Design Guidelines

SECTION 4

Presently characterized by limited development and a wide array of land uses, the East Side is a mix of varying dichotomies that link circumstance with opportunity:

- It is perhaps the Village's least densely populated area but is the planned location of the Metra commuter rail station.
- It is somewhat secluded from the rest of Romeoville by the Des Plaines River and canals but presents opportunities to strengthen multimodal connections for cars, pedestrians, and bicyclists.
- It is home to intensive industrial uses with the CITGO refinery and the Midwest Generation coal plant but also includes small residential enclaves.
- It is comprised of open spaces that present development opportunities but also hold just as much potential for preservation to protect the area's serene qualities and natural environment.

The Concept Plan outlined in Section 1 introduces ideas that would not only alter the character of the East Side, but also enable the Village to translate the East Side's unique but disparate circumstances into the opportunity to forge a new identity for the area, particularly as it progresses with plans to build the new Metra station and establish a unique TOD for Romeoville.

An effective way to forge such an identity in an organized manner is to establish and enforce a set of design guidelines to promote the vitality and distinct character of Romeoville's

Well-designed spaces located at various points around Romeoville, such as Deer Crossing Park next to Village Hall, offer design cues that can be replicated for new developments and spaces on the East Side.

Source: Teska Associates, Inc

East Side by providing design direction on the type, character, and quality of the built environment. The design guidelines provided herein formulate detailed specifications governing the architecture and streetscape that will solidify the identity of the East Side, strengthen the character of its physical components, and ensure stewardship of the natural environment.

The standards outlined herein are tools for communicating the design intent for future development and site improvements. The purpose of the design guidelines is not to dictate a specific design for specific properties, but rather establish a set of standards and identify elements of structural and streetscape design that are applicable to typical property types relating to land use, development form, and urban design.

The design guidelines in the East Side Plan are intended to supplement the Village's existing regulations established in the Zoning Code.

In addition, the design guidelines are not intended to be set in stone, given the long-term nature of the concept plan and the potential for the Village to alter components of the plan or reimagine other development scenarios as the economy and marketplace warrant, current infrastructure constraints are addressed, and the community's goals adapt. The design guidelines shall retain a certain level of flexibility to properly reflect any potential modifications to the concept plan.

Also, the Village shall maintain flexibility to appropriately vary the application of certain design guidelines, such as those relating to setbacks, buffers, and landscaping, for properties adjacent to or in close proximity to the CITGO refinery or the railroad tracks

Theory & Approach to the Design Guidelines

New development within the East Side should reinforce building patterns, forms and materials that are uniquely reflective of Romeoville. In particular, being the location of the original Romeo settlement, the East Side offers unique ties to Romeoville's past. Also, the East Side has historically been influenced by the canals and related commerce, which have formed an industrial heritage that can serve as a basis for design.

The pastoral qualities of the area can also influence the design of the East Side, playing on rustic, prairie style, and natural forms that integrate effectively with new development. The intent is to encourage the East Side to develop in such a manner that is sensitive to the existing qualities that make the area unique, but also supportive of transit to enhance the capacity for Romeoville's East Side to be an attractive place to catch a train, estabish a home, find a job, or just visit by train, car, foot, or bike.

While a signage system is presently maintained for the I&M Canal, an area-wide signage system may be developed for the East Side.

Source: Teska Associates, Inc

Organization of the Design Guidelines

The design guidelines cover the following topics:

- ❑ Architecture
- ❑ Site Design
- ❑ Access & Streetscape
- ❑ Signage

The pastoral qualities of the East Side can be maintained in certain ways, such as maintaining access to preserved natural areas for educational or recreation purposes.

Source: Teska Associates, Inc

Architecture

DESIGN GUIDELINES

The character of the East Side can be significantly influenced by the architectural design of structures. New developments should have high quality physical design that relates well to the site, adjacent structures, and the surrounding streetscape. Architectural design should carefully consider how building heights, entrances, setbacks, pedestrian access, and other physical features impact the character of the site and overall East Side.

The following architecture design guidelines will enable the Village to encourage developments to integrate strong architectural features and design into structures, which will help develop a high quality physical appearance to sites and the streetscape. While these guidelines are generally intended for new development, they can be modified to apply them to existing structures that will be retained and require minor rehab or general improvements.

Building Proportion, Size & Scale

- ❑ Maintain ground level pedestrian scale for retail and office buildings, with traditional storefront façade components and proportions.
- ❑ Provide a consistent pattern of architectural detailing, including the use of decorative elements, changes in rooflines and fenestrations, and changes in building materials and color.
- ❑ Ensure façades are subdivided with horizontal and vertical architectural elements to enhance building articulation and create an attractive aesthetic, whether for a residential, retail, or office building.
- ❑ Integrate vertical and horizontal design elements into new buildings, including columns, pilasters, and cornices, which should be defined at both the ground level and upper levels to break up the mass of buildings.
- ❑ Match or transition building proportions and architectural elements so that they are consistent on all elevations visible from public streets and open spaces.

