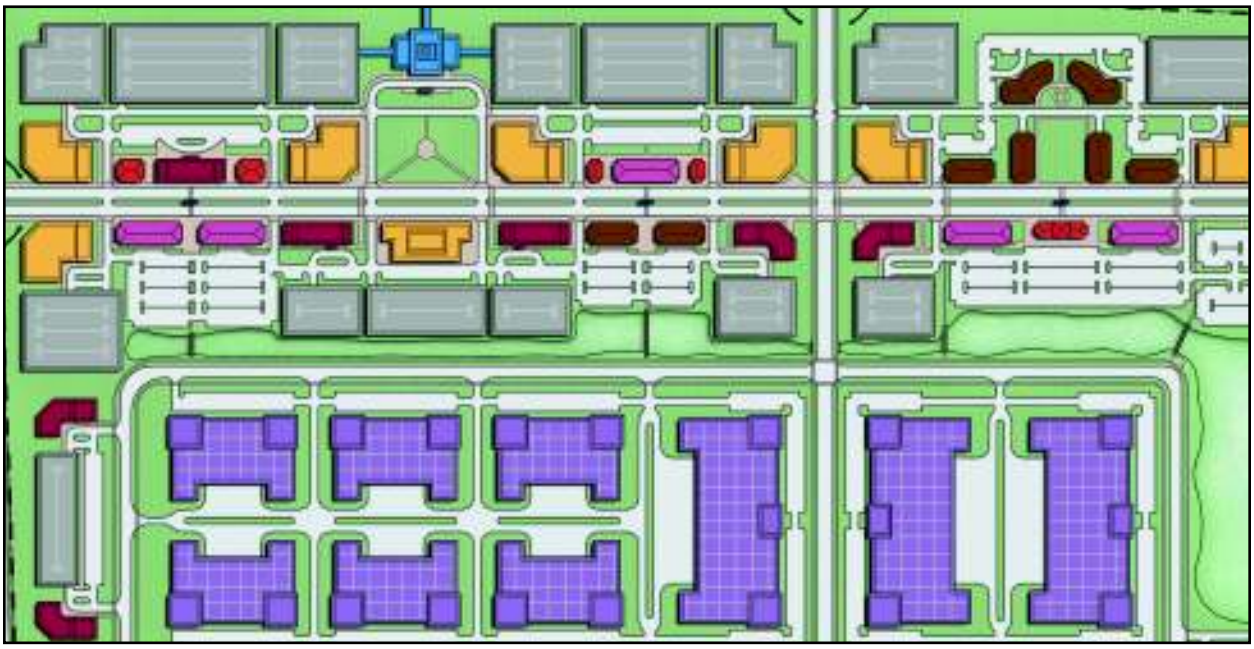
Thorndale Corridor Form-Based Zoning

Wood Dale, Illinois



THE LAKOTA GROUP
Duncan Associates

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THORNDALE CORRIDOR CORPORATE DISTRICT

The intent of the Thorndale Corridor Corporate District is to implement the Thorndale Corridor Master Plan adopted by the Wood Dale City Council in 2009. New development regulations are needed for this district because the City's zoning and subdivision requirements may not be consistent with the vision and principles of the Master Plan.

This new "form-based" code focuses on the creation of a mixed-use corporate development that emphasizes "building form," "public realm" and high-quality site and building design. It is intended to set the foundation for a vibrant, attractive corporate setting by establishing streets, blocks and buildings that are pedestrian- and transit-oriented, have a mix of uses, contain architectural diversity and offer additional business and employment opportunities in Wood Dale.

This new Thorndale Corporate District is incorporated into the City's Unified Development Ordinance as a "zoning overlay" that will take effect when specific development "triggers" occur.

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11. TCC
THORNDALE CORRIDOR CORPORATE DISTRICT

DISTRICT INTENT

The Thorndale Corridor Corporate (TCC) District is established to provide and maintain a thriving, first class corporate environment with a mix of uses that support a range of business activities. The district is generally located along Wood Dale Road and the planned Elgin-O'Hare Expressway extension (currently Thorndale Avenue) near the planned location of the western terminal of O'Hare International Airport. The map symbol and short name for this district shall be "TCC".

The District will provide the City with economic development opportunities in close proximity to the Airport, expressway corridor and area businesses. It should be planned, designed and developed according to the City's Thorndale Corridor Master Plan (approved in 2009) as an attractive transit-oriented, mixed-use business setting that fosters interaction between land uses and buildings, facilitates pedestrian activity and transit use and reduces vehicle trips on area roadways.

Figure 1: Thorndale Corridor Master Plan shows the potential build-out of the Thorndale Corridor, as identified during the master planning process. It reflects the goals and objectives of the Plan and serves as a guide for City officials, property owners, business owners and development professionals as they shape and implement improvement and development projects within the Corridor.

Figure 1: Thorndale Corridor Master Plan

Overlay Requirement

The TCC District is established as an "overlay" zoning district. The overlay district standards will go into effect when specified criteria are met. A property owner will be required to comply with the TCC District overlay requirements in place of the existing I-1 Industrial District requirements specified in the UDO if any of the following occurs:

Any building may be altered, repaired, enlarged or expanded within the I1 District. However, if the aggregate value of the alterations, repairs, enlargements or expansions exceeds 50% of the assessed market value of the building as determined by the Addison Township Assessor then compliance with the TCC District is required.

If over 50% of the street frontage of a block face has developed or is being redeveloped in accordance with the TCC District zoning, then all future redevelopment on the subject block will be subject to the TCC overlay requirements.

Sub-Areas

The overall TCC District is further divided into four sub-areas, as defined in the Thorndale Corridor Master Plan and shown in **Figure 2: Sub-Areas**: Corporate Main Street; Business Park; Recreation Complex and Wood Dale Road Frontage.

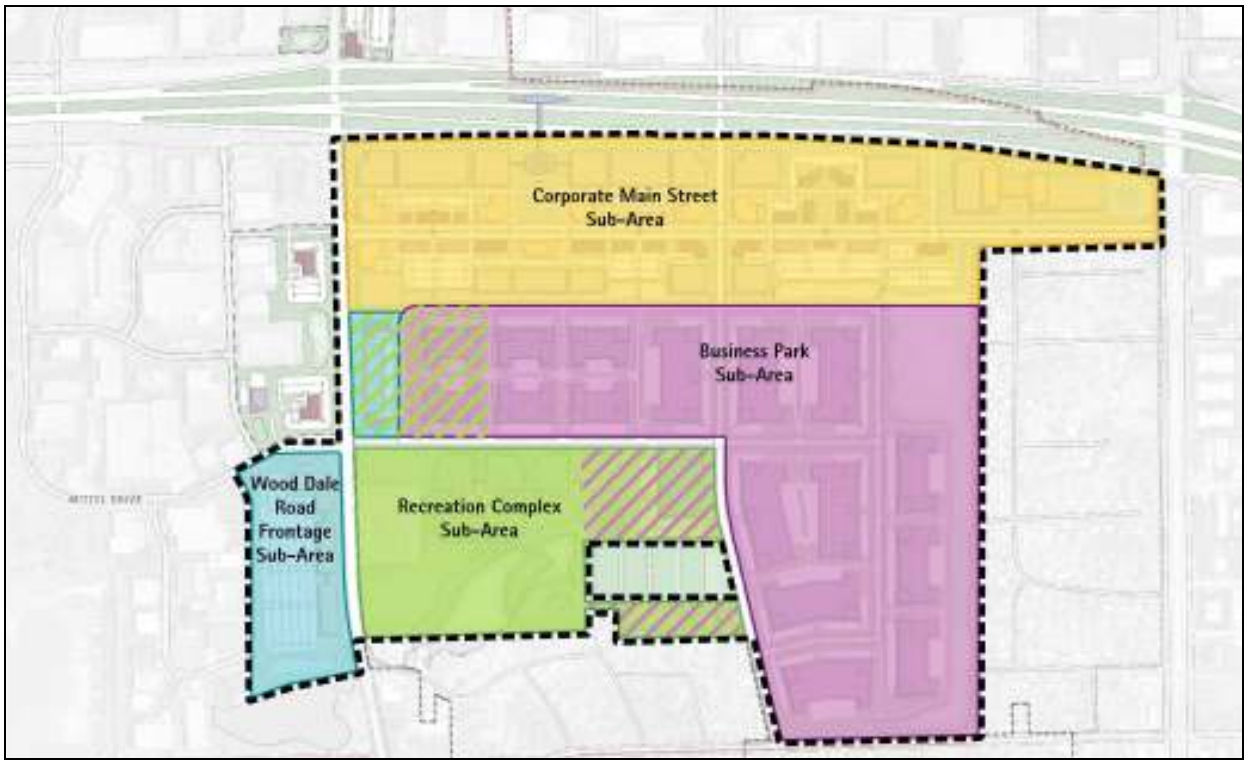


Figure 2: Sub-Areas

Corporate Main Street

The Corporate Main Street sub-area is designed as a highly visible and accessible corporate environment that can accommodate a wide range of business and business supportive uses. This new Main Street is primarily intended to accommodate corporate and professional office buildings in a planned corporate campus or office park setting that is compact and transit-oriented. The sub-area also allows a range of other uses that support businesses located in the Thorndale Corridor Corporate District as well as those in the City's adjacent business parks.

This sub-area is also envisioned to be the City's northern gateway from area roads, the Elgin-O'Hare Expressway, O'Hare Airport and future transit facilities planned for northeastern DuPage County. The Corporate Main Street is intended to be a major transportation hub for the City and DuPage County.

The design intent of this sub-area is to establish an attractive, pedestrian-oriented street that is parallel to the future expressway right-of-way. Buildings and uses should be massed along the street to create a consistent building "street wall" that facilitates pedestrian circulation and access. Parking for all uses should be placed behind buildings in small surface parking lots for short-term parking and shared decks on the north or south edges of the sub-area for longer term parking for employees and hotel guests. Where appropriate, such decks should also be planned and designed to accommodate commuter parking when transit is introduced to the sub-area.

In special cases, buildings can be massed along the future expressway right-of-way. If such buildings are not massed along the new Corporate Main Street, then the development must provide an active "streetwall" of buildings along the Corporate Main Street with pedestrian-generating retail, restaurant, hotel or office space along the sidewalk at ground level.

Business Park

The Business Park sub-area is designed to provide larger sites for businesses that require corporate facilities involving research, assembly, light production, showroom and shipping functions as well as administration and operations.

This sub-area can accommodate larger buildings and service/loading areas within a landscaped business park setting. All parking and service/loading functions should be planned within the site with no direct access from adjacent streets or roads, except from internal driveways. Employee and visitor parking should be located within well-screened landscaped parking lots in front of buildings within the Business Park. Shared service areas/courts and driveways should be created wherever possible to conserve land and facilitate vehicular access.

Wood Dale Road Frontage

The frontage properties on Wood Dale Road at the southwest and northeast corners of Mittel Drive intersection are established as a sub-area that is intended to support the overall TCC district by providing an expansion area for office uses, hotels and multi-family housing. Buildings in this sub-area should orient toward Wood Dale Road with parking located away from the frontage.

Recreation Complex

The Recreation Complex sub-area would incorporate indoor recreation facilities, sports fields, passive open space, playgrounds, Franzen Grove Park, Community Park and Wood Dale Junior High School. It is established as a multi-purpose, multi-use public space that can accommodate a wide range of recreational and educational activities, including sports leagues/tournaments and special events. This sub-area has two optional directions for development: a north/south orientation and an east/west orientation as shown in Figure 2: Sub-Areas. The east/west option is preferred as it frees up prime frontage along Wood Dale Road for new business development.

REGULATING FRAMEWORK

The Regulating Framework defines the desired physical form for the Thorndale Corridor Corporate District overlay and sets development parameters for: land use; street type; building height, siting and setbacks; and parking placement.

The standards of this section are intended to establish land use and design character at a block level, overall allowable uses and thoroughfare standards. The following sections provide further detail regarding the desired physical form of development based on design standards for buildings, streets and open spaces.

Note that the City Council can grant additional height, above the maximum listed and up to the Federal Aviation Administration (FAA) allowed limit, through special use review and approval for projects incorporating additional sustainable building measures and best management practices.

Block Standards

Figure 3: Sub-Area Blocks defines the boundaries of each block within the TCC. Final block boundaries are subject to change as the final alignment of roadways and open spaces as well as property surveys are further defined.

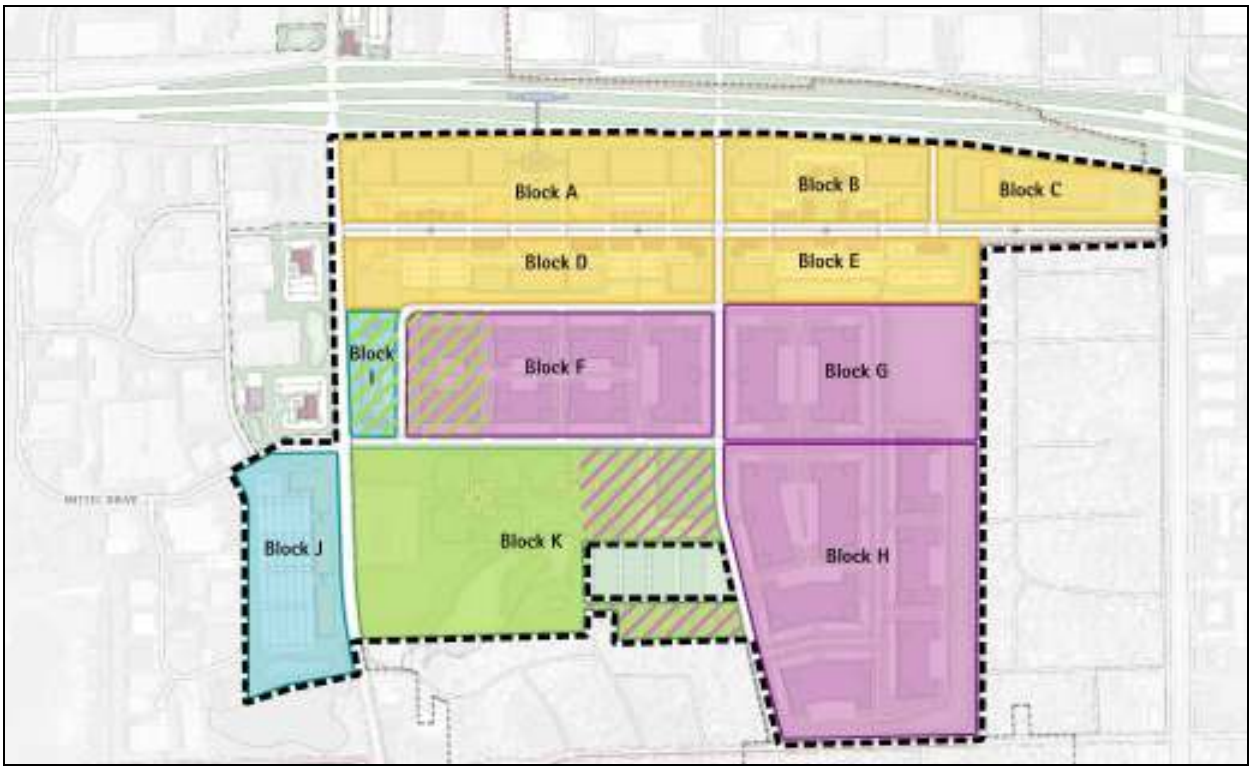


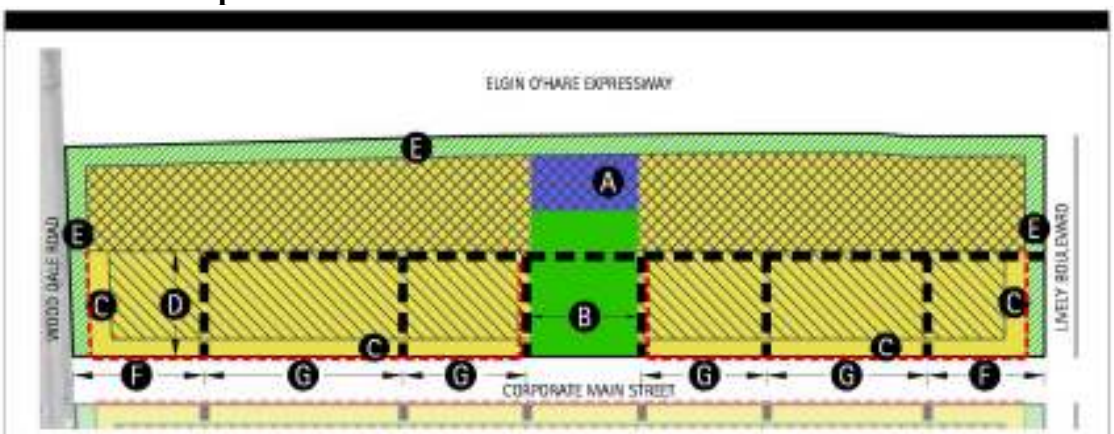
Figure 3: Sub-Area Blocks

Corporate Main Street: Block A

Block A is located on the north side of the Corporate Main Street along the future expressway extension between Wood Dale Road and the anticipated realignment of Lively Boulevard. It is envisioned as the primary development block and gateway for the Thorndale Corridor.

