

ARTICLE

3

DEVELOPMENT
STANDARDS

Chapter 3.1 • STREET NETWORK DESIGN

Section 3.101 INTENT

Streets in the Village shall be designed to form an integrated network connecting adjacent developments and underdeveloped parcels. An interconnected street system is necessary to protect the public health, safety and welfare by ensuring that streets will function in an interdependent manner, to provide adequate access for emergency and service vehicles, to connect neighborhoods, to promote walking and biking, to reduce miles of vehicle travel that result in lower air emissions and wear on the roadway, and to provide continuous and comprehensible traffic routes.

Section 3.102 STREETS - GENERALLY

- A. EXISTING CONNECTIONS.** New or proposed streets shall be coordinated with and connect to existing or planned streets on adjacent parcels.
- B. PROHIBITION OF PRIVATE ROADS.** No division or partition of an unplatted parcel of real estate shall be approved which results in the creation of a private road, right-of-way or other means of access. The Planning Commission may waive this requirement upon the finding that access to the property cannot be provided via a public street or road or where ingress/egress to the proposed development is provided by a public street or road and all interior streets remain under ownership of the property owner, condominium association or other owners' association who shall have filed with the Village legally binding documents describing the ownership and financial means for maintenance and repair.

If private streets are found to be appropriate, blanket cross-access easements shall be provided for all private streets in a development to ensure that the internal street system may connect to the internal street system on adjacent parcels. The blanket cross-access agreement shall provide for reciprocal cross-access for connection to streets on adjacent parcels without limitation.

- C. FUTURE CONNECTIONS.** To ensure future street connections where a proposed development abuts land that reasonably may be expected to be developed or redeveloped in the future, stub-outs shall be provided to the property line to extend the street system into the surrounding area.
- D. SIDEWALKS.** For all developments requiring site plan approval, either a new public sidewalk or the reconstruction of existing sidewalks, shall be required to be constructed to Village standards along the perimeter of the lot which abuts any public or private street. New or reconstructed sidewalks or bikeways shall be aligned with existing or proposed sidewalks or bikeways.

Additionally, when a site is proposed for development or redevelopment and the site is located adjacent to an existing or planned pedestrian circulation network, the Village may require a pedestrian access path or sidewalk to be constructed to provide access to the adjoining site and shall be built consistent with the Village's standards for sidewalk or pedestrian path construction.

- E. CROSSWALKS.** Pedestrian crosswalks shall be distinguished in the parking and vehicle zones through the use of pavement striping or a contrasting type of pavement (such as brick pavers or integrally colored scored concrete).
- F. TRAFFIC CALMING MEASURES.** The use of raised intersections, lateral shifts, and traffic circles are encouraged as alternatives to more conventional traffic calming measures such as speed bumps. If a raised intersection is proposed, bollards or other protective measures shall be used to separate vehicular and pedestrian areas in the intersection, unless waived by the Planning Commission after a determination has been made that unique circumstances of the site / development do not require additional traffic calming measures.

Section 3.103 BLOCK STRUCTURE

Together, the street and block network should form an orthogonal grid and sufficient intersections shall be provided to create walkable and pedestrian scale development that is consistent with the existing traditional, neighborhood block structure of the Village.

- A. **BLOCK LENGTH.** The portion of any block between intersecting streets shall not exceed 500 feet without a dedicated pedestrian pass-through providing access through the block to another street.
- B. **PEDESTRIAN PASS-THROUGH.** A pedestrian pass-through shall have a minimum width of five feet, shall be designed so they cannot be enclosed or locked, and shall be designed to be safe and interesting for pedestrians. A minimum of security lighting is required; decorative, pedestrian scale lighting is encouraged.
- C. **ALLEY.** The use of Alley's are encouraged to provide rear access to sites.

