

# MEMORANDUM

TO: Chris Duerksen, Clarion Associates  
Roger Millar, Smart Growth America

FROM: Hildy L. Kingma, AICP  
Director of Economic Development and Planning

DATE: May 8, 2014

CC: John A. Ostenburg, Mayor  
Thomas K. Mick, Village Manager

RE: EPA Technical Assistance for Sustainable Communities  
Village of Park Forest, IL Sustainable Code Workshop  
One Year Progress Report

Smart Growth America conducted a Technical Assistance Workshop for the Village of Park Forest on April 18-19, 2013, for the purpose of providing recommendations for revising the zoning and subdivision ordinances in a manner that better promotes sustainable development and living. The key issues addressed during the workshop included the following:

- Energy Conservation/Alternative Energy
- Stormwater Management and Water Conservation
- Open Space and Green Infrastructure

The recommendations provided by Smart Growth America for revising the Village's zoning and subdivision ordinances include the following Short Term Priority Amendments and Longer-Term Priority Amendments.

## Energy Conservation/Renewable Energy Goals

### Short-Term Priorities

- Alternative energy systems
  - Create standards for solar and geothermal energy collection systems.
  - Allow solar energy systems as primary uses in some zoning districts.
  - Add clothes lines to the list of allowed accessory uses.
- Nonconforming use/building regulations – allow green renovations of non-conforming uses and structures without having to make a use or structure fully conforming.
- Bicycle parking regulations – create an incentive for bicycle parking by allowing a reduction in required off-street parking spaces if a commercial or multifamily development provides bicycle racks or lockers.
- Energy efficient outdoor lighting standards – adopt a comprehensive new approach to energy-saving outdoor lighting that addresses the type of light fixtures permitted, when outdoor lighting and signage must be turned-off or reduced, and putting security lights on motion-detectors.

- Priority parking for alternative fuel vehicles – provide priority parking spaces for alternative fuel vehicles and require electric vehicle recharging stations in all large parking lots.

#### Longer-Term Priorities

- Small and large-scale wind collection systems – determine whether WECS might be allowed in certain locations in the Village.
- Solar access/orientation
  - Address the issue of maintaining solar access for solar installations.
  - Explore requirements for solar orientation of new buildings on larger development sites.
- Mixed use/transit oriented developments – create mixed use or transit oriented development zoning districts that include use restrictions and dimensional standards (setbacks, lot coverage, floor area ratios, heights, etc) to allow for more urban, multi-use development.
- Live-work units – in commercial, office and industrial areas allow for the construction of structures that include incidental residential units attached to businesses.
- Cool roofs – create incentives for or require buildings to be covered with cool roofs (white roofs with high reflectivity).

#### Stormwater Management and Water Conservation Goals

##### Short Term Priorities

- Off street parking requirements
  - Revise off-street parking regulations to reduce the ratios of parking spaces to square feet of development.
  - Allow adjacent on-street parking on the same side of the street to be counted against off-street requirements.
  - Consider maximum parking limits.
  - Consider permitting an automatic reduction in required off-street parking when development is within walking distance of a bus or Metra stop.
- Parking lot landscaping
  - Create standards for perimeter and interior parking lot landscaping.
  - Consider allowing or requiring some parking lot landscaping to be depressed below grade so it can provide for stormwater retention.

##### Longer-Term Priorities

- Pervious pavement and green roofs – create standards for the use of green roofs and permeable pavement, and other green infrastructure techniques, as part of a development site's stormwater management plan.
- Green infrastructure street standards - create subdivision, street, and parking lot pavement and landscaping standards that will allow and promote the use of green infrastructure (i.e., stormwater infiltration inlets for landscaping, street-side bioswales, etc).

## Open Space and Green Infrastructure Goals

### Short Term Priorities

- Open space set-aside requirements – for infill and mixed-use compact developments, consider replacing the park land dedication requirements with “urban” open space amenity standards.
- Tree protection – require protection and/or replacement of existing trees on private property when new development occurs.

The Village is the recipient of local technical assistance from the Chicago Metropolitan Agency for Planning (CMAP), which is providing staff to the Village to undertake revisions to the Zoning and Subdivision Ordinances. CMAP previously assisted the Village with development of a Sustainability Plan. The Plan includes an audit of the zoning and subdivision regulations, and recommends comprehensive revisions to incorporate sustainability-related best practices and principles. The Smart Growth America report and recommendations, as well as the Sustainability Plan code audit, will be important resources for the development regulations revision process. In addition, CMAP’s work for the Village will involve a significant amount of public input, as recommended by the Smart Growth America report. The Scope of Work includes the creation of a Steering Committee made up of Village Staff, the Village’s Plan Commission, as well as local businesses and developers, to ensure that the development regulations are up-to-date and consistent with the comprehensive plan, but also to ensure that they do not place an inappropriate burden on the development and business community. The project is expected to be completed within a 16 month time frame (by late 2014/early 2015).