Materials & Treatments

- ❑ Utilize masonry materials such as limestone and brick throughout the façade, and along the exterior walls of the building.
- ❑ Ensure the back and sides of the buildings are consistent with the front façade in terms of design style, building materials, and architectural features.

- ❑ Integrate a variety of complimentary materials, colors, and textures on all sides of buildings to add visual interest and to ensure consistency with surrounding buildings.

- ❑ Ensure building materials are comprised of neutral colors that are versatile and mix well with other colors and the surrounding building color palette. Brighter colors may be used for accent bands or special building features (this may be more appropriate for retail buildings than for residential or office uses).

- ❑ Encourage contemporary interpretation of agrarian and prairie style forms, when appropriate, in architecture and site design to embrace the pastoral qualities of the East Side.

Entrances

- ❑ Orient building entrances towards the public street, public open spaces, or plazas, when available.

- ❑ Ensure all buildings comply with the guidelines of the Americans with Disabilities Act (ADA).

- ❑ Ensure secondary entrances, particularly for buildings that front on multiple streets, relate to the primary entrance and the building design as a whole.

- ❑ Orient primary building entrances such that they do not face the building rear or side parking lots.

- ❑ Orient secondary entryways towards the side and rear of the building, providing more direct access to/from off-street parking areas.

- ❑ Design building entrances such that they are prominent, accessible, and include elements such as large entry doors, specialty paving, and architectural treatments that are complimentary to the site's overall character (i.e. the application of different materials at the entrance, such as brick, glass, or stone).

Corner Treatments

- ❑ Ensure corner treatments for buildings comply with vision triangles, including consideration of integrating small, public corner plazas to enhance these sightlines.

- ❑ Design corner buildings such that their primary entrance are set at an angle to face the intersection, or should be oriented to face the street of greater importance.

- ❑ Integrate the following elements into buildings located at corners:

  - » Distinctive massing and roof form;
  - » Prominent entrance accessible from the corner; and
  - » Architectural features including canopies, large display windows, tower features, and landmark art.

Façade Transparency

- ❑ Design ground floors planned for retail or restaurant to be comprised primarily of large display

windows that are clear glass, unless a specific alternative design is approved otherwise.

- ❑ Discourage tinted and reflective glass for ground floors planned for retail or restaurant so as not to interfere with the visual connection between the indoor-outdoor environments.

Blank Walls/Screening

- ❑ Avoid use of solid blank walls; elements such as façade modulation, canopies, lighting, windows with shutters, artwork, and/or landscaping trellises can be employed to avoid blank walls.
- ❑ Ensure screening of electrical and mechanical equipment are consistent with the overall building design style, materials, and architecture.
- ❑ Ensure electrical and mechanical equipment placed on the rooftop are screened from view using a parapet or similar screening technique.
- ❑ Ensure electrical and mechanical equipment placed along walls are located on the least visible side(s) of the building to reduce visibility. Utilize landscaping and/or fencing to provide additional screening of such equipment.

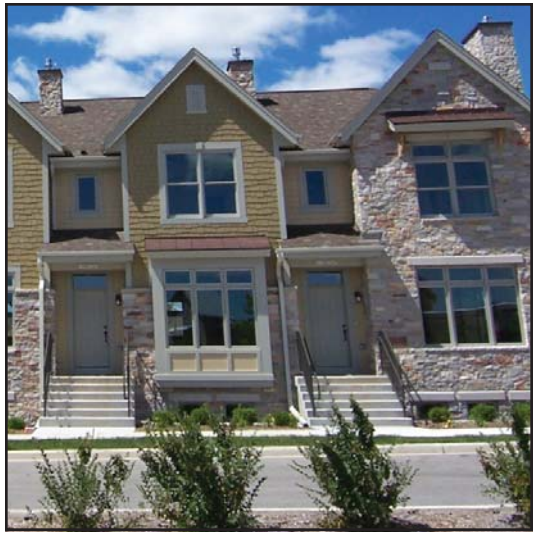
Façade Features

- ❑ Provide awning and canopies along the public walkway for retail and office buildings, encouraging compatible materials of consistent color and design.
- ❑ Design upper story windows with proportions that are smaller than the proportions of the ground floor and recessed into the exterior wall.
- ❑ Place windows to have a repetitive rhythm which relates to the overall exterior of buildings on site.
- ❑ Incorporate window elements such as mullions to divide the window glass into multiple divisions.
- ❑ Provide a consistent pattern of architectural detailing on buildings, including the use of decorative elements, changes in rooflines and fenestrations, vertical and horizontal articulation, and changes in building materials and color.
- ❑ Utilize limestone, metal, or other appropriate masonry materials to clearly express building cornices, friezes, lintels, sills, and surrounds.

