

CHANNAHON TOWN CENTER DESIGN GUIDELINES

August 2, 2002



lincoln street studio

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CHANNAHON TOWN CENTER

The goal of the plan of Channahon Town Center is to provide for the development of an active, well-rounded, attractive, and flexible village core. The strategy is to make the downtown area reflective of the structure of a typical Midwestern town, while also making it visually stimulating and suitable for the functions of a town center for the twenty-first century. Though typical in structure, the town center should be distinctly and recognizably unique.

The Town Center is designed to be the vibrant heart of a community. It will have shops and parks, offices and entertainment, a government center and churches, a library and a post office. It will have numerous public amenities. It has been planned to contain a school, a town museum, a farmers' market, and a bandstand on the town green. It will have 250 – 295 residential units in a variety of housing types.

While accommodating the automobile, the Town Center is designed for the pedestrian. It is a place where people will walk to shops and services. Children will walk or ride their bikes to a friend's house, to the hobby shop and ice-cream store, to the town green and to the library, to school, to church, and to the regional park. For residents of the Town Center and adjacent neighborhoods, soccer moms will be at the game because they want to be there, as observers, not because they had to be there, as drivers. All residents, adults, children, elderly, will have the conveniences of downtown without having to get into a car to get there.

Accessibility to the shops, offices, library, and churches will mean not just convenience and occasional freedom from the automobile. It will mean a more active neighborhood, encounters with people, and opportunities for a quick chat. It will be a round-the-clock neighborhood where people live, work, worship, hang out, and play, not just park and shop. People won't have to stop to smell the flowers, but they could. Road rage will be replaced by sidewalk sighs. More activities means more people, which results in more amenities, more opportunities, and safer streets for young and old.

For those current and future residents outside the boundaries of Channahon Town Center, the situation will be similar. Residents of abutting neighborhoods will be close enough to walk to the Town Center within minutes. They will really be the 'first' residents of the Town Center as it takes shape before the housing units are constructed. They will walk past parks and gardens, see the landmarks of the village core draw near, and begin to find alternative routes and destinations. They will have to choose: the main street or a side street? A side street or a pathway? To the flower shop first, or the library? Eventually they will have even more destinations and routes as new residents move in and new neighborhoods become established and integrate with the existing social life of the village.

For those residents of the village that live further afield, access to the Town Center will be via the automobile and, to a lesser extent, the park district's bikeway system. Both will be made welcome, but after arrival downtown, even visitors will become pedestrians as they explore the streets, parks, squares, and pathways that knit the districts of the core together.

TOWN CENTER COMMERCIAL DEVELOPMENT

- I. Main Street Retail Buildings
- II. Veneer Shops
- III. Side Street Business Buildings
- IV. Stand Alone Single Tenant Retail Buildings
- V. Stand-alone One-story Commercial Blocks
- VI. Stand-alone Office Buildings

I. MAIN STREET RETAIL BUILDINGS

These primary retail buildings front the Village Green and Route #6 and consist of the primary retail businesses of the Town Center. These buildings should be designed to represent a row of two-story, narrow width structures, typically found fronting main streets in small American towns. Since there is a distinct possibility that these retail outlets will be large, as in the case of a grocery store, veneer shops should be located in front of the blank walls of such establishments. (See below for Veneer Shops.)

The plan provides 139,800 S.F. of ground floor retail space facing the Village Green. It is intended that this commercial development be comprised of retail businesses with a regional rather than international focus. These shops are oriented to address the Green to create a traditional shopping street. "Main Street" is a broad, tree-lined street with head-in parking along both sides. Besides providing easy access to stores, the parking also presents a traffic buffer for pedestrians strolling along wide shady sidewalks. (Fig. 1)

PERMITTED USES

1. Retail food such as a grocery store, fresh produce market, meat market, a drug store, coffee shop, wine store, delicatessen, bakery, ice cream and confectionery shops and other similar facilities.
2. Restaurants, sidewalk cafes, and all other traffic oriented commercial establishments.
3. Recreational facilities and entertainment use, such as a cinema.
4. The Director of Development, or appointed designee, may allow a land use to be considered as a permitted or special use which, though not identified by name in the TC zoning district list of permitted uses, is deemed to be similar in nature, and clearly compatible with the listed uses. The Director of Development shall consult the Standard Industrial Classification (SIC) code to determine similarity or compatibility.

DEVELOPMENT STANDARDS

1. **Build-to line:** These buildings are zero lot line buildings and must extend to the build-to line along "Main Street" for at least 66% of their maximum height. The build-to line is set at twenty (20) feet north of the north right of way of "Main Street". These buildings may extend to within five (5) feet of parking lot paving to the rear, allowing for sidewalk space and/or landscaping beds behind those buildings
2. **Building height:** The maximum building height from the sidewalk along the main street is forty (40) feet, not including parapets or penthouses. Including penthouses, these buildings shall not exceed fifty-two (52) feet in height from the sidewalk. The total footprint of the penthouses for one building site may not occupy more than 40% of the site footprint on one floor, nor shall any penthouse be located closer than fifteen (15) feet to the front build-to line. The backyards abutting parking courts shall be landscaped and the adjacent rear facades must have vines and trellises placed along at least 40 % of the linear frontage.

3. **Parking:** One (1) parking space for every two-hundred-seventy-five (275) square feet of gross building area, provided in parking courts to the rear of the buildings and in parking areas adjacent to the Village Green, as shown on the plan. Additional parking for these retail uses is permitted on the adjacent streets as shown. **Note:** All parking for institutional and business uses in the town center is considered to be shared.

II. VENEER SHOPS

These are very shallow retail stalls located to occupy the blank wall frontage of any medium or large sized Town Center store. They could also be a row of specialty shops, with individual entrances, within a large grocery, for example. The idea is to establish the appearance of a row of buildings where a blank wall would otherwise exist. **Fig. 2)**

PERMITTED USES

1. Retail food, such as a fresh produce market, meat market, coffee shop, wine store, delicatessen, bakery, ice cream and confectionery shops, and other similar facilities.
2. Restaurants, sidewalk cafes, and all other traffic oriented commercial establishments.
3. Small specialty shops, such as books, cards, florists, gifts, and music/media.
4. Recreational facilities and entertainment use, such as a cinema entrance. Veneer shops attached to a cinema could be associated cafes and retail outlets.
5. The Director of Development, or appointed designee, may allow a land use to be considered as a permitted or special use which, though not identified by name in the TC zoning district list of permitted uses, is deemed to be similar in nature, and clearly compatible with the listed uses. The Director of Development shall consult the Standard Industrial Classification (SIC) code to determine similarity or compatibility.

DEVELOPMENT STANDARDS

1. **Build-to line:** These buildings must extend to the designated build-to line for their entire length.
2. **Height:** These buildings must be at least twenty (20) feet in depth, and they must be two stories in height. The ceiling of the ground floor retail space must be at least fourteen (14) feet above the floor level. Second level uses may be accessed by an enclosed common stair with street front doorway. The maximum height of these buildings is forty (40) feet.
3. **Parking:** One (1) parking space for every two-hundred-seventy-five (275) square feet of gross building area, provided in parking courts to the rear of the buildings and in parking areas adjacent to the Village Green, as shown on the plan. Additional parking for these retail uses is permitted to be on the adjacent streets as shown. **Note:** All parking for institutional and business uses in the town center is considered to be shared.

III. SIDE STREET BUSINESS BUILDINGS

Relatively thin one or two-story buildings that house small-scale commercial uses on the ground floor with either office space or apartments as second floor use. These buildings are located primarily to form and reinforce the street edge, and to screen mid-block parking lots. **(Fig. 3)**

PERMITTED USES

1. Specialty shops: antiques, books, cards, florist, art supply stores, music, bicycle, toy stores, audio/video stores, frame shops, bridal shops, health food stores, fabric, computers/electronics, and other similar facilities.

2. Retail outlets such as clothing, gifts, jewelry, drug, shoe, variety store, hardware, appliance, lighting, and paint and wallpaper stores.
4. Service facilities such as laundry and dry cleaners, barber and beauty salon, tailor, shoe repair, physical fitness centers.
5. Professional offices, such as medical/dental, law, architecture, insurance, financial services, real estate, or local theater or music group or other non-profit group.
6. Restaurants, sidewalk cafes, and all other traffic oriented commercial establishments.
6. Recreational facilities and entertainment use, such as a cinema.
7. The Director of Development, or appointed designee, may allow a land use to be considered as a permitted or special use which, though not identified by name in the TC zoning district list of permitted uses, is deemed to be similar in nature, and clearly compatible with the listed uses. The Director of Development shall consult the Standard Industrial Classification (SIC) code to determine similarity or compatibility.

DEVELOPMENT STANDARDS

1. **Build-to line:** These buildings must extend to the designated build-to line, at which they must rise to at least 50% of their maximum height, but not greater than 30 feet. They may extend to the build-to line along the interior parking court.
2. **Building height:** The maximum height of all parts of the building, measured from the midpoint of the sidewalk along the main street, is thirty-eight (38) feet. Any penthouses must be included within this height from the sidewalk. The backyards abutting parking courts must be landscaped and the adjacent rear facades must have vines and trellises placed along at least 40% of the linear frontage.
3. **Parking:** One (1) parking space for every two-hundred-seventy-five (275) square feet of gross building area, provided in parking courts to the rear of the buildings and in parking areas adjacent to the Village Green, as shown on the plan. Additional parking for these retail uses is permitted to be on the adjacent streets as shown.
Note: All parking for institutional and business uses in the town center is considered to be shared.

IV. STAND-ALONE SINGLE-TENANT RETAIL BUILDINGS

These are basic one-story buildings, suited especially to cafes, restaurants or similar retail users. These buildings have one or more special site or location considerations, such as terminating an important vista, or terminating in-the-round. These buildings must conform to their build-to lines on their building plots, or other special traffic or parking requirements. (Fig. 4)

PERMITTED USES

1. Specialty shops: antiques, books, cards, florist, art supply stores, music, bicycle, toy stores, audio/video stores, frame shops, bridal shops, health food stores, fabric, computers/electronics, and other similar facilities.
2. Retail outlets such as clothing, gifts, jewelry, drug, shoe, variety store, hardware, appliance, lighting, and paint and wallpaper stores.
3. Service facilities such as laundry and dry cleaners, barber and beauty salon, tailor, shoe repair, physical fitness centers.
4. Restaurants, sidewalk cafes, and all other traffic oriented commercial establishments.
5. The Director of Development, or appointed designee, may allow a land use to be considered as a permitted or special use which, though not identified by name in the TC zoning district list of permitted uses, is deemed to be similar in nature, and clearly compatible with the listed uses. The Director of Development shall consult the Standard Industrial Classification (SIC) code to determine similarity or compatibility.

DEVELOPMENT STANDARDS

1. **Build-to line:** These buildings and their associated outdoor facilities (outdoor dining terrace or retail sales area, for example) must extend to the established foot print limits shown on the plan. All facades must be the subject of design to eliminate the sense of front and back. If a back yard or service court is necessary, then it must be screened and landscaped to achieve an attractive visual presentation.
2. **Building height:** The maximum height of these buildings is 35 feet, including parapets. Mechanical equipment is permitted on the roofs of these buildings, if they have flat roofs surrounded by parapet walls which screen the equipment from view.
4. **Parking:** One (1) parking space for every two-hundred-seventy-five (275) square feet of gross building area, provided on site, in parking areas adjacent to the Village Green, as shown on the plan, and on the adjacent streets as shown. **Note:** All parking for institutional and business uses in the town center is considered to be shared.

V. STAND-ALONE ONE-STORY COMMERCIAL BLOCKS

Similar to side street business buildings, these are long and shallow in depth, and located primarily to establish or maintain a street face, and to screen large parking areas. They are one story in height, and intended to house space for multiple tenants. Primary facade design should provide repetitive storefronts, with individual entrances. Ceiling heights should be at least ten feet, and individual storefronts should achieve a sense of verticality. (Fig. 5)

PERMITTED USES

1. Specialty shops such as book, card, gifts, florist, art supply stores, music, bicycle, toy stores, audio/video stores, frame, photography, office supply, fabric stores.
2. Business and professional offices, such as medical/dental, law, insurance, real estate, advertising, architect, local theater or music group or other non-profit, business office, art council office, CPA, interior decorator, financial services offices.
3. Civic structures such as libraries, museums, post office, non-profit organizations. Bed and Breakfast, inns.
4. Restaurants, carry out deli, bakery, ice cream, or pizza shops.
5. Dance, music, artists studio, art galleries, antique shops, upholstery shop, copy shop, furniture refinishing, watch/clock repair, jewelry making and repair and similar activities.
6. The Director of Development, or appointed designee, may allow a land use to be considered as a permitted or special use which, though not identified by name in the TC zoning district list of permitted uses, is deemed to be similar in nature, and clearly compatible with the listed uses. The Director of Development shall consult the Standard Industrial Classification (SIC) code to determine similarity or compatibility.

DEVELOPMENT STANDARDS

1. **Build-to lines:** These building must conform the build-to lines on their building plots, as shown on the plan.
2. **Building heights:** The maximum height of these buildings is thirty-five (35) feet. Servicing areas must be enclosed within the building envelope.
3. **Parking:** One (1) parking space for every two-hundred-seventy-five (275) square feet of gross building area, provided on site, in parking areas adjacent to the Village Green, as shown on the plan, and on the adjacent streets as shown. **Note:** All parking for institutional and business uses in the town center is considered to be shared.

VI. STAND-ALONE OFFICE BUILDINGS

Office structures of various sizes and number of floors appropriate to individual sites, standing away from, but within walking distance from, the main retail blocks of the Town Center. These buildings must provide sufficient "on-site" parking to accommodate daytime worker population. Parking at curb along adjacent streets may be counted for required visitor parking. (Fig. 6)

PERMITTED USES

1. Business and professional offices, such as medical/dental, law, insurance, real estate, advertising, architects, graphic designers, theater/music groups, business offices, art council office, CPA's, interior decorator, financial services offices.
2. Branch bank – though there is only one location in the plan where a drive-through is possible.

DEVELOPMENT STANDARDS

1. **Build-to lines:** These buildings must extend to the build-to line along their primary street frontage for at least 20% of their maximum height. They may extend to the build-to line along the interior parking court. For multiple floor buildings, the building footprint may extend to the designated limits shown.
2. **Building heights:** The maximum height from the sidewalk along the main street is 60 feet, for multiple floor offices, not including parapets or penthouses. Including penthouses, these buildings may not exceed seventy-two (72) feet in height from the sidewalk. The maximum height for a one-story building is thirty-five (35) feet. Mechanical equipment shall not be permitted on the roofs of one-story buildings.
3. **Parking:** One (1) parking space on site for every two-hundred-seventy-five (275) square feet of gross building area. Additional parking for these office uses is permitted to be on the streets near the building, as shown on the plan. **Note:** All parking for institutional and business uses in the town center is considered to be shared.



