



WILL COUNTY, ILLINOIS
LAND RESOURCE MANAGEMENT PLAN



Forms & Concepts Handbook

LRMP ELEMENTS

Policy Gateway

Forms & Concepts Handbook

Open Space Element

Airport Environs Element

Approved: April 18, 2002
Revised: January 20, 2011

Acknowledgements

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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A Regional Approach to Land Use

In keeping with the Guiding Principles and the Goals and Strategies that serve as the driving force of the Will County Land Resource Management Plan (LRMP), the following is the future land use element of the Plan. This land use element focuses on land use at a regional level. It emphasizes the form of development, and addresses the way in which various land uses should and should not occur in different areas.

There are several key concepts around which this element is structured. These include “Development Forms” and “Development Use Concepts”.

Development Forms refer to the general character of large areas of the County. As contrasted with specific land uses, the identification of Forms is a way to identify distinguishable development patterns, or “Forms” at a countywide level, and to use these Forms as a way to manage the County’s land resources.

A description of each of these Development Forms is illustrated on the map on Page 5. A series of “keystones” are then presented for each area in the following sections. These keystones are statements of desired characteristics of each Form, and are intended to serve as a guide to the County and its various communities in assessing development proposals, and in particular helping to ensure that new growth occurs as part of a countywide vision.

Following the Development Forms, a series of “Development Use Concepts” are then introduced. These Development Use Concepts focus on more specific land use categories. While not going to the level of traditional site-specific land uses (i.e. single family, multi-family, office, retail, etc.) the Use Concepts are intended to provide additional guidance to the County and its communities in assessing specific development proposals. It is recognized that individual communities in the County will continue to



Rural residence



Gateway to Lockport, an Urban Community

develop and enforce land use regulations that fit their particular needs, and this plan makes no effort to interfere with those efforts. The Use Concepts are intended to offer guidance that can help bridge the gap between “Forms” on a countywide scale, and specific land use regulations on a local community scale.

For each Use Concepts, principles are presented that should serve as guidelines in reviewing development proposals. These include both general principles as well as principles that are uniquely related to particular Development Forms, as applicable.

As a transition from the Development Forms to the Use Concepts, a matrix (see Page 6) introduces each concept type and identifies which one is encouraged for which Form.

The intent and the desire behind the Forms and Use Concepts is to establish a long range vision that can serve as a coordinating mechanism to allow regional coordination at the same time that individual community planning efforts continue at the local level.

Development Forms

- Rural Area
 - Kankakee River Corridor
 - Hamlet
 - Town
 - Urban Community
 - Suburban Community
 - Interstate Access Location
 - Former Joliet Army Ammunition Plant Properties (JOAAP)
 - South Suburban Airport (SSA)
-

Development Use Concepts

- Agricultural
 - Conservation Design
 - Conventional Residential Suburban
 - Traditional Residential
 - Multi-family Complex
 - Institutional
 - Employment Campus
 - Regional Commercial
 - Mid-Scale Commercial
 - Neighborhood Commercial
 - Freestanding Industry & Office
 - Projects of Regional Impact
-

HOW TO USE THE HANDBOOK

The land use Forms and Concepts should be a policy guide to help supplement the development review process. Just as a traditional future land use plan serves as a guide to zoning decisions, this document should be used to assist various staffs and commissions throughout the County as they review development proposals.

The concepts that follow are not land use regulations. The County and its communities may choose to incorporate some or all of these ideas into their land use regulations at some point; in the meantime, they should serve as additional policy guidance to improve the overall quality of growth in furtherance of the goals and policies of this plan.

When a petitioner approaches the County with a development proposal, the steps that should be followed by the County when reviewing that proposal are:

1. Using the Development Form map on Page 5, determine the Form Area in which the property is located. If the property is on a border, making an exact determination difficult, the staff should work with the petitioner to determine which Form best applies based on the circumstances associated with the property and surrounding areas. The Form boundaries are intended to be a flexible guide, not strict prescribed boundaries. The “keystone” policies for the Form Area are then used as an initial guide for the petitioner in formulating plans for the property.
2. The matrix on Page 6 should be consulted to determine the general land uses, or “Development Use Concepts” considered appropriate for the area. If the existing, zoning permits the use desired by the petitioner, the zoning will of course take precedence. If the existing zoning does not permit the use desired by the petitioner, the Form map will be used as the guide for determining the advisability of a map amendment.



Developers reviewing plans to be submitted.

1. Locate site on Form Map and determine the Form to apply for.
(See Page 5)

2. Refer to LRMP Matrix to see which Development Use Concepts are appropriate.
(See Page 6)

3. Select a Listed Development Use Concept for application and apply to County .
(See Pages 38-70)

4. Staff checks for compliance with:
a. Guiding Principles, Goals & Strategies (in the *LRMP Policy Gateway*)
b. Selected Form
c. Selected Development Use Concepts

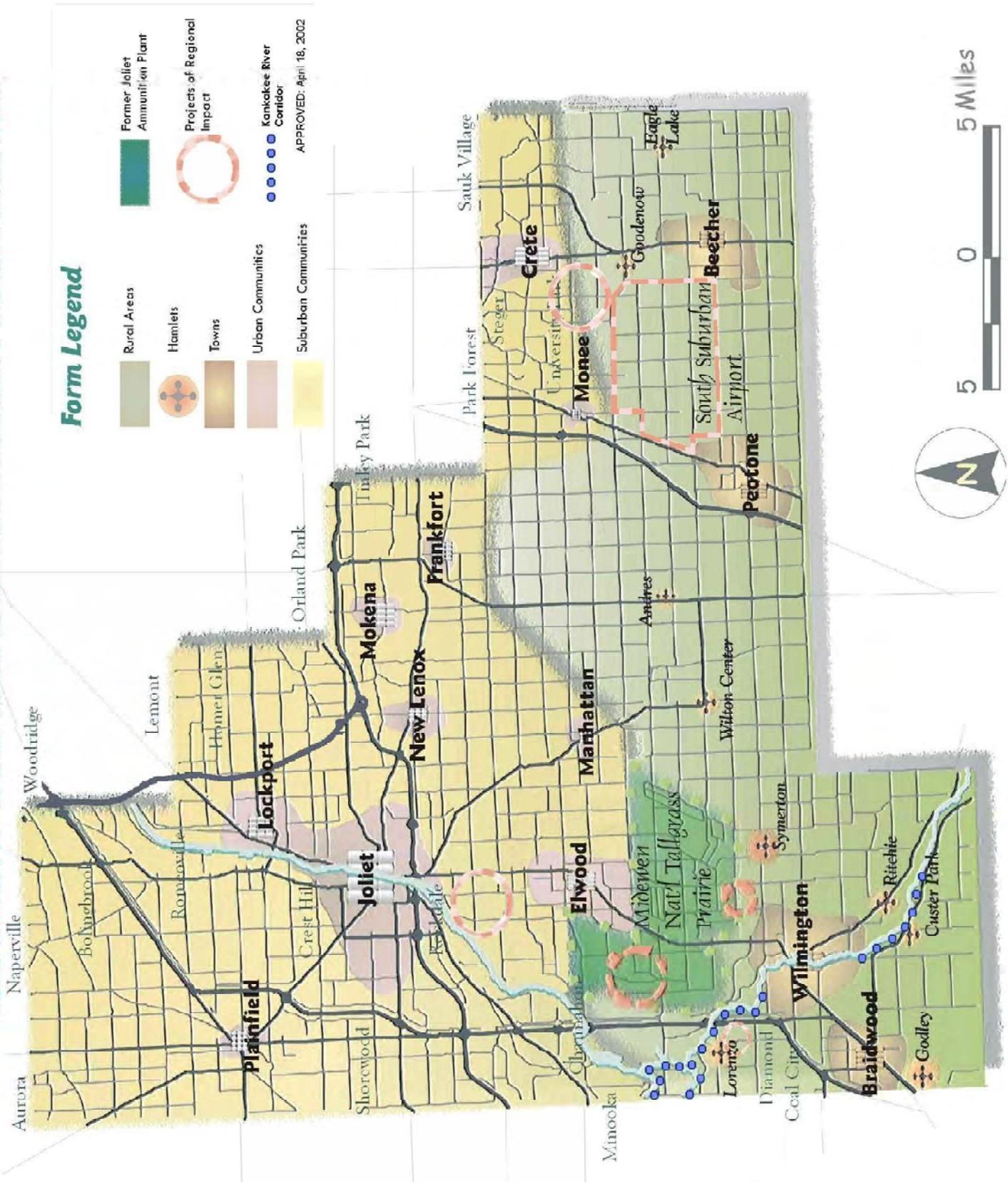
5. Hearings & Meetings by PZC, LUZC , and County Board.

3. The principles for the appropriate Development Use Concept are consulted as a guide to the review of the petitioner's proposed use.
4. Staff reviews the proposed development for compliance with Form keystones and Use Concept principles, as well as the remainder of the Land Resource Management Plan.
5. Hearings and meetings of the Planning and Zoning Commission, Land Use and Zoning Committee, and County Board held as provided by the zoning and land use regulations.



An example of a review meeting.

WILL COUNTY LAND RESOURCE MANAGEMENT PLAN FORM MAP



Form Legend

- Rural Areas
- Hamlets
- Towns
- Urban Communities
- Suburban Communities
- Former Joliet Ammunition Plant
- Projects of Regional Impact
- Kankakee River Corridor

APPROVED: April 18, 2002



DEVELOPMENT FORMS

	RURAL (pg. 7-10)	KANKAKEE RIVER CORRIDOR (pg. 11-12)	HAMLET (pg. 13-14)	TOWN (pg. 15-19)	URBAN COMMUNITY (pg. 20-24)	SUBURBAN COMMUNITY (pg. 25-28)	INTERSTATE ACCESS LOCATION (pg. 29-31)	FORMER JOAAP (pg. 32-3)	SOUTH SUBURBAN AIRPORT (pg. 34-37)
AGRICULTURAL (pg. 38-39)	●	●	●						●
CONSERVATION DESIGN (pg. 40-44)	●	●		●		●			
CONVENTIONAL RESIDENTIAL SUBURBAN (pg. 45-47)		●		●		●			
TRADITIONAL RESIDENTIAL (pg. 48-51)		●	●	●	●	●			
MULTI-FAMILY COMPLEX (pg. 52-54)				●	●	●	●	●	●
INSTITUTIONAL (pg. 55-57)	●	●	●	●	●	●	●	●	
EMPLOYMENT CAMPUS (pg. 58-60)				●	●	●	●	●	
REGIONAL COMMERCIAL (pg. 61-63)					●		●		
MID-SCALE COMMERCIAL (pg. 64)				●	●	●			●
NEIGHBORHOOD COMMERCIAL (pg. 65-66)	●	●	●	●	●	●			●
FREESTANDING INDUSTRY & OFFICE (pg. 67-68)			●	●	●	●		●	
PROJECTS OF REGIONAL IMPACT (pg. 69-70)				●	●	●		●	●

DEVELOPMENT USE CONCEPTS

Development Forms

RURAL AREAS

BACKGROUND

The Rural Development Form is characterized primarily by agricultural uses, homesteads associated with agricultural uses, and agricultural service businesses. It is also characterized by large lots and little availability of water, sewer, or other municipally oriented services. Single family homes not associated with farms have been built in the Rural Areas, generally on larger lots ranging from two acres and larger. Road infrastructure largely consists of paved roads without curbs and gutters, with ditch drainage and culvert access.

The Rural Areas are primarily located in the southern half of Will County. While numerous farms remain in the northern half, these agricultural uses are more fragmented and are not the dominant use, as they are in the south. However, as regional growth continues to spread south through the County, Rural Areas, particular those near Towns, will be under increasing pressure for development.

The Rural Development Form is a desirable development pattern that should be preserved, while allowing reasonable opportunities for new growth. The challenge will be to balance the pressure for growth with a desire to maintain agriculture viability and a rural character.



Rural Area in southern Will County

KEYSTONES

The following keystones will be used when addressing development and land use issues in the Rural Development Form:



“Right-to-farm” measures will protect agricultural uses.

- Agricultural uses are recognized as economically desirable businesses, not “vacant” land. Agricultural uses are encouraged to remain, and agricultural preservation is an important goal, but this goal should be balanced with respect for the property rights of farmers, and the potential economic need for farmers to sell property for development purposes. Part of the balance also needs to be the productive capability of the land, best referenced by the Land Evaluation Site Assessment (LESA) score for the property which should be determined for all agricultural property in the Rural Form which petitions for a change in zoning.
- The desired character for this area is a continuation of the historic rural and agricultural patterns, including farms, farm-service businesses, and pasture land for horses. New residential development in this Form will be accommodated, but it is encouraged to occur in the “conservation subdivision” style with Rural Form density, as described elsewhere in this Plan. Any single parcel division is encouraged to be at a density consistent with Rural Form density of one (1) lot per every ten (10) acres.
- Rural commercial land uses and agricultural support businesses are encouraged to exist. Examples of rural commercial uses are commercial nurseries, feed and seed stores, farmers markets, farm implement sales and supply stores, and other farm support businesses.
- It is recognized that as new residential development occurs in this area, land use conflicts between farming and residential uses may occur. This plan acknowledges that the primary use in this area is agriculture, and that new residents must recognize the primacy of this use, and understand that there are often negative impacts of farms related to hours of operation, odors, pesticides, farm equipment on



Many rural areas are experiencing pressure from encroaching residential uses.

roads, and others. “Right to farm” measures are encouraged, such as deed declarations that acknowledge that encroachment of residential uses into the Rural Area will be subject to noise, odors and dust typical to the agricultural industry.