The expressway extension is planned to include potential commuter transit service within its expressway right-of-way. Therefore Block A includes a transit center concept, which is located and massed with flanking office buildings to create a central public open space that will serve as a focal point for the overall Corridor.

Block A: Development Framework



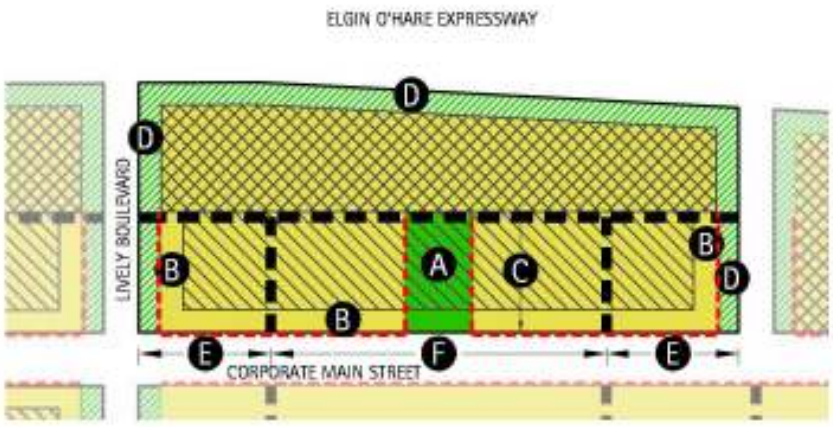
Building Zone		140' maximum building height
Transit Zone	A	Station size/location to be determined
Central Open Space	B	Centered on station (80' min. width)
Build to Line		70% of line must be held by buildings
Surface Parking Zone	C	50' minimum surface parking setback
Parking Zone - Deck or Lot	D	250' minimum parking deck setback
Landscape Buffer	E	50' minimum landscape buffer
Internal Drive		
	F	275' minimum setback to first drive
	G	250' minimum internal drive separation

Note: The City may approve parking decks placed at the build-to-line along Corporate Main Street in accordance with the Special Use provisions (UDO Section 17.403) as long as the Master Plan Vision of a pedestrian-oriented Corporate Main Street is maintained. Decks shall have active first floor uses and open glass architecture at the ground level. Active uses shall include retail, restaurant, hotel or office space. Decks placed along Corporate Main Street also shall not impede or preclude the establishment of the interconnected internal drive system noted above.

Corporate Main Street: Block B

Block B is located on the north side of Corporate Main Street along the expressway extension between the realigned Lively Boulevard and a new internal street that may link the development directly to the expressway frontage road and ramp. This block is considered an expansion zone for the Corporate Main Street Concept.

Block B: Development Framework



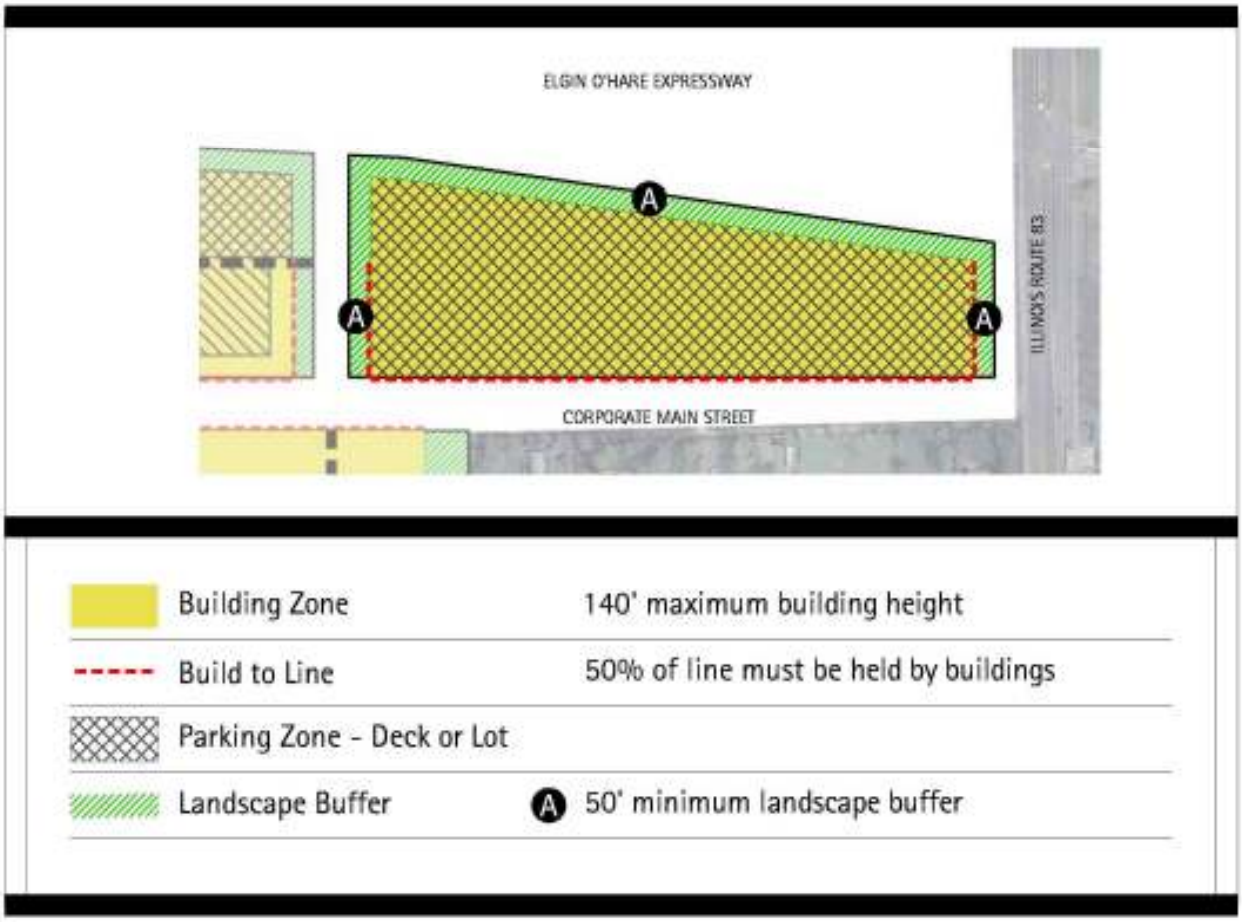
Building Zone		140' maximum building height
Central Open Space	A	80' min. width
Build to Line		70% of line must be held by buildings
Surface Parking Zone	B	50' minimum surface parking setback
Parking Zone - Deck or Lot	C	250' minimum parking deck setback
Landscape Buffer	D	50' minimum landscape buffer
Internal Drive		
	E	275' minimum setback to first drive
	F	250' minimum internal drive separation

Note: The City may approve parking decks placed at the build-to-line along Corporate Main Street in accordance with the Special Use provisions (UDO Section 17.403) as long as the Master Plan Vision of a pedestrian-oriented Corporate Main Street is maintained. Decks shall have active first floor uses and open glass architecture at the ground level. Active uses shall include retail, restaurant, hotel or office space. Decks placed along Corporate Main Street also shall not impede or preclude the establishment of the interconnected internal drive system noted above.

Corporate Main Street: Block C

Block C is located on the north side of Corporate Main Street along the future expressway extension between the new internal street and Route 83. This block is considered a long-term development option for a business interested in a large single site for a corporate campus.

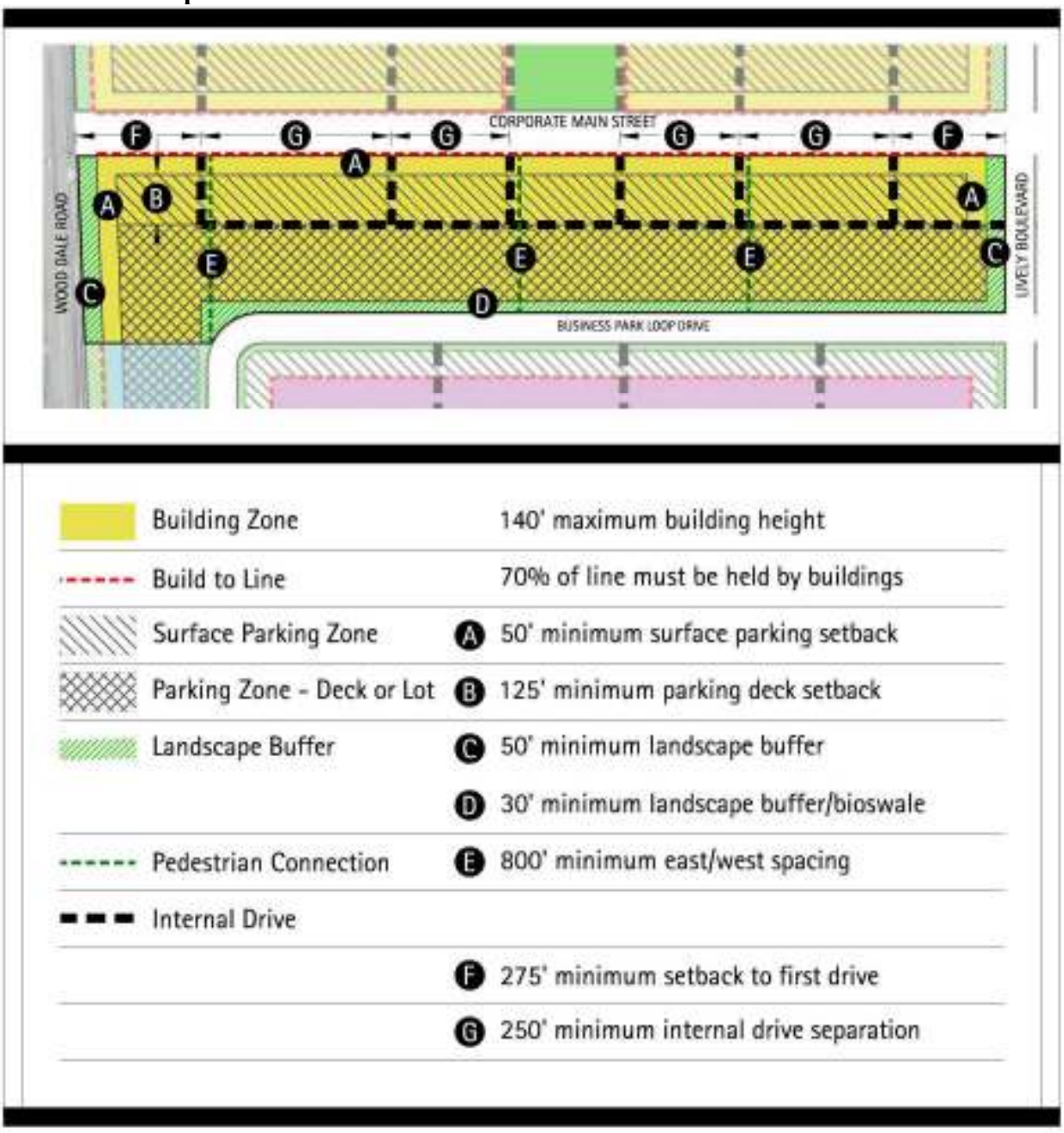
Block C: Development Framework



Corporate Main Street: Block D

Block D is located on the south side of Corporate Main Street between Wood Dale Road and realigned Lively Boulevard. Like Block A, this block is considered a primary location for mixed-use corporate development near the future interchange of Wood Dale Road and the expressway extension.

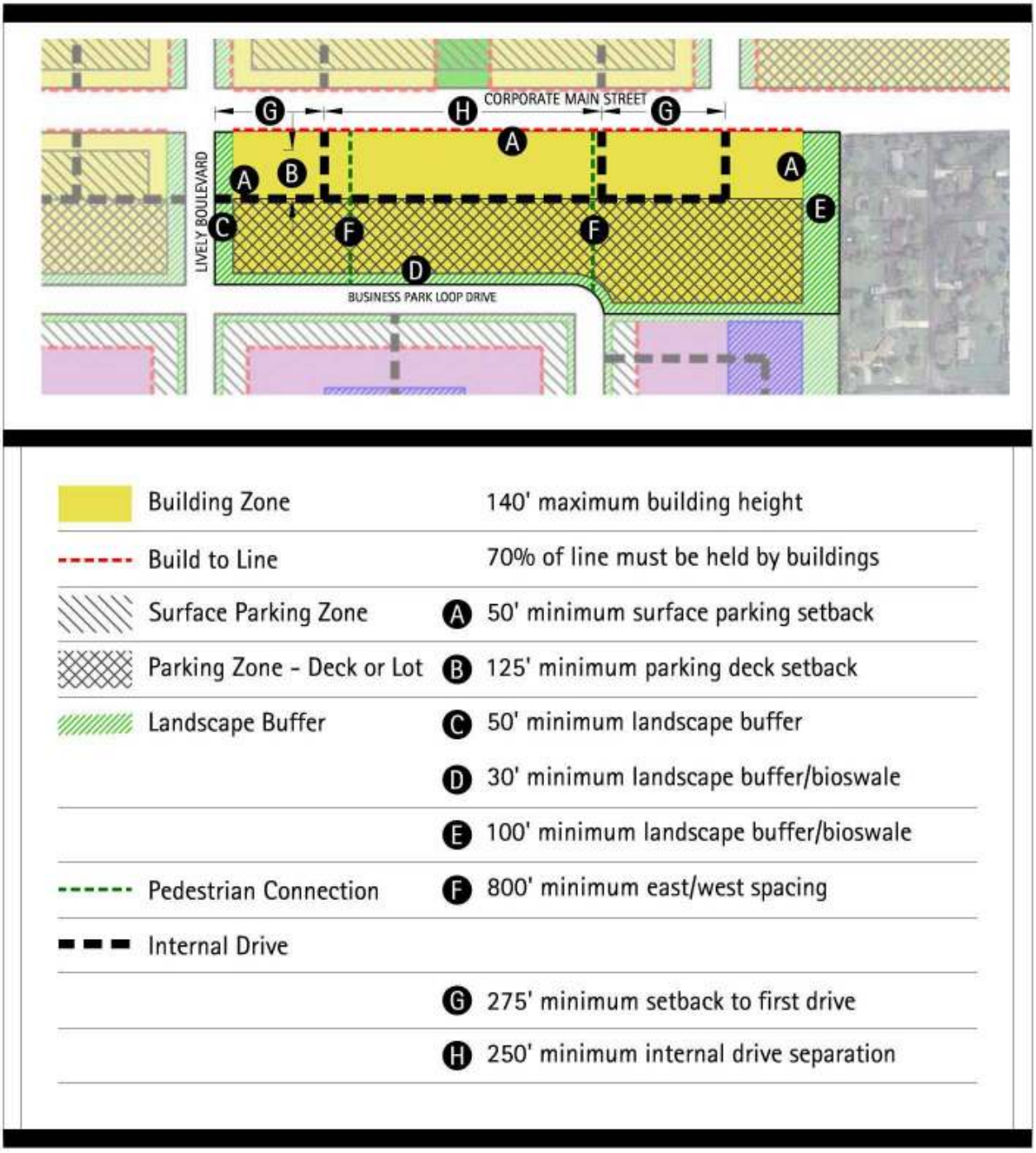
Block D: Development Framework



Corporate Main Street: Block E

Block E is located on the south side of Corporate Main Street between Lively Boulevard and the existing single-family residential uses along Route 83. Like Block C, this block is considered an expansion zone for the Corporate Main Street Concept.

