

Olympia Fields

I L L I N O I S

TOWN CENTER CONCEPT & DESIGN GUIDELINES

10/04/00

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Olympia Fields Town Center Concept and Design Guidelines

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Olympia Fields Town Center Concept and Design Guidelines

Introduction

Olympia Fields is a residential community of single-family homes located 27 miles south of downtown Chicago. It was founded in 1927 around the Olympia Fields Country Club and golf course. Olympia Fields owes much of its development to the Illinois Central Railroad, which was built in the 1850's. In 1919 the Illinois Central began to electrify and elevate its passenger service from the golf course to Downtown Chicago. Soon after, a small exclusive community of single family residences began to grow around the golf course and train station. Though growth in the area was slow at first, the Village began to grow after World War II. In 1950, Olympia Fields' population was only 160; but by 1974 it had grown to 3,720; and by 1994 it was at 4,445. Even though the Village has grown significantly over the past few decades, it has never developed a central commercial area and cohesive town center. Still, Olympia Fields is a vibrant, diverse, and healthy residential community set amongst the beautiful surroundings of a world-class golf course.



Olympia Fields and its relationship to Chicago
(the Metra Electric is in red)

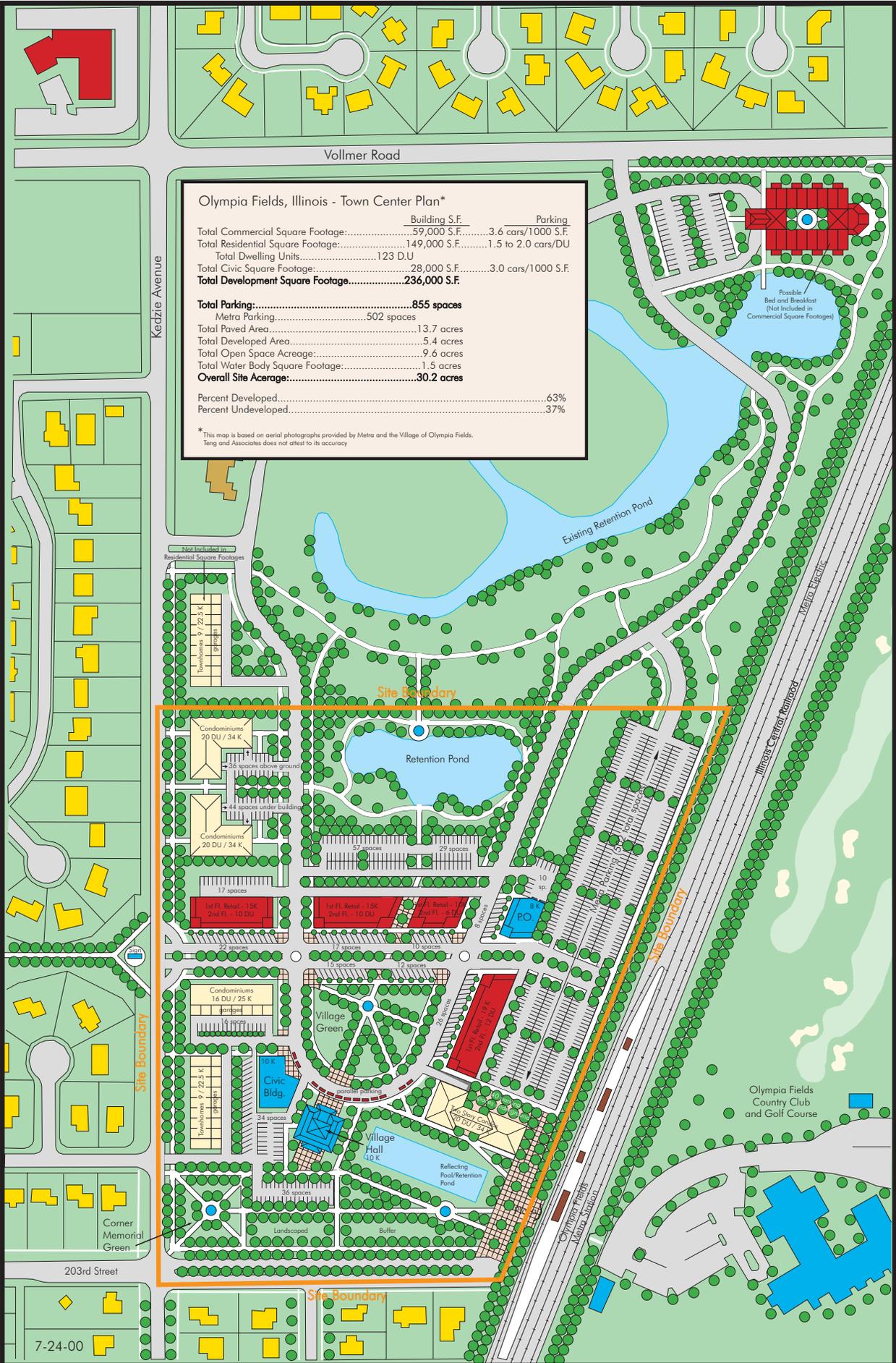
In 1987 Metra purchased the commuter rail service and the two western tracks (r.o.w.) from the I.C., renaming this service to the Metra Electric (the I.C. still owns and operates the two eastern tracks). Each weekday the Olympia Fields Station, located near 203rd Street, is served by 54 trains with less service provided on the weekends. More than 200 passengers board the Metra Trains at the Olympia Fields Station each day (Metra 1999 counts).

Olympia Fields Town Center Concept and Design Guidelines

(Introduction Continued)

The 52-acre site adjacent to the Metra Station in Olympia Fields presents an opportunity for the Village to develop a Town Center to serve as the focal point and gateway into the community. The Regional Transportation Authority sponsored a study to explore the options and opportunities this site presents to the Village of Olympia Fields. As part of the design process, the Imaging Lab from the University of Illinois at Urbana-Champaign, with the assistance of Teng and Associates, Inc. and Historic Certification Consultants, conducted an Image Preference Survey. The Survey was completed during two community workshops with the residents of Olympia Fields with the purpose of gaining a sense of the type of development they preferred for their community. Subsequently, a design charrette was held with the residents of Olympia Fields regarding the layout and design of the proposed Town Center. Once the results from the community workshops and design charrette were collected, a site plan was generated for the proposed Town Center. The Design Guidelines developed by the team complement the concept and are to serve as a basis for the Village to guide and govern the development of the future Town Center.





Olympia Fields Town Center Concept Plan

Olympia Fields Illinois

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Olympia Fields Town Center Concept

Entrance to the Town Center from Kedzie Avenue

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Olympia Fields Town Center Concept
View of Village Green Looking South towards New Town Hall

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"Kiss and Ride" at the end of 203rd Street near the Metra Station

Olympia Fields Town Center Concept

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Revised Oct. 4, 2000

VILLAGE OF OLYMPIA FIELDS TOWN CENTER DESIGN GUIDELINES

GENERAL PROVISIONS

INTENT

These guidelines represent the aspirations of the Village of Olympia Fields for the development of a Town Center on the vacant land immediately adjacent to the 203rd Street Metra Station. They are to be used as a standard by the Village in evaluating the proposed development. Likewise, they provide the potential developer with a guide to the type of development desired by the community.