- ❑ Incorporate bay windows that maintain the same details as principal façades: sills, lintels, cornices, and expression lines.

Roofing Treatments & Materials

- ❑ Design the majority of the building roof system to include parapet, pitched, or gable end roofs, which should be oriented toward the public street and consistent with the roof architecture of surrounding structures.
- ❑ Encourage varied rooflines and roof heights that remain consistent and complimentary with surrounding structures; consider including parapets, gables, dormers, and overhangs.
- ❑ Utilize limestone, metal, or other appropriate synthetic materials to clearly express upper story cornices, friezes, and gable ends.



Site Design

DESIGN GUIDELINES

The design of a site can often dictate how a person interacts with the elements of the site, including structures, parking, and open spaces. From a circulation perspective, aspects such as site access, internal movements, and parking distribution should all be carefully designed to minimize confusion and conflicts between cars, delivery vehicles, pedestrians, and bicyclists. Primary structures should relate well to the street, creating a pedestrian-friendly environment that enables people to more intimately interact with businesses and public spaces. Sites should also be designed to optimize sustainability, particularly efficient automobile flow, pedestrian/bicycle access, landscaping, and stormwater management.

The following site design guidelines will ensure the built environment is designed with optimal configuration of structures, parking, public spaces, and relation to the surrounding streetscape. Parking areas shall be designed efficiently, integrate sustainable practices, and create an environment that respectfully considers pedestrians, even in auto-oriented parking lots.

Site Design, Building Orientation & Setbacks

- ❑ Place structures and design interior circulation systems in a manner that minimizes conflicts between pedestrians, bicyclists, and motorists and provides for cross access between adjacent sites.

- ❑ Require the following minimum setbacks for the different land use types:

  - » Residential: front (10 ft)[5]; rear (20 ft)[4]; side (10 ft)[4]
  - » Commercial (Retail/Office): front (20 ft)[5]; rear (30 ft)[4]; side (10 ft)[5]
  - » Business Park: front (20 ft)[5]; rear (20 ft)[4]; side (30 ft)[5]

4 Per the Village Zoning Code.
5 Recommended modification from the Village Zoning Code.

- ❑ Integrate varied building setbacks to create opportunities for gardens or landscaped patios for residential buidings or small semi-public plazas, patios, and gardens for retail, office, or business park buildings, provided that these setbacks do not negatively affect or significantly disrupt street wall continuity.

- ❑ Provide public gathering spaces or plazas that invite informal interaction with pedestrian amenities such as (but not limited to) benches, raised planters, bicycle racks, information kiosks, drinking fountains, etc. Such spaces can be integrated into any portion of a site, such as a courtyard in between two buildings, an open plaza within a parking area, or a pocket park at the outer edge of a site adjacent to the sidewalk or trail.

- ❑ Screen trash enclosures and mechanical equipment from view and locate them away from the street front or site entrances.

- ❑ Locate storage, loading, and service areas at the rear of buildings and on the interior of blocks where they are less visible from public view.

- ❑ Screen storage, loading, and service areas from public view via landscaping and/or fencing. These elements should be consistent with the overall design of the associated building and surrounding site.

- ❑ Design alleys, particularly in residential developments, that reduce extensive paving by incorporating green spaces that allow for landscaping and natural stormwater management techniques such as bioswales and raingardens.

- ❑ Encourage sustainable design practices that integrate elements such as the following:

  - » Energy efficient buildings that reduce air, water, and land pollution
  - » Installation of energy efficient infrastructure
  - » Minimized impacts on natural water resources
  - » Reuse of existing structures
  - » Preservation of existing non-invasive trees, native plants, and pervious surfaces
  - » Comprehensive stormwater management practices
  - » Reduction of heat islands
  - » Optimized solar orientation of structures
  - » On-site renewable energy production sources
  - » Inclusion of district heating and/or cooling systems
  - » Use of recycled and/or reclaimed materials for new infrastructure or structures
  - » Provisions of proper receptacles for solid waste and recyclable materials
  - » Reduction of light pollution

- ❑ Encourage contemporary interpretation of agrarian and prairie style forms, when appropriate, in architecture and site design to embrace the pastoral qualities of the East Side.

Parking

- ❑ Provide parking areas to the side or rear of buildings, wherever possible, to maximize the amount of building frontage along the primary streetscape and create a more pedestrian-friendly environment.

- ❑ Separate parking from buildings with a pedestrian walkway, providing a safe zone for pedestrians before entering or after exiting the building; the walkway also provides space for outdoor displays.

- ❑ Orient parking and service areas at the building rear with access from an alleyway or secondary access point.

- ❑ Provide landscaping within parking islands to soften hardscapes, provide shade relief from taller trees, create buffer zones for pedestrians, and provide natural stormwater management functions.

