



Introduction

These *Design Guidelines* are intended to provide a sense of the preferred characteristics of high quality commercial development in accordance with the Village's Comprehensive Plan that:

- enhance the identity of the Village of Lake in the Hills;
- focus on the pedestrian; and
- maximize environmental sustainability.

In accordance with the Comprehensive Plan, the Village of Lake in the Hills desires "to create cohesion and a sense of identity" in the Village. These *Design Guidelines* strive to guide development in a way that establishes a distinctive image and character for the Route 47 corridor that sets this corridor apart from commercial centers in adjacent communities.

Contributing to that distinctive image and character is development, as stated in the Comprehensive Plan, "that focuses on the pedestrian, rather than the automobile." These *Design Guidelines* promote design features that support a safe, comfortable and welcoming walking environment.

Development, in accordance with the Comprehensive Plan, "that maximizes sustainability with respect to land use and the natural environment" will also support both the identity enhancement and pedestrian focus of the development of the Route 47 corridor. These *Design Guidelines* encourage design

features that minimize negative environmental impacts of development.

The *Design Guidelines* are provided for overall guidance to the development community in order to establish a connection between the policies of the Village's Comprehensive Plan and the practice of the Village's development review in the Route 47 corridor. The guidelines are intended to encourage developers to create a design dividend for our community through creative design solutions that address the key issues that will guide development review: Village identity, pedestrian focus and sustainability. Viewed as a whole, a development may offer more in the way of one guideline and less in another, depending on what the site dictates. Or, a development may offer alternative design solutions that address the key issues.

For the Village of Lake in the Hills, the *Design Guidelines* serve as an evaluation tool. They will guide development review along with the rest of the Comprehensive Plan, the Zoning Ordinance, the Subdivision Control Ordinance and other applicable Village codes and ordinances. The guidelines will be used by the Village in reviewing plans and proposals for all new commercial developments within the boundaries of Sub Area #1.

Developers, designers and decision-makers should use these guidelines as a reference in preparing plans for new development projects. Reviewers will look more favorably toward development plans consistent with these *Design Guidelines*. Any proposed plans should include a memorandum outlining how the plans address the key issues of Village identity, pedestrian focus and sustainability.

Site Design

Location of Buildings

- For parcels adjacent to Route 47 and Miller Road or Ackman Road, 50% of that buildable road frontage (excluding open space that runs perpendicular to the frontage) should be occupied by buildings setback not more than 45 feet from the landscape setback. (Fig. 1)

- Single buildings on outlots or pads should be sited within 10 feet of an adjacent lot or clustered with buildings on adjacent lots. (Fig. 2)

- Newer buildings should reflect the actual setback established by existing buildings or approved plans.

Passers-by can identify with the prominence of attractive buildings, rather than parking

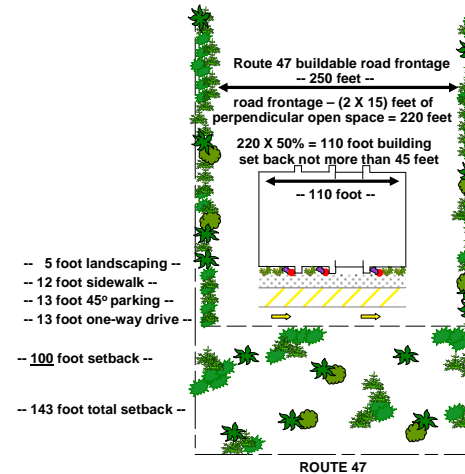
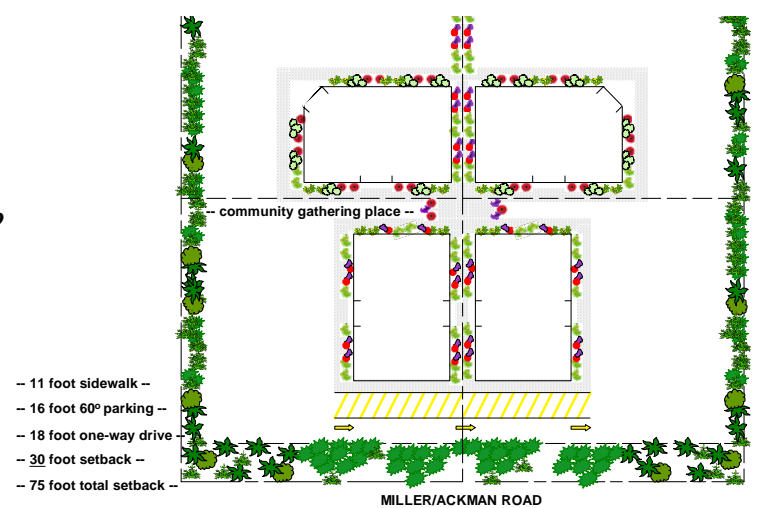