Since the April 2013 Smart Growth America Technical Assistance Workshop, the following steps have been taken to revise the Village’s development ordinances, and incorporate the recommendations of the Smart Growth America report and recommendations:

- June 17, 2013 – the Village of Park Forest Board of Trustees approved a Memorandum of Understanding and Scope of Work with CMAP that will initiate this work.
- July 16, 2013 – the Development Regulations Update Steering Committee met to review the project and their role in it.
- August 2013 – CMAP conducted 19 stakeholder interviews with Village Staff, various Village volunteer Commission members, business and property owners, and representatives of the Village’s multifamily properties (cooperatives, rentals, and condominiums).
- October 29, 2013 – CMAP conducted a public workshop, with 50 attendees, to obtain input on some of the major issues that will be addressed in the development regulations update. Sustainability issues covered include backyard bees and chickens, renewable energy, solar access, home occupations, accessory dwelling units, and native landscaping.
- CMAP made available an online visual preference survey to give the Park Forest community the opportunity to provide feedback about the zoning and subdivision update. Stakeholders were able to provide feedback about preferred development in the DownTown area, along Sauk Trail, and in large redevelopment site areas. Additionally, the survey gathered input on stakeholders’ ideas about sustainable development options.
- In February 2014, CMAP presented Village Staff with a Recommendations Memo outlining their initial overall recommendations for the Zoning and Subdivision

Ordinances as a point of discussion before the drafting process begins. The Recommendations Memo provides a general assessment of the development regulations, highlights significant zoning issues, and suggests preliminary recommendations for changes to various parts of the Ordinances.

- Following are excerpts from the CMAP Recommendations Memo that specifically relate to the recommendations of the Sustainable Code Workshop:
  - Create a new residential district, the R-4 Urban Multifamily District, that will respond to the Village’s desire for compact, diverse housing types in certain locations.
  - Make revisions to the existing C-1 Neighborhood Commercial District to create neighborhood-scale, pedestrian oriented commercial developments.
  - Create a new mixed-use district, the C-2 Mixed-Use District, that will permit the type of development desired for DownTown Park Forest, the 211<sup>th</sup> Street Metra station area, and Sauk Trail commercial intersections. This district will foster larger scale mixed-use developments within a pedestrian-friendly environment by locating buildings adjacent to the sidewalk with parking behind.
  - The Sustainability Plan recommends the creation of design requirements for commercial developments that will serve to enhance walkability and aesthetics. These standards are meant to provide a foundation for the design of individual properties while still providing room for architectural creativity. CMAP recommends using a two-tiered approach to design standards that establishes requirements based on the character of each district (see *Table 6. Potential Design Requirements for Proposed Commercial Districts*). These design requirements were informed by CMAP’s experience with design guidelines in other communities as well as CMAP’s understanding of the existing conditions in Park Forest’s commercial areas. If the Village decides to incorporate such requirements in the UDO, the project team will further refine the standards during development of the first draft.

**Table 6. Potential Design Requirements for Proposed Commercial Districts**

<b>Design Tier</b>	<b>Fenestration<sup>1</sup></b>	<b>Facade</b>	<b>Entrances</b>	<b>Frontage<sup>3</sup></b>	<b>Materials</b>
Tier I (C-3)	Minimal requirements	Hold the corner <sup>2</sup>	From front facade and/or parking lot	50%; side or rear parking	Prohibited materials list (i.e. EIFS, CMU, vinyl siding)
Tier II (C-1, C-2)	Minimum 75% between 2’ and 8’ from grade	Hold the corner <sup>2</sup> ; Vertical divisions every 50’; Horizontal articulation between stories	Primary entrance on front facade; Entrances required every 100’	95%; rear parking only	

*Notes*

<sup>1</sup> Amount of clear glass required on the front facade of a commercial building

<sup>2</sup> Requires that commercial developments on a corner parcel locate the intersection of the front and corner facades at the corner of the lot