The primary objectives of these guidelines are as follows:

- Encourage the development of a traditional Town Center for the community of Olympia Fields.
- Achieve a uniform identity for the Town Center through a consistent architecture and landscape design.
- Create usable public space.
- Create pedestrian and vehicular networks linking development, public spaces and transportation nodes within the proposed Town Center and with the existing surrounding neighborhoods and uses.
- Create the ability to supply adequate commuter parking which could be utilized as shared-parking during off-peak hours and weekends.

As implied by the title, these are intended as guidelines and may be modified by the Village to best serve their needs. Additionally, if during the course of using these guidelines it becomes obvious that they are in some way unworkable or present an undue burden to potential developers in the judgement of the Village, then they should be modified accordingly.

The scope of these guidelines encompass the proposed Town Center roughly bounded by Vollmer Road to the north, Kedzie Avenue to the west, 203rd Street to the south, and the Metra Electric tracks to the east. These parameters may be expanded or contracted as seen fit by the Village.

The site contains a substantial area of low quality wetlands, which are displayed on the map in Appendix B. In the development of these design guidelines, it was assumed that the wetland would be mitigated at a yet-to-be determined off-site location. A brief summary of the guidelines and requirements for wetland mitigation as specified by the U.S. Army Corps of Engineers can be found in Appendix A. Further analysis and evaluation with respect to the wetlands will need to be pursued by any prospective developer and the Village.

The scope of these guidelines encompasses some property already developed. Future improvements to these properties shall conform to these guidelines as closely as can be reasonably expected.

I. GENERAL REQUIREMENTS

A. These **Design Guidelines** are composed of the following:

1. Urban Guidelines that describe building placement, height, parking and other issues relating to the definition of public space. Urban Guidelines are divided into four (4) areas:
 - a) Town Center/Village Green
 - b) Transitional Area/Buildings Fronting Kedzie Avenue.
 - c) Surrounding Buffering, Retention Areas, and Open Space.
 - d) Metra Commuter Parking Area
2. Architectural Guidelines which describe building forms and materials.
3. Landscape Guidelines that describe plant materials and arrangements.
4. Illustrative Site Plan.

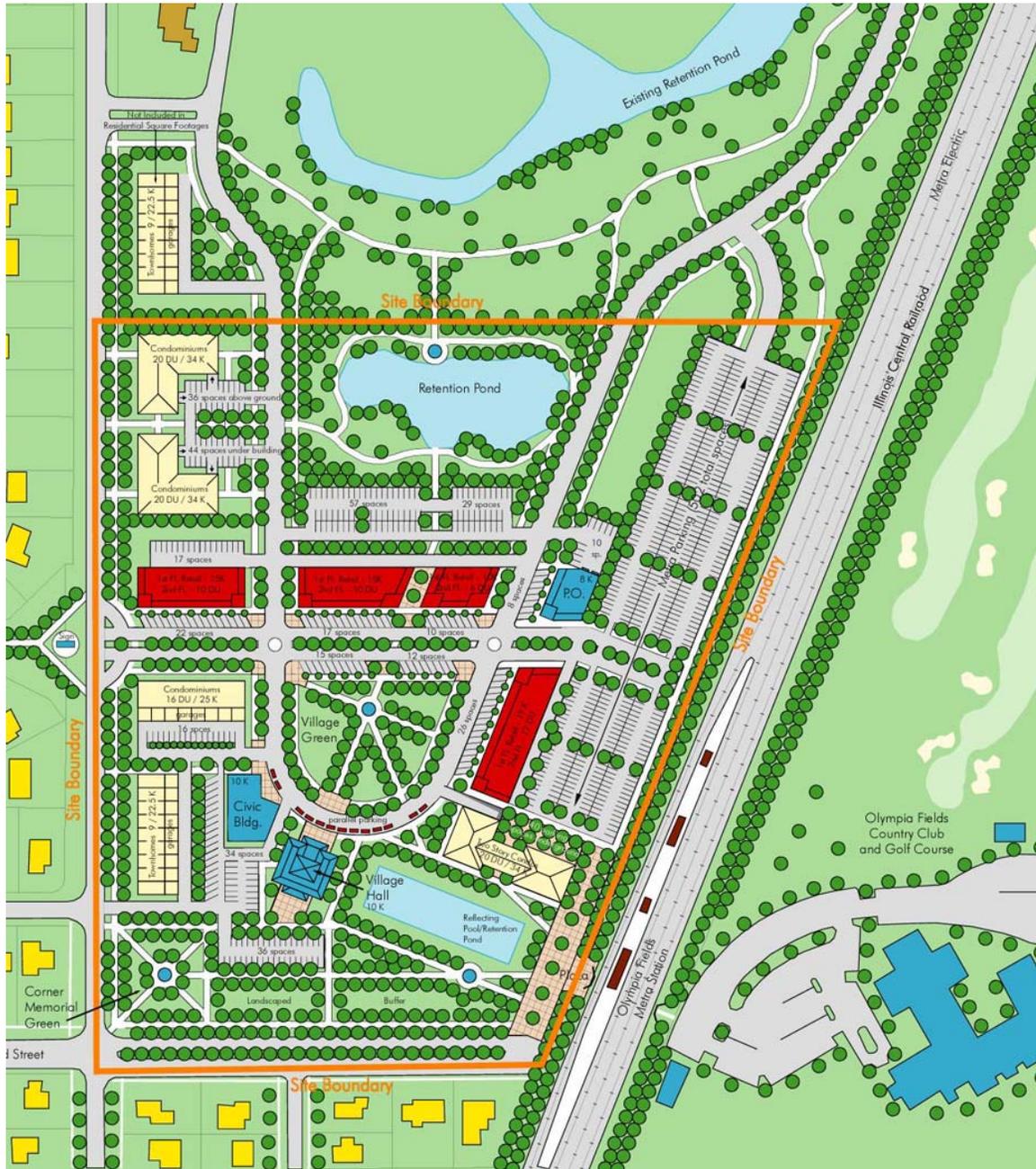
B. Development shall conform to the following diagrams:

1. Land Use, Figure 1
2. Open Space, Figure 2
3. Pedestrian/Bikeway Network, Figure 3
4. Traffic/Parking Network, Figure 4

