

Development Manual Illinois Route 47 Corridor

VILLAGE OF SUGAR GROVE
KANE COUNTY, ILLINOIS

ORDINANCE NO. 764

An Ordinance Amending the
Comprehensive Plan of
the Village of Sugar Grove, Illinois

Adopted by the
Board of Trustees and President
of the Village of Sugar Grove
this 21st day of November, 2000.

Published in Pamphlet Form
by authority of the Board of Trustees
of the Village of Sugar Grove, Kane County,
Illinois, this 21st day of November, 2000.

ORDINANCE NO. 764
AN ORDINANCE AMENDING THE
COMPREHENSIVE PLAN OF
OF THE VILLAGE OF SUGAR GROVE

BE IT ORDAINED by the President and Board of Trustees of the Village of Sugar Grove, Kane County, Illinois, as follows;

WHEREAS, the Village of Sugar Grove is not a home rule municipality within Article VII, Section 6A of the Illinois Constitution and, pursuant to the powers granted to it under 65 ILCS 5/1-1 *et seq.*; and,

WHEREAS, the Village has conducted a review of its comprehensive plan for the Route 47 Corridor area of the Villages planning area, pursuant to 65 ILCS 5/11-12-6, *et seq.*; and,

WHEREAS, the Village finds that it is in the best interests of the Citizens of the Village of Sugar Grove and in the best interest of the future orderly growth and development of the Village to update the comprehensive plan; and,

WHEREAS, the Amendment to the comprehensive plan attached hereto as Exhibit "A" was the subject of a hearing before the Plan Commission and a public hearing before the Corporate Authorities held pursuant to proper published notice; and,

WHEREAS, the Plan Commission has recommended to the Village Board passage of this amendment to the comprehensive plan,

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Sugar Grove, Kane County, Illinois, as follows:

SECTION ONE: AMENDMENT TO COMPREHENSIVE PLAN

That the comprehensive plan of the Village of Sugar Grove is hereby amended as provided for on the attached Exhibit "A," attached hereto and incorporated by reference. Any portion of the existing comprehensive plan not modified on the attached Exhibit "A" shall remain in full force and effect, notwithstanding this amendment.

SECTION TWO: EFFECTIVE DATE

This ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form as provided by law.

PASSED AND APPROVED by the President and Board of Trustees of the Village of Sugar Grove, Kane County, Illinois, this 21st day of November, 2000.

P. Sean Michels
P. Sean Michels,
Acting President of the Board of Trustees
of the Village of Sugar Grove, Kane County, Illinois

	AYES:	NAYS:	ABSENT:
JOHNSON	✓		
BOHLER	✓		
CLARK	✓		
GEARY	✓		
RENK	✓		
MICHELS	✓		

ATTEST: Cynthia A. Weisbach
Acting Clerk, Village of Sugar Grove

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Route 47 Development Manual

Introduction

That portion of Illinois Route 47 that passes through the Village of Sugar Grove between Bliss and Prairie Roads has been carefully planned to create an integrated commercial shopping district. The development standards included in this manual create a sense of place through unified landscaping, lighting, architecture, signage and pedestrian plazas and activity areas. When these standards are implemented, newly constructed buildings will be designed with materials, proportions and style that reflect the Midwestern “prairie style” architecture, and promote a traditional “townscape” that attracts the consumer to Sugar Grove, rather than to other competing markets.

Focal points at the entrances to this corridor, which include stone monuments, landscaping, lighting and signs, have been designed to define the primary shopping district between Illinois 56 and Bliss Road. Outdoor dining, seating areas, fountains, and pedestrian connections to the planned community center and park will create a warm, friendly, and lively place to gather with friends.

This manual is intended to promote sensitive and coordinated design that will promote economic development and increase marketability of individual parcels and outlots. The application of these standards will:

- Build an identity for Sugar Grove;
- Create an area that is attractive to new businesses;
- Upgrade the quality of existing businesses;
- Increase property values; and
- Enhance Sugar Grove’s economic base.

The attention to detail that is promoted through the design guidelines and application of bulk regulations is intended to be uniformly and fairly applied to all properties in this corridor. Adherence to design criteria that follow is critical for achieving an attractive, cohesive retail corridor that protects and enhances the value of investments in commercial districts along Illinois Route 47.

Section I Corridor Objectives

Corridor Objectives

The siting and landscape design criteria that follow apply to all properties in commercial districts along Illinois Route 47, between Bliss and Prairie Roads (see **Figure #1**). These criteria are based on preferences identified by representatives of the Planning Commission, Village Board, staff and the general public through a series of public workshops held in July and August of 2000. During these meetings, participants viewed and ranked slides that illustrated building setbacks, landscaping, architecture, signs and other elements of site design, such as plazas and outdoor dining areas that attract the consumer and build identity.

Preferences expressed through this process were discussed with Village representatives and the general public at subsequent meetings until a consensus on development standards and design was reached. The high quality, attractive, retail commercial corridor planned by Sugar Grove will be achieved through:

- Architectural design that fosters a sense of identity and unifies the corridor through the implementation of the “prairie style” design selected by the Village during the visioning process;
- Buildings that are primarily constructed of brick or stone, so that development appears to be permanent and long-lasting, rather than temporary;
- Careful siting, orientation and design so that:
 - Buildings create a rhythm that is similar to older, established communities;
 - Front elevations, with pedestrian entrances, are developed along streets and from interior parking lots; and

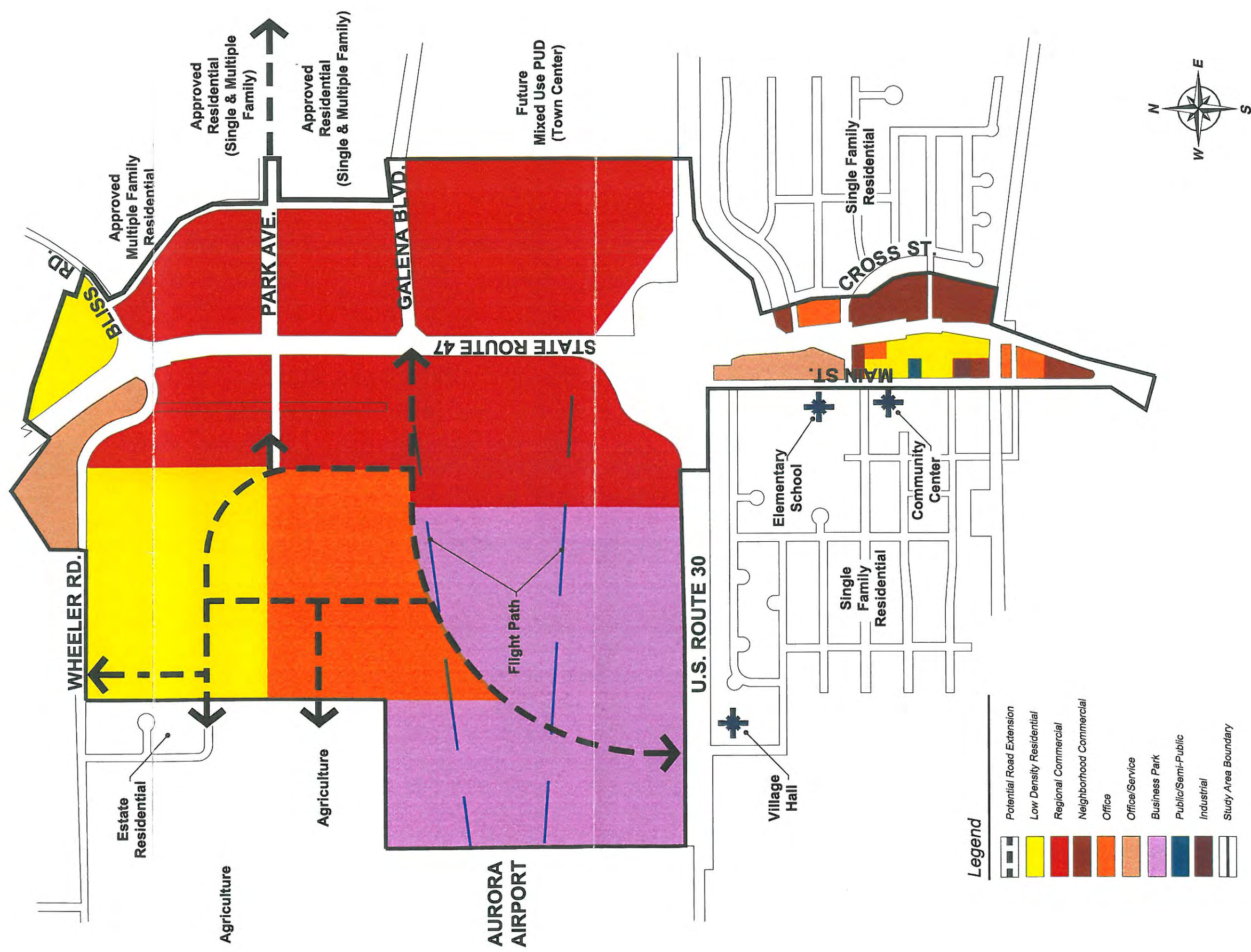
- Entrances to businesses are prominently identified through exterior design and on-site traffic flow patterns

- Minimizing views of off-street parking lots and loading zones by locating these facilities behind buildings and landscaped berms;
- Landscaping along Illinois Route 47 that includes a mix of evergreen, deciduous, and flowering trees and shrubs to provide year-round color and visual interest;
- Interior parking lot landscaping that softens the broad, expanse of pavement required to serve planned commercial development;
- Parking lot lighting that efficiently illuminates parking lots, but unifies the corridor through its design and repeated use;
- Public spaces and plazas that draw the consumer to this commercial center, and offer the shopper an opportunity to relax, gather with friends and encourage longer stays and increased purchases; and
- Integrated signage that provides business identification, but does not predominate or detract from other elements of site design.

All property owners will be required to achieve these planning objectives. The Planning Commission and Village Board will review an existing property’s compliance with the design criteria when expansion or redevelopment is proposed as part of the site plan review process described in **Section III, Approvals Process**, of this document. It is recognized that compliance with all criteria may not be possible, due to the size of these lots, or placement of existing buildings and parking. Therefore, portions of the design criteria may be modified to achieve visual compatibility with new construction on previously developed lots, without making business expansion or redevelopment infeasible.

Village of Sugar Grove

Route 47 Corridor Long Range Plan



Section II Design Standards

General Regulations

All buildings and site improvements are required to conform to applicable codes and ordinances of the Village of Sugar Grove, except as modified herein. The responsibility for conformance to such regulations, including (but not limited to) obtaining required permits and payment of all fees rests solely with the user of the property. No owner or user of any property located within the Illinois Route 47 commercial corridor may construct or significantly alter any structure or site improvements (i.e., landscaping, parking, lighting or signage) without first obtaining approval from Sugar Grove. Procedures for obtaining Village approvals and permits are included in **Section III** of this Development Manual.

Building and Parking Orientation/Setback

Building and parking setback requirements for both primary buildings and outlot structures are identified on **Table 1**.

All setbacks are to be measured from the property line or public right-of-way (not from the curb of an adjacent street), except in those instances where buildings also are sited along an entrance drive or parking lot drive aisle. Where this occurs, buildings must be set back at least 20 feet from the curb of an entrance drive or parking lot drive aisle. This will accommodate the pedestrian walks and landscaping required by this manual. It also will ensure that a motorist will be able to see traffic that might be approaching from another side of a building.

Buildings that are more than 100 feet long must be articulated by stepping back 50% or more of the building by another 25 feet (75 feet total, see **Figure #2**, on the next page). This change in plane will avoid the visual monotony that can otherwise be created along public streets by long, flat, unarticulated walls. This setback variation should be carried out in increments and intervals that make sense for the design and intended use of the building.