Fig. 1

This siting creates a unique opportunity for a shared landscaped pedestrian pathway or community gathering place between buildings on adjacent lots

Fig. 2



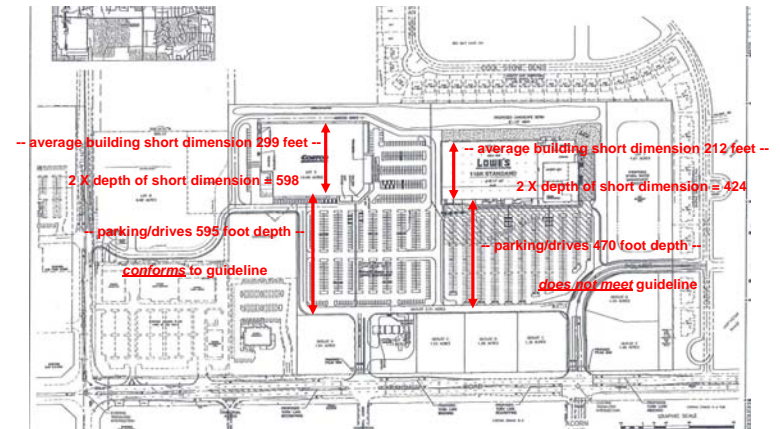
Site Design

Location of Parking

- No parking over the minimum requirement should be located between the front façade of a building and a street or main site access drive.
- The depth of the parking lot and drive aisles between the front façade of a building and a street or main site access drive should not exceed 2 times the depth of the short dimension of the building footprint. (Fig. 3)

Where buildings are closer to the street, the perceived scale of the development is reduced and pedestrian traffic is encouraged

Fig. 3



Maximum Parking

- Parking should not exceed 110% of the minimum parking requirement.

Green Parking

- Any parking over the minimum requirement should be constructed of permeable pavement. (Fig. 4)
- Along non-parking drive aisles, vegetated swales should be used in place of curb and gutter. (Fig. 5)
- In parking areas, cuts should be made in the barrier curb to allow storm water to drain into a bioswale. (Fig. 6)

These features minimize the negative effects of storm water runoff

Fig. 5



Fig. 4



Fig. 6

Site Design

Entrances

- A single or limited number of access points along Route 47, Miller Road or Ackman Road should be established for each development to serve multiple parcels and users.

- The main entry drive or street from Route 47, Miller Road or Ackman Road should be a two-way drive separated by a 9 foot wide center island separating the two directions of traffic. (Fig. 7)

- Canopy trees placed every 40 feet should line each side of the main entry drive or street and the center island. (Fig. 7)

- The view from the entrance from Route 47, Miller Road or Ackman Road should terminate on a noteworthy and aesthetically pleasing element such as a prominent building entrance, significant architectural feature or community gathering place.

