

VILLAGE OF CHANNAHON COMMERCIAL DESIGN GUIDELINES



Village of Channahon

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INTRODUCTION:

Today, more than ever, commercial guidelines are an important and necessary component of a municipality's zoning ordinance. With the advent of "big-box retail" and "super retail" centers across the nation, there is a growing concern about the potential negative impacts these developments have on a community. Without the proper planning and design, these developments can be monotonous, unsafe and degrade surrounding property values with their sea of concrete and poor design elements.

The Village of Channahon has established these commercial design guidelines to promote quality, visually pleasing and safe commercial areas within the Village. With the southwest Chicago region being one of the fastest growing regions in the country, now is the time to establish standards for the inevitability of big-box and stand alone retail development locating within the Village limits.

These guidelines are not intended to inhibit retail development, in fact, they are focused on promoting upscale, quality development within the Village of Channahon. Communities throughout the state and country have adopted similar guidelines with much success. These guidelines not only benefit the Village, but they also assist the developer and retailer in attracting customers, benefiting the community as a whole.

Two main types of commercial development are outlined in these guidelines: big-box and stand alone retail/outlot sites. This document outlines the goals of the Village and the proposed guidelines associated with these goals. The main areas of consideration are facades and building materials, parking areas, street access, signage, bike paths, landscaping, lighting and accessory structures.

This document is intended to provide a blueprint for the ideal design of commercial developments within the Village of Channahon.

KEY DEFINITIONS:

Big Box: A large scale retailer including, but not limited to, Wal-Mart, Meijer, K-Mart, Target, Cotsco, Menards, Home Depot, etc. These retailers occupy more than 50,000 sq. ft. and derive their profits from high sales volumes, including associated inline stores. Also known as “anchor stores”.

Multi-tenant and stand alone retail/outlots: Smaller retail uses which occupy less than 50,000 sq. ft. of store space. These uses tend to be outlying from the main “anchor” or big-box retail structures. Stand alone retail/outlot uses are generally developed closer to the main thoroughfare and offer greater visibility to motorists.

ADDITIONAL DEFINITIONS:

Berm: An earthen mound designed to provide visual interest on a site, screen undesirable views, reduce noise or provide a buffer from adjoining uses.

Buffer: An area provided to reduce the conflict between two different land uses. Buffers are intended to mitigate undesired views, noise and glare - effectively providing greater privacy to neighboring land uses. Typical buffers consist of materials that serve this purpose and include, but are not limited to, plant materials, walls, fences and/or significant land area to separate the uses.

Dormer: A window set vertically into a small gable projecting from a sloping roof.

Drive-In and Drive Through Establishment or Facility: Any commercial retail, personal service, or service establishment designed or intended to enable a customer in a motor vehicle parked on or moving through the premises to transact business with a person located within the principal structure, including an establishment or facility that by design of physical facilities or by service or packaging procedures encourages or permits customers to receive a service or obtain a product while staying within a motor vehicle. Such establishments include, but are not limited to, financial institutions, restaurants, and dry cleaning stores.

Façade: The exterior wall of a building exposed to public view.

Parapet: A low protective wall or railing along the edge of a raised structure such as a roof or balcony.

Unless specified otherwise in this document, all other requirements of the Village Code shall apply to any new commercial developments.

BIG BOX RETAIL STANDARDS

1. **FACADES AND BUILDING MATERIALS:**

PROPOSED GOAL: To minimize the massive scale and impersonal appearances that are sometimes associated with big-box retail structures.

DESIGN GUIDELINES:

- All building facades shall be designed to continue the character established by the front or primary building facade.
- To reduce the apparent mass of long or uninterrupted walls, any building facade with a length of one hundred (100) feet or more shall include a change in the plane of the facade for every seventy-five (75) feet.
- The change in the plane of the facade shall be in the form of an offset of a minimum of five (5) feet from the adjacent portions of the buildings or the inclusion of a canopy or roof element projecting a minimum of five (5) feet from the building.
- Any building facade facing a public right-of-way or public use area shall include windows, arcades, or awnings along a minimum of sixty percent (60%) of the length of the facade.
- Building facades not facing a public right-of-way shall include similar architectural treatments as the street facade.
- Variations in rooflines should be used when possible. Full architectural parapets shall be used around the entire building to conceal rooftop mechanical equipment.
- The following building materials shall be used: Brick, decorative stone, decorative paneling, masonry or any other approved material. EIFS shall be allowed as an accent, but shall not be used as the predominant building material. Plain concrete block, metal or other similar materials are prohibited.
- Building and signage colors shall consist of earth tone, neutral or low reflectivity colors.