Table 1
Required Building and Pavement Setbacks, Outlots

Location	Building	Pavement
Front/Corner/Rear, Public ROW		
Illinois Route 47	50 feet	50 feet
Illinois Route 47/56 Interchange	75 feet	50 feet
Galena Boulevard	50 feet	50 feet
Illinois Route 56/Business 30	75 feet	75 feet
Capitol Drive (front)	50 feet	30 feet
Capitol Drive (rear)	75 feet	75 feet
Park Avenue	50 feet	30 feet
East Boundary Line, Study Area	50 feet	25 feet
West Boundary Line, Study Area	50 feet	25 feet
Interior Side Yards:		
Does not abut drive aisle	15 feet	15 feet
Abuts drive aisle	20 feet	20 feet
East Boundary Line, Study Area	50 feet	25 feet
West Boundary Line, Study Area	50 feet	25 feet
Interior Rear Yards:		
Does not abut drive aisle	45 feet	15 feet
Abuts drive aisle	20 feet	20 feet
East Boundary Line, Study Area	50 feet	25 feet
West Boundary Line, Study Area	50 feet	25 feet

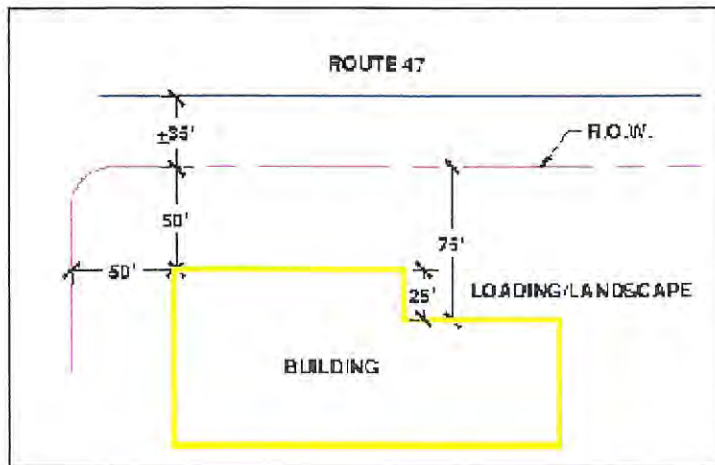


Figure 2. Staggered building setback

Buildings and landscaping (not parking lots) are intended to be the focal point of along Illinois Route 47. Where possible, buildings should be sited next to the road, and parking located on the interior of the development (see **Figure #3**, next page). Buildings along Illinois Route 47 should be designed with “front” facades on all four sides of the structure, and include:

- Storefront glass along 50% or more of a building’s façade that faces, or is visible from, Illinois Route 47;
- Decorative elements, such as cornices, wood trim, awnings, etc.; and
- One or more public entrances that are accessible to pedestrians from sidewalks and adjacent parking lots.

This objective is not intended to apply to major anchors such as food stores or discount centers where the scale of the building and type of operation requires buildings to be set back from the road. Rather, it is intended to apply to properties that have already been subdivided for commercial development, or to outlot buildings that are proposed as part of a larger community or regional commercial planned development that is 20 or more acres in size.

Access and Circulation

Vehicular access from public streets should be designed to accommodate peak hour traffic volumes, without disrupting traffic flow. All development proposals must be accompanied by a traffic report that evaluates the number of trips anticipated from a development proposal, and makes recommendations for:

- The location and design of all points of access from public streets, including:
 - Acceleration and deceleration lanes;
 - Design of entrances and exit points (i.e., stop control, number of lanes, lane width, stacking distances, etc.);
- Circulation patterns through a commercial planned development; and
- Circulation between adjacent developments.

Where the impact of traffic associated with a development proposal adversely affects intersections or traffic flow along Illinois Route 47 or other public roads in the commercial corridor, the Village of Sugar Grove will request changes to the design of the project to avoid or mitigate such impacts. This may include a reduction in the size of the project.

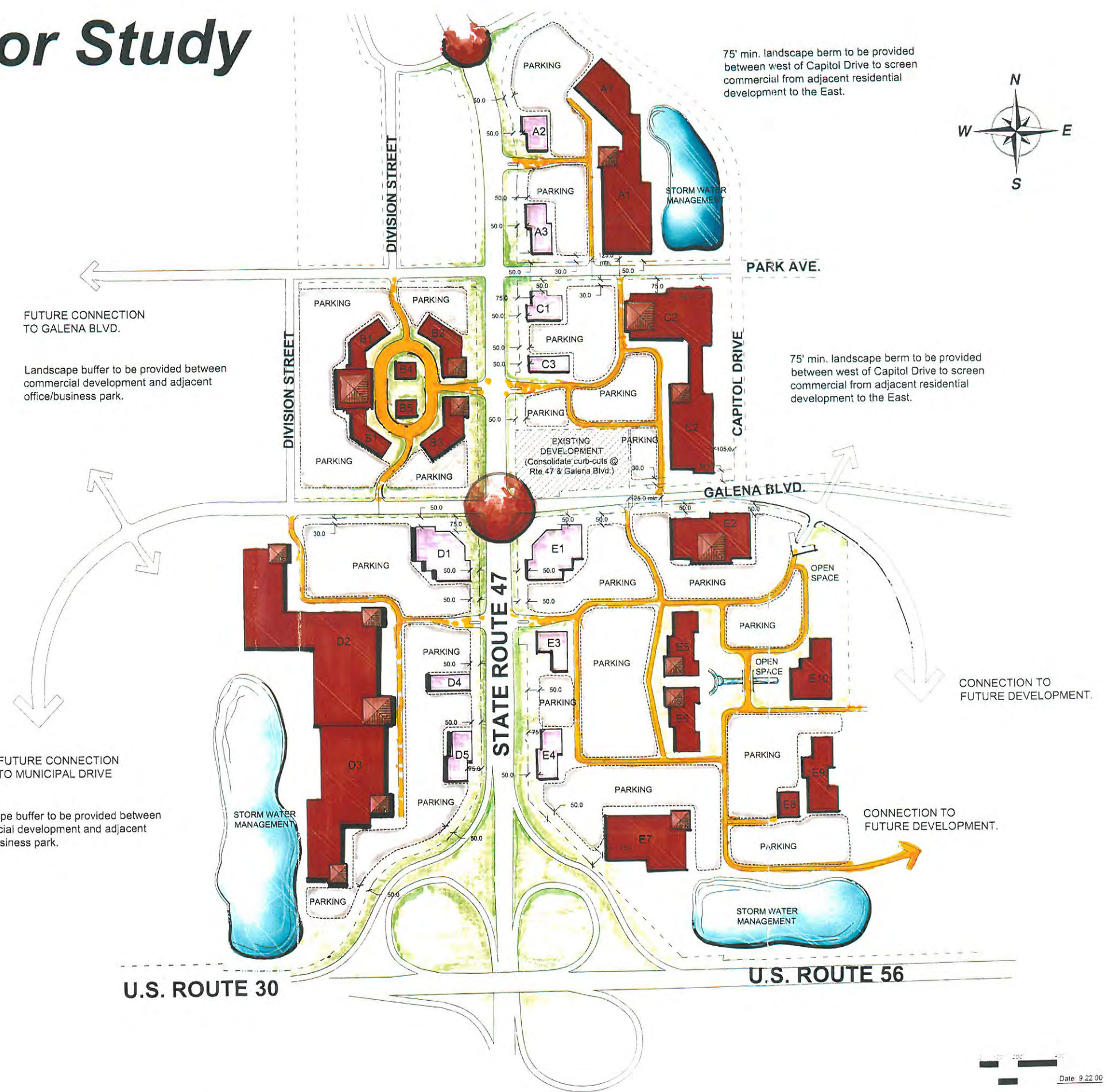
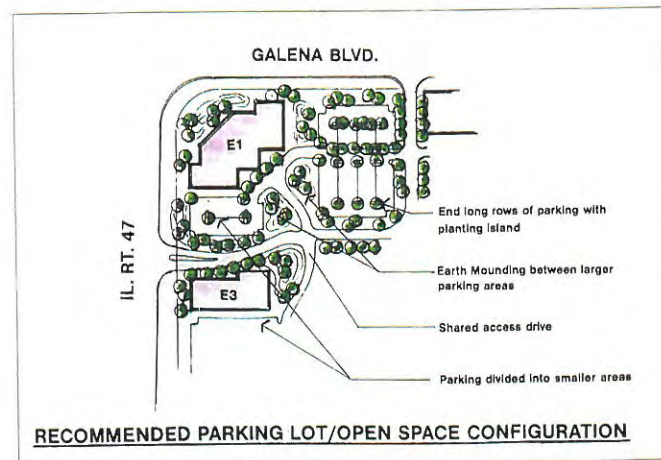
The ability to maintain the safety and efficiency of Illinois Route 47 and other public streets in this commercial corridor will be key to the success of this commercial district. Neither residents of Sugar Grove nor neighbors of surrounding communities will want to shop in an area that experiences frequent traffic delays or accidents. Therefore, the following will be implemented:

Route 47 Corridor Study

Sugar Grove, Illinois

SITE DATA

ID	Use	Floor Area (sq. ft.)	ID	Use	Floor Area (sq. ft.)
A-1	Anchor Retail/Small Shops	190,000	D-1	Outlot	40,000
A-2	Outlot	12,000	D-2	Anchor Retail/Small Shops	225,000
A-3	Outlot	16,000	D-3	Anchor Retail/Small Shops	180,000
Area "A" Total Floor Area:		218,000	D-4	Outlot	3,000
Parking Provided:		7.5 Acres	D-5	Outlot	16,000
Area "B" Total Floor Area:		170,000	Area "D" Total Floor Area:		469,000
Parking Provided:		9.0 Acres	Parking Provided:		15.0 acres
B-1	Retail/Restaurant/Office	82,000	E-1	Outlot	40,000
B-2	Retail/Restaurant/Office	36,000	E-2	Retail	100,000
B-3	Retail/Restaurant/Office	36,000	E-3	Outlot	16,000
B-4	Retail	8,000	E-4	Outlot	16,000
B-5	Retail	8,000	E-5	Retail/Restaurant	40,000
Area "B" Total Floor Area:		170,000	E-6	Retail/Restaurant	40,000
Parking Provided:		9.0 Acres	E-7	Retail	100,000
C-1	Outlot	16,000	E-8	Office	8,000
C-2	Anchor Retail/Small Shops	190,000	E-9	Office	40,000
C-3	Outlot	8,000	E-10	Community Center	60,000
Area "C" Total Floor Area:		214,000	Area "D" Total Floor Area:		460,000
Parking Provided:		7.0 Acres	Parking Provided:		28.5 acres



- The number of access points will be limited to that determined to be essential for serving a project;
- Separation between access drives and street intersections, or other access drives, will be maximized. This will avoid vehicular conflicts and ensure safe and efficient traffic flow is provided to and from businesses along Illinois Route 47 and between adjacent developments planned both north and south of Galena and Park Avenues;
- Limited access (right-turns in and right-turns out) will be allowed only in those instances where barrier medians are constructed in the adjacent roadway to prevent illegal left-hand turns into and out of a development;
- Access drives will be aligned with those that exist on the opposite drive of a roadway, unless the intersection does not meet traffic warrants for a signal and the existing or anticipated traffic volumes are too high to provide for safe travel across the road;
- Cross access between properties within a planned development or between individual lots that abut one another will be required, so that motorists do not need to use Illinois Route 47 or other public roadways each time an individual wishes to shop at an adjacent business.

Traffic studies submitted with a development proposal will also address internal circulation in a project. The goal of the Village is to promote an integrated design that allows customers to park and then walk to individual businesses within a center, rather than move their car with each business transaction. This requires:

- A circulation pattern that does not funnel all traffic to the front of stores, where congestion discourages both the pedestrian and motorist;

- A site design that does not require pedestrians to walk long distances (more than 300 feet) through parking lots;
- The provision of pedestrian walkways through a parking lot, so that customers can safely walk between businesses and their car; and
- Walkways in front of businesses that are at least 12 feet wide. These pedestrian ways should be landscaped along the access drive side of the walk (outer edge) to separate pedestrians from moving cars.