Passers-by can be drawn into a commercial center with an appealing entrance

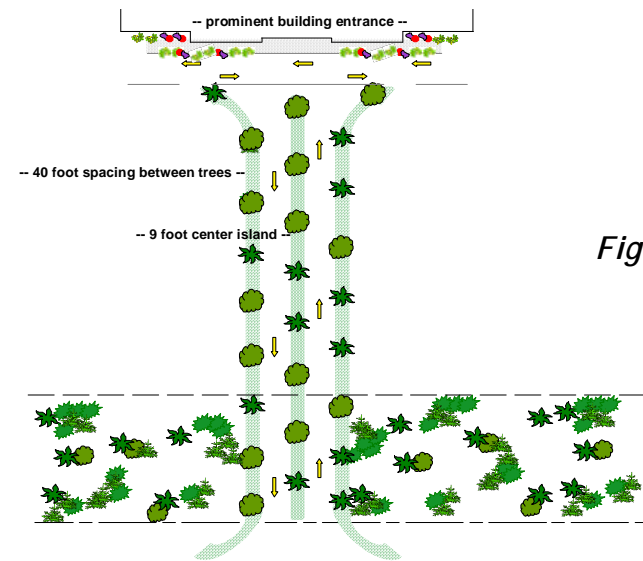


Fig. 7

Site Design

Vehicle Flows

- *Parcels should be connected to the main entry drive or street through the use of cross-access agreements*
- *Drive aisles should be located between outlots or pads and larger parcels*

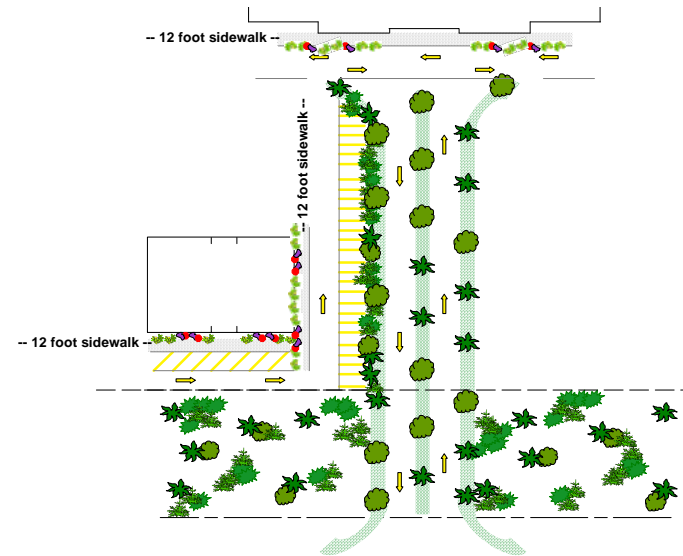


Fig. 8

Pedestrian Flows

- *Design conflicts should be resolved in favor of the pedestrian.*
- *A 12 foot wide sidewalk should be provided between a building façade and drive aisles or parking. (Fig. 8)*

A pedestrian focus requires careful attention to the design of sidewalks

Site Design

Pedestrian Flows

- Within a parking lot and perpendicular to principal buildings, 6 foot sidewalks should be located for every 125 - 200 feet of building width. Such sidewalks should connect focal points of pedestrian activity such as building entrances, street crossings and community gathering places. (Fig. 9)

- All sidewalks over 150 feet in length should be clearly defined in a combination of 2 or more of the following ways: special leaning railing (42" high); special paving; low seat walls (16" high) or street furniture; pedestrian scale lighting; arcades; or a 4 foot wide continuous landscape area on each side of the walkway. (Fig. 10, Fig. 11)

Bicycles

- Secure bicycle parking should be provided in reasonable proximity to building entrances.

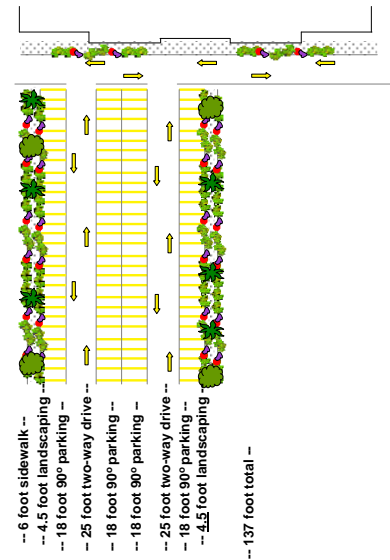


Fig. 9

A pedestrian focus requires careful attention to sidewalk detail and design elements that are human-scaled

