



TRI-VILLAGE DEVELOPMENT REGULATIONS

Kankakee County, Illinois

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HNTB

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TRI-VILLAGE DEVELOPMENT REGULATIONS

I. OVERALL PURPOSE AND INTENT

Kankakee County has experienced significant growth and development over the last two decades. Much of this development has been within the communities of Bourbonnais, Manteno and Bradley which are located in the northern part of the County, along the Interstate 57 (I-57) corridor. This growth has included residential development that created the demand for new commercial development. However, there has not been parallel growth in employment uses, particularly industrial, business park, and office-research development that would provide jobs for Kankakee County residents. With the announcement in the spring of 2006 of federal conditional approval of a new I-57 interchange at 6000 N Road, new market potential exists for coordinated development in this area. The 6000 N Road interchange area offers an opportunity to attract new employment uses, along with complementary commercial, office, and mixed use development at strategic locations.

The overall purpose and intent of the Tri-Village Development Regulations is to provide the County and the Village's of Manteno, Bourbonnais, and Bradley with uniform development regulations that would apply to new development in the interchange area. The regulations would be applied by each municipality as part of their subdivision and development procedures. The regulations have been constructed as overlay zoning district standards that would apply in addition to, or where more restrictive would supersede existing County and municipal development regulations.

II. PLANNING GOALS

Kankakee County recently completed an update of its comprehensive plan. Similarly, the Villages of Manteno, Bourbonnais, and Bradley are also in the process or have completed updating their community comprehensive plans. As such, it is an ideal time to be preparing uniform development regulations for the Tri-Village area that are intended to implement the following planning objectives:

- A.** To attract new development to the 6000 N Road interchange area that will economically benefit the County and all municipalities in the area by generating tax revenues and new jobs for area residents.
- B.** To ensure that new development is sustainable and enhances the image of the County and municipalities through creation of a unique "sense of identity" in the I-57 6000 N Road area, rather than "placeless" uncoordinated, strip development.
- C.** To encourage intergovernmental cooperation among the County and municipalities in the interchange area so to maintain a "level playing field" with respect to each communities' planning activities and development regulations.
- D.** To promote a full range of uses and development patterns within the Tri-Village area, while controlling the location of commercial, business park, industrial, and mixed use development through tailored use and site development regulations that apply to specific locations within the 6000 N Road interchange area.

- E. To minimize negative impacts of new development in Tri-Village area with respect to traffic congestion and safety, by accommodating various modes of transportation and establishing controlled access requirements for major corridors.
- F. To maintain “clear corridors” along I-57 and major state and county roads with appropriate setback, landscaping, screening, and sign requirements that will permit future roadway improvements and enhance the experience of traveling along major roads.

III. APPLICABILITY

- A. The 6000 N Road interchange area, also referred herein as the “Tri-Village” interchange area, is identified in *Figure 1*.
- B. The Tri-Village development regulations apply to all proposed development that includes subdivision of land, building construction and/or site modifications that require a building permit, with the exception of residential subdivisions and/or development consisting of agricultural or residential land uses.
- C. In cases where the regulations of this ordinance conflict with the underlying zoning district requirements of Kankakee County or the local municipality, the most restrictive regulations shall be controlling.
- D. Landowners with property divided by the defined limits of the 6000 N Road interchange area, are required to comply with the applicable overlay district regulations for the entire property when it is part of an integrated commercial, office, or industrial development.

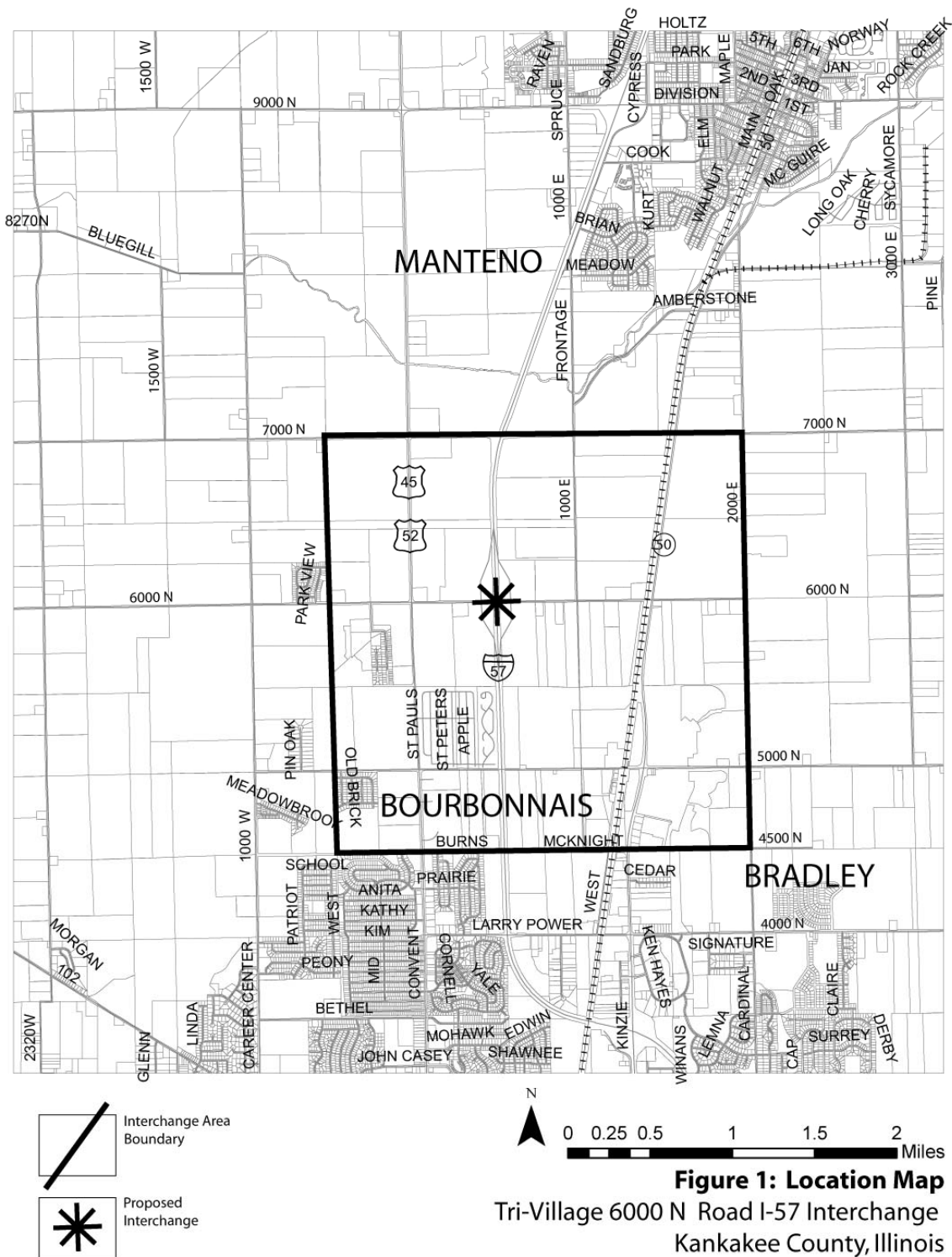


Figure 1: Location Map
 Tri-Village 6000 N Road I-57 Interchange
 Kankakee County, Illinois

HNTB
 October 2006

IV. OVERLAY DISTRICTS

Kankakee County and the communities of Bradley, Bourbonnais, and Manteno recognize that facilitating development within the interchange area requires unified standards tailored to each major corridor. As such, each corridor within the interchange area has its own distinct set of overlay zoning district standards. The overlay district areas that are subject to the requirements of this ordinance are identified in *Figure 2*. Areas that are identified for “residential” land use are exempt from the requirements of this ordinance.

The overlay districts are as follows:

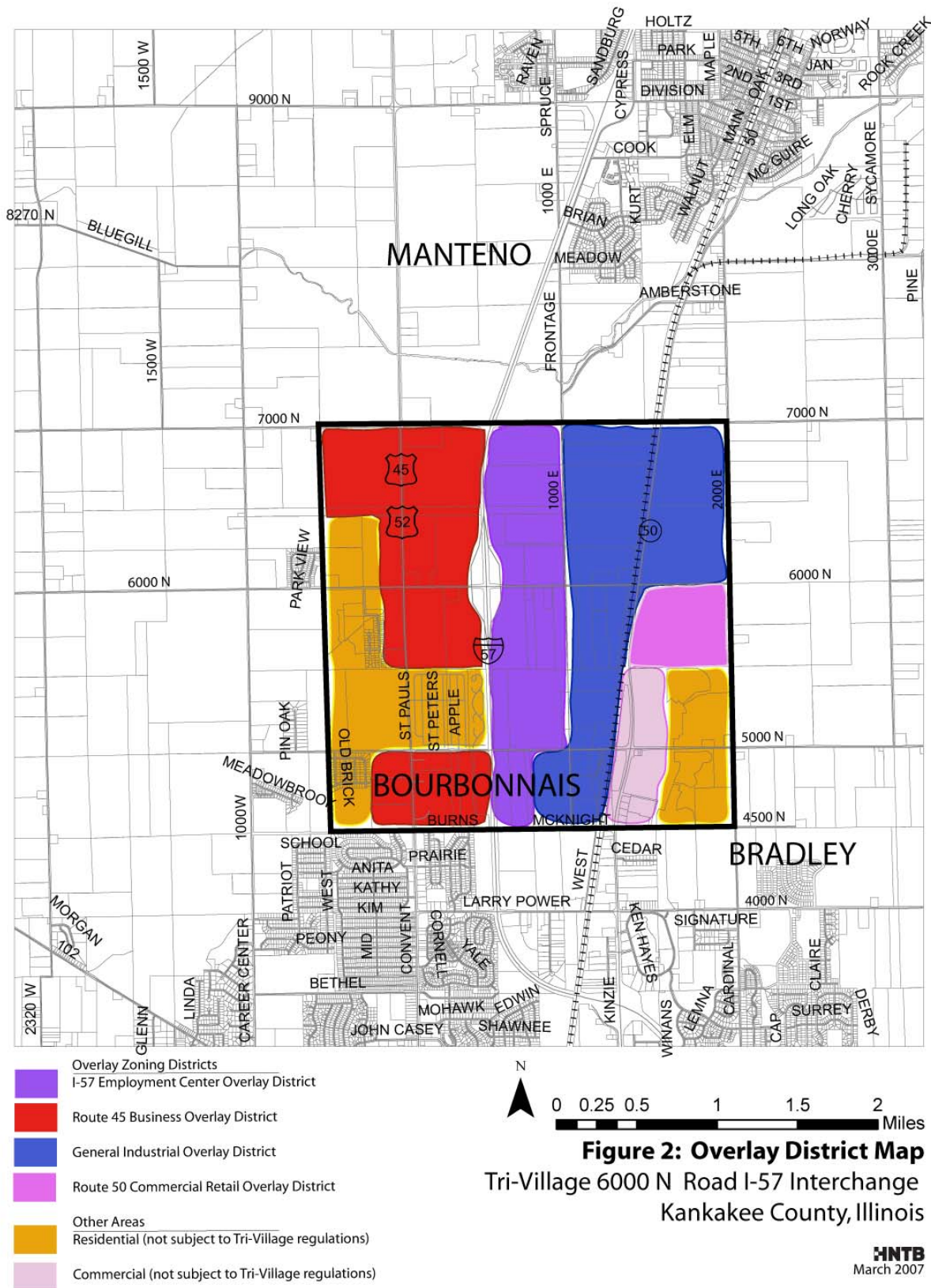
- A.** I-57 Employment Center Overlay District
- B.** Route 45 Commercial Business Overlay District
- C.** General Industrial Overlay District
- D.** Route 50 Commercial Retail Overlay District