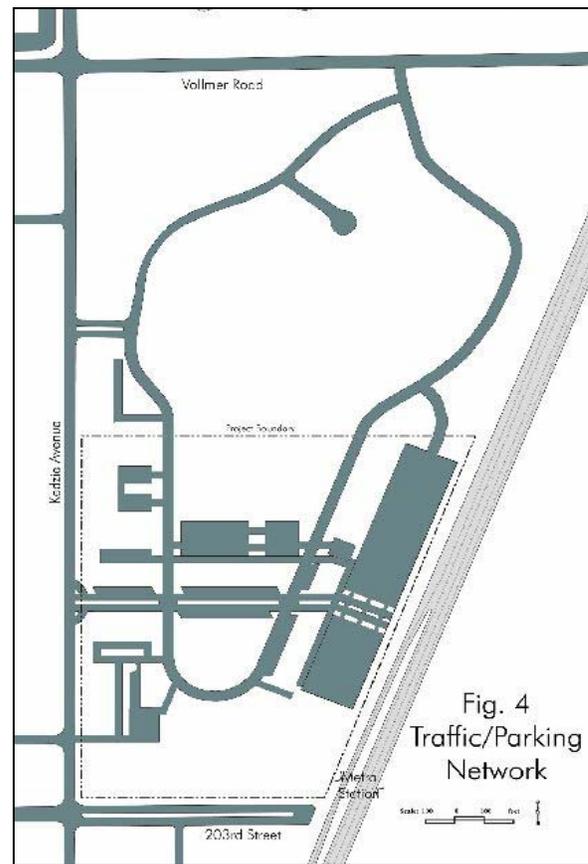
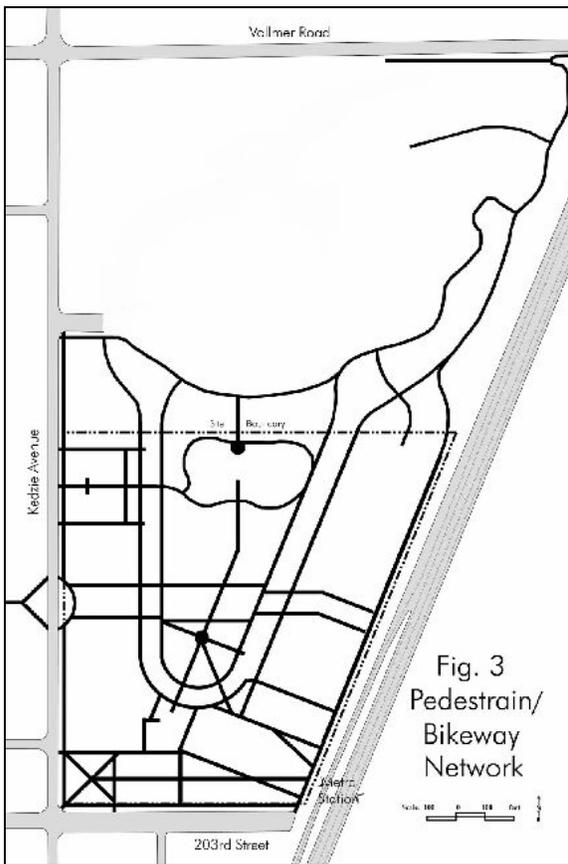
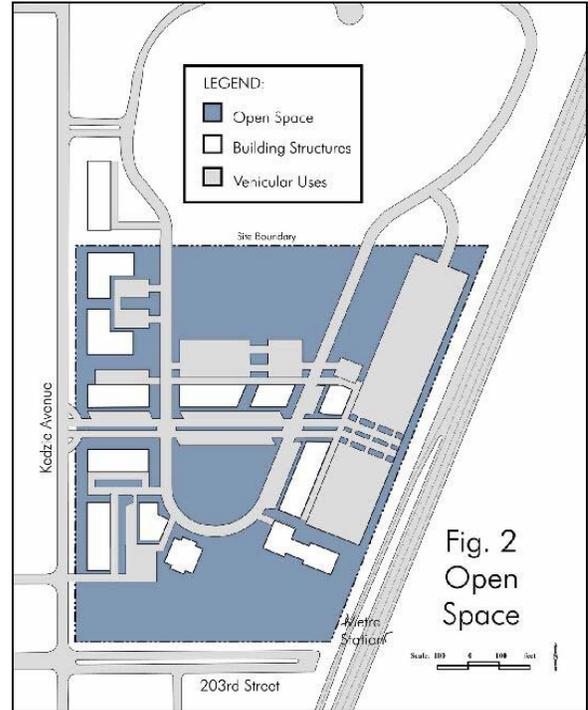
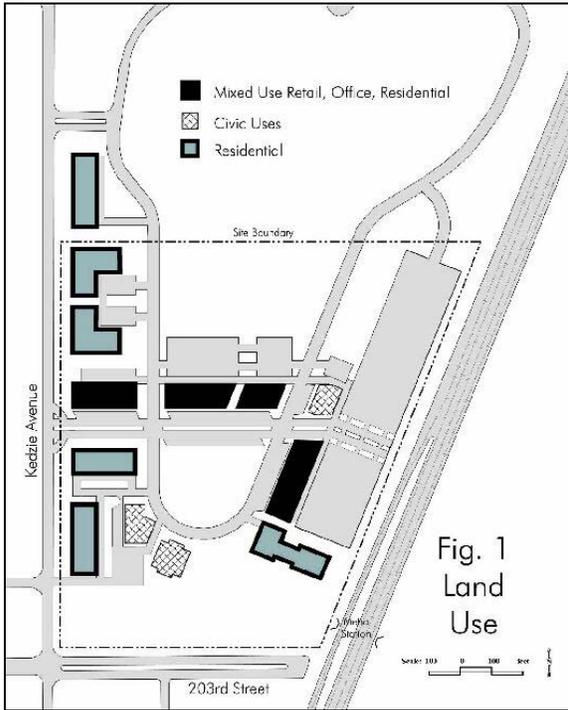
C. Development shall conform to the Village of Olympia Fields Zoning Ordinances and Building Codes.

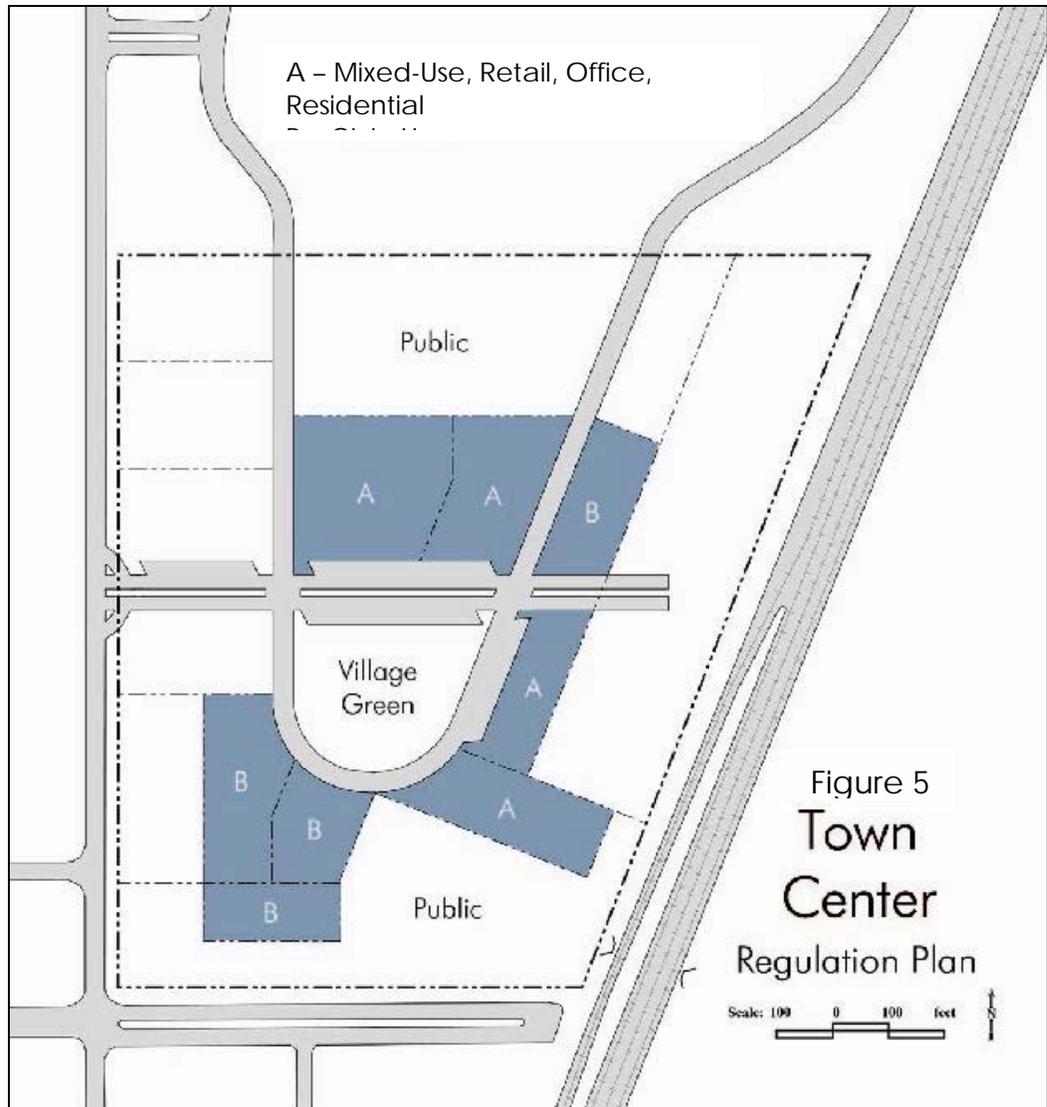
D. Building service areas shall be located so as not to be seen from major street frontages.