FIGURE 1 – Main Street Retail Buildings



FIGURE 2 – Veneer Shops

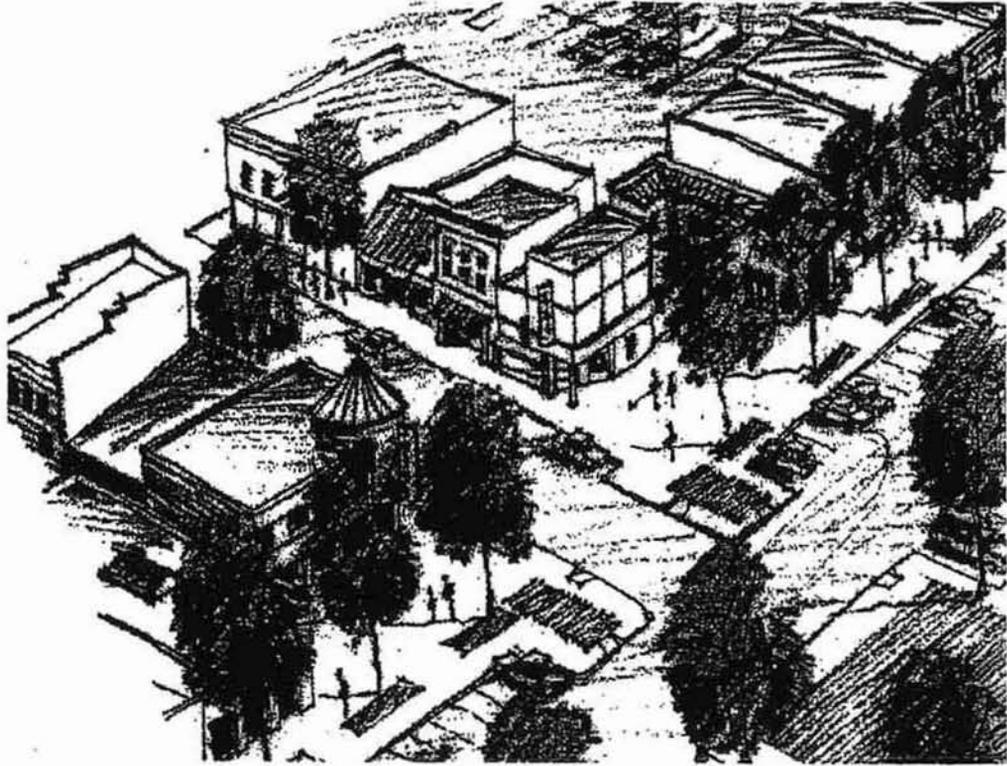


FIGURE 3 – Side Street Business Buildings



FIGURE 4 – Stand-Alone Single Tenant Retail

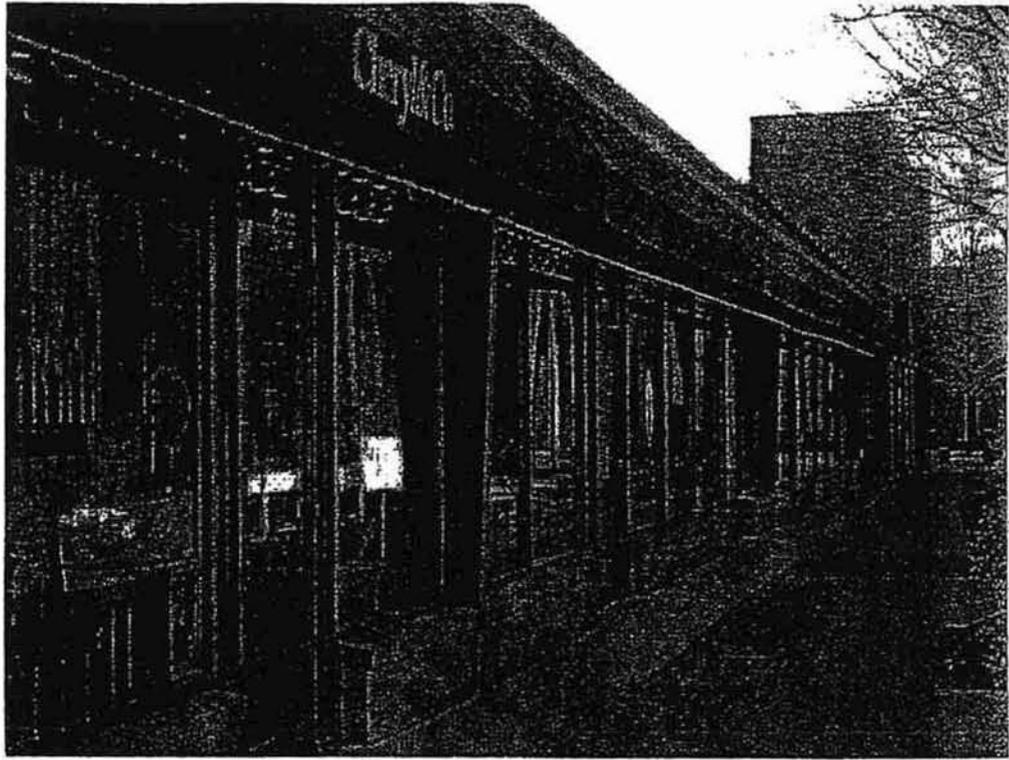


FIGURE 5 – Stand-Alone One Story Blocks

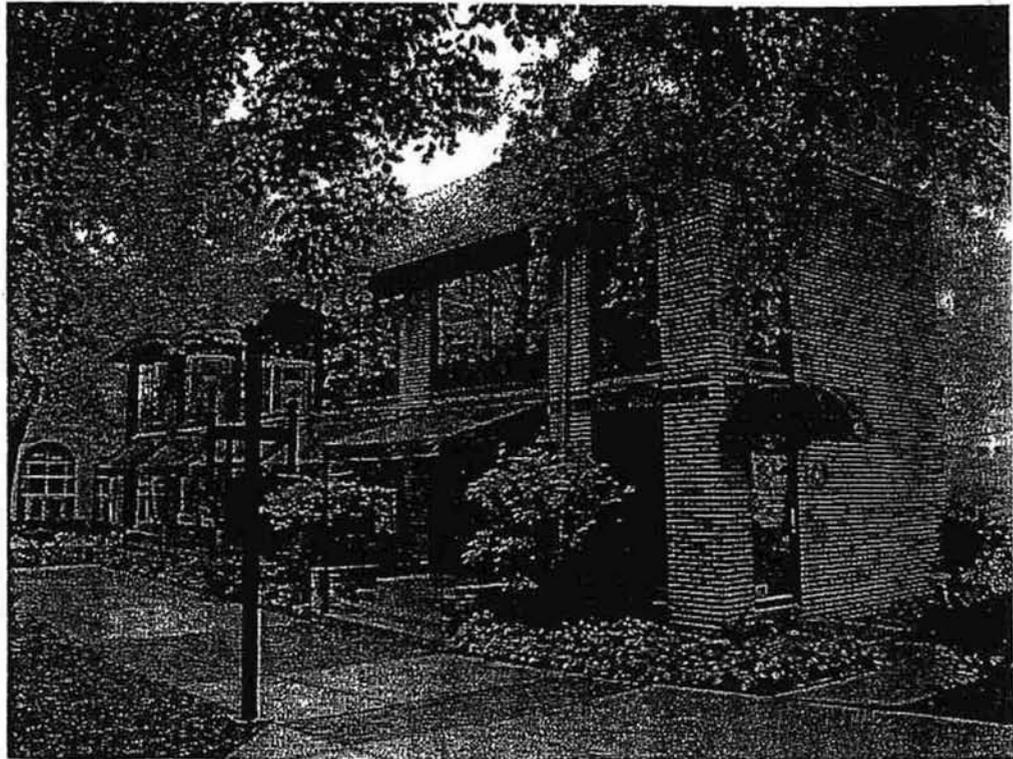


FIGURE 6 – Stand-Alone Office Buildings



FIGURE 7 – Signature Stores Terminate Views



FIGURE 8 – Cafes Encourage Shopping



FIGURE 9 – Exciting Walkways to Parking



FIGURE 10 – Sidewalk Retailing

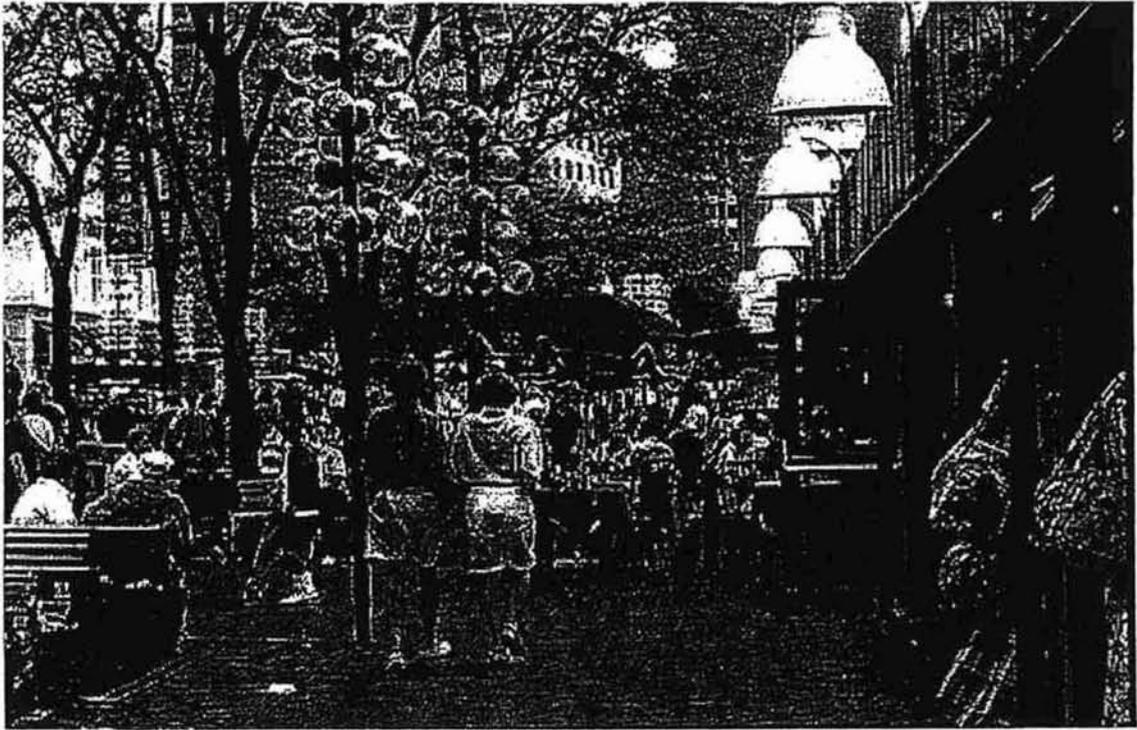


FIGURE 11 – Market Days Increase Retailing

TOWN CENTER RESIDENTIAL DEVELOPMENT

The Town Center residential neighborhood extends from an area bounded by Tyron (Canal) Road to the east, Liberty Road to the north, and Channahon Drive to the south, and extends eastward into the center of the Village and northward along Navajo Street. Integrated into the residential neighborhood is dedicated open space suitable for civic uses such as parkland, or a post office or library set in a green space. The pedestrian orientation of the business area continues throughout the rest of the Town Center. Tree-lined streets invite parking on one or both sides. Narrow turning radii help slow traffic at intersections and shorten the distance for pedestrians to cross streets at intersection crosswalks. The combination of wide sidewalks, tree strips and parking along narrow streets encourages lively, active, and safe streets.

Building typologies are typical of historic communities in Illinois, though architectural design concepts are not style specific. Planning shall include a diversity of housing types within a single block to foster diversity and sense of community that has historic longevity.

The mix of dwelling types is both appropriate and practical for this type of community. The extensive open space provided by the 4-1/2 acre village green, and the 7-1/2 acres of park permit higher residential densities (a potential range of from 250 to 295 total housing units) in the Town Center neighborhood. The use of multi-family housing units interspersed with single family attached and detached units is also appropriate and will be complementary through sensitive and creative design.

It is the intent of the Design Guidelines to create protect, and preserve a community character possessing the sense of history found within historic town centers of small Midwestern towns. This is why these guidelines address civic qualities, historic landscape features and streetscape issues, as well as architectural design considerations. Concern for creating the sense of history is also why published reference materials illustrating historic American architectural styles are incorporated in the Design Guidelines. But a balance must be found in the design of the various buildings of the Town Center, whether they provide for commercial uses or places of residence.

- All of the buildings shall not be of the same architectural style because the Town Center would take on the look of a false museum town, or of a place made by Disney for tourists to frequent.
- Each of the buildings shall not be forced to be so different as to result in the sense of inappropriateness.
- A simple rule for design review would be to insist that, for buildings that are adjacent or quite proximate, "Similar is okay, but copy is not".
- If the roof type, roof height and façade proportions of two houses are the same, or nearly so, then each house shall be different in architectural style or their façade materials should be different.
- If the front facades of two houses are relatively the same, including façade materials and the locations and sizes of windows and doors, then each house shall have a different architectural style.
- If town houses are of the same architectural style, the façade materials (not just finish colors) must be different, and they should vary in size and height.

To promote architectural compatibility and good design, the Town Center Design Guidelines shall include the following reference materials:

Roger Moss. *Century of Color, Exterior Decoration for American Buildings – 1820-1920*. American Life Foundation, 1981.

The Heritage Colors. Paint palate by Pratt & Lambert Paint Company.

Traditional Neighborhood Design Series, Volumes I and II. Homestyles Publishing and Marketing, 1997-98.

These materials are available at the Channahon Village Hall.

- I. Standard Single Family Housing Units
- II. Town Center Single Family Units
- III. Senior Citizen Housing Units
- IV. Terrace Housing Units
- V. Courtyard Housing Units
- VI. Housing Units Configured in Flats
- VII. Carriage Housing Units
- VIII. Apartment Units Above Commercial Uses
- IX. Apartments or Bed and Breakfast in Main Street Mansions

I. STANDARD SINGLE FAMILY HOUSING UNITS

These are single family housing units of various architectural types prevalent through the 1950's. Contemporary design is acceptable if it references in scale, proportion, and use of materials one of the historical styles within the adopted TND series publications. Garages are accessed from the street, with individual or shared drives, but must be located to the rear of properties. Each housing unit must possess either a covered front porch or a canopied entry stoop. (Figs. 12, 13)

DEVELOPMENT STANDARDS

1. **House size:** The minimum house size is (one-thousand-eight-hundred) 1,800 SF for a two story house. 15% of the houses can be one story with a minimum of one-thousand-five-hundred) 1,500 SF.
2. **Setbacks:** Houses with front yard entries must have covered porches or canopied entry stoops. Front porches must be at least eight (8) feet deep and at least ninety (90) square feet in size and may be at the side of a house. Front yard setback is ten (10) feet. Front stoops may extend no closer than four (4) feet to the front or side property lines. Entry walks may be no larger than five (5) feet in width. Minimum side yard setbacks are five (5) feet each side. For corner lots, the side yard setback shall be ten (10) feet.
3. **Lot size:** Lots shall be a minimum of sixty (60) feet wide and a maximum of ninety (90) feet wide.
4. **Building height:** Maximum building height is thirty-five (35) feet.
5. **First floor above grade:** The main floor of all houses shall be at least 2'-0" above grade.
6. **Parking:** Garages must be constructed behind the rear walls of houses and may be located three (3) feet from side and rear property lines if they are detached.

II. TOWN CENTER SINGLE FAMILY UNITS

These are single family houses of various architectural types prevalent through the 1940's. It is the intent of the plan to provide a variety of housing types – in both style and development pattern – which might have been built in a Town Center prior to the 1940's, thereby giving Channahon a deeper sense of historical grounding. Contemporary design is acceptable if it references in scale, proportion, and use of materials one of the historical styles within the adopted TND series publications. Garages are accessed from rear alleys. Each housing unit must possess either a covered front porch or a canopied stoop. (Figs. 14, 15)

DEVELOPMENT STANDARDS

1. **House size:** The minimum house size is (one-thousand-eight-hundred) 1,800 SF for a two story house. 15% of the houses can be one story with a minimum of one-thousand-two-hundred) 1,200 SF.
2. **Setbacks:** Houses with front yard entries must have covered porches or canopied entry stoops. Front porches must be at least eight (8) feet deep and at least ninety (90) square feet in size and may be at the side of a house. Front yard setback is ten (10) feet. Front stoops shall extend no closer than four (4) feet to the front or side property lines. Entry walks shall be no larger than five (5) feet in width. Minimum side yard setbacks are five (5) feet each side. For corner lots, the side yard setback shall be ten (10) feet.

2. **Lot size:** Lots shall be a minimum of fifty (50) feet wide and a maximum of seventy-five (75) feet wide.
3. **Building height:** Maximum building height is thirty-five (35) feet.
4. **First floor above grade:** The main floor of all houses shall be at least 2'-0" above grade.
5. **Parking:** Garages shall be access from rear alleys, and may be located to within 3 feet of side property lines. No setback is required from the alley right of way. Garages may be attached to the rear of housing units, but the side yard setback of five (5) feet is required if garages are attached.

III. SENIOR CITIZEN HOUSING UNITS

These units are intended as housing for ambulatory senior citizens, in the form of three-story apartments, served by elevators, and containing support facilities. (Fig. 16)

DEVELOPMENT STANDARDS

1. **Setbacks:** Setback lines shall be twenty (20) feet from the street. If more than one building is planned within the development, minimum building separation is ten (10) feet.
2. **Building height:** Maximum building height is forty-five (45) feet.
3. **Parking:** Parking for residents shall be provided at the rate of one (1) parking space per 40% of total housing units, plus one (1) space for each full time staff member providing support services for residents. In addition, one (1) off-street loading and unloading zone shall be provided, and this shall be screened and not visible from the street.

IV. TERRACE HOUSING UNITS

Terrace houses are a form of row house housing with two-story dwellings attached along common party walls. The verticality of individual facades is expressed architecturally, as each unit possesses its own small front entry terrace and larger rear garden area. Parking is provided by individual garages for each dwelling, except for those located in the Town Center Commercial District. (Fig. 17)

DEVELOPMENT STANDARDS

1. **Build-to line:** The front build-to line is set at eight (8) feet. A setback of eight (8) feet is required for rear yards. The front yard of each unit may be treated as a small lawn, garden, or terrace. If it is to be a terrace, it must be enclosed with a low wrought iron fence, a low hedge, or a cluster of ornamental shrubs. All housing units must be treated in the same manner for each terrace building. The size of the rear garden is determined by site coverage. The area of the site occupied by the footprint of the terrace house building cannot exceed 40% of the lot size, except that terrace housing built within the Town Center Commercial District may extend to 80% of lot area, and garages are not required. The build-to line within the Town Center Commercial District is established by the commercial use build-to requirements. The footprint of each garage cannot exceed four hundred eighty (480) square feet, excluding exterior porches and stairways. Housing units in terrace buildings may be built to face side yards. Side yard set backs are a minimum of eight (8) feet. Entry gardens or terraces are required for units facing side yards as above. The first floor of all terrace housing units must be a minimum of two (2) feet above grade.
2. **Building height:** Maximum building height is forty (40) feet.
3. **Parking:** Garages must be provided at the rate of two (2) spaces per housing unit, except that parking for the terrace housing in the commercial core. Parking for these units shall be provided in the parking courts immediately adjacent to the units.

V. COURTYARD HOUSING UNITS

These are two-story townhouse units combined into larger buildings arranged to define landscaped courtyards, which are provided for the use of occupants only. Shared party walls between units remain unexpressed architecturally, permitting design to express the overall facades of the entire courtyard building. Parking for occupants is provided in parking courts or along perimeter streets. (Fig. 18, 19)

DEVELOPMENT STANDARDS

1. **Setbacks:** Courtyards may face to the front or to the rear of each courtyard building. To provide design flexibility, front, rear, and side yard setbacks shall be a minimum of eight (8) feet. Each housing unit must have both a front and a back exterior door, one opening directly outside to a public sidewalk or a courtyard, and one to a small private outdoor terrace or patio adjacent to the shared garden or courtyard in the rear. Courtyard buildings may extend to occupy 40% of the lot area. The first floor of all courtyard housing units must be a minimum of two (2) feet above grade.
2. **Building height:** Maximum building height is forty (40) feet.
3. **Parking:** Except for on-street parking, residents must park to the rear of courtyard buildings. One and one half (1 ½) parking spaces must be provided for each housing unit.

VI. HOUSING UNITS CONFIGURED IN FLATS

These are one floor housing units configured to stack above other housing units to achieve two or three story residential buildings; or to stack above other uses in the case of mixed-use buildings. (Fig. 20)

DEVELOPMENT STANDARDS

1. **Setbacks:** Flats may be configured in one or several buildings. Front yard setback is eight (8) feet. If flats are configured in separate buildings, the maximum number of units per building shall be six (6). Side yard setbacks shall be five (5) feet, providing a minimum building separation of ten (10) feet.
2. **Building height:** Maximum building height is forty-five (45) feet for three story buildings and thirty-five (35) feet for two story buildings.
3. **Parking:** Parking for two (2) cars per flat shall be provided in garages to the rear of housing units. Garages shall be arrayed in courtyard fashion, using shared drives, so that garage doors do not front rear alleys. Garages shall be set back five (5) feet from private drive easements.

VII. CARRIAGE HOUSING UNITS

Carriage houses are a special form of urban housing traditionally associated with town centers, providing housing for workers and servants above stables or garages. These units are accessed from alleys and pedestrian pathways leading to grade level gardens at each unit. Carriage house units provide a housing alternative combining urban density, convenience, low maintenance, energy efficiency and distinctiveness in interior design and outdoor gardening. (Fig. 21)

1. **Build-to line:** The build-to line for carriage houses is permitted to vary from two (2) feet to four (4) feet back from the lot line, encouraging a slightly irregular building edge along streets and alleys, and allowing for individual landscape plantings by owners. These are zero lot line units. Buildings may extend to a maximum of 65% of the footprint area.
2. **Building height:** Maximum building height is forty (40) feet.

3. **Parking:** Parking must be provided at the at the rate of two (2) spaces per housing unit, with at least one (1) being in a garage.

VIII. APARTMENT UNITS ABOVE COMMERCIAL USES

See Mixed Use section of these guidelines.