V. OVERLAY DISTRICT MAP REFERENCE

The map, herein referred to as the Tri-Village 6000 N Road I-57 Interchange Overlay District Map (included as *Figure 2*), identifies the boundaries of the overlay districts.

VI. ADMINISTRATIVE REVIEW PROCEDURES

- A.** These overlay district regulations will be administered by Kankakee County or the applicable municipality of Bradley, Bourbonnais, or Manteno. These regulations will be administered by the Kankakee County Commission, the Plan Commission or the Village Board of the municipality within which development is proposed. The reviewing body will be determined by the County or the applicable individual municipality.
- B.** Development review shall be performed by the County or municipal reviewing body within sixty (60) days of submission of a complete application, unless an alternative review period is agreed to by the County or municipality and the applicant. A sample checklist of site plan review submission requirements for developments within the Tri-Village area is included as *Appendix A*.
- C.** Annexation agreements for property within the Tri-Village area as identified on the Tri-Village 6000 N Road I-57 Interchange Overlay District Map shall reference these regulations.
- D.** Deviations from these regulations shall be subject to the applicable variation or exception procedure for the County or governing municipality.



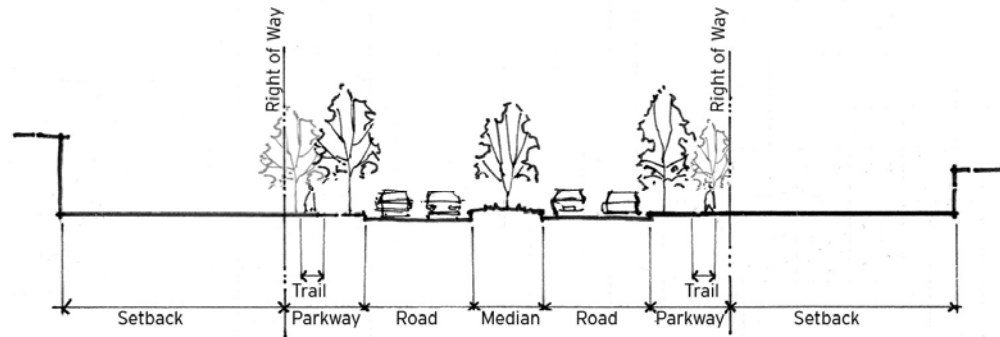
VII. ACCESS AND PUBLIC RIGHT-OF-WAY REQUIREMENTS

- A. The following are the public right-of-way dedication requirements and minimum spacing requirements between curb cuts and driveways for major roads within the interchange area. A conceptual map that indicates the approximate location of future curb cuts and existing driveway locations within the interchange area is included as *Appendix B*.

ROAD	TIER CLASSIFICATION	MINIMUM RIGHT-OF-WAY DEDICATION REQUIREMENTS	MINIMUM CURB CUT/DRIVEWAY SPACING
U.S. ROUTE 45-52	TIER 1	100 FEET	1320 FEET
U.S. ROUTE 50	TIER 1	100 FEET	1320 FEET
6000 N ROAD	TIER 1	100 FEET	1320 FEET
7000 N ROAD	TIER 2	100 FEET	660 FEET
5000 N ROAD	TIER 2	100 FEET	660 FEET
2000 E (CARDINAL ROAD)	TIER 2	100 FEET	660 FEET
1000 E ROAD	TIER 2	100 FEET	660 FEET

- B. While it is recognized that subdivision and development of land will occur over a long time frame, the planning goal is to facilitate coordinated, rather than piecemeal development. As such, when property is proposed to be subdivided and/or developed as an individual site, the property owner shall be required to submit a conceptual overall development plan for the area that identifies the manner in which the subject property will be coordinated with future development. The County or municipality shall have the authority to require conditions of approval to address the following issues to ensure coordination with future surrounding developments. This overall development plan may be conceptual but must address the following:
1. Opportunities for future cross-access arrangements;
 2. The construction of interior, connected roadway, pedestrian, and bikeway systems;
 3. Minimization of curb cuts on major corridors (the Access Plan Map included as *Appendix A* should be the guide);
 4. The construction of uniform public right-of-way improvements; and
 5. Opportunities for shared stormwater detention facilities.
- C. Below, a conceptual cross-section of what 6000 N Road might look like near the I-57 intersection, based on preliminary plans developed by IDOT for the widened roadway. This has been included for illustrative purposes only. As illustrated, the conceptual

drawing illustrates a widened cross-section that includes four (4) travel lanes and a landscaped median. Bikeway and landscape amenities would also be provided, ideally within the public right-of-way, as part of the road improvement project.



Source: HNTB Corporation, March 2007, for illustrative purposes only.

VIII. UNDERGROUND UTILITY REQUIREMENTS

Within all overlay zoning districts in the Tri-Village area, all future utilities must be buried underground when development occurs.

IX. TRI-VILLAGE EMPLOYMENT OVERLAY DISTRICT STANDARDS

A. I-57 Employment Center Overlay District

1. Purpose and Intent

The I-57 Employment Center Overlay District is intended to accommodate a mix of employment uses, such as business park development that includes office, warehouse/distribution, and light industrial uses designed in an integrated manner. Development within this overlay district is visible from I-57, and therefore, must be designed to enhance the appearance of the I-57 corridor within the vicinity of the 6000 N Road interchange.

2. Location and Jurisdiction

The I-57 Employment Center Overlay District is generally located within one-half (1/2) mile of the east side of I-57 between 7000 N Road and 4500 N Road. These properties are located within unincorporated Kankakee County and the Village and/or planning area of Bourbonnais.

3. Land Uses

A mix of land uses are permitted within the I-57 Employment Center Overlay District. The uses permitted within the underlying zoning district shall remain in force, with the exception of those expressly prohibited by this section. The recommended land use pattern for the I-57 corridor is as follows:

- a. Preferred land use pattern: Business park development consisting of light industrial, office, warehouse/distribution, and similar employment uses. Commercial retail and service uses may be permitted at limited locations where they will serve the needs of major employers and I-57 motorists.
- b. Prohibited uses: Due to the high visibility of properties from I-57, the following uses are expressly prohibited within the I-57 Employment Center Overlay District:
 - 1) Adult uses as defined by the Kankakee County Zoning Ordinance or applicable municipal regulations
 - 2) Automobile salvage yards
 - 3) Junkyards, scrap yards, and recycling facilities
 - 4) Solid waste collection transfer stations
 - 5) Mining, quarrying, and other natural resource operations
 - 6) Asphalt and concrete plants
 - 7) Heavy manufacturing uses which generate off-site visual impacts related to smoke, noise, odor, glare, etc.
 - 8) Truck stops
 - 9) Payday loan operations
 - 10) Self-storage facilities
 - 11) Containers and semi-trailers used for long-term storage

4. Setbacks from I-57

All new development is required to be designed with buildings and structures set back a minimum of two hundred (200) feet from the I-57 right-of-way. No buildings, off-street parking, loading, or outdoor storage or display of vehicles, equipment, products, goods, or other materials is permitted within this required setback area. Only landscaping and certain structures are permitted within this setback area. These include stormwater detention facilities designed using native plant materials, recreational facilities such as trails and pathways, and amenities such as fountains, statues, gazebos, and other decorative features.

5. Alternative Modes of Transportation

- a. Pedestrian and Bike Facilities: Where required by the County or the local municipality, sidewalks and/or bikeways may be required internally or on the periphery of sites to connect to broader County-wide systems.
- b. Bus Transit Facilities: Where required by the County, municipality, or public transit authority, bus facilities including shelters, may be required along public bus routes.