- ❑ Provide walkways that provide safe paths for pedestrians to access their intended destinations,

particularly if parking is provided at the side or rear of buildings away from entrances.

- ❑ Encourage shared parking between adjacent businesses/uses that may share customer bases or have staggered peak hours; shared parking also helps minimize paved areas/impervious surfaces and multiple curb cuts for access points.

Landscaping (General)

- ❑ Encourage structures to integrate foundation plantings, emphasizing the use of a mix of deciduous and evergreen materials and native plantings; highly visible areas should incorporate native perennials and ornamental grasses.

- ❑ Utilize native landscaping that are able to tolerate wet/dry conditions and are hearty enough to tolerate urban conditions.

- ❑ Place plantings in raised planters or tree grates when located along streetscapes with storefronts to help protect the landscaping and enhance the character of the streetscape.

- ❑ Install parkway trees along the street at a minimum spacing of 35'-0" o.c.

Landscaping (Within Parking Areas)

- ❑ Ensure entrances and exits to parking lots are landscaped to help direct motorist access to and from the lot.

- ❑ Diversify landscape plantings that consist of a combination of canopy trees, understory shrubs, and groundcovers.

- ❑ Install plantings that form a continuous landscape grouping within the planting bed.

- ❑ Install plantings that maintain a visual clear zone between 30" and 7' height (as measured above grade).

- ❑ Adhere to Metra's requirement[6] that any plantings be located outside the railroad right-of-way and that any plantings near the railroad right-of-way be selected such that they reach 36" height at maturity.

- ❑ Install landscape plantings that are salt and urban tolerant species.

- ❑ Ensure perimeter landscape plantings consist of a combination of canopy trees, ornamental trees and understory shrubs. Where feasible, evergreen tree plantings are encouraged.

- ❑ Ensure all perimeters treatments (landscaping, fencing, berming, etc.) cover a majority of the perimeter of all parking areas, with periodic gaps to break up solid arrays of plantings.

- ❑ Install shrub plantings that reach 4'-0" height at maturity.

- ❑ Provide proper irrigation and drainage for landscaped islands, which should have an easy-to-manage irrigation method or water access within 100' of all parking lot landscaping.

6 Any proposed design or improvements recommended for the Metra site will be subject to review and approval by Metra and will need to comply with their established guidelines, particularly noted in *Metra's Station Manual* and *Metra's Parking Manual*.

- ❑ Install plantings that maintain a visual clear zone between 30" and 7'-0" height (as measured above grade).

- ❑ Distribute parking lot islands throughout the parking area, with islands having minimum dimensions of 7'-0" width and 19'-0" depth.

- ❑ Ensure islands consist of a combination of canopy trees and understory shrubs or groundcovers. A standard island (7' x 38') shall provide two canopy shade trees (minimum 3" caliper).

Stormwater Management

- ❑ Decrease impervious surfaces by encouraging shared parking and minimizing curb cuts, which will reduce the amount of paved areas and provide more space for landscaped areas; both of these measures will aid in facilitating more efficient stormwater management.

- ❑ Explore the use of permeable pavers to allow stormwater to infiltrate through the pavement to the soil below.

- ❑ Integrate bioswales or rain gardens, where feasible, along site perimeters and parkways to create locations for landscaping designed to help facilitate natural stormwater management functions.

- ❑ Encourage site design that sensibly considers the impact of the existing floodplain and integrates existing topography, where feasible, to minimize stormwater runoff and properly filter it towards detention ponds, bioswales, rain gardens, or other stormwater management system.

- ❑ Encourage the design of stormwater detention ponds that, where feasible, integrate amenities such as the following:

  - » Trails along the perimeter of ponds
  - » Trail connections to natural areas
  - » Docks, overlook areas, or boardwalks that permit overlooks of ponds and/or provide access to plantings and wildlife for ecology education classes
  - » Native landscaping that tolerates wet/dry conditions and attracts native wildlife

Business Park

- ❑ Design business parks that fit with the surrounding context, particularly relating to existing natural features such as tree masses, topography, and wetlands. Wherever possible, natural features should be integrated into site design without endangering their functional roles in the natural ecosystem. If development impacts are unavoidable, proper mitigation techniques shall be utilized.

- ❑ Integrate appropriate spatial relationships and efficient access and circulation into site design for business parks that include multiple buildings and/or internal roadways.

- ❑ Arrange site features such as parking areas, driveways, secondary structures, and outdoor functions in a manner that draws attention to the aesthetics qualities of the site, particularly the interplay of structures, open spaces, and existing natural features that have been preserved.