**ILLUSTRATIVE SITE PLAN
OF
OLYMPIA FIELDS TOWN CENTER**



DEVELOPMENT DIAGRAMS:





II. TOWN CENTER

A. BUILDING SUB AREAS

1. Sub Area A – Village Green (General)

a) Development of this area (along with the Municipal Complex Sub Area B) shall result in the creation of a public Village Green defined through the placement of streets and buildings on all sides. The Village Green shall have a minimum area of one (1) acre and must have a direct landscaped pedestrian connection to the Metra Station Entrance. (Figure 5)

b) The main entrance for all buildings shall face on the Village Green.

2. Sub Area B – Municipal Complex (General)

- a) Development of this area is intended for the Village Hall and other Civic Uses necessary for the health, safety, and welfare of the Village.
- b) The main entrance for all buildings must face onto the Village Green.

B. BUILDING USE:

1. Sub Area A (Figure 6)

- a) Mixed use: retail, commercial, and professional office on first floors.
- b) Single use: residential on first floors.
- c) Residential and professional office on second floors.
- d) Residential on third floors.

Figure 6

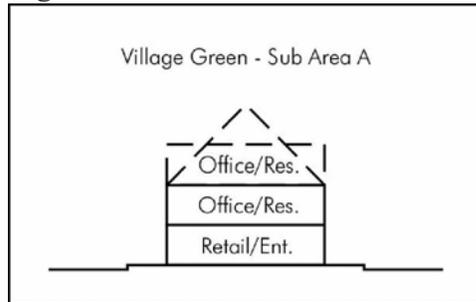
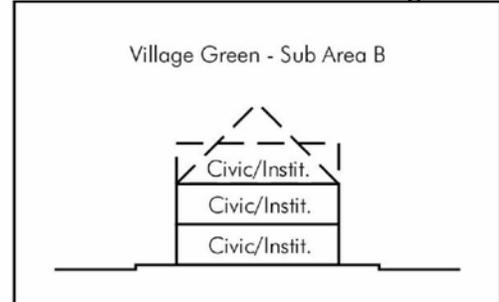


Figure 7



2. Sub Area B – Municipal Complex (Figure 7)

- a) Municipal, public, institutional, and civic on all floors.

C. BUILDING PLACEMENT:

- 1. Buildings shall have a façade facing the Village Green that is at least 70% the length of the property parallel to the Village Green.
- 2. Buildings shall be placed on lots within shaded areas. Building fronts should abut the sidewalk or plaza area whenever possible to maintain a solid building wall surrounding the Village Green. (Figure 5)
- 3. Setbacks will be measured from the curb at street frontages and from property lines elsewhere. (Figure 8)

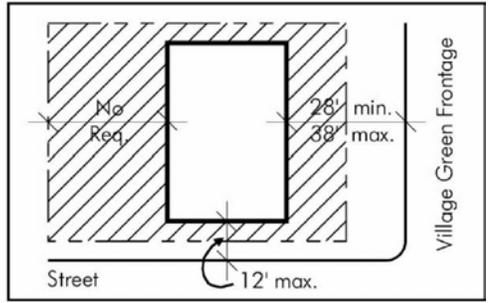


Figure 8

D. BUILDING HEIGHT:

1. Dimensional heights measured in accordance with Zoning Ordinances; story heights based on 12 feet maximum floor to floor. Maximum Building Height is forty (40) feet. Minimum Building Height is twenty five (25) feet. (Figure 9)
2. Building Height measured relative to grade on Village Green side.

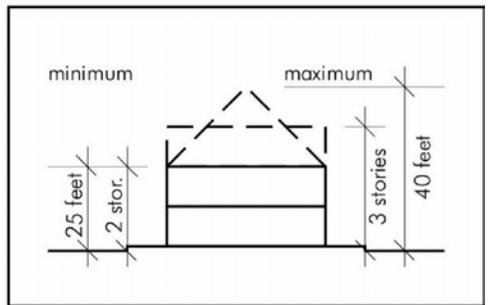


Figure 9

E. PARKING:

1. Parking and associated circulation roads shall be located in shaded areas as shown in Figure 10. (Figure 10)
2. Parking and road dimensions as per Zoning Ordinances.

