

Village of Crete
PLANNING WORKBOOK

Prepared for
The Village of Crete Planning Commission

Prepared by

CAPA
Chicago Associates
Planners and Architects

in association with

Fish and Associates, Inc.
McBride Engineering, Inc.

January 1997

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Documented by the CAPA Team
December 1996 to September 1997

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Prepared by The Village of Crete Planning Commission
January 12, 1995

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SECTION 1

ABSTRACTS FROM THE PLANNING PROCESS

OVERVIEW

In response to a proposed south suburban airport, the Village of Crete Planning Commission retained Chicago Associates Planners and Architects (CAPA) in association with Fish & Associates, Inc. and McBride Engineering, Inc. to lead a planning process for the development of two alternative future land use scenarios. The first alternative portrays the anticipated evolution of the Village assuming no airport comes to the immediate area. The second alternative incorporates the impacts of the south suburban airport as well as the proposed extension of I355.

In order to encourage a comprehensive planning approach for the future of Crete, the CAPA team developed a plan that incorporates land use, open space, transportation and water and sewer. Additionally, Crete's projected growth is documented for the next 5, 10, 15 and 20 years for both land use scenarios.

PLANNING METHODOLOGY

An initial meeting was held in December 1995 with representatives of the CAPA planning team and the Village of Crete Planning Commission and Zoning Board. The purpose of this meeting was to discuss the goals of the Village and the current events and conditions that initiated the planning effort.

Additionally, the CAPA team met with other local agencies and districts, surveyed the planning area, reviewed Crete's currently adopted comprehensive plan, read the history books and collected maps and aerial photographs.

After studying the growth patterns of Crete over the past 35 years, it was evident that the Village has had two distinct concentrated areas of development and growth -- one centered around the historic downtown and the other around the historic golf courses to the northeast. Within this context, planning for Crete was approached from two perspectives: the natural environment and the built environment. In addition to the historic nature of Crete, it was immediately clear that there was a strong natural pattern within the Village of Crete as well as throughout Crete Township created by the water shed topography and vegetation groupings.

CAPA prepared existing condition documents that included open space, waterways, wetlands, soil types, zoning, land use, transportation and water and sewer. Based upon input from the Village and analysis of existing conditions, CAPA prepared three alternative approaches toward the future development of Crete -- the ringroad approach, the linear development approach and the quadrant approach.

The ringroad approach was selected and used to develop the following plans through a series of monthly public planning meetings and a Saturday workshop with members of the Planning Commission and Zoning Board, the Board of Trustees, the Park and Library Districts, the Architecture and Heritage Committee, business owners and citizens.

PROLOGUE

The purpose of a comprehensive framework plan is...

- To prepare for future changes rather than respond to change with arbitrary actions and controls.
- To provide the ability to plan and implement a balance between the preservation of the natural environment and the growth of the built environment on land presently incorporated and land to be annexed in the future.
- To promote a quality of life through historic tradition, natural environment and economic opportunity.

The objectives of Crete's comprehensive framework plan are...

- To maintain the rural, historic and primarily residential character of Crete by identifying the natural features that define that character and methods of preserving them.
- To maintain the present asset of Crete's built environment by planning for the future in such a manner as to preserve and enhance the built environment.
- To develop a balanced economy between industry, commercial development, residential and open land in order to provide a high standard of land use.
- To accommodate specific types and amounts of development to offer opportunity and choice.

The Crete comprehensive framework plan includes...

- An inventory of natural features of the planning area including waterways, wooded areas, tree lines, utility easements, and lakes and wetlands.
- A transportation plan that includes roadways, bikeways and commuter rail service.

- Two land use plans -- one plan assumes no airport and no I355 expansion and the other plan assumes an airport and the I355 expansion.
- A water and sewer plan based upon the proposed land uses.
- A local commuter rail station site plan with supportive land use designations.
- The proposed rerouting of Route 1 and the new land uses created by the rerouting.
- Projected growth scenarios of the Village of Crete, with and without the proposed south suburban airport, over the next 5, 10, 15 and 20 year periods.

The Village will use the plan to...

Establish a course of action that will guide the community in maintaining the quality of the natural and built environment during the future development of Crete. The plan is meant to be used by the Village staff, the Planning Commission and Zoning Board, the Village Board of Trustees and local citizens. It is intended for their mutual understanding and participation and can be used to coordinate actions of individuals, the village and the surrounding region. The goal is to create a humane and responsive community environment for tomorrow as well as today.

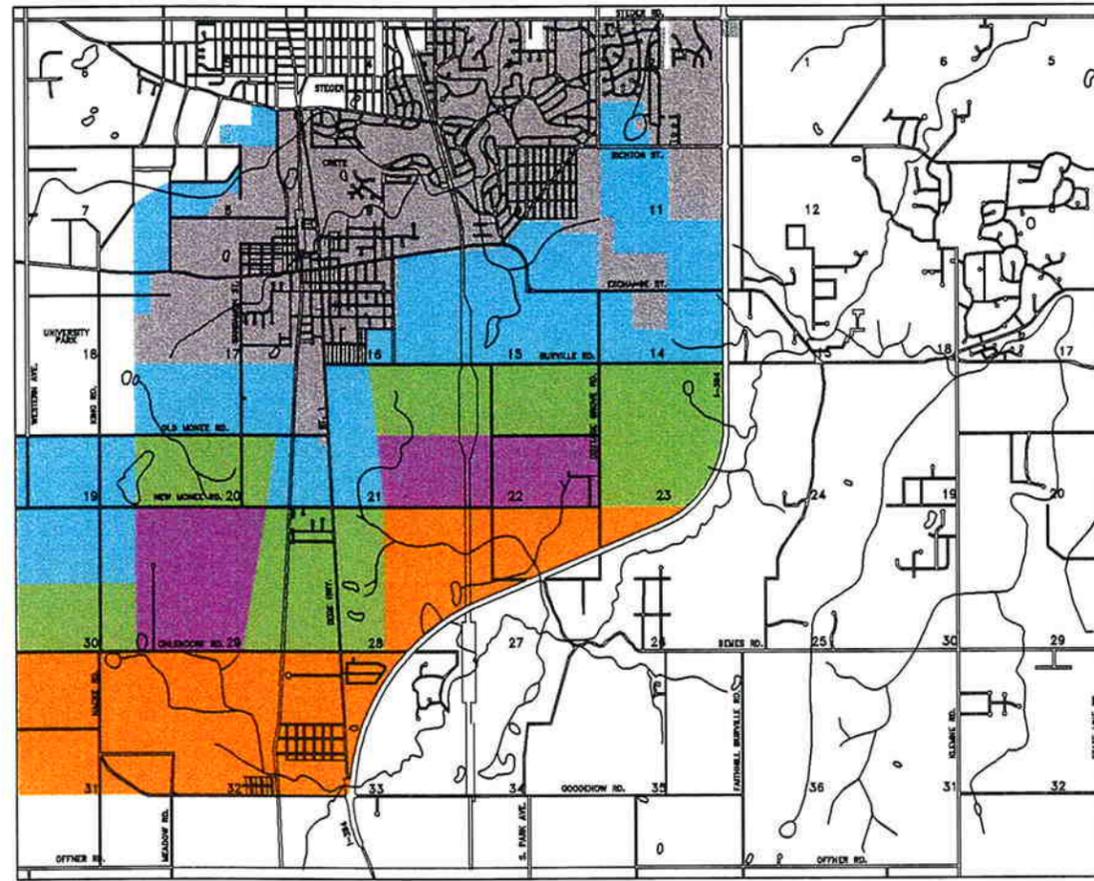
The completion of the comprehensive framework plan...

Is a continuing process. The comprehensive framework plan document provides for an evolution rather than a conclusive statement and in fact continues on the citizen evolved plan of 1995. It will continually increase the Village's understanding of the planning area and the external forces and influences which affect it.

VILLAGE OF CRETE

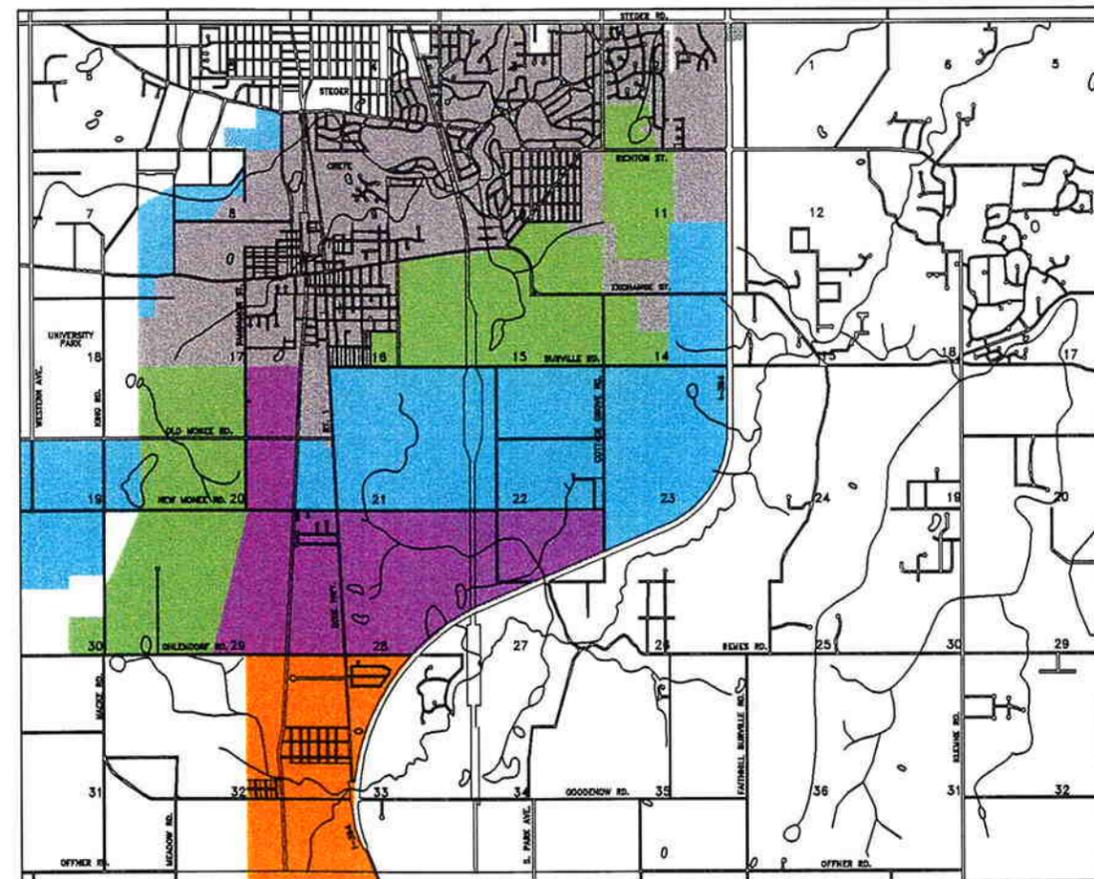
COMPREHENSIVE PLAN

Growth Projections



Corporate Boundary
Growth Projections
without Airport

- 5 Year Growth Projection
- 10 Year Growth Projection
- 15 Year Growth Projection
- 20 Year Growth Projection
- Village of Crete Corporate Boundary



Corporate Boundary
Growth Projections
with Airport



LAND USE Without Airport

General

The land use plan without the proposed south suburban airport reflects the past, present and future transportation network, land use designations and natural features of the planning area.