6. Landscaping and Screening

All proposed development shall require submission of a landscape plan within the I-57 Employment Center Overlay District. This plan shall include the following landscape elements. The required buffer and parking lot landscaping and photos of “good” and “bad” landscaping are illustrated in *Appendix C*.

a. Buffer Landscaping

All development sites must provide a landscape buffer along I-57. Landscaping may consist of existing vegetation and/or new landscape materials. Flexibility is provided to permit required I-57 landscape material to be clustered in groupings, and/or to be located at alternative locations on the site where existing conditions make it prohibitive for the landscaping to be planted within the required one hundred (100) foot-wide buffer area. For every one hundred (100) linear feet of I-57 frontage, the following minimum amount of plant material must be installed:

- 1) Four (4) canopy trees
- 2) Three (3) evergreen trees
- 3) Five (5) ornamental trees
- 4) Twenty-two (22) shrubs

b. Parking Lot Landscaping and Screening

- 1) **Parking Lot Screening:** Parking lots shall be screened from the I-57 corridor, all public rights-of-way and adjoining residential uses. The required screening shall be achieved through installation of landscape materials, walls or fences, existing topographic features, and/or construction of earthen berms, or a combination thereof. The landscape screen shall be a minimum of three (3) feet in height. Berms shall have a maximum slope of four to one (4:1). Where feasible, existing trees and other vegetation may be utilized to achieve the required parking lot screening. In addition, landscaping required to buffer I-57 may be utilized to provide the required parking lot landscaping and screening.
- 2) **Interior Parking Lot Landscaping:** In addition to buffering and parking lot screening required by this subsection, interior parking lot landscaping is also required. Interior parking lot landscaping shall consist of a minimum of one (1) parking lot island constructed between every ten (10) parking spaces. Parking lot islands shall be the same dimension as parking stalls, at minimum. Each parking lot island shall be planted with a minimum of one (1) shade or ornamental tree for each ten (10) parking spaces. For double-loaded parking spaces, two (2) trees shall be required in each parking lot island.

- 3) Protection of Parking Lot Landscaping: All required parking lot landscaping shall be protected with concrete curbing or wheel stops.

c. Size of Required Plant Materials

The following are the minimum sizes for plant materials required by this section:

- 1) Shade and ornamental trees shall be a minimum of two (2) inch caliper.
- 2) Evergreen trees shall be a minimum of eight (8) feet in height.
- 3) Shrubs shall be a minimum of twenty-four (24) inches in height.

d. Preservation of Existing Vegetation

Significant existing vegetation shall be preserved through careful and innovative site design, if feasible. In particular, large trees and/or native plant communities on individual sites are considered significant vegetation.

e. Screening

Service areas, loading docks, truck parking, outside storage, and dumpsters must be screened from I-57, all public rights-of-way and adjoining residential uses within the I-57 Employment Center Overlay District. This includes loading and truck parking facilities that are located between principal buildings and the I-57 right-of-way. This may be achieved through installation of an opaque screen that is a minimum of six (6) feet in height. The screen shall consist of one of the following:

- 1) Freestanding or attached wing walls or opaque screen fencing constructed of materials complementary or the same as the primary building materials; or
- 2) Earthen berms and/or landscaping dense enough to create a year-round opaque screen. Plant material used for screening these service areas may be considered part of the buffer landscaping requirements of this section.

7. Signs

- a. As part of all site plan submissions, property owners within the I-57 Employment Center Overlay District shall be required to submit a coordinated master sign plan that indicates the proposed location and general design of all freestanding and building-mounted signs.
- b. Portable and rooftop signs are prohibited within the I-57 Employment Center Overlay District. The use of semi-trailers or other vehicles as temporary signage is also prohibited.

- c. Off-premises advertising signs (i.e. billboards) that are permanent or temporary are prohibited within the I-57 Employment Center Overlay District.
 - d. The maximum sign area for all signs on a lot or site shall be computed at one (1) square foot per linear foot of street frontage (i.e. the width of the lot or site along the adjacent right-of-way, up to a maximum of three hundred (300) square feet).
 - e. On-premise freestanding business advertising signs shall be a maximum of thirty (30) feet in height. The minimum separation between freestanding signs shall be one hundred (100) feet. Each lot or site shall be permitted a maximum of two (2) freestanding signs per street frontage. Freestanding signs shall be designed to complement the principal building. Pole signs are prohibited and permitted freestanding signs shall either be mounted on a solid, decorative base or have a traditional, wooden design (or be constructed of wood -simulated material). Illustrations and photos of “good” and “bad” signs are provided in *Appendix D*.
 - f. Shopping centers and multi-tenant developments shall be designed with coordinated building-mounted signage. This includes locating wall signs on multi-tenant shopping centers at a uniform height on the building wall, and signs shall not overhang any architectural features.
 - g. Signs may be illuminated, but shall not flash, blink or fluctuate.
8. Stormwater Management. Natural drainage systems are encouraged. If stormwater detention is required, it must be designed as a naturally configured pond, recreated wetland, or dry detention area and in conformance with the County’s Stormwater Ordinance, or applicable municipal stormwater regulations. Pond edges and drainage channels shall be protected from erosion by natural aquatic vegetation, whenever possible. The use of amenities such as fountains and pedestrian facilities such as paths, benches, etc. is encouraged to improve the appearance of detention areas, particularly as viewed from I-57 and other public rights-of-way. Photos of “good” and “bad” stormwater detention facilities are included in *Appendix E*.
9. Lighting
- a. Lighting of buildings, parking lots, and signs shall be designed with cut-off light fixtures that are shielded to prevent excessive glare along all property lines.
 - b. All illuminated canopies shall be designed with recessed lighting to minimize excessive glare onto adjoining roadways and abutting properties.
10. Building and Site Design. All site plan submissions shall include proposed building elevations. Buildings within the I-57 Employment Center Overlay District

shall be designed with an architectural character that blends with the overall visual character of the area. Buildings that abut the I-57 corridor must be designed with full architectural treatment on facades that are visible from I-57. Buildings should incorporate the following elements to create a high-quality, visually-attractive image along the I-57 and other major corridors:

- a. Predominant façade colors should be subtle or earth-tones. Primary colors, high-intensity colors, metallic or fluorescent colors and black are prohibited as predominant façade colors. Building trim and accents may be brighter and include primary colors.
- b. Roofs should be designed to add visual interest to the building, to conceal necessary service equipment and to establish the building's identity. HVAC equipment and similar appurtenances shall be located and/or screened so as not to be visible from the public right-of-way and adjoining properties.
- c. All principal buildings shall be designed with architectural elements strategically located to break up the visual impact of large wall areas. Appropriate architectural elements that help to achieve this include windows and doors, columns, pilasters, entryways, awnings, arbors, medallions, belt courses and light fixtures, etc.
- d. Commercial buildings with facades over one hundred (100) feet in length shall incorporate wall projections or recesses a minimum of three (3) feet in depth, extending over twenty (20) percent of all street-facing facades.

B. Route 45 Business Overlay District

1. Purpose and Intent

The Route 45 Business Overlay District is intended to accommodate a mix of employment uses with complementary commercial and service uses concentrated at "hubs" that would be easily accessible from the future 6000 N Road interchange. Buffering of non-residential uses is imperative where this overlay district transitions to residential uses.

2. Location and Jurisdiction

The Route 45 Business Overlay District is generally located between 7000 N Road and 4500 N Road, along the Route 45 corridor and along 7000 N Road, west of I-57. This overlay district includes property fronting on Route 45, the west side of I-57, and 7000 N Road. These properties are located within unincorporated Kankakee County and the Villages and/or planning areas of Manteno and Bourbonnais.

3. Land Uses

A mix of land uses are permitted within the Route 45 Business Overlay District. The uses permitted within the underlying zoning district shall remain in force, with the exception of those expressly prohibited by this section. The preferred land use pattern for the Route 45 corridor is as follows:

- a. Business park, commercial, service, office, health services and campuses and/or a mix of these uses, as a transition to residential development to the west.
- b. Prohibited uses: The following uses are expressly prohibited within the Route 45 Business Overlay District:
 - 1) Adult uses as defined by the Kankakee County Zoning Ordinance or applicable municipal regulations
 - 2) Automobile salvage yards
 - 3) Junkyards, scrap yards, and recycling facilities
 - 4) Solid waste collection transfer stations
 - 6) Mining, quarrying, and other natural resource operations
 - 7) Asphalt and concrete plants
 - 8) Heavy manufacturing uses which generate off-site visual impacts related to smoke, noise, odor, glare, etc.
 - 9) Self-storage facilities
 - 10) Truck stops
 - 11) Payday loan operations
 - 12) Outdoor storage of materials or equipment, with the exception of outdoor sales and display of automobiles, nursery stock, gardening supplies, and other commercial goods.
 - 13) Residential, directly fronting on Route 45 when not part of a mixed use development

4. Setbacks from Route 45

All new development is required to dedicate public right-of-way to preserve adequate right-of-way width for roadways, dependent upon the tier classification identified by Kankakee County and this ordinance. From the required right-of-way line, all buildings must be setback an additional fifty (50) feet along the Route 45 frontage.

5. Setbacks from I-57

All new development is required to be designed with buildings and structures set back a minimum of one hundred (100) feet from the I-57 right-of-way. No buildings, off-street parking, loading, or outdoor storage or display of vehicles, equipment, products, goods, or other materials is permitted within this required setback area. Only landscaping and certain structures are permitted within this setback area. These include stormwater detention facilities designed using native plant materials, recreational facilities such as trails and pathways, and amenities such as fountains, statues, gazebos, and other decorative features.

6. Alternative Modes of Transportation

- a. **Pedestrian and Bike Facilities:** Where required by the County or the local municipality, sidewalks and/or bikeways may be required internally or on the periphery of sites to connect to broader County-wide systems.
- b. **Bus Transit Facilities:** Where required by the County, municipality, or public transit authority, bus facilities including shelters, may be required along public bus routes.

7. Landscaping and Screening

All proposed development shall require submission of a landscape plan within the Route 45 Business Overlay District. This plan shall include the following landscape elements. The required buffer and parking lot landscaping and photos of “good” and “bad” landscaping are illustrated in *Appendix C*.

a. Buffer Landscaping

All development sites must provide a landscape buffer along both Route 45 and I-57. Landscaping may consist of existing vegetation and/or new landscape materials. Flexibility is provided to permit required landscape material to be clustered in groupings, and/or to be located at alternative locations on the site where existing conditions make it prohibitive for the landscaping to be planted within the required buffers fifty (50) foot buffer along Route 45 and within the required one hundred (100) foot wide buffers along I-57, respectively.