Section 3.104 STREET ZONES

Streets consist of three zones – the travel zone, the parking zone, and the pedestrian zone. The elements included in each street zone are as follows:

- A. **TRAVEL ZONE.** The travel zone accommodates vehicles in transit, and consists of vehicle travel lanes, left turn lanes, public transit infrastructure (such as dedicated bus lanes) and boulevard medians.
- B. **PARKING ZONE.** The parking zone accommodates vehicles at rest and includes on-street parking lanes. The parking zone can also accommodate public transit elements by replacing some parking spaces with transit stops.
- C. **PEDESTRIAN ZONE.** The pedestrian zone is located between the curb and the edge of the right-of-way or road easement. The pedestrian zone is further separated into three sub-zones:
 - 1. **Furnishing Area.** The furnishing area is the space adjacent to the parking zone, including the curb, and the pedestrian zone. This area is necessary to allow the doors of cars parked along the street to open and close freely, and must have a width of 2.5 feet. Streetscape elements such as light posts, traffic control signs, and tree grates may be located in this area, closet to the curb.

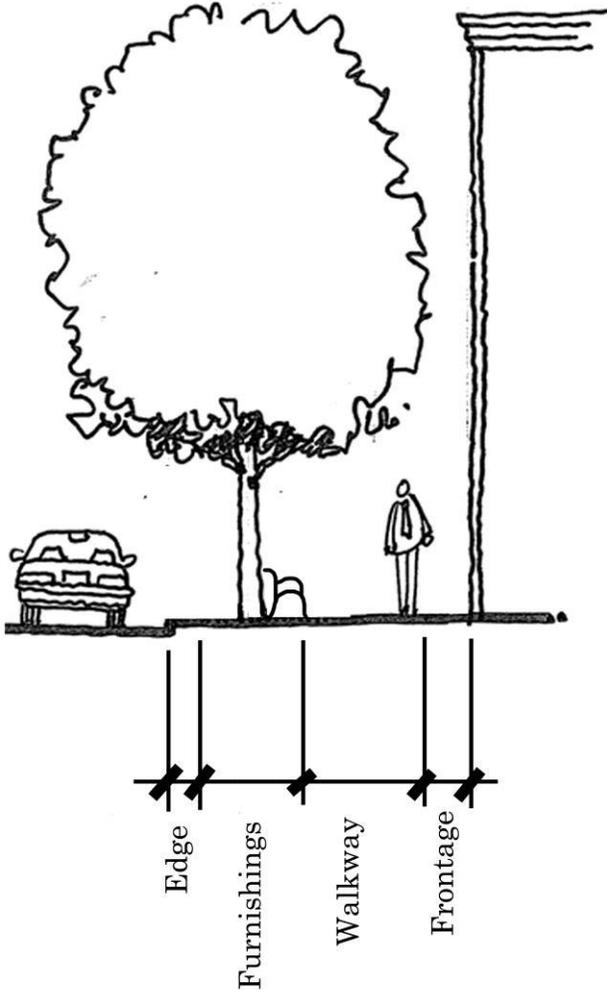
Also located in this zone are amenities such as street trees, planters, and sidewalk furniture. The furnishings area can be paved (with street trees located in tree grates), or it may be landscaped with a street lawn. Outdoor cafés and seating or other similar uses associated with a use in an adjacent principal building may be located in a furnishings area.

- 2. **Walkway Area.** The walkway area is the basic sidewalk area where pedestrians walk. The walkway area must maintain a 5 foot clear path free of obstructions at all times to allow free pedestrian travel. No permanent structures or uses are permitted in the walkway area.

Wider walkways are ideal for the MU-1, MU-2, and MU-3 zoning districts.

- 3. **Frontage Area.** The frontage area is the portion of the pedestrian zone adjacent to the edge of the right-of-way or road easement when a building is located at the lot line. When the building is set back from the lot line, the pedestrian zone will not have a frontage area, and any frontage area will serve as walkway area or spill-out zone for the establishment. The frontage area is intended to accommodate door openings, window shoppers, and the tendency of people to shy away from walls higher than waist height. The frontage area may

also be used for outdoor eating areas or other similar accessory uses associated with a use in the adjacent principal building.