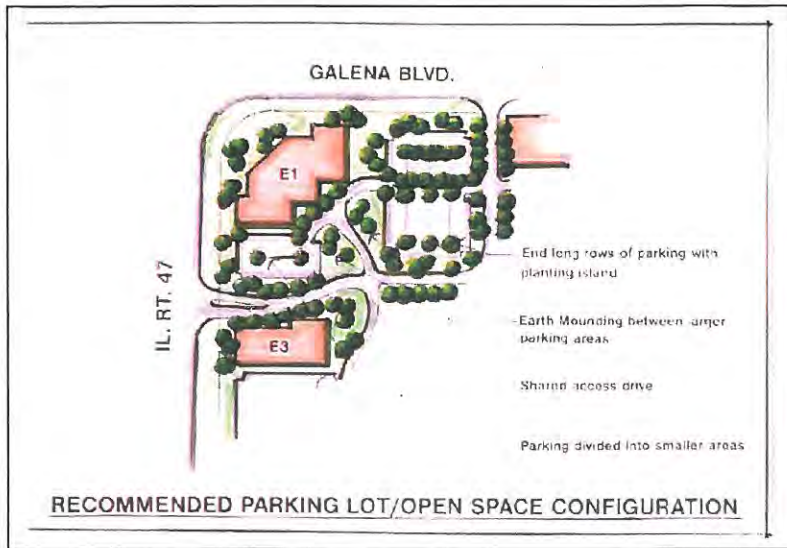
Also, each development of 20 acres or more will be required to provide for full and safe pedestrian and bicycle access to, and within the development, providing appropriate connections to existing and planned facilities in Sugar Grove. This includes:

- Constructing sidewalk connections to all building entrances from public streets;
- Providing secure, bicycle parking racks at locations that are convenient for cyclists; and
- Installing benches and other street furniture in areas where pedestrians are likely to stop and gather (i.e., next to bicycle racks, between buildings or within public plazas).

Parking Area Design

Landscaping:

Large parking areas (100 or more spaces) that are associated with a commercial project must be divided into smaller sections so paved parking lots do not become the dominant visual element of a commercial development. Also, landscaped islands or median strips are required in all lots that are 20 or more spaces in size.



Trees planted in these areas add a vertical element in the lot that helps break up the horizontal expanse of large parking lots, in addition to providing shade for parked cars and dispersing air pollutants. Landscaped islands and medians not only allow landscaping to be introduced into the lot, but also help define traffic flow and protect customers who park their cars at the ends of parking bays from traffic traveling in the adjacent drive aisles.

Figure 4. Dividing parking lots

The following standards will be applied to the design of a landscaped median or island:

- Islands and medians should be 9 or more feet wide, and mounded to improve drainage;
- At least one, 9' x 18' landscaped parking island should be provided for each ten parking spaces;
- Not less than one, 3"-caliper shade tree should be planted in each island. Two are preferred;
- Not less than one, 3"-caliper shade tree should be planted in medians for each 30 lineal feet of length;
- Both landscaped islands and medians should be planted with shrubs and perennials for texture and seasonal color; and
- All trees should be specified as high-branched variety, and shrubs selected that have mature heights of three feet or less to ensure that a clear motorist line of sight is maintained at all times. Ornamental and evergreen trees should not be used, since they can block motorist line of sight.

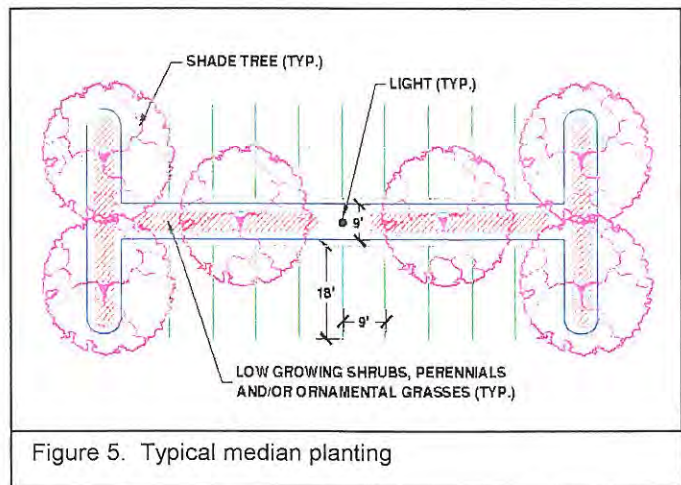


Figure 5. Typical median planting

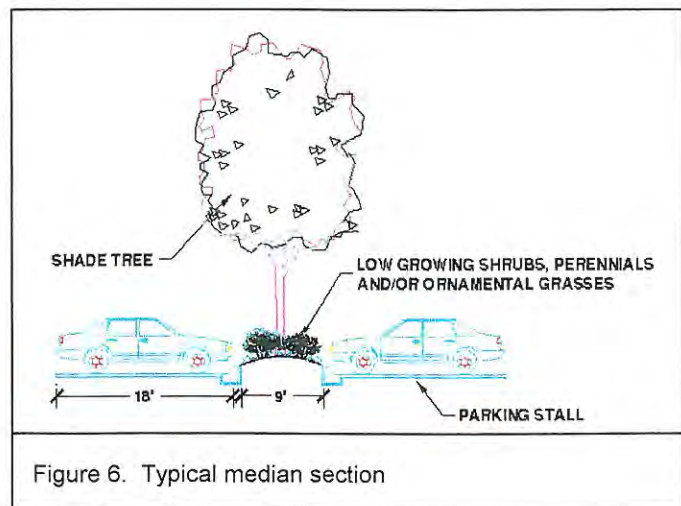
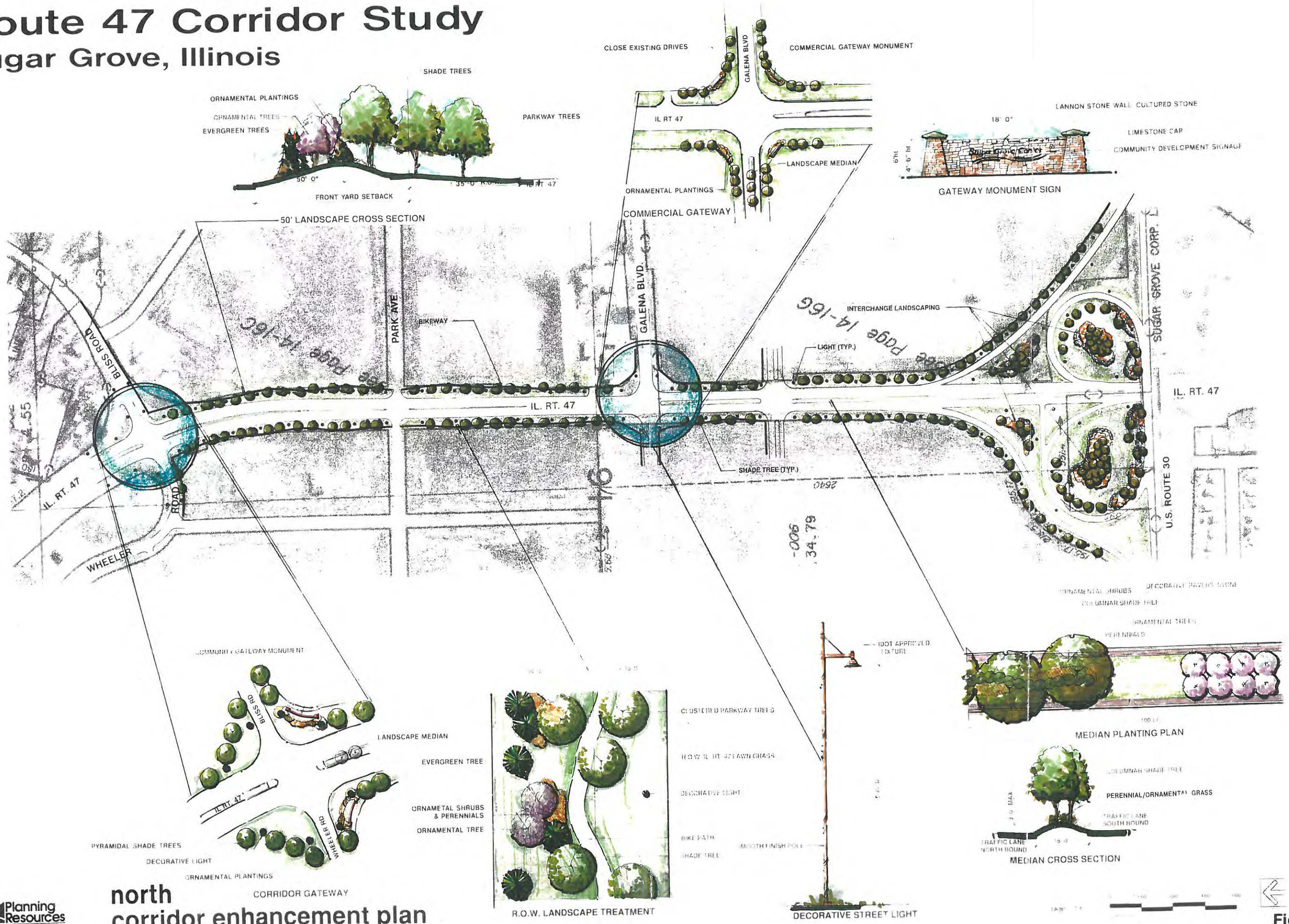


Figure 6. Typical median section

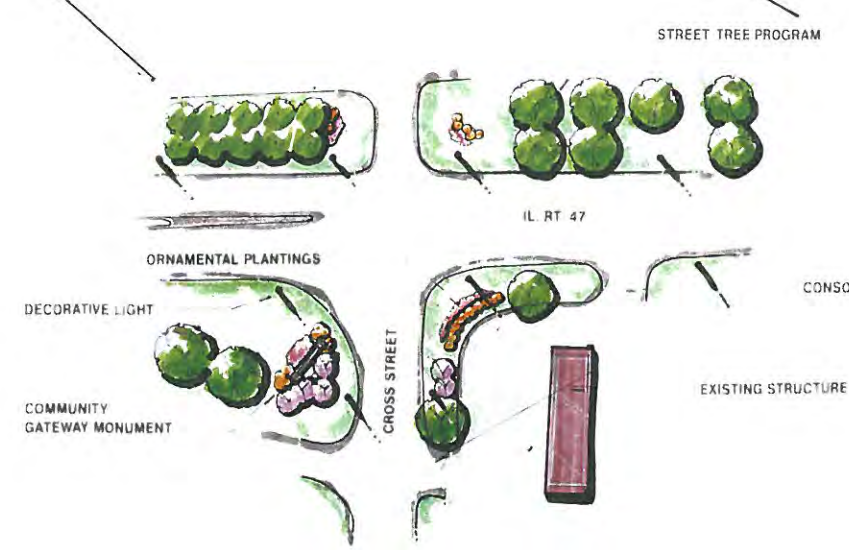
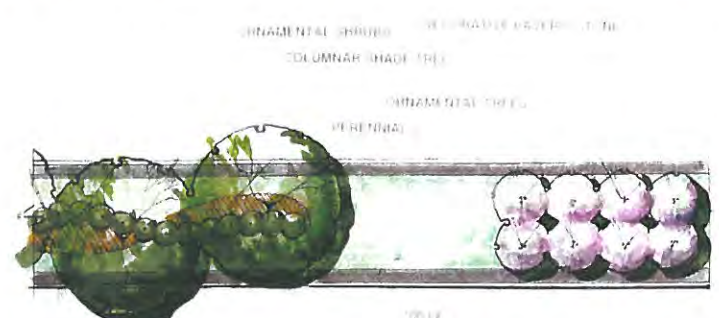
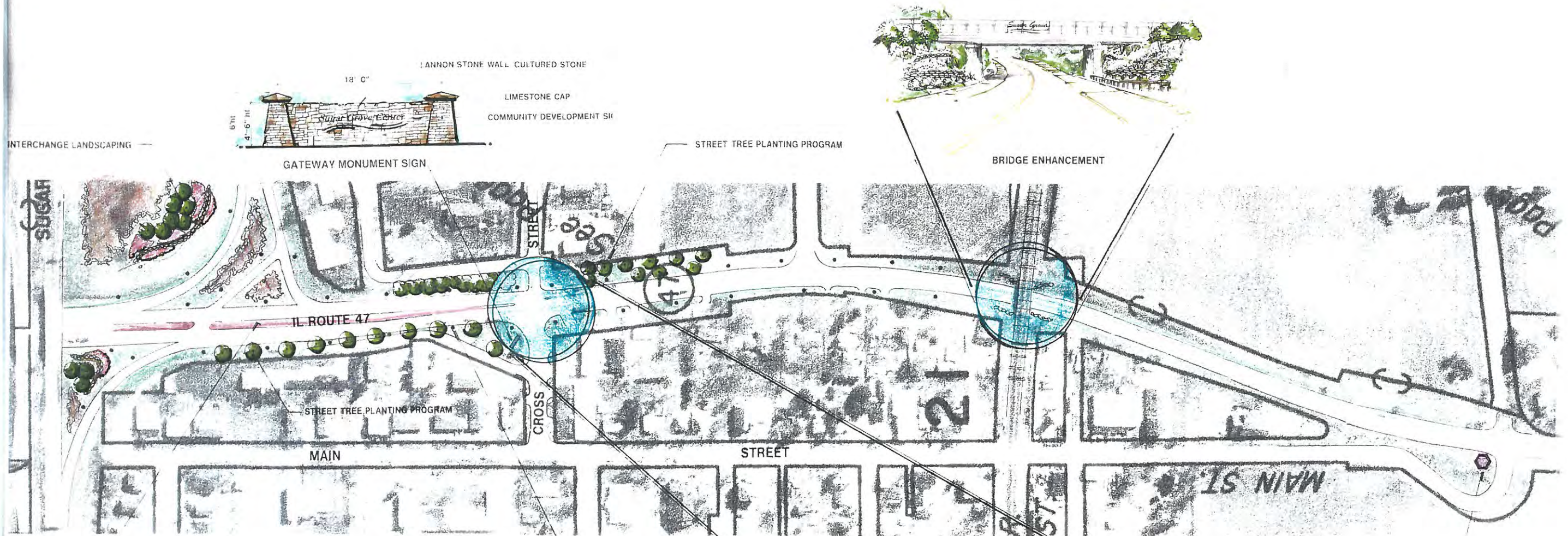
Route 47 Corridor Study