Route 45 Landscaping: For every one hundred (100) linear feet of Route 45 frontage, a minimum of the following plant material must be installed:

- 1) Two (2) canopy trees
- 2) Five (5) evergreen and/or ornamental trees
- 3) Fifteen (15) shrubs

I-57 Buffer Landscaping: For every one hundred (100) linear feet of I-57 frontage, a minimum of the following plant material must be installed:

- 1) Four (4) canopy trees
- 2) Three (3) evergreen trees
- 3) Five (5) ornamental trees
- 4) Twenty-two (22) shrubs

b. Parking Lot Landscaping and Screening

- 1) **Parking Lot Screening:** Parking lots shall be screened from Route 45, I-57, 7000 N Road, all public rights-of-way and adjoining residential uses. The required screening shall be achieved through installation of landscape materials, walls or fences, existing topographic features, and/or construction of earthen berms, or a combination thereof. The landscape screen shall be a minimum of three (3) feet in height. Berms shall have a maximum slope of four to one (4:1). Where feasible, existing trees and other vegetation may be utilized to achieve the required parking lot screening. In addition, landscaping required to buffer Route 45 may be utilized to provide the required parking lot landscaping and screening.
- 2) **Interior Parking Lot Landscaping:** In addition to buffering and parking lot screening required by this subsection, interior parking lot landscaping is also required. Interior parking lot landscaping shall consist of a minimum of one (1) parking lot island constructed between every ten (10) parking spaces. Parking lot islands shall be the same dimension as parking stalls, at minimum. Each parking lot island shall be planted with a minimum of one (1) shade or ornamental tree for each ten (10) parking spaces. For double-loaded parking spaces, two (2) trees shall be required in each parking lot island.
- 3) **Protection of Parking Lot Landscaping:** All required parking lot landscaping shall be protected with concrete curbing or wheel stops.

c. **Size of Required Plant Materials**

The following are the minimum sizes for plant materials required by this section:

- 1) Shade and ornamental trees shall be a minimum of two (2) inch caliper.
- 2) Evergreen trees shall be a minimum of eight (8) feet in height.
- 3) Shrubs shall be a minimum of twenty-four (24) inches in height.

d. **Preservation of Existing Vegetation**

Significant existing vegetation shall be preserved through careful and innovative site design, if feasible. In particular, large trees and/or native plant communities on individual sites are considered significant vegetation.

e. **Screening**

Service areas, loading docks, and dumpsters must be screened from Route 45, I-57, 7000 N Road, all public rights-of-way and adjoining residential uses within the Route 45 Business Overlay District. This may be achieved through installation of an opaque screen that is a minimum of six (6) feet in height. The screen shall consist of one of the following:

- 1) Freestanding or attached wing walls or opaque screen fencing constructed of materials complementary or the same as the primary building materials; or
- 2) Earthen berms and/or landscaping dense enough to create a year-round opaque screen. Plant material used for screening these service areas may be considered part of the buffer landscaping requirements of this section.

8. Signs

- a. As part of all site plan submissions, property owners within the Route 45 Overlay District shall be required to submit a coordinated master sign plan that indicates the proposed location and general design of all freestanding and building-mounted signs.
- b. Portable and rooftop signs are prohibited within the Route 45 Business Overlay District. The use of semi-trailers or other vehicles as temporary signage is also prohibited.
- c. Off-premises advertising signs (i.e. billboards) that are permanent or temporary are prohibited within the Route 45 Business Overlay District.
- d. The maximum sign area for all signs on a lot or site shall be computed at one (1) square foot per linear foot of street frontage (i.e. the width of the lot or site along the adjacent right-of-way, up to a maximum of two hundred (200) square feet. Multi-tenant developments are permitted an additional twenty (20) square feet of sign area per tenant, up to a maximum of three hundred (300) square feet of total sign area.
- e. On-premise freestanding business advertising signs shall be a maximum of thirty (30) feet in height. The minimum separation between freestanding signs shall be one hundred (100) feet. Each lot or site shall be permitted a maximum of two (2) freestanding signs per street frontage. Freestanding signs shall be designed to complement the principal building. Pole signs are prohibited and permitted freestanding signs shall either be mounted on a solid, decorative base or have a traditional, wooden design (or be constructed of wood -simulated material). Illustrations and photos of “good” and “bad” signs are provided in *Appendix D*.
- f. Shopping centers and multi-tenant developments shall be designed with coordinated building-mounted signage. This includes locating wall signs on multi-tenant shopping centers at a uniform height on the building wall, and signs shall not overhang any architectural features.
- g. Signs may be illuminated, but shall not flash, blink or fluctuate.

9. **Stormwater Management.** Natural drainage systems are encouraged. If stormwater detention is required, it must be designed as a naturally configured pond, recreated wetland, or dry detention area and in conformance with the County's Stormwater Ordinance, or applicable municipal stormwater regulations. Pond edges and drainage channels shall be protected from erosion by natural aquatic vegetation, whenever possible. The use of amenities such as fountains and pedestrian facilities such as paths, benches, etc. is encouraged to improve the appearance of detention areas, particularly as viewed from public rights-of-way. Photos of "good" and "bad" stormwater detention facilities are included in *Appendix E*.

10. **Lighting**

- a. Lighting of buildings, parking lots, and signs shall be designed with cut-off light fixtures that are shielded to prevent excessive glare along all property lines.
- b. All illuminated canopies shall be designed with recessed lighting to minimize excessive glare onto adjoining roadways and abutting properties.
- c. Proposed illumination as measured along all property lines that abut residential uses shall be a maximum of one (1) footcandle.

11. **Building and Site Design.** All site plan submissions shall include proposed building elevations. Buildings within the Route 45 Business Overlay District shall be designed with an architectural character that blends with the overall visual character of the area. Buildings that abut the Route 45 corridor must be designed with full architectural treatment on all facades. Metal buildings are prohibited within the Route 45 Business Overlay District. Buildings should incorporate the following elements to create a high-quality, visually-attractive image along Route 45 and other major corridors:

- a. Predominant façade colors should be subtle or earth-tones. Primary colors, high-intensity colors, metallic or fluorescent colors and black are prohibited as predominant façade colors. Building trim and accents may be brighter and include primary colors.
- b. Roofs should be designed to add visual interest to the building, to conceal necessary service equipment and to establish the building's identity. HVAC equipment and similar appurtenances shall be located and or screened so as not to be visible from the public right-of-way and adjoining properties.
- c. All principal buildings shall be designed with architectural elements strategically located to break up the visual impact of large wall areas. Appropriate architectural elements that help to achieve this include windows and doors, columns, pilasters, entryways, awnings, arbors, medallions, belt

courses and light fixtures, etc. These features should generally comprise at least fifty (50) percent of all street-facing facades.

- d. Commercial buildings with facades over one hundred (100) feet in length shall incorporate wall projects or recesses a minimum of three (3) feet in depth, extending over twenty (20) percent of all street-facing facades.

C. General Industrial Overlay District

1. Purpose and Intent

The General Industrial Overlay District is intended to accommodate a mix of employment uses including office, warehouse/distribution, and industrial uses of varying intensities. It is recognized that there are several existing industrial uses currently located within this overlay district, and that access to the Canadian National Railway makes the area suitable for continued employment and industrial uses. However, as future development occurs along the Route 50 frontage over time, the appearance of development as viewed from this major corridor should be addressed.

2. Location and Jurisdiction

The General Industrial Overlay District is generally within one-half (1/2) mile of the west side of Route 50, between 7000 N Road and 6000 N Road. It also includes property between Route 50 and 1000 E Road, between 7000 N Road and 4500 N Road. The west side of 1000 E Road between 4500 N and 5000 N Road is also included. These properties are located within unincorporated Kankakee County and the Villages and/or planning areas of Bourbonnais and Manteno.

3. Land Uses

A broad mix of land uses are permitted within the General Industrial Overlay District. The uses permitted within the underlying zoning districts shall remain in force, with the exception that adult uses, as defined by the Kankakee County or applicable municipal ordinance, are prohibited within one-quarter (1/4) mile of 1-57, as measured from the closest boundary of the I-57 right-of-way line.

4. Setbacks from Route 50

All new development is required to dedicate public right-of-way to preserve adequate right-of-way width for roadways, dependent upon the tier classification identified by Kankakee County and this ordinance. From the required right-of-way line, all buildings must be setback an additional fifty (50) feet along the Route 50 frontage.

5. Alternative Modes of Transportation

- a. **Pedestrian and Bike Facilities:** Where required by the County or the local municipality, sidewalks and/or bikeways may be required internally or on the periphery of sites to connect to broader County-wide systems.
- b. **Bus Transit Facilities:** Where required by the County, municipality, or public transit authority, bus facilities including shelters, may be required along public bus routes.

6. Landscaping and Screening

All proposed development shall require submission of a landscape plan within the General Industrial Overlay District. This plan shall include the following elements:

- a. **Screening**
Service areas, loading docks, truck parking, outside storage, and dumpsters must be screened from Route 50 and adjoining non-industrial uses within the General Industrial Overlay District. This may be achieved through installation of an opaque screen that is a minimum of six (6) feet in height. The screen shall consist of one of the following:
 - 1) Freestanding or attached wing walls or screen fencing constructed of materials complementary or the same as the primary building materials;
or
 - 2) Earthen berms and/or landscaping dense enough to create a year-round opaque screen
- b. **Preservation of Existing Vegetation**
Significant existing vegetation shall be preserved through careful and innovative site design, if feasible. In particular, large trees and/or native plant communities on individual sites are considered significant vegetation.

7. Signs

- a. As part of all site plan submissions, property owners within the General Industrial Overlay District shall be required to submit a coordinated master sign plan that indicates the proposed location and general design of all freestanding and building mounted signs.
- b. Portable and rooftop signs are prohibited within the General Industrial Overlay District. The use of semi-trailers or other vehicles as temporary signage is also prohibited.
- c. Off-premises advertising signs (i.e. billboards) that are permanent or temporary are prohibited within the General Industrial Overlay District.