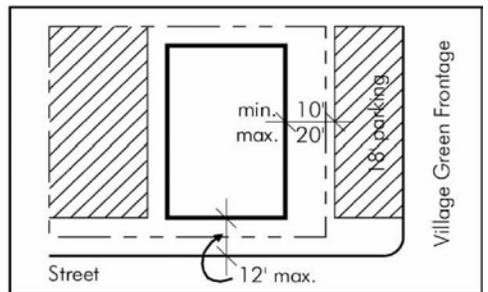


Figure 10

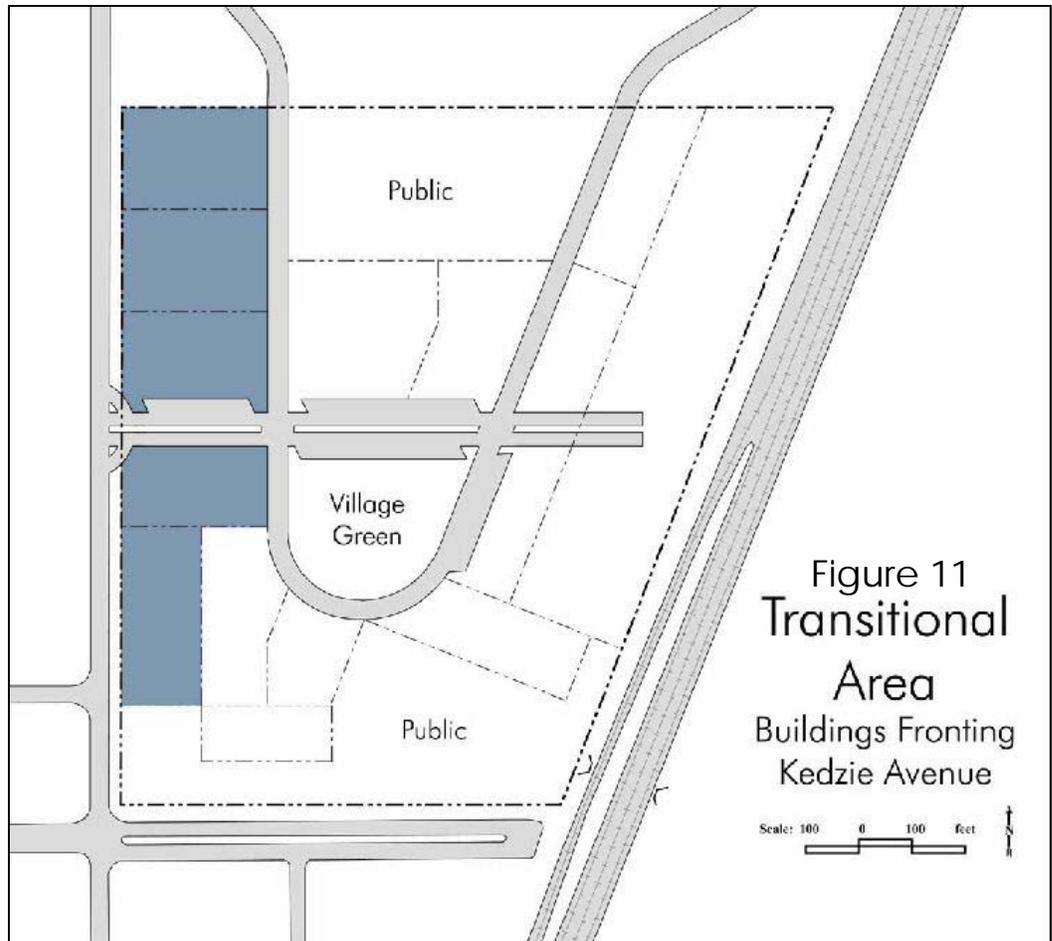


Figure 11
 Transitional
 Area
 Buildings Fronting
 Kedzie Avenue

Scale: 100 0 100 feet

III. TRANSITIONAL AREA/BUILDINGS FRONTING KEDZIE AVENUE

A. GENERAL:

1. Development of this area is intended to be a transition between the Town Center and the existing development along Kedzie Avenue.
2. At least one entrance of each building shall face onto either Kedzie Avenue or main entrance road to the Town Center.

B. BUILDING USE:

1. Buildings fronting the entrance road to the Town Center shall have retail, commercial, and professional office uses on first floor on the south side (Figure 6), and residential on the north side of the street (Figure 12).
2. Buildings facing Kedzie Ave. shall consist of only residential uses (Figure 11 and 12).

3. Residential or office uses are permitted on the second and third floors of buildings fronting the entrance street to the Town Center.

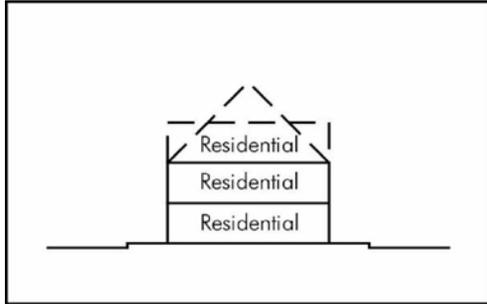


Figure 12

C. BUILDING PLACEMENT:

1. Buildings shall be placed on lots within the shaded areas. (Figure 11)
2. Setbacks are measured from the curb at street frontages and from property lines elsewhere. (Figure 13)

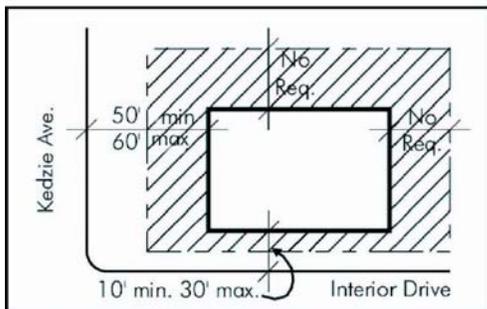


Figure 13

D. BUILDING HEIGHT:

1. Measured relative to the average of grades between major street frontages.
2. Dimensional heights measured in accordance with Zoning Ordinances; story heights based on 12 feet maximum floor to floor. Maximum Building height is forty (40) feet. Minimum Building Height is twenty five (25) feet. (Figure 14)

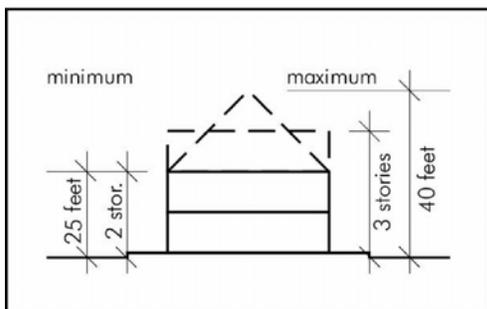


Figure 14

E. PARKING

1. Parking and associated circulation roads shall be located in shaded areas as shown. (Figure 15)
2. Parking and road dimensions per Village requirements.

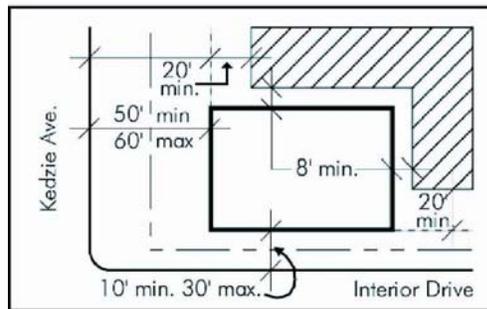
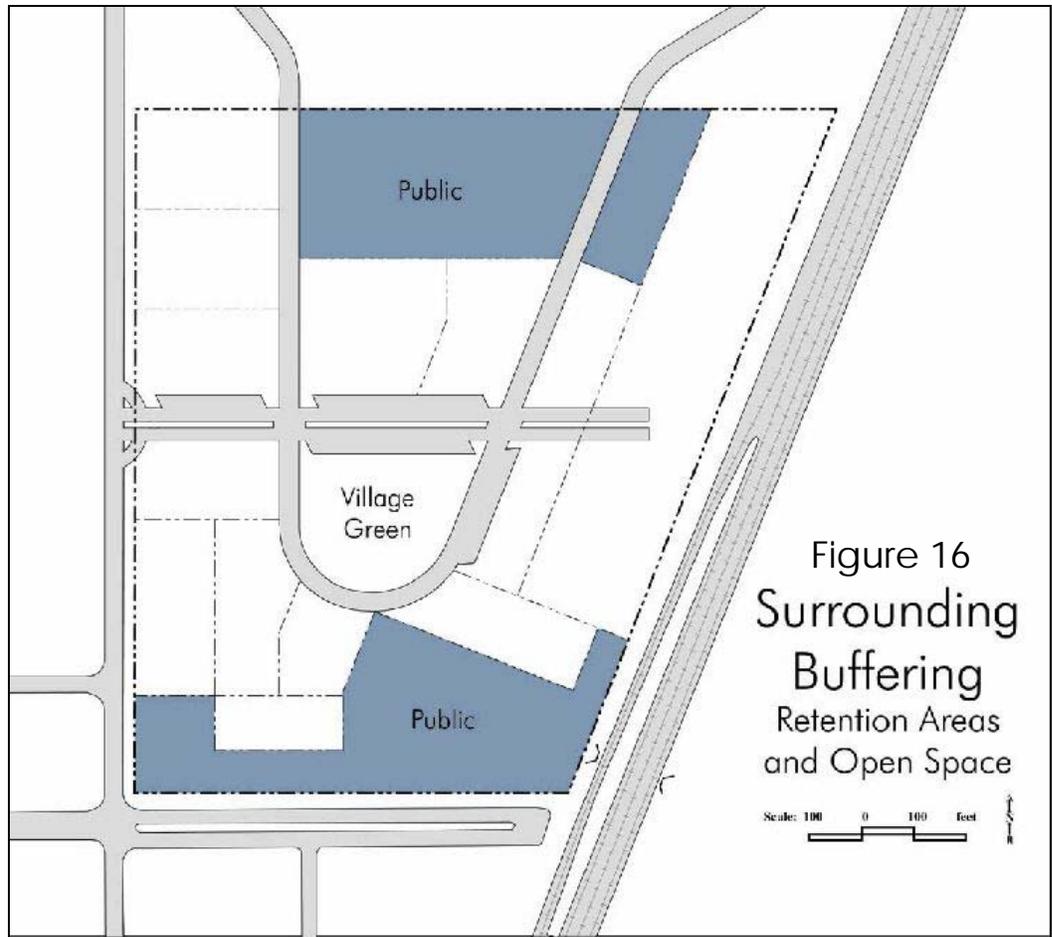