- As new residential development is proposed in this area, it will be reviewed to discourage inappropriate or incompatible encroachment into viable agricultural areas.
- The distance between septic fields and agricultural drainage infrastructure needs to be reviewed when development occurs to help assure that sewerage will not infiltrate into storm drainage structures.
- Rural Areas and residents that move in to Rural Areas should not expect urban services. Rural levels of service will typically not include public water, sanitary sewer, and storm water drainage facilities other than ditches.
- The environmental integrity of stream corridors should be preserved and protected to the maximum extent feasible through regulatory measures such as stream setback standards, and through initiatives such as acquisition of property or development rights (i.e. scenic easements), as discussed in the open space element of this Plan.
- Agriculture should be viewed as a temporary use subject to eventual change. While the long term viability of farming is desirable, its future cannot be guaranteed. Thus, while the open nature of agriculture is enjoyed by many, and open space is a valued community amenity, agriculture should not be viewed as permanent open space, and farmers should not be expected to carry the burden of providing this amenity. Open space preservation will require initiative and resources, as more fully described in the open space element of this Plan.



Will County farm.



Agricultural industries are necessary within the Rural Form.



Wind Farms shall maintain agricultural viability within the footprint.

- This Plan recognizes, that for the sustainability of agriculture within Will County, agriculture related service industries and uses are necessary, and that adequate provisions are needed to support these land uses.
 - To protect the Rural Form from inappropriate encroachment of development, alternative means of waste water disposal, such as land application, shall only be considered if a waste water provider could serve the development under normal circumstances but cannot due to a physical or technological constraint. Excessive distance is not considered a physical or technological constraint.
 - Wind Farm developments within the Rural Form shall be evaluated closely to assure sustainable agricultural uses in the future and to avoid any adverse environmental impacts within the entire Wind Farm footprint.
-

Appropriate Development Use Concepts – Rural Form

- Agricultural (pg. 38-39)
 - Conservation Design (pg. 40-44)
 - Institutional (pg. 55-57)
 - Neighborhood Commercial (pg. 65-66)
-

KANKAKEE RIVER CORRIDOR

BACKGROUND

Between Kankakee River State Park and the confluence with the Des Plaines River forming the Illinois River, many residential properties and subdivisions can be found along the river's edge. Most of these properties were created prior to modern plat requirements resulting smaller than expected lots. The homes were once intended to be summer retreat cabins. The current uses trend to larger, year-round residences and the historically smaller lots are not consistent with either the Town Form of Wilmington or the Rural Form dominates the remainder of the area. As a result, a special Form for this unique area is created.

The Kankakee River Corridor Form consists of the small neighborhoods and subdivisions along the Kankakee River in Will County, excluding the Town Form of Wilmington and the Hamlets of Lorenzo, Custer Park, and Ritchie. These scattered residential clusters focus mainly on wooded residential uses on small lots and river-oriented recreation. Because these settlements are located away from a central location and dominated by the Rural Form, residents, by necessity, are very dependent on using the automobile for transportation.

The challenge with this Development Form is to accommodate an amount of new development that does not alter the basic small scale of the Kankakee River Corridor Form, and a type of development that is compatible with the unique character of the Form.



Residences along the Kankakee River in southern Will County



River oriented recreation along the Kankakee River

KEYSTONES

The following are keystones of the Kankakee River Corridor Form:



Wooded residential lot along the Kankakee River

Appropriate Development Use Concepts – Kankakee River Corridor Form

- Settlements in the Kankakee River Corridor Form are desirable land use patterns that can coexist with the Rural Form. They can be expected to accommodate a minor share of the forecasted growth in the southern half of Will County.
 - When new development occurs, it should occur within the confines of the existing pattern of development and not necessarily encroach upon the neighboring Rural Form.
 - New non-residential uses may locate within the Kankakee River Corridor Form, but only if they respect the scale and character of the immediate area and are designed to primarily serve the local residents and/or the river-oriented recreation industry.
 - While settlements in the Kankakee River Corridor can accommodate new growth to maintain vitality, this growth should be limited so as to not overpower the scale of the area. While there is no precise amount of population that can be targeted, each new development should be monitored as it is proposed.
 - Wherever feasible, settlements in Kankakee River Corridor Form should be linked into the countywide network of bicycle trails and greenways.
-
- Agricultural (pg. 38-39)
 - Conservation Design (pg. 40-44)
 - Conventional Residential Suburban (pg. 45-47)
 - Traditional Residential (pg. 48-51)
 - Institutional (pg. 55-57)
 - Neighborhood Commercial (pg. 65-66)
-

HAMLET

BACKGROUND

Hamlets are typically communities with a small residential population in housing stock built in the early part of the 1900's. The communities typically formed around the intersection of transportation facilities, such as highways and railroads. The street layout tends to be in the grid format. Hamlets are also characterized by at least one significant non-residential use, often agriculturally based. Schools and churches are not uncommon uses within Hamlets. While Hamlets typically date from the early part of the twentieth century, they are a viable development pattern that can either be expanded or that can be created with new development. The challenge with this Development Form is to accommodate an amount of new development that does not alter the basic small scale of the Hamlet Form, and a type of development that is compatible with the unique character of the Form.

KEYSTONES

The following are keystones of Hamlets:

- Hamlets are desirable land use patterns that complement the Rural Form. They can be expected to accommodate a minor share of the forecasted growth in the Southern half of Will County.
- When new development occurs, it should respect the existing pattern of development. Specifically, grid pattern streets should be extended to accommodate new development.
- New development in a Hamlet should be “pedestrian friendly”, with sidewalks and trails.
- New non-residential uses are encouraged to locate in Hamlets, but only if they respect the scale and character of the Hamlet and are designed to primarily serve the Hamlet and surrounding agricultural areas.
- While Hamlets can and should accommodate new growth to maintain their vitality, this growth should be limited so as not to overpower the scale of the Hamlet. While there is no precise amount of population that can be targeted, each Hamlet should be monitored as new development is proposed.



Symerton is a typical Will County Hamlet in form, however, it is atypical in the fact it is one of the few Hamlets that are incorporated.



“Pedestrian friendly” street in a Hamlet.



The Ritchie streetscape shows the relationship between the house and the street.



Wilton Center, an example of a crossroads Hamlet.

- On the other hand, some Hamlets, most notably Wilton Center, should be considered the nucleus of future Towns (the Town Form is discussed in the following section). The design and review of development in these communities should be conducted with the understanding that this may occur. Thus, the design of infrastructure such as water, sewer, and roads should anticipate a potentially larger amount of development. These Areas should be the focus of additional planning efforts by the County, in collaboration with those particular Hamlets.
 - The historic heritage and character of Hamlets should be considered, respected, and preserved in new development. New development can be designed with modern amenities and features, and can be designed to “look new”, however it should respect the scale, configuration, building orientation, density, pattern, materials, building relationship to street and general character of the existing Hamlet.
 - Hamlets should be linked to alternative transportation modes, such as mass transit and bicycle trails wherever feasible.
-

Appropriate Development Use Concepts – Hamlet Form

- Agricultural (pg. 38-39)
 - Traditional Residential (pg. 48-51)
 - Institutional (pg. 55-57)
 - Neighborhood Commercial (pg. 65-66)
 - Freestanding Industry & Office (pg. 67-68)
-



Vehicular entrances to Towns act as gateways which set a tone for the Town. Special attention should be paid to the character of these areas to improve the image of the Town.

Towns typically have a variety of land uses including single and multi-family residential, businesses, services, industrial, institutional and civic uses. Towns generally provide at least some municipal services, such as police, fire, sewer, water, drainage, and parks. They also usually have a historic core or “downtown” business district. They are incorporated and have locally elected legislative bodies, which means that they are not within the County’s zoning and subdivision jurisdiction. With each Town having independent planning boards or commissions, countywide planning coordination is a challenge.

As geographically distinct entities, Towns usually have a strong “sense of place” and fairly well defined “edges” or boundaries, although recent development patterns have tended to blur the distinction between “town and country”. Towns are typically thriving and growing, and are expected to absorb a substantial amount of the County’s future growth. With public services they can expect to feel increased pressure to grow and expand services.

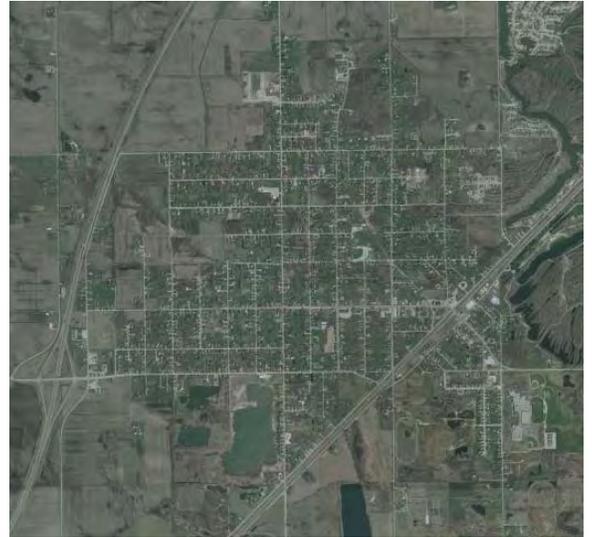
The challenge in the Town Form is to balance the independent and autonomous nature of the Towns with the need to coordinate Town growth with regional needs and issues. Towns are a viable and sustainable Form and are well suited to accommodate much of the County’s future growth.

KEYSTONES

- Towns are recognized as major locations of future growth and development in the County. In the south half of the County, the vast majority of new growth should be encouraged to locate in or around existing Towns, with the Hamlets and Rural Areas being secondary in terms of the amount of development in the southern half of the County.
- The County recognizes and respects the local autonomy of the Towns, and recognizes that the Towns will make site-specific decisions about land uses. The County encourages the Towns to collaborate and coordinate with the County on issues

that have impacts and implications outside of the Towns.

- Towns should grow and develop in a logical and rational pattern that maximizes the efficiency of infrastructure and the avoidance of sprawl and “leapfrog” patterns. In furtherance of this principle, new development and service provision should be contiguous to the existing community wherever feasible.
- The boundary between “town and country” should be clearly defined. When that line becomes blurred and unclear, Towns begin to lose their sense of identity and community character, and the County begins to be perceived as sprawling and losing its rural character.
- 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.
- Overall, new development should be coordinated and timed relative to public infrastructure. Infrastructure, particularly sewer and water service, and road improvements should be available concurrently with new development.
- New infrastructure should be planned to be adequate for both existing and planned growth. Level of service standards should be developed to insure that adequate public facilities are provided in both the short term and long term.
- Each Town should have a viable central area that enhances the local identity. The nature of these



Braidwood: A Town in southwestern Will County.

central areas may vary from Town to Town; in some Towns it may be a viable historic downtown, while in others it may be a civic space, or a new mixed-use “town center”. The important point is that each Town should have a focal point that serves as the functional or symbolic heart of the community.

- As each Town improves its parks, open space, and trails facilities, it should make or require connections to regional open space and trails systems wherever feasible. Local parks and open space planning should be coordinated with regional planning efforts.
- Towns should foster a pedestrian orientation. As infrastructure improvements are designed and as new development is reviewed, sidewalks and trails should be incorporated as a consideration in development and in public enhancements.
- Towns should engage in local transportation planning coordinated with land use planning and with County and regional transportation planning. Road capacity should be protected through efficient traffic signal design (such as closed loop systems), managed access to arterials, and other techniques designed to better manage transportation demand.
- Towns should engage in comprehensive and coordinated storm water management. This includes insuring that storm water impacts of individual developments are properly mitigated, and that those local storm water management efforts are coordinated with countywide efforts.
- Towns should respect planning processes of surrounding/adjacent jurisdictions, and should work collaboratively with those jurisdictions.
- Each Town should identify and attempt to achieve a desirable balance of housing and employment that works best for that Town from a fiscal health standpoint.



An example of a trailhead to a regional trail.

- Well designed and constructed mixed-use developments should be encouraged as a viable alternative to land uses that are strictly segregated. These should include, where feasible, a diversity of housing types such as single-family, multi-family, senior housing, etc. and uses such as retail, services, offices, civic, and institutional.
 - Towns, like all areas, should recognize that the quality and appearances of public spaces and facilities are important indicators and examples of community quality and character. All communities are encouraged to take pride in the public realm, and should strive to visually enhance public spaces and corridors.
 - Where the potential exists, Towns should regularly review, consider, and if appropriate, seek transit capabilities.
 - The preservation of historic resources is valued both as a way to preserve a sense of community, and as an important economic development tool. Towns should preserve and enhance historic resources wherever feasible.
-

Appropriate Development Use Concepts – Town Form

- Conservation Design (pg. 40-44)
 - Conventional Residential Suburban (pg. 45-47)
 - Traditional Residential (pg. 48-51)
 - Multi-Family Complex (pg. 52-54)
 - Institutional (pg. 55-57)
 - Employment Campus (pg. 58-60)
 - Mid-Scale Commercial (pg. 64)
 - Neighborhood Commercial (pg. 65-66)
 - Freestanding Industry & Office (pg. 67-68)
 - Projects of Regional Impact (pg. 69-70)
-

URBAN COMMUNITIES

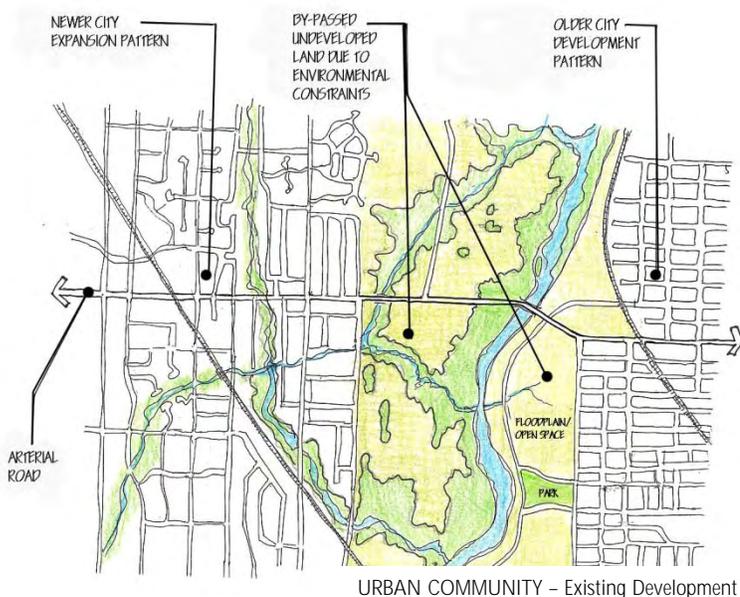
BACKGROUND

Urban Communities are much like Towns, except they are not geographically isolated from other urban and suburban development. They tend to be surrounded by suburbanizing areas or are adjacent to other Urban Areas. This creates unique and distinct planning issues.