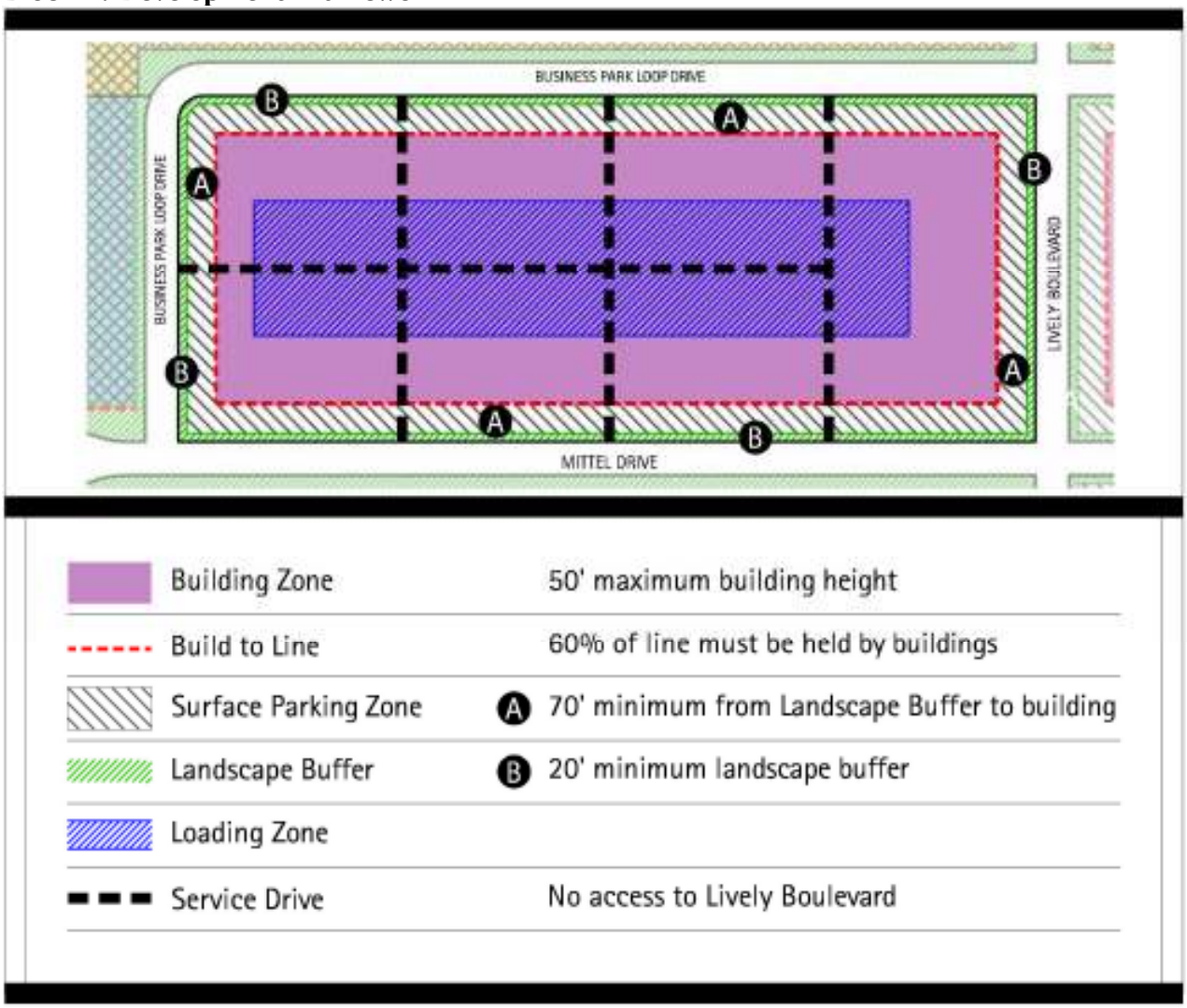
Block E: Development Framework



Business Park Block F

Block F is on the north side of the extended Mittel Drive, west of Lively Boulevard. A new business park loop drive is proposed separating it from a Wood Dale Road frontage block to the west and Corporate Main Street blocks to the north. This block is one of the core Business Park Blocks.

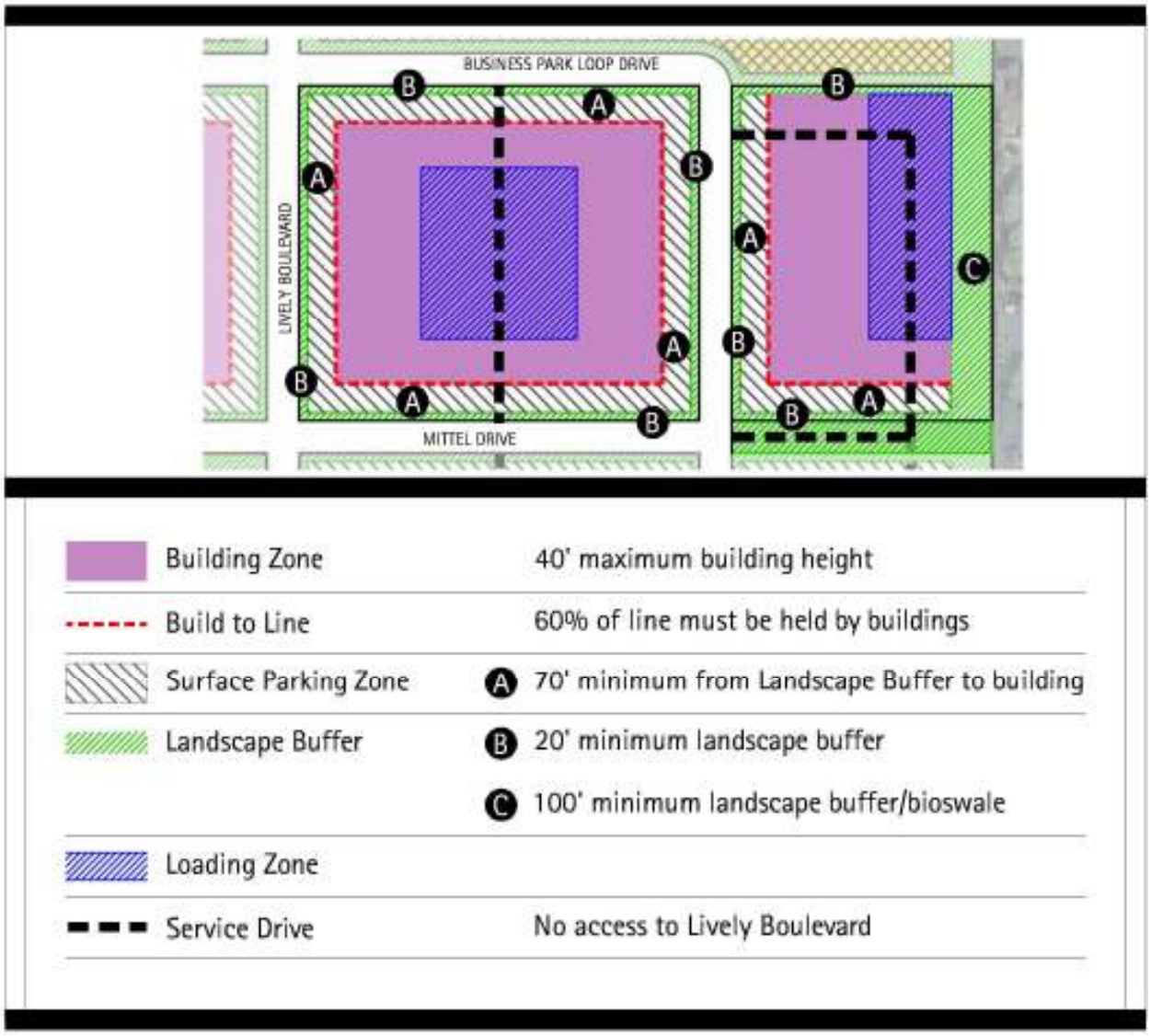
Block F: Development Framework



Business Park Block G

Block G is located between Lively Boulevard on the west and unincorporated DuPage County to the east. Corporate Main Street uses are located to the north and additional Business Park uses are located to the south. The proximity to existing single-family to the east creates the reason for a larger landscape buffer along that property line. The regulating plan identifies this block as a likely location for a shared storm water detention facility due to the topography.

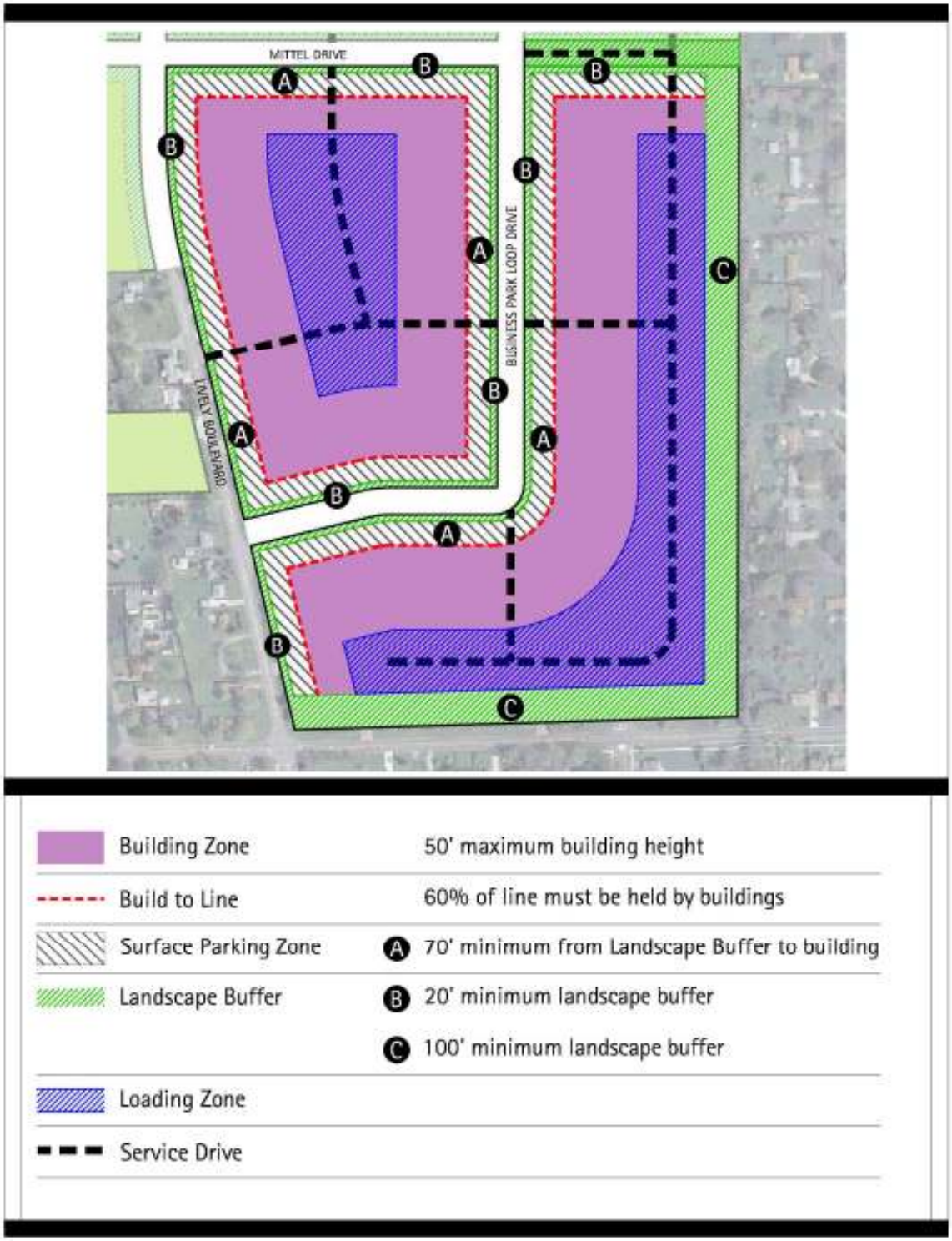
Block G: Development Framework



Business Park Block H

Block H is located between Lively Boulevard on the west and unincorporated DuPage County to the east. To the west, across Lively Boulevard, is the Recreation Complex block and existing single-family. Additional Business Park uses are located to the north and existing single-family uses are located to the south across Foster Avenue. The proximity to existing single-family to the east and south creates the reason for a larger landscape buffer along that property line.

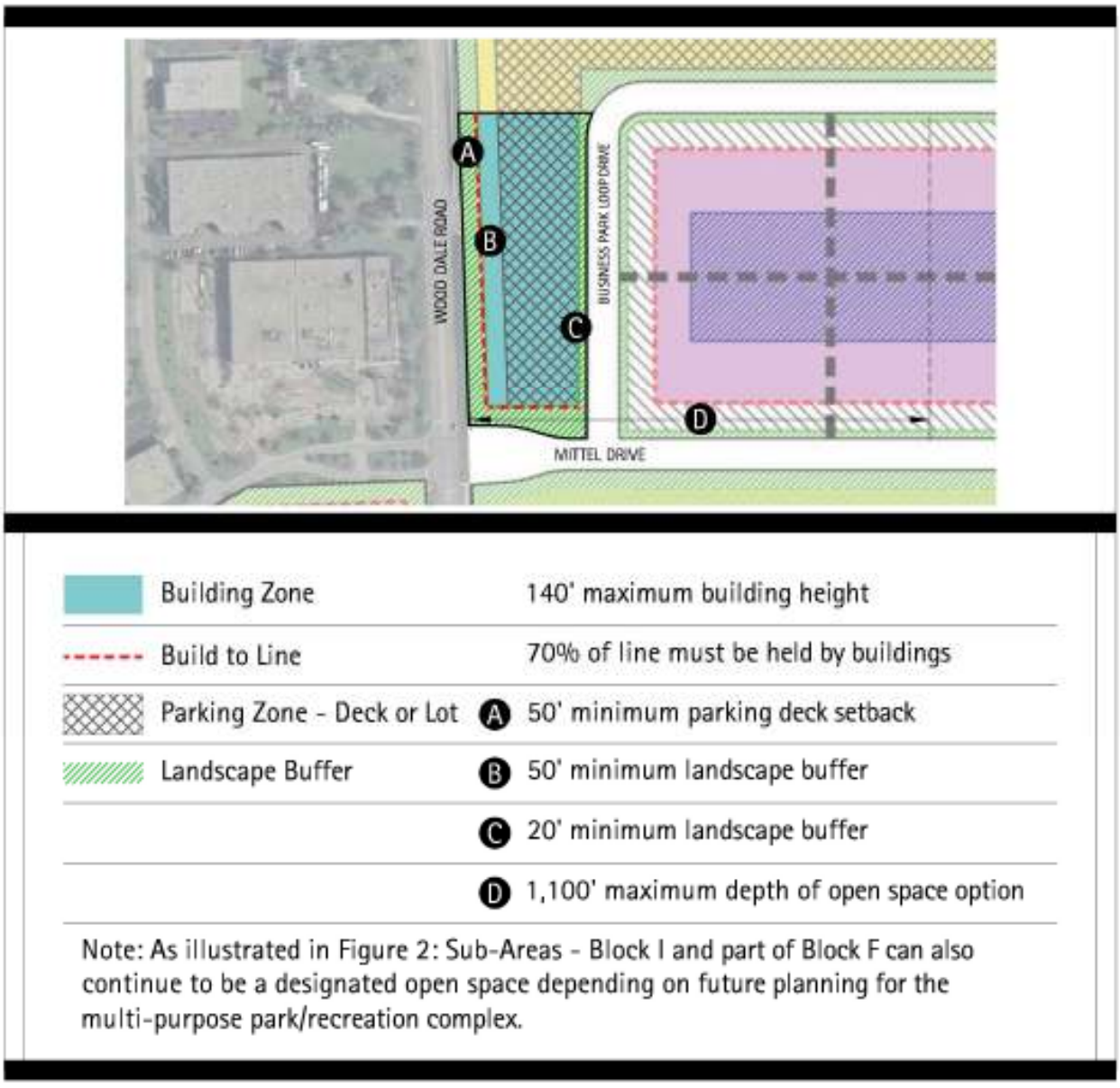
Block H: Development Framework



Wood Dale Road: Block I

Block I is located on the east side of Wood Dale Road, north of Mittel Drive. Corporate Main Street Uses are to the north, Business Park uses are to the west, and the Recreation Complex is to the south. This block is considered a location for slightly more auto-oriented uses than permitted in the Corporate Main Street.