Presently, Crete has a limited palate of land uses with a strong emphasis on residential and local businesses concentrated in the downtown area and scattered along the major arterials.

New land uses were assigned based upon the existing land uses, preservation of natural features and the types of roads and their functions. Both land use plans, with and without the airport, emphasize a layering of land uses related to the roadway system. This allows a concentration of local uses within the Ringroad while designating regional uses along the Beltway spine. The plan distinguishes areas of residential, greenways and recreation areas, networks of commercial use and industrial locations. In the no airport scheme, the general focus is a balance of residential, commercial and industrial with the preservation of agricultural land.

Specific

The more specific characteristics of the Village of Crete land use plan correspond to the following principles:

- Land use preserves and enhances natural features and existing character of the Village of Crete while allowing controlled growth of the built environment.
- Land use is a direct reflection of the transportation and infrastructure network.
- The intensity of use relates to the degree of accessibility -- the greater the access the higher the intensity of use.
- The plan should evolve based upon decisions of the past, demands of the present and potential of the future.

These principles led to the following land use plan for Crete:

- Residential use concentrated within and immediately adjacent to the Ringroad, providing local access to homes, schools and institutions.
- Local business use is designated along the major arterials, Exchange and Route 1 to provide services such as restaurants, dry cleaning and grocery shopping to the residential neighborhoods.
- Business Parks consisting of professional buildings, trade centers and corporate headquarters are designated along the spine of the Beltway to provide regional access as well as to provide a barrier between the Beltway and residential use.
- Highway Commercial use is proposed at points of intersection with I394 and major arterials to provide automobile oriented services such as fast food franchises, car rental facilities and gas stations.
- Transit-Oriented Development is located at the intersection of the Beltway and Route 1. Uses include a regional transit system with related uses such as parking, child care and regional retail. This site is regionally accessible and provides access to business parks, industrial and recreational uses.
- Industrial use with small to medium sized manufacturing companies, warehouses and distribution facilities, is centered around the abandoned railroad tracks south of Crete between the Ringroad and Beltway. The beltway will provide access for heavy traffic.
- Research Business will provide a transitional use with laboratories, trade schools and small manufacturing, buffering the less intense and residential use from the more intense industrial use.

- Private recreation and entertainment is located at the intersection of Route 1 and the Beltway near Balmoral Race Track. It is an ideal location to build on the existing use with a driving range, tennis club or additional race track related services.
- Golf courses, libraries and public parks have been defined as recreational and institutional uses.
- Open space defines and connects land uses throughout the planning area. Utility easements are barriers between land uses; abandoned railways link land uses; preserved native land creates vistas and provides edges.
- Agricultural land maintains the rural character of the township and provides additional open space.

Definition of Use

RESIDENTIAL

Schools
Homes
Churches
Nursing Homes
Condos
Townhouses
Multi-family

LOCAL BUSINESS

Video Rental
Restaurant
Convenience Store
Local attorneys
Dry cleaners
Bed & breakfast
Antique stores
Professional
Local dentist
Drug Store
Grocery Store
Hardware Store

BUSINESS PARK

Professional Building
Corporate
headquarters
Professional schools
Trade centers
Office complex
Daycare

COMMERCIAL

Gas station
Fast food- franchise
Car Rental
Hotels
Shopping malls
Antique mall
Movie Theater
Car Wash
Truck wash
Automotive service

TRANSIT ORIENTED DEVELOPMENT

Train station
Parking
Daycare
Regional retail
Taxi office
Hospital

INDUSTRIAL

Small to medium manufacturing
Warehousing
Distribution
Supply houses
Machine shops

RESEARCH

BUSINESS
Laboratories
Trade schools
Electronics technology
Small manufacturing

PRIVATE RECREATION

Golf course
Driving ranges
Race track
Tennis club
Health club

RECREATIONAL/ INSTITUTIONAL

Golf Course
Churches
Schools
Libraries
Parks

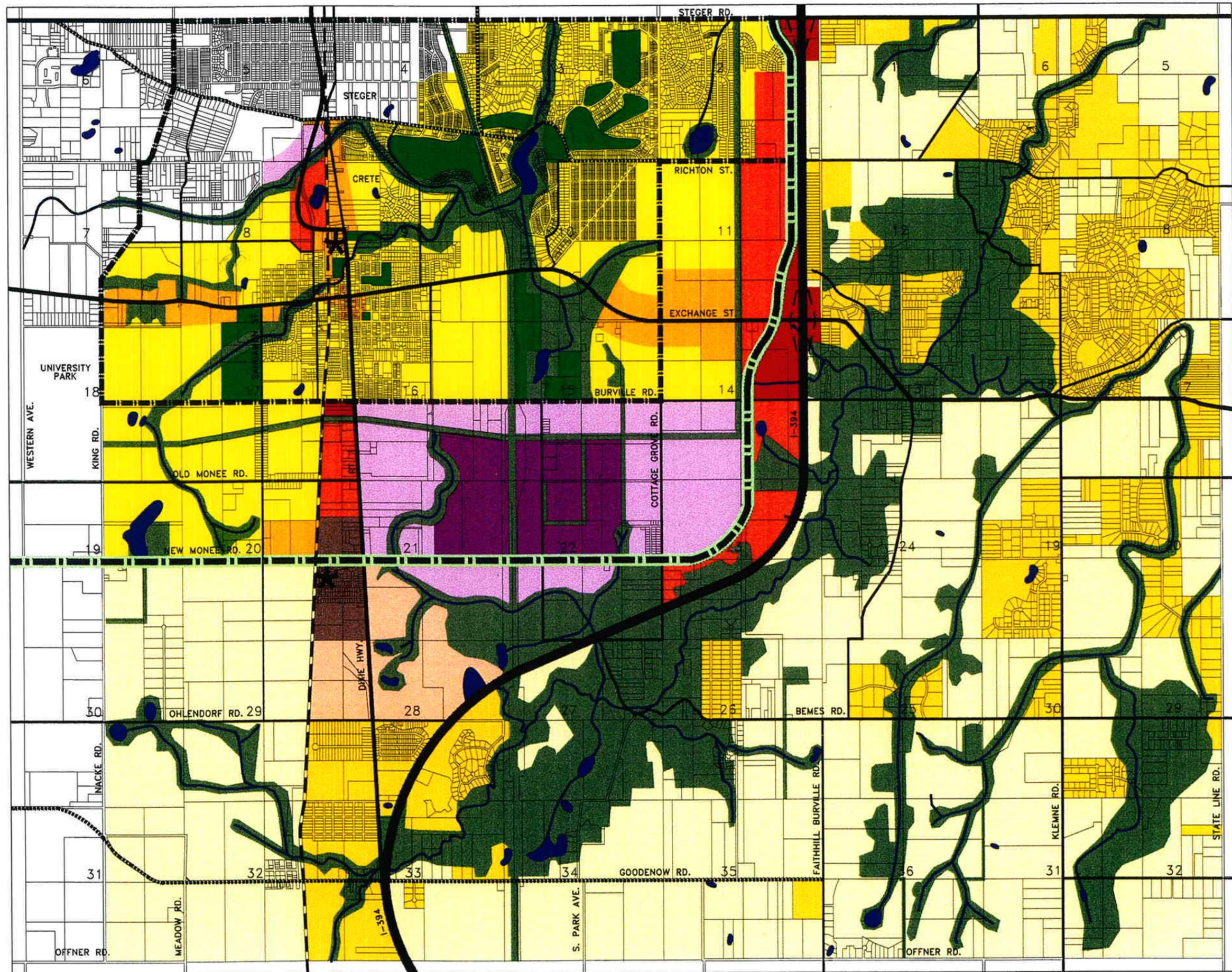
OPEN SPACE

Preserved native land
Lakes
Wetlands
Streams
Utility easements
Abandoned rail
Agricultural land

VILLAGE OF CRETE

COMPREHENSIVE PLAN

Land Use



- Residential
- Local Business
- Office Park
- Highway-Oriented Commercial
- Transit-Oriented Development
- Research Business Light Industrial
- Industrial
- Private Recreation Entertainment
- Recreational Institutional
- Open Space
- Agriculture
- * Proposed Transit Station

- I-394
- Beltway
- Ringroad
- Major Arterial
- Minor Arterial
- Collector
- Railroad

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LAND USE With Airport

General

The land use plan with airport reflects the past, present and future transportation network, land use designations and natural features of the planning area.

Presently, Crete has a limited palate of land uses with a strong emphasis on residential and local businesses concentrated in the downtown area and scattered along the major arterials.

New land uses were assigned based upon the existing land uses, preservation of natural features and the types of roads and their functions. Both land use plans, with and without the airport, emphasize a layering of land uses related to the roadway system. This allows a concentration of local uses within the Ringroad while designating regional uses along the Beltway spine. The plan distinguishes areas of residential, greenways and recreation areas, networks of commercial use and industrial locations. In the airport scenario, the general focus is a balance of residential, commercial and industrial with concentrated areas of business park and commercial surrounding the airport. The plan is also influenced by the proposed I355 extension east through the township, with a concentration of commercial use at the interchanges.

Specific

The more specific characteristics of the Village of Crete land use plan correspond to the following principles:

- Land use preserves and enhances natural features and existing character of the Village of Crete while allowing controlled growth of the built environment.
- Land use is a direct reflection of the transportation and infrastructure network.
- The intensity of use relates to the degree of accessibility -- the greater the access the higher the intensity of use.

- The plan should evolve based upon decisions of the past, demands of the present and potential of the future.

These principles led to the following land use plan for Crete:

- Residential use concentrated within and immediately adjacent to the Ringroad, providing local access to homes, schools and institutions.
- Local business use is designated along the major arterials, Exchange and Route 1 to provide services such as restaurants, dry cleaning and grocery shopping to the residential neighborhoods.
- Business Parks consisting of professional buildings, trade centers and corporate headquarters are designated along the spine of the Beltway to provide regional access as well as to provide a barrier between the Beltway and residential use. In the airport scenario, agricultural and residential use in the southwest quadrant of the township is replaced with business park in response to the proposed airport.
- Highway Commercial use is proposed at points of intersection with I-394, the proposed I355 extension and major arterials to provide automobile oriented services such as fast food franchises, car rental facilities and gas stations.
- Transit-Oriented Development is located at the intersection of the Beltway and Route 1. Uses include a regional transit station with related uses such as parking, daycare and regional retail. This site is regionally accessible and provides access to business park, industrial and recreational uses. In the airport scenario, the transit-oriented development site has been expanded to provide additional services and parking for increased commuter traffic.
- Industrial use with small to medium sized manufacturing companies, warehouses and distribution facilities, is centered around the abandoned railroad tracks south of Crete between the Ringroad and Beltway. The beltway will provide access for heavy traffic.
- Research business will provide a transitional use with laboratories, trade schools and small manufacturing, buffering the less intense and residential use from the more intense industrial use. Additional research business is located south at the intersection of Route 1 and I-394 at Goodenow which offers accessibility to air transport as well as truck transport.
- Private recreation and entertainment is located at the intersection of Route 1 and the Beltway near Balmoral Race Track. It is an ideal location to build on the existing use with a driving range, tennis club or additional race track related services.
- Golf courses, libraries and public parks have been defined as recreational and institutional uses.
- Open space defines and connects land uses throughout the planning area. Utility easements are barriers between land uses, abandoned railways link land uses, preserved native land creates vistas and provides edges.
- Agricultural land maintains the rural character of the township and provides additional open space.