Example of good architectural big-box design and use of color

2. PARKING AREAS:

PROPOSED GOAL: To minimize the large, uninterrupted asphalt parking lots between the street and the building and to create a more pedestrian safe and friendly environment in the parking areas.

DESIGN GUIDELINES:

- Parking areas shall have one 180 sq. ft. landscape island per 25 linear parking stalls. Landscape islands shall be distributed evenly throughout the parking lot.
- Sidewalks and Landscape aisles shall be located perpendicular to the main building to facilitate the flow of pedestrians from the parking lot to the building in a safe and efficient manner.
- Textured pedestrian crossing areas of colored concrete, brick or other material shall be used.
- Only the minimum required parking shall be provided in front of the building. Excess and employee parking shall be located at the side or rear of the building.
- Drive aisles shall be located between big-box users and outlots to facilitate the flow of traffic through the retail development.



Example of parking lot landscaping

3. STREET ACCESS:

PROPOSED GOAL: To limit the number of access points along Route 6, especially in areas adjacent to current access points or traffic lights. This will reduce traffic congestion and accidents while providing a better flow of traffic in and out of retail developments.

DESIGN GUIDELINES:

- Parking areas for big-box users shall be connected whenever possible through the use of cross-access easements.
- Curb-cuts should be minimized and traffic shall be funneled to single outlet points that serve multiple retail and big-box users.

4. SIGNAGE:

PROPOSED GOAL: To consolidate big-box and retail signage to one or two main locations. Signage shall also be appropriate to the character of the retail area and consistent with the architecture of the buildings.

DESIGN GUIDELINES:

- All retail users in a big-box center shall utilize one off-site sign at the entrance to the development.
- The architecture and material of the sign shall correspond with the architecture and material of the principal structure.
- The sign for the big-box center shall incorporate the address range for the retail users in the center.
- Wall signs shall utilize individually mounted, internally illuminated letters appropriately scaled.



Example of retail signage

5. LANDSCAPING:

PROPOSED GOAL: To provide for visually appealing sites through the use of landscaping in the form of trees, bushes and berming. This will screen unappealing portions of buildings and parking areas from the roadway and pedestrian areas. Landscaping will also break up the long expanse of big-box structures through the use of foundation plantings.

DESIGN GUIDELINES:

- All big-box retail lots shall provide a minimum 20 foot landscape buffer along the front, side and rear yards. One bush/shrub per 15 linear feet and one tree per 25 linear feet are required along these areas. These plantings may be clustered in areas to avoid a utilitarian look.
- Foundation plantings consisting of one large bush/shrub per 10 linear feet and one 2 1/2 inch caliper tree per 20 linear feet shall be required along each wall of the principal structure. These plantings may be clustered in areas to avoid a utilitarian look. Twenty-five percent of the total perimeter shall include flower beds.
- Planters shall be utilized whenever possible.
- One tree and three bushes/shrubs are required per 15 linear feet of street frontage. These plantings may be clustered in areas to avoid a utilitarian look.
- Flower beds and low-rise bushes/shrubs are required at the base of any sign.
- Plantings shall be utilized around accessory structures, buildings or other equipment to effectively screen them from high-traffic areas.

6. ACCESSORY STRUCTURES, BUILDINGS OR OTHER EQUIPMENT:

PROPOSED GOAL: To provide for aesthetically pleasing accessory structures that are screened from heavily trafficked areas through the use of similar materials that are used in the primary structure.