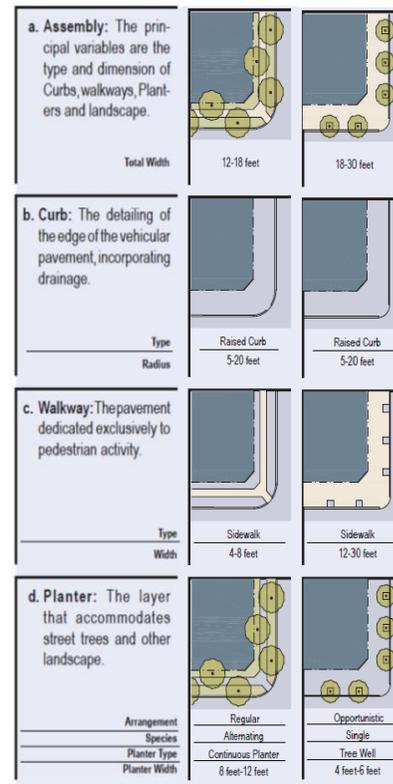
Chapter 3.2 • FRONTAGE DESIGN STANDARDS

Section 3.201 INTENT

This Chapter outlines the standards for private frontages, which is privately owned and maintained, but the design and treatment of the private frontage area is of importance because it helps shape the public realm of the street, which in turn, aids in defining the character of the Village. Although the right-of-way widths vary throughout the Village, the aim of this Chapter is to maximize the amount of continuous green space and to create safe and walkable traditional neighborhoods.

Section 3.202 APPLICABILITY

- A. COMPLIANCE WITH FRONTAGE TYPES REQUIRED.** Every building and site in the Village shall be designed according to one of the following frontage types. Frontage types that are permitted or may be permitted following special exception review by the Planning Commission are identified in *Section 3.203*.
- B. EXCLUDED USES.** Community, educational, and institutional uses have unique characteristics, and therefore are not required to comply with private frontage requirements.
- C. EXISTING BUILDINGS.** Improvements to existing buildings must comply with the following standards to the greatest extent feasible. However, in order to encourage and facilitate the reuse and improvement of existing buildings, the reviewing authority may waive any standards which would place an undue burden on the property owner.



Section 3.203 FRONTAGE TYPOLOGIES

There are two frontage typologies in the Village, residential and commercial.

Private Frontage	Residential	Commercial
Total width (curb face to edge of right-of-way)	10-13 feet	20-30 feet
Curb		
Type	Raised	Raised
Radius	5-20 feet	5-20 feet
Sidewalk		
Width	5-8 feet	8-15 feet
Planter		
Spacing	40 feet oc	40-50 feet oc
Species	alternating	alternating
Planter Type	continuous	Tree well
Width	5-8 feet	4-6 feet

Chapter 3.3 • Corridor Overlay Standards

Section 3.301 INTENT

Recognizing the importance of Elm and Ash Street as attractive and vibrant thoroughfares, the Corridor Overlay regulates building setbacks, parking, access management, and landscaping standards. The intent is not to supersede other regulations of this Ordinance, but instead to supplement them in order to ensure the orderly and attractive development of the Elm and Ash Street corridors, as defined on the Zoning Map.

Section 3.302 Types of Overlay Frontage

There are three types of overlay frontage that exist along the Elm and Ash Street corridors, as follows:

- A. PARKING FRONTAGE.** A condition where pavement or an unpaved parking lot immediately abuts the public right-of-way or is separated only from the right-of-way by a landscaped area.
- B. COMMERCIAL FRONTAGE.** A condition where a building designed and used for a commercial purpose either directly abuts the public right-of-way (i.e. zero foot setback) or is set back behind landscaping. A commercial building set back behind a parking lot shall be considered to have "Parking Frontage."
- C. RESIDENTIAL FRONTAGE.** A condition where a single-family home or other residential structure is set back from the right-of-way behind landscaping. A residential building set back behind an off-street parking lot shall be considered to have "Parking Frontage."