Figure 15



IV. SURROUNDING BUFFERING, RETENTION AREAS, AND OPEN SPACE

A. GENERAL:

The purpose of this area is to provide open space around the Town Center for retention ponds, bike paths, walks, vegetation, and passive recreation and gathering areas. This area will buffer the existing residential development to the south, and potential new residential development to the north from the new Town Center and its activities, as well as provide central green open space for the community.

B. LOCATION:

Landscaping open space and retention ponds for storm water management should be located in two general areas. The first area is immediately south of the proposed Town Center, just north of 203rd Street from Kedzie Avenue to the Metra Station. The area should be designated to buffer the current residents living to the south from the new development on the site. The second area will be located north of the proposed Town Center. The majority of the storm water management will need to occur at this location. Both areas should offer direct pedestrian paths and linkages to the Town Center and

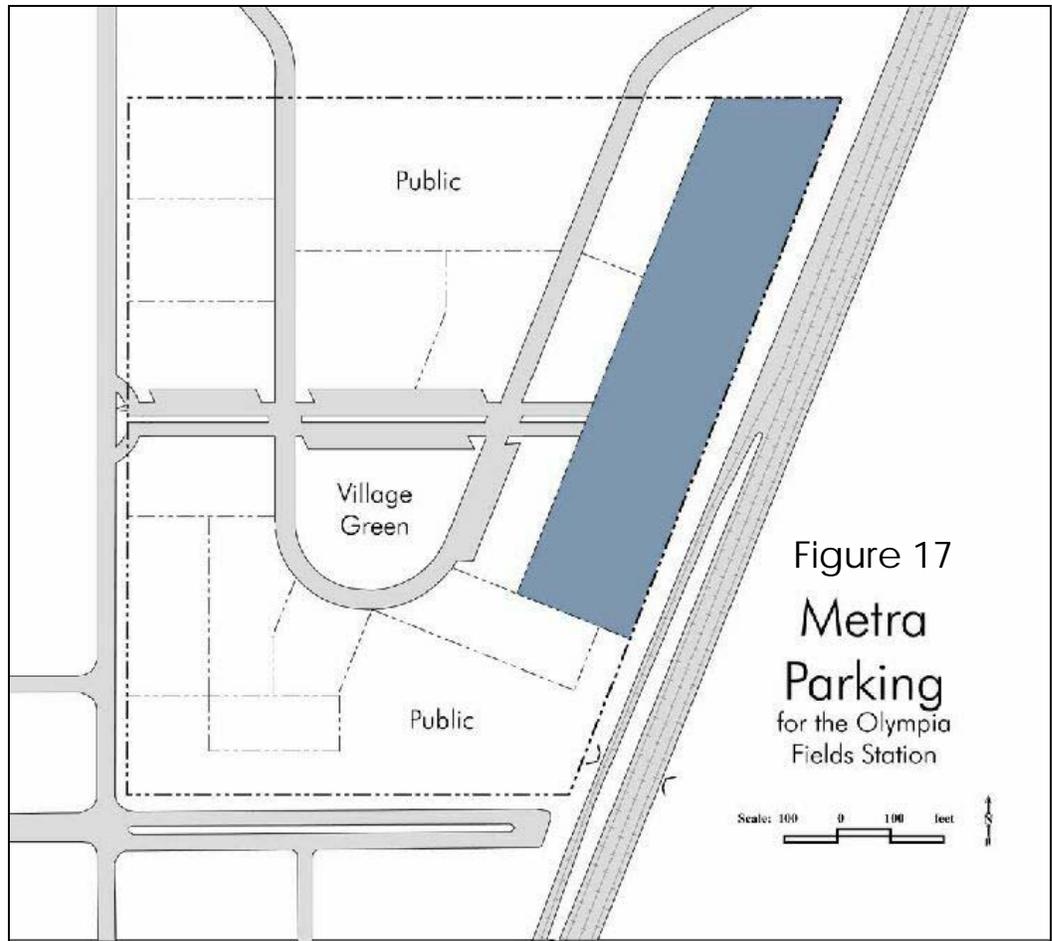
Metra station. Note that significant attention will need to be given to storm water management in addition to the wetland mitigation. Opportunities for joint-storm water management with the current development located to the north, wetland banking and other creative solutions should be considered.

C. STORMWATER RETENTION:

Site storm water will be retained in the retention pond on the north portion of the site and in other green areas contoured as appropriate to retain a maximum of 7 acre-feet of storm water. Opportunities are available to route sheet flow from paved areas to green areas for storm water quality enhancement.

D. WETLANDS:

Wetland loss should be mitigated off-site through purchase of mitigation bank units.



V. METRA COMMUTER PARKING AREA

A. GENERAL:

The purpose of this area is to provide for day to day transit commuter parking for the Olympia Fields Metra Station. Shared off-peak parking will be provided for the Town Center and residential users. Metra commuter parking is unique in that it is used mostly during the morning and daytime hours, with users generally pulling-in/out once per day. In the evenings and on weekends, significant amounts of the Metra parking will be available for Village Hall meetings and other Town Center events.

B. LOCATION:

Due to the amount of land needed to provide for this parking, this area should be located close to the railroad tracks on the east side of the site. A landscaped pedestrian access to the entrance of the station from the parking and 203rd Street shall be provided. The parking shall also be buffered with trees on all sides and within its interior.

C. ACCESS:

The parking may be accessed by motorists from the west via the Town Center main access street, or from the north via the proposed new road providing access to the Town Center from Vollmer Road. Direct pedestrian and bicycle access between the station, parking, and even residential areas to the Town Center, Municipal Complex, and Village Green is necessary to offset and support the parking needs in those areas.

D. DIMENSIONS:

It is recommended that 8 ½ feet wide stalls be used since the majority of Metra parking lot users will be pulling-in/-out once per day.