<sup>3</sup> Proportion of street frontage occupied by building

- The Unified Development Ordinance (“UDO”) should include exterior lighting standards that provide sufficient lighting for public safety and general welfare while limiting glare and controlling light trespass. These exterior lighting standards would pertain to building-mounted lighting, parking lot lighting in residential and non-residential districts, and the illumination of buildings (sign illumination standards will be found in Article VII Signs). The Ordinance’s light standards will be crafted with sustainable objectives that encourage fully-shielded lighting to minimize light pollution and maximize the energy efficiency of each fixture.
- Mixed-use zoning districts are a major component of many of Park Forest’s recent plans, but the Village’s existing Zoning Ordinance does not include use categories that would help make these plans a reality. We recommend revising the Ordinance to include standards for mixed-use development where several types of uses are located within a single building, or a single development. These mixed-use environments help create compact development patterns that reduce distances between homes, work, entertainment, and shopping, which give residents more opportunities to choose active transportation options.
- Permitting a mix of pedestrian-friendly uses will be particularly appropriate for the proposed C-2 Mixed-Use District, which will be applied to DownTown, the 211<sup>th</sup> Street Metra station area, and commercial areas along Sauk Trail. The global use table will include a use category for residential uses on upper stories so that retail, service, and office uses can occupy the first floor of buildings, while apartments or condominiums may be located on the upper floors. We recommend permitting residential uses on upper stories in the proposed C-1 Neighborhood Commercial District and C-2 Mixed-Use District.
- The Village should include standards for contemporary principal and accessory uses that will help to achieve its sustainability goals. Since there are a number of sustainable principal and accessory uses that exist in town, such as the DownTown farmers’ market, several community gardens, and solar panels at the Aqua Center, the UDO will seek to codify standards for existing uses and remove barriers to enable the establishment of sustainable uses in the future. In addition to farmers’ markets and community gardens, the UDO should include regulations for other sustainable principal uses, including urban agriculture (including hydroponics) and solar and wind farms. Considering their size and intensity, urban farms and standalone renewable energy systems need specific use standards to mitigate possible impacts, and tend to be more appropriate on larger lots in non-residential zoning districts.
- Sustainable accessory uses will be comprehensively addressed in the first draft of the UDO. The Village should update its regulations to be prepared to respond to applicants who are interested in installing solar panels, roof-mounted wind turbines, green roofs, rain barrels, cisterns, vegetable gardens, rain gardens, sidewalk cafes, chicken coops, and apiaries, among others. Like sustainable principal uses, it will be important for the Village to codify use standards for sustainable accessory uses and to include provisions that regulate how these uses may encroach into required yards. For example, the impact of wind turbines can be mitigated with separate provisions for both ground-mounted and building-

mounted turbines, and by including maximum requirements for the height of the structure, sound levels, and shadow flicker. To make the concept of chicken coops more palatable to the general public, the Ordinance should include a number of carefully crafted use standards that must be met as a prerequisite to establishing coops, such as the maximum number of chickens per lot, requiring hens rather than roosters, and ensuring that coops remain a minimum distance from adjacent lots. Similar considerations will be taken for beehives as well.

- A home occupation is a small-scale business that is conducted from a private residence, or an accessory structure located on a residential lot, and is secondary to the residential use of the lot. CMAP recommends that the Village continue to allow home occupations in all residential districts as long as they meet a set of specific use standards. During the creation of the first draft, CMAP will review the Village's existing use standards to determine whether the Village should limit hours of operation, number of visitors allowed, size and location of signs, required parking, or number of vehicles that may be associated with the use.
- The Village should also complement its home occupation standards with provisions for live-work facilities since both concepts are supportive of the community's smart growth and sustainability objectives. While home occupations allow residents to work in residential neighborhoods, live-work facilities allow members of the community to live in non-residential areas, such as commercial or manufacturing districts. Live-work units allow for the production, display, and sale of goods in one part of the building and also include a separate living space, and tend to be popular among artists and artisans who are in need of alternatives to traditional studio space. Live-work facilities tend to have less restrictive zoning standards than home occupations in that they usually allow more than one employee to work in the establishment and have higher parking requirements that are more in line with non-residential uses.
- The current Zoning Ordinance does not address accessory dwelling units (ADUs), an important housing option that Park Forest can use to create housing density while respecting the scale of single-family neighborhoods. ADUs, also known as "granny flats" or "mother-in-law apartments," create density to help support commercial and transit uses, and have the added benefit of facilitating cohabitation among multiple generations, potentially improving the health of the elderly as well as the maintenance of the Village's housing stock. The Village should allow ADUs in all residential districts provided that they meet specific use standards that help manage the impact of ADUs on neighboring properties. These standards could include limiting the number of ADUs per lot, requiring a minimum lot size to establish an ADU, defining a maximum ADU square footage, indicating permitted locations on the lot (whether the ADU may be within an accessory structure and/or part of the principal structure), and including parking requirements.
- Relative to other suburban areas in the region, Park Forest's minimum parking requirements are rather high. These standards create an excess of parking in the community, reduce the amount of developable area on redevelopment sites, drain developer resources, and detract from a close-knit, pedestrian-friendly environment. CMAP recommends lowering parking minimums across most uses

in the UDO, aside from single family residential uses and large assembly spaces, such as places of worship and entertainment venues.