- d. The maximum sign area for all signs on a lot or site shall be computed at one (1) square foot per linear foot of street frontage (i.e. the width of the lot or site along the adjacent right-of-way, up to a maximum of two hundred (200) square feet.
 - e. On-premise freestanding business advertising signs shall be a maximum of thirty (30) feet in height. Each lot or site shall be permitted a maximum of one (1) freestanding sign per street frontage. Freestanding signs shall be designed to complement the principal building. Pole signs are prohibited and permitted freestanding signs shall either be mounted on a solid, decorative base or have a traditional, wooden design (or be constructed of wood -simulated material). Illustrations and photos of “good” and “bad” signs are provided in *Appendix D*.
 - f. Signs may be illuminated, but shall not flash, blink or fluctuate.
8. Stormwater Management. Natural drainage systems are encouraged. If stormwater detention is required, it must be designed as a naturally configured pond, recreated wetland, or dry detention area and in conformance with the County’s Stormwater Ordinance or applicable municipal stormwater regulations. Pond edges and drainage channels shall be protected from erosion by natural aquatic vegetation, whenever possible. The use of amenities such as fountains and pedestrian facilities such as paths, benches, etc. is encouraged to improve the appearance of detention areas, particularly as viewed from public rights-of-way. Photos of “good” and “bad” stormwater detention facilities are included in *Appendix E*.
9. Lighting
- a. Lighting of buildings, parking lots, and signs shall be designed with cut-off light fixtures that are shielded to prevent excessive glare along all property lines.
 - b. All illuminated canopies shall be designed with recessed lighting to minimize excessive glare onto adjoining roadways and abutting properties.
 - c. Proposed illumination as measured along all property lines that abut residential uses shall be a maximum of one (1) footcandle.
10. Building and Site Design. All site plan submissions shall include proposed building elevations. Buildings within the General Industrial Overlay District shall be designed with an architectural character that blends with the overall visual character of the area. In particular, the façade of buildings that are visible from Route 50 should be designed with architectural treatment, where feasible.
- a. Predominant façade colors should be subtle or earth-tones. Primary colors, high-intensity colors, metallic or fluorescent colors and black are prohibited as

predominant façade colors. Building trim and accents may be brighter and include primary colors.

- b. Roofs should be designed to add visual interest to the building, to conceal necessary service equipment and to establish the building's identity. HVAC equipment and similar appurtenances shall be located and or screened so as not to be visible from the public right-of-way and adjoining properties.

D. Route 50 Commercial Retail Overlay District

1. Purpose and Intent

The Route 50 Commercial Retail Overlay District is intended to accommodate a mix of commercial uses, with an emphasis on retail development.

2. Location and Jurisdiction

The Route 50 Commercial Retail Overlay District is generally located between Route 50 and 2000 E Road, extending approximately one-half (1/2) mile south of 6000 N Road. These properties are located within the Village of Bradley.

3. Land Uses

A mix of land uses are permitted within the Route 50 Commercial Retail Overlay District. The commercial uses permitted within the underlying zoning district shall remain in force, with the exception that the following uses are expressly prohibited within the Commercial Retail Overlay District:

- a. Adult uses as defined by the Kankakee County Zoning Ordinance or applicable municipal regulations
- b. Automobile salvage yards
- c. Junkyards, scrap yards, and recycling facilities
- d. Solid waste collection transfer stations
- e. Mining, quarrying, and other natural resource operations
- f. Asphalt and concrete plants
- g. Heavy manufacturing uses which generate off-site visual impacts related to smoke, noise, odor, glare, etc.
- h. Self-storage facilities
- i. Truck stops
- j. Payday loan operations
- k. Outdoor storage of materials or equipment, with the exception of outdoor sales and display of automobiles, nursery stock, gardening supplies, and other commercial goods.
- l. Residential, directly fronting on Route 50 when not part of a mixed use development

4. Setbacks from Route 50

All new development is required to dedicate public right-of-way to preserve adequate right-of-way width for roadways, dependent upon the tier classification identified by Kankakee County and this ordinance. From the required right-of-way line, all buildings must be setback an additional fifty (50) feet along the Route 50 frontage.

5. Alternative Modes of Transportation

- a. **Pedestrian and Bike Facilities:** Where required by the County or the local municipality, sidewalks and/or bikeways may be required internally or on the periphery of sites to connect to broader County-wide systems.
- b. **Bus Transit Facilities:** Where required by the County, municipality, or public transit authority, bus facilities including shelters, may be required along public bus routes.

6. Landscaping and Screening

All proposed development shall require submission of a landscape plan within the Route 50 Commercial Retail Overlay District. This plan shall include the following landscape elements. The required buffer and parking lot landscaping and photos of “good” and “bad” landscaping are illustrated in *Appendix C*.

a. Buffer Landscaping

All development sites must provide a landscape buffer along Route 50. Landscaping may consist of existing vegetation and/or new landscape materials. Flexibility is provided to permit required Route 50 landscape material to be clustered in groupings, and/or to be located at alternative locations on the site where existing conditions make it prohibitive for the landscaping to be planted within the required fifty (50) foot-wide buffer area. For every one hundred (100) linear feet of Route 50 frontage, a minimum of the following plant material must be installed:

- 1) Two (2) canopy trees
- 2) Five (5) evergreen and/or ornamental trees
- 3) Fifteen (15) shrubs

b. Parking Lot Landscaping and Screening

- 1) **Parking Lot Screening:** Parking lots shall be screened from Route 50, all public rights-of-way and adjoining residential uses. The required screening shall be achieved through installation of landscape materials, walls or fences, existing topographic features, and/or construction of earthen berms, or a combination thereof. The landscape screen shall be a minimum of three (3) feet in height. Berms shall have a maximum slope of four to one (4:1). Where feasible, existing trees and other vegetation

may be utilized to achieve the required parking lot screening. In addition, landscaping required to buffer Route 50 may be utilized to provide the required parking lot landscaping and screening.

2) Interior Parking Lot Landscaping: In addition to buffering and parking lot screening required by this subsection, interior parking lot landscaping is also required. Interior parking lot landscaping shall consist of a minimum of one (1) parking lot island constructed between every ten (10) parking spaces. Parking lot islands shall be the same dimension as parking stalls, at minimum. Each parking lot island shall be planted with a minimum of one (1) shade or ornamental tree for each ten (10) parking spaces. For double-loaded parking spaces, two (2) trees shall be required in each parking lot island.

3) Protection of Parking Lot Landscaping: All required parking lot landscaping shall be protected with concrete curbing or wheel stops.

c. Size of Required Plant Materials

The following are the minimum sizes for plant materials required by this section:

- 1) Shade and ornamental trees shall be a minimum of two (2) inch caliper.
- 2) Evergreen trees shall be a minimum of eight (8) feet in height.
- 3) Shrubs shall be a minimum of twenty-four (24) inches in height.

d. Preservation of Existing Vegetation

Significant existing vegetation shall be preserved through careful and innovative site design, if feasible. In particular, large trees and/or native plant communities on individual sites are considered significant vegetation.

e. Screening

Service areas, loading docks, and dumpsters must be screened from all public rights-of-way and adjoining residential uses within the Route 50 Commercial Retail Overlay District. This may be achieved through installation of an opaque screen that is a minimum of six (6) feet in height. The screen shall consist of one of the following:

- 1) Freestanding or attached wing walls or screen fencing constructed of materials complementary or the same as the primary building materials; or
- 2) Earthen berms and/or landscaping dense enough to create a year-round opaque screen. Plant material used for screening these service areas may be consisted part of the general site landscaping requirement of this section.

7. Signs

- a. As part of all site plan submissions, property owners within the Route 50 Commercial Retail Overlay District shall be required to submit a coordinated master sign plan that indicates the proposed location and general design of all freestanding and building mounted signs.
 - b. Portable and rooftop signs are prohibited within the Route 50 Commercial Retail Overlay District. The use of semi-trailers or other vehicles as temporary signage is also prohibited.
 - c. Off-premises advertising signs (i.e. billboards) that are permanent or temporary are prohibited within the Route 50 Commercial Retail Overlay District.
 - d. The maximum sign area for all signs on a lot or site shall be computed at one (1) square foot per linear foot of street frontage (i.e. the width of the lot or site along the adjacent right-of-way, up to a maximum of two hundred (200) square feet. Multi-tenant developments are permitted an additional twenty (20) square feet of sign area per tenant, up to a maximum of three hundred (300) square feet of total sign area.
 - e. On-premise freestanding business advertising signs shall be a maximum of thirty (30) feet in height. The minimum separation between freestanding signs shall be one hundred (100) feet. Each lot or site shall be permitted a maximum of two (2) freestanding signs per street frontage. Freestanding signs shall be designed to complement the principal building. Pole signs are prohibited and permitted freestanding signs shall either be mounted on a solid, decorative base or have a traditional, wooden design (or be constructed of wood -simulated material). Photos of “good” and “bad” signs are provided in *Appendix D*.
 - f. Shopping centers and multi-tenant developments shall be designed with coordinated building-mounted signage. This includes locating wall signs on multi-tenant shopping centers at a uniform height on the building wall, and signs shall not overhang any architectural features.
 - g. Signs may be illuminated, but shall not flash, blink or fluctuate.
8. Stormwater Management. Natural drainage systems are encouraged. If stormwater detention is required, it must be designed as a naturally configured pond, recreated wetland, or dry detention area and in conformance with the County's Stormwater Ordinance, or applicable municipal stormwater regulations. Pond edges and drainage channels shall be protected from erosion by natural aquatic vegetation, whenever possible. The use of amenities such as fountains and pedestrian facilities such as paths, benches, etc. is encouraged to improve the appearance of detention areas, particularly as viewed from public rights-of-way. Photos of “good” and “bad” stormwater detention facilities are included in *Appendix E*.

9. Lighting

- a. Lighting of buildings, parking lots, and signs shall be designed with cut-off light fixtures that are shielded to prevent excessive glare along all property lines.
- b. All illuminated canopies shall be designed with recessed lighting to minimize excessive glare onto adjoining roadways and abutting properties.
- c. Proposed illumination as measured along all property lines that abut residential uses shall be a maximum of one (1) footcandle.