DESIGN GUIDELINES:

- Accessory structures such as trash enclosures, ATM machines, truck docks or equipment such as water meters, electric meters, gas meters, air conditioning units or other similar structures shall be constructed of or enclosed with masonry materials and utilize steel or iron access gates.
- Accessory structures shall take on the physical and architectural characteristics of the principal structure.
- Accessory structures shall be located at least 20 feet from a roadway or bike path.
- Accessory structures shall not be visible from the roadway.
- Temporary outdoor sales displays shall be approved by the Planning and Zoning Commission and designated on the associated site plan.



Example of retail trash/mechanical enclosure

7. LIGHTING:

PROPOSED GOAL: To develop a standard for lighting fixtures within all new commercial developments within the Village.

DESIGN GUIDELINES:

- Lighting level at the property line shall not exceed 0.5 footcandles. Photometric measurements should take into account any existing lighting from adjacent facilities.
- Lighting shall be designed to focus the light down towards the parking area or the structure.
- There shall be no exposed view of the light source with any light fixture.
- Accent lighting shall be used whenever possible.
- Decorative lighting fixtures are encouraged, and shall be compatible with the related structure and the surrounding development.

MULTI-TENANT RETAIL/STAND ALONE RETAIL STRUCTURES

1. **FACADES AND BUILDING MATERIALS:**

PROPOSED GOAL: To provide for visually interesting building exteriors when viewed from the roadway and from the associated parking areas; also, to establish a high-quality signature character that will distinguish the Village in a positive manner from surrounding areas.

DESIGN GUIDELINES:

- When applicable, stand alone retail/outlots shall exhibit similar architectural and design qualities of the principal anchor or big-box structure.
- All building facades shall be designed to continue the character established by the front or primary building facade.
- To reduce the apparent mass of long or uninterrupted walls, any building facade with a length of one hundred (100) feet or more shall include a change in the plane of the facade for every fifty (50) feet.
- The change in the plane of the facade shall be in the form of an offset of a minimum of three (3) feet from the adjacent portions of the buildings or the inclusion of a canopy or roof element projecting a minimum of five (5) feet from the building.

- Any building facade facing a public right-of-way or public use shall include windows, arcades, or awnings along a minimum of sixty percent (60%) of the length of the facade.
- Building facades not facing a public right-of-way, shall include similar architectural treatments as the street facade.
- Awnings are encouraged for both visual appeal and signage.
- The following building materials are acceptable for use on the exterior of the structure: brick, stone, treated wood or other approved material. All materials are subject to administrative approval from the Director of Community Development and the Planning and Zoning Commission.
- Building and signage colors shall consist of earth tone, neutral or low reflectivity colors.
- Drive-through banks, drug stores, restaurants, or other facilities are encouraged to locate the drive through towards the rear of the structure.
- Buildings are encouraged to be located and oriented towards the main thoroughfare with parking and loading in the rear.
- Variations in rooflines should be used when possible. Full architectural parapets shall be used around the entire building to conceal rooftop mechanical equipment.



Example of good architectural outlet/stand alone retail design and use of color



Example of outlot structure oriented towards main thoroughfare

2. PARKING AREAS:

PROPOSED GOAL: To limit the amount of asphalt visible to the roadway and provide for a pedestrian friendly and aesthetically pleasing environment in the parking areas.

DESIGN GUIDELINES:

- Parking areas shall have one 180 sq. ft. landscape island per 25 linear parking stalls. Landscape islands shall be distributed evenly throughout the parking lot.
- If necessary, only the minimum required parking shall be provided in front of the building. Excess and employee parking shall be located at the side or rear of the building.
- Island and crossing areas near the centers of long aisles shall be used to allow pedestrians to cross traffic lanes.

3. STREET ACCESS:

PROPOSED GOAL: To limit the number of access points, especially in areas adjacent to current access points or traffic lights. This will reduce traffic congestion and accidents while providing a better flow of traffic in and out of retail developments.

DESIGN GUIDELINES:

- Parking areas between outlots shall be connected whenever possible through the use of cross-access easements.

- Curb-cuts should be minimized and traffic shall be funneled to single outlet points that serve multiple outlots.
- When curb-cuts for individual outlots lots are absolutely necessary, right in/right out access points shall be utilized in lieu of full access points.