Fig. 10



Fig. 11

Site Design

Community Gathering Places

- For each 75,000 square feet of building footprint (rounded to the nearest 75,000) and for every 4 buildings in a development, a different public amenity should be provided for community gathering, such as a plaza or courtyard with seating (1 square foot for every 100 square feet of building footprint), a water feature or monument with seating, or regular programming to attract community attendance. (Fig. 12)

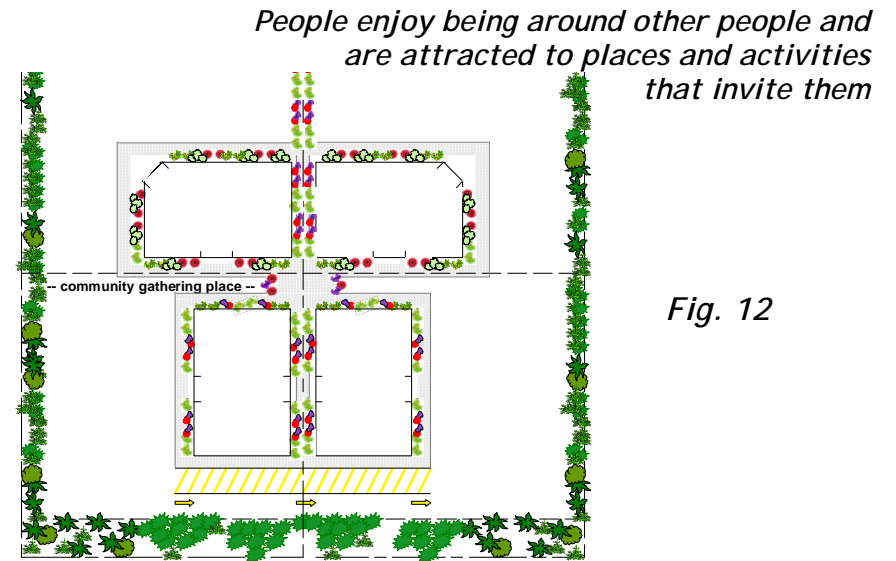


Fig. 12

- Site furnishings such as benches or low seating walls, tables, and trash receptacles should be provided near building entrances and in plazas and other pedestrian areas. (Fig. 13, Fig. 14, Fig. 15)

Community gathering places contribute positively to the public realm

Fig. 13

Fig. 14



Fig. 15

Building Design

Overall Design

- *Buildings should be designed with an architecture that takes its cue from prominent public buildings in the Village such as Village Hall and the fire station (Pyott Road). (Fig 16, Fig. 17)*

Roofs

- *Gentle slopes and hipped and shed roofs are encouraged.*
- *Variations in roof lines are encouraged.*
- *Parapets or other features should be used to conceal rooftop mechanical equipment.*

Materials and Colors

- *Ninety percent of the exterior elevation building materials should be textured brick or decorative stone.*
- *The predominant exterior building color should be subtle earth tones. One or 2 deep hues for accent are encouraged to unify a development.*

Fig. 16



Fig. 17

Building Design

Facades

- Buildings with a façade of more than 75 feet in length should have repeating wall recessions or projections at a minimum depth of 3% of the length of the façade. Each recession or projection should extend for 20% of the length of the façade. (Fig. 18)

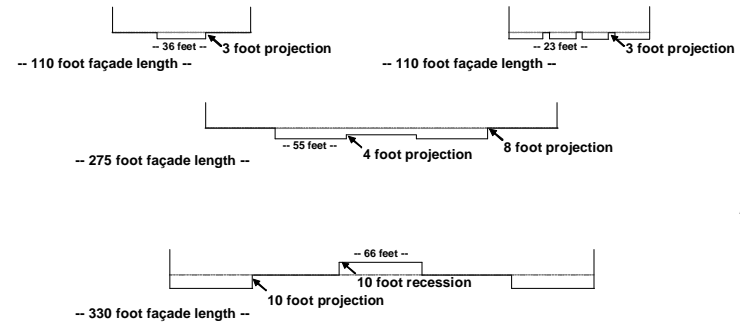


Fig. 18

Human-scaled features of visual interest have the appearance of reducing the massive size of a building