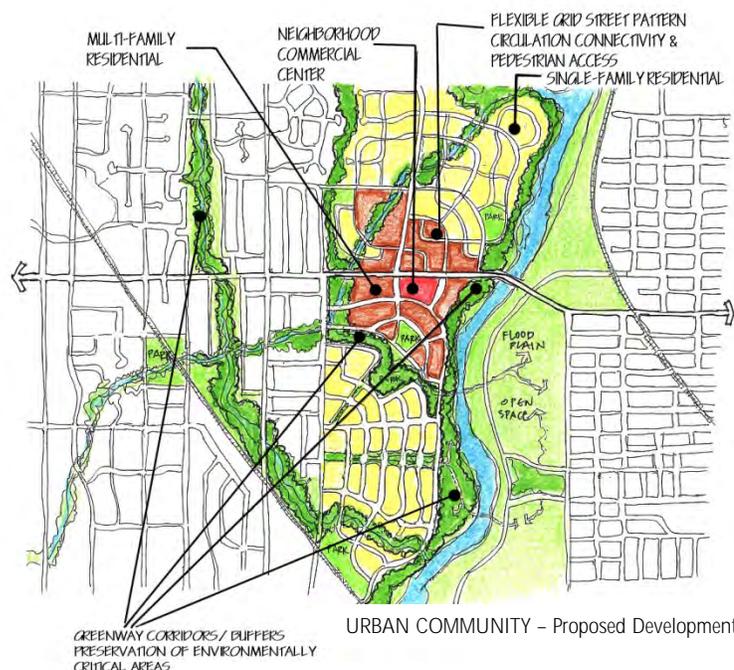
The Urban Communities are located primarily in the north half of the County. Like the Towns, they consist of diverse communities with a range of land uses, locally provided urban services, and independent planning and legislative bodies. Unlike the Towns, the boundaries of the Urban Communities are not always visually well defined, and they tend to blend into surrounding jurisdictions. It is often difficult to tell when one is leaving one Community and entering another. This runs the risk of diluting the “sense of place” of the communities, which is so important in maintaining community identity and character.

In addition, issues of intergovernmental cooperation are important for Urban Communities, since service boundaries of various jurisdictions can become confusing and potentially conflict, particularly when municipal boundaries follow irregular lines.

The Urban Communities differ from Suburban Forms of development discussed in other sections, primarily in the age and pattern of development. Urban Communities are typically older and the streets follow more of a grid pattern, whereas the Suburban Areas are typically post-World War II and are characterized by a more “curvilinear” street pattern.



URBAN COMMUNITY - Existing Development



URBAN COMMUNITY - Proposed Development

Growth of a typical Urban Community.

Many of the Will County municipalities that embody the Urban Community Forms of Development have also experienced development in the Suburban Form; therefore the boundaries of the Urban Form are not coterminous with municipal boundaries. However, distinct development policies are needed for each Form.

The development principles for Urban Communities are very similar to those for Towns. The major differences relate to the need for better intergovernmental cooperation and coordination, and the importance of Community boundary definitions and other measures to create and preserve unique Community character.

KEYSTONES

- Urban Communities are recognized as being major locations of future growth and development in the County.
- The County recognizes and respects the local autonomy of the Urban Communities, and recognizes that the Urban Communities will make site-specific decisions about land uses.
- Urban Communities should grow and develop in a logical and rational pattern that maximizes the efficiency of infrastructure and the avoidance of sprawl and “leapfrog” patterns. In furtherance of this principle, new development and service provision should be contiguous to the existing Community wherever feasible.
- Attention should be given to key symbolic entrances to Urban Communities, 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.



Example of an Urban Community street.



Lockport. Gateways like this one give the community a sense of identity which sets it apart from the surrounding areas for residents and visitors.

- Overall, new development should be coordinated and timed relative to public infrastructure. Infrastructure, particularly sewer and water service, and road improvements should be available concurrently with new development.
- New infrastructure should be planned to be adequate for both existing and planned growth. Level of service standards should be developed to insure that adequate public facilities are provided in both the short term and long term.
- Each Urban Community should have a viable central area that enhances the local identity. The nature of these central areas may vary from Community to Community; in some areas it may be a historic downtown, while in others it may be a civic space, or a new mixed-use “town center”. The important point is that each Community should have a focal point that serves as the functional or symbolic heart of the community.
- As each Urban Community improves its parks, open space, and trails facilities, it should make or require connections to regional open space and trails systems, or those systems in surrounding Communities, wherever feasible. Local parks and open space planning should be coordinated with regional planning efforts and with those of adjacent Communities.
- Urban Communities should foster a pedestrian orientation. As infrastructure improvements are designed and as new development is reviewed, sidewalks and trails should be incorporated as a consideration in development and in public enhancements.
- Urban Communities should engage in local transportation planning coordinated with land use planning and with County and regional transportation planning. Road capacity should be protected through efficient traffic signal design (such as closed loop systems) managed access to arterials



Jefferson Street - Mixed use in downtown Joliet.

and other techniques designed to better manage transportation demand.

- Urban Communities should engage in comprehensive and coordinated storm water management. This includes insuring that storm water impacts of individual developments are properly mitigated, and those local storm water management efforts are coordinated with countywide efforts.
- Urban Communities should respect planning processes of surrounding/adjacent jurisdictions, and should work collaboratively with those jurisdictions.
- Each Community should identify and attempt to achieve a desirable balance of housing and employment that works best for that Community from a fiscal health standpoint.
- Well designed and constructed mixed-use developments should be encouraged as a viable alternative to land uses that are strictly segregated. These should include, where feasible, a diversity of housing types such as single-family, multi-family, senior housing, etc. and uses such as retail, services, offices, civic, and institutional.
- Urban Areas, like all areas, should recognize that the quality and appearances of public spaces and facilities are important indicators and examples of community quality and character. All communities are encouraged to take pride in the public realm, and should strive to visually enhance public spaces and corridors.
- Where the potential exists, Urban Areas should regularly review, consider, and if appropriate, seek mass transit capabilities.
- The preservation of historic resources is valued both as a way to preserve a sense of community, and as an important economic development tool. Urban Areas should preserve and enhance historic resources wherever feasible.



Historic downtown Plainfield.

- Private retail service provision should be geographically balanced to reduce traffic impact and socioeconomic inequity in service provision.
- Higher priority needs to be placed on planning and infrastructure coordination as Urban and Suburban Areas blend into other Suburban Areas.
- Intergovernmental cooperation methods should be developed among the other neighboring communities.
- Infill and reuse of existing, under-utilized areas should be promoted as a high priority.

Appropriate Development Use Concepts – Urban Form

- Traditional Residential (pg. 48-51)
 - Multi-Family Complex (pg. 52-54)
 - Institutional (pg. 55-57)
 - Employment Campus (pg. 58-60)
 - Regional Commercial (pg. 61-63)
 - Mid-Scale Commercial (pg. 64)
 - Neighborhood Commercial (pg. 65-66)
 - Freestanding Industry & Office (pg. 67-68)
 - Projects of Regional Impact (pg. 69-70)
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SUBURBAN COMMUNITIES

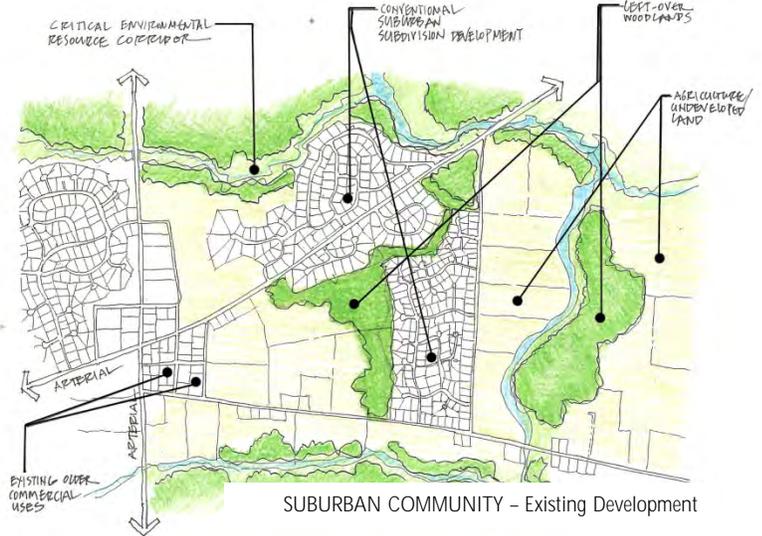
BACKGROUND

Suburban Community Forms are characterized primarily by single family subdivisions and strip commercial development. The vast majority of new development is occurring within this Form. The residential street patterns in these Communities are typically curvilinear in pattern, with numerous cul-de-sacs and limited through streets. Commercial development, including retail, office, and service uses are typically in strip centers with parking lots located in front of buildings that are set back from streets. Suburban Communities have usually developed without a strong sense of place and without “centers”, or focal points similar to a historic downtown. Rather than “neighborhoods”, people speak of

“subdivisions”.

The Suburban Community Form is less dense than the Urban Form, with densities ranging from 2-4 dwelling units per acre. This lower density combined with segregated nature of the land uses results in a land use pattern that is automobile dependent. Pedestrian facilities, to the extent that they exist, are piecemeal at best, and are often unattractive and uninviting to pedestrians.

With an automobile dependent land use pattern, education and recreation facilities are not easily accessible to youth. Youth activities usually require an adult to drive the youth. This often contributes to a sense by young people that “there is nothing to do” and can tend to isolate people and discourage a sense of community.



SUBURBAN COMMUNITY - Proposed Development

Growth of a typical Suburban Community.

Housing in Suburban Communities usually lacks diversity. The dominant housing option is the single family detached residence in a subdivision format. Other housing types are relatively rare, other than the occasional apartment or condominium complex.

The Suburban Community Form of Development has gradually been filling in the spaces between Urban Communities in the north half of Will County. It has a tendency to use up all available space, and not preserve or protect open spaces. The pattern to date has been sporadic and incremental development of subdivisions, with little regard to how the pieces will ultimately fit together from a community character viewpoint. Further, the physical quality of Will County's suburban development, particularly its commercial development, has been marginal as a whole. Signs, landscaping, buffering, access management, building materials, and other aspects of development have not been held to a high standard of quality in most cases.



Suburban Community with many curvilinear streets and cul-de-sacs.

While there is substantial undeveloped land in the north half of the County, the Suburban Form has been extensive enough and dispersed enough that the character of the area is essentially cast as suburban in nature. This is not to suggest, however, that future suburban development must follow the pattern of the past. On the contrary, the County and the various jurisdictions have an opportunity to insure as the remaining areas develop that efforts are made to better integrate the Suburban Communities into the region through better connections and through higher quality development.

While the Suburban Development Form creates many planning problems, such as increased dependency on the automobile, it remains the primary development option of choice. The remaining undeveloped areas in the north will likely fill in with the suburban pattern. The challenge will be to view this remaining land as an opportunity to better integrate the scattered nature of the area to create an improved sense of community. Improvements should be made in this Suburban Form, as provided for in the following keystones.

KEYSTONES

- Higher quality development should be encouraged through improved site plan and design review standards, particularly related to landscaping, signage, building design and orientation, and parking lot design in commercial land uses.
- A greater mix of land uses should be encouraged to reduce the dependency on the automobile. For example, small scale commercial and service uses can be built near residential areas if designed properly with methods that mitigate negative land use impacts. Similar or duplicative land uses should be dispersed where practical; for example, rather than have multiple large grocery stores clustered in few large commercial concentrations, smaller facilities should be encouraged to be dispersed to maximize the number of people that can be served with shorter trips.
- While commercial uses should be dispersed, they should also be focused on key nodes, avoiding strip patterns, which are inefficient from an access standpoint.
- More street connections should be encouraged in residential subdivision design. Rather than focus traffic on a few collector streets or arterials – which tends to create bottlenecks of congestion – more “through streets” should be encouraged to better disperse traffic and reduce its isolated impacts at certain points.
- Consistent storm water management standards should be developed and enforced to help ensure that individual systems in individual developments in different jurisdictions ultimately function as an integrated system.
- A greater variety of housing types should be encouraged within single developments.



Suburban Retail



Stormwater should be integrated between communities.



Preservation of open space and development of a integrate trail system is critical within the Suburban Community Form.