IX. APARTMENTS or BED and BREAKFAST IN MAIN STEET MANSIONS

See Mixed Use section of these guidelines. (Fig. 22)



FIGURE 12 – Standard Single Family Housing



FIGURE 13 – Standard Single Family Housing

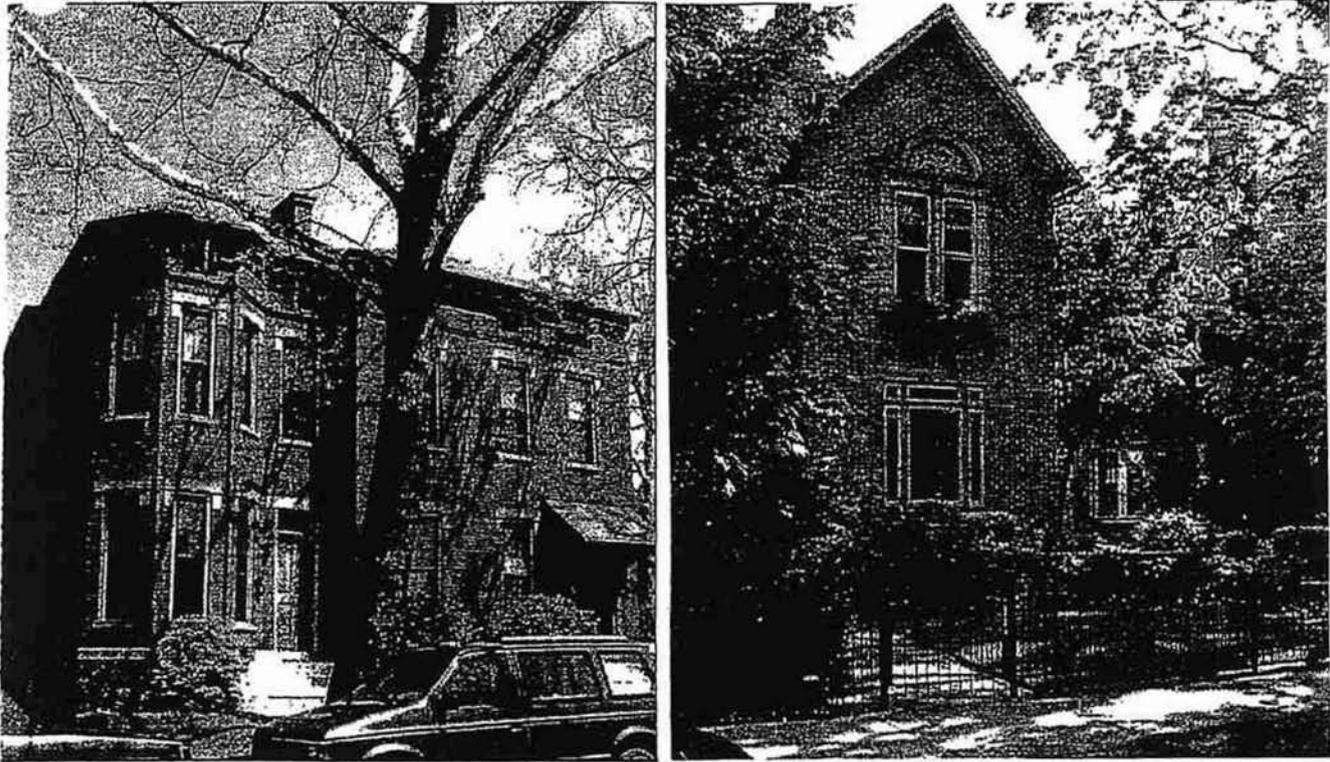


FIGURE 14. 15 – Town Center Single Family Houses



FIGURE 16 – Senior Citizen Housing

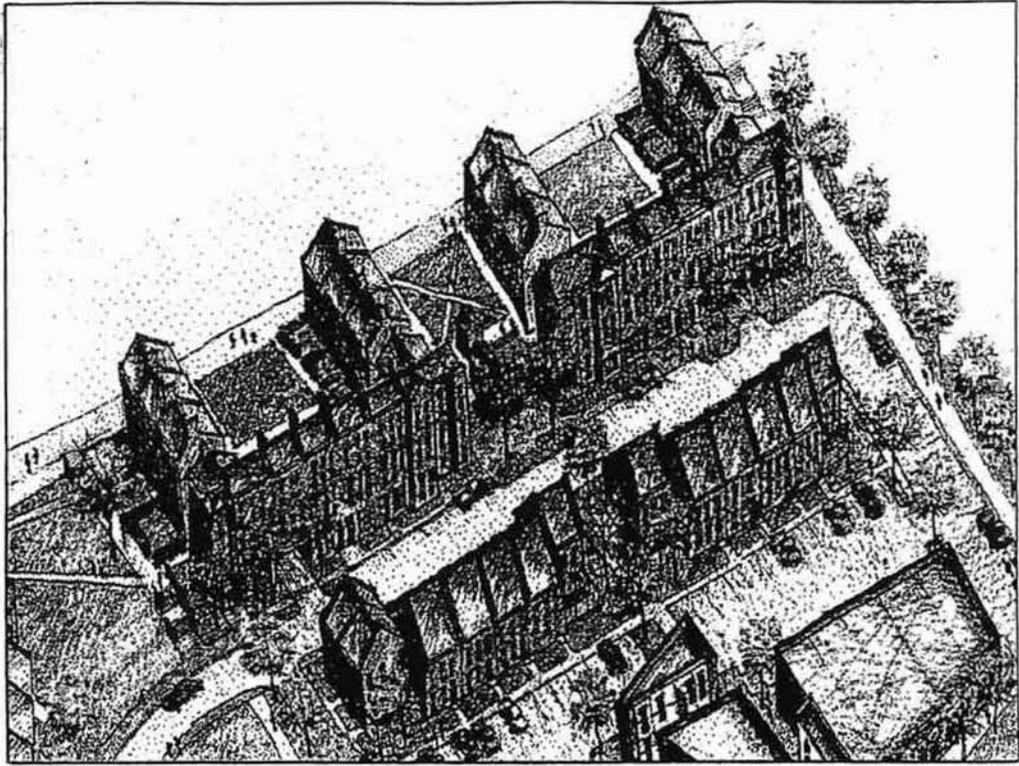


FIGURE 17 – Terrace Housing



FIGURE 18 – Courtyard Housing – Low Density



FIGURE 19 – Courtyard Housing – High Density



FIGURE 20 – Housing Configured in Flats



FIGURE 21 – Carriage Housing

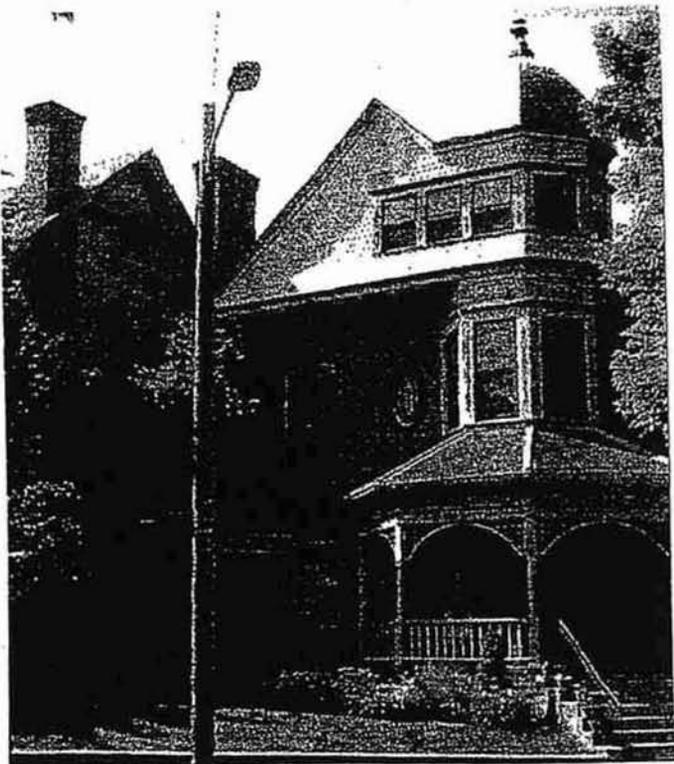


FIGURE 22 – Mixed Use Apartments/B & B

MIXED-USE DEVELOPMENT

The diversity provided by land use mix is a central factor in providing a sustainable, walking-based, traditional Town Center. The balance of mixed activities – dwelling, shopping, working, schooling, worshipping, and recreating are critical for both the liveliness, pedestrian quality, and economic success of the Town Center.

Several types of use mix – side by side, mix within zones, mix within buildings, and mix by component – are shown in the plan. These mixes are a key component of the plan's success because they compress the diversity offered by several uses into central areas of the plan. Mixes are reflective of history and are responsive to current market conditions in the development of revenue-producing real estate.

- I. Live-Work or Mixed-Use Studios
- II. Main Street Mansions
- III. Zero Lot Line Business and Apartment Buildings
- IV. Apartments Above Commercial Uses
- V. Side by Side Commercial and Residential and Mixed-Use Buildings

I. LIVE-WORK or MIXED USE STUDIOS

These studios provide mixed-use space where an individual artist, craftsman, or professional might live and work in the same space. Occupants might also be specialty shops such as antique dealers, business, or office services, which do not require main street frontage. Occupants of these studios are more focused on providing expertise, rather than retail sales. Business volume is lower, streets are quieter, and housing can mix into the setting. (Figs. 23, 24)

PERMITTED USES

1. Single dwelling units.
2. Dance, music, artists studio, art galleries, print and copy shops, antique shops, upholstery shop, furniture refinishing, watch/clock repair, jewelry making and repair and similar activities.
3. Business and professional offices, such as medical/dental, law, insurance, real estate, advertising, architects, graphic design, theater/music group, business office, art council or other non-profit office, CPA's, interior decorator, financial services offices.

DEVELOPMENT STANDARDS

1. **Build-to line:** These are zero lot line buildings, except that at least 50% of the length of the front and rear facades must be set back at least six (6) feet to provide front and rear yard garden space for landscaping.
2. **Building height:** Buildings may to one and one-half (1 ½) or two (2) stories. These are assumed to be generally small footprint buildings of approximately thirty (30) by forty (40) feet in plan. Maximum building height is forty (40) feet.
3. **Parking:** Parking must be provided at the rate of four (4) spaces per one thousand (1000) gross square feet of ground floor area.

II. MAIN STREET MANSIONS

These are buildings which appear to be the type of large two-story houses, with high-pitched roofs over attic spaces, that lined the edge of historic town centers, and that served as residences for their prominent citizens. In Channahon, all but three or four of these buildings are

intended to provide single or multiple dwellings, with a maximum of four (4) housing units per building. Commercial uses are permitted on the ground floor of three of these buildings, and one could house a bed and breakfast. Parking is to be provided in screened and landscaped rear yard courts. (Fig. 25)

PERMITTED USES

1. Single or multiple dwelling units.
2. Bed and Breakfast hotel.
4. Business and professional offices, such as medical/dental, law, insurance, real estate, advertising, architects, graphic design, theater/music group, business office, art council or other non-profit office, CPA's, interior decorator, financial services offices.

DEVELOPMENT STANDARDS

1. **Setback:** These buildings have a setback line of ten (10) feet from the lot line. They must have fences, walls or hedges, not higher than three (3) feet, across the length of their frontages on the street, except where an access walk or driveway penetrates this perimeter. A shade tree of substantial variety shall be planted in the front yard of each of these houses. Side yard set-backs shall be a minimum of eight (8) feet, with the maximum lot coverage of the site by any habitable building set at 50%. Any paved areas in addition to drives cannot cover more than 30% of the site and no vehicles may be parked closer than sixty (60) feet to the front lot line.
2. **Building height:** The maximum allowable height for these buildings is forty-five (45) feet.
3. **Parking:** Parking must be provided at the rate of two (2) spaces per housing unit, or one space per hotel room, or four (4) spaces per one thousand (1000) gross square feet of office floor area. No vehicles may be parked closer than sixty (60) feet to the front lot line. All parking must be screened by fencing five (5) feet in height set ten (10) feet inside the rear lot line. Landscaping with coniferous trees must be planted between the fencing and the lot line to achieve an opacity of 50% within two years.

III. ZERO LOT LINE BUSINESS and APARTMENT BUILDINGS

These are generally small footprint, two or three story buildings, designed with common party walls to allow individual, fee-simple ownership. These buildings may individually provide space entirely for office or residential use. (Figs. 26, 27)

PERMITTED USES

1. Single or multiple dwelling units.
2. Business and professional offices, such as medical/dental, law, insurance, real estate, advertising, architects, graphic design, theater/music group, business office, art council or other non-profit office, CPA's, interior decorator, financial services offices.

DEVELOPMENT STANDARDS

1. **Build-to line:** These buildings must be located at the designated build-to line. No setbacks are required.
2. **Building height:** Maximum building height is forty-five (45) feet.
3. **Parking:** Parking must be provided at the rate of two (2) spaces per apartment unit, and at the rate of four (4) spaces per one thousand (1000) gross square feet of floor area for offices. For side by side office and apartment buildings, one (1) parking space per housing unit may also count toward the total parking required for office space.

IV. ZERO LOT LINE COMMERCIAL and RESIDENTIAL and MIXED USE BUILDINGS

These are generally small footprint, two or three story buildings, designed with common party walls to allow individual, fee-simple or condominium ownership. These buildings may individually contain a mix of retail, office, or residential apartment uses. These buildings are the type that provided the historic corner store, with the proprietor's residence on the second floor. (Fig. 28, 29)

PERMITTED USES

1. Single or multiple dwelling units.
2. Business and professional offices, such as medical/dental, law, insurance, real estate, advertising, architects, graphic design, theater/music group, business office, art council or other non-profit office, CPA's, interior decorator, financial services offices.
3. Small retail establishments or commercial services, such as a newsagent, wine shop, or dry-cleaning outlet.

DEVELOPMENT STANDARDS

1. **Build-to line:** These buildings must be located at the designated build-to lie. No setbacks are required.
2. **Building height:** Maximum building height is forty-five (45) feet.
3. **Parking:** Parking must be provided at the rate of two (2) spaces per apartment unit, and at the rate of four (4) spaces per one thousand (1000) gross square feet of floor area for office and/or retail space. In calculating total parking needs, however, one (1) parking space per housing unit may also count toward the total parking required for retail and/or office space.

V. APARTMENTS ABOVE COMMERCIAL USES

Second floor residential apartment units are permitted above Main Street and Side Street commercial buildings. Each unit must possess its own, enclosed stair entry or a common entry. Each must possess windows front and back. Some form of outdoor deck or terrace must be provided in the rear of each unit. (Fig.30, 31, & 32)

PERMITTED USES

1. Multiple dwelling units.

DEVELOPMENT STANDARDS

1. **Build-to line:** The build-to lines required for the commercial uses shall apply.
2. **Building height:** The building height restrictions for the commercial use shall apply.

Parking: Parking for these housing units shall be provided at the rate of one (1) car for every two (2) housing units.