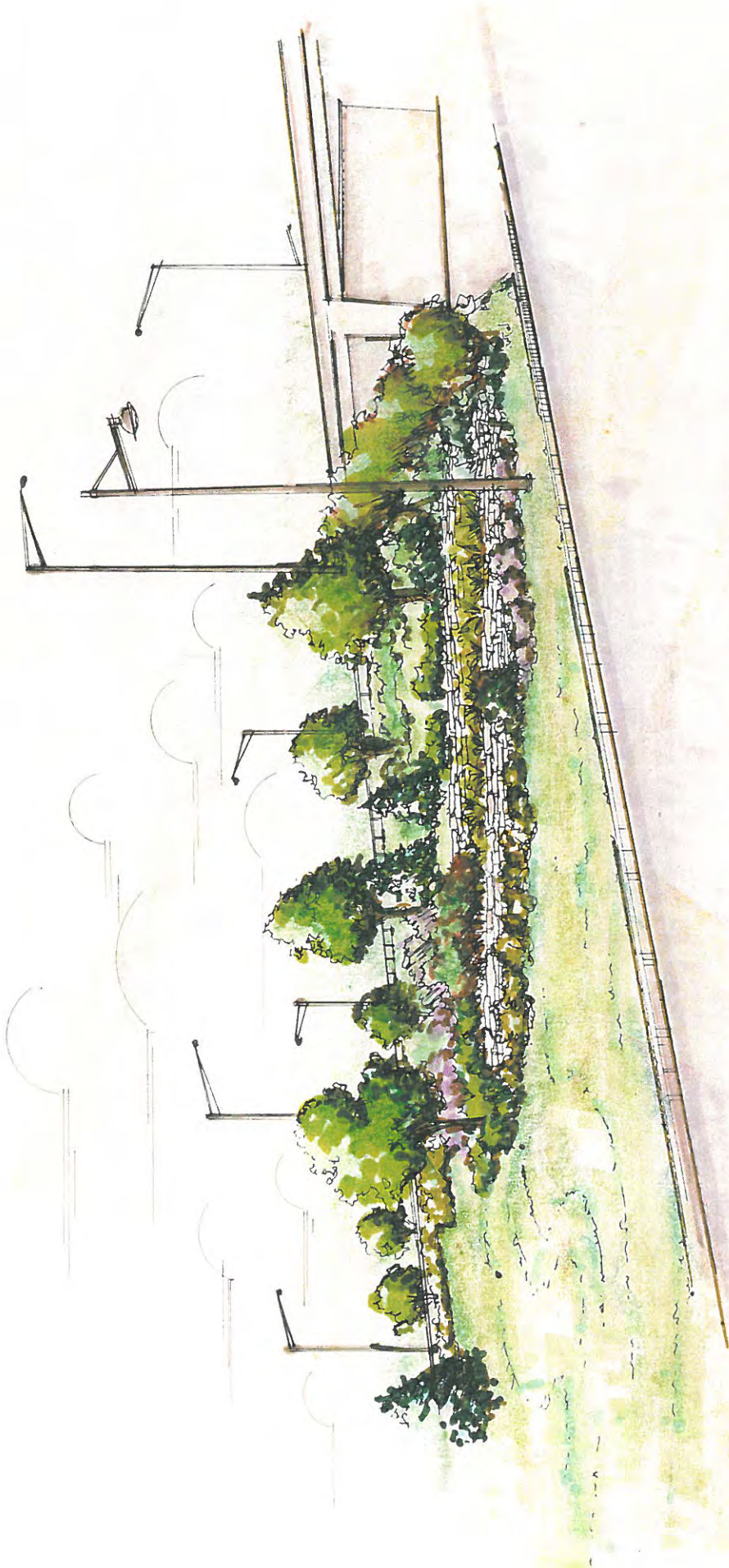
Sugar Grove, Illinois



Route 47 Corridor Study

Sugar Grove, Illinois





PERSPECTIVE ELEVATION

Fig. # 7C

Other Requirements:

Shared Parking — Shared parking will be encouraged to reduce the area of a site that must be paved for parking. However, the property user or developer must be able to show that uses have sufficiently different peak hour usage to allow the parking area or lot to be shared. A proposal for shared parking will be processed as a special use, and the property user or developer will need to obtain a special use permit pursuant to 11-13-8 of the Zoning Ordinance.

Striping — Parking lots should be striped to identify parking spaces (including parking for the disabled), lane directions, and customer loading zones.

Pedestrian Linkages — Five-foot wide sidewalks should be constructed along access drives to lead pedestrians from the public streets (including Illinois Route 47) into the center. Also, pedestrian ways should be created to lead customers from parked cars through the lot to a storefront. They should be landscaped and constructed of concrete or decorative pavers.

Off-Street Loading

Designated loading zones will be required for all uses that exceed 15,000 square feet of floor area. Such zones should be located at the rear of the building and either located inside a building or screened by walls and/or landscaping, pursuant to requirements of Sugar Grove’s Zoning Ordinance (see **Landscaping Screening**, below). Loading zones should be large enough to serve 75-foot long (WB 65) trucks.

Where it can be demonstrated that loading can be provided for retailers or restaurants that are less than 15,000 square feet in size without disrupting business operations or traffic flow in a center or individual property, the requirement for a 10’ x 75’ loading zone may be waived. However, the developer or property user must be able to satisfy the Village that the time for loading activities can be regulated. Designated

loading zones for panel trucks, UPS trucks and vans are required according to the formula (number of zones per square feet of gross floor area) included in Chapter 12 of the Village’s Zoning Ordinance.

Landscaping

A comprehensive streetscape plan has been developed for the Illinois Route 47 corridor that highlights this area as Sugar Grove’s primary shopping area, and integrates retail commercial development along this roadway into a unified and appealing district (see **Figure #7a, #7b, and #7c**). This plan consists of the following elements:

- A landscaped median within the Illinois Route 47 right-of-way;
- Parkway trees, planted on 30-foot centers in the right-of-way, but clustered to achieve an informal design and maintain views to commercial properties;
- Decorative lighting in the Illinois Route 47 parkway;
- Fifty-foot wide landscaped berms planted with informal clusters of shade, flowering and evergreen trees and shrubs. These berms will be located on private property next to Illinois Route 47 and adjacent ramps that provide access to Illinois Routes 30 and 56, Park Avenue, Galena Boulevard, and Illinois Routes 30 and 56;
- Introduction of native limestone at the intersections of Illinois Route 47 with Bliss Road, Galena Boulevard and Cross Street, and within the three interchanges along Illinois 47 and
- Introduction of native limestone at the primary access drives to all planned commercial centers.

Landscape standards that follow should be carefully adhered to, so that the comprehensive design established for this corridor is realized. Recommended plant materials (trees and shrubs) are included in Exhibit "A" of this design manual.

Berm Design

Landscaped berms installed along public roadways, pursuant to the adopted Illinois Route 47 corridor plan, should be 50 feet wide, and vary informally from two to six feet in height. This will create a free form, naturalistic appearance that is consistent with the overall design intent for the corridor.

Table 3
Landscape Requirements for Bermed Perimeter Yards

Plants /100 LF	No.	Size
Parkway Trees	3	3"-caliper
Shade Trees	2	3"-caliper
Evergreen Trees	3	6' - 8' height
Ornamental Trees	2	10'-12' height
Ornamental Shrubs	38	24"-30" height

In addition to these plants, the developer or property user should plant beds of perennials and annuals. This, in addition to the flowering trees and shrubs, will provide color that contrasts against the primarily green landscape.

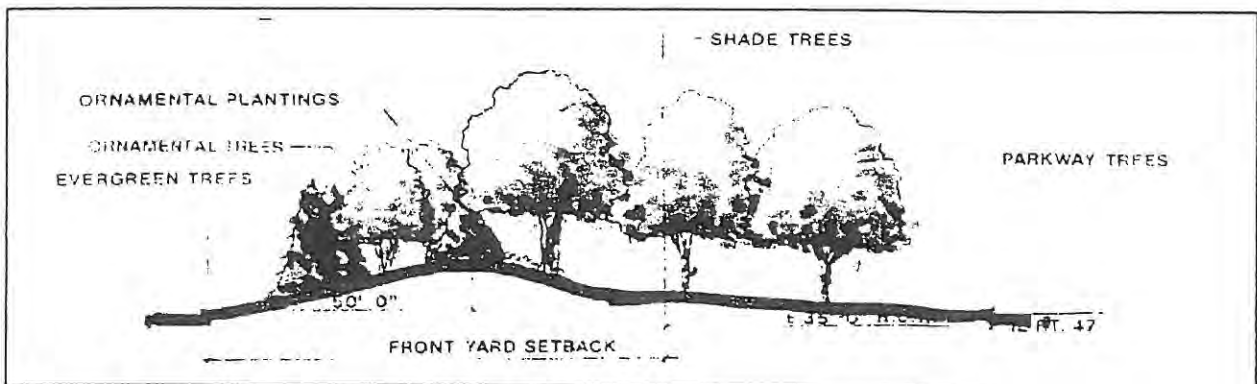


Figure 8. Typical berm cross-section

All berms should be located on the private property (not in the public right-of-way). Slopes should not exceed a ratio of 4:1 so that lawns can be maintained easily.

Berm Planting

Quantities for proposed shade, flowering, and evergreen trees and shrubs are identified in Table 3. Trees should be planted along the slopes of the berms, rather than on the crest of these earth mounds. Where parking lots (instead of a building) are planned along Illinois Route 47, Bliss Road, Galena Boulevard, Park Avenue, Cross Street or Illinois Route 30 and 56, the number of evergreen trees should be increased to maximize screening of parked cars from the public right-of-way.