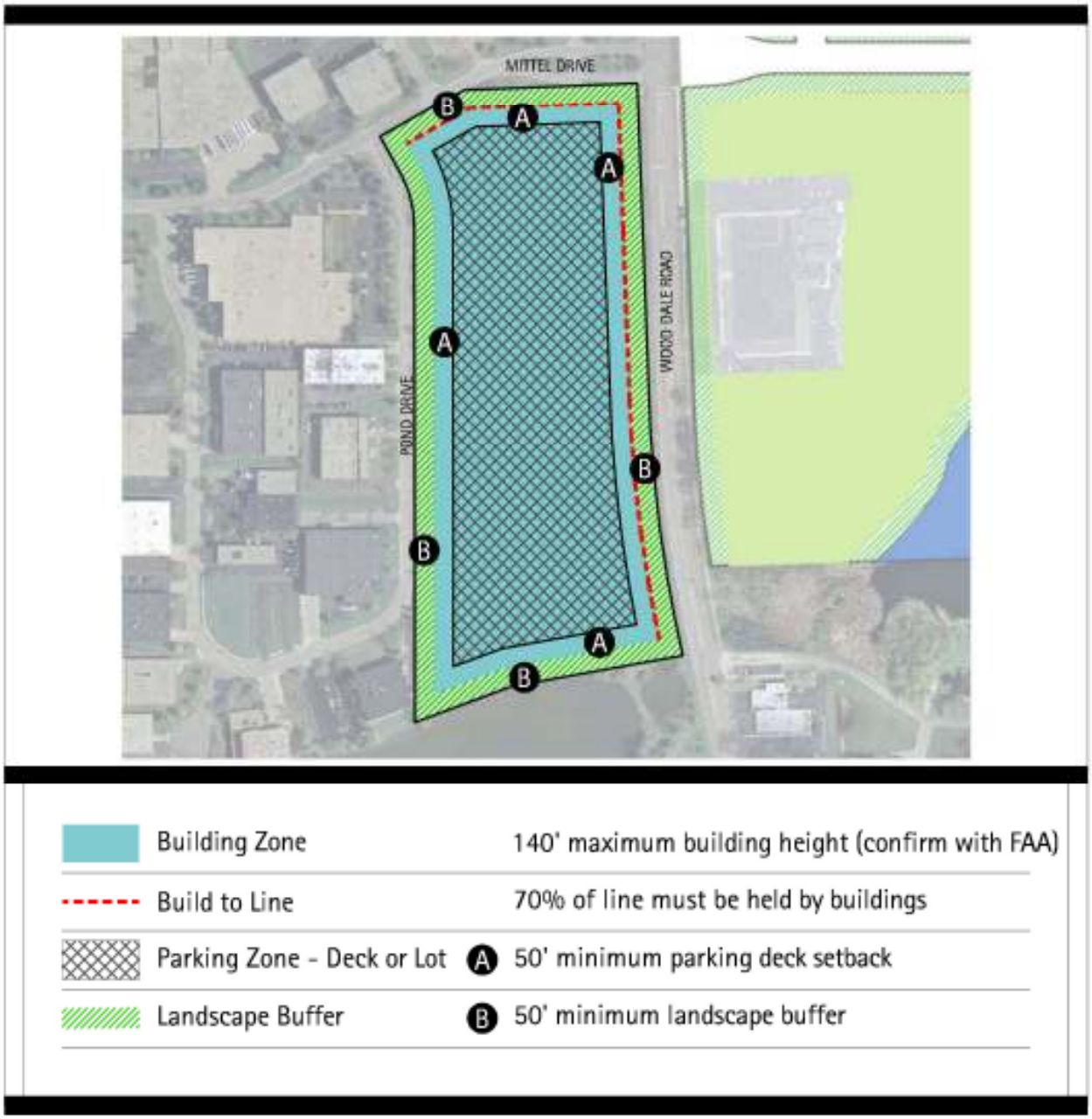
Block I Development Framework



Wood Dale Road: Block J

Block J is located on the west side of Wood Dale Road, south of Mittel Drive. This block is considered a location for office uses or a location for residential and work-force housing supporting the Corporate Main Street under an alternate redevelopment scenario as shown in the Master Plan.

Block J: Development Framework



Recreation Complex: Block K

Block K is located along the south side of Mittel Drive, between Wood Dale Road and Lively Boulevard. Existing single-family uses are located to the south. This block contains Wood Dale Junior High School, Franzen Grove Park and Community Park.

Block K: Development Framework

Building Zone		50' maximum building height
Build to Line		All principal buildings must abut line
Landscape Buffer	A	50' minimum landscape buffer
	B	50' setback from wetlands/open water
	C	1,300' maximum depth of business park option

Note: As illustrated in Figure 2: Sub-Areas, the eastern edge of Block K can also continue to be an industrial use if the existing open space along Wood Dale Road, north of Mittel Boulevard extended, is maintained.

Allowed Uses

Table 1: Allowed Uses					
Land Use	**Thorndale Corridor Corporate District**				
	CMS (1)	**BP**	**REC**	**WDR**	**Standards/ Conditions**
CORPORATE/COMMERCIAL					
Office, Administrative and Professional	**P**	**P**	–	**P**	
Office, Medical	**S**	–	–	**S**	
Lodging	**P**	–	–	**P**	
Eating and Drinking Establishment	**P**	–	–	**P**	
Retail	**P**	–	–	**P**	
Personal Service	**P**	–	–	**S**	
Parking, Non-Accessory	**P**	**P**	–	**P**	
INDUSTRIAL					
Product Showroom	–	**P**	–	–	
Research Services	**S**	**P**	–	–	
Warehouse and Distribution	–	**P**	–	–	
Limited Manufacturing	–	–	–	**S**	
RESIDENTIAL					
Mixed-Use (residential above ground floor)	**P**	–	–	**P**	
Multi-Dwelling Building (without ground floor retail or office use)	**S**	–	–	**P**	
Townhouse/Rowhouse	–	–	–	**P**	
PUBLIC AND CIVIC					
Educational Facility	–	–	**P**	–	
Parks and Recreation	–	–	**P**	–	
Transit Station/Facility	**P**	–	–	–	
OTHER					

Notes: CMS = Corporate Main Street, BP = Business Park, REC = Recreation Complex, WDR = Wood Dale Road

1. The following standards apply in the Corporate Main Street sub-area:
   - Mixed-Uses: Office, hotel, restaurant, retail, residential and parking uses can be mixed or incorporated within the same site and within the same building.
   - Same Floor Uses: Residential uses cannot be mixed on the same floor with office, hotel, restaurant or retail uses in a building i.e. a floor with housing units cannot contain the other uses.
   - Ground-Floor Uses: The ground floor of all buildings and parking decks along Corporate Main Street must contain active visible uses facing the street to activate the streetscape.
   - Retail: Retail and restaurant uses are encouraged to be located on the ground floor of all properties facing Corporate Main Street to activate the streetscape.
   - Ground-Floor Parking: Parking on the ground floor of a building and parking decks is allowed if they are set back 50 feet from the façade facing Corporate Main Street.

Thoroughfare Standards

The new, modified and extended road and street system within the TCC District establishes efficient blocks for development as well as an interconnected "public realm" as shown in Figure 4: Thoroughfare Types. This section establishes design standards for these thoroughfares and supplements Section 17.703.C of the Wood Dale Unified Development Ordinance.

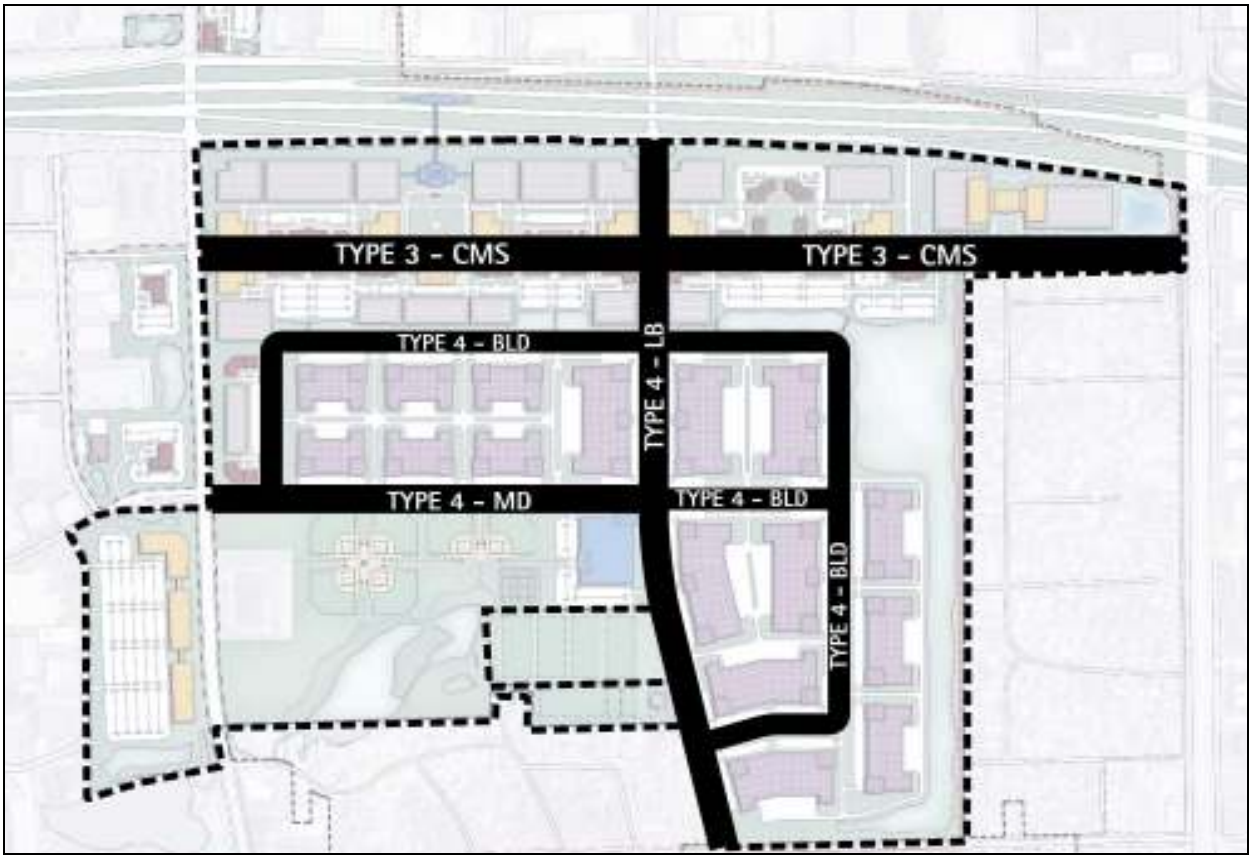
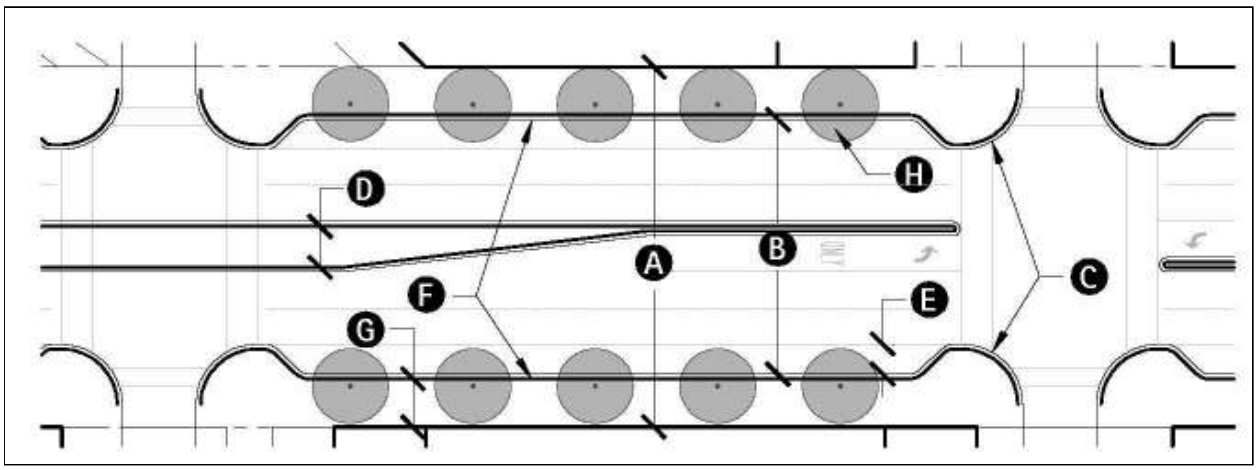


Figure 4: Thoroughfare Types

Type 3 – CMS - Corporate Main Street

This new arterial street will provide a framework for establishing the TCC district as a mixed-use corporate gateway along the extended Elgin-O'Hare Expressway. It is designed to accommodate vehicles, transit service and pedestrians.