FIGURE 23 – Live-Work or Mixed Use Studios



FIGURE 24 – Live-Work or Mixed Use Studios

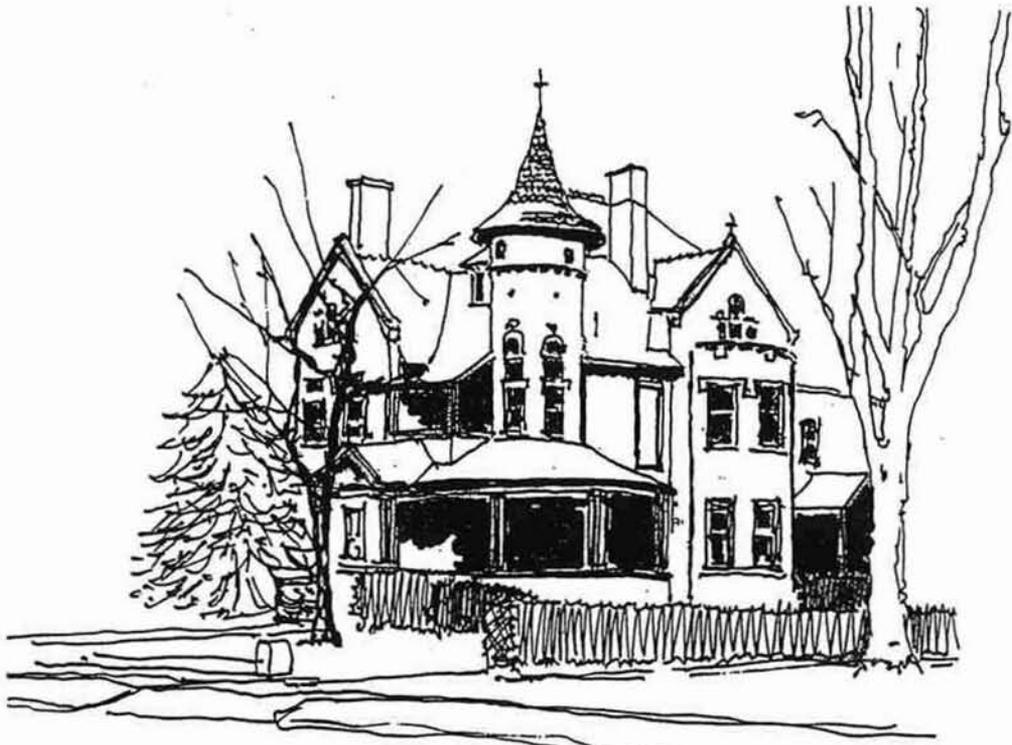


FIGURE 25 – Main Street Mansions

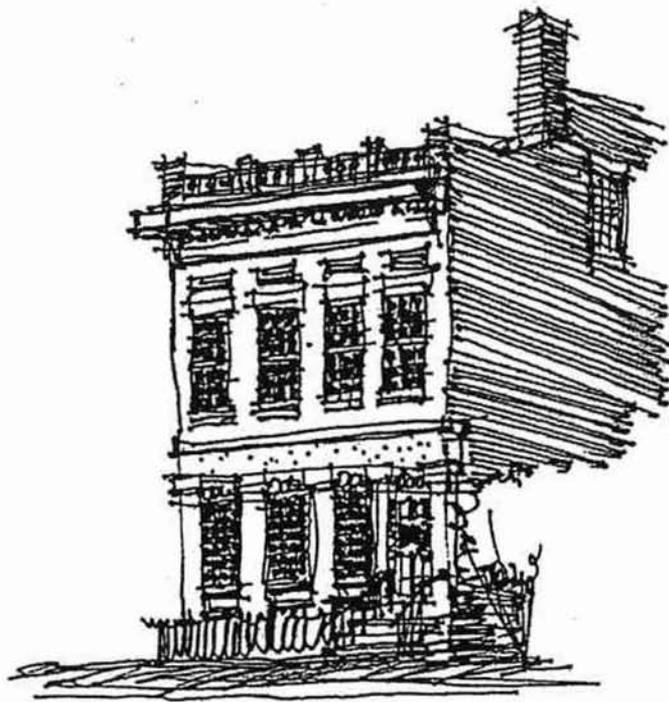


FIGURE 26 – Zero Lot Line Business and Apartments

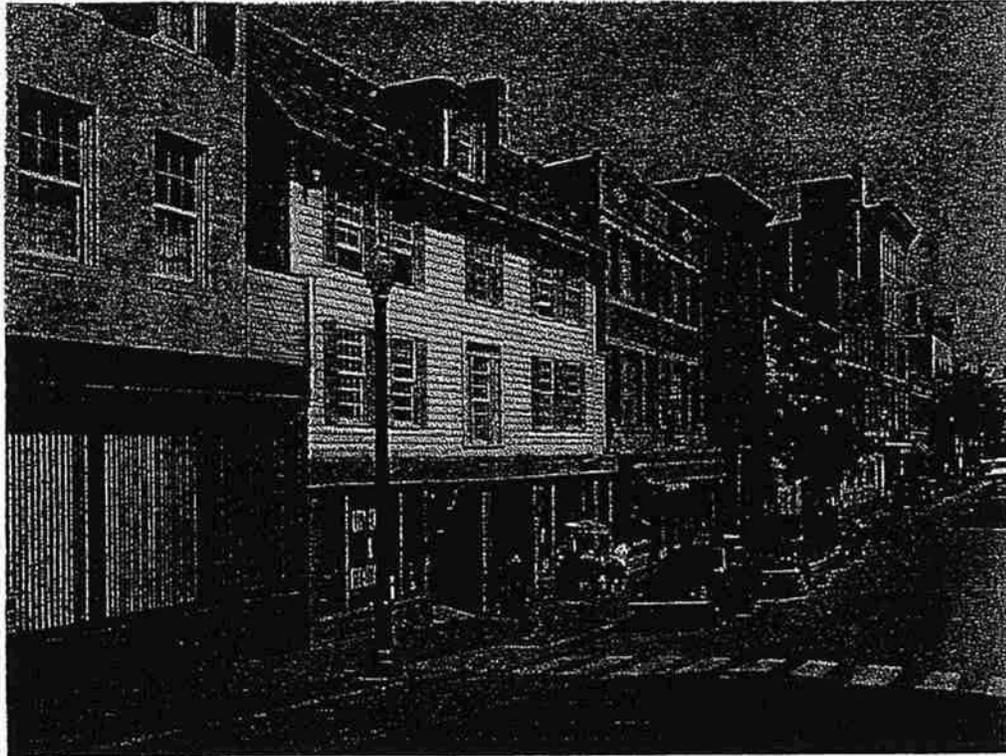


FIGURE 27 – Zero Lot Line Business and Apartments



FIGURE 28 – Zero Lot Line Commercial, Residential, Mixed Use

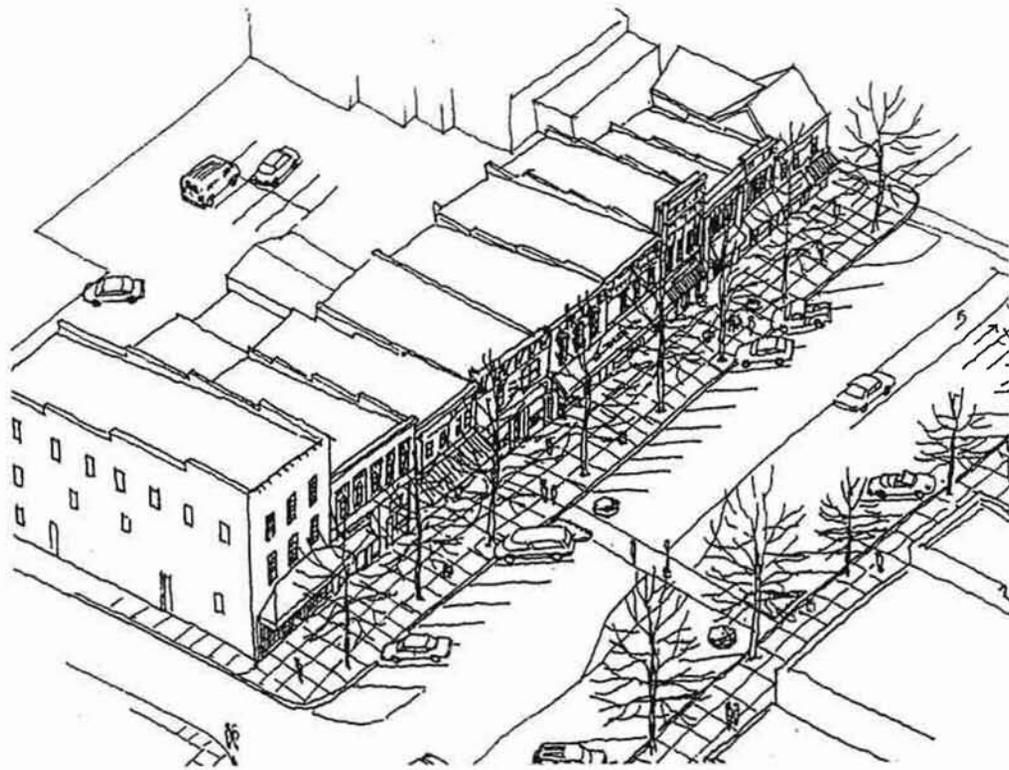


FIGURE 29 – Zero Lot Line Commercial, Residential, Mixed Use

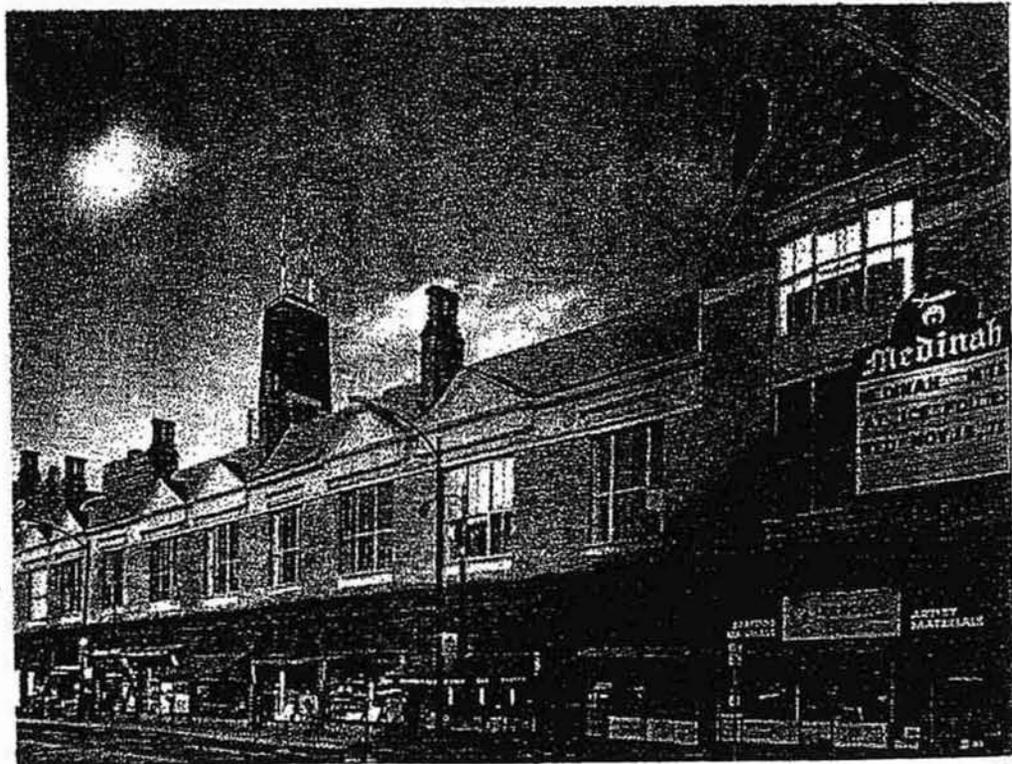


FIGURE 30 – Apartments Above Commercial Uses



FIGURE 31 – Apartments Above Commercial Uses



FIGURE 32 – Apartments Above Commercial Uses

INSTITUTIONAL USE DEVELOPMENT

Planning for the development of institutional uses is intimately tied to the planning of parks and public spaces. This is because public and institutional buildings occupy important sites. Public spaces and institutional buildings establish and maintain community identity.

The plan for the Channahon Town Center gives priority to public space and to the appropriate location of public and institutional facilities. In future years, as the Town Center becomes fully developed, and as the Village limits become occupied, the civic identity established by the Town Center will establish the character and identity of the entire community.

Within the Town Center, the new Saint Ann Parish Church anchors the heart of the development. (Fig. 41) It is immediately visible from the main entry drive into the Town Center, from State Route #6. The site of the church is structured to allow a new school to be built in future years, and its limits are defined by the curvilinear greenbelt that brackets the northern limits of the Town Center from the commercial use core area. (Fig. 39) The street plan follows this greenbelt, providing excellent access to existing and future residential areas.

The new Channahon Village Hall and Police Station will occupy the entire eastern edge of the Town Center. (Fig. 36) This location is highly visible from Route #6, and is afforded extraordinary accessibility, both to visitors and those doing business with the Commercial district. Site area is sufficient to allow for a future museum and tourist information center.

The plan provides a third site suitable for the development of institutional facilities. This site consists of almost four acres of land, and is located just north of Channon Drive, where Iroquois extends through the Town Center neighborhood to connect at the place where Willard Street could extend. The site terminates the western view from the commercial core of the Town Center, at the end of the street lined with main street mansions. This is an ideal location for a second church of different denomination. It would also make an ideal site for a new branch library to be constructed.

VI. DEVELOPMENT STANDARDS FOR INSTITUTIONAL USES

- A. Building Height
 - One-story institutional buildings shall not exceed thirty-five (35) feet in height.
 - Multiple floor institutional use buildings shall not exceed (55) feet in height.
 - Church steeples, bell towers, and similar architectural features are exempt from these height restrictions if such elements are integral with building design.
- B. Site Development Features
 - The Site development plan for all institutional uses shall include town center features such as wrought iron fencing, low stone walls, landscaped planting beds, monuments, and similar elements which constitute the civic setting of the Village's institutions.
- C. Parking
 - On-street parking at curbs of streets within the vicinity of institutional uses may count toward the total parking necessary.
 - Similarly, parking provided by institutional uses is to be made available on a shared basis to other Town Center development, during off-hours when institutional facilities are closed.
 - Use the following guidelines for total parking requirements:
 - Child care centers – two cars per classroom.
 - Church – one car per two seats in the sanctuary.
 - K-6 School – two cars per classroom, plus one for each sixty (60) square feet in the auditorium or assembly hall.
 - Sanitarium or Nursing Home – one car for every two beds.

- Library , Museum or Art Gallery – one car for each four hundred (400) square feet for gross floor area.
- Parking lot facilities developed by institutional uses shall be located to the side and rear of facilities.

D. Service

- Service court yards shall be provided where possible.
- Trash containers and similar servicing facilities shall be enclosed with fencing and appropriate landscaping.

PARKS AND CIVIC FEATURES

People living in village and town settlements have historically gathered in public places. People are gregarious, and they expect to meet friends, acquaintances and familiar merchants. Early American town planning principles included provision for the public green and a public market. These were land set-asides to provide places for residents to congregate, carry on discourse, and conduct public business. The various outdoor activities of trade, recreation, and social life have thus become a tradition of the American community.

Dedicated open space throughout the Town Center provides opportunities for community gatherings and other forms of public recreation, and natural site features are protected and preserved. Easements are set aside to provide natural drainage ways, and to locate open space to be preserved as part of the Town Center park system. Buffer yards are established to provide open space and screening to mitigate visual impacts of small parking areas. Small parks provide passive moments of relaxation, places to take small children to swing or play, and opportunities for flowerbeds and decorative landscaping to punctuate the Town Center neighborhood. Parks allow the definition and preservation of established natural drainage patterns and existing woodlands and wetlands.

Thus, various types of public open space are important and necessary, partly to structure settings and settlements, and partly to provide for the social and business activities of town residence. To provide open space in a town plan is only the first step, because public places need to be furnished with civic equipment and facilities, which can organize and support the essential public activities.

- I. Easements and Buffer Yards
- II. Neighborhood Parks
- III. Central Curvilinear Park
- IV. Village Green

I. EASEMENTS AND BUFFER YARDS

DRAINAGE EASEMENTS

Drainage ways or easements are designated storm water drainage paths that may exist on private property. These easements are shown on the Parks and Civic Features Zoning Map. They are a minimum of ten (10) feet wide and are graded as shown on the Storm Water Drainage Plan. They must be landscaped provided that the plant materials are compatible with wet conditions and that these materials do not impede the flow of storm water.

CONSERVATION EASEMENTS

The purpose of these easements is to preserve as parkland those planned open spaces that are in private ownership. A conservation easement is a legal agreement between the owner of a property and nonprofit organization, such as a land trust or park district, or government agency in which the future use of the land is restricted. The landowner and subsequent owners must comply with the provisions of the easement. The organization or agency ensures such compliance by periodic inspection and, if necessary, legal action.

Conservation easements for the Channahon Town Center are part of the Central Curvilinear Park and are shown on the Parks and Civic Features Zoning Map. Buildings, streets, driveways, or parking shall not be permitted in these easements, except that a driveway, which crosses the easement to provide access to a property beyond, shall be permitted in a configuration to be approved by the Town Center Design Review Board.

See the Central Curvilinear Park section of this report for permitted uses and development standards.

BUFFER YARDS

A buffer yard is a designated open space, together with plant materials, barriers, or fences, shielding certain parking areas from existing residential properties. In the Channahon Town Center, buffer yards are shown at the rear property lines of the Main Street Mansions as shown on the Parks and Civic Features Zoning Map.

It is the intent to provide flexibility to the developer or property owner through the manipulation of four basic elements – distance, plant material type, plant material density, and structural forms. The Main Street Mansions in the Mixed Use Development section of this report describes the minimum buffer requirements: all parking must be screened by fencing five (5) feet in height set ten (10) feet inside the rear property line. Landscaping with coniferous trees must be planted between the fencing and the lot line to achieve opacity of 50% within two years. (Fig. 42)

II. NEIGHBORHOOD PARKS

One neighborhood park is provided in the northwest quadrant of the Town Center. This park, with frontage on Marble Road extended, is most ideally suited as a passive facility with decorative landscaping, benches for reading, and perhaps a ground mounted sign of appropriate design announcing entry to the Town Center neighborhood.(Fig. 37, 38) The park is large enough, however, to accommodate a small active play area for small children under the watchful eye of parents.

The design for the development of walkways to and through this park, and the other parks discussed below, should provide important civic quality for residents, as well as initial walkway connections from the neighborhood to the north, to the Town Center.

See also the planned bicycle paths shown on the Town Center Street Plan.

III. CENTRAL CURVILINEAR PARK

Running in curvilinear fashion through the entire town center development, are several parks and open space easements, structured to form a greenbelt walkway and storm drainage network. Primary town center streets form the edge to the greenbelt, providing the basic internal circulation structure that links existing neighborhood development with new housing to be built within the town center area. (Fig. 39)

The individual parks and open spaces are to be developed passively, with walkways, landscaped features, and streetscape elements suitable for smaller public events and neighborhood holiday celebrations. The park in front of the proposed senior citizen housing development has been named Senior Square, and, given its central location along the greenbelt, a fountain or similar special feature would be appropriate. (Fig. 40)

PARK DEVELOPMENT STANDARDS

1. Vehicular parking shall be provided on-street, along the curb adjacent to parkland.
2. Poured concrete curbs and gutters shall be used to define and enclose public parkland.
3. Sidewalks may be poured concrete. However, brick accent strips or brick panels shall be employed at areas where benches and other features are located. Public sidewalks are five (5) feet wide and shall be scored at five (5) foot intervals.

4. Smaller, secondary walks within parks may be smaller or larger, with the smallest being limited to four (4) feet in width.
5. Perimeter sidewalks are separated from the curb by a five foot wide planted tree strip, matching standard street sections.
6. Park lighting shall be provided using the Town Center's standard street light fixture.
7. Trees and other plant materials shall be indigenous or proven acceptable to the local soil and climate, from the approved list in the Channahon Zoning Ordinance.
8. Park and play furniture shall be as approved by the Town Center Design Review Board.

IV. VILLAGE GREEN

The focus of the Channahon Town Center is the new Village Green. The average visitor or resident will experience the Town Center from the Route 6 corridor as it runs through the heart of town. An expansive, green, leafy town square borders the northern edge of Route 6 and frames the initial view of the Town Center on the opposite side of the park from the highway (Fig. 33). Everyone using Route 6 will have a sense of being in the heart of the village, but the inevitable traffic and noise will be left outside the Town Center itself. The main street is not a major road but only acts to provide a framework for the formal structure of the town and as a local collector to distribute traffic throughout the center and to the various parking areas.

The Green is intended as both a symbolic center for recreation and an actual place for community activities such as the Farmers' Market, community festivals, and promotional events. (Fig. 11, 35) Whereas the primary retail shops are immediately north of the Green, the seasonal sale of flowers and vegetables from the local farmers could be expanded to special event retailing, such as the sale of Christmas trees or a Fourth of July food and fireworks event. In addition, special weekend events that support local businesses and draw interest from the region should become a matter of on-going scheduling. A demonstration of fishing techniques, rods, reels, and tackle would be an example for a special marketing event. Staging an antique or classic automobile show would be another way to draw crowds for a given weekend.

PERMITTED USES

1. Passive recreational activities, such as strolling, picnicking, biking
2. Civic celebrations, such as festivals, demonstrations, fairs, auto shows
3. Outdoor retail sales associated with seasons and events

FACILITIES

All of the listed activities embellish the public setting, but they do not in themselves focus public discourse, trade, or recreation. Consequently, it is necessary to plan and provide civic structures to facilitate the social discourse and activity characteristic of town centers. The historic bandstand and public market house provide the best examples.

1. Bandstand (Fig. 34)
2. Farmers' Market Pavilion Buildings (Fig. 35)
3. Festival Terrace
4. Dedicated Walkways, Pathways and Bikeways
5. Seating, no picnic tables

The market house is the key typology of civic architecture for the new Village Green. Its design shall reflect the historic architecture of the region, but its configuration should extend in a more contemporary manner to allow for market "stalls," or a row of pavilions, and flexibility for other public events such as art shows or antique sales.

VILLAGE GREEN DEVELOPMENT STANDARDS

It is the intention of the plan that landscape elements of the Village Green should resemble those of a small college campus. Thus, the Village Green shall be a broad lawn, sprinkled informally with large deciduous trees. Organized planting beds, ornamental tree plantings and special landscape features should be reserved for the central bandstand location, the festival terrace area, and the Farmers' Market pavilion area. Trees lining the paths and the sidewalks adjacent to the head-in parking are appropriate and preferred.

1. Pedestrian sidewalks directly relate to head-in parking on the south side of Main Street, at the north limit of the Village Green, shall be ten (10) feet in width. Street trees shall be planted in this walkway and surrounded by 4' x 4' tree grates.
2. Sidewalks may be poured concrete. However, brick accent strips or brick panels shall be employed at areas where benches and other features are located. Public sidewalks are five (5) feet wide and shall be scored at five (5) foot intervals.
3. Smaller, secondary walks within parks may be smaller or larger, with the smallest being limited to four (4) feet in width.
4. The Festival Terrace is conceived as a pedestrian zone on market and event days. The terrace, however, may be used to stage certain events, like an antique car show. The terrace pavement shall be stone or masonry to define it as a special place. Patterned and colored concrete paving is an acceptable alternative to brick or stone. Trees planted in the terrace shall be inset and surrounded with 4' x 4' tree grates.
5. Perimeter sidewalks are separated from the curb by a five foot wide planted tree strip, matching standard street sections.
6. Park lighting shall be provided by the Channahon standard street light fixture.
7. Trees and other plant materials shall be indigenous or proven acceptable to the local soil and climate, from the approved list in the Channahon Zoning Ordinance.
8. Park furniture shall be as approved by the Town Center Design Review Board.