- In particular, Park Forest's Zoning Ordinance currently requires an excessive amount of parking for commercial uses. The CMAP project team performed an analysis of existing parking and building footprints, which showed that a number of commercial uses have parking ratios as high as one space per 150 square feet of gross floor area. With this minimum parking ratio, even a small retail establishment of 3,000 square feet would have to provide at least 20 parking spaces to satisfy existing parking requirements. CMAP recommends revising the Ordinance to include a more nuanced set of parking requirements for the Village's commercial uses. In the current Zoning Ordinance, many of the commercial uses have the same parking ratio regardless of the specific type of use. A more nuanced approach would include maintaining or slightly reducing the existing parking ratio for a large-scale, auto-oriented use, such as a big box retail store, and significantly lowering the parking ratio for a less intensive, smaller-scale commercial use, such as a dry cleaner. Moreover, CMAP recommends catering parking requirements to suit the different commercial areas of the Village. For example, DownTown should have lower parking requirements in recognition of its walkability and more urban form.
- To further limit excessive parking areas, Park Forest may want to include parking maximums in the form of a percentage over the minimum requirement, as recommended in the Sustainability Plan. This would effectively provide for a numerical range of parking spaces that could be provided for each use. For example, the Village could limit the number of parking spaces provided on a lot to ten percent above the minimum number of spaces required. In addition, to reduce impervious coverage and promote stormwater management, CMAP recommends that the Village require all property owners to use permeable pavers to construct parking spaces in excess of the minimum required amount.
- Parking credits help to add flexibility into parking requirements and account for public parking and the use of alternative modes of transit. Given the availability and size of redevelopment parcels in Park Forest, CMAP recommends that the Village adopt strategically chosen parking credits, such as credits for proximity to transit and public parking facilities, to apply in key locations. These credits will work together with the newly revised minimum parking requirements and the institution of a maximum parking cap to create a balanced supply of parking that is catered to various sub-areas of town.
- For example, the 211<sup>th</sup> Street Metra station area is designated for transit-oriented development, which typically necessitates fewer parking spaces. To reduce the minimum parking requirement for this area, Park Forest could incorporate a TOD parking credit that would reduce the required parking for parcels within a quarter-mile of a train station by up to half, compared with typical commercial parking requirements. In DownTown, the Village could potentially designate a public parking facility from one or more of the large parcels that it currently owns and provide a parking credit for properties that are within a certain distance (such as 750 feet) of the facility. The public parking facility could be used as an incentive for developers, who would be allowed to provide fewer parking spaces, increasing

the amount of developable land. Reducing the parking provided on each parcel would also help to foster an urban and walkable fabric in DownTown.

