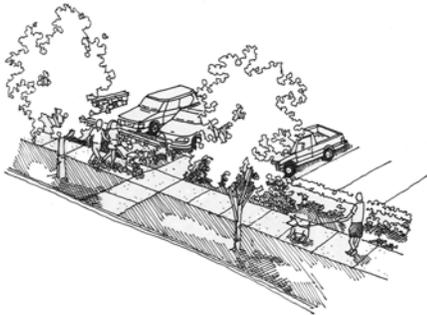
- Prohibit billboards/off-premise signs throughout the airport environs.
- Require all on-premise signs to be monument style with landscaping. Do not allow to exceed 32 square feet.
- Specify maximum size for wall signs (e.g., 4 foot vertical and 10 foot horizontal). Limit to one color and forbid flashing lighting.
- Prohibit certain signs such as portable signs, roof signs, signs with moving parts or attention-getting devices.



Example of billboard practices to avoid.

INDUSTRIAL DEVELOPMENT

Significant industrial/warehousing development is likely to spring up at the same time the airport commences operations. Many of these uses are very similar in impacts and appearance to modern low-rise office uses and thus should be subject to the same standards and guidelines as outlined above. However, some industrial and warehouse uses, particularly larger ones, warrant different treatment in areas such as parking and access, screening, and landscaping. Those areas are identified below:



The perimeter of all parking areas shall be screened from adjacent streets, public sidewalks, and adjacent uses by a landscaped hedge, a decorative masonry wall, a landscaped berm, or a combination of these methods.

SITE LAYOUT

- Encourage orientation to primary street, internal street, plaza, or landscaped area, not parking lot.

BUILDING DESIGN

- Prohibit long blank facades without articulation, windows, and other elements that add visual interest, but allow longer 100-foot unbroken lengths in recognition of interior functions.
- Screen all roof-top equipment with parapet wall.
- Encourage four-sided building treatment, but require high-quality materials and detail only on primary façade and facades facing major streets.

LANDSCAPING AND SCREENING

- Focus parking lot landscaping on perimeter landscaping. Excessive interior landscaping can interfere with truck maneuvering for warehouse/distribution operations.
- Require screening of service areas and loading docks with landscaping or walls that are extension of building (same quality materials, design).

LIGHTING

- Allow taller parking lot lighting poles and brighter site illumination than commercial development in recognition of security needs, where appropriate.

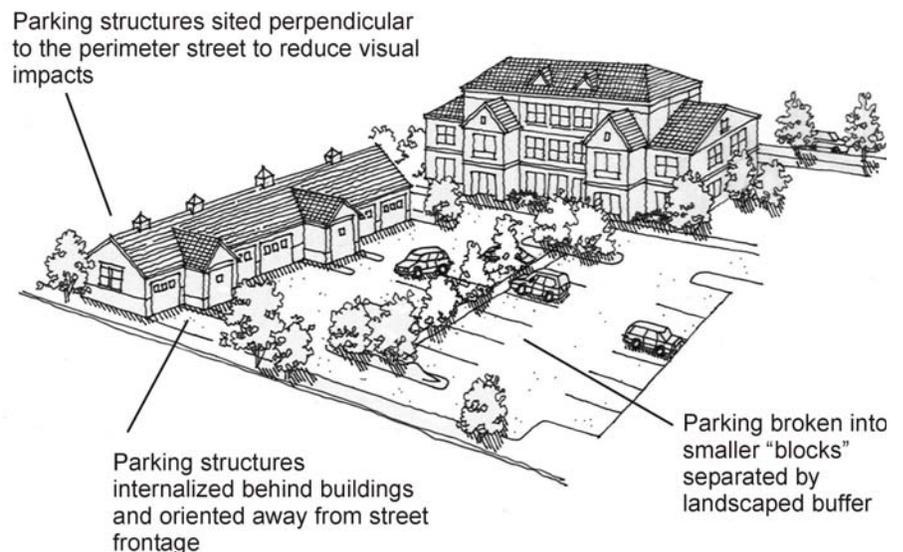
HIGHER DENSITY RESIDENTIAL DEVELOPMENT

Higher density residential development such as townhomes, apartments, and condominiums present a host of design issues that are significantly different from those associated with commercial and industrial development. Thus, the standards and guidelines set forth below differ substantially than those in the previous sections in some important aspects such as open space, community facilities, and anti-monotonous building design guidelines:

SITE LAYOUT

- Require buildings to orient to the perimeter or primary internal streets or common open, not parking lots, garages, or carports.
- Do not allow parking lots, garages, and carports to occupy more than 30 percent of perimeter frontages to avoid blocking views into the development. Locate garages perpendicular to street, not parallel to it. Rear garage walls that back onto perimeter streets must be articulated or punctuated with windows, changes in wall planes, roof dormers, and similar features.
- Limit carport/common garages to 60 feet in length. Garage doors of attached garages shall not comprise more than 45% of the total length of any multi-family building. Garages on townhomes shall be setback at least 4 feet from the front façade.
- Gated communities are prohibited.

General parking layout guidelines and standards



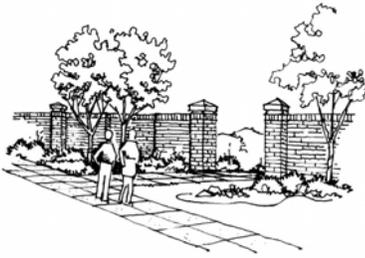
- Each block edge shall be defined by a street, park, or open space.
- An on-site system of pedestrian walkways shall be designed to provide direct access and connections to and between primary building entries, sidewalks on adjacent properties, perimeter sidewalks, adjacent commercial uses, principal parking areas, and any on-site or adjacent parks/open space.
- Each development shall provide a minimum amount of public and private open space (e.g., public land dedication of 5 acres per 1000 residents; minimum private open space set aside of 30%; alternatives allowed such as improved plazas, recreational centers, etc.)



Developments should be encouraged to provide a range of housing types.

BUILDING DESIGN

- On multi-family buildings of ten units or less, the massing and use of exterior materials should be arranged to give each building the appearance of a large family home. (This does not apply to townhomes.)
- The maximum length of any multi-family building shall be 160 feet and blocky, uniform facades are prohibited. Facades must be articulated by incorporating balconies, box or bay windows, insets, porches, dormers, variations in materials, and similar elements.
- To encourage architectural variety, apartment developments shall incorporate a variety of distinct building designs according to the size of the development (e.g., 3-10 buildings=2 models minimum; 11+ buildings=3 models minimum). Distinct building designs may be created by variation of at least 30% in length, variation in building footprint, a distinct variation in colors and materials, distinct variation in height and roof form).
- Primary exterior building materials shall be constructed from durable materials with product warranties of at least 25 years; EIFS (Exterior Insulation and Finish Systems) are prohibited.



The maximum length of continuous, unbroken, and uninterrupted fence or wall plane shall be 50 feet. Breaks shall be provided through the use of columns, landscaping pockets, transparent sections, and/or a change to different materials.

LANDSCAPING AND SCREENING

- Uninterrupted solid fencing shall not be used around the perimeter of developments.
- Where perimeter fencing is utilized, it shall comply with the following standards:
 - Chain link, wire mesh, and solid cedar fencing are prohibited.
 - The finished side of a fence shall face the adjacent street, trail, or open space.
 - A minimum of an 8-foot buffer shall be provided between the back of any adjacent sidewalk and the fence or wall.
 - No more than 75% of any street frontage may be occupied by a fence or wall. The maximum length of a continuous, unbroken fence shall be 150 feet. A break in the fence or wall may be achieved by a space at least two feet long, an open ornamental metal or similar transparent fence, a planting pocket at least 8 feet in depth and 50 feet long, or fencing or landscaping less than 4 feet in height.
 - Fences or walls abutting a park or open space shall not exceed four feet in height.

Conclusion

Experience at other major hub airports shows clearly that local governments can maximize the potential economic spin-off from such facilities and protect community character only through anticipating new development patterns and then adopting plans and land use standards that shape such growth as they desire—rather than permitting that development to dictate what they become. By identifying preferred development patterns before new projects are proposed, adopting comprehensive plans based on such patterns, and then implementing the plans with a range of design and development standards, the five villages and Will County can become models for other communities on how to manage airport-related growth.