Section 3.303 Parking Frontage Overlay Requirements

- A. PARKING FRONTAGE.** Lots with Parking Frontage shall be subject to the following:
 - 1. Landscaping.** A landscaped area at least 10 feet wide must be constructed between the sidewalk and the parking area. The landscaped area shall be planted with decorative shrubs forming a continuous 30-inch high screen. One deciduous street tree shall be planted for every 30 feet of frontage. A decorative fence not more than 30 inches high may be substituted for the shrub planting requirement.
 - 2. Pedestrian and Barrier Free Access.** A clear, direct, barrier free pathway between the sidewalk and the front entrance of the business shall be delineated across the landscaped area and parking lot, by pavers or another method.
- B. COMMERCIAL FRONTAGE.** Lots with Commercial Frontage shall be subject to the following:
 - 1. Landscaping.** In instances where a commercial building does not directly abut the right-of-way (i.e. have a zero foot setback), landscaping shall be maintained between the right of way and the building in order to draw attention to, but not distract from, the business itself. One deciduous tree shall be required in the front yard for every 50 feet of frontage, although it does not necessarily have to be planted along the right-of-way.
 - 2. Pedestrian and Barrier Free Access.** A clear, direct, paved, barrier free pathway between the sidewalk and the front entrance of the business shall be constructed across the landscaped area and setback.
 - 3. Outdoor Sales / Display.** All outdoor sales or display areas shall be surfaced with asphalt or concrete or other similar dust-proof surface.

4. **Parking.** The construction of a parking area in the front yard of a lot having Commercial Frontage at the time of this Ordinance shall be prohibited. However, the Planning Commission shall have the discretion to allow parking in the front yard if they deem that compliance with the requirements of *Chapter 4.2: Off-street Parking & Loading* would be impossible or impractical otherwise. Parking lots permitted in this way must meet the standards of *Section 3.303.A.1*.

C. RESIDENTIAL FRONTAGE. Lots with Residential Frontage shall be subject to the following.

1. **Landscaping.** For lots with residential frontage, landscaping in the front yard shall be maintained in a manner consistent with the status of the corridors as gateways to the Village. One deciduous tree shall be required in the front yard for every 50 feet of frontage.
2. **Parking.** Parking for more than one vehicle in the front yard of a lot with residential frontage shall be prohibited.

Chapter 3.4 • DESIGN STANDARDS

Section 3.401 INTENT

This Chapter seeks to promote the reasonable compatibility of the character of building units, thereby protecting the economic welfare and property value of surrounding uses and the Village at large. New development shall enhance the existing community character in order to ensure a harmonious built environment.

Section 3.402 RESIDENTIAL DESIGN STANDARDS

The following standards apply to any residential units, except manufactured houses located in an approved and licensed Manufactured Housing Park:

A. SINGLE FAMILY AND TWO-FAMILY DWELLINGS.

1. **Exterior Finish Materials.** Dwelling units shall be provided with an exterior building wall, foundation and roof configuration and exterior finish materials similar to and aesthetically compatible with the dwelling units on adjacent properties or in the surrounding residential neighborhood. Complimentary materials on the exterior of the building must be incorporated on not only the wall materials and roof, but also as it pertains to windows, porches, breezeways, architectural features, etc.
2. **Front Porch.** Dwellings shall be constructed with a primary entrance on the front façade and connected to the public sidewalk or right-of-way by a paved path, with a front porch / stoop.
3. **Determinations.** The compatibility of design and appearance shall be determined by the Zoning Official, subject to review by Planning Commission should the Zoning Official deem the application necessary for secondary review. The applicant may be required to furnish such plans, elevations and similar documentation as is deemed necessary to permit a complete review and evaluation of the proposal.

B. MULTIPLE-FAMILY DWELLINGS

1. **Uniform Building Design.** The building shall be designed in a uniform appearance and all side and rear yards shall include windows and architectural features similar to the front facade of the building, including, but not limited to awnings, cornice work, edge detailing or other decorative finish materials.
2. **Roof.** All buildings shall have pitched roofs, which may include functional dormer windows and varying lines customary with gable or hip style roofing.
3. **Maximum Building Length.** No building shall exceed 200 feet in length.
4. **Creativity in Design.** Monotony of design in single or multiple building projects shall be avoided. Variation of detail, form, and use of site shall be used to provide visual interest. In multiple building projects, variable use of site or individual buildings may be used to prevent a monotonous appearance.
5. **Open Space.** Open space must be provided, in accordance with *Section 4.703: Required Open Space* and *Section 4.704: Open Space Design*.
6. **Pedestrian Network.** Additional pathways and sidewalks are encouraged and may be required when determined by the Planning Commission to safely move pedestrian traffic

through the site and/or expand the Village's non-motorized network and connect to other sites.