- Façades should be broken up with subtle color and texture changes. (Fig. 19, Fig. 20)



Fig. 20

Fig. 19

Building Design

Facades

- At least 50% of the ground floor facades that face a street or main site access drive should have transparent windows located between 3 feet and 8 feet above the sidewalk. Dark, mirrored or reflective glass should not be used. Pedestrians should be able to see activity going on inside a building. (Fig. 21, Fig. 22)



Fig. 21



Fig. 22

- At least 50% of the ground floor facades that face a street or main site access drive should have a variety of arcades, entrances, awnings and display windows. (Fig. 23, Fig. 24)

Human-scaled features of visual interest have the appearance of reducing the massive size of a building

Fig. 23



Fig. 24

- On any building located within 75 feet of a residential district, the façade facing the residential district should integrate characteristics of the front facade.

Building Design

Entrances

- *Each side of a building facing a street, main site access drive or parking should have a highly visible customer entrance featuring at least 2 of the following: large entry door; recess or projection; peaked roof form; or active display windows on each side of the door. (Fig. 25, Fig. 26)*

Fig. 25



- *Each building should have at least 2 highly visible customer entrances, one on each of 2 sides of the building, or separated by at least 1/3 of the façade width if on 1 side of a building.*

Fig. 26



Building Design

Tenant Spaces

- Buildings on outlots or pads should have tenant spaces facing the street or main site access drive and tenant spaces facing the interior of the development. (Fig. 27)
- Buildings or group of buildings with the same or related tenant and with a building footprint over 100,000 square feet should provide 50% of the street or main site access drive frontage with separate "tenant" spaces (also known as liner stores or sleeves) for separately owned stores or distinct departments of a primary store (e.g., garden shop, bakery, eye wear shop). Each "tenant" space should occupy 3,000 to 25,000 square feet and have separate exterior customer entrances and signage. (Fig. 28)

Weather Protection

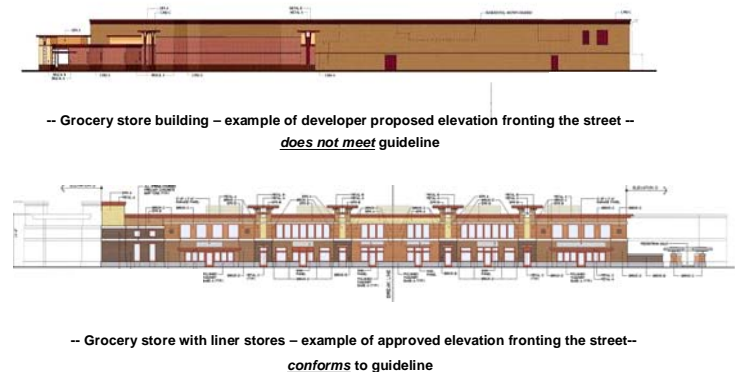
- Each side of a building facing a street or main site access drive should have covered sidewalks for at least 60% of the façade.
- Where buildings on outlots or pads are sited so to create a shared walkway with an adjacent building, the walkway should be covered.



Fig. 27

The presence of smaller tenant spaces breaks up large expanses and offers the pedestrian more opportunities to interact with the building.

Fig. 28



-- Grocery store building -- example of developer proposed elevation fronting the street -- does not meet guideline

-- Grocery store with liner stores -- example of approved elevation fronting the street-- conforms to guideline

Other Design Issues

Accessory Structures or Other Equipment

- *Accessory structures or other equipment should be constructed of or enclosed with the same materials as that of the principal building.*

Lighting

- *Accent lighting should be used to unify a development.*
- *Unique lighting fixtures compatible with building architecture are encouraged to unify a development.*
- *Pedestrian scaled lighting standards (12-20 foot high) are encouraged.*

Signs

- *Uniform signage is encouraged throughout a development.*

Landscaping

- *Native and xeriscape plantings are encouraged.*