Definition of Uses

RESIDENTIAL

Schools
Homes
Churches
Nursing Homes
Condos
Townhouses
Multi-family

LOCAL BUSINESS

Video Rental
Restaurant
Convenience Store
Local attorneys
Dry cleaners
Bed & breakfast
Antique stores
Professional
Local dentist
Drug Store
Grocery Store
Hardware Store

BUSINESS PARK

Professional Building
Corporate
headquarters
Professional schools
Trade centers
Office complex
Daycare

COMMERCIAL

Gas station
Fast food- franchise
Car Rental
Hotels
Shopping malls
Antique mall
Movie Theater
Car Wash
Truck wash
Automotive service

TRANSIT ORIENTED DEVELOPMENT

Train station
Parking
Daycare
Regional retail
Taxi office
Hospital

INDUSTRIAL

Small to medium
manufacturing
Warehousing
Distribution
Supply houses
Machine shops

RESEARCH BUSINESS

Laboratories
Trade schools
Electronics technology
Small manufacturing

PRIVATE RECREATION

Golf course
Driving ranges
Race track
Tennis club
Health club

RECREATIONAL/ INSTITUTIONAL

Golf Course
Churches
Schools
Libraries
Parks

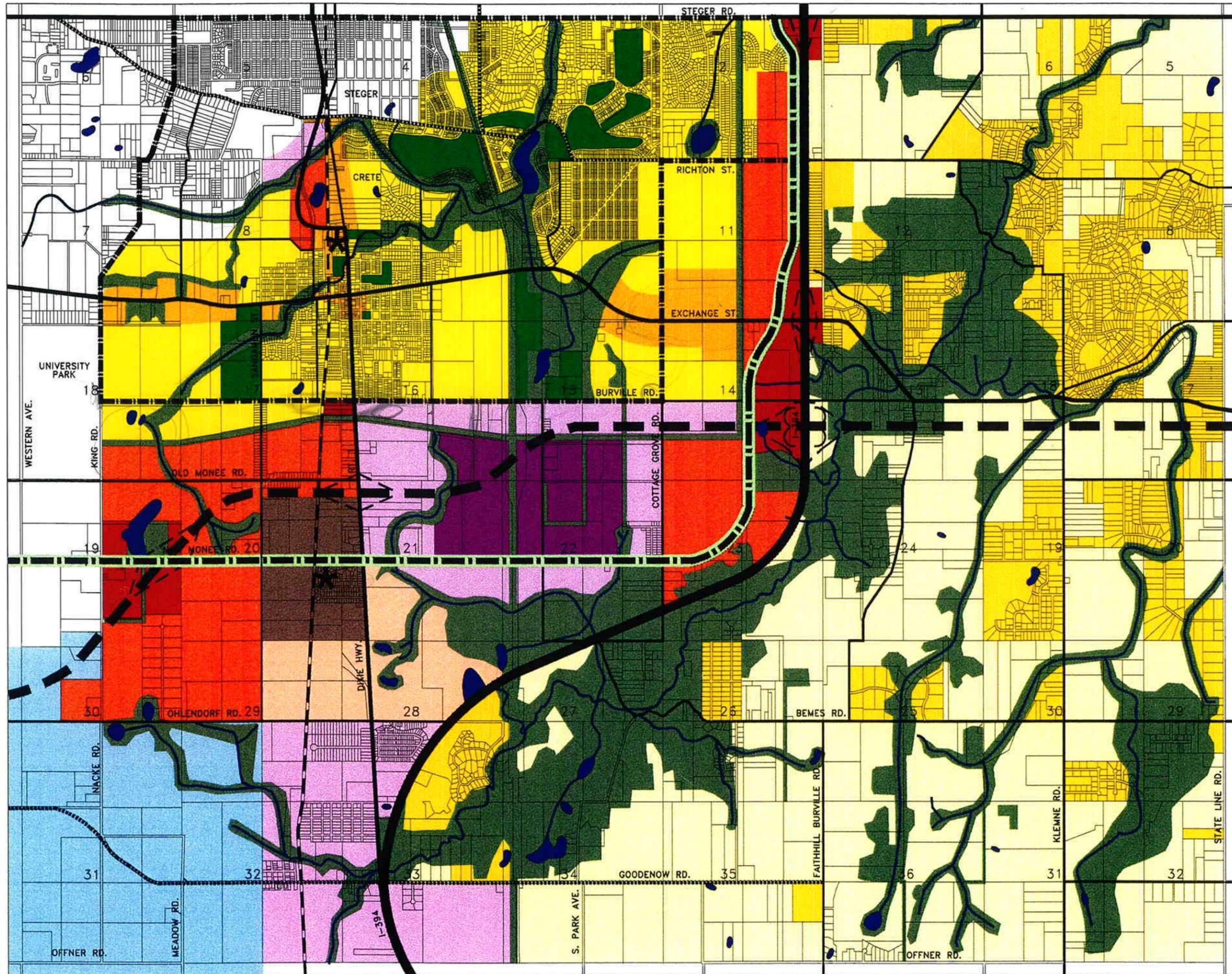
OPEN SPACE

Preserved native land
Lakes
Wetlands
Streams
Utility easements
Abandoned rail
Agricultural land

VILLAGE OF CRETE

COMPREHENSIVE PLAN

Land Use
with Airport



- Residential
- Local Business
- Office Park
- Highway-Oriented Commercial
- Transit-Oriented Development
- Research Business Light Industrial
- Industrial
- Private Recreation Entertainment
- Recreational Institutional
- Open Space
- Agriculture
- Airport
- Proposed Transit Station

- I-394
- Beltway
- Ringroad
- Major Arterial
- Minor Arterial
- Collector
- Railroad

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TRANSPORTATION

The transportation plan consists of the roadway network, commuter rail service and bikeways.

Roadway Network

The goal of Crete's proposed roadway network is to divert heavy non-local traffic around the perimeter of Crete, while maintaining the traditional character of Route 1 and connecting the neighborhoods within Crete.

Crete's roadway development has a long and significant history. Crete's main arterial, Route 1, was originally developed in 1825 as a trail to connect trading posts and, in 1921, became the first national thoroughfare to be completed. Crete's main street developed along Route 1 at the intersection of Exchange. In order to preserve this historic downtown area and the neighborhoods that surround it, a series of 'ringroads' were created around Crete.

The Ringroad, as defined by Burville, King, Steger and Cottage Grove, will function as a downtown bypass for local travel and will provide access for local traffic to residential and commercial uses. Leading from the Ringroad into the heart of Crete is a network of streets that will begin to connect the neighborhoods within Crete.

The Beltway, which acts as a frontage road of I-394 and connects west across New Monee Road, will function as a bypass for subregional travel around Crete, local distribution and access to industrial and commercial uses. The Beltway will have a large landscape easement to each side that will include a bikeway.

Additionally, collector roads such as Richton Road, Crete Road and Exchange Street will be improved and expanded to connect neighborhoods within the Village of Crete.

Commuter Rail Service

The plan proposes to support the re-establishment of commuter rail service to Crete along the C & El Railroad. There is currently no rail or bus service connecting Crete to the greater metropolitan area.

The plan identifies two station locations -- one small station site within the Village for local commuters and a larger site south of the Village for regional use. The local station will be located in the village three blocks north of the downtown area. The area west of Route 1, on either side of the Beltway, has been identified as a prime location for the regional stop. This site has access from Route 1 and the Beltway and provides direct service to Balmoral Race Track and development in the surrounding area. Should the airport be built, it will also provide a link west into the airport with a connection to the rail serving the airport from the west.

Bikeways

The bikeway plan is an extension of the roadway and rail service, providing another means of accessibility and mobility. It is an interconnecting network of paths along roadways, waterways, utility easements and through wooded areas. The paths within the Village and along roadways provide a functional transportation option by connecting schools, libraries, parks, neighborhoods and employment centers. The off road bike paths create a recreational network that connects the natural features of Crete township and recreational activities.

The following are descriptions of each road type:

BELTWAY

| | |
|--|------|
| Two 12' travel lanes each direction | 48' |
| One 8' parking lane & truck storage each direction | 16' |
| 10' separation between curb and sidewalk | 20' |
| 5' sidewalks | 10' |
| | 94' |
| Optional: 12' median | 12' |
| | 106' |

Function: Downtown bypass for subregional travel; local distribution and access to industrial and commercial uses

Design: Should be able to accommodate combination of truck vehicles including tractor-semitrailer with maximum weight of 80,000 lbs on designated state routes and 73,280 lbs on non-designated state routes.

Maximum Truck Dimensions: In accordance with applicable state standards.