Right-of-Way Standards	
Right-of-way width (min):	120 feet (A)
One-way traffic	No

Roadway Standards	
Design speed (mph):	35
Centerline radius (min):	300 feet
Horizontal tangent (min):	100 feet
Grade (min):	6%
Vertical curve:	150 feet
Vertical tangent (min):	150 feet
Pavement width:	88 feet (B)
Intersection curb radius:	30 feet (C)
Bicycle lane:	No
Bicycle lane width (min):	N/A
Median (min):	14 feet (D)
Median landscaped:	Yes

On-Street Parking Standards	
On-street parking:	Both sides
Parking lane width:	10 feet (E)

Illumination Standards	
Streetlights:	Yes
Minimum spacing:	TBD
Dark sky photometrics:	Required

Drainage Standards	
Closed:	Yes
Open:	No
Curb:	B6.12 Both sides (F)

Pedestrian Standards	
Sidewalks (both sides):	Yes
Carriage walk:	Yes
Sidewalk width (min):	15 feet (G)
Alternative paving materials:	Optional
Traffic calming at intersections:	Required

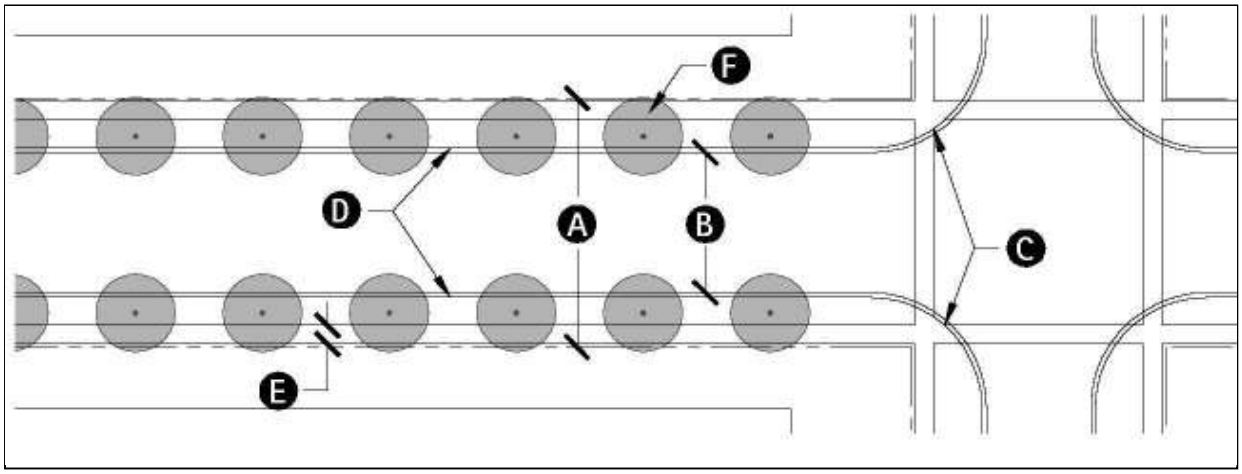
Landscaping Standards	
Street trees required:	Yes (H)
Street tree spacing:	Section 17.703.
Tree bank landscaping:	Section 17.703.G
Raised planting beds:	Required
Tree grates/guards:	Optional

Notes:

- All dimensions expressed as maximums, except where noted
- See Section 17.703.D for construction specifications and Section 17.703.G for tree species list
- Minimum shall conform to State of Illinois Highway Standards based on design speed for roadway

Type 4 – LB - Lively Boulevard Extension

Lively Boulevard is planned as a realigned north/south arterial road that will become the central access point into the TCC District from the extended Elgin-O'Hare Expressway between Wood Dale Road and Route 83.



Right-of-Way Standards	
Right-of-way width (min):	80 feet
One-way traffic	No (A)

Roadway Standards	
Design speed (mph):	30
Centerline radius (min):	300 feet
Horizontal tangent (min):	100 feet
Grade (min):	6%
Vertical curve:	150 feet
Vertical tangent (min):	150 feet
Pavement width:	37 feet (B)
Intersection curb radius:	30 feet (C)
Bicycle lane:	Required
Bicycle lane width (min):	8 feet
Median (min):	No
Median landscaped:	N/A

On-Street Parking Standards	
On-street parking:	No
Parking lane width:	N/A

Illumination Standards	
Streetlights:	Yes
Minimum spacing:	Intersections
Dark sky photometrics:	Required

Drainage Standards	
Closed:	Required
Open:	No
Curb:	Both sides (D)

Pedestrian Standards	
Sidewalks (both sides):	Yes
Carriage walk:	No
Sidewalk width (min):	5 feet (E)
Alternative paving materials:	Optional
Traffic calming at intersections:	Optional

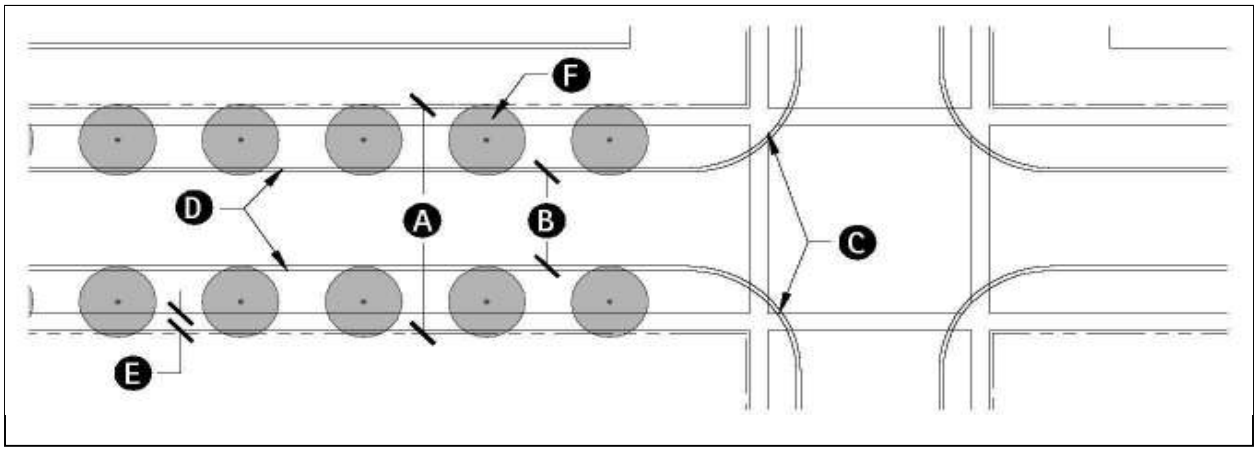
Landscaping Standards	
Street trees required:	Yes (F)
Street tree spacing:	Section 17.703.
Tree bank landscaping:	Section 17.703.G
Raised planting beds:	Optional
Tree grates/guards:	Optional

Notes:

- All dimensions expressed as maximums, except where noted
- See Section 17.703.D for construction specifications and Section 17.703.G for tree species list
- Minimum shall conform to State of Illinois Highway Standards based on design speed for roadway

Type 4 – MD - Mittel Drive Extension

The Thorndale Corridor Master Plan extends Mittel Drive from Wood Dale Road east into the TCC District to complete a collector road loop through the City's northern business parks. This new road will link Wood Dale Road directly to Lively Boulevard.



Right-of-Way Standards	
Right-of-way width (min):	80 feet (A)
One-way traffic	No

Roadway Standards	
Design speed (mph):	30
Centerline radius (min):	300 feet
Horizontal tangent (min):	100 feet
Grade (min):	6%
Vertical curve:	150 feet
Vertical tangent (min):	150 feet
Pavement width:	37 feet (B)
Intersection curb radius:	30 feet (C)
Bicycle lane:	Required
Bicycle lane width (min):	8 feet
Median (min):	No
Median landscaped:	N/A

On-Street Parking Standards	
On-street parking:	No
Parking lane width:	N/A

Illumination Standards	
Streetlights:	Yes
Minimum spacing:	Intersections
Dark sky photometrics:	Required

Drainage Standards	
Closed:	Required
Open:	No
Curb:	Both sides (D)

Pedestrian Standards	
Sidewalks (both sides):	Yes
Carriage walk:	No
Sidewalk width (min):	5 feet (E)
Alternative paving materials:	Optional
Traffic calming at intersections:	Optional

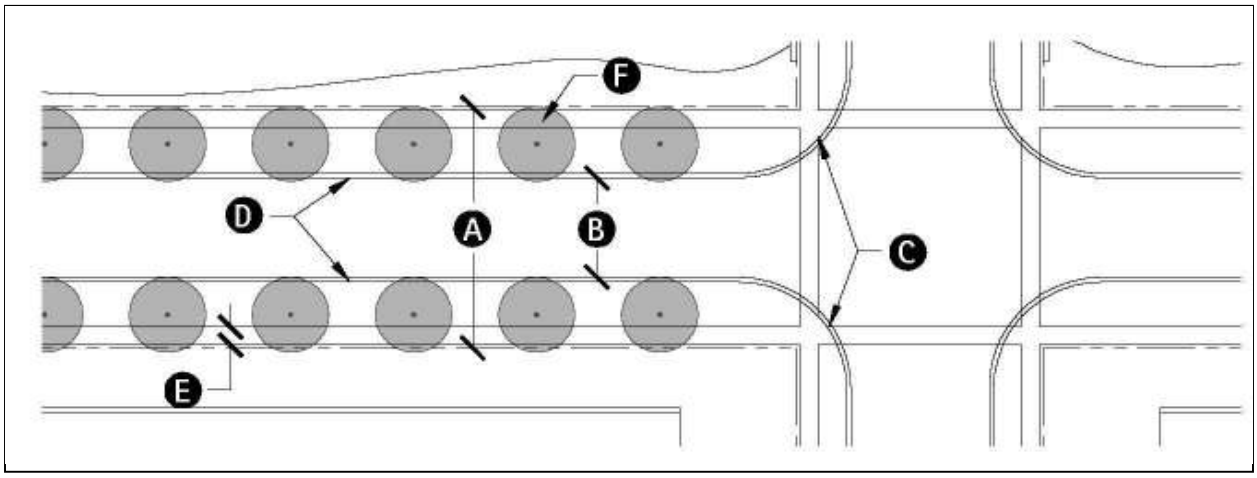
Landscaping Standards	
Street trees required:	Yes (F)
Street tree spacing:	Section 17.703.
Tree bank landscaping:	Section 17.703.G
Raised planting beds:	Optional
Tree grates/guards:	Optional

Notes:

- All dimensions expressed as maximums, except where noted
- See Section 17.703.D for construction specifications and Section 17.703.G for tree species list
- Minimum shall conform to State of Illinois Highway Standards based on design speed for roadway

Type 4 – BLD - Business Park Loop Drive

A smaller internal loop street has been defined to serve the Business Park south of Corporate Main Street. This street will primarily serve businesses seeking larger facilities and needing larger service and loading areas within the development blocks.



Right-of-Way Standards	
Right-of-way width (min):	66 feet (A)
One-way traffic	No

Roadway Standards	
Design speed (mph):	30
Centerline radius (min):	300 feet
Horizontal tangent (min):	100 feet
Grade (min):	6%
Vertical curve:	150 feet
Vertical tangent (min):	150 feet
Pavement width:	37 feet (B)
Intersection curb radius:	30 feet (C)
Bicycle lane:	No
Bicycle lane width (min):	N/A
Median (min):	No
Median landscaped:	N/A

On-Street Parking Standards	
On-street parking:	No
Parking lane width:	N/A

Illumination Standards	
Streetlights:	Yes
Minimum spacing:	Intersections
Dark sky photometrics:	Required

Drainage Standards	
Closed:	Required
Open:	No
Curb:	Both sides (D)

Pedestrian Standards	
Sidewalks (both sides):	Yes
Carriage walk:	No
Sidewalk width (min):	5 feet (E)
Alternative paving materials:	Optional
Traffic calming at intersections:	No

Landscaping Standards	
Street trees required:	Yes (F)
Street tree spacing:	Section 17.703.
Tree bank landscaping:	Section 17.703.G
Raised planting beds:	Optional
Tree grates/guards:	Optional

Notes:

- All dimensions expressed as maximums, except where noted
- See Section 17.703.D for construction specifications and Section 17.703.G for tree species list
- Minimum shall conform to State of Illinois Highway Standards based on design speed for roadway

TRANSIT STANDARDS

The TCC District has been designed to accommodate a range of transit services being considered for the planned Elgin-O'Hare Expressway extension, O'Hare Airport expansion and DuPage County. All development within the district should take into consideration the potential for such services, which may include commuter rail, bus rapid transit and/or bus systems.

Such service may be incorporated within the right-of-way of Wood Dale Road, Route 83, the Elgin-O'Hare Expressway extension and the Corporate Main Street. Development within the TCC district shall consider the potential locations for transit stops/stations based on the most current transportation plans of the Illinois Department of Transportation, Regional Transportation Authority (RTA), DuPage County and City of Wood Dale. All properties should be planned and designed to be "transit supportive", which means: locating uses; massing buildings, parking, paths and sidewalks; and designing streetscape/landscape/signage to facilitate access to transit services and facilities. When considering transit potential in a development plan, Pace and Metra design guidelines should also be reviewed.

When transit services are established within the TCC District, consideration shall be given to reducing the parking requirements for each permitted land use based on the location of a bus route and/or a transit facility within a quarter or a half-mile of the use. Due to the availability of transit, parking requirements can be lowered according to the standards included on Page 32 of this code.

Transportation Management Association

Companies locating in the TCC District shall agree to join and participate in a district-wide Transportation Management Association (TMA) or create one if one is not already established. The Association's main purpose will be to coordinate the efforts of local companies with the City of Wood Dale and area transit agencies to reduce peak hour traffic volumes. The TMA shall be funded by a limited dues structure based on the number of employees and building square footage. The TMA board of directors shall establish the TMA dues structure.

Transportation Management Plan

Each developer and company proposing a new or modified building within the TCC District shall assess the potential to reduce vehicle trips on area roadways and reduce the need for paved parking facilities. This assessment should address the availability and use of transit as well as the potential for increasing average passenger occupancy in vehicles during peak travel periods. A Transportation Management Plan shall be prepared that addresses the feasibility of the following transportation services and programs:

Commuter Rail Service

- Existing or potential train service provided by Metra, including potential links to the existing station located in Downtown Wood Dale on Irving Park Road.

Commuter Bus/Shuttle Service

- Existing or potential bus/shuttle service provided by Pace or other providers.

Hotel Shuttle Service

- Because the Thorndale Corridor is located close to O'Hare Airport, consideration should be given to the number of patrons that could use shuttles to travel to hotels located in the TCC District.

Employer Transit Subsidies

- Employee transit subsidies that encourage use of transit as an alternative to driving. Possible incentives include corporate bus/van service to train stations, partial or total purchase of transit passes or participation in the RTA Transit Check program.

Car Sharing

- Car sharing programs whereby cars are rented on a short-term basis and located in designated locations/spaces throughout a community. Parking lots and structures serving corporate facilities as well as hotels, residential buildings and transit stations should be considered for such programs. Outreach efforts should be made to Chicago area car sharing services, such as Zipcar and I-GO, to create potential partnerships.

Ride Sharing (Car)

- A ride sharing program for employees using their own vehicles to share rides with two or more people.

Ride Sharing (Van/Bus)

- A van or bus pooling program for employees who live in a common area and elect to commute together to/from a company facility or from the facility to local transit stations. Such a program could consider the use of corporate or Pace sponsored buses, vans or cars.

Preferential Parking

- Specially marked parking spaces reserved for ride sharing vehicles and low emission vehicles. Such spaces are located closer to buildings and main entrances as an incentive for employee participation.

Alternative Work Hours

- Alternative or flexible work hours that shift work travel to less congested hours.

Walking/Bicycling Promotion

- Provision of bike storage areas for bike riders, and depending on feasibility, shower facilities for employees that walk, run or bike to work.

Parking Unbundling

- For multi-family residential uses, parking spaces can be "unbundled" and sold or rented separately from the sale or rental of dwelling units to encourage new residents to reduce their use of autos for travel.

Emergency Vehicle Availability

- Provision for vehicles that are available for employee use in the case of a personal emergency. This provision provides assurances to employees dependant on public transportation or car/van pooling that there is an option available for access to a vehicle when needed (to pick up a sick child from school as an example).

Transportation Coordinator

- An employee responsible for the company's Transportation Management Plan.

Transit Design

The TCC District has been designed to accommodate a range of transit services. As its blocks and properties are redeveloped, the following guidelines should be considered to maximize the potential for transit.

Pace Guidelines

If new bus service is established in or near the Thorndale Corridor Corporate District, Pace has guidelines that address access and circulation at a particular location. For a full version of the Guidelines, visit: http://www.pacebus.com/sub/guidelines/guidelines.asp.

Lane Widths:

- For any roadway to accommodate transit vehicles, 12-foot lanes are recommended.
- Roads serviced by Pace vehicles should have grades of 6% or less.

Curb Height:

- Curb heights of 6 inches are recommended for vehicle clearance, wheelchair lift platforms and better rider access.