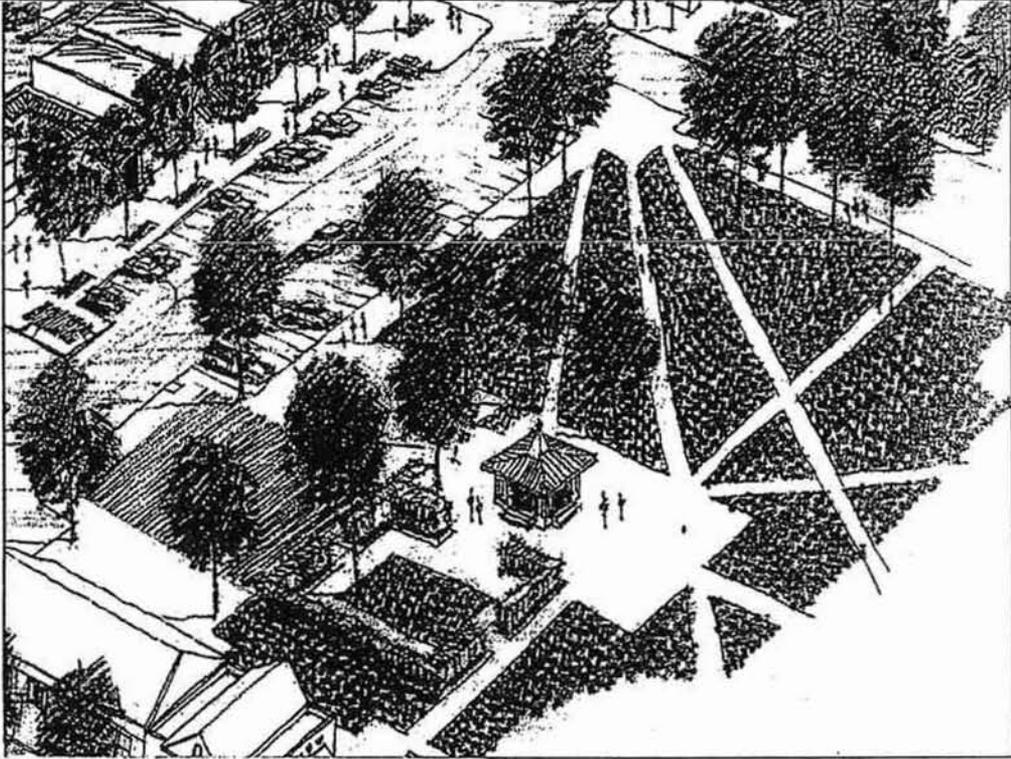


FIGURE 33 – Village Green



FIGURE 34 – Band Stand

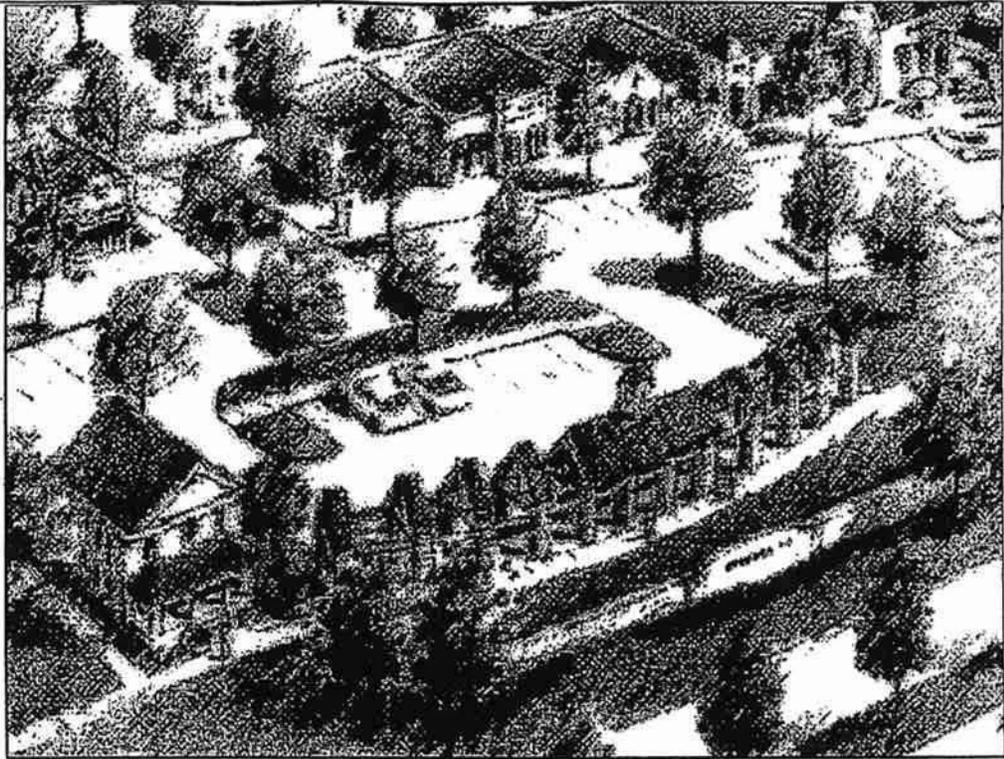


FIGURE 35 – Market Pavilions –

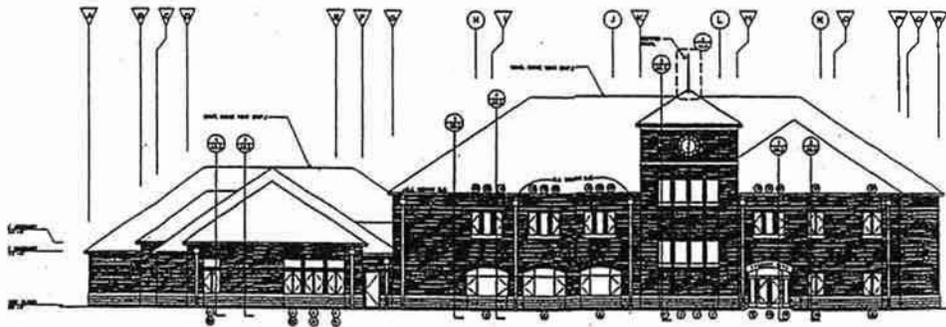


FIGURE 36 – Town Hall

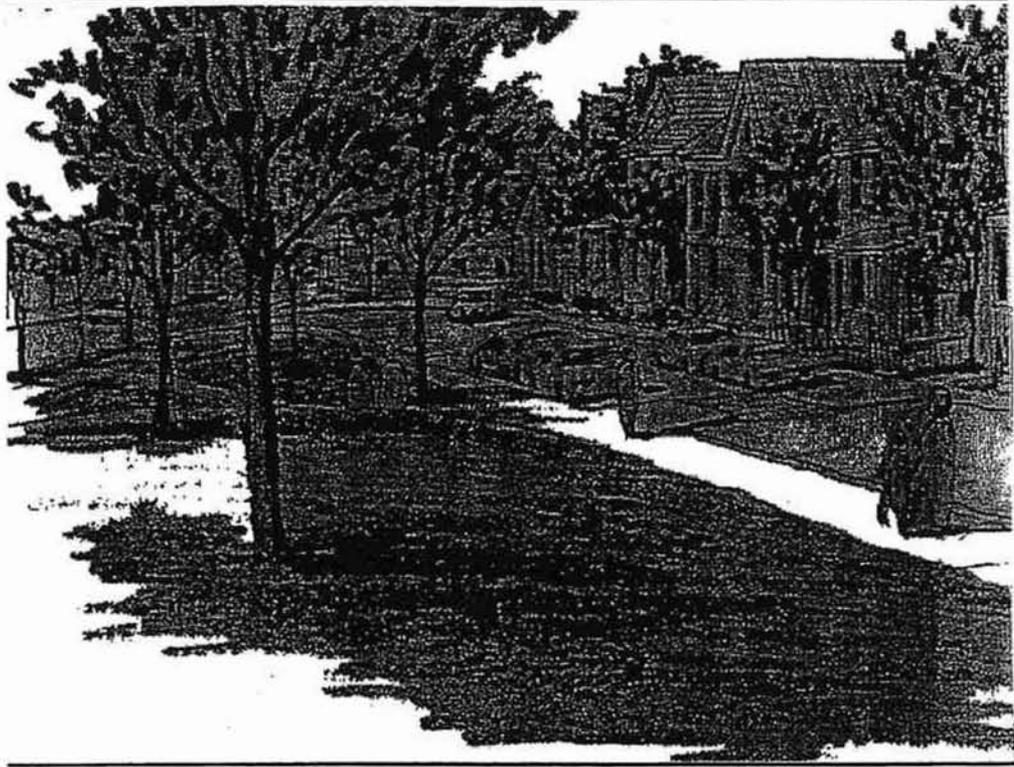


FIGURE 37 – Park

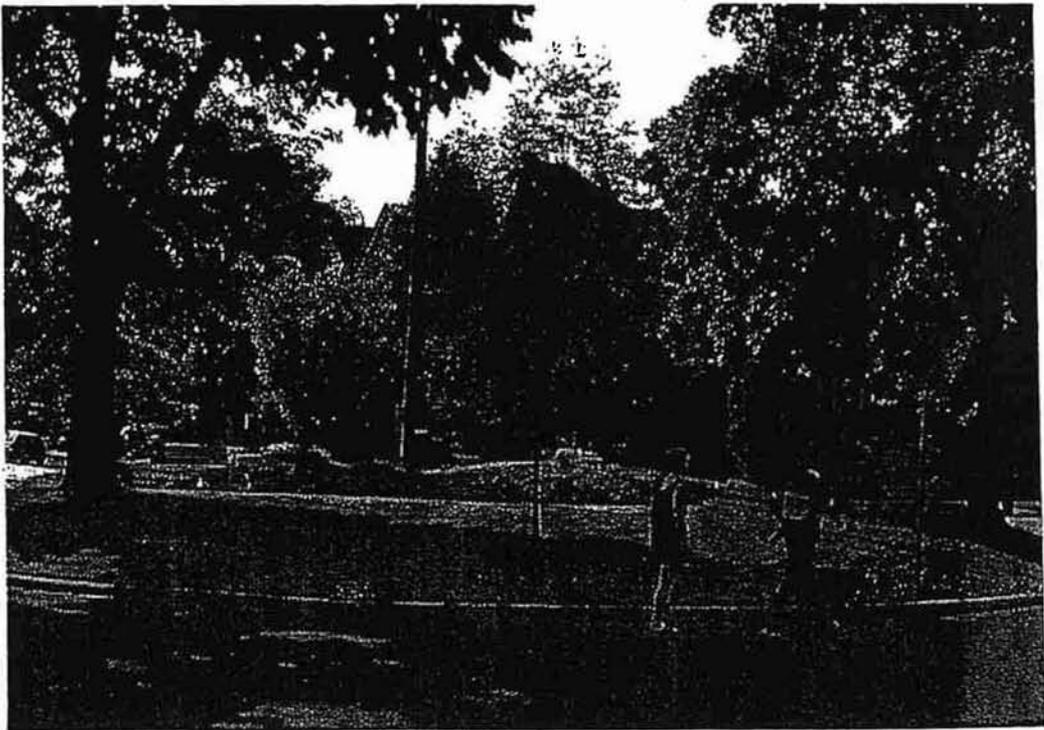


FIGURE 38 – Park



FIGURE 39 – Central Curvilinear Park

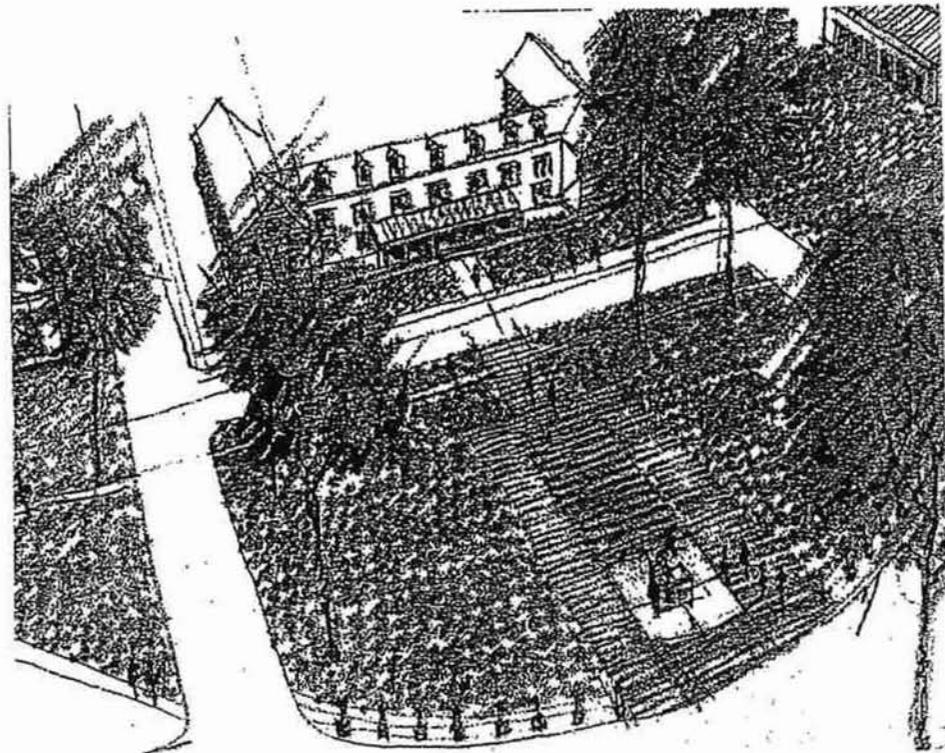


FIGURE 40 – Senior Square

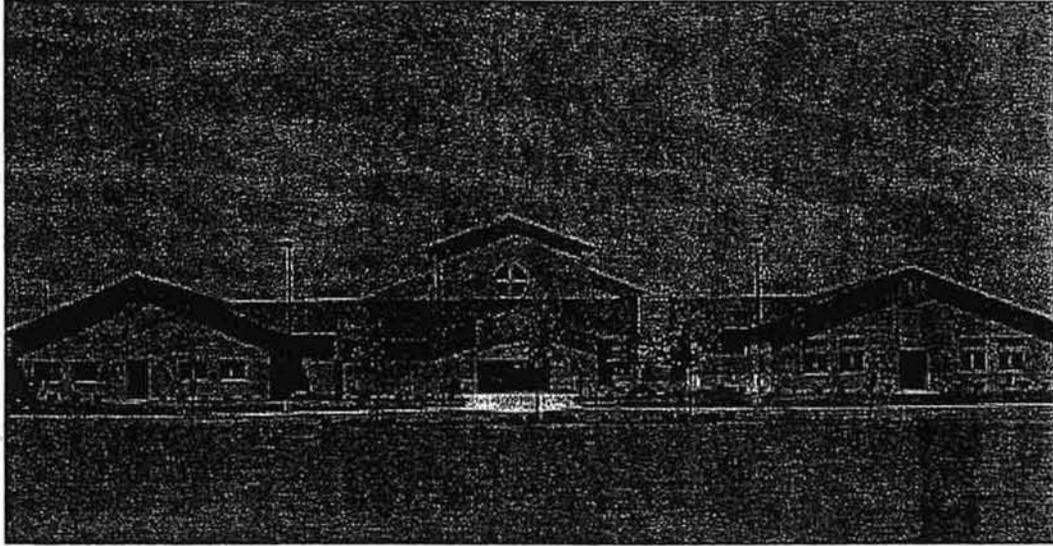


FIGURE 41 – Church

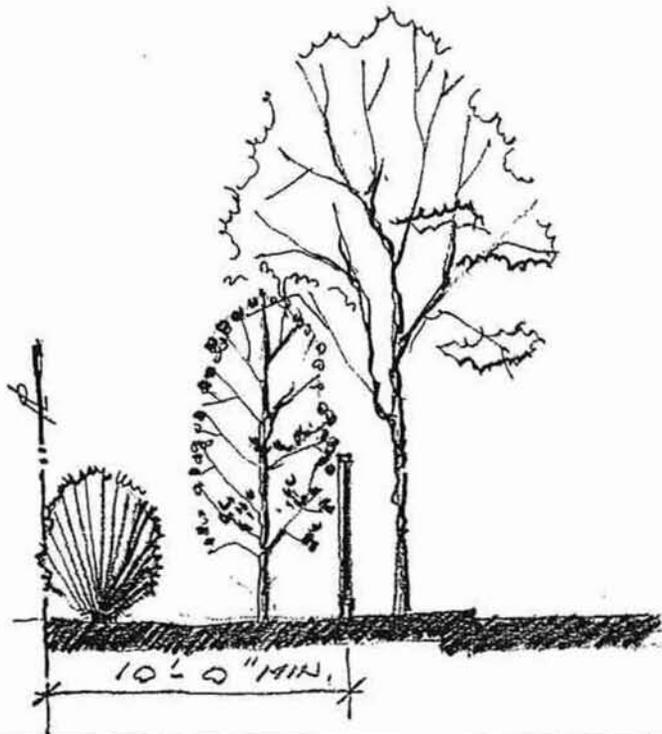


FIGURE 42 – Buffer Yard

TOWN CENTER STREET PLAN

There are a number of ways of conceptualizing the street pattern of the Town Center. Although basically a simple, modified grid, there are other structures superimposed on this organization. The main entry street from Route #6 into the Town Center, and the street west of the business blocks, while normal to Route #6, run at an angle to the grid of streets of surrounding neighborhoods. The Town Center street plan resolves these different geometries to provide for more variety in the street plan than just the grid would achieve. The overall plan provides more convenient and direct routes for pedestrians, as well as creating a number of interesting nodes within the Town Center and producing more dramatic building sites. Finally, the resolution of two geometries presents an opportunity to focus axial views along streets toward significant buildings, civic features, and institutions.

Other circulation networks are also present within the Town Center area. One is related to the systematic structure of parking; a second is the planned pedestrian network. Finally, there is a proposed bikeway system.

PARKING / PARKING COURTS

In general, there is provision for parking along the streets of the town center to provide for convenience and to create a normal sense of town structure. However, since much more parking is required, parking courts have been created on the interior of the commercial blocks to accommodate the bulk of the required parking. These are designed to be easily accessible for automobile traffic entering the town center, and are for the most part interconnected to facilitate finding an available spot when the parking areas are in high demand. They have also been designed to minimize their visual impact on the streets of the center. One's impression should not be of the overwhelming accommodation given to the car. These interior parking courts are not among the features one traditionally associates with the components of a town center, so an effort has been made to make them pleasant and useful additions to the town fabric rather than necessary evils.

Since a majority of those arriving at the town center by car will be using these parking areas, they should be designed to be attractive and accommodating to the pedestrian. They should contain a number of trees, particularly along the edges, to provide shade during the hot days of summer and visual interest throughout the year. The perimeters shall be ringed with pedestrian walkways, which will provide access through the block to the streets on the outside. (Figs. 7, 9) In addition, access can be available to some of the shops from the parking-court side, as well as to most of the residential units or offices that might be situated above the stores. These pedestrian edges should be landscaped with interesting plant materials, and the building facades would be excellent locations for various types of ivies or vines, with perhaps an occasional pergola or trellis. A curbed, landscaped tree island with a 2"-2 1/2" minimum caliper tree shall be required for every twenty (20) parking spaces. (See also the Development Standards for these parking courts in the Town Center Commercial and Street Plan sections of the Guidelines.) Perhaps there would even be an opportunity for an outdoor sitting area in places where this would be suitable for an adjacent business or shop, or a small garden. These would be especially useful as entries or ancillary areas for residential units, or for flower or garden shops, restaurants or cafes, or a similar business. (Fig. 8)

PEDESTRIAN WAYS

Connecting the pedestrian perimeters of the parking courts to the main streets are a number of pedestrian passageways which cut through the block to the sidewalks along the main, eastern, central and western streets. These, too, should be pleasantly landscaped and the buildings abutting them should make some provision to add to pedestrian interest, such as show windows, store windows, store entries, or entries into the residential units. The latter could consist of interior entranceways, or exterior stairways, which could be attractive and enticing architectural

features, (Fig. 32) The elevations of those buildings that occur at the beginnings of these walkways should mark them as important urban features, rather than treat them as alleyways. The walkways themselves should be configured in such a way as to make them interesting and enticing features that attract and encourage use. There should be interesting focal points in the distance to draw the eye and perhaps some mystery about the specific route. (Fig. 9) Outdoor plazas or cafes would be useful ways to mark the walkways. (Fig. 8) Care should be taken to shield the view of the parking areas from the surrounding streets.

It would be desirable if there could be an occasional bridge across these walkways to add further interest. These could be connections between buildings to economize on stairways and elevator cores, or actual program spaces in the buildings themselves, such as living rooms or studios in an upper level apartment.

There are other types of pedestrian ways in the Town Center. There are pathways through the parks, and development of the various housing, office and stand-alone commercial projects will provide additional walkway linkages. When combined with the sidewalk and bike path system, linking the residential neighborhoods to the downtown, to the Regional Park, and to adjacent existing neighborhoods, there are a wide variety of routes that can be pieced together for getting around town: going to the movies, taking a stroll after dinner, walking the dog, riding a bike, or heading over to the park.

BIKEWAYS

Provision is made within the Town Center to extend the bikeway at Liberty Drive and Canal Road to the central business core area, and to the Regional Park. In addition, a bikeway is proposed to follow the full length of Iroquois extended, connecting the neighborhood to the north to the Channon Drive neighborhood. Finally, a bikeway is proposed to follow the Central, Curvilinear Park greenbelt through the Town Center neighborhood, with connection to the Regional Park.

Two types of bikeway are proposed.

1. On-street bikeways are provided on the typical Town Center neighborhood street, with a forty-eight (48) foot right of way, and no parking (Fig. 48), and along a wider street of fifty-six (56) foot right of way, with curb parking on one side. (Fig. 49) Painted lines would mark these bikeways.
2. A combined walkway and bikeway is proposed within the eighty (80) foot new Navajo Drive collector street which will provide the main entrance to the Town Center. (Fig. 43)

STREET SECTIONS

Streets are classified and designed by function, and are arranged to form blocks of different types in various grid patterns to achieve proper and balanced traffic flow and land access.

This is generally recognized by planners in their typical focus upon the array of "streetscape" elements regularly depicted in design guidelines or required through development standards. Streetscape is, in fact, the civic finish material of the town's architectural fabric.