Conservation Design

As the East Side of Romeoville currently maintains a pastoral character with scenic vistas, rolling topography, and sensitive environmental features, site design should advocate for land development that recognizes the limitations of the natural environment and integrates natural features into site design as a means of preservation. In addition to preserving natural elements and incorporating them into site design where feasible, a conservation design approach for the East Side utillizes cluster development which makes it more economically feasible to develop private utilities, particularly when this option is more practical than the more cost-prohibitive extension of public utilities to the East Side . Conservation design also encourages the integration of sustainable best practices in stormwater management.

Guidelines:

- ❑ Encourage creative site design through methods such as cluster development and conservation design to conserve open space and integrate natural features into residential site design. The inset box to the right provides a greater description of conservation design.
  - » Cluster home sites to minimize negative impacts on the natural, visual, and cultural resources of the site and between incompatible uses and activities. Such clusters shall be designed and sited to achieve the following objectives:

Conservation Design

Using the conservation design approach, a residential development shall be designed to fit the topography, physical features, and soil conditions of the subject site. More specifically, conservation design shall preserve natural drainage patterns, use and preserve native vegetation and stabilize soils during construction, and protect, enhance, and maintain natural resources.

All natural resources, conservation areas, open space areas, and physical features (floodplain, wetlands, creeks/streams, ponds, channels and other water bodies, steep slopes, woodlands, savannas, significant native trees, meadows and prairies, hydric soils, significant vistas and scenic areas, and historic buildings and/or sites and archeological sites) shall be identified and, to a practical extent, preserved as open space and protected from any negative impacts generated as a result of the development or other land disturbing activities. In so doing, the design of an open space network also shall preserve or establish greenway and trail connections to adjacent natural areas, subdivisions, and local and regional trails and greenways.

Building sites shall take advantage of open space and scenic views. Lot areas and lot widths which facilitate the access of neighborhoods and lots to open space and conservation areas should be considered in order to provide more efficient use of the land, as well as to protect the development rights of the property owner and preserve the number of dwelling units permitted by the underlying zoning of the property.

An example of a four-step conservation design process is illustrated on page 31.

Example of residential conservation design for Woodland Shores in Grafton, WI

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(1) Minimize disturbance to woodlands, wetlands, prairies, mature trees, and steep slopes.
(2) Minimize fragmentation of natural areas and open space while also providing for access and views from developable areas.
(3) Avoid encroaching on rare plant communities, high quality habitats, or endangered species.
(4) Minimize encroachment in natural depressions, drainageways, and sensitive recharge areas to facilitate their use for runoff infiltration and filtering.
(5) Maintain and protect scenic views of open land from adjacent and proposed roads. Minimize visual impact through the use of natural landscaping.
(6) Protect buildings and sites of historic significance or incorporate them through adaptive reuse.

» Ensure conservation design adheres to the requirements of local stormwater management ordinances. In particular, the design shall incorporate a strategy to meet the ordinance release rate requirements, minimize the increase in runoff volumes and rates, and address the identified water quality treatment requirements of the ordinance. The image in the inset box on the previous page is an example of a residential development utilizing conservation design.

The graphic on page 31 provides an illustrative example of a four-step conservation design approach for a sample residential site.

❑ Develop trail and open space opportunities within developments and connections to adjacent parks, open spaces, or recreational facilities. Trail stubs should also be reserved for future connections.

Example of residential conservation design for Green at the Spring in Highland Park, IL

PRODUCED BY TESKA ASSOCIATES, INC.

- ❑ Encourage land development that provides amenities for pedestrians and bicyclists.
- ❑ Encourage land development that reduces environmental pollution.
- ❑ Encourage flexible building setback/yard requirements in instances where conflicts with sensitive environmental features may arise.
- ❑ Incorporate open spaces and landscaping, particularly native plantings, into site designs to help transition developments into the natural environment.
- ❑ Encourage neighborhood streets to take the form of a two-way street or a one-way loop street around a landscaped median.
- ❑ Develop streets according to standards that promote road safety, provide adequate access for emergency vehicles, provide access to trails and, where appropriate, to accommodate bikeways on roads, and allow for adequate vehicular circulation and movement within a residential neighborhood, commercial area, or business park and connecting to adjacent areas.
- ❑ Design the street network in a manner that optimizes connectivity both within a development site and to adjacent roads. Cul-de-sacs are discouraged unless there are no practical alternatives to serve the buildable portions of the property.
- ❑ Maintain a minimum 30 ft vegetative buffer as a separate outlot around the exterior of the development on all sides. The buffer shall be measured from the road right-of-way or adjacent property line, as appropriate. This buffer shall be designed, as appropriate, to screen new housing or incompatible development, to preserve scenic views, or otherwise enhance the landscape as seen from existing perimeter roads. A trail or sidewalk may be constructed within the perimeter buffer area and should, where feasible, connect to any neighboring trails or sidewalks.
- ❑ Maintain a minimum 150 ft setback from an active agricultural use, an adjacent natural area, or a public or private deed-restricted open space (buffer separate from the rear yard setbacks established earlier in this section).
- ❑ Ensure parking lots are designed with the intent of minimizing impervious surfaces and maximizing the opportunity to infiltrate and filter runoff from the lot. Parking lot designs shall meet the following standards:
  - » Provide the minimum number of parking spaces necessary to meet expected needs. Where feasible, shared parking shall be utilized to minimize space requirements.
  - » Route parking lot runoff to internal and/or peripheral swales and bio-swales. Where curbing is determined to be necessary, frequent curb cuts shall be utilized to allow runoff to enter swale and bio-swale structures.
  - » Evaluate the use of permeable paving in lieu of conventional asphalt or concrete paving.
- ❑ Explore resources available from the Will County Stormwater Management Planning Committee, including the County's Stormwater Ordinance, Stormwater Guidance Manual, and Comprehensive Stormwater Management Plan. These resources provide insight into both natural and man-made stormwater management functions and practices, which can be integrated into a conservation design approach.
- ❑ Explore the potential to create a conservation design ordinance for the East Side, providing careful consideration to unique natural elements such as the varying topography, dense woodlands, Long Run Creek, the two canals, the Des Plaines River, and the Hine's dragonfly conservation area.