Appropriate Development Use Concepts – Suburban Community Form

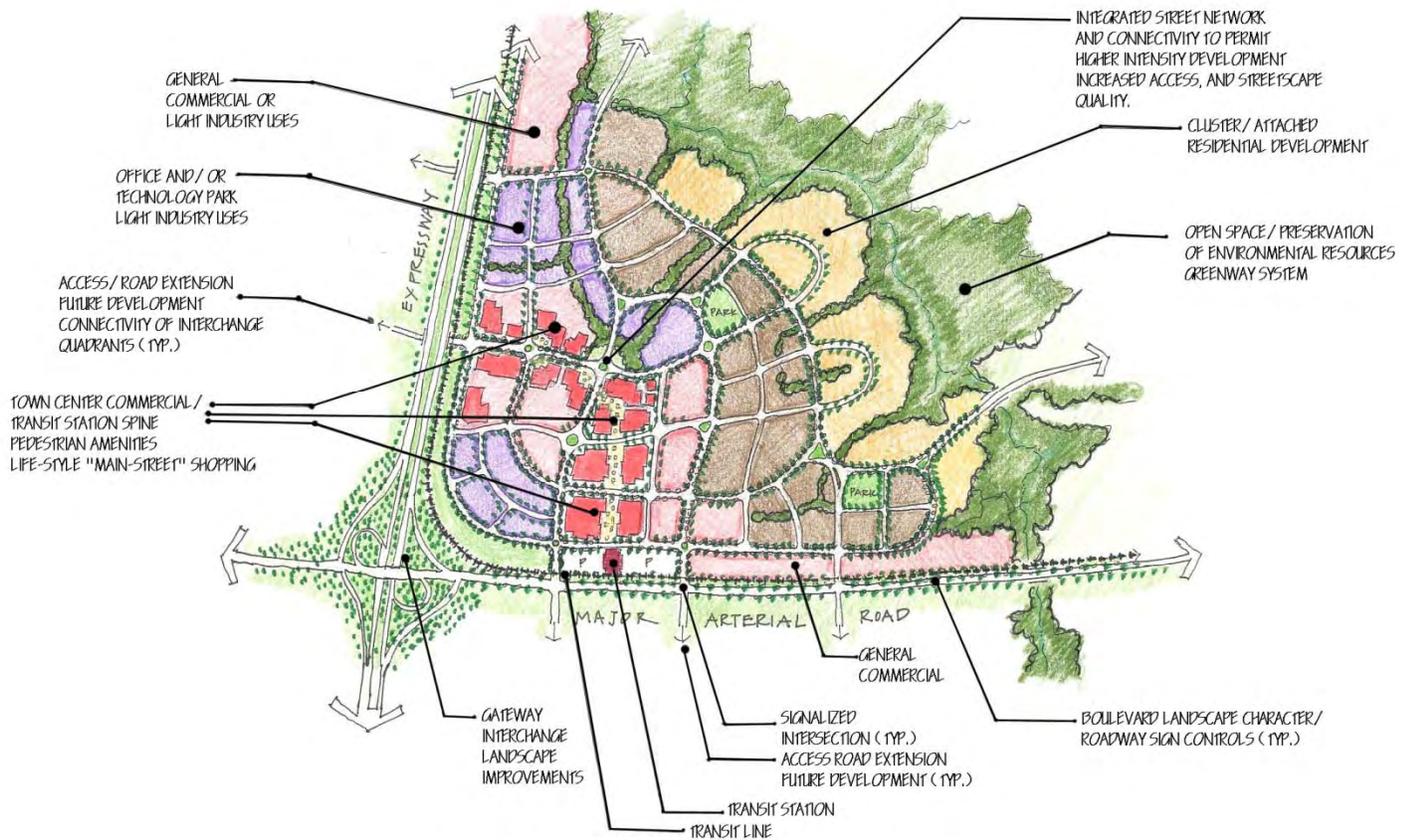
- Conservation Design (pg. 40-44)
 - Conventional Residential Suburban (pg. 45-47)
 - Traditional Residential (pg. 48-51)
 - Multi-Family Complex (pg. 52-54)
 - Institutional (pg. 55-57)
 - Employment Campus (pg. 58-60)
 - Mid-Scale Commercial (pg. 64)
 - Neighborhood Commercial (pg. 65-66)
 - Freestanding Industry & Office (pg. 67-68)
 - Projects of Regional Impact (pg. 69-70)
- Transit-accessible design should be considered in the site plan process, where feasible.
 - When new development occurs, it should be designed around and connected to any regional or local open space corridors or networks.
 - Pedestrian facilities should be included in all new developments, unless circumstances make this unrealistic. Suburban Communities should develop plans and standards for pedestrian systems to tie Suburban Areas together. In particular, improved connections between key destination areas should be developed, such as between residential and commercial areas, and between residential, parks and school areas.
 - Higher value should be placed on quality open space as part of suburban development. Residential developments should be designed around open spaces, which in turn connect to adjacent open spaces or regional systems. Open spaces should not be designated as an afterthought based simply on land that is left over in the site plan review process.
 - Environmental quality standards should be incorporated in the development review process, particularly related to runoff, stream protection, and tree protection.
 - New development should be coordinated and timed relative to infrastructure. Infrastructure, particularly sewer and water service, should be available concurrently with new development.
 - New infrastructure should be planned to be adequate for both existing and planned growth. Level of service standards should be developed to insure that adequate public facilities are provided in both the short term and long term.
-

INTERSTATE ACCESS LOCATIONS

BACKGROUND

Interstate Access Locations are those areas, typically the four quadrants, around an interstate highway interchange. They include land both immediately proximate to the intersection as well as land within the range of influence of the interchange, usually within approximately a quarter of a mile from where the highways meet.

These Areas are important for several reasons. First, they are important points of entry into a community from a regional perspective. As such, they are important first impressions of the community. Second, interchange locations are limited in number and should be considered as a valuable and limited resource to the community.



Potential configuration of a typical Interstate Access Location.



Land uses around an interchange should be carefully planned to prevent a “hodge-podge” of use and access problems.

These locations are magnets for many different uses, some of which are more desirable than others. For example, interchange locations are often attractive to large employment generators such as business parks. As regional economic development engines interstate interchanges can be very valuable. At the same time, other uses, such as fast food restaurants, hotels, and automobile service stations are also attracted to interchanges, often before larger employment intensive uses develop. While there is certainly a place and a need for these smaller scale automobile oriented commercial uses, they should be planned in conjunction with longer range employment centers.

It is also recognized that not all Interstate Access Locations have the same potential for development. Some interchanges are in rural areas and lack urban services such as sewer and water.

The challenge for these Areas is to attain the maximum benefit for the community, both from an economic development and a community image standpoint.

KEYSTONES

The following are keystones of the Interstate Access Locations:

- The Interstate Access Locations are viewed as a valuable limited resource in the community planning process and as key symbolic entrances into the community.
- Interchange Areas should be reserved for high quality uses that generate high economic returns for the community. They should be protected from low quality and low economic benefit uses.
- Desired land uses include research parks, office complexes and other employment-intensive uses. Uses such as restaurants, hotels, and similar services should be ancillary and subordinate to the employment related uses, and should be designed to be integrated with those uses through coordinated access, compatible signage and landscaping, and high quality site plan and building design.

- Signage in Interstate Access Areas should be limited and integrated into an overall site-planning theme. Billboards should be prohibited.
- Special attention should be paid to architectural quality, and overall architectural themes should be developed for each Interstate Access Area that is targeted for development.
- Traffic circulation and access should be carefully planned and managed so that each Interchange Area operates as a coordinated circulation system.
- Surface parking is discouraged. Wherever feasible, the preferred alternative is structured/decked parking with open space preserved, and land used for more economically beneficial uses.

***Appropriate Development Use
Concepts – Interstate Access
Location Form***

- Multi-Family Complex (pg. 52-54)
 - Institutional (pg. 55-57)
 - Employment Campus (pg. 58-60)
 - Regional Commercial (pg. 61-63)
 - Projects of Regional Impact (pg. 69-70)
-



FORMER JOLIET ARMY AMMUNITION PLANT PROPERTIES

BACKGROUND

The former Joliet Army Ammunition Plant [JOAAP] is located in the southwest portion of Will County and bisected by Illinois Route 53. The Village of Elwood and the City of Wilmington are both near the site.

The Village of Symerton is also located near the southeast corner of the site. In 1996, President Clinton signed into law [Public Law 104-106] authorizing land (24,000 acres) from the former JOAAP site to be conveyed to four distinct land uses: the Abraham Lincoln National Cemetery, Midwin National Tallgrass Prairie, a Will County Landfill, and two areas for industrial development.

The State of Illinois enacted the Joliet Arsenal Development Authority [JADA] Act (70 ILCS 508) in 1995 to develop and market the two industrial sites (named the Deer Run Industrial Park and the Island City Industrial Park). This Act created a special district governing body for these sites. Because of the separate, special district governing body, any land use decisions are outside the immediate control of Will County - although the Will County Board is permitted to make some appointments to the JADA Board of Directors.

Appropriate Development Use Concepts – Former JOAAP Properties Form

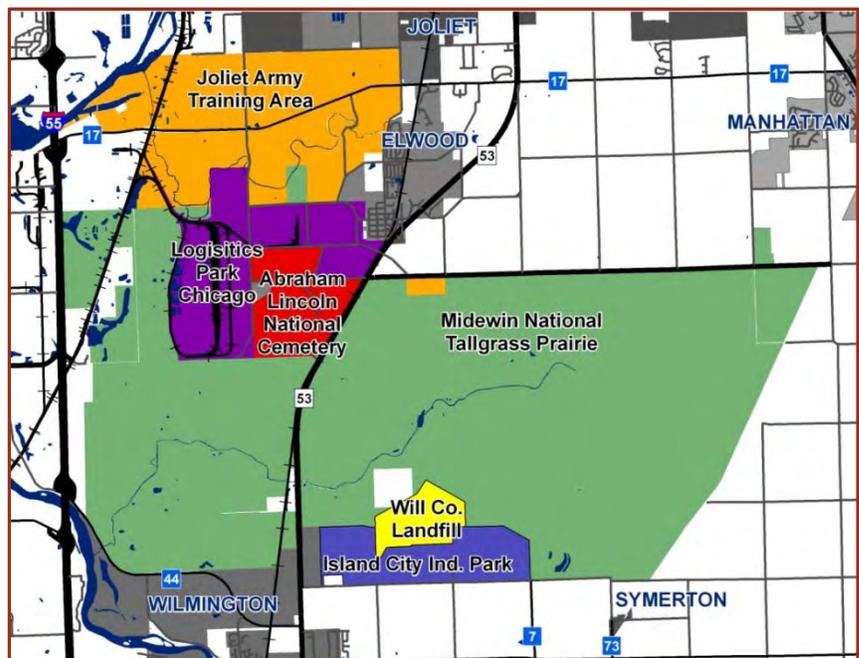
- Institutional (pg. 55-57)
- Employment Campus (pg. 58-60)
- Freestanding Industry & Office (pg. 67-68)
- Projects of Regional Impact (pg. 69-70)

Sites & Impacts



Deer Run Industrial Park & BNSF Logistics Park
Chicago
Village of Elwood

- 1,900 acres
- Intermodal facility shipping 1.7 to 4.6 million cargo containers
- 8,000 jobs generating 1.6 to 3.2 million truck trips on to Interstate 55 annually



KEYSTONES

The following are the keystones for the Former Joliet Army Ammunition Plant Area.

- Encourages the development of the former Arsenal properties as excellent economic development programs.
- Additional high-quality economic development is encouraged but not at the expense of the nearby communities. Mitigation measures to minimize adverse conditions such as noise, light, traffic, etc. are expected to be provided.
- Maintaining the transportation system along Illinois Route 53 and connecting to the interstate system is crucial. Truck freight traffic should be directed onto the interstate system as soon as possible with suitable alternatives such as designated truck routes and/or dedicated truck lanes.
- In the event the Joliet Army Training Area is deemed to be excess land by the Department of the Army, Will County recommends the land be incorporated into (to accentuate rather than compete with) existing facilities of the former Joliet Army Ammunitions Plant.
- Will County does endorse the existing land use and development plans for the Deer Run Industrial Park, Midewin National Tallgrass Prairie, and Abraham Lincoln National Cemetery as part of this Land Resource Management Plan.
- The Will County Landfill Development Permit for the Prairie View Recycling and Disposal Facility is also adopted as part of this Land Resource Management Plan.
- New development is expected to enhance as well as respect the natural landscape and the community assets of the Midewin National Tallgrass Prairie and the Abraham Lincoln National Cemetery.

Sites & Impacts (con't.)