Access Controls: Signalized intersections

Streets: I-394 frontage (new) connected to New Monee Road

RINGROAD

| | |
|---|-----|
| One 12' travel lanes each direction | 24' |
| One 4' bike lane each direction | 8' |
| One 8' parking lane & truck storage/direction | 16' |
| 10' separation between curb and sidewalk | 20' |
| 5' sidewalks | 10' |
| | 78' |

Function: Downtown bypass for local travel; local distribution and access to residential and commercial uses

Design: Parking restricted to commercial areas; trucks restricted; combination of traffic controls

Streets: Cottage Grove extension (new) to Exchange, continuing to Burville Road to IL 1 and new extension to King Road

MAJOR ARTERIALS

| | | |
|--|-----|------|
| One-two 12' travel lanes each direction | 24' | 48' |
| One 8' park lane each direction restricted | 16' | 16' |
| 10' separation between curb and sidewalk | 20' | 20' |
| 5' sidewalks | 10' | 10' |
| | 70' | 94' |
| Optional: 12' median | 12' | 12' |
| | 82' | 106' |

Design: Parking restricted to commercial areas; trucks allowed; access controls; signalized intersections

Streets: IL 1(excluding Crete's historic Main Street), Exchange, Steger

MINOR ARTERIALS

| | |
|---|-----|
| One 12' travel lane each direction | 24' |
| One 4' bike lane each direction | 8' |
| One 8' parking lane each direction (restricted) | 16' |
| 10' separation between curb and sidewalk | 20' |
| 5' sidewalks | 10' |
| | 78' |

Design: Parking restricted to commercial areas; trucks restricted; combination of traffic controls

Streets: Richton, State, Goodenow, Ringroad (proposed)

COLLECTORS

| | |
|---|-----|
| One 10' travel lane each direction | 20' |
| One 4' bike lane each direction | 8' |
| One 6' parking lane each direction (restricted) | 12' |
| 8' separation between curb and sidewalk | 16' |
| 5' sidewalks | 10' |
| | 66' |

Design: No parking restrictions; trucks restricted; combination of traffic controls; traffic calming techniques as needed

Streets: Sangamon/Columbia (existing and proposed), Crete, Stoney Island, Cottage Grove (south of Burville), Old Monee, Ohlendorf

RESIDENTIAL STREETS

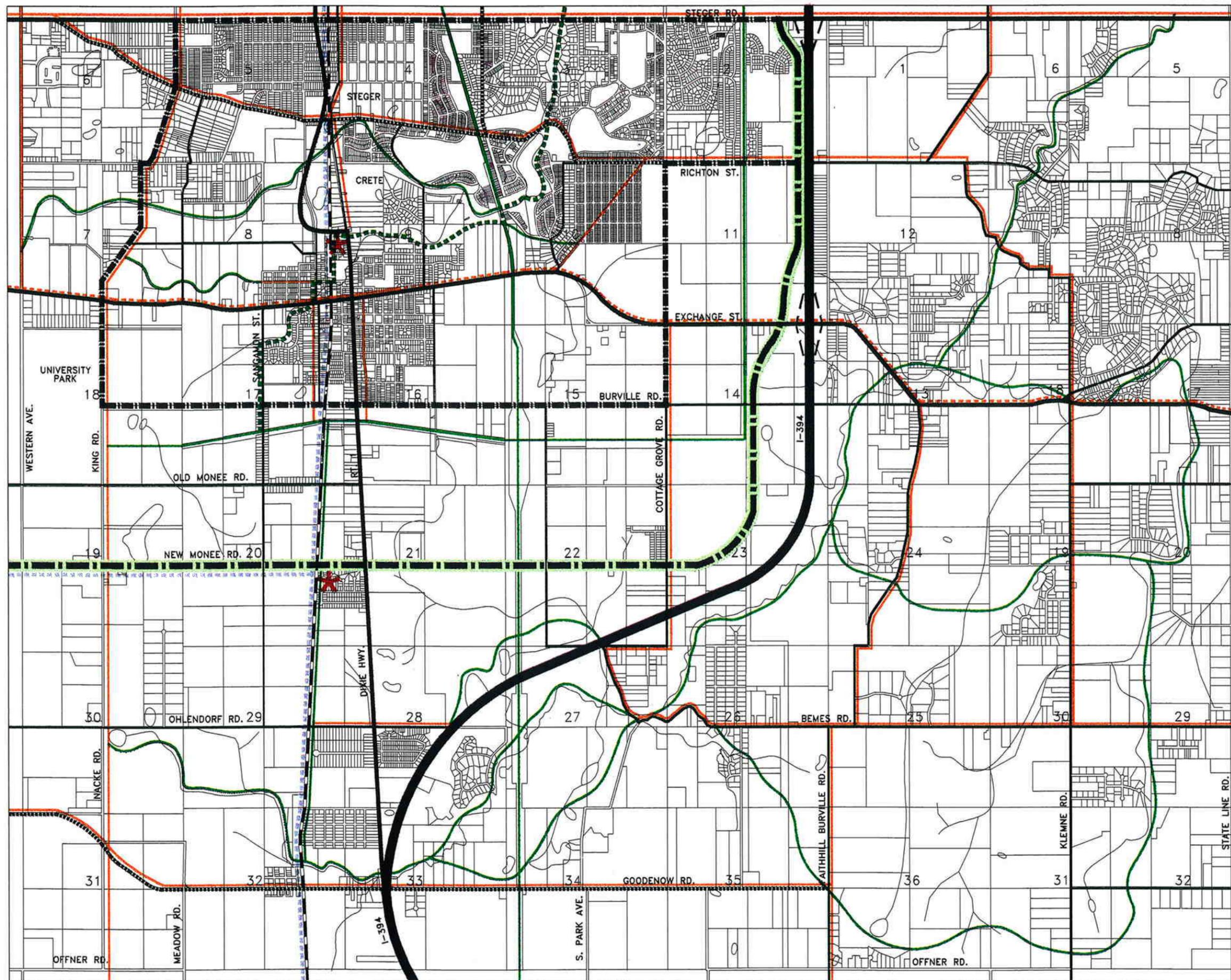
| | |
|---|-----|
| One 10' travel lane each direction | 20' |
| One 6' parking lane each direction | 12' |
| 6' separation between curb and sidewalk | 12' |
| 5' sidewalks | 10' |
| | 54' |

Design: Parking allowed; trucks prohibited; stop sign controls; traffic calming techniques as needed

VILLAGE OF CRETE

COMPREHENSIVE PLAN

Transportation



- I-394
- Beltway
- Ringroad
- Major Arterial
- Minor Arterial
- Collector
- Railroad
- Proposed Commuter Rail
- On Road Bike Path
- Off Road Bike Path
- Bike Trail
- Crete Way
- Proposed Transit Station

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OPEN SPACE

The open space component of the plan expresses the pride and interest that the community and individual property owners have towards the natural resources of Crete. Also, their appreciation of Crete's overall natural setting, its interrelationship to their individual properties and the role they all play in maintaining the quality of life in Crete. The plan is a process that builds on these several levels of interest with policies that:

- Involve the residents, landowners, developer, government and non-governmental agencies in an ongoing partnership for addressing the open space land use issues at various scales.
- Balance objectives and benefits of natural concerns with those of development potential.
- Look for demonstration projects within the course of development proposals put before the Planning and Zoning Boards.
- Preserve Crete's natural historic qualities.

The plan's objective is to maintain and encourage the preservation of Crete's unique natural features, those which are highlighted by its existing golf courses and farms shaped by the patterns of the regional watershed.

The foundation within the Village of Crete, as well as the entire Crete Township, is the watershed topography, soils, hydrology and the vegetation. The open space map illustrates the connections throughout the township made by waterways and adjacent wooded lands. The plan documents natural wooded areas, significant tree lines, utility easements, public parks, private open space, waterways and lakes and wetlands.

The open space plan identifies the natural features and potential for open space -- from the large masses of wooded areas to the easements of the high tension wire lines that provide a connection for bikeways. The plan is representative of its goal to preserve Crete's natural character.

The map identifies six forms of open space: Streams, Wooded Areas, Tree Lines, Lakes and Wetlands, Utility Easements, and Abandoned Rail right-of-ways. Each of these forms are contained

within the various developed and undeveloped parcels that comprise Crete.

Strategies have been designed for each form that are specific to the qualities of the existing natural and developmental land status. The strategies describe various functional use clarifications, potential management approaches for preservation of natural resources and guidelines for open implementation of each of the six forms:

1. Streams

Function

- Continuous open space
- Interspersed bikeways/walkways

Management Approaches

- Local forest preserve
- Conservation area
- Landscape easement

Guidelines

- Natural flow of streams to be maintained on each property as a primary objective.
- For existing developed property, owners should be encouraged through partnerships and incentives to preserve/maintain streams.
- Where streams are at the edge of a piece of property, property owners should be encouraged to use streams as buffers between different uses or a focal point between similar uses.
- When streams are through the property they should be incorporated to link the various points of the property as well as tie into the overall bike/walking path.

2. Wooded Areas

Function

- Feature landscape
- Wildlife habitat

Management Approaches

- Local forest preserve
- Conservation area
- Land trust
- Development rights exchange

Guidelines

- The plan denotes principle tree groupings to be preserved and maintained when adjacent to a stream and/or land/wetland as a primary objective.

- When adjacent to a tree line or abandoned rail line as a secondary objective.
- When adjacent to a utility easement as a tertiary objective.
- Significant trees on all property for development shall be and no more than 30% removed; all to be protected during construction.

3. Tree Lines

Function

- Buffer
- Maintain rural edge

Management Approaches

- Local forest preserve
- Conservation area
- Landscape easements
- Setbacks
- ISTEA

Guidelines

- Preserve and maintain existing tree lines along road edges, property lines and streams as a primary objective.
- Tree lines within properties are to be measured as to significance and preserved and maintained as a secondary objective, depending on use and development plans.

4. Lakes and Wetlands

Function

- Feature landscape
- Wildlife habitat
- Passive recreation

Management Approaches

- Fish & Wildlife Service
- Illinois Department of Conservation
- Development Rights Exchange

Guidelines

- Lakes and wetlands are to be preserved and maintained as a primary objective.
- Continuity with the stream systems should be encouraged as a secondary objective.
- Linkage and adjacency to tree lines and woods shall be a tertiary objective.

5. Utility Easements

Function

- Landscape buffer
- Bike path
- Walking trail
- Active recreation
- Wildlife habitat & passage

Management Approaches

- Public-private open space partnership
- ISTEA

Guidelines

- Utility easements are to be enhanced with natural grasses, recreation fields and bikeways as a primary objective.
- Intersections with streams or tree lines shall be enhanced with a variety of open space structures as a secondary objective.