Access Drives/Entrances

The intensity of landscaping should be increased at all property entrances to call attention to the access drives (see Figure #7a and #7b). Primary entrances should be designed to include landscaped medians, and access drives flanked with stone evergreen and ornamental trees, shrub plantings and outcroppings of native limestone.

Perimeter Yards

Tree and shrub plantings in interior side and rear yards, in addition to front and corner side yards, will be required. Landscaping in these yards will help soften those areas associated with a building and parking lot, and provide a backdrop for new construction. Requirements for

screening development from dissimilar uses or for screening views of off-street parking lots or loading docks are presented below (see **Landscape Screening**), and supersede those presented in this section.

Trees and shrubs proposed for planting in an interior side or rear perimeter yard should be selected from **Exhibit "A"**. The following represents the minimum number of plants that will be required for each 30 lineal feet of interior side or rear yard:

- One 3"-caliper shade tree; and
- At least six 24" to 36" ornamental shrubs.

Additional plant material may be required, based on site-specific circumstances, to achieve the objectives of this development manual.

Foundation Plantings

An area not less than eight feet wide should be provided around the corner side, interior side, and rear elevations of a building for planting trees and shrubs. Such plantings also may be required along a front façade, unless the provision of such landscaping is inconsistent with the design intent of the center.

Trees and shrubs should be selected from **Exhibit "A"**. Beds of annuals and perennials are strongly encouraged to provide color that enhances the shopping experience.

Landscape Screening

Parking lots, loading zones, trash enclosures, and outdoor storage areas should be screened according to standards included in Chapters 8 and 12 of the Zoning Ordinance. Also, screening will be required when properties proposed for development or redevelopment with a commercial use are located next to, or across the street from properties planned, zoned or used for residential or institutional purposes.

Screening should be at least five feet tall upon installation, and provided so that it is opaque, "year round". A screen may include fences,

walls and berms in addition to evergreen trees and shrubs, in order to provide year-round opacity. Where walls are proposed, they should be designed to match the principal building. Fences may be used only in those instances where such fencing is decorative, and fits within the context of the architecture of the project.

Additional height will required to screen views of truck docks, outdoor storage areas or other utilitarian elements of a project that are proposed to be taller than five feet. Plant materials that are used for screening should be selected from **Exhibit "A"**.

Lawns

All outlots and areas that are bermed should be planted with sod so that an immediate "finished" appearance is created for newly developed areas. Interior side and rear yards that are not part of a commercial outlot, or otherwise visible to the public, may be seeded. Underground irrigation systems are encouraged, so that plant watering is regularized, thereby improving the success of new lawns and allowing established landscaping to be easily maintained.

Tree Preservation

The preservation of existing trees is required pursuant to Chapter 8, Section 2(G) of Sugar Grove's Zoning Ordinance. This includes the preservation of hedgerows that are likely to exist along lot lines. Existing trees may be used to fulfill other tree planting requirements, such as perimeter yards and berm plantings, unless otherwise determined by the Planning Commission and the Village Board during the site plan review process.

Care should be taken to ensure that trees identified for preservation are protected from grading and construction activities during site preparation and development. Protective fencing should be installed around the critical root zone of all trees, and engineering, grading and landscape plans should clearly show which trees will be preserved as well as the limits of protective fencing.

Architectural Design

One of the key components to the success of the Illinois Route 47 corridor is the architectural design and quality of buildings constructed along this arterial roadway. Quality design will be attractive not only to consumers, but also to businesses. That is why the Village of Sugar Grove has selected a traditional, Midwestern “prairie style” architectural theme for businesses in this commercial corridor.

- Windows and doors should be trimmed in wood or other suitable material to draw attention to these openings;
- Decorative cornices or fascias, consistent with the “prairie style” architectural theme, are also desirable design features, and are strongly encouraged;
- The use of canopies to provide pedestrian protection from the elements is required.



Figure 9. Prairie style architecture

Also, adopting an architectural style that will be used for each commercial project will ensure compatibility with buildings that have already been constructed. This will create the cohesive commercial district desired by Sugar Grove, thereby building identity for those who live, shop and work in the community. It will also add to the value of properties within and surrounding this commercial corridor.

The following standards should be applied to all development:

- Buildings should be designed with rooflines. The extensive use of flat, unarticulated parapet walls is prohibited;

Materials

Buildings constructed in the Illinois Route 47 corridor should be primarily built of brick, stucco or stone. The extensive use of wood, dryvit or concrete block (including decorative concrete block) is prohibited. The use of these materials should be limited to areas where wood is an accent, or where the design is intended to replicate stucco or a decorative stone base. Also, vinyl and aluminum siding are prohibited. These materials are not typical of the desired architectural styling.

Where siding is used as an accent, it either should be cedar or a wood-substitute (such as Hardiplank) that is acceptable to the Village of Sugar Grove. Decorative cornices or fascias, as well as trim for windows, doors, cornices and fascias, can be wood or other material that is appropriate for the architectural styling of the building (i.e., Hardiplank or Fypon).

Aluminum should be limited to soffits (to minimize maintenance), unless the width and application of aluminum mullions (window dividers) trims windows and doors in a way that makes these openings read as independent elements. The proposed application of aluminum on a building will be reviewed against the overall design intent, with the recognition that aluminum reduces maintenance of those areas that are difficult to paint.

Prototypical Designs



Figure 10. Prototypical fast food restaurant

The introduction of prototypical designs for businesses in the Illinois Route 47 Corridor will detract from this goal, by introducing architectural designs, colors and themes that disrupt the harmony and unity planned for this area. Therefore, site-specific design, rather than prototypical architectural buildings is required for all major franchises. This includes fast food or high-turnover sit down restaurants, gas stations, and freestanding drug stores. It also includes (but is not limited to) apparel stores, food stores, appliance stores, toy stores, general discount stores, and home improvement stores.



Figure 11. Architecture that blends with a center

The application of the design criteria specified in this manual to businesses that have corporate architecture is not intended to discourage businesses from building in the Illinois Route 47 Corridor. Rather, it is expected that such businesses will benefit from locating in an area where quality design and identity repeatedly attracts the consumer to Sugar Grove. For this reason, neither a prototypical building design, which disrupts the continuity of a commercial center or the Illinois Route 47 streetscape, nor the use of corporate colors that attract attention to a particular business franchise (i.e., red roofs) will be allowed.

Exposed Gutters and Downspouts

The use of exposed gutters and downspouts is prohibited, unless the design of the building prevents an interior system of roof drainage. In that case, gutters and downspouts should be recessed in brick piers or otherwise located at the interior corners of a building to minimize their appearance. Where they must be used, gutters and downspouts should be pre finished or painted with a color that matches the adjacent wall of the building.

Screening Roof-Mounted HVAC

All roof-mounted mechanical equipment should be screened from public view by roof structure, or by constructing a parapet wall. The roof structure or parapet wall should be as tall as the tallest unit proposed to be installed on the roof. Roof screens may be used on the rear wall of a building only in those instances where it can be shown that such screens can blend with the architecture of the building, and that such screens will not be visible to adjacent residents or motorists traveling along:

- Illinois Route 47;
- Bliss Road;
- Galena Boulevard;
- Park Avenue;
- Capitol Drive;
- Cross Street;
- Illinois Route 30; or
- Illinois Route 56.

Trash

Trash bins should be located in masonry enclosures designed to match the building that they serve. They should be as tall as or taller than the bins, and fitted with quality wood gates, designed to screen views of trash. Also, concrete pads and approach aprons should be provided to bear the weight of these receptacles. An exception to this standard may be granted in those instances where bins are proposed to be sited next to a rear or side elevation of a building, and decorative fencing is used to screen trash receptacles in lieu of a masonry enclosure. However, the fence should be a design element, and not a utility fence, and positively contribute to the overall architectural context of the store or center. Also, the materials used for such a fence need to be durable enough for their intended function.

Lighting

Parking Lot Lighting

Parking lot lighting should be used as an element that unifies development within the Illinois Route 47 corridor. Poles should be 35 feet tall, and painted steel or anodized painted aluminum. Poles should be colored a dark bronze. Luminaires should be a shoebox form with flat or recessed lenses, and finished to match the poles. Not more than two fixtures should be mounted on any one pole. Lamps should be either clear metal halide (white light), and range from 150 to 400 watts, depending upon the spacing and location of the poles. High-pressure sodium lamps are not allowed.

All parking lot lighting must be designed, located and directed to avoid creating glare for either motorists or pedestrians. Floodlights are not allowed. Average footcandles in a parking lot should be at least 1.0, but should not exceed 3.0. The maximum footcandle intensity under a light source should be 12.0. In no case should light spillage across any lot line exceed 1.0.

Commercial centers that are 20 or more acres in area are encouraged to use an ornamental fixture to supplement the light source designed for this commercial corridor. An ornamental light is pedestrian in scale, and will enhance the overall esthetics of a center. Poles should be either 14 or 18 feet tall. Lamps should be metal halide (white light). Because these fixtures are intended to provide accent lighting, their wattage should be limited to 175. Also, all acorn- or globe-style fixtures should be equipped with refractors to direct light down and prevent glare.

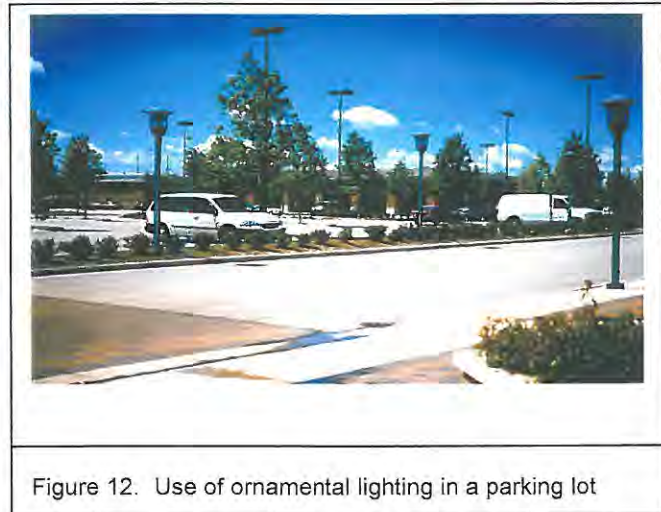


Figure 12. Use of ornamental lighting in a parking lot

Security Lighting

Security lights that will be installed on the side or rear elevations of a building also should be metal halide, low-wattage fixtures (100 watts or less). They should be designed with lamps that are recessed or flush with the fixture to prevent light spillage and glare that could be a nuisance for nearby property owners or motorists. The use of dropped lenses, or wall packs is prohibited.



Figure 13. Wide, landscaped pedestrian walks

Amenities

The degree to which amenities will be required will depend upon the size and function of the retail center. The provision of such spaces encourages the shopper to stop, relax and enjoy the company of friends. These areas also entice the consumer to return, not only to purchase goods and services, but also enjoy the shopping experience.

All centers should include wide, landscaped walks in front of stores, and install landscaped seating areas for consumers. This is the minimum amenity package that will be accepted as part of a development proposal. Sidewalks in front of retail stores should be 12 or more feet wide to allow pedestrians to stroll between shops with adequate separation between the storefront and the adjacent drive aisle.

Outdoor dining areas, plazas and fountains are encouraged to create a pedestrian-friendly environment that causes shoppers to linger, often resulting

in the increased purchase of goods and services. Sculptures, planters with color flowers, and banners all contribute positively to the shopping experience, which in turn, results in repeat business and increased sales.