Midewin National Tallgrass Prairie
U.S. Forest Service

- 19,000 acres
- 540,000 estimated visitors annually



Abraham Lincoln National Cemetery
U.S. Department of Veterans Affairs

- 982 acres
- 400,000 burial sites to be provided
- 350,000 estimated visitors annually

Prairie View Recycling & Disposal Facility
County of Will

- 223 acres landfill footprint on a 455 acre site
- 14 million tons of waste to be accepted excluding waster from the former arsenal site.
- 20 to 23 years of anticipated operation



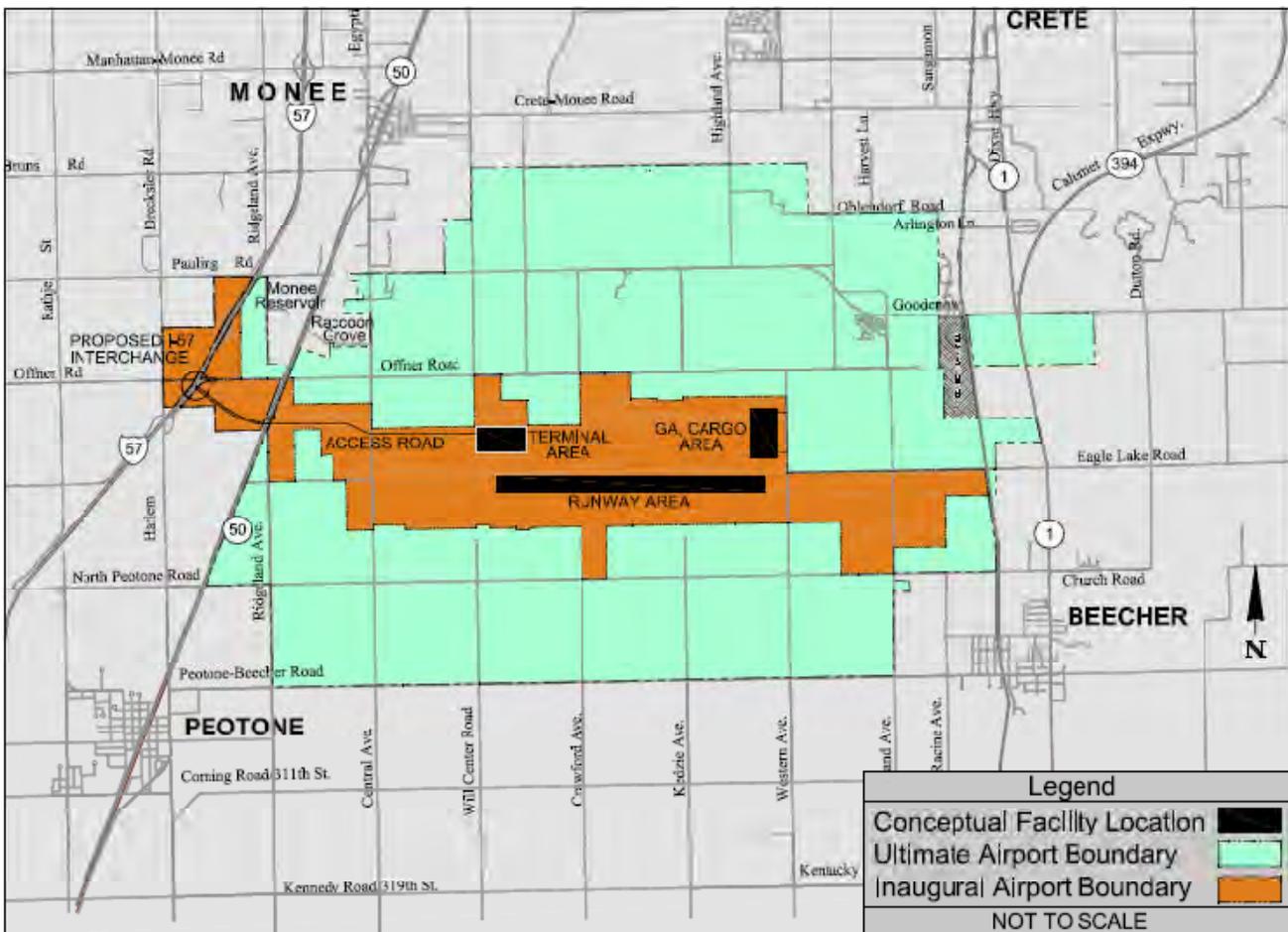
Island City Industrial Park
City of Wilmington

- 1,100 acres
- ProLogis Park Arsenal Site - 200-acre industrial park
- Union of Operating Engineers Local 150 - 300 acres Training Facility
- Available for development as of 2010 - approx. 500 acres

SOUTH SUBURBAN AIRPORT

BACKGROUND

The South Suburban Airport is a major public aviation facility proposed for an unincorporated site in southern Will County. It will be flanked by the five municipalities of: Crete, Monee, Peotone, Beecher and University Park, and the hamlet Goodenow. At full build out, it is projected to have six runways and cover over 32 square miles. The development of the Will County South Suburban Airport will help provide the necessary future regional aviation capacity and access demanded by the growing south suburbs. The State of Illinois has been actively acquiring property for the 5,200 acre inaugural portion of the SSA in Will County since 2002.



Proposed configuration of the South Suburban Airport.

Experience at other major hub airports such as Chicago O'Hare, Dallas-Fort Worth, Pittsburgh, and Denver International demonstrates that such facilities are significant growth generators. Employment typically exceeds 10,000 people on-site and potentially thousands more in peripheral developments. While planning and development of a major hub airport typically takes from at least 10 to 15 years and longer, land transactions and development expectations are often established early in the process. And these potential impacts are usually not confined to a single jurisdiction, but spread out over a wide airport influence area that can extend 5-10 miles from the facility itself. Thus it is critical to begin planning for development and growth around such facilities very early on after project initiation. The Airport Element of this Plan is the initial attempt of regional airport planning for Will County.

Development around hub airports typically proceeds in two distinct phases. In the first 5-10 years after the airport is opened, a variety of airport-related uses are usually proposed.

They include budget hotels, parking lots, car rental businesses, air cargo facilities, and moderate-priced housing for airport employees. Some of these early uses are low-value and return little to the community in the way of tax revenues. They can actually stifle later higher-quality development by occupying prime sites and featuring utilitarian design and building materials. After 10 years, the market for higher-image uses such as upper-end hotels, offices, research and development business parks, and higher-end residential projects will grow if careful planning preserves development opportunities. These off-airport development prospects can be enormous, generating thousands of jobs and millions of dollars in local tax revenues.

While the benefits to the traveling public and economic development prospects associated with the South Suburban Airport are significant, dealing with the potential on- and offsite land use and environmental impacts will be challenging. Major airports generate large traffic volumes from passengers, employees, and airport-related businesses.

Major improvements will be needed in the local road network around the site. Adverse noise and environmental impacts—e.g., loss of open space, degraded water quality, storm water runoff—can be tremendous if not carefully controlled. And the effects on agricultural land and farming—a dominant feature of southern Will County’s landscape—must also be assessed and addressed.

The test for the County and its municipalities will thus be to garner the benefits that the new airport offers while mitigating potential adverse impacts.

KEYSTONES

Although the Form boundary is undefined until such time as there is an official Record of Decision by the Federal Aviation Administration, the following are keystones for the South Suburban Airport Form and are expanded upon in the Airport Environs Element, which is the first stage at providing an expanded land use plan specifically for the South Suburban area.

- Prime development locations around the new airport, especially at interstate interchanges and major arterial intersections, are valuable limited community resources. They should be protected in the community planning process from low quality, low-value uses such as parking lots, car rental facilities, and the like. Desired land uses at these locations include research parks, office complexes, and other employment intensive uses. In addition, the County and municipalities should make adequate sites available for airport-related uses such as hotels, air cargo facilities, and similar developments in appropriate locations.
- Mediocre development quality in the initial phases of off-airport development will retard high-value uses. Steps should be taken to ensure that new development meets minimum standards for design and building materials. Signage along airport gateways should be limited and integrated into an overall site-planning theme. Billboards (off-premise signs) should be prohibited in the airport environs.

- Traffic access and circulation should be carefully planned and coordinated on a regional basis.
- Residential development near airport noise contours should be avoided to reduce impacts on future residents and to preserve the operational capability of the airport.
- Interjurisdictional land use planning and impact mitigation should be encouraged and pursued among the airport development agency, the County, and municipalities.
- On-airport layout and planning should be carefully coordinated with off-airport land use planning and development to take full economic advantage of the airport, ensure efficient traffic flow, and to reduce potential adverse environmental and other impacts.
- Special attention should be paid to potential environmental impacts of the airport, including noise, water quality, storm water runoff, and loss of open space and agricultural lands.
- The County will take a leadership role in the South Suburban Airport development process in order to provide for coordination of land use, transportation, natural resource and economic development planning efforts among the adjoining communities to ensure that the benefits and opportunities created by the new airport developed wholly in Will County, Illinois, are addressed and managed in a manner most beneficial to the County. It is due in part, to these reasons the County will encourage, strive and support the creation of a governing body that can effectively pursue the financing, building, owning and operation of the airport through the Illinois General Assembly. This newly formed body should be formed as an independent airport authority whose board consists of a majority of appointments from Will County.

***Appropriate Development Use
Concepts – South Suburban
Airport Form***

- Agricultural (pg. 38-39)
 - Multi-Family Complex (pg. 52-54)
 - Employment Campus (pg. 58-60)
 - Mid-Scale Commercial (pg. 64)
 - Neighborhood Commercial (pg. 65-66)
 - Projects of Regional Impact (pg. 69-70)
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Development Use Concepts

AGRICULTURAL

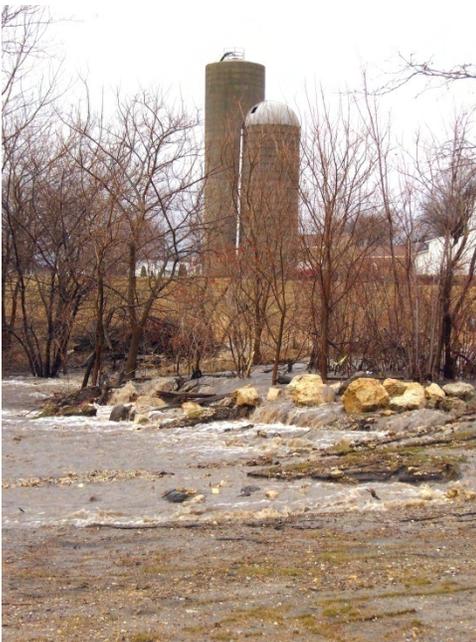
Agriculture is the use of land for crops, livestock, homesteads, and agri-business. Agricultural uses are located throughout the County, but they are the dominant use in the southern half of the County.

GENERAL PRINCIPLES

- Where Agricultural Uses are intended to be the dominant land use (see Rural Form Principles below), other uses such as residential should be designed to minimize interference and negative impacts on agricultural operations. In other Form Areas where higher density residential or commercial uses are contemplated, the burden should be on the agricultural uses to minimize negative impacts on surrounding areas. Common land use impacts associated with agricultural uses relative to residential uses are chemical fertilizers, odor, farm vehicle use of roads, night time operations, dust, and noise.
- Environmentally sensitive areas should be respected during farming operations and preserved as much as possible. In particular, stream corridors and ground water resources should be protected.
- Farm drainage design should be coordinated as much as possible with regional drainage facilities. Likewise, new non-farm development should be reviewed and designed so as to minimize impact on agricultural drainage facilities.



Agricultural Uses are intended to be the dominant land use in the Rural Form Area.



Drainage in Agricultural Areas should be coordinated between non-farm and Agricultural Uses.

FORM SPECIFIC PRINCIPLES

Rural Form Principles

- Agricultural Uses are intended to be the dominant land use in the Rural Form Area. Other uses should be reviewed in terms of their compatibility with this use.
- Agriculture support businesses and other related rural uses are appropriate associated uses to Agricultural Use Concept. These uses should be located on roads that are sufficient to accommodate anticipated traffic. They should not be located immediately adjacent to residential areas, or other areas where negative off-site impacts will occur. Examples of such uses are commercial nurseries, feed and seed stores, farmers markets, farm implement sales and supply stores, and other farm support businesses.



Agricultural support businesses are critical to the viability of Agricultural Uses.

Hamlet Form Principles

- Agricultural support businesses are encouraged in Hamlets. However, they should be carefully sited so as to minimize negative land use impacts on residential uses, which are also viewed as desirable land uses in Hamlets.



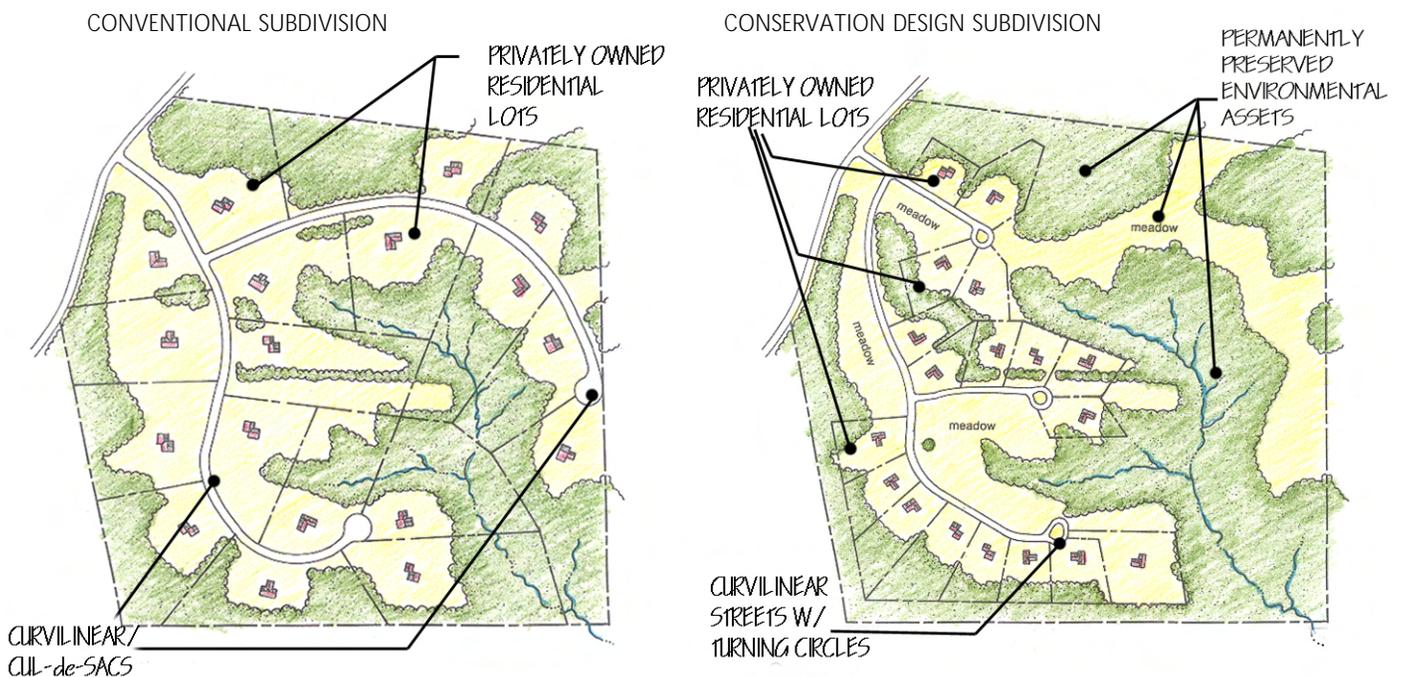
Residential uses in primarily Agricultural Areas should be designed to minimize interference with Agricultural Uses.