Example of a Four-Step Conservation Design Process

The four images below illustrate a four-step conservation design process for an example area. To maintain sensitivity to the local environment, natural features such as tree clusters and creeks are incorporated into the site design. While the example below represents residential conservation design, similar principles can be applied to a retail or office use, business park, or other non-residential use.

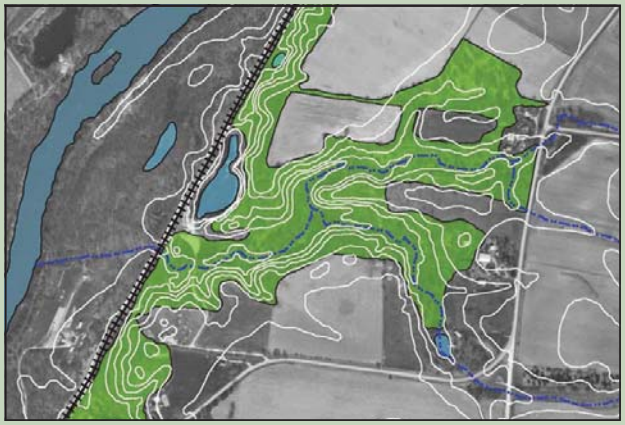
NOTE: This example is an example design only and does not represent an actual plan for development. The example is adapted from the Fox River Corridor Plan for Kendall County (produced by Teska Associates, Inc.).

Step 1:
Developing a "yield plan" to determine the maximum allowable density for the site.

The site is 120 acres, which includes 10 acres devoted to wetlands. At 90,000 square feet per lot, the 110 buildable acres yield 47 total lots. In addition, the 120 acre site provides for about 15% open space.

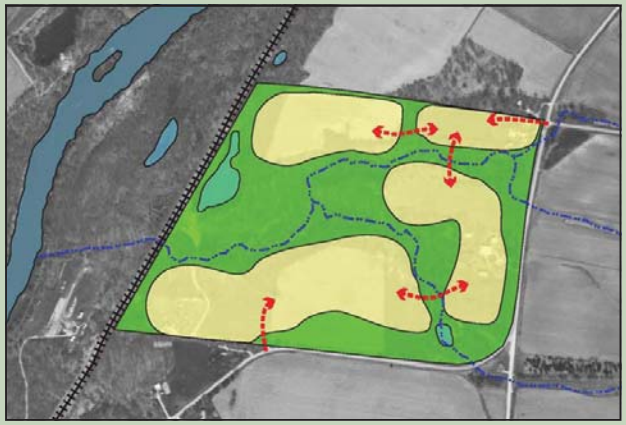
Step 2:
Identifying and analyzing key environmental features such as woodlands, topography, wetlands, and natural drainage.

This site has extensive environmental features, including large woodlands (shown as the green area) with natural drainage ways (shown as the blue dotted line). One of the natural drainage ways leads to a river on the west side of the graphic. Wetlands are shown as light blue shapes.



Step 3:
Identifying "development opportunities" and "conservation opportunities".

Illustrated in green, conservation opportunities are formed by the environmental features identified in Step 2. The yellow shapes represent development opportunities, offering sites for residential lots.



Step 4:
Preparing a site design with residential lots, a road network, and conservation areas.

At 40,000 square feet per lot, the 110 buildable acres yield 59 total lots in this conservation design plan. The 120 acre site provides about 60% open space, which is much greater than the yield plan from Step 1. The existing farm structure along the eastern edge was also preserved as its own lot (light orange area). The higher lot count and greater open space coverage emphasize the benefits of using the conservation design approach.