6. Abandoned Rail

Function

- Bike path
- Walking trail
- Continuous open space
- Wildlife habitat & passage

Management Approaches

- Park district
- Open lands
- ISTEA

Guidelines

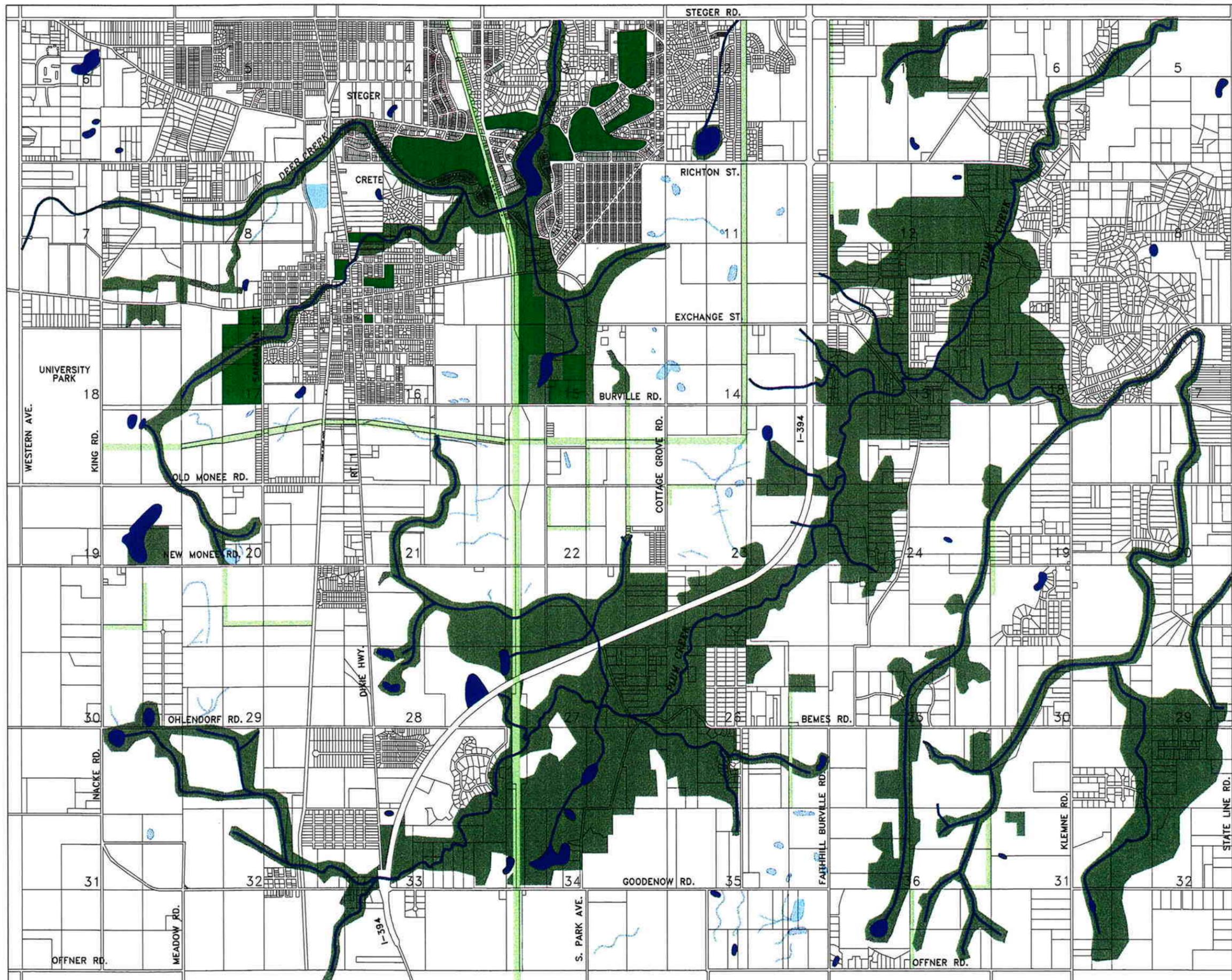
- Abandoned Rail lines will continue to be developed as bikeways/walkways as a primary objective.
- Intersections with other open space forms will be differentiated with varied types of shelters or places as a secondary objective.

The goal is to have individual landowners participate in varied forms of partnership, ownership and operation to implement the plan, while minimizing the fiscal responsibility on the Village. Breaking down the features by function will assist the Planning Commission and Zoning Board -- as well as open space advocates -- in acquiring financial and technical support for developing programs and implementing preservation strategies. The Crete Open Space Plan balances individual and community responsibility and opportunities to achieve a focal point for continuing high quality of life in Crete.

VILLAGE OF CRETE

COMPREHENSIVE PLAN

Open Space



- Natural Open Space
- Recreational Institutional
- Greenways
- Streams Lakes
- Drainage Wetlands

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WATER and SEWER

Water

The water supply comes from the Silurian Dolomite Aquifer and is extracted at five well sites within the Village. A looped watermain system is well established in the Village and provides an average daily draw of 700,000 gallons and three elevated tanks for a total storage volume of 950,000 gallons. The tank storage holds reserves to be utilized during peak or fire flow demands. The ability of this system to expand to meet future growth is dependent on the volume of supply from the aquifer resource.

Although the current demand for water supply exceeds the developed acre's share of the Townships Aquifer, the demand is met by diverting the allocated supply from annexed but undeveloped areas within Crete. Thus, water supply allocated for areas within Crete to remain undeveloped and surrounding acres not yet developed can be utilized through diversion to supply new development. Through this process of diversion, the land within the existing corporate boundaries of Crete, as designated on the plan in blue, can be served with the current water supply. An additional small area can also be served through diversion. The area to the southeast of Crete, designated with blue hatching, was identified for potential expansion because of Crete's intentions to develop this area for commercial and industrial use in the near future and because water service to this area can be tied into the existing water service loop.

Continued diversion of ground water is necessary to meet demand as Crete grows. Because water demands in Crete Township on the regional aquifer are at 26% of its potential yield, diversion is possible for the foreseeable future. However, it should be noted that aquifers are not mindful of community boundaries, and often the actions of one community will affect another. It is recommended that Crete should consider looking for another water supply as it develops beyond its current limits.

Sewer

The sanitary Sewer System stretches throughout the developed areas of Crete with two main points of collection for conveyance to the Thorn Creek Basin Sanitary District Wastewater Treatment Plant located in Chicago Heights. The two points of collection are the Steger Road Lift Station at Steger and Haweswood Drive, and the Deer Creek Lift Station located at the north end of Douglas Lane. Ultimate expansion of the sanitary service is currently dependent on the capacity of the main transmission line north to the Chicago Heights Treatment Plant. Current peak capacity of the two sanitary sewerage lift stations is estimated at 11.2 million gallons per day, and the peak capacity of the transmission main is rated at 15 million gallons per day. Crete's estimated average dry flow for 1997 is 0.6 million gallons per day.

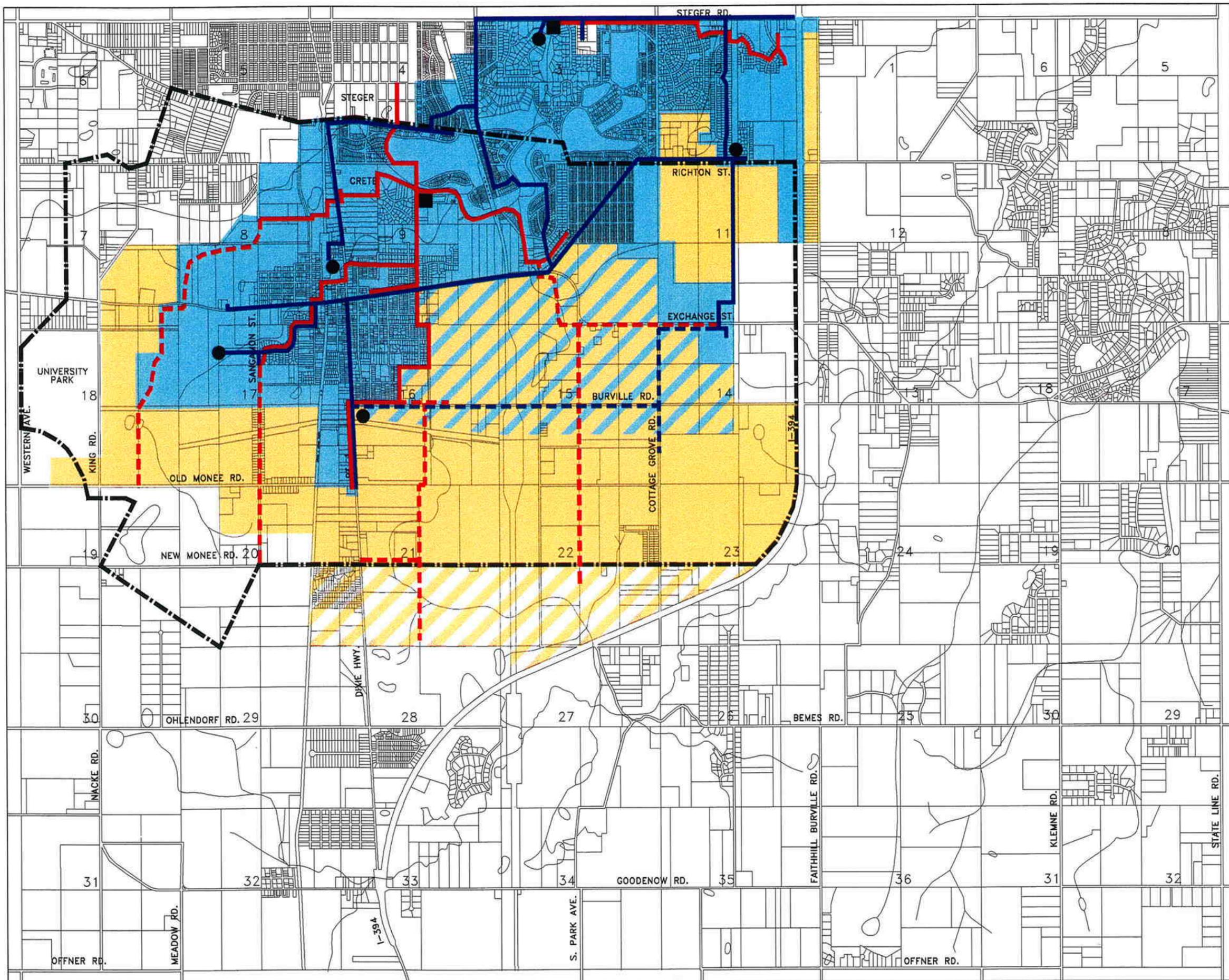
Current lift station capacities exceed current demand levels. Additionally, as growth is projected out to the limits of the facility planning area (FPA) for the Thorn Creek Basin Sanitary District, that projected demand still falls within the existing lift station capacities. The projected area of growth is represented in brown. Using similar projections used in the water supply analysis, extrapolating land use types and the effects of growth due to a South Suburban Airport, limitations are not met until the FPA is pushed beyond the limits established in 1975 by IEPA. The area identified as potential expansion with brown hatching would require additional sewer capacity.

The proposed South Suburban Airport location is south of Thorn Creek Basin Sanitary District's FPA and south of any existing sewer main's possible expansion. Therefore, the potential airport would not impact Crete's sanitary sewer system directly. Rather, only indirectly by affecting growth and land use demands.

VILLAGE OF CRETE

COMPREHENSIVE PLAN

Water & Sewer



- Proposed Limits of Water Service
- Potential Water Service Expansion
- Existing Water Line
- Potential Water Line Expansion
- Water Well
- Proposed Limits of Sewer Service
- Potential Sewer Service Expansion
- Existing Sewer Line
- Potential Sewer Line Expansion
- Pump Station
- Facility Planning Area

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NORTH MAIN STREET/ ROUTE 1 RELOCATION

During the initial community planning sessions, it was evident that the community was concerned with the image of U.S. Route 1 from Richton to Old Monee Road, particularly at the North end of Route 1. Issues include underdeveloped land, vacant facilities and the general approach to the Village from the North. Also of concern is the dangerous intersection of Route 1 and Union as Route 1 cuts under the railroad viaduct. This condition has caused many accidents over the past years due to visibility and the height of the viaduct.

In order to alleviate these concerns, a section of Route 1 has been rerouted to the west of the railroad between Richton Road and the new Public Library. The relocation provides accessibility to the land east of the railroad as well as provides a solution to the dangerous intersection of Route 1, Union and the railroad viaduct.