APPROPRIATE FORM APPLICATION TABLE

Rural	Kankakee River Corridor	Hamlet	Town	Urban	Suburban	Interstate Access Location	Former JOAAP	SSA
●	●	●						●

CONSERVATION DESIGN NEIGHBORHOODS

Unlike Conventional Suburban Residential subdivisions, which will typically consume the entire development parcel, Conservation Development rearranges and clusters housing lots and roadways to set aside a substantial amount of the otherwise buildable property as permanently protected, quality open space. Typically, this approach trades a pattern of large suburban lawns with little or no usable neighborhood open space for more compact yards supplemented by extensive open space flowing through the development. This open space is retained in perpetuity as greenways, trails, woodlands, pastures, or other uses that maintain scenic character, protect habitat value, and contribute to the quality of life for residents. When properly planned, open space in conservation developments can become part of an interconnected, regional open space network.



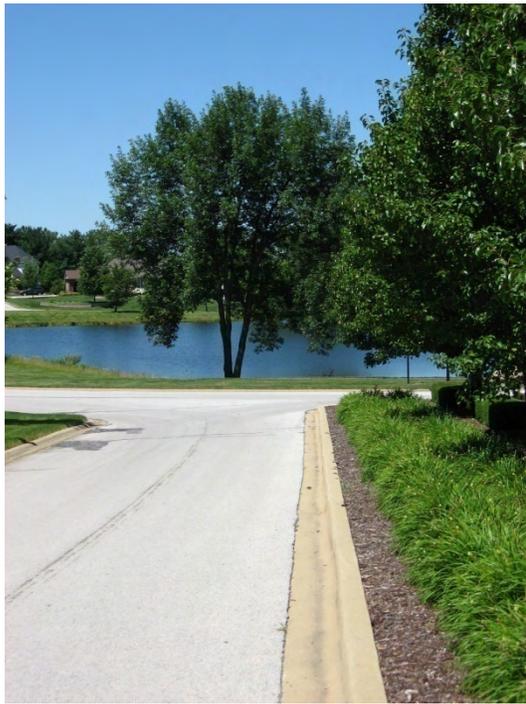
The Conservation Subdivision on the right is a viable alternative for residential subdivision over the Conventional Subdivision of the same area on the left. The smaller private lots allow for permanent protection of valuable open space and environmental resources while still supporting the same density of development. Images reproduced with permission of Randall Arendt, *Growing Greener*. Pages 35-36.

GENERAL PRINCIPLES

- Flexible design that maximizes open space preservation should be promoted by separating the issue of density from minimum lot size. This approach would permit a wide range of lot dimensions (area, frontage, setbacks, etc.) and a variety of housing types (detached, semidetached, attached) to serve multiple markets (traditional families, single-parent households, empty-nesters, etc.). Dedication of open space should be encouraged through incentives (density bonuses) based upon net density/yield rather than minimum lot size/widths.
- Open space should be designed to form an interconnected network, with provisions for linkages to existing or potential open space on adjoining properties.
- Pathways within open space and/or sidewalks along roadways should be provided to connect to surrounding pedestrian/bicycle networks.
- Fragmentation of open space into isolated, unconnected pieces should be avoided, except to provide neighborhood parks and commons.
- Stream corridors, woodlands, hedge rows, and other valuable natural and historic resources should be maintained as part of the dedicated open space.
- Roadways and house lots should be located to respect natural features and to maximize exposure of lots to open space (directly abutting or across the street). “Single-loaded” streets (with homes on one side only) can be used to maximize open space visibility, thus increasing real estate values and sales, while costing no more than streets in conventional subdivisions (due to savings from narrower lot frontages).



Conservation Design Subdivision is exemplified by the interconnecting network of open space.



Use of a water feature in an entranceway.

- Open space should be used as part of an integrated storm water management approach to maintain natural drainage patterns, attenuate water quality impacts, replenish groundwater (e.g., through bio-retention facilities such as infiltration trenches and “rain gardens” and incorporate detention facilities as visual and environmental amenities such as ponds.
- In areas without sewers, measures such as spray irrigation, constructed wetlands, or locating either individual or shared septic systems in easements within common open space should be used to accommodate smaller lot sizes.

FORM SPECIFIC PRINCIPLES

Rural Form Principles

- The net development density in Rural Areas for Conservation Design Use Concept should be in the range of one dwelling per 2.5 to 10 acres based on Guiding Principles and Strategies. From 50% to 80% of the unconstrained land should be preserved as open space. The open space can be either common or dedicated for compatible agricultural and horticultural uses (e.g., pastureland for horses, greenhouses, pick-your-own operations, community-supported agriculture, etc.).
- Open space should be carefully located between housing lots, particularly those adjacent to working farms and other sensitive uses to provide buffers.
- Open space should be located to maintain the visual character of scenic roads (e.g., “foreground meadows” or preserved agricultural fields adjacent to roads).
- Roadways should be designed to standards appropriate to the rural context (narrower widths, drainage swales, shade trees, gravel footpaths, etc.).
- Open space management should promote rehabilitation of degraded habitats through mechanisms such as reforestation, prairie restoration, and wetland reclamation. These rehabilitation



A pedestrian trail through a restored prairie open space.

activities need to pay close attention to impacts on surrounding properties, particularly when those activities involve potential alterations to drainage patterns, such as the crushing of agricultural drainage tiles.

- Consistent with the Keystones for the Rural Form, new residential development will be reviewed to discourage inappropriate or incompatible encroachment into viable agricultural areas.
- Higher gross development density for Conservation Design Use Concept developments in the Rural Form may be considered consistent with these principles in areas that have access to sewers when the development also has superior design and open space preservation aspects.

Town Form Principles

- The net development density of Conservation Design Neighborhoods in Urban Communities and Town Forms and should be in the range of one to two dwellings per acre. At least 25% of the unconstrained land should be preserved as common open space. However, a Traditional Residential Use is recommended for densities less than one dwelling unit per acre.
- Neighborhood parks and informal open spaces (i.e., greens or commons) should be established to provide recreational opportunities and focuses of activity for residents.
- Neighborhood parks, commons, or other formal open spaces should be located to provide visual interest (e.g., terminal vistas).
- Existing and future neighborhoods, schools, shops, recreation areas, and other destinations should be linked through linear open spaces, bikeways, and footpaths.

Suburban Form Principles



A neighborhood in the Suburban Form connected by trails.

- The net development density of a Conservation Design in Suburban Communities should be in the range of 1.0 to 2.5 acres per dwelling unit. At least 40% of the unconstrained land should be preserved as open space (either common or non-common).
- Open space should be incorporated into developments as a central, organizing design feature to differentiate from Conventional Suburban Residential subdivisions and to provide linkages to the regional open space network.
- Existing and future neighborhoods, schools, shops, recreation areas, and other destinations should be linked through linear open spaces, bikeways, and footpaths.
- Neighborhood parks should be included within the open space to provide recreational opportunities for residents.
- Landscaped, open space buffers should be provided in addition to existing or potential rights-of-way along public roads and other adjacent uses.

APPROPRIATE FORM APPLICATION TABLE

Rural	Kankakee River Corridor	Hamlet	Town	Urban	Suburban	Interstate Access Location	Former JOAAP	SSA
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CONVENTIONAL RESIDENTIAL SUBURBAN

This Development Use Concept consists of the typical residential “subdivision”. It generally consists of single family detached homes on developed lots. Single family subdivisions are usually “single use” developments, and do not typically include business, institutional or other uses. They do often include either passive or active open space uses, but these are rare and not usually connected from one subdivision to another. They sometimes also include some two-family or multi-family uses as well, but in many cases, even these residential types are segregated. The street pattern is usually curvilinear with numerous cul-de-sacs. While this development concept is the most common style of new residential development, it has been criticized for creating unconnected and isolated “pods” of development, encouraging an over reliance on the automobile, and for failing to create usable open space.



A Conventional Residential Subdivision with no integrated open space or connection to surrounding neighborhoods.

GENERAL PRINCIPLES

- Suburban residential uses should emphasize more “connectivity” between subdivisions, and avoid creating isolated islands of development.
- There should be more emphasis on developing communities and neighborhoods and less emphasis on exclusivity and insulated subdivisions.
- The pedestrian friendliness of these areas should be improved. Sidewalks are encouraged, and sidewalk systems in individual subdivisions should be designed to connect to adjoining subdivisions and to nearby institutional and business uses. Subdivisions should be connected to parks, regional trails, or open space systems whenever possible.
- More usable open space is encouraged. Open spaces should be designed as integral parts of development, and should not simply be the result of undesirable land left over in the site planning process.



This street has homes with limited setbacks and does not emphasize the garage over the other elements of the home.

- More use variation is encouraged. Housing types in addition to the single-family dwelling should be encouraged as part of well designed site plans.
- More architectural variation is also encouraged in the conventional subdivision. Homes should be designed to emphasize human activity, and should not be designed around the automobile. A garage should not be the dominant architectural feature of a house.
- Other uses such as parks, schools, churches, senior housing, and small scale commercial services could be considered as appropriate ancillary uses when part of an integrated site design and when designed to minimize negative impacts.
- The site planning and development process should respect existing natural features and grades. Vegetation such as trees should be preserved.
- Land use regulations should be flexible in terms of density. While overall density limits (gross density) should be established, the ability to construct on smaller lots while preserving open space and environmental features (net density) should be allowed as part of a site plan review process with quality based guidelines.
- Minimum density standards should be developed in the zoning ordinance for those areas with infrastructure designed for higher densities and planned for higher density as a way to preserve valuable land from underutilization.
- Subdivisions should be designed with regard to human scale, particularly with regard to street width, alignment, and designed vehicular speed.
- Subdivisions should be designed to relate to, and connect to, town or civic centers whenever possible.

FORM SPECIFIC PRINCIPLES

Town Form Principles

- Many Towns in the County have a mix of traditional residential and suburban style subdivisions. It is expected that this mix will continue to occur. When new subdivisions are developed in Towns, every effort should be made to meld them into adjacent traditional neighborhoods, and not create artificial barriers. Many of the principles for traditional development can apply, such as maximizing street connections, pedestrian orientation, and others.
- The net density for a Conventional Residential Suburban Development in Towns should be in the range of 0.2 to 0.5 acres per dwelling unit (or two to five dwelling units per acre).

Suburban Form Principles

- The net density for a Conventional Residential Suburban Development in the Suburban Form should be in the range of 0.2 to 1.0 acres per dwelling unit. (One to five dwelling units per acre)



Net density of Conventional Residential Subdivision in the Suburban Form should be between 0.2 to 1.0 acres per dwelling unit.

APPROPRIATE FORM APPLICATION TABLE

Rural	Kankakee River Corridor	Hamlet	Town	Urban	Suburban	Interstate Access Location	Former JOAAP	SSA
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TRADITIONAL RESIDENTIAL



An established neighborhood developed in a traditional fashion with rear alleys and a “grid” street network.

Traditional Residential Development constitutes the predominant form of subdivision until the mid-1950’s. The Traditional Residential Use Concept encourages human scale, walkable communities with a mix of uses and density, typically with mixed-use cores. Recent trends have “rediscovered” the benefits of this type of development as a viable alternative for new development.

This Use Concept is characterized by a “grid” street network, typically with alleys, mixed housing types, and some mixed uses. These mixed uses, with basic architectural consideration, can be integrated into a neighborhood, even if the neighborhood is new. Accessory units are also easily accommodated. This type of development requires a different set of physical standards, including maximum setbacks or “build to” lines, porches, and rear facing or detached garages. These developments are typically higher density than the sort common in Will County, which is desirable for many reasons including efficiency of infrastructure, more agricultural area preserved, and the potential for more pedestrian opportunities. In this sort of development, size and appearance of the structure are often more important than use.

This Use Concept is particularly appropriate when the development is occurring adjacent to existing traditional development.

GENERAL PRINCIPLES

- The traditional Residential Use Concept should respect the existing character of traditional areas and smaller communities. It should help maintain the “small town” feel that so many communities strive to maintain.
- The street system should have multiple interconnections. This allows multiple opportunities for people to walk to local destinations by a variety of routes. Streets should be designed for slower speeds to allow for mixing of vehicular and pedestrian traffic.

- There should be a short distance to amenities; sites should be designated for parks, schools, churches, stores, and other public gathering places within a five to ten minute walk from homes.
- The density of this Use Concept should be somewhat variable to allow it to generally reflect established patterns and densities.
- Mixed housing types should be permitted in some manner, and can encourage some alternative accessory housing option.
- Homes should be designed to relate to the street. The fronts of buildings should be oriented to the street, and the progression of public to private characteristics of traditional neighborhoods (street-sidewalk-front yard front porch) should be preserved.

FORM SPECIFIC PRINCIPLES

Hamlet Form Principles

- Traditional Residential development should recognize the existing pattern of Hamlets and should be an unobtrusive way for them to grow while maintaining character.
- The density of a Traditional Residential Development in the Hamlet Form should complement the average existing density of the Hamlet.
- In Hamlets without central focus, new development in this Use Concept should help create a central focus and enhance the sense of community.
- The continuation of the existing street grid is of particular importance to Hamlets.



New development should respect the existing character of a Hamlet.

Town Form Principles

- This Use Concept should recognize an existing Town center and traditional development patterns of this Form. It can be used to enhance existing patterns of land use.
- The density of a Traditional Residential Development in the Town Form should complement the average existing density of the Town.
- The Traditional Residential Use Concept should continue the street grid already established; it should maintain the “web” of streets with connectivity and a regular pattern of development.