10. Building and Site Design. All site plan submissions shall include proposed building elevations. Buildings within the Route 50 Commercial Retail Overlay District shall be designed with an architectural character that blends with the overall visual character of the area. Buildings that abut the Route 50 corridor must be designed with full architectural treatment on all facades. Metal buildings are prohibited within the Route 50 Commercial Retail Overlay District. Buildings should incorporate the following elements to create a high-quality, visually-attractive image along the Route 50 and other major corridors:

- a. Predominant façade colors should be subtle or earth-tones. Primary colors, high-intensity colors, metallic or fluorescent colors and black are prohibited as predominant façade colors. Building trim and accents may be brighter and include primary colors.
- b. Roofs should be designed to add visual interest to the building, to conceal necessary service equipment and to establish the building's identity. HVAC equipment and similar appurtenances shall be located and or screened so as not to be visible from the public right-of-way and adjoining properties.
- c. All principal buildings shall be designed with architectural elements strategically located to break up the visual impact of large wall areas. Appropriate architectural elements that help to achieve this include windows and doors, columns, pilasters, entryways, awnings, arbors, medallions, belt courses and light fixtures, etc. These features should generally comprise at least fifty (50) percent of all street-facing facades.
- d. Commercial buildings with facades over one hundred (100) feet in length shall incorporate wall projects or recesses a minimum of three (3) feet in depth, extending over twenty (20) percent of all street-facing facades.

TRI-VILLAGE APPENDICES

APPENDIX A

***TRI-VILLAGE 6000 N ROAD I-57 INTERCHANGE OVERLAY DISTRICT
SAMPLE SITE PLAN REVIEW CHECKLIST***

APPENDIX B

***TRI-VILLAGE 6000 N ROAD I-57 INTERCHANGE AREA
ACCESS PLAN MAP***

APPENDIX C

***REQUIRED BUFFER LANDSCAPING
REQUIRED PERIMETER AND INTERIOR PARKING LOT LANDSCAPING
PHOTOS OF “GOOD” AND “BAD” LANDSCAPING***

APPENDIX D

PHOTOS OF “GOOD” AND “BAD” SIGNS

APPENDIX E

***PHOTOS OF “GOOD” AND “BAD” STORMWATER DETENTION
FACILITIES***

APPENDIX A
Tri-Village 6000 N Road I-57 Interchange Overlay District Sample Site
Plan Review Checklist

This is a basic site plan checklist for development within the Tri-Village I-57 6000 N Road interchange area. This should be tailored to County and local requirements. (Refer to applicable County and municipal zoning and subdivision regulations for more detailed requirements).

SITE PLAN REVIEW CHECKLIST			
#	Information Item	Submitted	Not Submitted
General Site Plan Requirements: Plans and drawings shall be a minimum scale of one (1) inch equals forty (40) feet unless otherwise indicated. The maximum sheet size shall be twenty-four (24) inches by thirty-six (36) inches, and all plans shall be folded to approximately 8 1/2 " x 11". The following is required on all site plan drawings:			
1.	Completed and signed site plan review and other development review application forms.		
2.	Application Fee. An application fee as specified by the County or applicable municipality shall accompany all applications.		
3.	Project Summary. A written overview of the project and summary of evidence may be submitted in the form of a cover letter, which makes references to plans and exhibits.		
4.	Overall Development Plan. Where the subject property is proposed in an undeveloped area (where there is not an overall development plan for the area) an overall development plan must be provided that addresses opportunities for future cross-access, connections to internal roadway systems, minimization of curb cuts, uniformity of public improvements, and shared stormwater detention facilities.		
5.	Petition with Legal Description and Proof of Ownership. A completed petition (form provided by the applicable Zoning Official) is required for all submissions. The petition form shall be accompanied by a legal description of the property, as it appears on the deed. In addition, a current title and an Affidavit of Ownership (form provided by the Zoning Official) is required. If the owner's signature is not on the petition, a letter stating the owner's consent for the filing of the petition is also required. The petition, Affidavit of Ownership, and letter from the owner shall be notarized.		

SITE PLAN REVIEW CHECKLIST

#	Information Item	Submitted	Not Submitted
6.	Location Map. The map should be drawn at a scale of not less than one inch equals two hundred feet (1" = 200'), showing the site boundary lines, adjacent properties, alignments of existing streets, including zoning districts, floodplains, vegetation, and buildings within two hundred fifty (250) feet of the site.		
7.	Legal Current Year Plat of Survey. A certified, current plat of survey (boundary survey) prepared by a land surveyor registered in the state. The survey shall consist of the following information: <ul style="list-style-type: none"> • Legal description of the site. • Acreage of the site. • Drawing of the site boundaries with metes and bounds indicated. • Property lines • Easements • Lot lines, dimensions, and area calculations • Adjacent road rights-of-way • Overhead and underground utilities (sanitary sewer, water main, storm sewer, electric, telephone, gas, cable television, and street lights) 		
8.	Names, Addresses, Phone, Fax Numbers, and Emails of the owner, subdivider, or developer having control of the site; name and professional seal of registered engineer and/or surveyor; and the name, professional seal, address, and phone number of site planner(s).		
9.	Proposed Name of the Development. (not duplicating the name of any plat recorded in Kankakee County).		
10.	North Arrow , designated as true north.		
11.	Drawing Title and Sheet Title.		
12.	Exhibit Label. All submittals shall be labeled with an Exhibit Number and Label.		
13.	Scale. (engineering), in both numerals and graphic.		
14.	Date. Date of preparation of original drawing and date of any revisions.		
Detailed Site Plan and Impact Information. Information required as part of all site plan submittals:			
15.	Net Site Area and Property Line Dimensions		

SITE PLAN REVIEW CHECKLIST

#	Information Item	Submitted	Not Submitted
16.	Total Floor Area. Including floor area ratio (if required by the municipality)		
17.	Total Dwelling Units and Density (if applicable). Total number of dwelling units and projected density.		
18.	Lot Coverage. Ground coverage of buildings and overall impervious surface coverage with all buildings and structures (if required by the municipality).		
19.	Proposed Building Height(s).		
20.	Numbers of Buildings and Square Footage. By building type; and sub-categories of data for each type of land use, if mixed use is proposed for the site.		
21.	Existing Zoning and Uses. Existing zoning districts and current use of the land on the site and on adjacent property.		
22.	Layout of Streets. Details showing right-of-way and pavement widths, proposed street names (unless the street is an extension of an already named street, in which event that name shall be used) and showing proposed through-streets extended to the boundaries of the development.		
23.	Layout, Numbers, and Dimensions of Proposed Lots, Building Envelopes, and Uses. Layout, numbers, and typical dimensions of any subdivided lots and building locations to the nearest foot; and the proposed land use for each lot, parcel, or tract.		
24.	Setbacks. Proposed setback lines and dimensions.		
25.	Proposed Buildings and Structures. All proposed principal and accessory buildings and structures, indicating their use, height, and number of units or floor area.		
26.	Open Space Areas. Areas other than street right-of-way intended to be dedicated or reserved for open space or other public use and showing the approximate area in acres of open space areas.		
27.	Sidewalks, bikeways, and Pedestrian Trails. Pedestrian and bike facility information including: dimensions of all sidewalks, bikeways, and pedestrian trails and pavement type.		

SITE PLAN REVIEW CHECKLIST

#	Information Item	Submitted	Not Submitted
28.	Parking and Loading. Parking and loading information including: number of parking/loading spaces required and provided; dimensions of all spaces and maneuvering aisles; number and location of barrier-free (ADA) parking spaces; pavement and curbing details for all proposed parking and loading areas; and proposed methods of screening.		
29.	Location and Screening of Waste Receptacles. Location of waste receptacle(s) and proposed method of screening. All dumpster enclosures shall be designed to be compatible with the building architecture.		
30.	Screening of Ground-Mounted and Rooftop Mechanical Equipment. The proposed method of screening for all exterior mechanical equipment shall be shown on the building elevations (if rooftop) or the site plan (if ground mounted). All screening shall be designed to be architecturally compatible with the building.		
31.	Restrictions and Covenants. A draft of proposed protective restrictions and covenants.		
32.	Declaration of Easements. A draft of any declarations of easements relating to public improvements or common elements or facilities.		
33.	Phasing Plan and Construction Schedule. A proposed phasing plan for multi-phase projects and construction schedule for all improvements.		
34.	Appraisal Report. An appraisal report of site and surrounding properties before and after development is required for proposed developments exceeding one hundred thousand (100,000) square feet of floor area. The report shall include a tax impact study indicating all projected tax revenues as weighted against projected demands for services from the applicable units of government and the costs thereof. The estimated amount of increase in the total assessed valuation of the property should be included.		

SITE PLAN REVIEW CHECKLIST

#	Information Item	Submitted	Not Submitted
35.	Traffic Study. A traffic impact study prepared by a registered professional engineer, qualified in traffic analysis, shall be required when the proposed use is likely to generate peak hour traffic volume or greater than one hundred (100) vehicles per hour or when otherwise requested by the zoning official. Consideration shall also be given to the time of peak operating periods, particularly when adjacent residential neighborhoods may be impacted.		
36.	Erosion Control Information. Including erosion control measures (i.e. depict silt fences, hay bales, etc., on the plan)		
37.	Environmental Reports. Information about any hazardous pollution on the site is required to ensure that there is no threat to public safety during construction of the proposed structures or use of the site after construction. Any Environmental audits for the site, including Phase I or Phase II Reports, or any information that is on file with the Environmental Protection Agency shall be submitted for review by the Village. This information may not be necessary if a letter from EPA is provided stating that the site is considered clean by EPA standards.		
Landscape Plan. This shall be prepared in the same scale as the site plan which distinguishes between existing landscaping which will be preserved and new landscape material which is proposed. Trees shall be planted within adjacent rights-of-way in accordance with County or municipal subdivision regulations. The landscape plan shall contain the following additional information:			
38.	Plant Material Information. All plant materials shall be listed in a summary list of the name, both botanical and common names, quantity, species, and size of all proposed plantings. These shall include required buffer and parking lot landscaping.		
39.	Grading Information. Existing and proposed grading of the site, including proposed berms, indicating contours, at one (1) foot intervals.		
40.	Ground Cover Specifications. Specifications of the type and boundaries of all proposed ground cover.		
41.	Fence Details. Design details and elevations of all fences proposed for the site.		