VI. ARCHITECTURAL GUIDELINES

A. ACCEPTABLE MATERIALS:

1. Walls:

- a) Face Brick: standard or modular size
- b) Stone: cut, cast or squared
- c) Wood Siding
- d) Wood or Vinyl Trim

2. Doors & Windows:

- a) Wood, Aluminum or Vinyl/Aluminum Clad
- b) Clear Glazing

3. Roofs:

- a) Slate or Cedar Shingles on all buildings fronting the Village Green
- b) Wood or Asphalt Shingles allowed elsewhere

4. Other Elements:

- a) Screen wall and chimney materials shall match dominant wall material
- b) Visible mechanical openings shall be covered with ornamental metal grilles
- c) Handrails shall be made of metal, no members larger than 2” square

B. ACCEPTABLE FORMS:

1. Walls:

- a) Masonry Coursing: running bond, soldier, rowlock, herringbone
- b) Wood Siding above eave line only
- c) Wood Siding to be clapboard or shiplap type
- d) Wood Trim to finish flush with shingles and siding
- e) Siding Exposure to be 3.5" to 6"
- f) Vary elevations and horizontal datum lines
- g) Materials to be used in horizontal bands

2. Doors & Windows:

- a) Window proportions to be vertical or square
- b) Not more than six (6) windows in series in a single opening
- c) Total Glazed Area above the first floor shall not exceed 30% of the façade area

3. Roofs:

- a) At least 80% of all visible rooflines shall be pitched
- b) Roof pitch (except for shed dormers): 9/12 min, 14/12 max
- c) Roof pitch for shed dormers: 4/12 min
- d) Pitched roof surfaces to be broken by wall surfaces, such as gables or dormers at least every 50 feet.
- e) Gables and Hips shall be symmetrically pitched
- f) A parapet shall enclose flat roofs-minimum height: 4 feet.

4. Other Elements:

- a) Protruding Bays shall project no more than 3 feet from the wall.

VII. LANDSCAPE GUIDELINES

A. VILLAGE GREEN AND OPEN AREAS:

- 1. Trees shall be planted along all paths within open areas.
- 2. Trees shall be a minimum of 3" in caliper.
- 3. The Village Green should provide seating, trash receptacles and bike racks.
- 4. Areas shall be provided for naturalistic planting beds.

5. At least 30% of walkway and plaza paving shall be specialty paving (i.e. brick or concrete pavers, stone pavers, or textured/stone aggregate concrete paving)
6. Ornamental lighting shall be provided throughout the Village Green and open areas.
7. Other site amenities shall be at the discretion of the landscape architect and Village staff.
8. A common landscape element palette (benches, trash receptacles, lighting, paving, gateway element materials, etc.) shall be selected by the landscape architect and Village staff to be used consistently throughout the new development.

B. STREETSCAPE:

1. All streets shall have deciduous shade trees planted. One tree per every 25 linear feet.
2. Trees shall be planted in a 6' wide minimum parkway area whenever possible. If a parkway is not feasible, trees shall be planted in the sidewalk and a tree grate shall be provided.
3. All parkways shall have a 6" curb or a 12" minimum ornamental metal fence.
3. Parkway trees shall be a minimum of 4" in caliper.
5. Roadway and pedestrian lighting shall be provided in coordination with all other streetscape elements. Maintain maximum spacing of one (1) pedestrian light per one hundred (100) linear feet.

C. PARKING:

1. All parking areas shall provide internal planting area as follows:
 - 3,000 – 4,500 SF vehicular use area shall provide 5% landscape area
 - above 4,500 and up to 30,000 SF vehicular use area shall provide 7.5% landscape area
 - above 30,000 SF vehicular use area shall provide 10% landscape area

2. Internal planting area shall have one (1) tree per every 125 square feet of required landscape area.
3. Internal planting island shall be spaced no further than fifteen (15) parking spaces apart.
4. Seven (7) foot wide screening area (2 foot car overhang, 5 foot landscaped area) shall be provided for all parking areas facing public roadway. Landscaped screening area shall not be counted toward required internal planting area.
5. Screening trees along the entire periphery of the parking areas shall be placed at rate of one (1) per twenty-five (25) linear feet and 4” in caliper minimum size. Trees that are planted as screening shall not be counted toward required internal planting trees.
6. Continuous screening hedge, maintained between thirty (30) and forty-eight (48) inches in height shall be provided along the screening area facing public roadway.
7. Continuous ornamental fence with minimum height of four (4) feet shall be provided along parking area facing public roadway.
8. Use of spreading canopy trees is encouraged to increase shade and reduce “urban heat island”.
9. The use of porous or permeable paving materials for overflow parking and other low use areas is encouraged.

Olympia Fields Town Center Concept and Design Guidelines

Appendix A :

Wetland Mitigation
Summary

Wetland Mitigation Summary

U.S. Army Corps of Engineers

The following is a summary of the guidelines and requirements for wetland mitigation as specified by the U. S. Army Corps of Engineers for the Chicago District. This summary is not comprehensive and is to be used as a general overview outlining steps to be taken with regards to wetland mitigation.

The Chicago District of the U. S. Army Corps of Engineers will typically require a minimum of 1.5 replacement acres for every 1.0 acres of waters of impacted wetland. This minimum ratio will be substantially increased if the functions and values of the aquatic resource to be impacted are high. The Chicago District will provide justification for the decision to increase the minimum ratio.

The permit process and the review of applications can be considered a three-step process: pre-application consultation (for major projects), formal project review, and decision making. Pre-application consultation usually involves one or more meetings between an applicant, the District Regulatory staff, Federal, state or local resource agencies, and in some instances, the general public.

When an applicant is ready to submit an application, it must be submitted on a joint application form used consistently throughout the State of Illinois. The form is provided in triplicate so that the applicant can provide copies to the appropriate agencies. The assigned project manager from the Chicago District will review the application to determine if all required information has been received. If it is determined that work requires an individual permit, the project manager prepares a public notice, assesses the potential adverse impacts of the project, and evaluates the comments received in response to the public notice.

At the end of the formal review process, the project manager drafts the appropriate documentation to support a recommended permit decision. The permit decision document includes a discussion of the special conditions deemed appropriate for the authorized activity. Evaluation time will vary directly with the complexity of the proposed work, resources being impacted, and the type of authorization required. Typical individual permits usually take about 120 days from the receipt of all the necessary information.

Wetland mitigation is frequently required as a condition of Corps permits. Options for offsite mitigation include mitigation banking, the Wetland Restoration Fund, or other acceptable mitigation sites identified by the applicant. The Chicago District Army Corps of Engineers has developed the Mitigation Guidelines and Requirements to assist applicants and/or their consultants in the preparation of mitigation proposals. The Mitigation Guidelines and Requirements outline the information the Chicago District needs to evaluate the adequacy of a proposed mitigation plan.

CONTACTS:

Local Water Mitigation Bank:

Wetland mitigation banks provide wetland credits for sale and may have credits available for sale at any time. Provided below is the currently authorized bank for the Olympia Fields watershed, including points of contact.

Watershed: Lake Michigan/Chicago River/Calumet River

Bank Name: Sauk Trail

Controlling Entity: EcoLogic Planning
2517 Paulsen Road
Harvard, Illinois 60033
Steve Weller
(815) 334-9303

In-Lieu Fee Mitigation:

A second option is a cash payment into the Wetlands Restoration Fund administered by the Corporation for Open Lands (CorLands), in-lieu of on the ground mitigation. That Fund seeks out and funds appropriate mitigation proposals using fees from permittees. It can accept payments for projects in any watershed within the District.