Section 3.403 MU-1 DESIGN STANDARDS

The following design guidelines apply to any new construction or remodel of any building located in the MU-1 district.

- A. FACADE FRAME.** The facade frame, or wall, shall be constructed primarily of brick or stone, constructed principally in a single plane. E.I.F.S. (exterior insulation and finishing systems) shall not be permitted. The top of the parapet wall shall be flat or step slightly to accentuate end piers. The facade frame shall be capped by a stone, or simulated stone, coping or narrow cap flashing. Brick shall be laid primarily in running bond with minimal decorative detail.
- B. STOREFRONT OPENING.** Storefronts shall be directly accessible from public sidewalks. Each storefront must have transparent areas, equal to 70 percent of its portion of the facade, between one and eight feet from the ground. The wood or metal glass framing system shall be painted, bronze, or powder coated. The building entry is often centered in the storefront opening and is commonly recessed.

Blank walls shall not face a public street or parking area. Walls facing a public street or parking area shall include windows and architectural features customarily found on the front facade of a building, such as awnings, cornice work, edge detailing, or decorative finish materials.

- C. CANOPIES/AWNINGS.** A canopy or awning is typically located at the top of the storefront opening.

Awning shall be traditional in design; they shall be triangular in section, sloping outward and down from the top of the opening. Narrow front and side flaps are common. Round-top, half-round, box, or other unusual awning shapes are discouraged. Internally lighted awnings are prohibited. Signage on awnings shall be limited.

Canopies shall be narrow in elevation, 6" to 12", and flat. Typically such canopies would have internal drainage. Canopies shall be self-supporting or supported by tension rods. Canopy projections to be limited to 48". Sloping, or unusually shaped, canopies are prohibited.

- D. REAR FACADES.** Facades not facing a public right-of-way are as important as street facades because they are frequently visible and/or adjacent to parking. Often times they must also accommodate service and delivery functions. Rear facades shall exhibit the same components as street facades, however, need not follow as rigorous a design model:
- 1. Facade Frame.** The facade frame, like that at the street facade, shall be constructed principally in a single plane. If a parapet is used at the rear facade, the parapet wall shall be flat or step slightly to accentuate end piers, as illustrated. If no parapet is used, downspouts shall be located at the outer sides of the facades, not in the middle of the facade. Acceptable materials include brick or stone consistent with the design of the front facade.
 - 2. Storefront Opening.** Like the street facade, the storefront opening shall be a rectangular or square opening, 10' to 12' high, yet it may be a smaller portion of the width of the facade, or bay than the street facade; approximately 40 percent of the width. The opening shall be almost entirely glass (window, showcases, or door) with few subdivisions. The wood or metal glass framing system shall be painted, bronze, or powder coated. The building entry is often centered in the storefront opening and is commonly recessed.
 - 3. Canopies/Awnings.** A canopy or awning typically located at the top of the storefront opening, is recommended. Awnings shall be traditional in design; they shall be triangular in section, sloping outward and down from the top of the opening. Narrow front and side flaps are common. Round-top, half-round, may be approved by the Planning Commission if it is determined that a round-top or half-round awning is consistent with the architectural character of the building. Box, or other unusual awning shapes are prohibited. Internally lighted awnings are also prohibited. Awnings are not intended to be a principal means of signage.

Canopies shall be narrow in elevation and flat. Typically such canopies would have internal drainage. Canopies shall be self-supporting or supported by tension rods, as illustrated. Canopy projections to be limited to 48".

E. MATERIALS. Maintaining consistent palette of materials is important to establish continuity within the streetscape and to maintain and enhance the overall appearance of the Downtown. The following are identified as acceptable building materials.