Within the Town Center, there is a hierarchy of streets comprising six types:

1. **Collector Street:** The Town Center Collector is main entry street running from Route #6 to the circle in front of the Saint Ann Church and extending northward to connect with Navaho. This street is being funded by the Illinois Department of Transportation, and it is being built to their standards. (Fig. 43)
2. **Main Street:** The broad, tree-lined street providing the south and west frontages for the four(4) block commercial district of the Town Center. This street has sixty-four (64) foot right of way to include head in parking on each side. This is an asphalt-paved street, with central crown draining to parallel, shallow "v section" gutters to the rear of head-in parking stalls. Parking stalls are asphalt paved sections which rise in elevation to base of curbs, allowing drainage to the continuous "v section" gutters. Adjacent to the parking, wide sidewalks provide pedestrian access and tree plantings with decorative tree grates. (Fig. 44)

3. **Town Center Street with Parking One Side and Bikeways Each Side:** This street has a fifty (56) foot right of way. It is paved with asphalt, possessing a central crown section and concrete gutters and curbs. This street has a thirty-six (36) foot pavement section, and provides parking on one side, and space for a Type #1 bikeway on each side (Fig. 45)
4. **Town Center Street with Parking Both Sides:** This street has a fifty-six (56) foot right of way. It is paved with asphalt, possessing a central crown section and concrete gutters and curbs. This street has a Thirty-six (36) foot pavement section, and provides parking at curb on both sides. (Fig. 46)
5. **Retail Shopping Street:** This is retail area shopping street with the same fifty-six (56) foot right of way and section as street type C.2 (#4 above), except sidewalks extend to the face of buildings. (See Fig. 46)
6. **Typical Town Center Neighborhood Street:** This is the typical Town Center Neighborhood Street. It has a forty-eight (48) foot right of way and a twenty-eight (28) foot asphalt pavement section with a central crown. Parking is permitted one side only. (Fig. 47)
7. **Town Center Neighborhood Street:** This Town Center Neighborhood Street has a forty-eight (48) foot right of way with no parking. Type #1 bikeways are provided on each side of a twenty-eight (28) foot pavement section. (Fig. 48)
8. **Boulevard:** This street possesses a landscaped median dividing one-way travel lanes, tree-lined sidewalks on both sides of the boulevard. Parking at curb is allowed on the outside of each set of travel lanes. The travel lanes and parking areas are asphalt paved, with central crown section and concrete gutters and curbs. (Fig. 49)
9. **Alleys:** Alleys have a thirty (30) foot right of way, with an eighteen (18) foot gentle, "v groove" pavement section. Pavement is centered in the right of way, allowing four (6) feet of distance between pavement edge and residential garage buildings. Alleys are intended for access to residential garages and parking for residents, and for service. There are no sidewalks in alleys. (Fig. 50)

DEVELOPMENT STANDARDS

1. Curvature radii for the corners at intersections of residential streets must be held between ten (10) and twelve (12) feet in order to slow traffic, and to afford short distances at pedestrian cross walks.
2. Curvature radii for the corners at intersections on streets within commercial use areas must be held to a maximum of twenty (20) feet for the same reasons.
3. Crosswalks and traffic signals shall be provided at all important roadway intersections, meeting warrants established by the State of Illinois.
4. Crosswalks shall encourage pedestrian connections at all intersections of residential streets.
5. Traffic and pedestrian crossing signals shall be used at the intersections of residential streets and major thoroughfares. These signals shall be supported by mast arms to eliminate overhead wiring. Mast arms shall match the standard Town Center street lamp-post fixture.
6. For engineering purposes, Town Center streets shall consist of two ten (10) foot travel lanes with eight (8) feet set aside for parallel parking along one side.
7. "Main Street" shall be engineered to allow two fifteen (15) foot travel lanes, two one (1) foot wide shallow "v section" gutters, and two, eighteen (18) foot head-in parking bands.
8. Intersection design must "neck down" street widths between curbs at corners, allowing curb-side parking lanes to appear recessed. This is to shorten street crossing distances for pedestrians.
9. Handicapped access ramps complying with ADA requirements shall be provided at all intersections.
10. Public street lighting shall be on fourteen (14-18) foot poles spaced at sixty (60) feet designed to reflect historic style and be manufactured by Lumec, Inc., the Ancestra Series, or a similar manufacturer. One design standard shall be used throughout the entire Town Center development, even though the height may vary. (Fig. 51)
11. Fixtures in public street lighting shall be incandescent or metal halide type fixtures. Mercury vapor and high pressure sodium type fixtures are not permitted.

12. Parking lots shall also be lighted with the standard Lumec light fixture and pole. Spacing shall be as recommended by the manufacturer for proper illumination of parking lots.
13. All utilities, including wiring for standard street lamps, shall be located underground.
14. Tree lawn strips shall be landscaped with grass sod and deciduous shade trees. Trees shall be 3"-3 1/2" caliper, planted at forty (40) feet on center and at least fifteen (15) feet from intersections or the ends of medians. Village standards for tree species shall apply.
15. Tree-planted islands within parking lots required by development standards in other sections of these guidelines shall be surrounded by straight concrete curbs.
16. The perimeters of all parking lots visible from public streets shall be landscaped with plant materials. Coniferous hedge-type plants meeting Village standards shall be planted in addition to street tree plantings within tree lawns and in addition to curbed, tree-planted islands within parking areas. Coniferous hedge-type plants shall be at least 24 inches in height when planted, and shall be of a variety expected to reach a minimum height of 36 inches at maturity. Plants shall be spaced to provide a minimum of 80% opacity at the 36-inch height at maturity. This requirement shall not apply to mid-block parking lots, where buildings enclose them, except that hedge-type plant screening shall be provided as possible at drive openings to mid-block parking areas. In review of plans to accomplish these landscape plantings along the perimeter of visible parking lots, the Architectural Review Board shall recognize that it is not the intent to hide parking areas from the view of motorists seeking a parking place, but rather to screen the lower portions of vehicles from view, and to establish a civic quality for the Town Center area. It is also intended that pedestrian shoppers would have designated and safe pathways across perimeter planting areas to retail destinations.
17. Where considered appropriate by the Architectural Review Board, stone walls, decorative low fencing and similar forms of screening may be substituted for perimeter landscape plantings required in #15 above. Village standards for maintaining clear sight distances shall be followed to ensure both pedestrian and motorist safety.