SITE PLAN REVIEW CHECKLIST

#	Information Item	Submitted	Not Submitted
42.	Planting Details. Planting details indicating the proposed method of installation for all plant materials and proposed method of tree protection to be utilized where trees are to be preserved on the site.		
43.	Maintenance Plan. Proposed method of irrigation and maintenance plan for all landscaped areas.		
44.	Tree Preservation Plan. A plan in the same scale as the site plan shall identify all trees that are to be preserved at their present location, destroyed, relocated, or replaced. The plan shall indicate the specific tree protection measure to be utilized, including but not limited to auguring, root pruning, crown reduction, overhead clearance pruning, and mulching. Areas for the storage of spoil or materials should also be shown on the plan. This information may be included on the tree preservation plan, landscape plan, or on a separate plan.		
Other Site Development Information. Other site development information that is requires is the submission items:			
45.	Photos of Surrounding Properties and Buildings. If the site is vacant, photos of adjacent property on all sides shall be provided. If the site is improved, all sides of the building and adjacent property shall be provided. Color copies are acceptable.		
46.	Site Lighting Plan. A lighting plan shall be provided which consists of a photometric grid overlaid on the site plan which indicates the location of all proposed light fixtures and light intensity in foot candles throughout the site. In addition, the lighting plan shall provide design details of the exterior light sources including light color, type, height of light fixtures, method of shielding, and illustration of the design.		
47.	Building Elevations. Architectural renderings of all affected elevations of any proposed building(s) or major renovation or perspective drawings of the same. Alternatively, 8" x 10" photographs of an architectural model may be submitted with the petition. All building elevations shall be sealed and signed by the by the architect or engineer.		

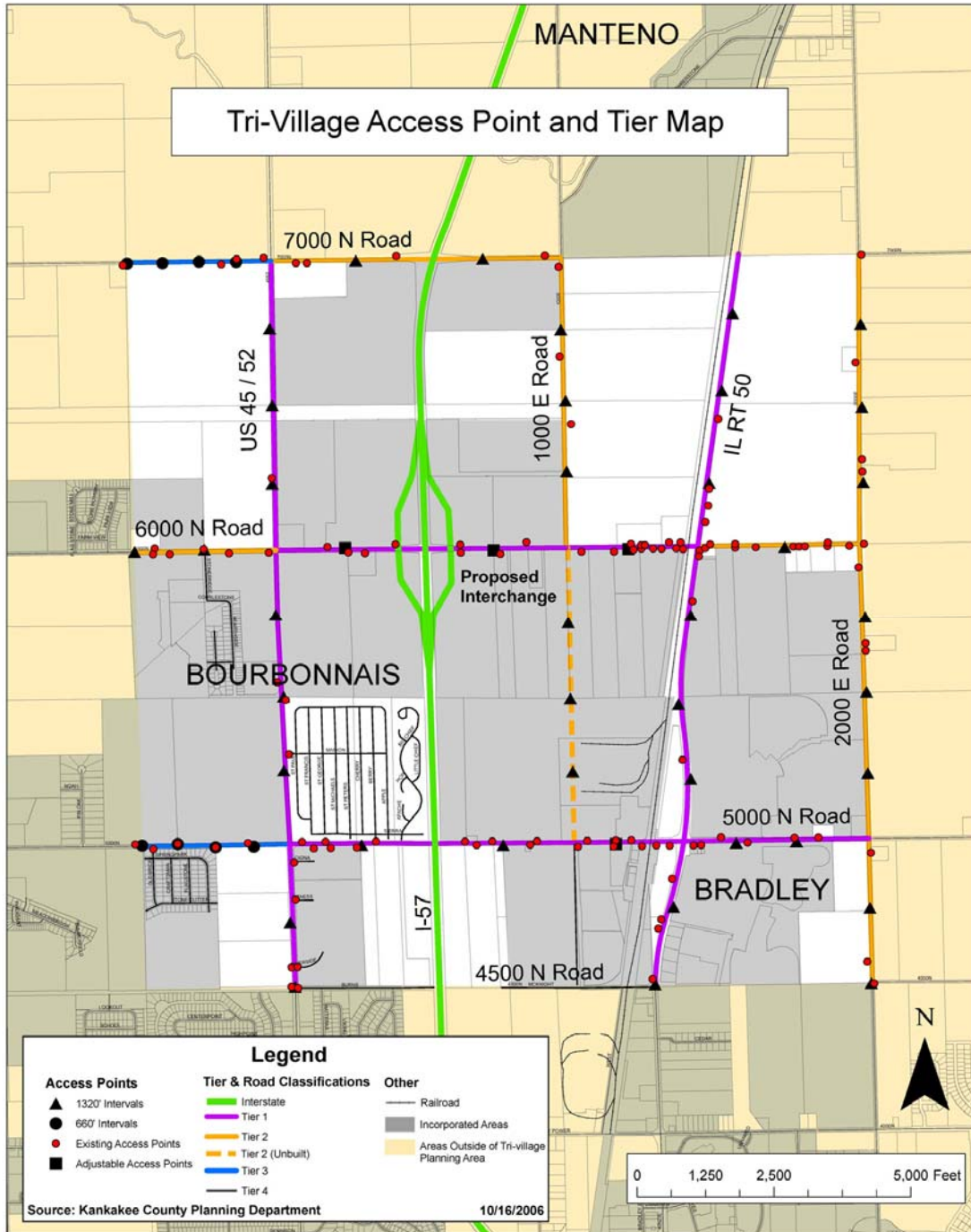
SITE PLAN REVIEW CHECKLIST

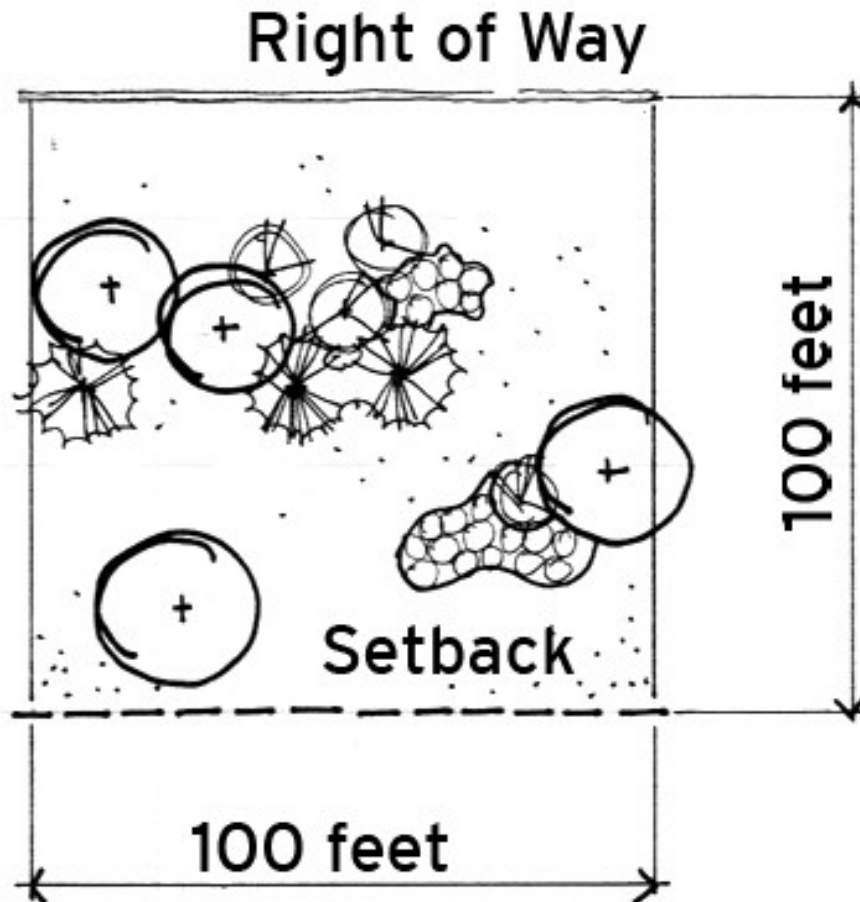
#	Information Item	Submitted	Not Submitted
48.	Floor Plans. Floor plans for existing and proposed buildings shall be provided, showing dimensions and floor area devoted to various uses within the building. Proposed additions to existing buildings should be clearly delineated. All building elevations shall be sealed and signed by the architect or engineer.		
49.	Detailed Sign Elevations. Elevations of the sign face(s) shall be prepared for freestanding and building-mounted signs which designate sign design, dimensions, materials, colors, lighting, and written/graphic message.		
Preliminary Engineering Plan. A preliminary engineering plan at the same scale as the site plan which indicates how the petitioner proposes to meet the requirements of the Kankakee County Stormwater Ordinance relative to drainage, stormwater, retention and erosion control during construction shall also be provided. The plan shall include the following:			
50.	Sewer and Water Information. Existing sewers, water mains, wells, springs, seeps, culverts, septic systems (exact location and size), (including filter fields) or other underground facilities within the tract or adjacent to the tract, indicating pipe sizes, grades, manholes, and storm and sanitary sewer outfalls.		
51.	Sewer Grade Information. Location, size, and approximate grades of proposed sewers.		
52.	Street Grade Information. Proposed street grades.		
53.	Utility Information. Proposed location of water (for domestic and fire suppression service), gas, electric, and telephone outlets.		
54.	Soil Information. Soil borings, as required by the County or municipal engineer.		
55.	Topographical Information. Contours at 1-foot intervals of the subject property and such adjoining land. Where its topography may effect the layout or drainage of the subdivision or development site, said contours to be prepared by a registered engineer or surveyor.		
56.	Stream Flow Information. The flow lines of streams and other flood water runoff channels and their normal shorelines. The shorelines of all established floor crest elevations as established by the FEMA flood plan maps.		
57.	Shoreline Information. Normal shorelines of lakes, ponds, swamps, and other detention basins.		