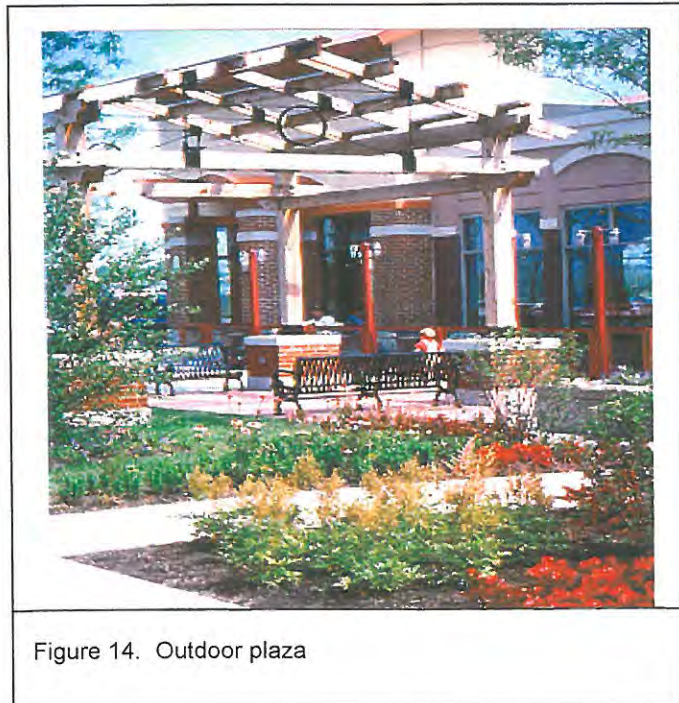


Figure 14. Outdoor plaza

Public Sidewalks/Paths

Five-foot wide walks are required along all public rights-of-way and along customer access drives, except for Illinois Route 47, where a ten-foot wide, concrete recreational path is required. All walks and paths should be constructed according to standards of the Village, as described in Sugar Grove's Subdivision Control Regulations. Each developer or property user will be responsible for constructing walks that front the property proposed for development or redevelopment. Walks will be required to be completed before occupancy is allowed in a center or individual business.

In addition to these walks, pedestrian ways that lead customers from parked cars to the front of a business are encouraged. Landscaped walks provide a defined travel route through parking areas, thereby separating the pedestrian from moving traffic.



Figure 15. Pedestrian path through parking lot

Overhead Utilities

All utilities must be buried underground. Where overhead utilities exist along Illinois Route 47 or any other road in this commercial district, the developer or property user will be asked to contribute his or her fair share of costs toward a comprehensive utility relocation program.

Signs

A plan for that provides for coordinated signage must be submitted for review and approval along with the remainder of the development plans. Signs should be consistent with respect to location, configuration, materials, method of illumination, and colors, throughout the commercial planned development.

The criteria that follow have been developed to ensure coordinated business identification is provided, consistent with this requirement.

When uniformly applied, signs will identify businesses without competing with one another or cluttering the landscape.

Development Identification Signs

Freestanding, development identification signs are allowed for planned retail centers in the corridor, which are five or more acres in area. Where such signs are proposed, they must adhere to the following criteria:

- Include a stone base, to help integrate the sign into the landscape planned for the Illinois Route 47 corridor;
- Maintain a minimum 15-foot setback from the property line or curb of an adjacent access drive, and a 20-foot setback from the edge of the curb of an adjacent street;
- Not exceed a 15-foot height, as measured from the top of the adjacent curb(s) to the top of the monument;
- Include a 100 square-foot maximum sign area (100 square feet allowed on each of two sign faces), upon which to install all sign copy; and
- Be externally illuminated with fixtures that are focused directly on the sign face and shielded to prevent glare otherwise visible to the motorist or pedestrian.

Development identification signs may not include tenant copy, unless the centers that they identify are 20 acres or more in size. When such signs are allowed, the following additional criteria will be applied:

- The name of the center should be most prominent (largest size), and located at the top of the sign;
- Not more than four tenants may displayed on a sign face (maximum of eight tenants displayed); and

- The style of copy and colors selected for the secondary copy (tenants) should be compatible with that used for the primary copy (center identification).

Landscaping that includes trees, shrubs, and perennials or annuals should be planted around the base of the sign to help it blend with the surrounding landscape.

Freestanding Business Signs

Freestanding business signs may be installed for gas stations or restaurants. They may be installed in addition to the development identification sign that might otherwise be allowed for a center that is five acres or larger.

A freestanding business sign also may be installed instead of the wall signs that would otherwise be allowed for a business. Where constructed, such signs should adhere to the following standards:

- Include a brick or a stone base, to help integrate the sign into the landscape planned for the Illinois Route 47 corridor;
- Maintain a minimum 15-foot setback from the property line or curb of an adjacent access drive, and a 20-foot setback from the edge of the curb of an adjacent street
- Not exceed a 9-foot height, as measured from the top of the adjacent curb(s) to the top of the monument; and
- Include a 36 square-foot maximum sign area (72 square feet allowed on each of two sign faces), upon which to install all sign copy (the sign base is not included in the calculation of sign area);
- Be designed with a horizontal, rather than vertical sign face that is enclosed in an aluminum frame;

- Include internally illuminated copy. The entire face of the sign may not be illuminated; and
- Only one business may be identified on a freestanding business sign.

Wall Signs

A wall sign is an architectural component of a building. It should reflect the period and style of the building's architecture, and be in harmony with the building's character and use.

Depending on the styling of the building, wall signs may consist of:

- Individually-applied, internally illuminated letters mounted directly to the wall of a building;
- Externally illuminated wood plaques, with sandblasted, raised copy; or
- Externally illuminated sign copy and graphics that are painted onto the wall or a building.

The use of exposed neon for any element of a wall sign is not permitted. Logos or other features that add to the artistic quality of a sign are allowed, provided they are included in the overall area of a wall sign. Individual letters may not be mounted to raceways, and box or cabinet wall signs are expressly prohibited.

All colors should be compatible with the surrounding architecture. A comprehensive sign program that identifies proposed colors, as well as establishes the number of colors that may be used on a sign or within a center should be submitted for review. Where individual letters are used, returns on an individual sign, or series of signs in a center, should be the same color.

Section III Approval Process

Applicability

The design standards included in this manual apply to all commercially zoned properties along Illinois Route 47, between Bliss and Prairie Roads (see Figure #1). No owner or user of any property located in this corridor may construct or significantly alter any structure or site improvements without first obtaining approval by the Village of Sugar Grove. All structures, site improvements, landscaping, landscape elements, lighting and signs must conform to the applicable codes and ordinances of the Village of Sugar Grove, except as may be modified herein.

Process

All development along and within this corridor will be processed as a commercial planned development, regardless of size, pursuant to requirements of Chapter 11 of Sugar Grove's Zoning Ordinance. This is because planned development within the Illinois Route 47 corridor is of a different character than other commercially zoned properties, and the specific design standards and changes from the underlying zoning ordinance warrant review and consideration by the Planning Commission and the Village Board. Title 11, Chapter 11, Section 4, General Provisions, will apply except where standards for yards and landscaping included in this manual supersede those presented in 11-11-4 B (5) and 11-11-4 B (6) of the Zoning Ordinance.

Exceptions

The Planning Commission has the power to recommend, and the Village Board may approve, exceptions to requirements of the underlying commercial zoning district, when it is determined necessary to achieve the planning

objectives set forth for planned developments (see 11-11-4 of the Zoning Ordinance). Exceptions from the design standards included in this manual also may be permitted in those instances where the Village finds that such exception will not prevent a development from achieving the objectives presented in Section I, **Corridor Objectives** of this development manual.

A request for an exception from requirements of the Zoning Ordinance or design standards included in this manual will be reviewed against the specific needs of a project. If granted, the exception or exceptions will not be considered precedent setting for any other development.

Application and Approval

A developer, owner, or property user planning to develop or redevelop property within the Illinois Route 47 Corridor should refer to 11-11-6 of the Zoning Ordinance for administrative procedures related to planned developments. Chapter 11 of the Zoning Ordinance provides guidance with respect to:

- Filing an application for a commercial planned development;
- Development Ordinances that will be created and adopted to regulate use, density, area, bulk, parking, etc. in the commercial planned development;
- Pre-application meeting(s) with the Village of Sugar Grove's Planning Council, a process developed to provide feedback early in the process on how a project conforms to the objectives of Sugar Grove;
- Submittal requirements and review procedures for concept plan approval, preliminary plan approval and final plan approval;

- Changes to an approved planned development, which will require review by the Planning Commission and Village Board.

The Planning Commission will, in making either a recommendation of approval, an approval with conditions, or denial of an application for a planned development in the Illinois Route 47 Corridor, prepare a written statement of Findings of Fact and Recommendations, pursuant to requirements in 11-11-6. These Findings will address items included in 11-11-6(C)(8), as well document:

- (1) How the proposed planned development meets the objectives adopted for the corridor, as presented in Section I, **Corridor Objectives**, of this development manual;
- (2) How the project is compatible with uses already developed or planned in the corridor;
- (3) How the project will economically benefit the Village of Sugar Grove;
- (4) Public services or facilities that will be required as a result of the proposed planned development, and the parties responsible for providing such services and facilities;
- (5) The extent to which the proposed planned unit development deviates from regulations otherwise applicable to the subject property, and the reasons why such departures are, or are not deemed to be in the public interest;
- (6) Proposed phasing and estimated dates of project initiation and completion; and

- (7) Conditions of approval (if any) being recommended for consideration by the Village Board, that might be specific to this project, or incorporated into final plans and support documentation.

This Statement of Findings of Fact and Recommendations will be presented to the Village Board within 45 days of the Planning Commission's recommendation, and form the basis of the Development Ordinance that will be prepared, subsequent to Village Board review, to regulate development in the planned development.

Once a special use planned development is approved, and the planned development ordinance is adopted, proposals for individual buildings within a center or on an individual lot may be presented to the Planning Commission and Village Board at a public meeting. The Planning Commission and Village Board will review and evaluate the development proposal against the adopted Development Ordinance. Because the framework for development within a planned development already will have been established, a petition for development may be processed for concept, preliminary and final plan approval. A developer or property user should refer to 11-11-6 of the Zoning Ordinance for required submittals.

The Planning Commission will review the development proposal at a public meeting, and recommend approval, approval with conditions, or denial of the application. The basis for this decision will be documented in a Statement of Findings of Fact and Recommendations, which will be distributed to the Village Board within 45 days of the Commission's recommendation.

The Village Board will review the petition and the Planning Commission's Statement of Findings of Fact and Recommendation, and authorize the Village Attorney to prepare a Development Ordinance that regulates the development proposal, including any exceptions from prior approvals that may be granted, or conditions of approval.

Site Development and Building Permits

Subsequent to obtaining Village Board approval, the developer or property user should contact the Village's Building and Zoning Commissioner for information and processes related to securing building and occupancy permits.