Intersection Radii:

- Intersection design should facilitate bus-turning movements and minimize lane encroachment.
- Intersection radii should be determined by intersection angle, on-street parking configurations, transit vehicle turning radii, width of lanes and traffic speeds.

Bus Turnouts:

- Minimum dimensions are identified for bus bays, tapers and acceleration/deceleration lanes.

Bus Berths:

- Bus berths should be clearly marked and identified with signs.
- Berths should be 15 feet wide.

Bus Turnarounds:

- Turnarounds should be designed so a bus can be turned in a counter-clockwise direction to maximize the driver's vision.
- "Jug handle" turnarounds are appropriate for mid-block terminal locations.

Bus Stop Spacing

- Spacing is based on population density and land use characteristics.

Bus Stop Location:

- Stops are located either before intersections, after intersections or mid-block, depending on ease of operation, space availability, transfer situations and traffic volumes.

Passenger Waiting Area:

- All corner curbs should have an access ramp for accessibility.
- Passenger shelters are recommended in areas with high volumes of riders.
- Benches, lighting and landscaping should be considered for shelters to increase security and comfort at waiting areas.
- Bicycle storage facilities are encouraged near bus stops, including bike racks and enclosed bike lockers.

Metra Guidelines

If new rail service is established in or near the Thorndale Corridor Corporate District, Metra has guidelines that address the access, circulation and parking needs of a future station. These guidelines should be used to coordinate development plans with the physical needs of a station location. For a full version of Metra's Station and Parking Manual, visit: www.metrarr.com/techservices/guidelines.html.

Vehicular and Pedestrian Access:

- Adjacent roadway level of service.
- Distance to nearest intersections.
- Ingress and egress points of adjacent land uses.
- Existing curb cuts.
- Access points opposite the proposed facility.
- Physical features of adjacent roadways.
- Operating speed on adjacent roadways.
- One-way streets.

Commuter Parking Facility Size/Shape/Usage:

- Proposed access locations should not increase congestion on roadway network adjacent to the transit/parking site.
- Access points and at-grade railroad crossings should be at least 150 feet apart.
- Sight distances for at-grade crossings and intersections should be provided in accordance with IDOT standards, Federal Highway Authority's Railroad - Highway Grade Crossing Handbook and Federal Manual on Uniform Traffic Control Devices (MUTCD).

Internal Circulation:

- Two-way aisles with 90 degree parking are preferred.
- Pace Guidelines should be used when designing a commuter station/parking lot serviced by buses.

- Parking lot layout should consider snow plowing, sweeping and maintenance.

Pedestrian Flow:

- Maximum walking distance from a parking lot to station is 1,300 feet (quarter mile).
- Pedestrian-vehicular conflicts to be considered include local pedestrian patterns, bus stops, drop-off areas and schools.
- Pedestrian crosswalks, signage and pedestrian signals should be considered in areas with heavy pedestrian traffic areas.
- Sidewalks should be a minimum width of 5 feet.
- Sidewalks adjacent to bus or taxi loading zones should be a minimum width of 12 feet.
- Handicap accessibility must comply with ADA Standards and Illinois Accessibility Code.

Other Facilities:

- Special use facilities to be considered include handicapped parking and access, bus drop-off and loading, kiss-n-ride areas, motorcycle parking and bicycle parking.

Lighting:

- Cost per luminaire and efficiency of light distribution, degree of light pollution onto adjacent properties and into the air, and mounting height combined with light distribution to avoid blinding motorists with glare.
- Pole and luminaire should follow local requirements and fit into the community's streetscape character.

Stormwater Drainage:

- Stormwater detention should be provided, if required by local ordinance, including the use of separate grassed or paved basins, underground oversized pipes or chambers, and containment on the surface of the proposed lot.

Guidance/Regulatory Signage:

- Signs for commuter parking lots should conform to MUTCD, Metra Sign Specification Manual and IDOT's Standard Specifications for Traffic Control Items.
- External signs such as at main entrances to commuter lots and internal guide signs for traffic flow and parking lot usage should be included. Different parking types include: permit parking, daily-fee (fare box) parking, handicapped parking and motorcycle or compact cars only parking.

Bicycle Guidelines

Creating a convenient and safe circulation system for bicycles is also important for transit-oriented development. While specific bike lane requirements have been established as part of the TCC District Thoroughfare Standards, the following guidelines should also be considered:

- Encourage bicycle use by transit commuters by providing separate and continuous access routes within a two-to-four mile radius of a transit facility.

- Parking lots and garages should provide not less than one bicycle parking space for every 10 vehicle parking spaces.
- Incorporate bike parking at key locations at each building, transit facility and mixed-use/commercial area.
- Use American Association of State Highway and Transportation Officials design standards for shared roadways, bike lanes and shared use paths.

PARKING STANDARDS

Parking shall be provided within each sub-district according to the following minimum parking ratios. Parking shall be shared where feasible and minimum ratios reduced when transit service is available as noted above.

Table 2: Parking Ratios

Land Use	Minimum Parking (1)	Bus Stop (3)	Transit Station (3)	Transit Station (3)
	(per square feet)	(within 600 feet) (5% reduction)	(within ¼ mile) (15% reduction)	(within 600 feet) (25% reduction)
Office:	3 spaces per 1,000 sf	3 per 1,000 sf	2.8 per 1,000 sf	2.5 per 1,000 sf
Hotel:	1 space per room	Reductions can be achieved through City Council review and action.		
Hotel/Meeting:	3 spaces per 1,000 sf **(2)**			
Retail/Service:	3 per 1,000 sf			
Restaurant:	10 spaces per 1,000 sf			
Business Park:	1.5 spaces per 1,000 sf			
Rec Complex:	1 space per 250 sf			
Condo/Apart:	1.5 spaces per unit	1.4 spaces per unit	1.3 spaces per unit	1 space per unit
Rowhomes:	2 spaces per unit	1.9 spaces per unit	1.7 spaces per unit	1.5 spaces per unit

1. Minimum ratios can be reduced if shared parking or other Transportation Management Plan services or programs are utilized.
2. Additional parking required if hotel has meeting/conference rooms.
3. Bus Stop and Transit Station reductions cannot be combined.

Surface Parking Cap

Surface parking for non-residential uses may not exceed 125 percent of the minimum parking requirement specified above. Parking maximums apply to non-residential uses only.

Shared Parking

For mixed-use developments, shared parking shall be considered to minimize the amount of land devoted to parking and to provide more efficient parking. All required parking spaces shall be located on the same lot as the use or building being served or within 350 feet of the property line. Initial shared parking calculations shall be based on the standards set forth in Section 17.607.E.5 of the City's Unified Development Ordinance. The City Council may reduce the number of spaces required for a development if shared parking is deemed sufficient based on the location of the proposed use, anticipated hours of peak parking demand, potential for shared parking and availability of alternative parking. A written agreement addressing shared parking between uses and property owners shall be filed with the City.

Commuter Parking

The Thorndale Corridor Master Plan delineates approximately 250 commuter parking spaces within parking structures adjacent to the potential transit station that may be developed within the extended Elgin-O'Hare Expressway right-of-way. This number of spaces was provided to accommodate local residents and employees located beyond a half-mile walking distance who may choose to drive to the station, park and use the transit service.

It is anticipated that the demand for "Park and Ride" spaces adjacent a station in this location may be low due to the proximity of parking within O'Hare Airport. Ridership and parking projections will be determined when transit plans become more advanced.

As transit service is established in the area and the need for employee parking is reduced, property owners that developed parking decks near the transit station are encouraged to work with the City and transit agencies to lease existing spaces for commuter use as well as consider other shared parking opportunities.

On-Street Parking

Parking along streets is allowed within the Corporate Main Street sub-area. On-street parking along streets directly adjacent to a development shall be considered as part of a site's overall parking requirement to reduce the need for surface and structured parking.

On-street parking in the Business Park, Recreation Complex and Wood Dale Road sub-districts is prohibited.

Parking Design

Refer to Section 17.607 of Wood Dale's Unified Development Ordinance for additional information on parking design standards.

Size

- Within long-term structured parking, spaces are permitted at a minimum 8'-6" width.

Location

- Parking areas in front of buildings are prohibited unless otherwise specified in the Code.
- Mid-block parking lots should be limited to avoid breaking up building "street walls".
- Business owners, employees and residents should park in the rear of parking lots or on the upper floors of parking structures rather than occupy spaces on streets or prime parking locations for visitors, shoppers and restaurant patrons.
- Bicycle parking shall be considered and placed in locations that are safe and convenient to high-traffic destinations in such a manner as to not impede pedestrian circulation.

Access/Connectivity

- Wherever feasible, adjacent parking lots shall be connected to facilitate trips between uses and buildings and to reduce the need to use adjacent streets.
- If a driveway is needed to access rear parking lots, it must be shared with future development on adjacent properties via easements.

Screening/Architecture

- Parking areas shall be screened with fencing and landscaping at street and sidewalk edges. Fencing, walls and landscaping shall be a maximum of 36 inches in height and shall preserve sight lines at entrances/exits to reduce conflicts between pedestrians and motorists.
- All exposed/visible walls on freestanding parking decks, as well as on parking structures within buildings, shall be screened with landscaping and articulated with architectural treatment similar to the adjacent building.
- Wherever possible, parking decks shall have flat floors rather than sloped floors to maximize visibility and safety for users.
- All enclosed parking spaces shall have a full vertical clearance of at least 7 feet.
- Designated parking spaces, except those within townhomes/rowhomes, shall be marked with permanent marking materials and maintained in a clearly visible condition.
- Parking area lighting shall be designed to City standards and minimize impact on surrounding properties.
- Parking areas shall be designed to accommodate snow removal, such as eliminating unnecessary obstacles and providing for temporary snow storage where feasible.
- Handicapped parking shall be provided in accordance with UDO Section 17.607.D.6

DESIGN STANDARDS

The Design Standards are intended to define the Thorndale Corridor Corporate District's design character by encouraging high-quality planning and design. They represent guiding principles for further defining the physical form of development beyond basic land use and building bulk regulations. Developments within the TCC District will be reviewed according to the Design Standards as part of the UDO site plan review process with final approval by the City Council.

While these standards do not mandate or endorse one particular style of design, they recognize the District's potential to be a "cutting edge" corporate development at a major transportation gateway for the City of Wood Dale and Chicago region. Site and building design should enhance the District's mixed-use character by:

- Establishing an attractive and pedestrian oriented "public realm" that includes: interconnected streetscapes; common materials, fixtures and furniture; useable public spaces; small parking fields; grid streets and driveways; and extensive landscaping.
- Fostering a "built over time" appearance with variations in building façades, heights and rooflines.
- Articulating buildings with detailed openings, high-quality materials, signage and lighting.
- Considering a development within the larger context of the TCC District and its compatibility with adjacent developments.
- Integrating residential uses along Corporate Main Street to provide a diversity of housing products in a "walk to work" environment near jobs, shops and services.
- Incorporating environmentally sensitive, sustainable design and "Prairie-style" design wherever feasible.

Building Types

The following building "types" have been defined for each TCC sub-area:

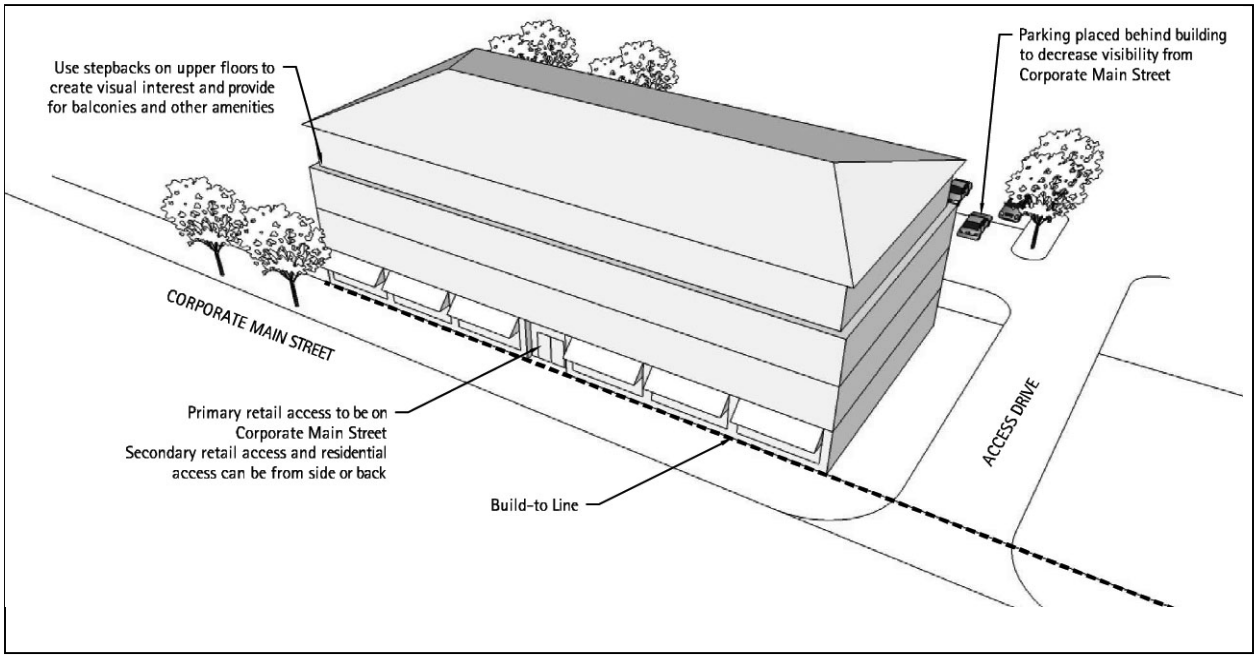
Table 3: Building Types

Corporate Main Street	Business Park	Wood Dale Road	Recreation Complex
Mixed-Use	Industrial	Office	Indoor Facility
Office	Technology/ Sales/Showroom	Hotel	
Hotel		Rowhome	
Condos/Apartments			

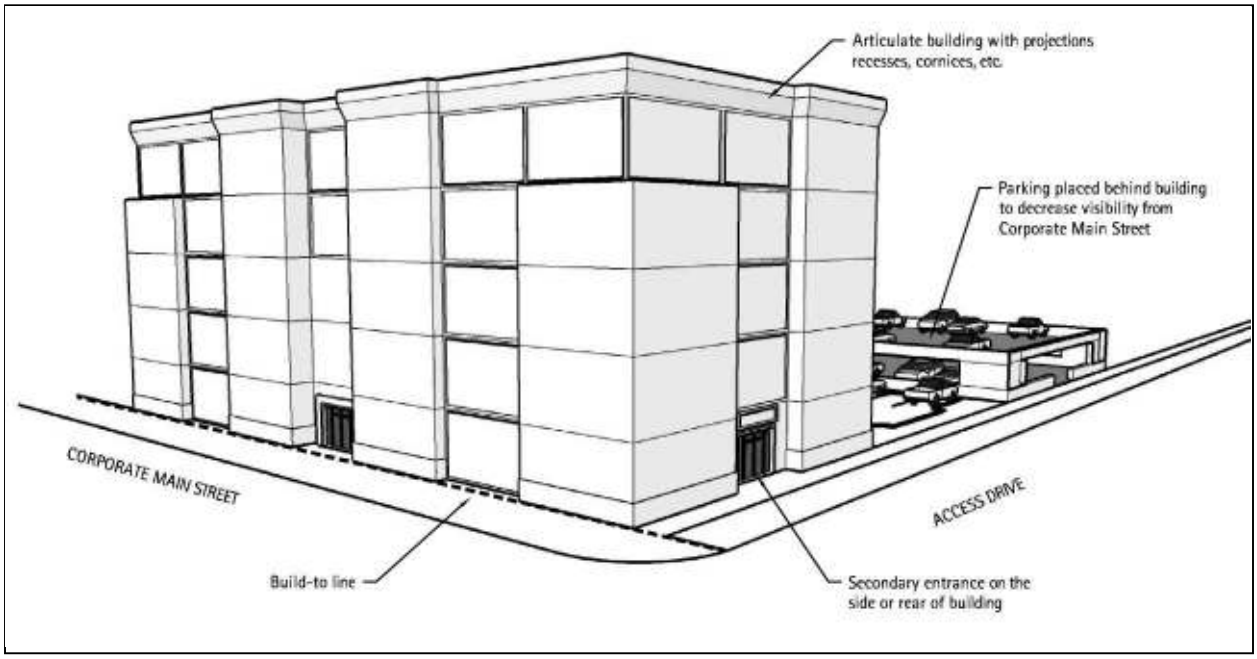
The graphics and photos that follow show images for each building type. They provide additional direction for building siting, massing and design. The 3-D "wireframe" diagrams are intended to show massing and scale only, and are not intended to show detailed architecture or building openings or to indicate a preference for one architectural style.