The relocation of Route 1 allows for a large area of office park off both sides of the new Route 1 segment with residential to the west and industrial to the north. The waterway and green space provide a natural barrier between the residential and industrial uses. The abandoned segment of Route 1 will be utilized as a collector street and will provide access to local businesses and residential neighborhoods. The relocation allows for a node of local business at the intersection of the abandoned Route 1 and Richton as well as at the intersection of the new and old Route 1.

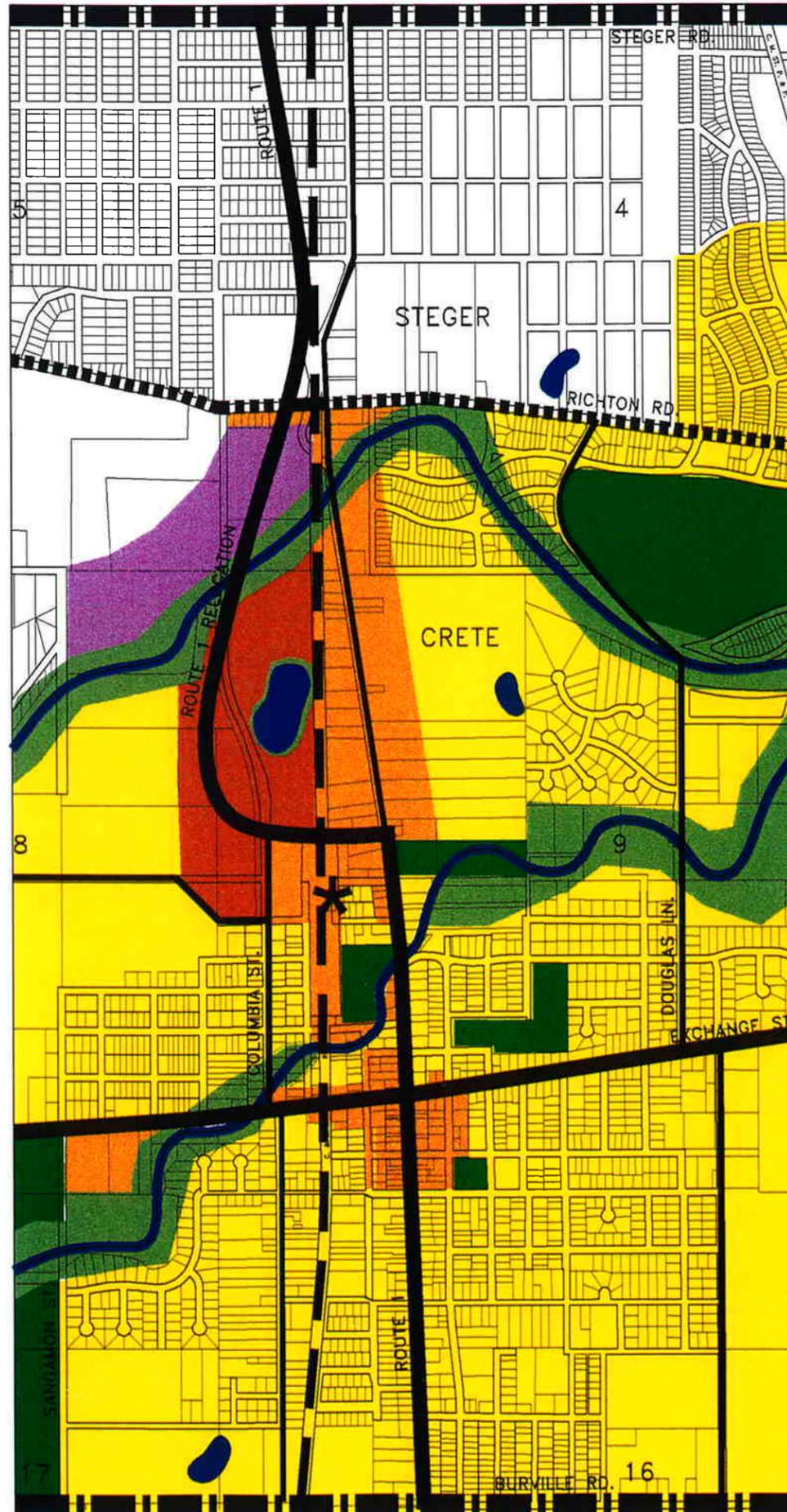
The plan also provides collateral circulation on Columbia Street between the east-west portion of the new Route 1 and Burville Road. This new pattern provides an outlet for non-direct and local traffic and relieves congestion through Crete's downtown district on Route 1.

The goal of this plan is to provide a solution to the dangerous condition at the railway viaduct, access to the land west of the railroad and more suited land use options along the abandoned portion of Route 1.

VILLAGE OF CRETE

COMPREHENSIVE PLAN

Route 1 Relocation



- Residential
- Local Business
- Office Park
- Research Business
Light Industrial
- Recreational
Institutional
- Open Space
- ✱ Proposed
Transit Station
- Ringroad
- Major Arterial
- Minor Arterial
- Collector
- Railroad

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COMMUTER RAIL STATION PLAN

Crete supports the re-establishment of commuter rail service along the UP/CSX Railroad and has identified two station locations -- one small station site within the Village for local commuters and a larger site south of the Village for use by regional commuters. The local transit station site plan identifies the location of the transit station, parking and local business development for commuters.

Historically, the train station was located on Second Street just two blocks south of the proposed site. The proposed site was selected because of its connection to Crete Park, the greenway network and the use of underutilized land along the railroad. It also takes advantage of existing businesses along Route 1 and the mixed use potential of the surrounding residential neighborhood.

This site provides for a pedestrian friendly location with one-way traffic circulation that includes a kiss 'n' ride drop point. Traffic signals are recommended at the intersection of the new Route 1 and the old Route 1 as well as at Route 1 and Linden.

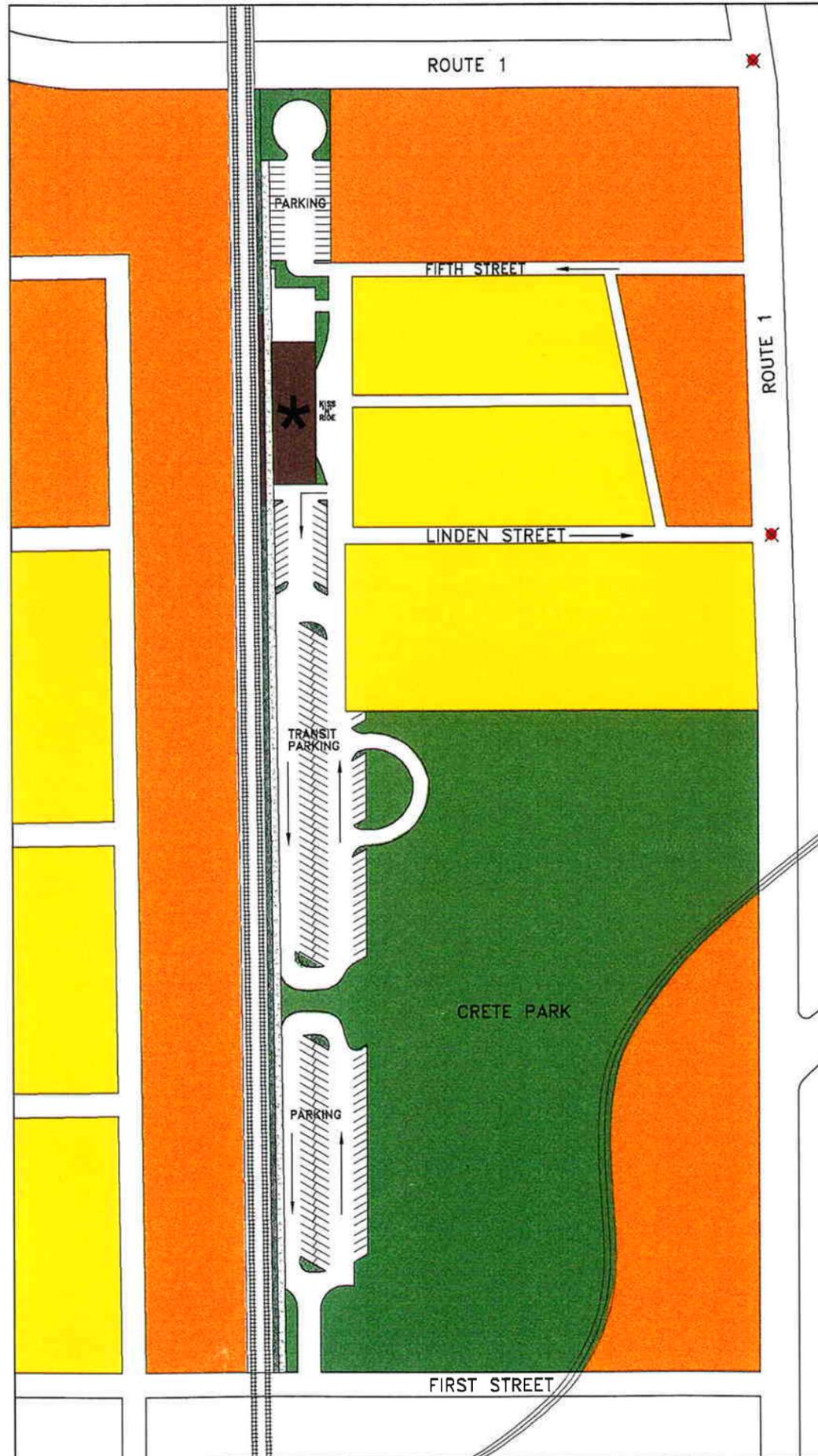
Three separate parking areas are designated for local business, transit riders and park use. The traffic circulation and separation of parking protects park users from heavy commuter traffic, secures parking space for park use and limits traffic on First Street. In addition to automobile access, the station is accessible to pedestrians and bicyclists by the greenway network throughout the Village.

Transit parking is limited at the local station to encourage regional commuters to utilize the station at Route 1 and the Beltway. The regional station will provide more parking in addition to other transit-related uses encompassed in a larger scale development. Due to its regional draw and access to business parks, industrial uses and recreational facilities, the site will also provide regional retail shopping, child care services and higher density housing.

VILLAGE OF CRETE

COMPREHENSIVE PLAN

Commuter Rail Station Plan



- Residential
- Local Business
- Transit-Oriented Development
- Recreational Open Space
- Proposed Transit Station
- Traffic Signal



SECTION 2

THE VILLAGE OF CRETE COMPREHENSIVE PLAN

CRETE'S ASPIRATIONS

A great deal of value has been placed on the quality and character of life found in a small town. This holds true for the Village of Crete. However, there is a strong need to grow and begin to encompass the advantages of a larger and more prosperous community. Both of these situations are highly valued in Crete and the chosen direction is to keep, as much as possible, the qualities of small town life but also grow at a slow to moderate rate. The emphasis is to develop into a more upscale community, essentially building on the firm foundation of the past. The new growth will not be the same as the past, but as the Village grows the goal of the plan is to maintain those values which have made Crete what it is today.