1. **FACADE FRAME.** Acceptable materials:

- i. **Brick.** Shall be standard modular brick with common tooled mortar joints. Untooled joints, distressed brick, or irregular shaped brick are prohibited. Brick color and texture shall be compatible with original brick facades in the Downtown Core district. Textures varied from smooth or glazed to rough. Textures tended to be uniform.
- ii. **Stone.** Smooth finish stone such as limestone or sandstone.
- iii. **Aluminum Parapet Cap.** Typical material is aluminum or painted sheet steel. Color and finish shall match that of window framing system.
- iv. **Artificial Stone and Pre-Case Parapet Cap.** To simulate traditional limestone and sandstone caps.

2. **STOREFRONT OPENING.** Acceptable materials:

- i. **Storefront Framing System.** Aluminum or pre-painted steel storefront glazing system. Natural finish aluminum is the most common material and finish.
- ii. **Glass.** Clear or with slight green tint.
- iii. **Entry Door.** One or two-lite door matching storefront glazing system.

3. **CANOPIES.** Acceptable materials:

- i. **Canopy Facia Trim.** Metal. Typically, natural finish aluminum or painted.
- ii. **Soffit.** Metal or cement plaster.
- iii. **Support Rods.** Metal.

4. **AWNINGS.** Acceptable materials:

- i. **Frame:** No requirements.
- ii. **Fabric:** Standard fabrics for non-internally lighted awnings. Patterns and colors to be compatible with other facade materials.

F. COLORS. Colors shall be limited to those traditional colors that were predominant in early American architectural styles. A color board showing the proposed colors and materials of the various exterior building elements shall be submitted during the site plan review process.

G. DESIGN STANDARD MODIFICATIONS. When a particular building design and the materials and colors or combination of materials and colors proposed to be used in the exterior walls are found by the Planning Commission to be in keeping with the intent and purpose of this Section, but may differ from the strict application of this section, the Planning Commission may modify the requirements of this Section.

The Planning Commission shall notify the applicant concerning any features and colors inconsistent with the approved standards. Any proposed new construction or remodeling of any existing buildings found to be inconsistent with the standards or guidelines for the district by the Planning Commission shall be disqualified for any incentive offered by the Village or Downtown Development Authority.

Section 3.404 MU-2 / MU-3 DESIGN STANDARDS

The following design guidelines apply to any new construction or remodel of any building located in the MU-2 / MU-3 districts:

- A. ARCHITECTURAL STYLE.** While architectural style is not restricted it should reflect the historic character of existing development in the MU-1 district. Evaluation of the appearance of a project shall be based on the quality of its design and relationship to surroundings.
- B. SCALE.** Buildings shall have good scale and be in harmonious conformance with permanent neighborhood development.
- C. BUILDING MATERIALS.**
 - 1. Materials shall have good architectural character and shall be selected for harmony of the building with adjoining buildings.
 - 2. Materials shall be selected for suitability to the type of buildings and the design in which they are used. Buildings shall have the same materials, or those that are architecturally harmonious, used for all building walls and other exterior building components wholly or partly visible from public ways. In any design in which the structural frame is exposed to view, the structural materials shall be compatible within themselves and harmonious with their surroundings.
 - 3. Materials shall be of durable quality.
 - 4. Building components, such as windows, doors, eaves, and parapets, shall have good proportions and relationships to one another.
 - 5. Colors shall be harmonious and shall use only compatible accents.
 - 6. Mechanical equipment or other utility hardware on roof, ground, or buildings shall be screened from public view with materials harmonious with the building, or they shall be so located as not to be visible from any public ways.
 - 7. Exterior lighting may be part of the architectural concept. Fixtures, standards, and all exposed accessories shall be harmonious with building design.
 - 8. Monotony of design in single or multiple building projects shall be avoided. Variation of detail, form, and use of site shall be used to provide visual interest. In multiple building projects, variable use of site or individual buildings may be used to prevent a monotonous appearance.

Section 3.405 HEIGHT EXCEPTIONS

The height requirements of all districts, except the I-1 district may be exceeded by parapet walls not over four feet in height, chimneys, roof mounted television and radio antennas (excluding cell towers and other communications towers), cupolas, spires or other ornamental projections, or water towers. In the I-1 district, chimneys, cooling and communication towers, and other necessary appurtenances are permitted above the height limitations provided they are located the same distance as their height from any adjoining property line.