Watershed: ALL

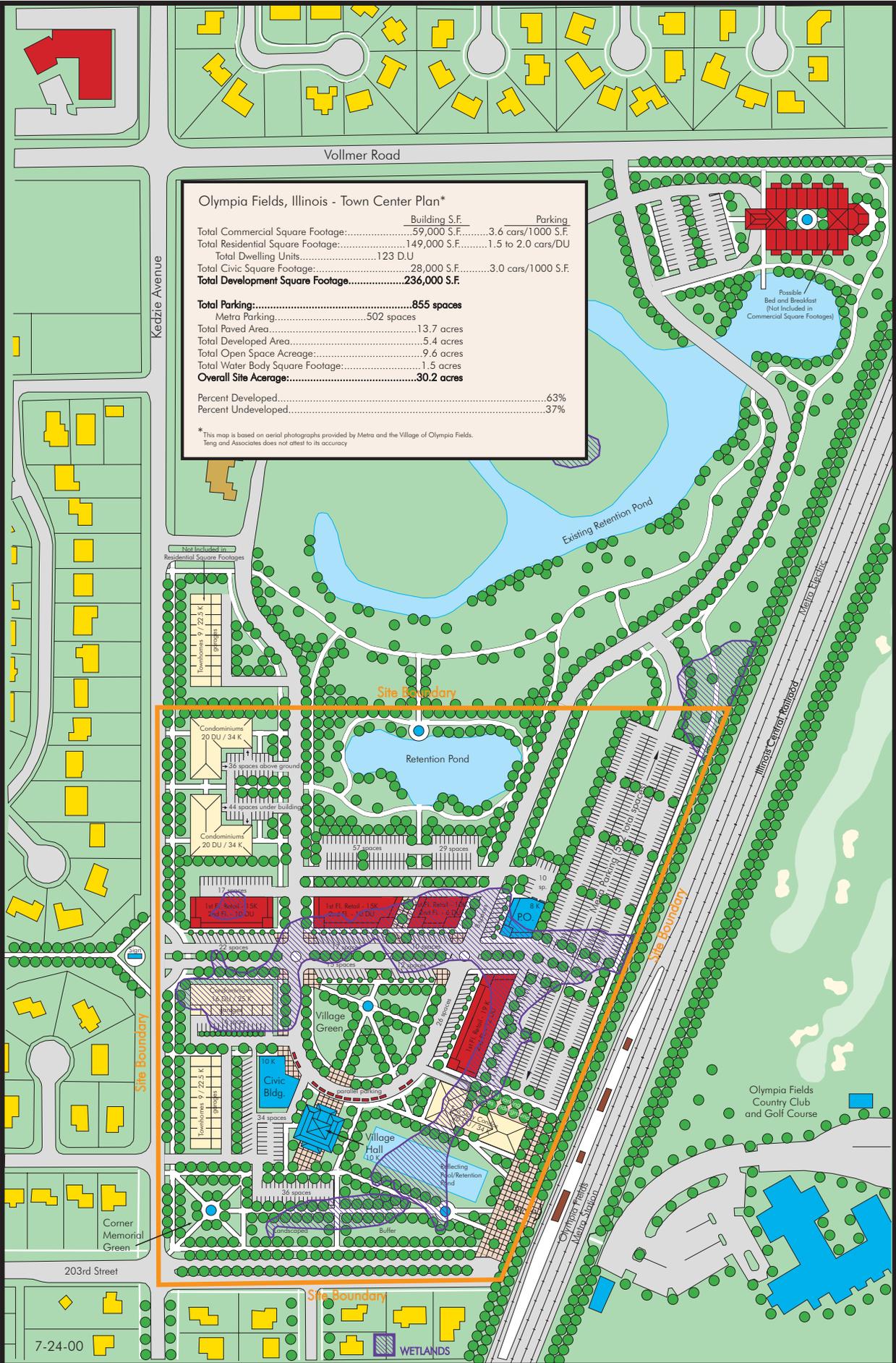
Fund Name: Wetlands Restoration Fund

Fund Administrator: Corporation for Open Lands (CorLands)
25 East Washington Street
Chicago, Illinois 60602
Joseph Roth
(312) 427-4256

Olympia Fields Town Center Concept and Design Guidelines

Appendix B:

Town Center Map With Wetland Areas Indicated



Olympia Fields, Illinois - Town Center Plan*

	Building S.F.	Parking
Total Commercial Square Footage:	59,000 S.F.	3.6 cars/1000 S.F.
Total Residential Square Footage:	149,000 S.F.	1.5 to 2.0 cars/DU
Total Dwelling Units: 123 DU		
Total Civic Square Footage:	28,000 S.F.	3.0 cars/1000 S.F.
Total Development Square Footage:	236,000 S.F.	

Total Parking:	855 spaces
Metra Parking:	502 spaces
Total Paved Area:	13.7 acres
Total Developed Area:	5.4 acres
Total Open Space Acreage:	9.6 acres
Total Water Body Square Footage:	1.5 acres
Overall Site Acreage:	30.2 acres

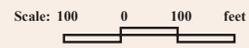
Percent Developed	63%
Percent Undeveloped	37%

* This map is based on aerial photographs provided by Metra and the Village of Olympia Fields. Teng and Associates does not attest to its accuracy.

Olympia Fields Town Center Concept Plan

Olympia Fields Illinois

10.04.00



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Olympia Fields Town Center Concept and Design Guidelines

Appendix C:

Image Preference Survey Results

Village of Olympia Fields Image Preference Survey Summary

Prior to the design of the Olympia Fields Town Center, the residents of Olympia Fields were given the opportunity to participate in an Image Preference Survey. The purpose of this survey was to enable local residents to identify the kind of development they felt was most appropriate for the proposed Town Center. The Survey was conducted primarily by Professor Brian Orland and Juan Caceres of the University of Illinois at Urbana-Champaign, with assistance from Teng and Associates, Inc.

Residents were allowed to participate in two ways. A full color web page was developed to allow residents to complete and submit the survey on-line. In addition, two community workshops were held on May 6, 2000 at Sergeant Means Park to allow residents to complete surveys in a more interactive manner. Both workshops included introductions to the purpose of the survey and described what information the survey was going to provide for the designers. The workshops also included a question and answer session.

Attached are the results of the survey. Residents were asked to record their satisfaction or dissatisfaction for each of the images on a scale from one to five, with a five representing the most satisfaction. The attached results indicate the images that received the most satisfactory scores for each question. A score of four or above would indicate and extreme preference for that type of development. A score of three to four would indicate moderate satisfaction. Any scores below three were considered as unsatisfactory types of developments for the Village of Olympia Fields.

As indicated from the results of the survey, the residents of Olympia Fields that participated in the survey generally preferred the following types of developments:

- 1) A town center built around a central village green.
- 2) Development that contains extensive landscaping, which buffers parking areas and the street from pedestrians.
- 3) Tree lined boulevards with landscaped medians and islands at intersections.
- 4) Sufficient sidewalks, paths, bike paths, and small plazas to create a pedestrian scaled town center.
- 5) Some diagonal parking in front of buildings, larger parking lots in the rear.
- 6) Abundant open space with trees, naturalistic plantings, and lawns.
- 7) Colonial Style and Prairie Style architecture.
- 8) Traditional attached and arcaded commercial blocks with rows of small storefronts.
- 9) A clock tower and fountains.
- 10) Outdoor seating areas, benches, gazebos, and sculptures.
- 11) More traditional monument signage.