An example of an Urban Form.

Urban Form Principles

- This Use Concept should fit into the existing pattern and street grid, such that infill development compliments or enhances the established character of the community rather than altering it, thereby reducing the impact of infill development.
- The density of Traditional Residential Development in an Urban Form should complement the existing density of the Urban Community.

Suburban Form Principles

- The Traditional Residential Use Concept would provide developers with a wider spectrum of permitted uses and layouts which would encourage internal movement and reduce auto congestion often caused by lack of connecting roads and isolated residential uses.
- This Use Concept can also provide a central or community focus in areas that typically lack such a focus.
- The density of a Traditional Residential Development in the Suburban Form should be in the range of 0.2 to 1.0 acres per dwelling unit (or one to five units an acre).

- In the Suburban Community Form it is essential to connect to any existing street systems and create street connections to adjacent vacant properties to provide maximum opportunity for connectivity.
- This Use Concept must be carefully designed so that it explores options for open space/trail connectivity without interrupting its own form of design.
- Encourage grouping or relocation of civic and governmental services to locations of Traditional Residential Use to increase the vitality and activity of the traditional mixed-use cores.

APPROPRIATE FORM APPLICATION TABLE

Rural	Kankakee River Corridor	Hamlet	Town	Urban	Suburban	Interstate Access Location	Former JOAAP	SSA
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MULTI-FAMILY COMPLEX

This Use Concept includes freestanding concentrations of apartments, townhouses, condominiums, and other similar multi-family uses. As a general rule of thumb, it includes only those multi-family developments that exceed 7 dwelling units an acre density and 20 dwelling units.

GENERAL PRINCIPLES

- Multi-Family Complexes should be encouraged to locate near major employment uses and within easy access to an arterial roadway.

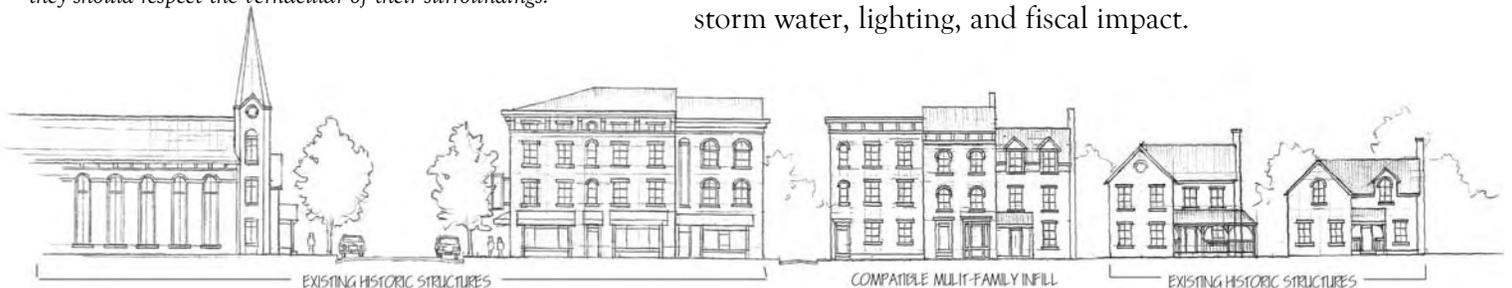


An example of a Multi-Family Complex.

- They should not be viewed as a “buffer” between single-family and non-residential uses, but rather as a residential land use that maximizes the connectivity between uses and provides a gradual shift in the intensity of the land use pattern.
- There is a need to raise quality of Multi-Family Complexes through improved site planning and design standards. These standards should address site layout; building configuration, materials, massing, shape, and height; landscaping; signage; parking lot aesthetic and functional design; vehicular and pedestrian circulation; trash removal; lighting; storm water management; environmental protection; mass transit access; and others.

- Multi-family complexes should be subject to land use impact review and mitigation for issues such as traffic, storm water, lighting, and fiscal impact.

When Multi-Family Complexes are proposed as infill, they should respect the vernacular of their surroundings.



- Multi-family Complexes should be approved only upon a demonstration that adequate public facilities exist or will be established by the time of opening.
- All residential units should have reasonable access to usable open space.
- Underground parking is encouraged where feasible as an alternative to surface parking.
- Crime Prevention Through Environmental Design [CPTED] should be a decision consideration in multifamily projects.
- Transit-oriented design is encouraged wherever appropriate. Incentives such as density bonuses should be considered to encourage transit-oriented design.
- When Multi-Family Complexes are proposed in areas that are largely developed, they should respect desirable characteristics of the area. For example, new complexes in areas with an historic context should respect the character and vernacular of the area.
- Building heights should be compatible with surrounding areas.



Building height should be compatible with the surrounding area.

FORM SPECIFIC PRINCIPLES

Interstate Access Location Principles

- Multi-Family Complexes are appropriate uses in Interstate Access Location Forms, but only when they are secondary and minor uses. They should not be the dominant land use.

South Suburban Airport Form Principles

- Multi-family Complexes are appropriate uses near the proposed South Suburban Airport. They can provide important affordable housing for airport worker who might otherwise have to travel long distances. However, they should not be sited on property that is well suited and reserved for Employment Campuses.
 - Height limits should be developed in concert with airport flight paths and restrictions.
-

APPROPRIATE FORM APPLICATION TABLE

Rural	Kankakee River Corridor	Hamlet	Town	Urban	Suburban	Interstate Access Location	Former JOAAP	SSA
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INSTITUTIONAL USE CONCEPT

Institutional Uses are those that serve a community need and transcend a Development Form but are smaller in scale as not to be considered a Project of Regional Importance. Types of Institutional Uses and examples include:

Public Service Buildings & Uses

Government buildings (i.e. township halls)
Emergency services locations (i.e. fire stations)
Parks and Recreation (i.e. Forest Preserve amenities)
Public schools
Libraries

Private Infrastructure

Utility service facilities (i.e. lift stations)

Non-Profit Buildings & Uses

Religious buildings
Private Schools
Cemeteries



Public School; an example of an Institutional Use.

Sites for institutional uses are usually limited due to land acquisition prices (or conversely, a donated site), need for a centralized geographic location, or availability of specific utilities. Because of these limitations, the need for specifying a particular Development Form is counter-productive to the community.

GENERAL PRINCIPLES

- Environmentally sensitive areas should be respected and preserved as much as possible. In particular, stream corridors and groundwater resources should be protected.
- Native landscaping is strongly encouraged in site planning and development.
- Institutional use should be approved only upon a demonstration that adequate public facilities - particularly utilities and transportation - exist or will be established by the time of opening.

- It must be emphasized an institutional use should not be too large as to overwhelm the surrounding area in which it is located. A typical standard guideline would be to compare the trip generation of the institutional use and the capacity and service type of the local road network. For example, a large university would be considered a Project of Regional Importance, but an auxiliary campus would be considered an Institutional Use.
- Institutional uses should meet quality standards consistent with the surrounding area related to site layout; building configuration, materials, massing, shape, and height; landscaping; signage; parking lot aesthetic and functional design; vehicular and pedestrian circulation; trash removal; lighting; storm water management; environmental protection; mass transit access; and others.
- Institutional uses should be subject to land use impact review and mitigation for issues such traffic, storm water, lighting, fiscal impact, noise, and odors.



A township highway building in a Hamlet Form.

FORM SPECIFIC PRINCIPLES

Rural Form:

- Consistent with the Keystones for the Rural Form, proposed institutional uses will be reviewed to discourage inappropriate or incompatible encroachment into viable agricultural areas.

Kankakee River Corridor Form

- Institutional uses should be carefully sited within the Kankakee River Corridor Form so as to minimize negative land use impacts on the residential uses.
- Institutional uses should not adversely affect the enjoyment of or impair the businesses of the recreational uses found in the Kankakee River Corridor Form.

Hamlet Form

- Institutional uses are encouraged in Hamlets. However, they should be carefully sited so as to minimize negative land use impacts on residential uses, which are also viewed as desirable land uses in Hamlets.

Town, Urban Community & Suburban Community Forms

- Institutional uses are encouraged in Town, Urban Community and Suburban Community Forms and should be directed there whenever feasible. However, they should be carefully sited so as to minimize negative land use impacts on neighboring uses.
- Where appropriate, on-site amenities such as walking trails and eating areas are encouraged – especially for uses where the public is invited such as libraries. Local trails should connect to regional trails or open space systems wherever possible.



Institutional Uses should minimize negative sight, sound and odor impacts to the surrounding area.

Interstate Access Location

- Institutional uses should be located within Interstate Access Location Forms only as necessary. The limited resources at an Interstate Access Location Form should be reserved for more desired uses.

Former JOAAP

- Any institutional uses within the Former JOAAP Form should serve a larger regional or county-wide purpose or serve a specific need for Former JOAAP properties.

APPROPRIATE FORM APPLICATION TABLE

Rural	Kankakee River Corridor	Hamlet	Town	Urban	Suburban	Interstate Access Location	Former JOAAP	SSA
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EMPLOYMENT CAMPUS

Employment Campuses include a wide range of office, business, light industrial, research and development uses, and related ancillary uses such as restaurants. They can best be described as business versions of “subdivisions”. The term “campus” is used intentionally in that it implies a sense of integration and coordination of uses and a certain quality and character of development. Employment Campuses are generally large, unified, and integrated; like residential subdivisions they are usually developed by a single entity, and as such can be designed in a coordinated way. As a rule of thumb, Employment Campuses are at least 10 acres in size.



Employment Campuses like residential subdivisions are often developed by a single entity.

Employment Campuses involve a significant number of vehicle trips, particularly in the morning and evening peak hours. They involve a mixture of automobile and truck traffic. They also may have a preference for multi-modal transportation access, such as rail and water. They are typically located near Interstate Access Locations and thrive in conjunction with rail access.

GENERAL PRINCIPLES

- Employment Campuses should meet quality standards related to site layout; building configuration, materials, massing, shape, and height; landscaping; signage; parking lot aesthetic and functional design; vehicular and pedestrian circulation; trash removal; lighting; storm water management; environmental protection; mass transit access; and others.
- Employment Campuses should be approved only upon a demonstration that adequate public facilities exist or will be established by the time of opening.
- Employment Campuses should be subject to land use impact review and mitigation for issues such traffic, storm water, lighting, fiscal impact, noise, and odors.

- Native landscaping is strongly encouraged in site planning and development.
- They should be located within easy access to an arterial roadway and the interstate highway system.
- Access to available mass transit is encouraged in a pedestrian friendly manner. Sidewalks should connect buildings to sheltered transit stops.
- Employer transportation programs are encouraged to reduce the percentage of trips made by single-occupant vehicles and encourage transportation by alternate modes.
- Vehicular access should be designed to maximize efficiency and minimize negative impacts on levels of service on adjacent roads.
- On site amenities such as walking trails and eating areas are encouraged. Local trails should connect to regional trails or open space systems wherever possible.
- Accessory uses designed to serve on-site employees, such as restaurants, day care centers, and personal services are also encouraged, but only when integrated with and subordinate to the primary business uses.



When possible Employment Campuses should use attractive and native landscaping.

FORM SPECIFIC PRINCIPLES

Urban Community and Town Form Principles

- Employment Campuses should be encouraged to reuse existing industrial properties.
- These centers should be buffered from nearby residential uses, and yet should provide walkable access to neighboring residential areas.
- Surface parking is discouraged. Whenever feasible, the preferred alternative is structured/decked parking with open space preserved, and land used for more economically beneficial uses.

Interstate Access Location Principles

- Employment Campuses in Interstate Access Locations should be oriented more towards office and research uses rather than industrial related uses, in keeping with the gateway aspects of interstate interchanges.
- Multi-story buildings with higher numbers of employees are encouraged in these Areas.
- Greater attention to architectural detail should be paid to buildings in these Areas, particularly those that are visible from the interstate or an arterial road.

South Suburban Airport Principles

- Preference should be given to airport related businesses near airport access points.
- These locations near the South Suburban Airport need strong and early protection from pressure of undesirable uses which may try to locate before more appropriate uses.

Former JOAAP Properties

- Because of the sensitive nature of the ecosystems of the Midewin National Tallgrass Prairie area, developments which are adjacent or close enough to impact these ecosystems will need special standards and considerations made in their site planning and organization. Considerations could include: natural landscaping, sustainable storm water and wastewater management and facility organization and orientation.