The main goal of the plan translates into having a future where the community growth will engender a strong sense of belonging, identity and self worth. Having strong and relatively high values shared by the community will cause logical and orderly additions to the Village.

What is considered of value to Crete and will be used to guide its future development is expressed in the following:

1. To have a community centered around family life.
2. To have residential areas which are private, quiet and peaceful; that provide a safe but challenging place for children to grow; that have high and stable property values with diversity in housing styles; that have schools and parks nearby; that have natural and open areas reserved exclusively for that purpose.
3. To have commercial areas which are convenient; that provide diversity and quality and generally meet all the needs for the people; that are devoid of typical urban blight; that are of architectural merit and well landscaped with site improvements to high standards.
4. To have employment areas which can provide stable, long terms jobs; which can provide a healthy economic tax base; which offer

opportunity to most segments of the work force.

5. To obtain variety and opportunities in all facets of urban life, including cultural pursuits.
6. To generally have the overall development patterns that are logical, function and well understood and that are also in harmony with natural systems and social needs.
7. To have effective and efficient public services.
8. To encourage development that increases the tax base through commercial and light industrial expansion.

PROJECTED GROWTH

The projected growth of Crete as determined by the Northeastern Illinois Plan Commission for the year 2010 is 11,700 people. This is almost double the Village's population of 7,460 in 1995. This forecast of growth is based on past trends and other marketing factors. It does not reflect any outstanding growth pattern which may happen due to other factors not foreseen at this time.

The carrying capacity of the open land and the utility capacity would support a much greater population. The current sewer capacity allocated to the Village and its future growth by the Thorn Creek Basin Sanitary District is 40,000 population equivalents. The actual population that can be supported will be less due to the fact that a certain portion of the capacity will be used by commercial and industrial users. This potential growth factor would allow the Village to expand by a factor of over five times its current sewer capacity or population.

The extent of open land around the Village gives ample room for growth. The only restricting factors are technical limits of the sewer lines and the general markets for growth. However, it is reasonable to assume that growth can occur outside the boundaries of the sanitary district and still be part of Crete. Therefore, the main concern for future growth is inadequate sewer capacity or suitable land for development, but rather one of

having the growth happen on the Village's terms. The main objective for the Village is to secure control of the future development areas through their annexation.

It is clear that the major growth areas for the Village would be to the south, southwest, east and southeast. The main reason for growth occurring in these areas are that they are generally open; are considered part of Crete versus being part of another municipality and the extension of utilities is logical in these directions. Also important is that various service districts and the school district lie principally in these directions or areas. This is not to preclude the availability of limited growth to the West. Although limited in its potential the Westward growth of the Village does lend itself to residential development.

Long Range Contingencies

It would be poor planning if certain scenarios on future development and growth were not considered. The possibility of rapid urban development of areas surrounding Crete is very probable with the possibility of a third metropolitan airport, and the extension of the I-355 Expressway being constructed in the next ten years. These two pending developments, coupled with the development that accompanies such large scale projects will, if not managed correctly, forever change the genre of our quaint community. Irrelevant of the airport and I-355 expansion are growth factors such as the increase in residential growth, the development of the Northern Tax Increment Finance (T.I.F.) District, and the introduction of industrial sites to the Village's Southern area. These developments, in and of themselves, will impact the Village for many years to come. Although these growth factors are not clear or pending in our foreseeable future, we should consider the effects of such possibilities. With this in mind the overall planning of Crete should reasonably deal with such contingencies.

In an effort to be properly prepared, the following concerns or factors should be considered:

1. The Village should, whenever possible, annex land prior to development.
2. Will County will end up being a major competitor for the control of new growth.

Relationships through intergovernmental agreements should be encouraged to create an atmosphere of cooperation.

3. The private utility companies which now exist in the rural parts of Crete Township will act as a catalyst for new growth outside the boundaries of the Village. We must recognize this concern and be ready to compete effectively to provide services.
4. Major road improvements (i.e. the East-West Will County Expressway) will cause growth in areas beyond the reach of immediate future annexations. Pre-annexation agreements should be used to secure property beyond our immediate reach.
5. Adjoining municipalities may start annexing land which most thought would be annexed to Crete. Intergovernmental cooperation and agreements should be secured whenever possible.

The above five points are noted so as to indicate a degree of urgency and forcefulness is needed to put the overall strategy for implementation to work if the Village is to achieve the goals as outlined in this plan. The other aspect of the typical planning dilemma is the question of how big should the various projects be that will be built in the future so that they will be adequate for future growth. To an extent this issue is a guessing game. But there are some basic areas where informed decisions will not hinder future development. Most of these are discussed in the Capital Improvement section of this plan.

GENERAL LAND USE

Crete's Existing Overall Land Use

The Village of Crete is a typical suburban bedroom community in the Chicago Metropolitan area. It is on the fringe of the southern suburbs and as a result has not lost its original character to typical suburban growth.

The Village now consists of three distinct areas. The first is the original town area located at the intersection of State Route #1 and Exchange Street. The second area is commonly known as

the "Old Lincolnshire" area. It is an area built in the earlier part of this century around a series of golf courses. The third area has derived its name from its location being to the east of the old Lincolnshire area. This third area is known as Lincolnshire East. Recent additions to this area have carried on the use of the "Lincolnshire" name, the latest addition being Lincolnshire Green.

Each of these three areas have distinct differences and a separate identity. Each, to a degree, need separate treatment in order to fairly deal with their differences and, when deemed appropriate, to enhance these differences. Thus, the various regulations and undertakings of the Village need to take this into account. Some revisions to the codes of the Village may need to be made. Such differences may also be desired in future areas. These differences help make up the overall character of the entire Village, keeping it devoid of monotonous development.

Crete's land use is predominantly single family and a majority of the people wish to maintain this character. The commercial areas are in the center of the older portion of the Village and along, in a sporadic manner, the main entrance roads. Some roads are more commercialized than others. There is no significant industrial land uses currently. Most of that which exists now is dispersed among the commercial uses.

Proper Land Use Patterns

The current overall pattern of land use within the Village of Crete is fairly reasonable in terms of planning principles. For the most part, continued development would follow the existing pattern. The main concern, now, is the infringement of commercial uses into older residential areas. The main concern for the future is securing economic development.

An ideal conceptual land use pattern is to have an area of residential uses grouped together in the form of neighborhoods. The whole of the residential area would focus on a central commercial core and service area. Each neighborhood would have its own convenience area and neighborhood services, including schools. Industrial areas would be off to the side, so to speak, where there negative factors would

have no detrimental influence on the residential areas. The transportation network would work in a manner to effectively provide access to all areas in an even flow pattern. Other utilities would take advantage of this pattern so as to provide economical service.

Future Patterns of Development

As alluded to previously the Future patterns of development will focus on the South to Southwest with the advent of a third regional airport and I-355 extension, and on the Eastern areas of the Village with the creation of a I-394 corridor.

The proposed airport, if erected, would transform the quiet traffic free roads located South of the downtown area into major thoroughfares spurring large scale development. Traffic patterns will vary depending on the ultimate placement of the I-355 extension and the proposed Route 1 access point. Regardless, the potential for Hotels, restaurants, large scale commercial areas, or even industrial uses, is real.

The proposed I-355 extension and Route 1 access point at Old Monee Road will greatly enhance the traffic flow to the entire area, including the Downtown area. This will result in the extension of the commercial area further South possibly affecting the residential areas along Route 1.

Finally, the I-394 corridor presents a natural environment for commercial development. The access to I-80 on the North, I-355 (proposed) on the South, and the Airport (proposed) makes it an ideal location for upscale commercial development.

Each of these developments will result in the creation of a new Crete, more cubical in nature, with a stronger, more viable tax base.

Transitional Areas

For the Village to maintain its single family atmosphere or at least the perception of one from the public areas, there must be sufficient separation of the non-residential land uses from these public areas and, of course, from the single family areas themselves. The land use management concepts will allow this with respect to the industrial users since they are removed

from areas where they can be easily seen. The use of the I-394 corridor as an economic growth area can compromise the single family character being sought. But, if development that is to occur there is of sufficient quality and character it may actually be complementary to the community at large.

Proper Proportions

Since the overall character sought is that of a single family community, no other land use should by its size begin to dominate the character of the Village. This concern is of greater importance to industrial, commercial and multi-family uses. Thus it should be assumed that the amount of each different land use will be in proportion to the overall size of the Village. Obviously, areas of extraordinary growth may cause short term deviations from this goal, but the overall long term pattern should adhere to that of a predominantly residential community.

Residential Land Uses

The current overall pattern for land use for residential purposes for the Village of Crete is a reasonable one. Since the single family character is the most valuable resource the Village has and it will continue to be of the most concern to the residents of the community it is, therefore, important to define the means and ways to keep it stable and increase its value if at all possible.

Multi-Family Uses

For the most part, the free market will determine the amount and style for each type of multi-family housing for any given area. However, with Crete's desire to be principally single family in character, the amount, style and location of multi-family areas is a major concern. The questions are where, how much and in what style or type should multi-family housing be allowed in Crete while maintaining the predominant single family character of the community.

Large apartment complexes change the character of the areas in which they are located. The quality of development also has a very strong bearing on the property values of the area. Of equal concern is the ability of the community to assimilate all the needs and services of the people who will live in the multi-family units.

There is no singular correct solution to the issues noted above. It becomes a question of what is reasonable for this time and place.

A set of reasonable criteria for Crete that appears to answer this question is as follows:

1. Multi-family units should make-up no more than ten percent, or less, of the housing units within the Village.
2. A single complex should not exceed five acres in size, unless additional land is required to properly preserve natural open areas and green belts. The buildable space should not exceed five acres.
3. One complex should not be visible from another nor should any two complexes be visible from any public area. The quality of construction should be to high standards and should include at least the following:
 - a) Masonry architecture that is deemed to be of distinctive style and design as recognized by the architectural profession. Building standards exceeding fire prevention and detection codes.
 - b) Curbed parking lots with well landscaped areas within the parking lot itself.
 - c) Generally landscaped overall to a degree where it reflects the single family areas that are well established.
 - d) Amenities like parks, pools, club houses, decorative outdoor lighting, tennis courts and other recreational facilities.
 - e) Each building to be on its own lot of record with direct access from a fully improved and dedicated street.
5. Variety in building styles should be maximized between one complex and another but not necessarily within a particular complex itself.
6. Speculation on zoning should be avoided. Financing and need of the project should be documented.

7. Undeveloped zoned multi-family areas should have the zoning reverted after five years.

In terms of location, the areas for multi-family housing should be where proper transportation facilities avoid traffic congestion; where adequate sewers and water facilities are available; where no significant drainage problems will be encountered and where parks and commercial areas are nearby.

Commercial Land Uses

A distinction has to be made between the typical retail commercial areas and the new business type uses that are becoming prevalent in the economy today. Unlike the clearly delineated commercial and industrial areas of the past, today's commercial areas are a mixture of retail, commercial, office and light industrial uses. Planned properly, the mixture of these uses can be done without great impact to the surrounding areas. The basis for this is the higher development standards normally used as well as the overall nature of the economy being more service and high technology oriented. Such areas are generally called "business parks". There are, of course, the conventional retail businesses that still have the same location requirements for areas along major thoroughfares.