Access & Streetscape

DESIGN GUIDELINES

The streetscape should create a welcoming and attractive environment for motorists, pedestrians, and bicyclists. As the eastern entrance into Romeoville, the East Side presents a significant opportunity to create a streetscape that not only facilitates safe access and circulation, but also generates a unique identity for Romeoville. Whether a long-time resident or first-time visitor arriving by car, train, bicycle, or on foot, people who enter Romeoville should be able to navigate the East Side with fluid efficiency and feel a sense of place as they travel within or through the East Side.

The following access and streetscape design guidelines will enable the Village to enhance the streetscape and create an inviting, memorable place on the East Side.

Pedestrian Access

- ❑ Orient main pedestrian access along the public street.
- ❑ Promote pedestrian-oriented access via interconnected sidewalks and walkways to transit facilities, including the Metra station, train platforms, and bus stops.
- ❑ Provide walkways between buildings as key connective elements on-site, particularly promoting pedestrian activity, increasing the amount of potential retail frontage (where appropriate), and reducing automobile conflicts with pedestrians.
- ❑ Design walkways between buildings to be safe and inviting, providing pedestrians with a separation from noise and car traffic. These intermediate walkways may serve as secondary access points to shops/buildings.
- ❑ Ensure pedestrian connectivity between off-street parking and primary retail areas are well-defined and linked via pathways and sidewalks. Walkways between buildings should be utilized to provide a more direct route between off-street parking and the primary street frontage.
- ❑ Ensure sidewalks and walkways comply with the guidelines of the Americans with Disabilities Act (ADA).
- ❑ Provide sidewalks, walkways, and/or trails on both sides of the street, wherever possible.

Streetscape Design

- ❑ Create a pedestrian-friendly environment with pedestrian-scaled amenities, adequately sized walking zones, and visual interest such as transparent retail building windows and public art.

- ❑ Provide bike amenities, including bike racks, storage areas at the Metra station, and tire pump stations, wherever practical, to ensure bicyclists are welcome visitors of downtown.

- ❑ Enliven the streetscape with colorful and diverse landscaping to bring character to the sidewalk, brighten vistas, soften hardscapes, and enhance stormwater management functions. The enhanced landscaped parkway along the south side of 135th Street fronting the CITGO refinery's auxiliary parking and staging area lots serves as a local example of the impact landscaping can have to soften the appearance of hard surfaces and intense uses. Another local example is the landscaping provided within the median and parkway along IL Route 53; in particular, this landscaping could serve as a unifying element linking the East Side to Downtown Romeoville.

- ❑ Encourage permeable building fronts to enable retail businesses to provide window displays; open windows also allow interior light to illuminate the building's exterior and sidewalk.

- ❑ Explore the potential to integrate public art into the streetscape to enhance spaces with unique visual elements and encourage public appreciation of the arts.

- ❑ Consider using unique street light fixtures at both the pedestrian- and vehicular scales to help create an intimate streetscape feel; certain light fixture designs also provide opportunities for elevated greenery and banners to promote community places and events.

- ❑ Bring buildings to the sidewalk line, adhering to an established build-to line, to foster more intimate interaction between the buildings and a pedestrian-friendly streetscape.

- ❑ Maintain wide walking zones beneath street and railroad underpasses, wherever present, with adequate lighting, visual interest, and an open air feel to create a safe and inviting passage for pedestrians.

- ❑ Place utility poles and infrastructure underground, wherever practical, to clear the streetscape of physical and visual clutter.

- ❑ Provide clearly marked crosswalks that adhere to Complete Streets concepts, including safe accommodations for handicapped citizens and integration of Safe Routes to School principles.

- ❑ Explore the potential to integrate rain gardens and bioswales into the parkway to manage stormwater; some communities allow local organizations or school classes to adopt and care for rain gardens.

- ❑ Encourage buildings to provide a lighting scheme that combines exterior lighting with ambiant lighting from the interior through permeable buidling fronts to illuminate the sidewalk at night or on overcast days.

- ❑ Explore the potential of integrating permeable pavers or other sustainable paving materials in sidewalks to help with stormwater management and add different textures to the streetscape.

- ❑ Explore the potential of utilizing different paving materials or street imprint designs in crosswalks, particularly near railroad track crossings, to create more vivid visual cues for the crossings.

- ❑ Integrate a wayfinding signage program into the streetscape to assist pedestrians, bicyclists, and motorists with navigating the downtown area (SEE THE SIGNAGE PLAN IN SECTION 3 FOR DETAILS).

- ❑ Provide receptacles for trash and recycling in accessible locations to encourage public stewardship of the East Side, particularly in areas with higher intensity/frequency of pedestrians and bicyclists such as the Metra station, retail/office areas, and trails.

- ❑ Provide clearly marked bike lanes, including the use of dedicated lanes and sharrows, to ensure safe travel for bicyclists and sharing of the road with motorists.