Photographs included in these Design Standards are intended to provide illustrative examples of quality site design and building architecture only, and may not comply with the Unified Development Ordinance or this TCC District overlay.

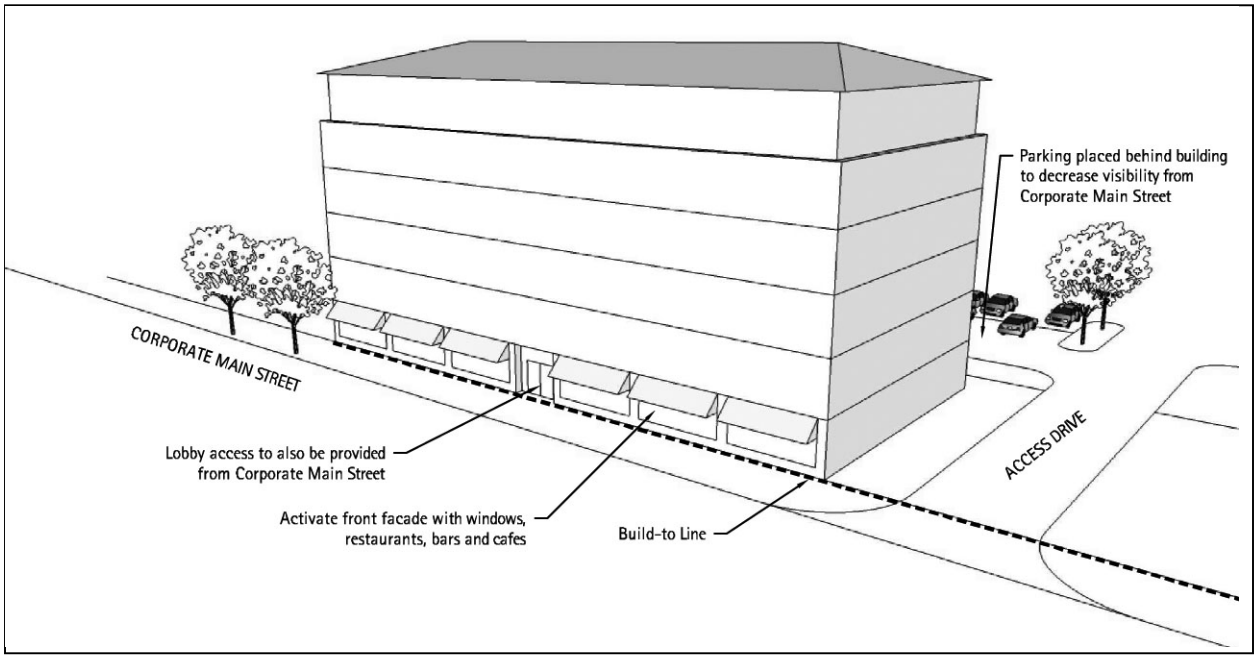
Corporate Main Street: Mixed-Use



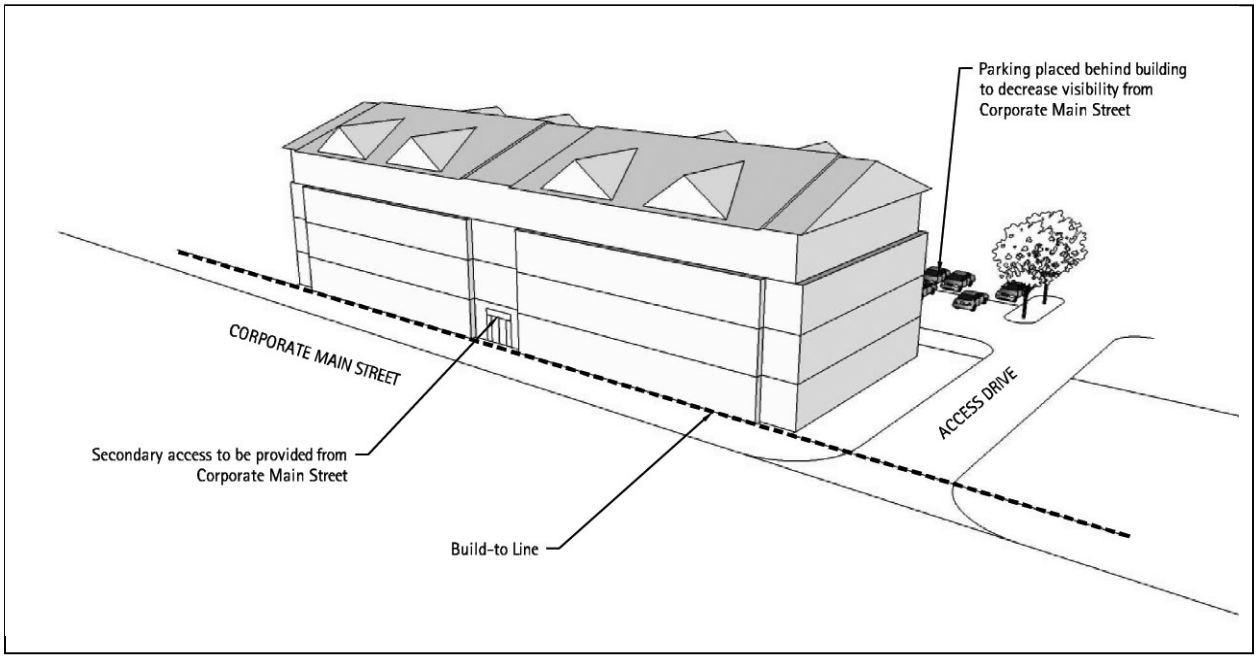
Corporate Main Street & Wood Dale Road: Office



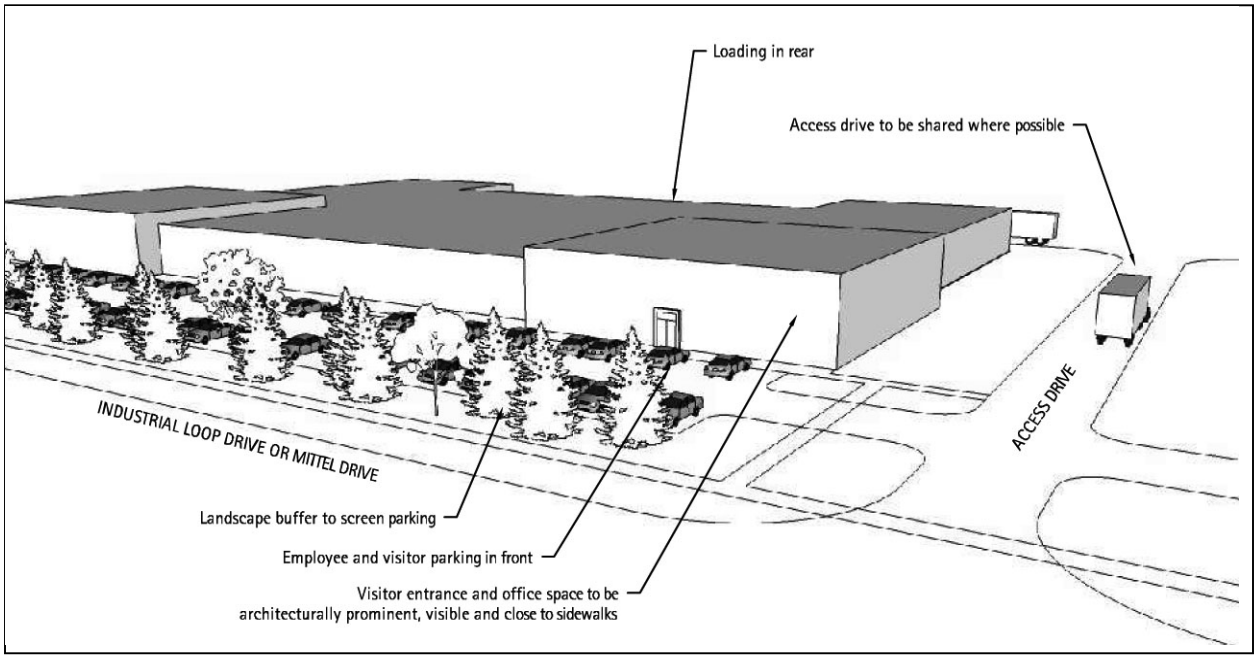
Corporate Main Street & Wood Dale Road: Hotel



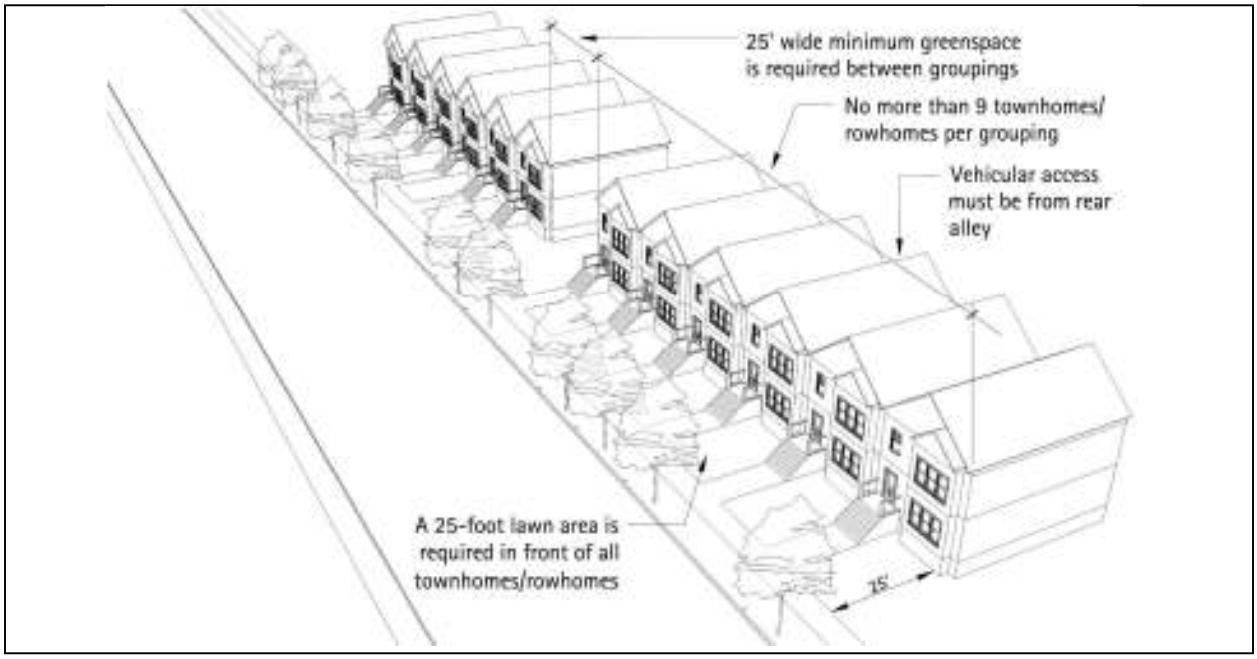
Corporate Main Street: Condos/Apartments



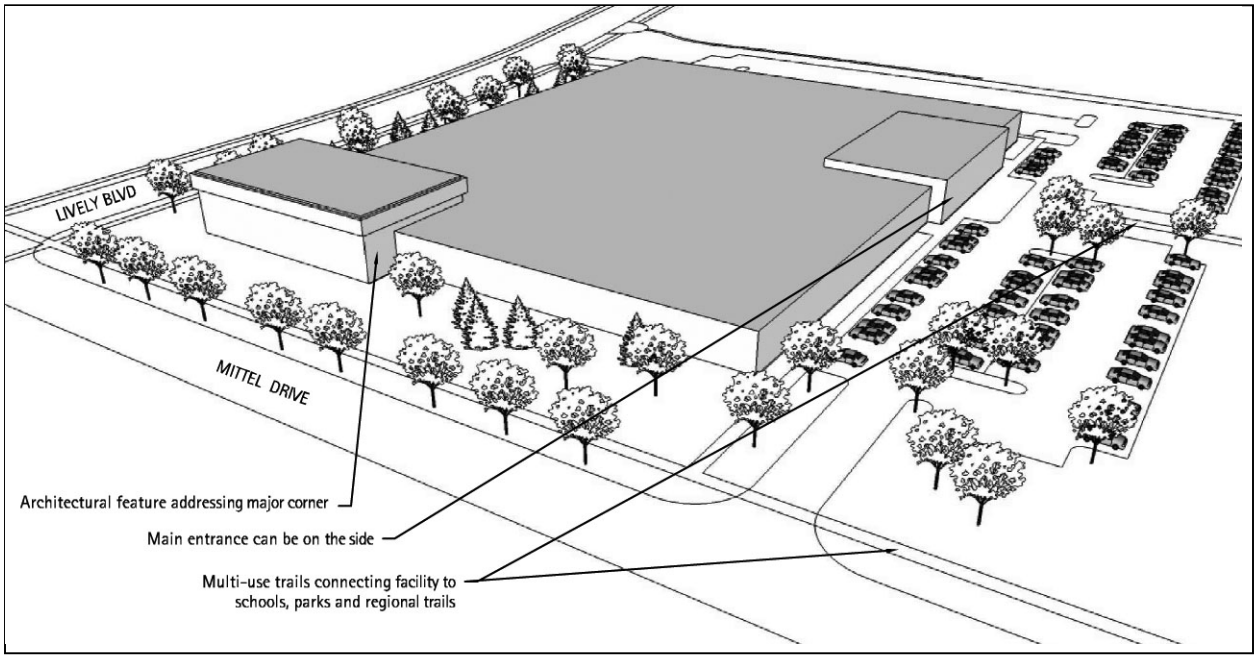
Business Park: Industrial



Wood Dale Road: Rowhome



Recreation Complex: Indoor Recreation Facility



Building Design

General

- Buildings shall be oriented toward streets, driveways, sidewalks and public plazas to maintain an active pedestrian environment.
- Buildings on corner lots shall be designed with two front facades.
- Façades shall be proportioned to respect the human scale.
- Façade elements shall provide a change in plane, creating interest in light and shadow.
- Standardized, formulaic, corporate or non-regional architecture and architectural features used primarily for advertising purposes are not allowed.
- Garages within rowhomes, including materials, should be compatible with the design of rowhomes.

Corner buildings shall have two front facades.

Building Articulation

- A building base, middle and top shall be strongly articulated through materials, details and changes in wall plane, including step backs for all multi-story buildings and patios on upper floors of residential buildings.

Articulated building with clearly defined base, middle and top.