While the above mentioned "business parks" can be located in semi-remote areas, as well as along major thoroughfares, the conventional retail commercial are usually located along the thoroughfares in planned centers and at locations which will generally serve the neighboring residential areas. There may be new retail commercial areas or more appropriate locations which will become more evident as development occurs. The need for accessibility and traffic flow makes the I-394 corridor an ideal location for such development. Although, for the most part, the entire length of I-394 is considered suitable for economic development, it should not be construed that the area is to be totally devoted to buildings and parking lots or business type uses. There will be areas that cannot be developed or will be put to different uses. This in itself will break up the corridor to a degree. But the very nature of the type of development that will be advocated for this area will need to be developed

at much higher standards than what has been done conventionally in the past. This will entail significant amounts of yard areas as well as greater and more intense areas of landscaping.

The development of interconnected "campuses" should be encouraged, especially along the I-394 corridor. Suitable buffers, including berms and landscaping, should be used to separate commercial land uses from adjacent residential uses. Every effort must be made to insure that large parking lots, storage areas, etc. are not visible from major thoroughfares, especially I-394.

Industrial Uses

The industrial areas proposed for the area to the south and southeast of the current Village boundaries provides for a very logical location. It is fairly distant from residential areas and has fairly direct access to major transportation routes. The current trend of business locating in Will County for the tax benefits as compared to the higher tax rates in Cook County will eventually result in this area being developed. The main concern for the future of Crete is the annexation of this area so that it becomes part of the Village's tax base as well as the need to regulate the type and quality of development that will locate in this area. With the advent of a third regional airport and the construction of a new expressway connecting I-57 to I-394 this industrial area becomes very logical. In an effort to bring new development to our TIF Districts, tools such as Industrial Revenue Bonds and Enterprise Zones should be used.

Land Use Objectives and Policies

SINGLE FAMILY

Objective #1: Maintain the predominant single family character of the Village.

Policies:

1. The predominant amount of land use in any portion of the Village shall be for single family uses, except for specific areas designated for other land uses.
2. The perception of the Village's character from public areas and through general promotional

efforts should be as a single family community.

- a) Avoid excessive commercialization of Exchange Street, Main Street and the I-394 corridor, wherever possible.
- b) Keep the planned industrial area somewhat removed from highly visible areas.

3. The quality of public improvements within each neighborhood must be the best possible.

- a) Roads should be curb and gutter with storm sewers.
- b) Sidewalks should be provided
- c) Street trees should be required as each street is constructed and each house is built.
- d) Street lights at key public security and safety areas must be provided.
- e) Distinctive street signs and other informational signs must be provided and be of a design to withstand vandalism but also be easily maintained and attractive.
- f) Vacant areas must be properly maintained on an ongoing basis.

Objective #2: Preserve existing sound housing and correct deterioration through efficient code enforcement and private rehabilitation.

Policies:

1. Consistent and fair Village Board action towards proper code enforcement must be evident and supported by the general public.
2. Building and housing maintenance codes must be current and effective and their enforcement must be strongly mandated so as to be effectively followed by the public and administered by the employees of the Village.
3. Community pride must be clearly evident to the residents of the Village and by those who are only visiting.

- a) Beautification programs or contests should be used to gain greater involvement of the community
- b) Frequent community clean-up programs aided with the resources of the Village should be used to help gain greater community involvement.
- c) Key public works projects should be used where local businesses will likely contribute to the project or do similar projects.

Objective #3: Design neighborhood at the subdivision plat so as to enhance privacy, safety, convenience and an overall attractiveness.

Policies:

1. The separation of pedestrian and vehicle traffic should be a leading design concern.
2. Rights to privacy and greater measures of safety should prevail over inconveniences or modest cost increases for certain design considerations or maintenance procedures.
3. Integration of each subdivision with the overall design of an area or neighborhood must be required.
 - a) The overall general design plan for a particular area or neighborhood must be commonly known and provided to each new developer and builder through covenants and comprehensive development plans.
 - b) Consistency and forethought must be asked and generally promoted as a normal method of doing business in Crete. Adherence to plans must be absolutely required at the subdivision plat review stage and at the review of site plans for individual projects.
 - c) Objectives for police and fire protection, parks and other design considerations of other jurisdictions must be addressed.

4. Commercial areas supporting the neighborhoods should be adequately and carefully designed into the overall layout of the area.
5. Logical and easily recognizable street patterns should be used. The merits of the grid system and the privacy and safety of the cul-de-sac should be coupled into a system that helps fulfill the other objectives of the plan.
6. The natural amenities of the areas being developed should be given a reasonable value for both their natural function and recreational potential and be integrated into the design of the development.
 - a) Preservation of important natural features should be required of developers where applicable.

Objective #4: Older residential areas of the Village which can be converted to commercial uses, in whole or part, should be done only in a manner which can preserve and protect the overall character of the areas in which they are located.

Policies:

1. Conventional zoning should not be used in transitional areas where the overall character of the area is of major importance.
2. Either special use regulations or the creation of a new, appropriately regulated zoning district should be used.
3. Stringent site development standards must be used to avoid adverse impacts.

MULTI-FAMILY

Objective #1: To provide for the need of multi-family housing in a manner that will be harmonious with the predominantly single family character of the Village.

Policies:

1. The area of any particular multi-family complex should not exceed five acres in size.

2. The overall number of multi-family dwelling units within any identifiable development should not exceed twenty (20) percent of all the dwelling units within that area.
3. Any one multi-family complex should not be generally visible from another nor should any two or more complexes be visible at the same time from any public area.

Objective #2: Every multi-family housing complex should be developed in a manner that will generally enhance the overall character of the area in which it is located.

Policies:

1. The architectural character of each building shall be a result of professional designs that are generally recognized by the architectural profession as being of quality and integrity.
2. Masonry construction should be strongly encouraged.
3. Amenities such as parks, pools, club houses and other recreational facilities should be required.

Objective #3: Each multi-family housing complex should be built to high standards.

Policies:

1. Parking lots shall be paved and have concrete curbs.
2. Sidewalks shall be provided to all areas that are generally used by pedestrians.
3. An effective amount and appropriate type of landscaping shall be required.
4. Required storm water detention areas shall be effectively put to a dual use, whether it be as a well landscaped area or some form of a recreational use.
5. Lighting appropriate for residential areas shall be required as opposed to commercial grade lighting.

6. Direct access to each building and its corresponding parking lot shall be from fully improved roads to current standards.
7. Waste storage areas shall be fully enclosed by masonry walls with brick veneer.
8. Open areas, or conservation easements, should be secured whenever possible to maintain the natural characteristics of Crete.

COMMERCIAL

Objective #1: The downtown commercial area must be given special status and the regulations need to be tailored to fit its unique characteristics and needs.

Policies:

1. Parking requirements should be less so as to avoid the loss of significant architectural features as well as historic aspects which may be lost by trying to create too much parking.
2. The area warrants the use of historic preservation measures.
3. The area needs to be actively promoted by special events and other promotional measures.
4. The need of the pedestrian clientele of this area must be given greater consideration.

Objective #2: The unique situation and potential benefits of the I-394 corridor should be utilized for the future economic base of the community.

Policies:

1. Each new development along the corridor must make provisions for a frontage road to allow reasonable access for future development.
2. Development along the corridor should be as planned development with higher standards of construction and design.
3. An appearance code should be part of each new development.
4. Monotonous land uses along the corridor should be avoided by varying between the

type of commercial and business uses developed.

5. Development around existing or potential intersections must be done with future improvements in mind.

INDUSTRIAL LAND USES

Objective #1: Encourage the development of a planned industrial area or industrial parks containing a range of sites suitable for light manufacturing uses.

Policies:

1. Key economic inducement factors must be actively used by the Village such as the use of Tax Increment Financing or Industrial Revenue Bonds.
2. Active solicitation or promotional efforts for industrial development must be used by all concerned to make opportunities within the community known to possible land developers. This would include the making of pre-approved agreements to basically "cut red tape" and generally foster greater attention to the opportunities and enhance their value to developers.

Objective #2: Plans for future development should provide for the proper location of industrial areas of sufficient size with adequate transportation facilities and adequate utilities.

Policies:

1. An adequate land area near major highways and rail facilities but removed from residential areas should be designated for light industrial uses so that it can be actively marketed and kept for future use without being intruded upon by incompatible uses.
2. A buffer area between industrial areas and other types of land uses where encroachment should not occur should be established either in the form of a transitional zoning district or by the means of stringent screening and buffering requirements.

Objective #3: Capital improvements necessary for economic development must be clearly defined and given appropriate priority.

Policies:

1. Providing trunk sewer and water lines to future industrial areas must be given a high priority.
2. A road which can handle commercial and industrial traffic must be provided to the designated industrial area.
3. A development strategy must be used as a means to further extend the infrastructure which can also be a future revenue source for further expansion of utilities.

Objective #4: Quasi industrial-commercial uses should be allowed to locate in commercial areas when adequate performance standards can assure the avoidance of adverse impacts.

SPECIFIC LAND USE RECOMMENDATIONS

North Main Street

1. For that portion north of Fifth Street, both sides of Main Street will most likely be put to a commercial use. The land use management concepts should reflect this and the area should be zoned B-4 in order to have as much control as possible.
2. The area between North Street and Fifth Street on the west side should remain as a mixed use area with historical residential and small commercial (specialty) shops. Strong emphasis should be placed on the historic significance of the area when allowing structural or use changes.

South Main Street

1. Areas between Division Street and just North of Burville Road should remain the mixed Historic residential and small business non-residential that currently exist. Strong emphasis should be placed on the historic significance of the area when allowing structural or use changes.

2. Areas south of Burville Road are suitable for commercial and/or residential use. With the advent of the I-355 extension and the proposed airport this area will likely spur commercial growth.

East Exchange Street

Development East of Cottage Grove should be predominantly commercial. Residential developments should be expanded in line with current patterns in the area.

West Exchange Street

1. Development West of Sangamon should be predominately residential. Annexation of vacant property should be encouraged for future residential development.
2. Commercial development along western Exchange should be restrictive and be limited to property immediately adjacent to Exchange. Special consideration should be given to the impact, if any, such development would have on the downtown commercial district.

Downtown Area

The downtown area will remained zoned as B-1 but the regulations of this district need to be changed so as to reflect the nature of this older area. However, the quality of redevelopment needs to be greatly increased. A special redevelopment program or plan could aid in this endeavor.

Steger Road

Commercial areas along Steger Road should be limited to what is currently zoned or to the areas that immediately surround them. Strip commercial development should be strongly opposed.

I-394 Corridor

The I-394 corridor can be re-zoned into the planned commercial districts thereby helping to establish an economic base for the Village. However, new stringent regulations are necessary to guarantee development at higher standards.