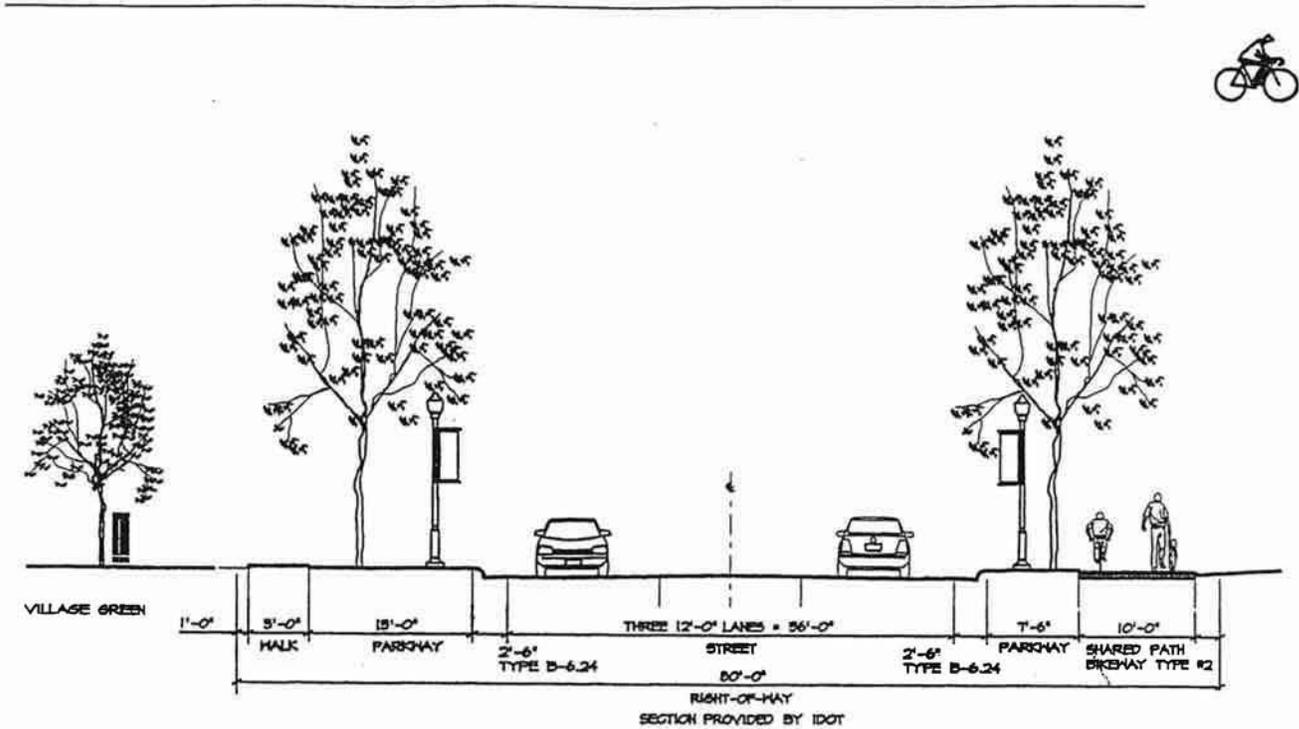


FIGURE 43 – I.D.O.T. Collector Street

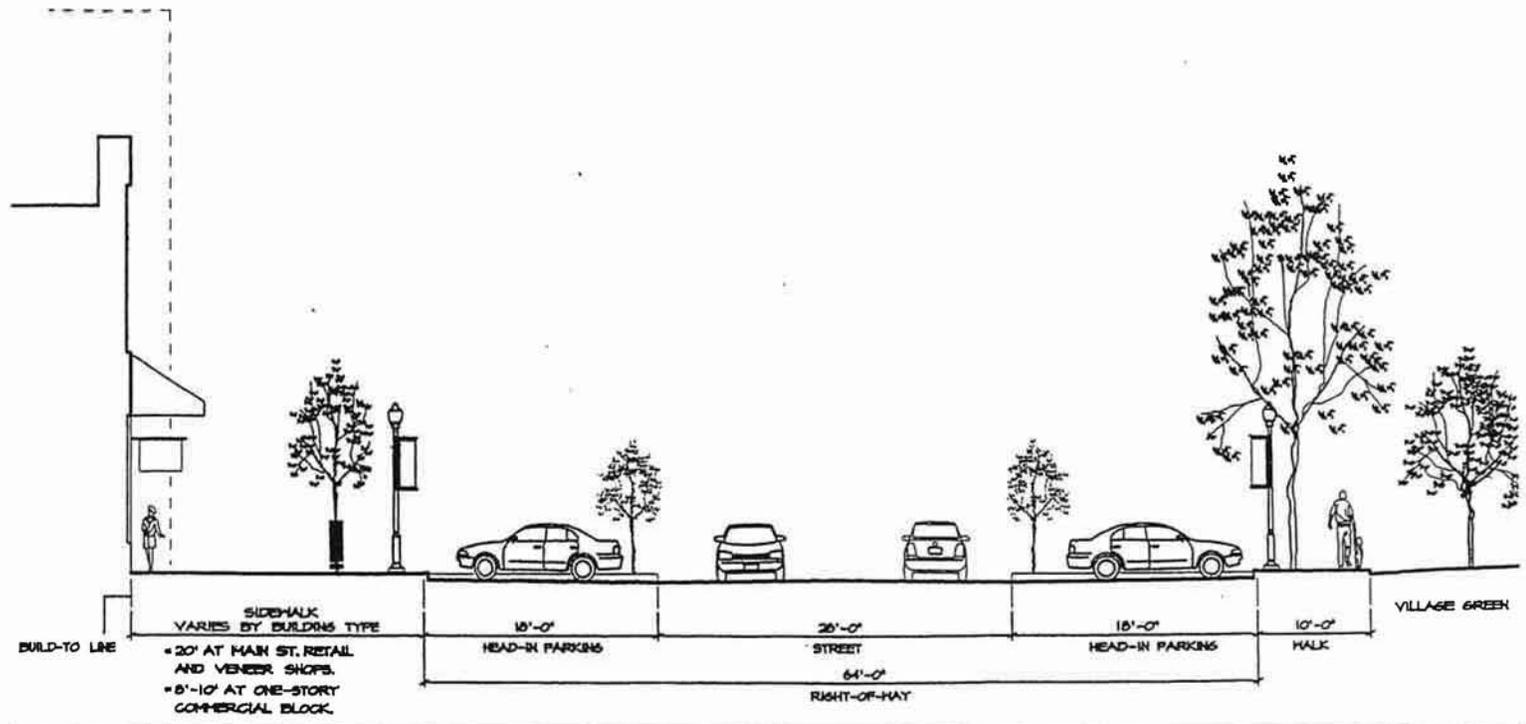


FIGURE 44 – Main Street

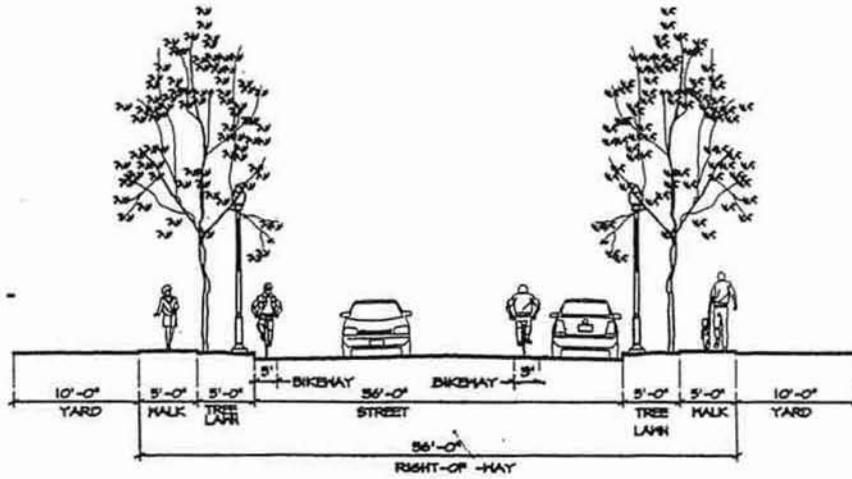


FIGURE 45 -Street w/ Parking and Bikeway

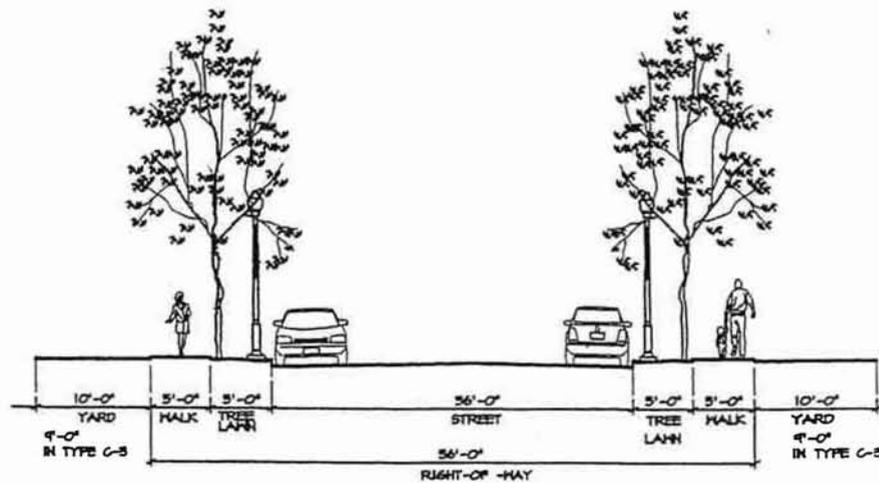


FIGURE 46 -Street w/ Parking Both Sides

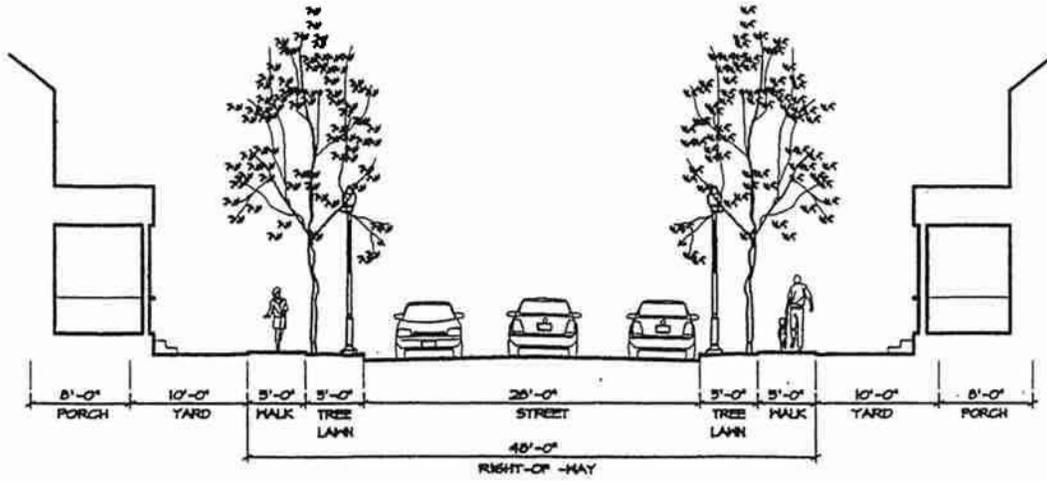


FIGURE 47 – Typical Town Center Neighborhood Street

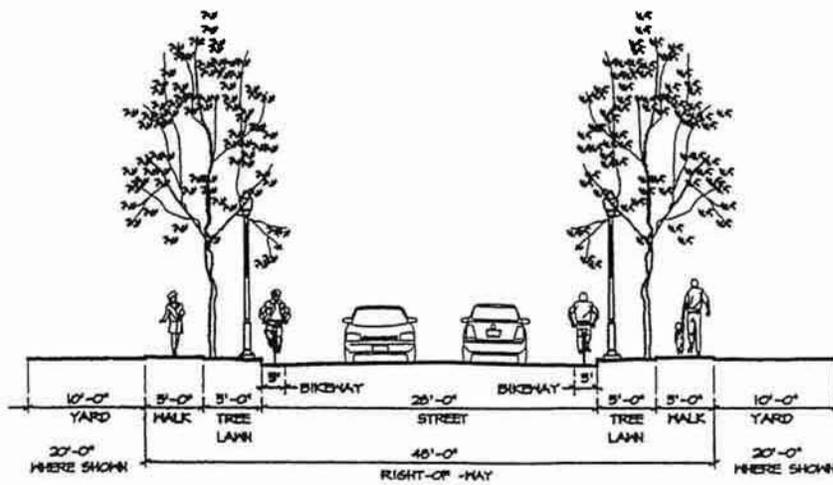


FIGURE 48 – Town Center Neighborhood Street

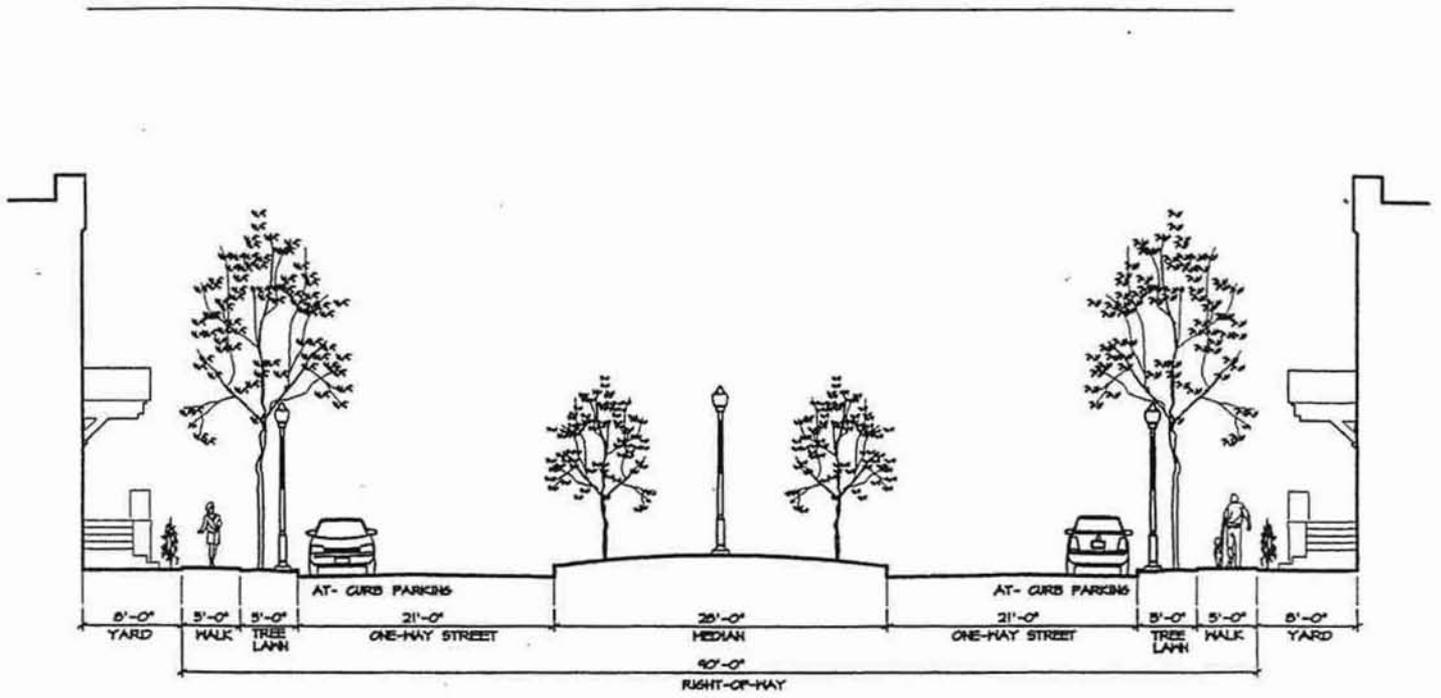


FIGURE 49 – Boulevard

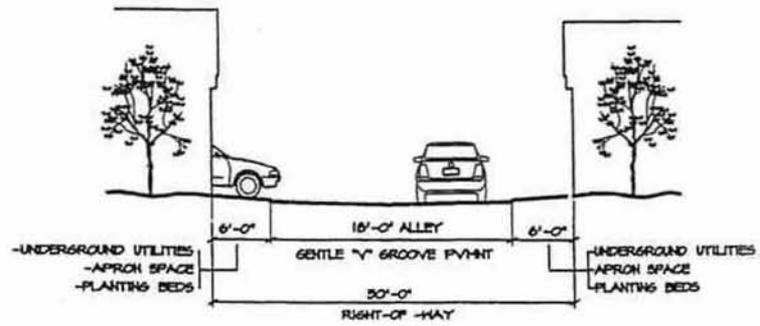


FIGURE 50 – Alleys

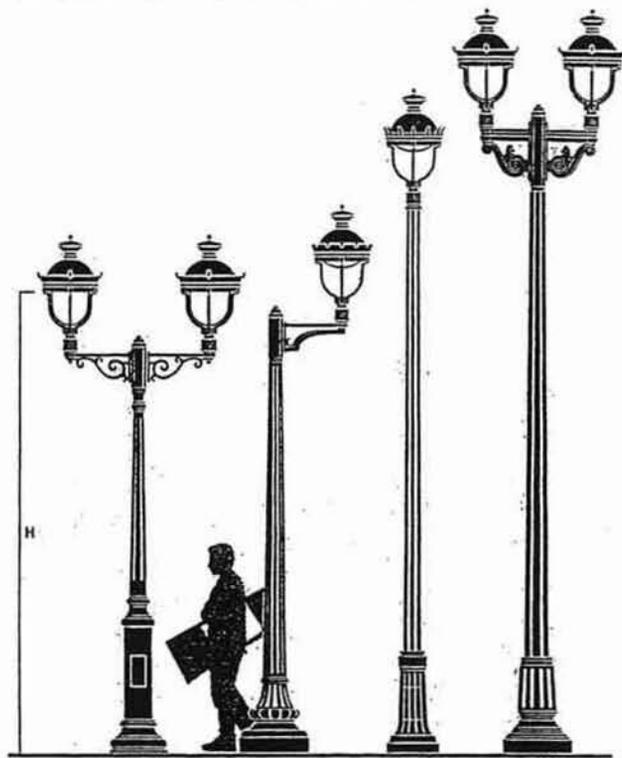


FIGURE 51 – Street Lamp Styles

DESIGN GUIDELINES FOR COMMERCIAL AND MIXED-USE BUILDINGS

SHOP FRONTS

It is important that the street fronts of town center buildings be attractive. Part of the attraction is in the interest they stimulate through the use of glazing for window displays and to reveal the enticing activities, products, and environments inside. Facades which abut a sidewalk along a public street should be extensively glazed for at least 70% of the street frontage. Corner buildings may reduce this figure to 50% along the shorter of the two frontages. Normally, this glazing should extend, at a minimum, from 24 inches above the sidewalk to 12 inches below the ceiling of store space. For buildings abutting pedestrian walkways cutting through the block from the outer streets to the interior parking areas, the length of glazing areas should be at least 30% of the length of the façade. It is important that efforts be made to make these areas interesting, attractive, and active.

It is important that the town center not be confused with strip malls and suburban building types. Storefronts should tend to be differentiated and unique, rather than off-the-rack systems. Entry doorways or storefronts could be recessed to provide for doors swinging onto the sidewalk, and cover for pedestrians during inclement weather, and modulation of the building wall to create interest and 'event spaces' for the pedestrian.

Entry doors along public streets should be also be differentiated. They may be constructed of wood, or of metals of various kinds. This will contribute to the goal of achieving attractive and unique doorways and supports the use of materials that develop a certain patina over time. Except in unusual circumstances, entrance doors shall have a minimum area of glazing equal to 50% of the area of the door.

Suitable lighting can significantly contribute to the visual experience of the town. Store windows should be designed to have lighting particularly suited to illuminate displays or highlight the establishment. This could better be achieved if the interior weren't glowing with saturating fluorescent lighting. Store windows should be illuminated until late at night to add detail and dynamism to the evening environment and to encourage evening activities in safe and interesting surroundings.

SHOP FRONT TYPES

The organization of shop fronts shall fall into three categories: A. Long span (**Fig. 52**), B. Frame (**Fig 53**), and C. Pier system (**Fig.54**).

The Long span shop front is basically a glass infill wall underneath an unsupported upper wall, which spans the opening like a beam. The Pier system punches holes in a solid wall to make windows in what would otherwise be a continuously solid wall. These windows must conform to the structure of the façade above the shop front. The Frame is halfway between these, in that it divides the shop front into intermediate units with columns. There are an infinite variety of window organizations that can be developed within each type. The long span will probably be the most common, the pier system the least common, while the frame falls somewhere in. If the pier system is used as the model for a shop front, the upper façade must conform to the same system (see Upper Facades).

The components of a long span system include the side walls, the shop front(s) and doorway(s), and the 'entablature'. Sometimes, a transom window will be included between the shop front and the entablature.

UPPER FACADES OF SHOP FRONTS

The upper façade is that part of a building front extending above one story; the upper façade is the feature that provided most of the building's visual appearance and character. A typical town center will display a variety of façade types. The Channahon Town Center will utilize five basic types of upper façade organization: Type A- Wall with windows, Type B- Wall as Frame, Type C- Ribbon Windows, Type D- Wall with Loggia, Type E- Monumental Wall, Type F- Wall with Exposed Gable (**Fig. 55a-f**).



Figure 52

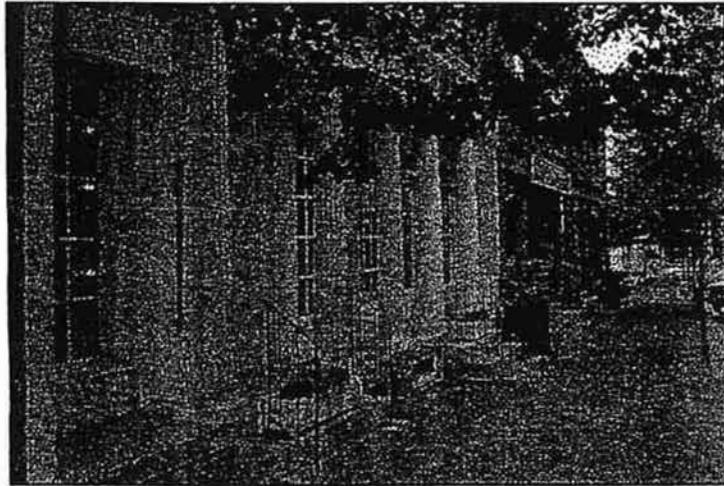


Figure 53



Figure 54

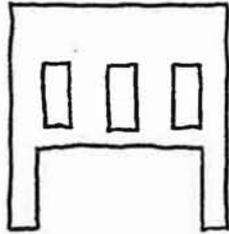


Figure 55-A

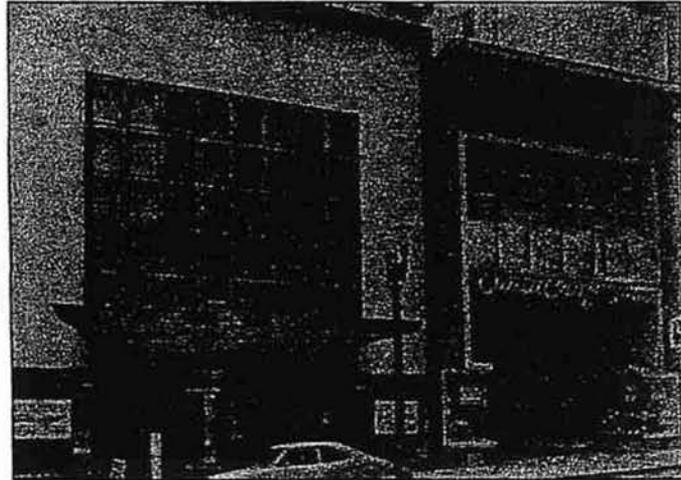
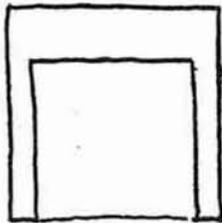


Figure 55-B

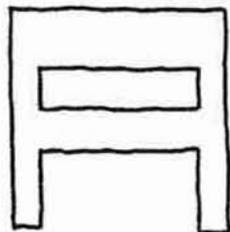


Figure 55-C

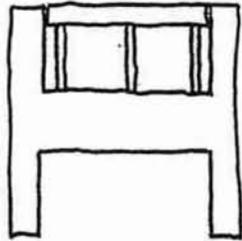


Figure 55-D

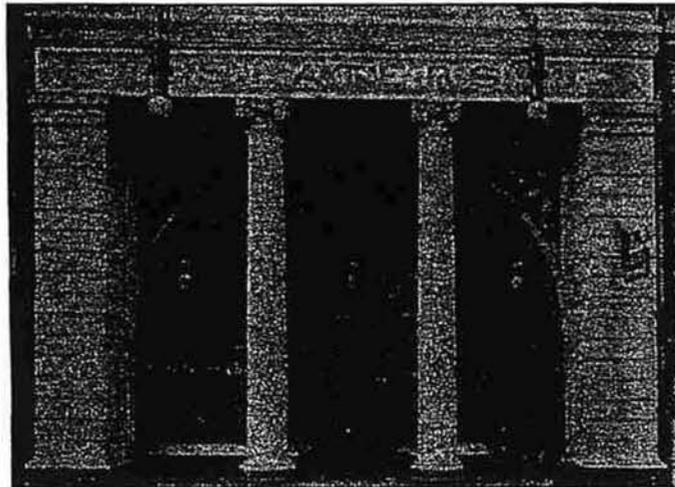
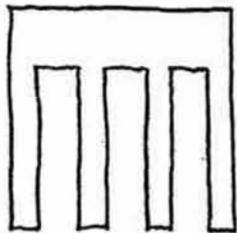


Figure 55-E

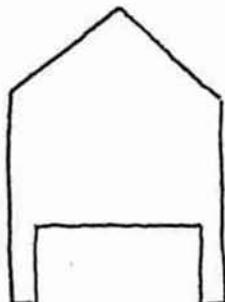


Figure 55-F

In buildings of only one story which do not expose a pitched roof, this element should be utilized to heighten the appearance of the building and give it a more substantial presence on the street elevation. In essence, it becomes an enlarged parapet. In elevations of over one story, the upper façade should be organized into a series of windows.

UPPER FAÇADE – TYPE A

The usual town center building will be of the Type A variety. These buildings will typically be constructed with brick facades with windows set into them. The organization and detailing of these windows will give the building much of its character especially when it is seen from points other than the immediately abutting sidewalk. Failure to organize or detail these windows properly will result in unsuccessful building elevations (Fig. 56).

Windows can be organized in simple or complex patterns. In simple patterns, the windows should be evenly spaced, have lintels and sills, and have operable sashes with visible frames and muntins. The vertical dimension of the typical window should be at least 150% that of the horizontal dimension. Each window should have a lintel and a sill in the same material and same color and which contrasts with the material and color of the rest of the façade. The windows themselves should be operable and for most buildings be of the double-hung type. The street should contain a variety of windowpane organizations: one building with four over four, others with six over one, one over one, etc. (Fig. 57). Occasionally there should be other window types: casements, French doors, large grids, and single pane fixed. Sporadically, a building might contain a window out of synchronization with the building's window pattern. Traditionally, this typically occurs when a larger window is formed within a pre-existing pattern, usually to accommodate special offices or studios (Fig. 58).

Facade walls may be given additional texture through the use of low relief pilasters (Fig. 59), string courses (Fig. 60), or brick patterning (Fig. 61). Adjoining buildings should use different materials or different colors and vary their window patterns in terms of shape, size, spacing, and pane composition.

Some of the varieties possible in each of these five façade types are shown in the columns under each type in Figure 62a-f.

UPPER FACADE – TYPE B, C, D, E, and F

Type B facades are organized into 'ribbon' windows, glazing organizations that extend across the façade. Some of these windows may be fixed, but at least a few should be operable. Type C facades are configured as single large frames or as multiple frames in a grid organization. These buildings can easily be either traditional or modern. Type D facades utilize the device of a loggia incorporated into the façade. The loggia may be open-air or enclosed space. Type E facades dispense with the separation of storefront and upper façade and organize the entire building as a single unified object. The motives utilized traditionally are classical or neo-classical, but this need not be the case. Some of the main street buildings in Channahon may have pitched roofs, but those with the gable end exposed to the street will have the most dramatic impact on the streetscape. In Type F facades, the gable will have to stop short of the shared party wall to provide for reasonable drainage.

UPPER FAÇADE – RATIO OF WINDOW TO WALL

It is appropriate that the windows have a scale and quality appropriate to the entire façade. Windows that are too small are often no asset to the interior space and can make the elevation look ridiculous. As a minimum, the area covered by window on any upper façade between the entablature and the cornice should be 25% of the upper façade. Usually, of course, this figure will be greater. Just as there should be a great deal of variety in window style, size, and placement, the window to wall ratio should also vary from building to building.

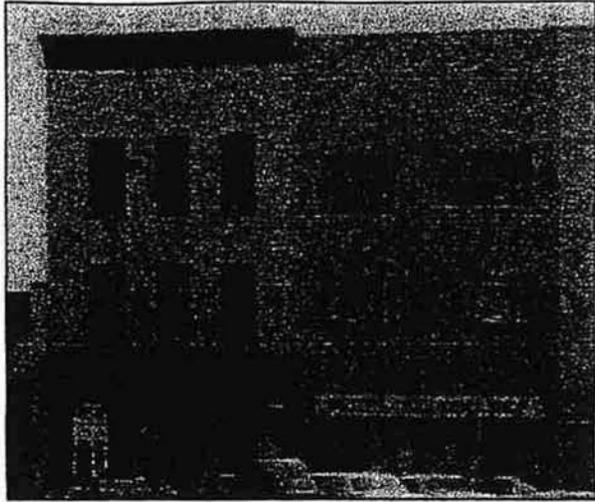


Figure 56

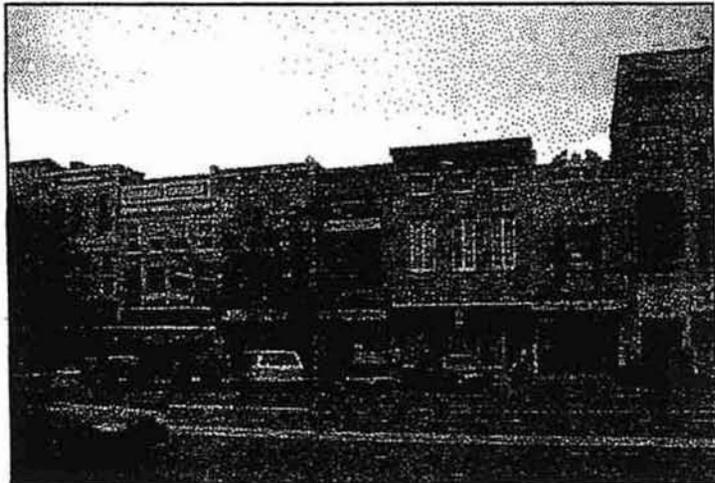


Figure 57



Figure 58

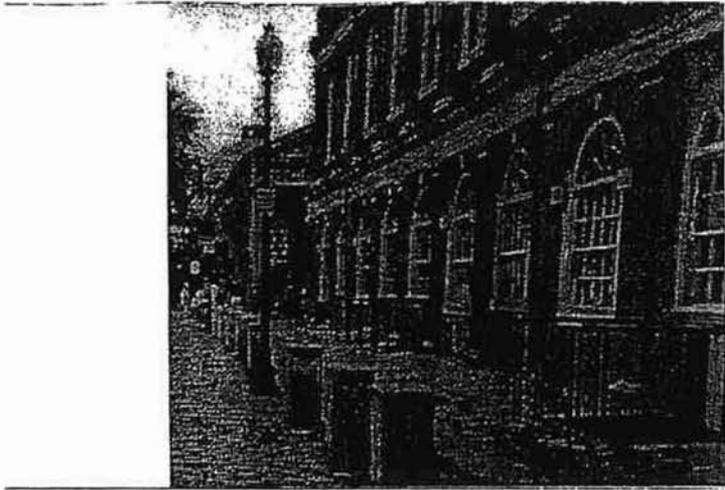


Figure 59



Figure 60

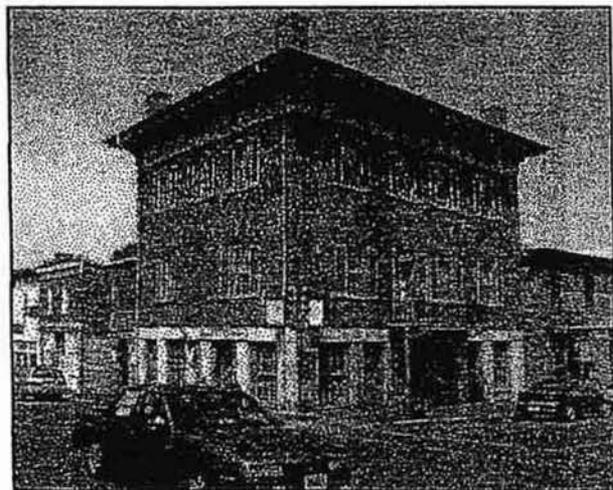


Figure 61

Figure 62

Type A Wall with Windows

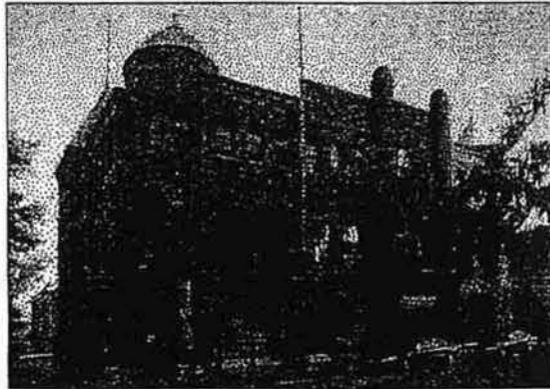
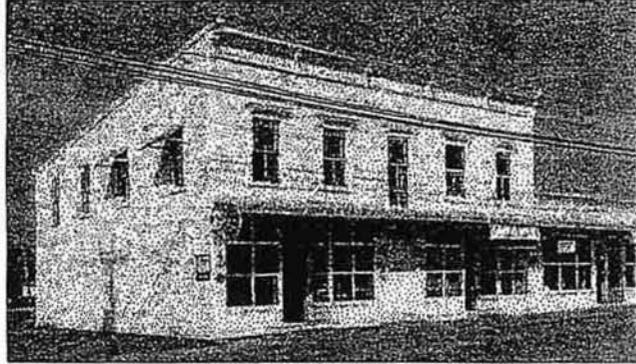


Figure 62 (cont.)