4. SIGNAGE:

PROPOSED GOAL: To limit the number and height of signage, minimize street clutter and provide for an attractive and safe environment along the roadway. Signage shall also be appropriate to the character of the retail area and consistent with the architecture of the buildings.

DESIGN GUIDELINES:

- The architecture and material of the sign shall correspond with the architecture and material of the principal structure.
- Wall signs shall utilize individually mounted, internally illuminated letters scaled appropriately to the space occupied.
- All monument signage shall be no more than 8 feet in height as measured from the roadway. Pole signs are discouraged.
- Signage shall incorporate the address range for the retail users in the center or the stand-alone building.

5. LANDSCAPING:

PROPOSED GOAL: To provide for visually appealing sites through the use of landscaping in the form of trees, bushes and berming. This will screen unappealing portions of buildings and parking areas from the roadway and pedestrian areas.

DESIGN GUIDELINES:

- Ten percent of the total depth of the outlot shall be reserved for landscape/green space requirements along the roadway, exclusive of any bike path or other recorded easements.
- All stand alone retail/outlots shall provide a minimum 10 foot landscape buffer along the side and rear yards. One bush/shrub per 15 linear feet and one tree per

25 linear feet are required along these areas. These plantings may be clustered in areas to avoid a utilitarian look.

- Foundation plantings consisting of one bush/shrub per 10 linear feet shall be required along each wall of the principal structure. These plantings may be clustered in areas to avoid a utilitarian look. 25 percent of the total perimeter shall include flower beds.
- One tree and three bushes/shrubs are required per 15 linear feet of street frontage. These plantings may be clustered in areas to avoid a utilitarian look.
- Flower beds and low-rise bushes/shrubs are required at the base of any sign.
- Plantings shall be utilized around accessory structures, buildings or other equipment to effectively screen them from high-traffic areas.



Example of good landscaping

6. **BIKE PATHS:**

PROPOSED GOAL: To provide for adequate and safe facilities for pedestrians and bikers to access commercial areas from existing/future residential areas and to link neighborhoods and retail centers with other areas of the Village as outlined in the Village bike path plan.

DESIGN GUIDELINES:

- Bike paths shall be constructed along the street unless otherwise noted on the Village Bike Path Plan.
- Bike paths shall be constructed with bituminous asphalt or Portland concrete at a width of 10 feet.
- Stand alone/retail outlot structures that have bike path frontage shall provide a paved pedestrian link between the bike path and the building. This link shall be along the side yard of the lot or within specifically designated landscape or bike path islands within the parking lot.
- Bike paths shall be constructed within a ten foot bike path easement, exclusive of any landscape, ComEd, Nicor, IDOT or any other easement.
- A bike rack shall be required for each structure.



Example of stand alone/outlot retail oriented towards the main thoroughfare with associated bike path

7. ACCESSORY STRUCTURES, BUILDINGS OR OTHER EQUIPMENT:

PROPOSED GOAL: To provide for aesthetically pleasing accessory structures that are screened from heavily trafficked areas through the use of similar materials that are used in the primary structure.

DESIGN GUIDELINES:

- Accessory structures such as trash enclosures, ATM machines, truck docks or equipment such as water meters, electric meters, gas meters, air conditioning units or other similar structures shall be constructed of or enclosed with masonry materials and utilize steel or iron access gates.

- Accessory structures shall take on the physical and architectural characteristics of the principal structure.
- Accessory structures shall be located at least 20 feet from a roadway or bike path.
- Accessory structures shall not be visible from the roadway.
- Temporary outdoor sales displays shall be approved by the Planning and Zoning Commission.

8. LIGHTING:

PROPOSED GOAL: To develop a standard for lighting fixtures within all new commercial developments within the Village.

DESIGN GUIDELINES:

- Lighting level at the property line shall not exceed 0.5 footcandles. Photometric measurements should take into account any existing lighting from adjacent facilities.
- Lighting shall be designed to focus the light down towards the parking area or the structure.
- There shall be no exposed view of the light source with any light fixture.
- Accent lighting shall be used whenever possible.
- Decorative lighting fixtures are encouraged, and shall be compatible with the related structure and the surrounding development.



Example of decorative retail lighting and accent lighting