Appendix

Exhibit "A", Recommended Species List

Summary of Visual Preference Survey Ranking

Rating Forms Tally, Design Standards

Rating Forms Tally, Example Centers

Potential Floor Area in Corridor, Based on Feasibility Study

Exhibit A — Recommended Species List

Botanical Name

Common Name

Deciduous

<i>Acer x freemanii</i> “Autumn Blaze” ^(a)	Autumn Blaze Freeman Maple
<i>Acer platanoides</i> “Emerald Queen” ^(a)	Emerald Queen Norway Maple
<i>Acer rubrum</i> “Red Sunset”	Red Sunset Red Maple
<i>Acer rubrum</i>	Red Maple
<i>Acer saccharum</i>	Sugar Maple
<i>Acer s.</i> “Green Mountain”	Green Mountain Sugar Maple
<i>Aesculus hippocastanum</i>	Common Horsechestnut
<i>Aesculus octandra</i>	Yellow Buckeye
<i>Carya cordiformis</i>	Bitternut Hickory
<i>Carya ovata</i>	Shagbark Hickory
<i>Castanea mollissima</i>	Chinese Chestnut
<i>Fraxinus americana</i> ^(b)	White Ash
<i>Fraxinus americana</i> “Rosehill” ^(b)	Rosehill White Ash
<i>Fraxinus pennsylvanica</i> ^{(a) (b)}	Green Ash
<i>Fraxinus pennsylvanica</i> “Marshall Seedless” ^{(a) (b)}	Marshall Seedless Green Ash
<i>Ginkgo biloba</i>	Ginkgo
<i>Juglan nigra</i>	Black Walnut
<i>Ostrya virginiana</i>	American Hophornbeam
<i>Pyrus calleryana</i>	Callery Pear
<i>Pyrus calleryana</i> “Bradford”	Bradford Pear
<i>Quercus alba</i>	White Oak
<i>Quercus bicolor</i>	Swamp White Oak
<i>Quercus palustris</i>	Pin Oak
<i>Quercus robur</i>	English Oak
<i>Quercus rubra</i>	Northern Red Oak
<i>Tilia americana</i> ^(c)	American Linden
<i>Tilia cordata</i> ^(c)	Littleleaf Linden
<i>Tilia cordata</i> “Greenspire” ^(c)	Greenspire Littleleaf Linden
Evergreen	
<i>Abies concolor</i>	White Fir
<i>Picea abies</i>	Norway Spruce
<i>Picea glauca</i> var. <i>densata</i>	Blackhills Spruce
<i>Picea omorika</i>	Serbian Spruce
<i>Picea pungens</i>	Colorado Spruce
<i>Picea pungens</i> “Hoopsii”	Hoopsii Blue Spruce
<i>Picea pungens</i> “Glauca”	Colorado Blue Spruce

(a) Not more than 5% of the total plant unit count, nor more than three (3) in a row

(b) Fraxinus species — Not more than 15% of total tree count without prior approval

(c) Tilia species — Not more than 15% of total tree count without prior approval

Evergreen, continued

Pinus flexilis
Pinus nigra^(a)
Pinus strobus
Pinus sylvestris

Limber Pine
 Austrian Pine
 Eastern White Pine
 Scotch Pine

Pseudotsuga menziesii
Tsuga Canadensis

Douglas Fir
 Canadian Hemlock

Flowering

Acer campestre
Acer ginnala

Hedge Maple
 Amur Maple (clump)

Alnus glutinosa

European alder

Amelanchier x grandiflora
Amelanchier laevis
Amelanchier arborea

Apple Serviceberry
 Allegheny Serviceberry
 Juneberry

Betula nigra
Betula platyphylla japonica

River Birch (clump)
 Japonica Birch (clump)

Cercis canadensis

Eastern Redbud

Cornus alternifolia
Cornus mas

Pagoda Dogwood
 Cornelian Cherry Dogwood

Crataegus crusgalli inermis
Crataegus phaenopyrum
Crataegus viridis “Winter King”

Thornless Cockspur Hawthorn
 Washington Hawthorn
 Winter King Hawthorn

Magnolia “Jane”
Magnolia stellata “Royal Star”

Jane Magnolia
 Royal Star Magnolia

Malus floribunda
Malus “Radiant”
Malus “Spring Snow”
Malus zumi “Calocarpa”

Japanese Flowering Crabapple
 Radiant Crabapple
 Spring Snow Crabapple
 Zumi Crabapple

Syringa pekinensis
Syringa reticulata

Chinese Lilac
 Japanese Tree Lilac

Tall Deciduous Shrubs

Cornus sp.

Bailey Redtwig Dogwood
 Grey Dogwood
 Variegated Dogwood

Eunonymus sp.

Burning Bush
 Dwarf Burning Bush

Hamamelis vernalis

Vernal Witch Hazel

Tall Deciduous Shrubs, Continued

(s) Not more than 5% of the total evergreen trees, nor more than three (3) in a row

<i>Syringa sp.</i>	Chinese Lilac Common Lilac Hyacinth
<i>Viburnum sp.</i>	Allegheny Viburnum Arrowwood Viburnum Cranberry Viburnum Fragrant Viburnum Koreanspice Viburnum Nannyberry Viburnum
Medium Deciduous Shrubs	
<i>Corylus americana</i>	American Filbert Hazelnut
<i>Cotoneaster sp.</i>	Cotoneaster
<i>Forsythia sp.</i>	Border Forsythia Early Forsythia Weeping Forsythia
<i>Rosa sp.</i>	Virginia Rose Rugosa Rose
<i>Spiraea sp.</i>	Anthony Waterer Forbelli Spirea Little Princess Snowmound Spirea
Low Deciduous Shrubs	
<i>Cotoneaster sp.</i>	Cranberry cotoneaster
<i>Spiraea sp.</i>	Japanese species
Tall/Medium Evergreen Shrubs	
<i>Juniper chinensis</i>	Pfitzer Juniper
<i>Taxus sp.</i>	Brown Yew Hatfield Yew Hicks Yew Japanese Yew
Low Evergreen Shrubs	
<i>Juniperus sp.</i>	Andorra Juniper Creeping Juniper Sargent Juniper
<i>Taxus sp.</i>	Taunton Yew Dense Yew Nana Yew

Rating Forms Tally, Illinois Route 47 Corridor Study

Landscaped Setbacks	Participant Ranking							Avg	Comments
Slide 1	-4	-4	-2	-5	-3	-1	-3	-3	
Slide 2	-5	-4	-5	-3	-3	-2	-3	-4	
Slide 3	4	0	1	0	-2	0	-1	0	
Slide 4	5	2	3	3	3	2	-1	2	
Slide 5	1	2	2	1	1	3	1	2	
Slide 6	0	3	4	3	2	2	-5	1	
Slide 7	3	3	0	3	-3	3	-5	1	
Slide 8	-5	-5	1	-5	-2	-3	-1	-3	
Slide 9	-5	-5	-3	-5	3	-3	1	-2	
Slide 10	1	0	2	-1	1	0	-1	0	
Slide 11	2	1	2	0	2	2		2	
Slide 12	2	2	2	-1	2	2		2	
Slide 13	3	3	3	4	3	2	2	3	
Slide 14	5	2	4	5	4	3		4	
Slide 15	-3	-4	-2	-5	-3	0	-3	-5	-3
Slide 16	-3	-4	-4	-5	-1	-1	-4	-5	-3
Slide 17	4	0	0	0	4	1	0	-2	1
Slide 18	4	2	2	1	4	2	0	-1	2
Slide 19	3	3	3	3	4	2	0	2	3
Slide 20	2	3	3	3	1	1	0	2	2
Slide 21	4	3	3	5	2	1	1	3	3
Slide 22	-5	-4	-4	-5	-2	-2	-5	-5	-4
Slide 23	-5	-4	-5	-5	-3	-1	-5	-5	-4
Slide 24	3	1	2	0	0	1	0	1	1
Slide 25	3	1	0	1	-1	1	2	1	1
Slide 26	1	3	2	4	3	1	0	1	2
Slide 27	4	3	3	4	3	2	1	2	3
Slide 28	4	3	3	2	3	2	1	2	3
Slide 29	1	4	4	5	5	3	2	2	3
Slide 30	-5	-4	-5	-5	-3	-2	-5	-5	-4

Parking Lot Landscaping	Participant Ranking							Avg	Comments
Slide 1	-5	-4	-4	-5	0	-1	-5	-5	-4
Slide 2	4	0	0	0	2	0	-4	-1	0
Slide 3	4	1	0	2	2	0	-3	-1	1
Slide 4	3	-1	1	0	1	-1	-3	-5	-1
Slide 5	-5	-5	-5	-5	1	0	-5	-5	-4
Slide 6	2	0	1	1	1	2	-5	-1	0
Slide 7	5	1	2	4	-1	4	2	0	2
Slide 8	1	0	2	4	2	1	3	0	2
Slide 9	4	0	2	0	1	3	0	1	1
Slide 10	-1	-1	3	-4	1	3	-2	0	0
Slide 11	2	0	3	0	2	3	-3	0	1
Slide 12	3	0	3	3	3	2	-3	1	2
Slide 13	4	1	4	0	1	4	3	2	2
Slide 14	1	-2	3		0	2	3	0	1
Slide 15	2	0	4	2	1	4	3	1	2
Slide 16	4	2	4	4	3	4	2	1	3
Slide 17	4	1	4	4	0	4	2	2	3

Parking Lot Lighting	Participant Ranking									Avg	Comments
Slide 1	3	0	-1	3	2	2	-4	-5	0		
Slide 2	5	2	3	5	4	4	-3	-2	2		
Slide 3	3	2	3	5	3	2	3	1	3		
Slide 4	4	1	-2	4	3	3	-4	-1	1		
Slide 5	4	1	0	4	1	1	3	1	2		
Slide 6	5	2	3	5	3	4	-4	1	2		
Slide 7	5	2	-2	4	1	2	1	1	2		

Seating/Dining	Participant Ranking									Avg	Comments
Slide 1	-3	-2	-3	0	2	1	-4	0	-1		
Slide 2	3	1	0	3	2	3	0	1	2		
Slide 3	0	-2	-3	-1	-1	2	-4	1	-1		
Slide 4	2	0	0	3	0	2	0	0	1		
Slide 5	2	-1	0	0	2	2	-2	2	1		
Slide 6	-3	-4	-4	-3	-4	-1	-5	0	-3		
Slide 7	4	1	0	3	0	2	-2	1	1		
Slide 8	3	1	0	4	1	3	-2	2	2		
Slide 9	4	2	3	5	3	3	3	3	3		
Slide 10	4	1	3	4	1	3	4	1	3		

Prototype Designs	Participant Ranking									Avg	Comments
Slide 1	3	1	0	5	0	2	3	0	2		
Slide 2	-5	-2	-2	-5	-1	-1	-5	-3	-3		
Slide 3	-3	3	2	-4	0	1	-2	0	0		
Slide 4	1	3	3	4	1	2	0	1	2		
Slide 5	1	3	1	4	1	2	0	1	2		
Slide 6	-5	-4	-2	-5	-5	-1	-5	-3	-4		
Slide 7	3	2	-3	0	1	2	4	0	1		
Slide 8	-5	-2	-4	1	1	-1	-4	-3	-2		
Slide 9	1	-2	-4	1	2	-1	-4	0	-1		
Slide 10	-1	-4	-4	-4	0	1	-4	-1	-2		
Slide 11	-1	-4	3	-5	-1	1	-4	-3	-2		
Slide 12	3	2	3	-5	3	3	4	1	2		
Slide 13	3	2	4	-5	3	3	4	1	2		
Slide 14	-3	-1	-4	-5	0	-1	-5	-3	-3		
Slide 15	0	2	-4	0	1	1	-5	0	-1		

Monument Signs	Participant Ranking									Avg	Comments
Slide 1	-5	-4	-4	-5	-1	-2	-4	-5	-4		
Slide 2	5	2	1	1	1	2	3	-1	2		
Slide 3	5	2	2	3	1	1	3	0	2		
Slide 4	-5	-4	-5	-5	-1	-2	-4	-4	-4		
Slide 5	3	0	2	3	1	1	3	0	2		
Slide 6	-4	-4	-3	-4	-1	-2	-2	-2	-3		
Slide 7	-1	0	2	4	1	2	2	1	1		
Slide 8	-2	-4	-5	-5	0	-1	-5	-5	-3		
Slide 9	-5	-5	-5	-5	-1	-3	-5	-3	-4		

Monument Signs	Participant Ranking									Avg	Comments
Slide 10	5	2	0	0	1	2	2	1	2		
Slide 11	-5	-4	0	-5	-1	-3	-5	-3	-3		
Slide 12	2	1	-3	0	-1	-1	-5	0	-1		
Slide 13	1	0	-3	2	0	1	-3	1	0		
Slide 14	-2	-1	-3	2	0	0	-4	-1	-1		
Slide 15	-3	-1	-4	1	-1	-1	-4	-1	-2		
Slide 16	2	2	2	2	1	1	1	0	1		
Slide 17	2	-2	-2	-3	0	1	-4	0	-1		
Slide 18	-1	0	-2	3	1	3	-4	1	0		
Slide 19	0	-1	-2	4	2	0	-4	0	0		
Slide 20	-3	-1	-4	-4	-1	-1	-4	-1	-2		
Slide 21	2	2	0	1	-1	3	2	-1	1		
Slide 22	-3	-2	0	-4	-1	-2	-3	-1	-2		
Slide 23	-3	-4	-4	-2	-1	-1	-4	-3	-3		
Slide 24	3	3	3	4	0	3	4	0	3		
Slide 25	1	3	1	2	2	2	3	0	2		
Slide 26	3	4	2	4	0	2	1	0	2		
Slide 27	2	-1	-2	0	1	1	0	0	0		
Slide 28	4	1	2	2	-1	2	1	1	2		
Slide 29	2	2	3	4	0	3	3	1	2		