Type B Wall as Frame

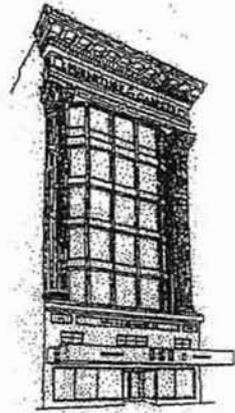
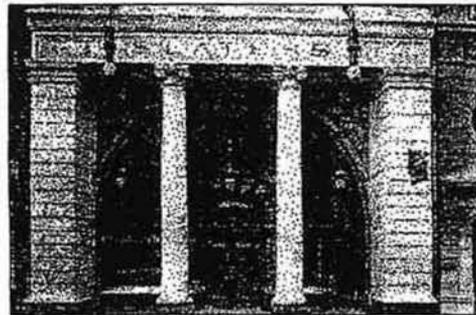


Figure 62 (cont.)

Type D Wall with Loggia



UPPER FAÇADE – WINDOW DETAILING

With very few exceptions, most of the windows on the upper facades of main street buildings should have a sill under the window and a lintel over it. By means of material, color, and/or projection, these elements should be contrasted with the surface of the façade to give the window greater impact when seen from the street. Window treatments such as window boxes, awnings, shutters, railings, and balconies would be major assets to the streetscape and relatively inexpensive additions. All such features, which would usually be operable, such as shutters and awnings, should do so. Shutters should be designed in order to fit the size and shape of the window they are meant to complement, for example.

UPPER FAÇADE – CORNICES

Buildings that do not have exposed gables must have cornices or projecting eaves. Projecting eaves occur when the building has a pitched roof that slopes toward the street and projects across the façade line (Fig. 63). Cornices are a vertical extension of the façade plane. Usually these employ different colors and materials than the façade below. These must extend for at least 3 feet vertically and project a minimum of 1 foot toward the street from the front façade. Within this organization, there should be series of modulating devices, such as brackets, which should be sympathetic with the organization of the windows and should be at least twice as numerous as the number of windows in any horizontal band, sometimes more (Fig. 64). The cornice may be constructed of the same material as the upper façade or built of a contrasting material. It may be the same color or a different color or a variety of different colors. It may be in a traditional style (bracketed, classical, federalist, prairie school) or contemporary, depending on the façade type.

OTHER UPPER FAÇADE ELEMENTS

Often, a main street building will have additional façade elements other than those already mentioned. Among these would be projecting bay and the 'cartouche'. Projecting bays would normally contain more windows, either of the same type as the rest of the façade, or a type and organization appropriate to the bay (Fig. 65). These bays, or 'oriels', can extend for one floor, or the entire height of the façade, even into the cornice. Sometimes, the projection will have its own unique cornice, though sympathetic to the overall pattern. A 'cartouche' is a projection in or above the cornice, which gives added emphasis to the silhouette of the elevation. (Fig. 66) At a minimum these can be merely extensions of the elevation. At the other extreme, they can be very elaborate additions. Sometimes, it is possible for them to serve functional roles, such as balconies or windows for a roof terrace behind them, or as roofs to accommodate extra height rooms on the floor below. (Fig. 67)

SIGNAGE

Signage is a major contributor to the effectiveness in appearance of the Town Center. Unlike suburban shopping strips, signs in the Town Center should be designed as much with the pedestrian in mind as with the view from an automobile. It is important that the signage be tasteful, dramatic, dynamic, creative, and differentiated. Unique and inventive signage is a useful tool in establishing an identity for each establishment as well as enlivening the streetscape. The strip mall approach of uniformity should be avoided, as should "hodge-podge." (Figs. 68 & 69) Signage should be sufficient to announce the identity of each particular establishment as well as animate the town environment. Just the former, without the latter, is a missed opportunity. It is important that the success of any sign be measured in fascination, not foot-candles. Signs which just blast bright light with little design, configuration, or detail help defeat the ambiance of the Town Center and block out more inventive signs. (Fig. 70)

Signs that hang perpendicularly to the street façade are particularly useful to the pedestrian on the sidewalk. A string of such signs above establishments along the street can do much to contribute to the overall streetscape, especially if the signs are intricate and inventive. (Fig. 71) This includes the use of an interesting design, a variety of colors, and a complex outline. The entablature of a shopfront is also a traditional place for signage, as is the plane just inside the shopfront window.



Figure 63

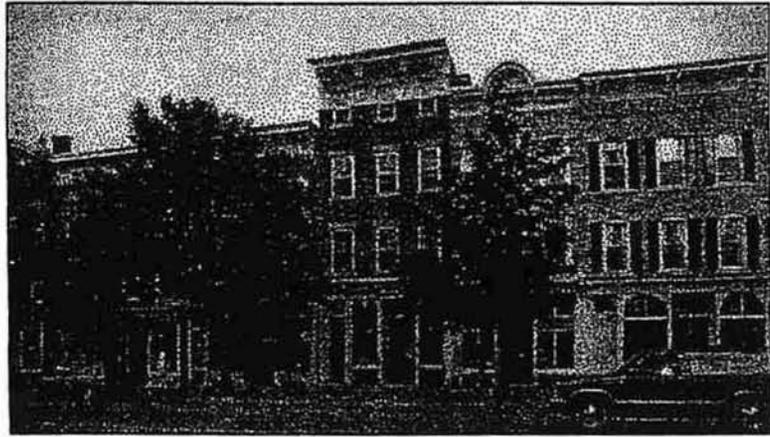


Figure 64

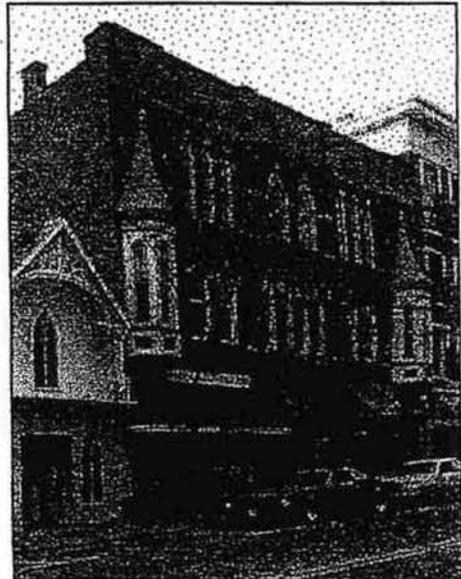
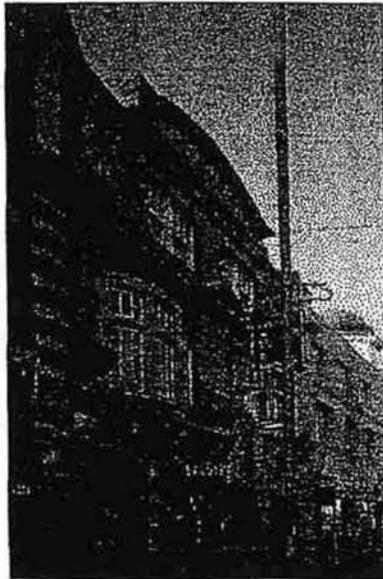


Figure 65

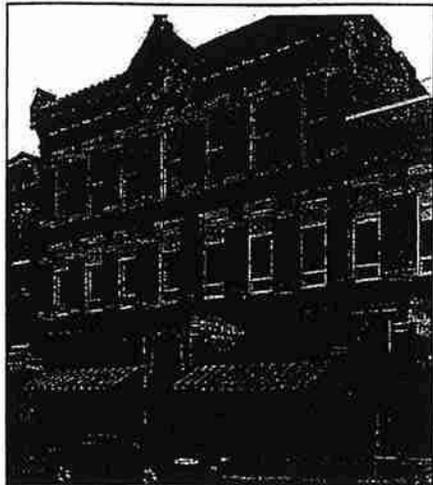


Figure 66



Figure 67



Figure 68

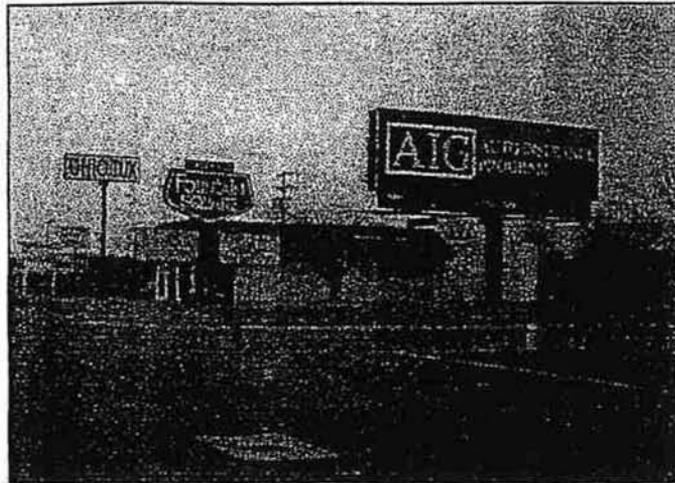


Figure 69



Figure 70

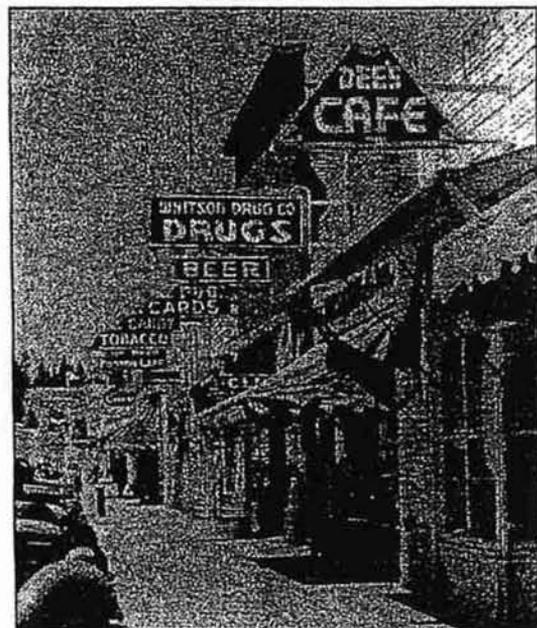


Figure 71

Illuminated signs are also important for the nighttime image of the Town Center, as well as for gloomy days. How the illumination is provided is critical. The level of lighting should result in a pleasant appearance from the sidewalk and not result in glare or excessively bright areas. **Neon, shadow-lit, recessed, string-of-bulbs, and shaded gooseneck lighting are the five preferred lighting types. (Figs. 72-76)** Some types of back-lit signs are acceptable, as long as they conform to the above criteria of design, color, and outline, and don't consist basically of off-the-rack white and/or yellow panels. Back-lit signs in which the letters and/or logo of the sign are illuminated, but not the surrounding panels, are the preferable variant of this lighting type. The reverse signs with dark letters on brightly illuminated panels are prohibited. Types of signs other than illuminated signs are very useful to both the particular proprietor and the village streetscape. Most of these can have similar characteristics to illuminated signs. They can be located in the entablature above the shopfront, hang perpendicular to the street from facades, or be incorporated into architectural features. These latter signs can be extremely effective in communicating information with wit and delight. **(Fig. 77)** The signs which hang perpendicularly to the street façade are especially effective if used in outline and are also good sources of humor and whimsy of the sort which makes the Town Center a memorable experience. If done cleverly, these signs are also very effective in communicating their message. **(Figs. 78ab)** This sign shall be no larger than 4 square feet and shall be located between 6 ½ and 9 feet above the sidewalk. Signs may also be incorporated into the shop window if they are painted on the glass, or are relatively translucent and begin 5 to 7 feet above the sidewalk. **(Fig. 79)**

All signage proposals must be submitted with building plans as part of the Architectural Design Review process.

AWNINGS

Awnings can add to the texture and variety of the pedestrian streetscape. Awnings must be of the operable variety, and can be adjusted for various seasonal light levels and raised to avoid having to carry heavy snow loads or withstand very windy conditions. The material used for the sheeting should be a heavy cloth such as canvas, which can withstand a lot of weather and yet age pleasantly over time. Small plastic 'awnettes' used in so many strip malls are prohibited. First of all, they look fake, which is something the Town Center should always try to avoid, and second, because they signal the opposite sort of environment the Town Center is meant to offer. Awnings are most often used above shopfronts and may spring from above windows but should be below the entablature. If there is a transom window on the façade, the awning may be above or below it. **(Fig. 80)**

Occasionally awnings may be used on the windows of the upper façade, particularly in the summertime and on south facing windows.

BUILDING VARIETY

As buildings are constructed, the developer will select from the defined building types. It is an important design guideline to achieve variety in building design. The purpose is to establish sense of history and visual interest for the Town Center streetscape. Variation in building configuration and façade organization is the basic tool by which the character of the commercial district is composed. Building difference also acts as very large-scale signage to demarcate different properties and different shops. The architecture of commercial buildings will act as signage if designers seek architectural quality in the design of each building.

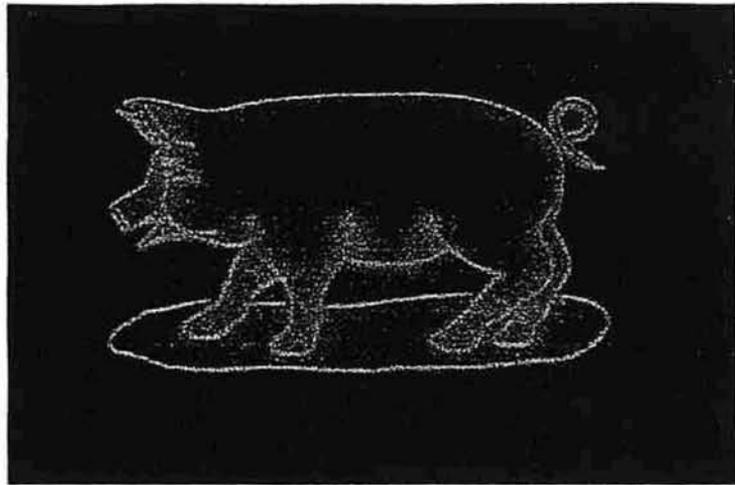


Figure 72

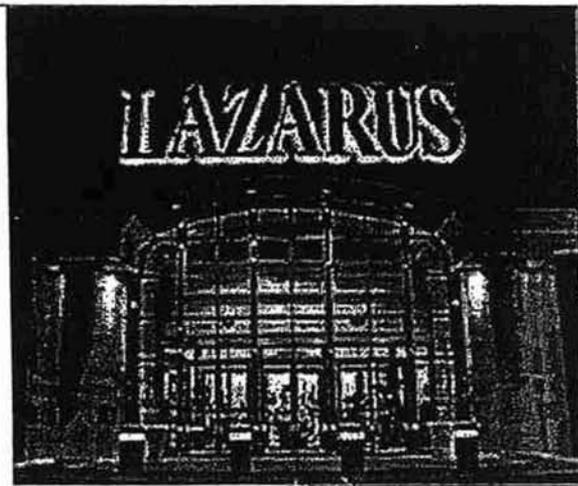


Figure 73

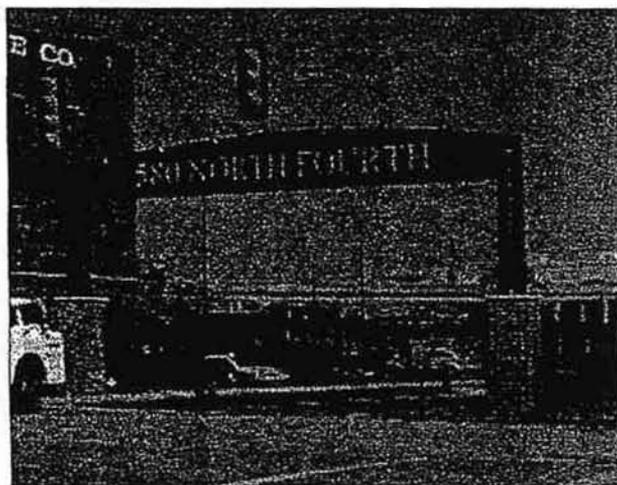


Figure 74



Figure 75

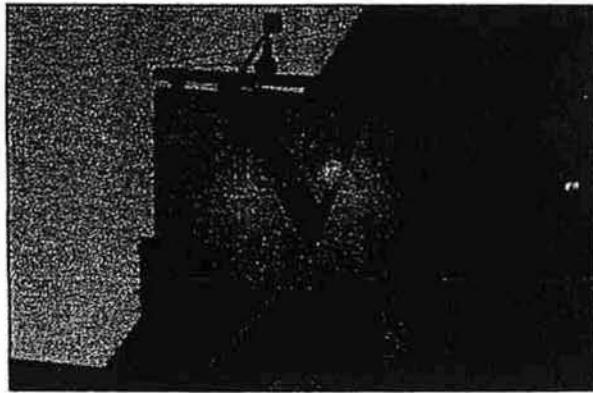


Figure 76



Figure 77

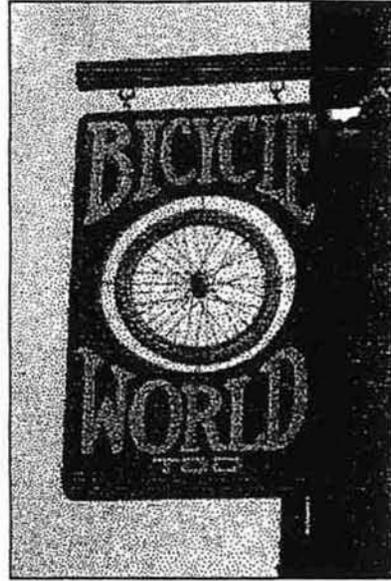
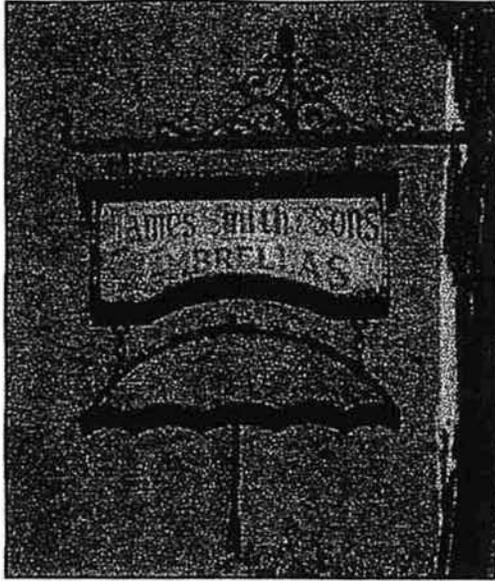


Figure 78ab



Figure 79



Figure 80