SITE PLAN REVIEW CHECKLIST

#	Information Item	Submitted	Not Submitted
58.	Drainage and Stormwater Management Information. Lines of inflow and outflow, if any. Farm drains, inlets and outfalls, if any. Also, profile drawings of each stream, channel, pond and basin showing elevations of the following: a. Stream bed or flowline. b. Channel banks, if any. c. Waterway openings of existing culverts. d. Size and elevation of outlets at the lakes or water course into which sewers and drains outfall. e. Flood crest elevations. f. Comprehensive drainage plan. g. Detention calculations stamped by an engineer		
Annexation Plat and Petition. Where annexation is proposed, a plat of annexation shall be prepared by a registered surveyor			
Preliminary Plat and Final Subdivision Plats. Subdivision plats shall be submitted in accordance with the County or applicable municipal subdivision regulations.			

APPENDIX B **TRI-VILLAGE 6000 N ROAD I-57 INTERCHANGE AREA** **ACCESS PLAN MAP**

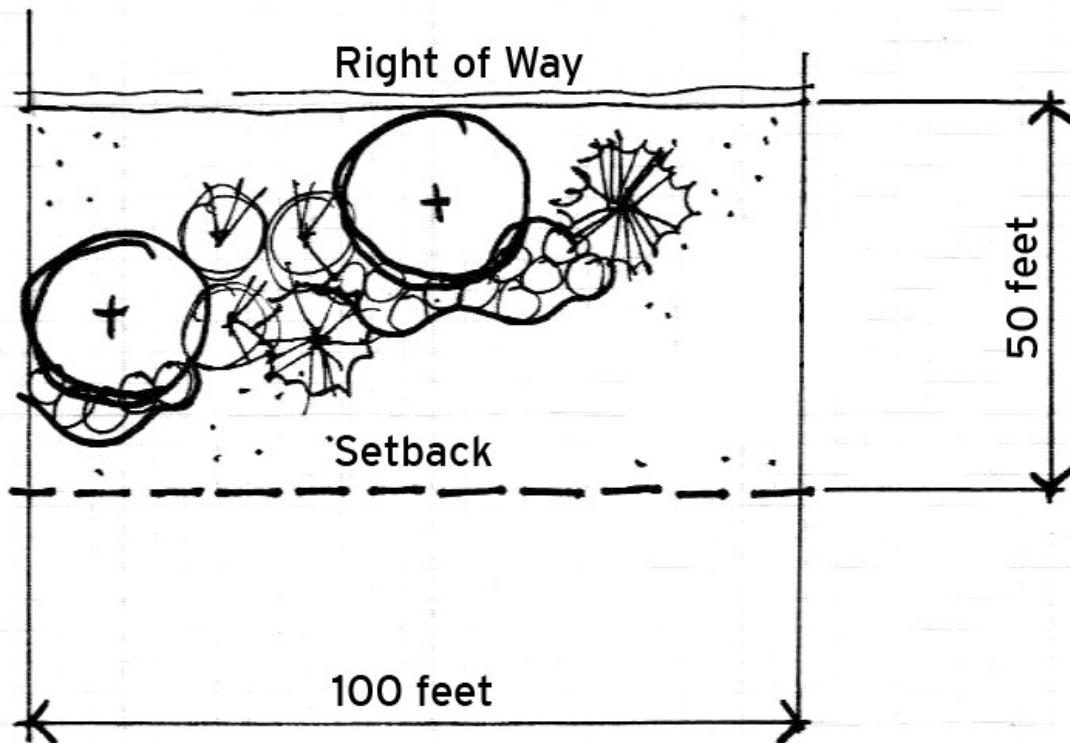




APPENDIX C 100' BUFFER REQUIREMENTS

Illustration of required landscaping to be provided within the I-57 100-foot buffer:
For every one hundred (100) linear feet of I-57 frontage, a minimum of the following plant material must be installed:

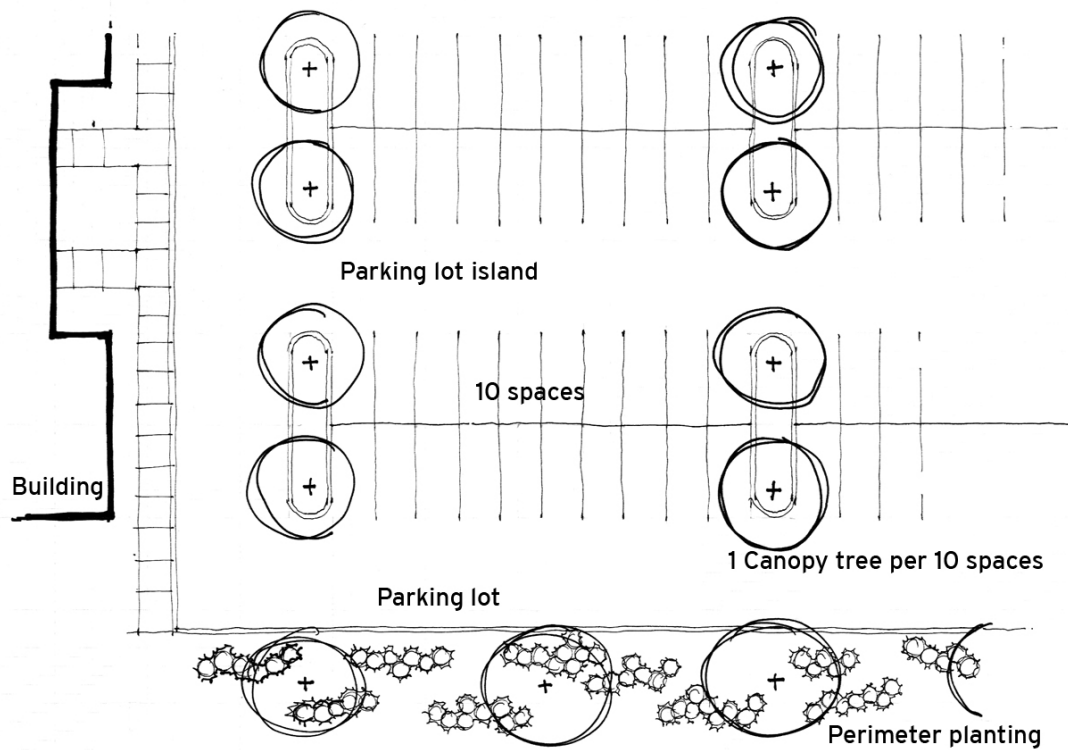
- 1) Four (4) canopy trees
- 2) Three (3) evergreen trees
- 3) Five (5) ornamental trees
- 4) Twenty-two (22) shrubs



APPENDIX C 50' BUFFER REQUIREMENTS

Illustration of required landscaping to be provided within the Route 45 and Route 50 50-foot buffers: For every one hundred (100) linear feet of Route 45 and Route 50 frontage, a minimum of the following plant material must be installed:

- 1) Two (2) canopy trees**
- 2) Five (5) evergreen and/or ornamental trees**
- 3) Fifteen (15) shrubs**



APPENDIX C INTERIOR AND PERIMETER PARKING LOT LANDSCAPING REQUIREMENTS

Illustration of required interior and perimeter parking lot landscaping to be provided within the I-57, Route 45 and Route 50 Overlay Districts.

APPENDIX C PHOTOS OF “GOOD” LANDSCAPING



The use of landscaped berms and foundation plants help to screen parking, buffer roadways and improve the appearance of front yards.



Perimeter and interior parking lot landscaping screen vehicles and enhance the interior of large parking lots.



APPENDIX C PHOTOS OF “BAD” LANDSCAPING



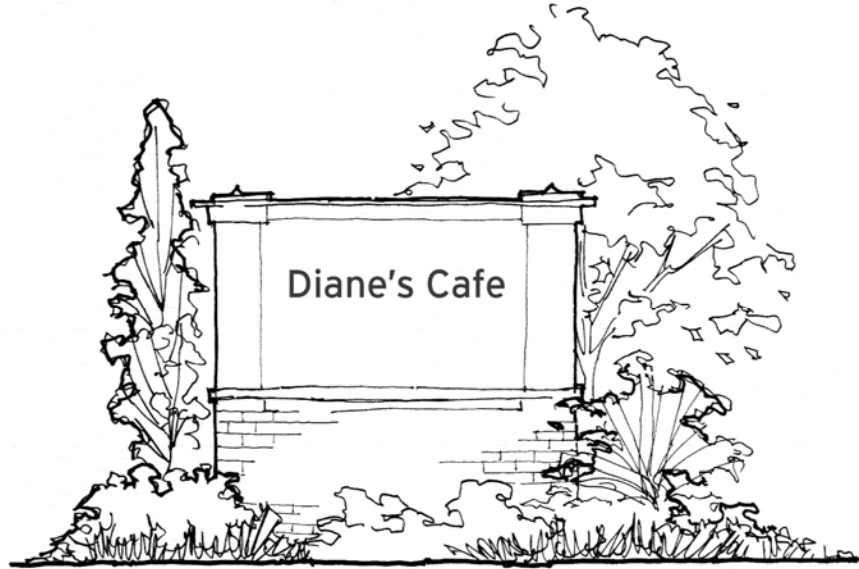
The photo above illustrates that wide front setbacks that lack buffering and landscaping and have excessive sign clutter detract from the image of major corridors.



Parking lots that lack interior and perimeter plantings create the unattractive appearance of a “sea of parking.”



APPENDIX D
ILLUSTRATIONS OF PERMITTED FREESTANDING SIGNS



APPENDIX D PHOTOS OF “GOOD” SIGNS



The photographs of signs (above and below) are examples of attractively designed monument signs that utilize landscaping around the base and coordinate with adjoining architecture



To the left is an example of coordinated wall signs on a multi-tenant shopping center.

APPENDIX D

PHOTOS OF “BAD” SIGNS



Examples of billboards that are prohibited and pole signs that are strongly discouraged.



Examples of pole signs that are prohibited if over 30 feet in height. All pole signs are strongly discouraged.

APPENDIX E
PHOTOS OF “GOOD” AND “BAD” STORMWATER DETENTION
FACILITIES



The above photos show how well-designed, naturalistic stormwater detention facilities can be aesthetic and recreational amenities



The above photos illustrate how poorly designed and/or detention facilities that lack landscaping and design features do not enhance the appearance of a site.