- Pitched roofs may project into space where upper story floors have been step-backed.
- Mixed-use buildings shall have a distinct ground-floor base with easily identifiable, traditional storefronts with clear glass and knee walls.
- Façades shall be articulated to express vertical rhythm related to structural columns and bays.
- Building design shall feature a balance of vertical and horizontal elements.
- Unarticulated, flat-front, all-glass or all-metal building facades should be limited.
- Ground floors of buildings within the Corporate Main Street sub-area shall especially be articulated with architectural features to prevent "blank" or dead walls along pedestrian routes and spaces.
- Rear façades visible from streets and sidewalks should be treated with similar articulated architecture and building openings as the front and sides. Architecture on the rear facade should extend at least 40 feet from the curb on a side street
- Building orientation and design elements shall encourage overall visual continuity between buildings and developments.
- Buildings should be articulated with projections, recesses, material changes, parapets, cornices and varying roof heights.
- Solid walls necessary to the function of a building shall incorporate features such as awnings, display windows, material and color variations, arches, piers, columns, high-quality graphics, spandrel glass, landscaping and other elements to reduce perceived building scale and add visual interest.

Building design should feature a balance of vertical and horizontal elements.

Building tops should include distinct, attractive cornice lines to add visual interest.

Architectural features should be considered for prominent corner buildings.

- All buildings within the Corporate Main Street sub-area should have new façades at least every 75 feet. Long buildings should be "broken up" with articulation.
- Because of the prominence and visibility of corner buildings, features such as cupolas, rotundas, atriums, clock towers, pilasters, roofline balustrades and varying rooflines should be considered to add visual interest to the TCC District.
- Ground-level retail or office space shall include large, clear-glass windows that allow views into building interiors to reinforce an active shopping and business environment.
- Blank walls exceeding 20 feet in length are not allowed facing Corporate Main Street, Wood Dale Road or Lively Boulevard within the Corporate Main Street sub-area or facing Wood Dale Road within the Wood Dale Road sub-area.
- At least 50% of ground-floor retail, service and office façades facing street frontages or public plazas shall have building openings with clear, non-tinted doors and windows.
- At least 25% of every upper-floor façade shall be building openings.
- At least 25% of ground-floor façades facing rear parking areas shall be building openings.
- A kneewall of at least 10 inches and not more than 18 inches is required on commercial storefronts.

Ground-level retail should include large, clear glass windows that allow views into the storefront.

Entries should be clearly defined and articulated.

Building Entries

- Building entries should be clearly defined and articulated.
- Primary store entrances shall be located along the primary public right-of-way, with secondary entrances located behind the building or along a side street.
- On mixed-use commercial buildings, residential or office entrances/lobbies should be distinguished from storefronts and located on

Facades should be"broken up" with articulation and roofline changes to create a "built over time" appearance.

side streets and away from intersections wherever possible.

- Recessed entries for retail and service uses are encouraged to provide cover from the elements and to allow easier opening of doors. Such entries shall not be greater than 10 feet in depth. Non-recessed doors should not encroach into the 5-foot pedestrian clear zone along the sidewalks when opened.

Recessed entries shall not be greater than 10 feet in depth.

Building Materials

- Building openings must be either windows or doors that allow views into shops, working areas, lobbies or pedestrian entrances or window displays.
- Dark-tinted, spandrel, frosted or smoked glass shall be used sparingly and for decorative or accent purposes or on solid walls necessary to the function of the building only (such as storage areas, kitchens and bathrooms) in the Corporate Main Street and Wood Dale Road Frontage sub-areas. Reflective glass is prohibited on first floor uses, and is allowed only on upper-floor office buildings.
- Brick, stone and glass are the preferred primary building materials within the Corporate Main Street and Wood Dale Road Frontage sub-areas.
- Concrete block (smooth or decorative splitface), stucco or plaster (smooth or textured synthetic), pre-cast concrete, poured-in-place concrete, synthetic stone and metal shall not be used as primary materials on façades or walls that are visible from streets, driveways, sidewalks and/or parking areas. They shall be used only for decorative accent purposes and limited in their use on building façades and visible walls.
- Within the Business Park sub-area, pre-cast concrete can be a primary building material.
- The primary building material used on front façades shall be continued as the primary material on the side and rear façades, except where the side of a building directly abuts the side of an existing building or parking deck.


Dark-tinted or reflective glass is prohibited on first floor uses.


Primary front façade building materials shall be continued on side and rear façades.

- The number of materials on an exterior building face should be limited (no more than 5 materials) to prevent visual clutter.
- When parking is located behind buildings, rear building entrances and façades shall be designed in a manner consistent with the front and side facades.

The number of materials on an exterior building face should be limited to prevent visual clutter.

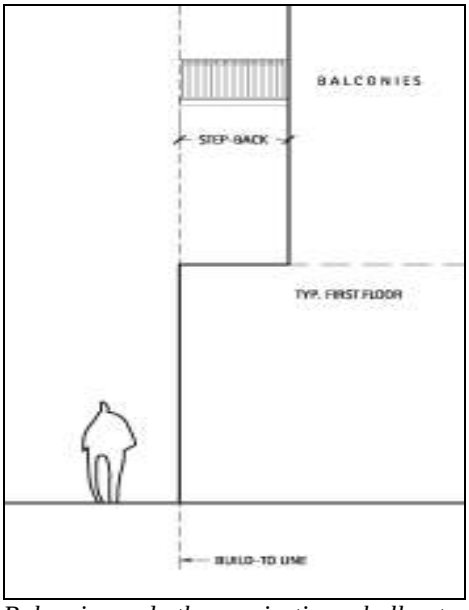
Building Colors

- Building colors shall be compatible with the area's architectural character and enhance the building's visual appeal.
- Primary, bright or excessively brilliant colors are discouraged unless used sparingly for subtle trim accents.

Primary, bright or excessively brilliant colors are discouraged.

Building Projections

- Balconies, decks or terraces shall not cross the build-to-line of the Corporate Main Street Sub-District or project over a sidewalk.
- Inset or recessed balconies, decks or terraces are allowed on the front of buildings.
- Balconies, decks or terraces are allowed to encroach into areas where the building has been stepped back from the building or property line.



Balconies and other projections shall not cross the Build-to Line.

Utilities/Service Areas

- Loading, trash and utility areas (including pipes, conduit, utility boxes and utility doors) shall be located out of view wherever possible and in all cases screened from street and sidewalk views. Roof top mechanicals shall be located in the middle of the roof and shielded by a screening wall similar in design and materials to the building. These areas should be incorporated into site plans and building designs.
- Accessory service areas behind buildings that are visible from streets and sidewalks shall be designed in a manner consistent with the building front or side.
- Loading, trash and utility areas shall be designed to accommodate snow removal by

eliminating unnecessary obstacles and providing storage locations where feasible.

- Access to service areas and parking lots/structures should be clearly defined and visible from the street.
- Screening elements should complement the building and adjacent buildings in materials and color, and be effective in every season, such as fencing, shrubs or evergreens. Screening must be at least 7 feet in height.
- Separate areas for loading, trash and utilities for individual businesses are discouraged. Shared service areas between businesses should be considered for ease of maintenance and improved aesthetics.
- Buildings shall provide an adequate means of storing refuse between collections, and shall comply with all applicable City requirements, including recycling. Such storage systems shall be designed to minimize visual impacts.
- All on-site television, power and communication lines as well as all on-site water, sewer and storm drainage lines, shall be installed underground as prescribed by the regulations of the government agency or utility company having jurisdiction. Any utility equipment that must be located above ground shall be adequately screened from view in an attractive manner.
- Where possible, all utilities shall be placed within the right-of-way, and all possible steps taken to avoid the placement of utilities under the pavement to assure ease of future maintenance.
- All buildings within the TCC District shall be served by water supply, sanitary sewage and stormwater drainage systems as approved by the appropriate government agencies having jurisdiction. Stormwater drainage shall minimize siltation and nonpoint source discharge of salted areas and any other pollutants. Best management practices shall be required.

Utilities shall be screened from views.

Access to parking structures should be clearly defined.

Screening materials should complement the building.

On-site utility lines shall not be visible.

Fencing

- Brick, stone or decorative metal shall be used for fencing. Ground level decorative or non-screening fence height shall be 36 inches. Railings along terraces can be solid walls, open fencing or glass walls and must meet City Building Code.
- Chain link fencing is not allowed.
- Fences shall be considered an extension of building architecture and shall make an attractive transition between the building mass, natural site forms and the "public realm" or streetscape.

Fences shall be an extension of building architecture.

Awnings

- Building awning design and colors shall be consistent and complementary in color, style and size with the overall building facade and adjacent buildings.
- Awnings shall be constructed of high-quality fabric or metal. Plastic or vinyl awnings are not allowed. Internally lit awnings are not allowed.
- The bottom of awnings shall be placed a minimum of 8 feet above the sidewalk.
- Also refer to the City's Sign Code.

Awnings shall be complementary in color and style.

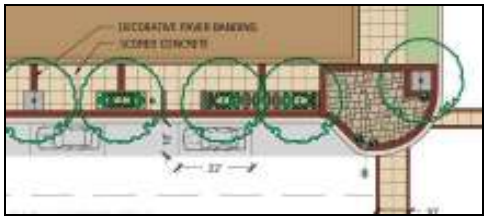
Lighting

- Site lighting shall incorporate principles to limit "light pollution" and preserve the night time environment, such as down-lighting and shields.
- Lighting shall provide a sense of safety without having a negative affect on neighboring properties, and shall be located, aimed or shielded to minimize glare, sky glow and stray light trespassing across property lines.
- Exterior lighting for signage shall be down-directed or internal.
- Also refer to Section 17.608 of Wood Dale's Unified Development Ordinance for exterior illumination regulations.

Down-lighting and shields shall be used to prevent light pollution.

Streetscape/Landscape

An attractive and effective streetscape will provide visual continuity from block to block and define the TCC District, and specifically the Corporate Main Street, as a special place. To visually unify the district, developers should incorporate the City's streetscape design for Corporate Main Street into each development, including standards for street trees, street furniture and pavers. The developer is responsible for installing City-approved streetscape elements within all new developments.



Landscape and hardscape for large corner bump-outs should be based on particular site situations and follow the overall Corporate Main Street streetscape design theme.

The width of sidewalks within the Corporate Main Street sub-area shall be 15 feet to allow for a 5 foot clear zone for pedestrians as well as for street trees and planters.

Streetscape elements shall follow the Corporate Main Street streetscape design theme.

Civic Open Space

The Thorndale Corridor Master Plan envisions public open spaces that are incorporated into the center of the blocks located along the Corporate Main Street as well as greenways and trails around the shared stormwater system that will serve the overall TCC District

Plazas/Open Space

- In addition to the open spaces delineated in the Master Plan, plazas and small open spaces shall be considered within new developments where feasible.
- The type and design of an open space shall be appropriate to the character of the building(s), and shall consider dimensions, pedestrian access, solar access, wind protection and views.
- Open spaces should connect to sidewalks, paths and the natural amenities of a site and its surroundings.
- Useable open space can be an above ground terrace, second level roof deck or green roof.

Open spaces shall incorporate special features such as fountains and plantings.

- Open space should be located to activate the street façade and increase "eyes on the street" where possible.
- Private and public open space shall be provided that is easily accessible for local residents, visitors and/or employees.
- Decorative paving such as brick, clay pavers, stone, decorative pre-cast concrete pavers or stamped concrete shall be considered when designing the hardscape for new plazas and open spaces.
- Open spaces should incorporate special features such as fountains, artwork, plantings and other elements.
- Where pedestrian paths or pass-throughs are used to access parking, they shall incorporate decorative fencing, arches, lighting, paving or signage.

Pedestrian pass-throughs shall incorporate decorative fencing, arches, lighting, paving or signage.

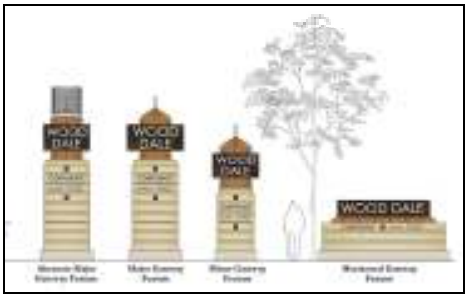
Street Furniture

- Decorative benches, trash receptacles and bike racks shall be provided at high-activity pedestrian areas.
- Decorative stands or corrals for newspaper vending machines shall be considered to reduce clutter and screen views.
- Decorative planters shall be placed in plazas and along pedestrian paths and sidewalks where they will not impede safe flow of pedestrians.


Benches and trash receptacles shall be provided in high-activity pedestrian areas matching the City's standard style.

District Signage

- All signs shall be planned and designed in accordance with a comprehensive signage plan for the TCC District and subject to Community Development Commission review and approval as part of site plan review process.
- All signs shall be of a size and scale as determined appropriate by the ZBA/Plan Commission to accomplish their intended purpose.



Signs shall be planned and designed in accordance with a comprehensive signage plan for the TCC District.

Outdoor Cafes

- Outdoor cafés/seating areas are encouraged to make the TCC Corporate Main Street sub-area more active and enhance its overall pedestrian character.
- Outdoor cafés shall maintain at least 5 feet of clear space for movement of pedestrians along the sidewalk.
- Tables, chairs and other equipment should be kept out of the pedestrian zone. The pedestrian zone also should be clear of street trees, tree grates and other landscaping, and should be continuous from property to property.
- Second-story terraces for outdoor dining are also encouraged. Second-story terraces shall be integrated into the design of the restaurant and overall building.
- A temporary or seasonal barrier or edge is encouraged to define outdoor café spaces and maintain the pedestrian clear zone. The barrier should be a simple decorative railing, fence, planters or similar element. The design of the barrier should reflect the style of the building and coordinate with the streetscape, and shall be approved by the City.
- Also refer to Section 17.502.A.10 of Wood Dale's Unified Development Ordinance for outdoor cafe regulations.

Outdoor cafes are encouraged to make the Corporate Main Street more active.

Temporary or seasonal barriers are encouraged to define outdoor café spaces.

SUSTAINABLE DEVELOPMENT

By mixing land uses, incorporating future transit services, clustering buildings, establishing interconnected, attractive streetscapes and creating a shared stormwater management system, the City intends to foster sustainable development within the TCC District that decreases vehicle trips on area roads, reduces energy consumption and air pollution and limits paved surfaces dedicated to parking. All development within the district shall consider "Best Management Practices" in regards to sustainable building design, site planning, streetscape/landscape design and infrastructure engineering.

Sustainable, green building and site design should be incorporated into all projects. Green design considers the environment and site during design, construction, operations and maintenance. Sustainable buildings are energy efficient, water conserving, durable and nontoxic, with high-quality spaces and recycled materials.

The following considerations should be included in site and building design and construction:

- Optimize building orientation for heat gain, solar shading, daylighting and natural ventilation.

- Design landscape, hardscape and building roofs to create comfortable micro-climates and reduce heat island effects.

- Select native landscape materials and reuse rainwater and graywater where feasible and allowed by code to reduce or eliminate the need for potable water in the irrigation of landscape.

- Increase water efficiency through the use of high-efficiency systems and fixtures or through rainwater and graywater reuse as allowed by code to decrease use of the City's water supply and wastewater system.

- Design all sites and buildings to be "transit-supportive" to facilitate access to existing and future transit services.

- Use sustainable, rapidly renewable or recycled building materials.

- Use building materials manufactured within the region.

- Design and select lighting and equipment for efficient energy use.

- Minimize off-site light pollution.

- Create healthy, comfortable indoor environments through increased natural lighting, control of thermal systems, reduced VOCs (Volatile Organic Compounds) and improved indoor air-quality and ventilation.

- Maximize on-site stormwater management through landscaping and permeable pavement as well as shared facilities.

- Maintain or reduce the peak stormwater discharge rate and quantity.

- Enact plans to control erosion, sedimentation and dust during construction.

- Conduct commissioning of building energy systems to ensure desired performance.

- Include on-site renewable energy sources (such as solar, wind, geothermal) where feasible.

- Reduce or eliminate heating, ventilation, air conditioning and refrigeration equipment that emits compounds that contribute to ozone depletion and climate change.

- Provide for an easily accessible, dedicated area for the collection and storage of materials for recycling.

- Incorporate Universal Design into building plans where feasible.