- ❑ Integrate raised planters along the parkway to serve as a buffer between pedestrians on the sidewalk and cars on the street; raised planters can also serve as a seating area for pedestrians to take respite.

Signage
DESIGN GUIDELINES

Signs serve as guides for people to recognize where they are and where they want to go. Signs also serve as promotional tools, whether for local organizations to promote community events or businesses to promote their shops, goods, and services. Directional signage or promotional signage are both core elements of helpng a district function efficiently with minimal difficulties and confusion. Encouraging high quality signage placed in optimal locations will go a long way to help the Village generate an identity for the East Side, create a sense of place, and link the East Side to other parts of Romeoville, including the downtown area.

The following signage design guidelines will enable the Village to encourage the design and installation of signs that help enhance the streetscape while achieving their intended purposes to promote the community and businesses and help people navigate to and within the East Side.

Pedestrian Access

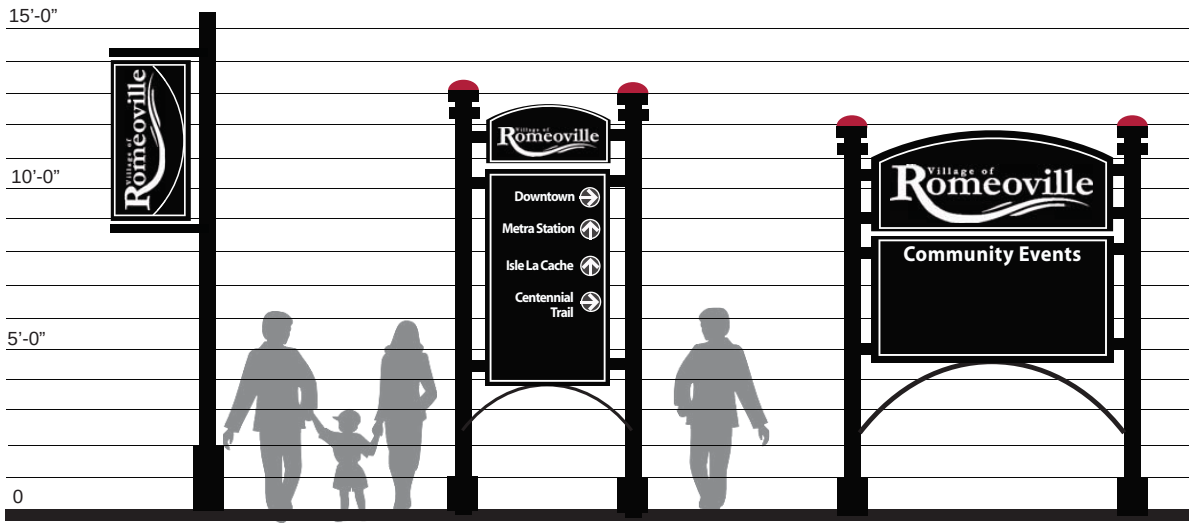
- ❑ Provide signage that is scaled appropriately to the site and building, ensuring compatibility and design at a pedestrian scale while still maintaining adequate visibility for motorists.
- ❑ Utilize awnings to add a supplemental design element to signs and provide shade relief for window displays (and covered areas for pedestrians during inclement weather).
- ❑ Support unique signage that enhances the character of the related business or use, provided that the sign generally adheres to the Village's current sign standards or obtains approved variation.
- ❑ Add landscaping around the base of a sign to enhance its physical appearance and provide screening of utilities such as light encasings, electrical boxes, sign base materials, etc.
- ❑ Continue supporting the Village's banner program on light poles to promote local businesses and community activities; banners can be a supplemental element of a wayfinding signage program.
- ❑ Provide gateway signage at key entry points into the East Side to indicate to visitors that they are in a special district (SEE THE SIGNAGE PLAN IN SECTION 3 FOR DETAILS).

- ❑ Provide wayfomdomg signage at key points along the streetscape and at trailheads within the East Side and other areas in the Village to help navigate residents and visitors to the East Side (SEE THE SIGNAGE PLAN IN SECTION 3 FOR DETAILS).

- ❑ Provide information kiosks on the sidewalk, within a plaza, or along a trail to provide helpful information or facts to visitors; kiosks can be a core element of a wayfinding signage program (SEE THE SIGNAGE PLAN IN SECTION 3 FOR DETAILS).

- ❑ Provide signage that directs motorists to parking lots serving the East Side, specifically differentiating between public, private, and commuter parking lots.

- ❑ Provide adequate signage -- whether affixed to a pole or painted on the pavement -- for bicyclists , pedestrians, and motorists to recognize the clear demarcation of user-specific and shared spaces.



THE SIGNAGE FAMILY PROVIDED IN SECTION 3 INCLUDES BANNERS (LEFT), WAYFINDING SIGNS (CENTER), AND GATEWAY/EVENTS SIGNS (RIGHT)