Wall Signs	Participant Ranking									Avg	Comments
Slide 1	2	-1	0	1	-1	1	0	0	0		
Slide 2	-2	-4	-4	-5	-1	0	-3	0	-2		
Slide 3	-4	-3	-2	-5	-1	2	-4	-4	-3		
Slide 4	-4	-4	-4	-5	-2	1	-4	-4	-3		
Slide 5	2	0	0	2	1	2	-2	1	1		
Slide 6	4	0	1	3	0	2	0	1	1		
Slide 7	3	-3	-1	3	-1	1	-2	-1	0		
Slide 8	-4	-3	-3	-5	-1	-1	-1	-2	-3		
Slide 9	4	1	2	2	0	3	1	0	2		
Slide 10	5	1	2	4	-1	3	1	0	2		
Slide 11	-4	-3	-3	-5	-1	-2	-2	-1	-3		
Slide 12	-4	-3	-3	-3	-1	-2	-2	-1	-2		
Slide 13	2	-4	3	-1	0	1	0	0	0		
Slide 14	4	1	3	3	0	2	1	1	2		
Slide 15	-4	-4	-3	-3	0	-2	-2	0	-2		
Slide 16	-4	-4	-3	-5	-1	-2	0	-1	-3		
Slide 17	-5	-5	-3	-5	-1	-3	-2	-1	-3		
Slide 18	-5	-5	-5	-5	-1	-3	-3	-3	-4		
Slide 19	-4	-5	-5	-4	0	-4	-3	0	-3		
Slide 20	-5	-5	-5	-5	0	-5	-3	-1	-4		
Slide 21	3	1	2	2	1	2	1	1	2		
Slide 22	4	1	3	0	0	2	2	1	2		
Slide 23	-4	-2	-1	-2	-1	1	-1	1	-1		
Slide 24	4	1	0	-1	-1	2	-2	-1	0		
Slide 25	2	0	-2	4	0	3	0	1	1		
Slide 26	2	0	2	4	1	1	1	1	2		
Slide 27	4	2	3	4	0	3	3	2	3		

Rating Forms Tally, Illinois Route 47 Corridor Study

Center #1	Participant Ranking										Avg	Comments
Architecture	-3	4	2	2	3	3	2	1	2	2	2	Sense of quality art.
Buildings to Street	-3	0	1	2	3	0	0	2	-1	0	0	Helped the most.
Quality of Landscaping	-4	2	3	1	2	1	0	2	-2	1		
Spaces/Amenities	-3	2	1	1	-3	-2	-4	2	-5	-1		
Overall Rating, Center #1	-3		1	1	3	2	0	2	1	1		

Center #2	Participant Ranking										Avg	Comments
Architecture	3	5	4	1	4	4	4	3	4	4	4	
Buildings to Street	2	5	2	1	-2	4	3	3	3	2	2	
Quality of Landscaping	-1	0	3	1	4	5	1	2	3	2	2	
Spaces/Amenities	-1	3	2	1	-2	4	4	2	4	2	2	
Overall Rating, Center #2	1		3	0	-2	4	3	3	4	2		

Center #3	Participant Ranking										Avg	Comments
Architecture	5	2	2	4	3	2	1	3	1	3	3	
Buildings to Street	4	0	0	4	4	2	2	4	1	2	2	
Quality of Landscaping	5		3	4	-1	4	2	5	3	3	3	
Spaces/Amenities	5		3	4	4	5	4	5	3	4	4	
Overall Rating, Center #3	5		2	4	4	3	3	4	2	3		

Center #4	Participant Ranking										Avg	Comments
Architecture	-4	-5	-2	-4	3	-3	-3	-3	-2	-3	-3	
Buildings to Street	-5		-2	-4	-2	-1	-3	-3	-2	-3	-3	
Quality of Landscaping	-5	-5	0	-4	-1	-3		-3	-5	-3	-3	
Spaces/Amenities	-5	-5	-2	-4	-1			-3	-5	-4	-4	
Overall Rating, Center #4	-5		-2	-4	-1	-3	-3	-3	-4	-3		

Center #5	Participant Ranking										Avg	Comments
Architecture	3	-2	2	4	4	3	5	4	4	3	3	
Buildings to Street	3	4	0	4		3	4	5	4	3	3	
Quality of Landscaping	2	0	3	4		4	5	5	4	3	3	
Spaces/Amenities	4	4	3	4		4	5	5	4	4	4	
Overall Rating, Center #5	3		2	4		3	5	5	4	4		

Center #6	Participant Ranking									Avg	Comments
Architecture	-5	-4	-3	-5	-3	0	-4	0	-3		
Buildings to Street	-5		-3	-5	-4	-3	-4	-5	-4		
Quality of Landscaping	-5	-5	-3	-5			-4	-5	-5		
Spaces/Amenities	-5		-3	-5			-4	-5	-4		
Overall Rating, Center #6	-5		-3	-5		-1	-4	-3	-4		

Center #7	Participant Ranking									Avg	Comments
Architecture	5	-3	2	4	3	3	0	3	2		
Buildings to Street	4	-2	2	2	4	1	2	2	2		
Quality of Landscaping	4	-4	3	4	4	2	1	2	2		
Spaces/Amenities	5	-2	2	4	4	1	2	2	2		
Overall Rating, Center #7	5		3	4	4	2	2	3	3		

Center #8	Participant Ranking									Avg	Comments
Architecture	-5	2	-1	-4	-2	1	0	-1	-1		
Buildings to Street	-5	2	-1	-4	-3	0		-5	-2		
Quality of Landscaping	-5	-2	-2	-4			-5	-5	-4		
Spaces/Amenities	-5	-2	-1	-5			-5	-5	-4		
Overall Rating, Center #8	-5		-1	-5		-1	-2	-4	-3		

Center #9	Participant Ranking									Avg	Comments
Architecture	-4	0	1	0	1	1	-1	2	0		
Buildings to Street	-4	0	1	0	-1	-1	-1	-1	-1		
Quality of Landscaping	-3	-3	1	0	1	0	-1	-1	-1		
Spaces/Amenities	-4	-2	2	0	0	-4	-1	-1	-1		
Overall Rating, Center #9	-4		1	-2	1	-1	-1	0	-1		

Center #10	Participant Ranking									Avg	Comments
Architecture	-3	5	2	3	4	5	2	3	3		
Buildings to Street	-3	5	1	3	4	4	3	4	3		
Quality of Landscaping	-3	5	4	4	4	4	1	3	3		
Spaces/Amenities	-2	5	4	3	4	5	5	4	4		
Overall Rating, Center #10	-3	5	3	3	4	5	3	4	3		

Center # 11	Participant Ranking								Avg	Comments
Architecture	-5	0	-1	-2	2	1	-2	2	-1	
Buildings to Street	-5	1	1	-2	2	-2	-2	1	-1	
Quality of Landscaping	-5	-4	0	-2	0	-2	-2	0	-2	
Spaces/Amenities	-5	-4	0	-2			-2	0	-2	
Overall Rating, Center #11	-5		0	-2	2	-2	-2	1	-1	

Center #12	Participant Ranking								Avg	Comments
Architecture	-2	5	2	4	3	2	0	4	2	
Buildings to Street	0	5	2	4	-1	-2	2	4	2	
Quality of Landscaping	2	5	4	5	4	2	3	4	4	
Spaces/Amenities	3	5	3	5	4	5	2	4	4	
Overall Rating, Center #12	1	5	3	4	3	1	2	4	3	

Center #13	Participant Ranking								Avg	Comments
Architecture	-4	5	2	1	3	-1	0	0	1	
Buildings to Street	0	5	2	1	2	-1	1	2	2	
Quality of Landscaping	-1	5	2	1	2	0	1	2	2	
Spaces/Amenities	0	5		1	1		0	1	1	
Overall Rating, Center #13	-1	5	2	1	2	-1	0	0	1	

Center #14	Participant Ranking								Avg	Comments
Architecture	-5	-1	-2	-4	2	-3	-2	0	-2	
Buildings to Street	-5	-1	-2	-4	2	-3	-2	-3	-2	
Quality of Landscaping	-3	-5	0	-4	1	-3	0	-5	-2	
Spaces/Amenities	-5	-5	-2	-4			-2	-5	-3	
Overall Rating, Center #14	-5		-2	-4	2	-3	0	-4	-2	

Center #15	Participant Ranking								Avg	Comments
Architecture	-4	-4	2	-4	4	-2	0	-2	-1	
Buildings to Street	-1		2	-4	3	-2	0		0	
Quality of Landscaping	-3		2	-4	3		0		0	
Spaces/Amenities	-5		3	-4	1		0		-1	
Overall Rating, Center #15	-3		2	-4	2	-2	0	-2	-1	

Center #16	Participant Ranking								Avg	Comments
Architecture	-4	0	1	-4	-1	-2	-2	-4	-2	
Buildings to Street	-4		0	-4	-1	-2	-2	-4	-2	
Quality of Landscaping	-3		-2	-4	-2		-2	-4	-3	
Spaces/Amenities	-5		-1	-4			-2	-4	-3	
Overall Rating, Center#16	-4		-1	-4	-1	-2	-2	-4	-3	

Center #17	Participant Ranking								Avg	Comments
Architecture	5	0	3	5	5	4	1	0	3	looks too dark
Buildings to Street	5	5	4	5	4	0	2	-2	3	
Quality of Landscaping	5	5	3	5	5	3	2	-2	3	
Spaces/Amenities	5	5	3	5	5	4	2	-1	4	
Overall Rating, Center #17	5		3	5	5	4	2	-1	3	

Site Data, Figure #3

Development Feasibility Study, Illinois Route 47

ID #	Use	Floor Area (square feet)		
A-1	Anchor Retail/Small Shops	190,000		
A-2	Outlot	12,000		
A-3	Outlot	16,000		
	Area "A" Total Floor Area:	218,000	Spaces	1000 GFA
	Parking Provided:	7.5 Acres	1021	4.68
B-1	Specialty Retail/Restaurant/Office	82,000		
B-2	Specialty Retail/Restaurant/Office	36,000		
B-3	Specialty Retail/Restaurant/Office	36,000		
B-4	Specialty Retail	8,000		
B-5	Specialty Retail	8,000		
	Area "B" Total Floor Area:	170,000	Spaces	1000 GFA
	Parking Provided:	9.0 Acres	1225	7.21
C-1	Outlot	16,000		
C-2	Anchor Retail/Small Shops	190,000		
C-3	Outlot	8,000		
	Area "C" Total Floor Area:	214,000	Spaces	1000 GFA
	Parking Provided:	7.0 Acres	953	4.45
D-1	Outlot	40,000		
D-2	Anchor Retail/Small Shops	225,000		
D-3	Anchor Retail/Small Shops	180,000		
D-4	Outlot	8,000		
D-5	Outlot	16,000		
	Area "D" Total Floor Area:	469,000	Spaces	1000 GFA
	Parking Provided:	15.0 acres	2042	4.35
E-1	Outlot	40,000		
E-2	Retail	100,000		
E-3	Outlot	16,000		
E-4	Outlot	16,000		
E-5	Retail	40,000		
E-6	Retail/Restaurant	40,000		
E-7	Retail/Restaurant	100,000		
E-8	Office	8,000		
E-9	Office	40,000		
E-10	Community Center	60,000		
	Area "E" Total Floor Area:	460,000	Spaces	1000 GFA
	Parking Provided:	28.5 acres	3880	8.43
Totals:		1,531,000	9120	5.96