APPROPRIATE FORM APPLICATION TABLE

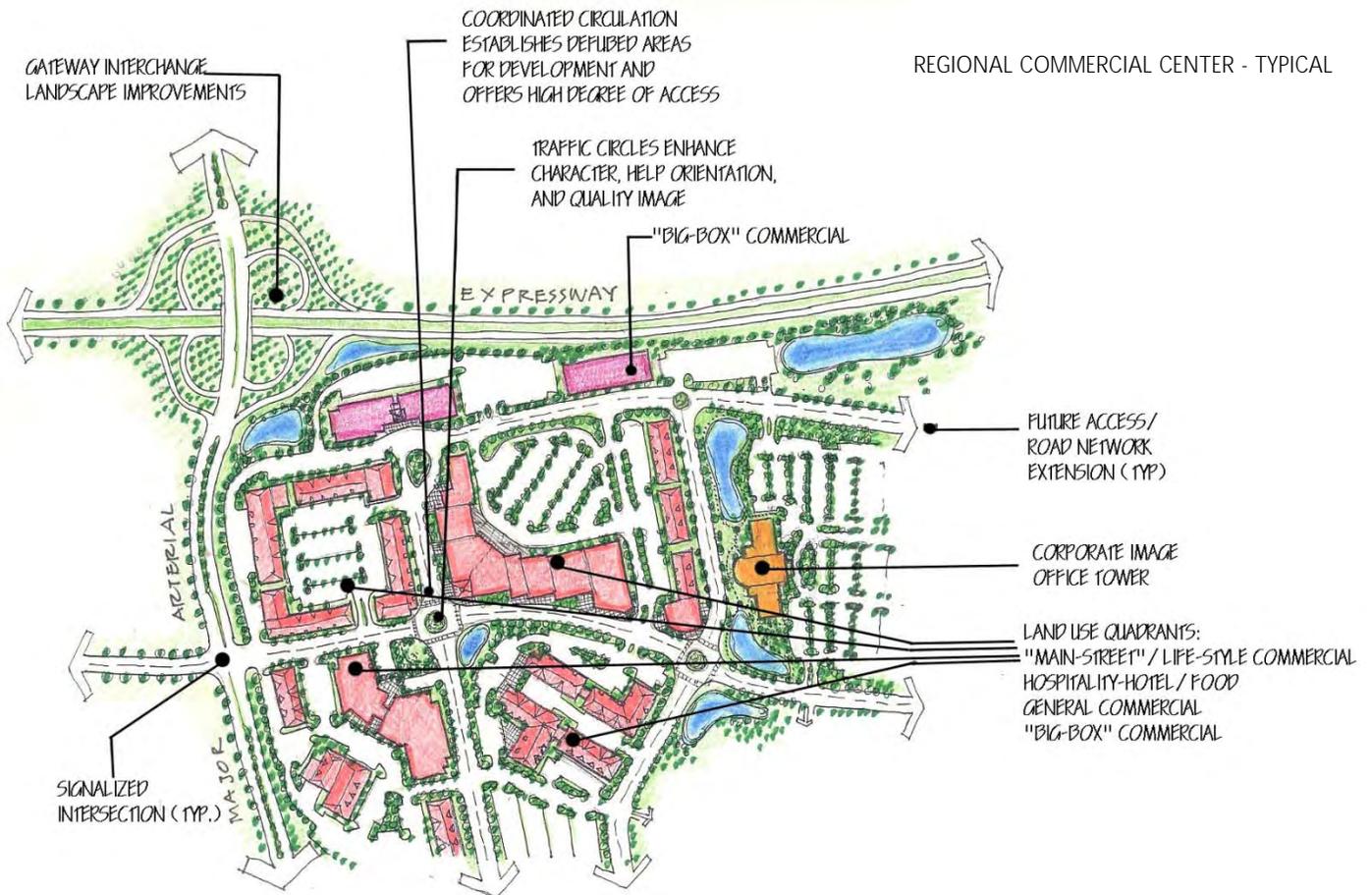
Rural	Kankakee River Corridor	Hamlet	Town	Urban	Suburban	Interstate Access Location	Former JOAAP	SSA
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REGIONAL COMMERCIAL

The Regional Commercial Use Concept includes either a single use or conglomeration of commercial uses and/or sites that serve as a distinct destination for traffic from a large geographic area. Specific uses in this concept vary widely, but include general commercial retail uses, offices, personal services, restaurants, automotive related businesses, and related uses. These include enclosed shopping malls, strip centers, and freestanding stores. The chief characteristic of Regional Commercial is that it has a scale and magnitude that serves a regional market, and they are usually destination locations for shoppers. They are heavily oriented to the automobile, with very little pedestrian circulation between uses.

Primary Uses in Regional Commercial

- Commercial Retail
- Offices
- Personal Services
- Restaurants
- Automotive Related Business
- Enclosed Shopping Malls
- Strip Centers
- Freestanding Stores



GENERAL PRINCIPLES

- Regional Commercial Uses occur in concentrations with gross leasable areas in excess of 300,000 square feet that serve a larger regional market. They will require sites in excess of 30 acres, and may include uses such as grocery superstores, large discount stores, warehouse clubs, large specialty retailers, manufacturers outlet stores, and department stores.
- Other related, but smaller uses may also occur, such as restaurants (including fast food) and smaller specialty stores. These smaller uses must be carefully coordinated from a site-planning standpoint with the larger retail uses, particularly related to traffic access and circulation. The design of these smaller uses must also be considered in light of the larger context of uses, since the collective impact of numerous small uses greatly impacts the image of the overall area. Signage and landscaping is of particular importance and are attributes that should be addressed expressly.
- Regional Commercial should be encouraged only where they have an interstate or arterial roadway as their primary access.
- Regional Commercial should meet quality standards related to site layout; building configuration, materials, massing, shape, and height; landscaping; signage; parking lot aesthetic and functional design; vehicular and pedestrian circulation; trash removal; lighting; storm water management; environmental protection; mass transit access; and others.
- Regional Commercial should be approved only upon a demonstration that adequate public facilities exist or will be established by the time of opening.
- Regional Commercial should be subject to land use impact review and mitigation for issues such as traffic, storm water, lighting, fiscal impact, noise, and odors.



Parking lots should be improved with landscaping measures and other design considerations to break-up the vast expanse of parking often associated with Regional Commercial uses.

- Access management principles and techniques should be incorporated in the site plan design and development phases.

SPECIFIC FORM PRINCIPLES

Urban Form Principles

- The Regional Commercial Use Concept does not apply only in Suburban Areas. This plan recognizes that the historic downtown areas of cities, especially Joliet, can serve as regional commercial centers. The preservation and revitalization efforts underway in those areas are consistent with this Plan and those efforts are encouraged to continue.

Interstate Access Location Principles

- The number of quadrants absorbed by Regional Commercial uses should be limited around an interstate interchange. These quadrants should be reserved for more employment intensive uses that create the gateway objectives as described in the Interstate Access Locations Form.

APPROPRIATE FORM APPLICATION TABLE

Rural	Kankakee River Corridor	Hamlet	Town	Urban	Suburban	Interstate Access Location	Former JOAAP	SSA
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MID-SCALE COMMERCIAL

Mid-Scale Commercial uses include single or conglomerrated commercial uses which serve a geographic subregion with basic commercial services. They are distinguished from regional commercial by their scale. They tend to serve smaller portions of the County, whereas regional retail serves a regional market. These uses often rely more on capturing pass through traffic than on attracting destination traffic.



Mid-Scale Commercial uses should be located within easy access to an arterial roadway.

GENERAL PRINCIPLES

- Mid-Scale Commercial retail uses have gross leasable areas of 50,000 – 300,000 square feet. They will require sites of between 5 and 30 acres, and provide services to an area with a 3 – 5 mile radius and may include uses such as general retail, offices, restaurants, motels, automotive service uses, building supply uses, and other related uses.
- Mid-Scale Commercial should meet quality standards related to site layout; building configuration, materials, massing, shape, and height; landscaping; signage; parking lot aesthetic and functional design; vehicular and pedestrian circulation; trash removal; lighting; storm water management; environmental protection; mass transit access; and others.
- Mid-Scale Commercial should provide facilities for parking of bicycles.
- Mid-Scale Commercial should be approved only upon a demonstration that adequate public facilities exist or will be established by the time of opening.
- Mid-Scale Commercial should be subject to land use impact review and mitigation for issues such as traffic, storm water, lighting, fiscal impact, noise, and odors.
- They should be located within easy access to an arterial roadway.

Primary Uses in Mid-Scale Commercial

- Commercial Retail
- Offices
- Personal Services
- Restaurants
- Automotive Related Business
- Business Supply

APPROPRIATE FORM APPLICATION TABLE

Rural	Kankakee River Corridor	Hamlet	Town	Urban	Suburban	Interstate Access Location	Former JOAAP	SSA
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NEIGHBORHOOD COMMERCIAL

Neighborhood Commercial Uses are intended to serve nearby residential areas with basic personal and retail services. Such uses are generally located in stand-alone buildings or in small commercial centers and may include uses such as convenience stores, beauty salons, restaurants, grocery stores, drug stores, clothing stores and specialty shops. These uses are appropriate in many areas of the County and can help to minimize traffic by providing services near homes. On the other hand, they can be obtrusive and have negative impacts on homes if they do not respect the neighborhood scale or are not properly located and designed.

GENERAL PRINCIPLES

- Neighborhood Commercial Uses typically require a site of between one and five acres to accommodate buildings and parking areas, supporting a floor area of between 10,000 and 50,000 square feet. Major tenants may include a small grocery or drug store.
- The Neighborhood Commercial shopping area should be located along a collector street or arterial street, easily accessible from the area it is intended to serve.
- Generally, it will serve an area approximately 1-3 miles in radius.
- Adequate landscape buffering should be provided adjacent to any residential properties.
- Building design should be compatible with surrounding residential areas with regard to materials, building scale, building massing, and relationship to streets.
- Mixed-use structures are encouraged. Small commercial structures with attached residences or other attached uses in the Town Form are a prime example.

Primary Uses in Neighborhood Commercial

- Convenience Store
 - Beauty Salon
 - Grocery Stores
 - Restaurants
 - Drug Stores
 - Specialty Stores
-



Neighborhood Commercial uses will serve the local population within a 1-3 mile radius.

- Connections should be provided to any adjoining sidewalk or trail system that exists.
- Parking should be encouraged to the rear of buildings, and/or to the side where rear parking is not feasible.
- Impervious surface ratios should be established to provide green space on site.
- Access should be limited to minimize impacts on surrounding residential areas.
- Signage and lighting should be limited to avoid visual impacts on homes.

APPROPRIATE FORM APPLICATION TABLE

Rural	Kankakee River Corridor	Hamlet	Town	Urban	Suburban	Interstate Access Location	Former JOAAP	SSA
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FREESTANDING INDUSTRY & OFFICE

This Development Use Concept includes single, dedicated use industries or offices that are not a part of a business subdivision. These uses are sprinkled throughout the County, and while individually they do not have the impact of an employment campus, they do have a substantial collective impact. For that reason, they should be subject to many of the same guidelines as employment campuses.

GENERAL PRINCIPLES

- Developments should meet quality standards related to site layout; building configuration, materials, massing, shape, and height; landscaping; signage; parking lot aesthetic and functional design; vehicular and pedestrian circulation; trash removal; lighting; storm water management; environmental protection; mass transit access; and others.
- These uses should be approved only upon a demonstration that adequate public facilities exist or will be established by the time of opening.
- The nature of these uses is such that they should be carefully reviewed for land use impact and mitigation of issues such as traffic, storm water, lighting, fiscal impact, noise, and odors.
- Native landscaping is strongly encouraged in site plans.
- Freestanding Industries and Offices should be located within easy access to an arterial roadway and should be located with easy access to interstate highways.



Although freestanding, these industrial and office uses should be held to a high development standard similar to those of Employment Campuses.

FORM SPECIFIC PRINCIPLES

Hamlet Form Principles

- Freestanding Industrial or Office Uses may be appropriate in Hamlets, but only if they do not overwhelm the scale and infrastructure of the Hamlet.

Town Form Principles

- Freestanding Industrial Uses or Office Uses may be appropriate in Towns, but only if they do not overwhelm the scale and infrastructure of the Town.

Urban Form Principles

- In the Urban Communities, Freestanding Industrial or Office Uses should be encouraged to reuse existing facilities and infrastructure.

Suburban Form Principles

- In the Suburban Communities, Freestanding Offices are encouraged pursuant to the above principles; however, Industrial uses will typically be discouraged unless there is a finding that the nature of the facility is such that negative land use impacts on residential areas can be mitigated.

Former JOAAP Properties

- Because of the sensitive nature of the ecosystems of the Midewin National Tallgrass Prairie area, developments which are adjacent or close enough to impact these ecosystems will need special standards and considerations made in their site planning and organization. Considerations could include: natural landscaping, sustainable storm water and wastewater management, and facility organization and orientation.

APPROPRIATE FORM APPLICATION TABLE

Rural	Kankakee River Corridor	Hamlet	Town	Urban	Suburban	Interstate Access Location	Former JOAAP	SSA
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PROJECTS OF REGIONAL IMPACT

In the future, the County is likely to be the location of proposed projects that by virtue of their size, character, or proximity to other jurisdictions would have a substantial regional impact that transcends jurisdictional boundaries. These may be institutional projects such as large regional hospitals or prisons, or they may be private development projects such as very large regional malls or large industrial plants.

These projects may have a wide range of impacts including physical impacts (i.e. traffic) and economic impacts. The challenge with these projects is to encourage coordination and cooperation between affected entities without interfering with the autonomy of local governments to make decisions.

GENERAL PRINCIPLES

- Off-site impacts on adjoining jurisdictions should be mitigated. Off-site impacts can include both the physical (i.e. traffic, noise, lighting, stormwater, water quality and quantity) and the economical (i.e. property values).
- The basic approach for projects of regional impact should include notification and opportunity for comment by affected jurisdictions.
- The County should take the lead in facilitating formal or informal intergovernmental cooperation between jurisdictions affected by a Project of Regional Impact.
- Projects of Regional Impact must be provided with adequate and sustainable infrastructure and services – which are usually best provided by a municipality.



Off-site impacts from Projects of Regional Impact need to be evaluated and mitigated.

FORM SPECIFIC PRINCIPLES

Interstate Access Location Principles

- In Interstate Access Locations, the process should include review by IDOT/Tollway Authority

South Suburban Airport Principles

- Since both the airport governing board and the local government(s) will be dependent upon each other, both entities must work closely to provide the planning and cooperation necessary to make the airport and the airport area successful.

Former JOAAP Properties

- Because of the sensitive nature of the ecosystems of the Midewin National Tallgrass Prairie area, developments which are adjacent or close enough to impact these ecosystems will need special standards and considerations made in their site planning and organization. Considerations could include: natural landscaping, sustainable storm water and wastewater management and facility organization and orientation.

APPROPRIATE FORM APPLICATION TABLE

Rural	Kankakee River Corridor	Hamlet	Town	Urban	Suburban	Interstate Access Location	Former JOAAP	SSA
			●	●	●	●	●	●