- The Zoning Ordinance currently states that multiple uses in a single development can share the spaces in a parking lot if the number of available spaces is equal to the sum of the individual parking requirements for each use. CMAP suggests continuing to promote the use of shared parking, but allowing this shared parking to account for fewer spaces than the sum of the required parking for each use. Since different types of uses have different peak parking demands, the Village should incorporate language into the UDO that reduces the amount of parking required for a shared parking lot. The shared parking provision could be particularly useful for the redevelopment of shopping centers and mixed-use developments. Allowing for a reduction of spaces via the shared parking provision can incentivize the use of this technique and can prevent the construction of vast parking lots that are underutilized. In the case of multiple properties that wish to share parking, all owners of those properties would file an agreement with the Village regarding ownership and responsibility of the shared parking facility.
- The current Zoning Ordinance requires the use of standard gravel and asphalt paving materials for parking lots. CMAP recommends continuing to permit these materials in the UDO, but also permitting the use of green materials, such as permeable pavers, recycled materials, and materials with high reflectivity. Going a step further, CMAP also recommends creating requirements and incentives regarding the types of materials used to construct parking lots in order to help the Village meet its sustainability goals. CMAP suggests requiring paving materials that include at least 20 percent recycled materials, as was suggested in the Sustainability Plan. In addition, the Village could incentivize the use of other sustainable paving materials, such as permeable pavers and those materials with a Solar Reflectivity Index of at least 29, by providing parking credits in exchange for using these types of materials. Another way to minimize impervious coverage is to allow for smaller parking spaces for compact cars. As recommended in the Sustainability Plan, the revised regulations could allow up to 35 percent of parking spaces in a parking lot to utilize compact car parking space dimensions. In addition, curb cuts for residential driveways should be narrowed so that all residential driveways are only 12 feet wide at the curb and 22 feet wide for multifamily and commercial uses. This width reduction will serve to minimize pavement coverage and limit the potential for pedestrian conflicts with automobiles.
- To encourage the use of bicycles as a more sustainable mode of transportation, it is important that secure bicycle parking is prevalent throughout the community. CMAP recommends that the UDO require bicycle parking for multifamily residential developments, commercial uses, schools, and parks, among other uses. More specifically, the Ordinance could require a ratio of one bicycle parking space for every ten vehicular parking spaces, with a minimum of two bicycle spaces per site. In addition, the recommendation would clarify how much space should be provided between a bicycle rack and the building structure and would ensure visibility or signage indicating the location of the bicycle parking.

- Park Forest currently lacks comprehensive landscaping requirements in its Zoning Ordinance, despite these requirements being somewhat commonplace in other communities. The UDO should include a robust set of landscape standards that will help the Village meet the livability and sustainability goals that have been outlined in its comprehensive plan elements. Article VI Landscaping Standards will provide provisions for enhancing the appearance of the community, facilitating the compatibility of adjacent uses, and mitigating the visual impact of parking lots on public rights-of-way. For additional sustainability benefits, the Village may wish to require the use of native and/or adapted plant materials for a portion or all of the landscaping required by this Article. The landscape regulations in the UDO will be applicable throughout the Village, with the exception of single-family zoning districts, in order to complement new development in the Village and create natural amenities for the community. In order to ensure that landscape materials are serving their intended beautification and screening purposes over time, the provisions will include standards for the level of maturity at planting and maintenance of the landscaping elements. The new Article will also examine the landscape requirements for signs found in Article VII.
- The Village should include landscape requirements for parking lot interiors and perimeters to improve the appearance of parking lots and advance Park Forest's sustainability objectives. Parking lot landscaping can help mitigate the intensity of the urban heat island effect and absorb stormwater runoff, two significant issues that result from the design of traditional parking lots. Park Forest's Sustainability Plan recommends that 50 percent of parking lot hardscape in new developments is replaced with, or shaded by, a combination of tree canopy shade, shade from other structures, permeable pavers, reflective pavement, and/or landscape islands. This recommendation is in line with the LEED for Neighborhood Development rating system's standards for heat island reduction.
- The new regulations will specify how much landscaping (trees and islands) developers must plant per parking space for new construction as well as when an existing parking lot is expanded or reconstructed. If desired, the regulations can prescribe a minimum tree island width that will ensure that installed trees have adequate room to grow. In addition, perimeter landscape yards serve to enhance the appearance of parking lots and screen their visual impact from adjacent sidewalks and streets. The perimeter landscape requirements in the UDO will specify the minimum required width of the landscaped perimeter yard and the required frequency of tree, shrub, berm, and groundcover plantings.
- In addition to requiring parking lot landscaping, CMAP recommends that the Village create buffer yard and screening provisions to buffer more intensive uses from less intensive uses and reduce the visual impact of certain types of development on the public realm. Landscaped buffers should be provided in the side and rear yards of commercial, industrial, and multifamily uses to ease the transition between different land uses and zoning districts. The new buffer yard standards will state the required width of the yard as well as requirements to enhance the buffer with trees, fencing, and berms. In addition, the Village should consider including different requirements based on the size and/or type of use

being buffered. The size of a buffer yard should correspond with the impact of the development so that sites with significant external impacts, such as large commercial or manufacturing uses, require larger buffer yards. The existing Zoning Ordinance should also be revised to include screening requirements for dumpsters, outdoor storage areas, utilities, and off-street loading spaces. The Village may wish to require fencing and planted buffers around these features, and also may want to regulate their locations to minimize their appearance from the street.

- Chapter 18, Article V Landscaping of the Municipal Code contains regulations relating to landscape plans, installation of landscaping, and maintenance that will be adapted to the UDO's new Article relating to landscaping. In addition, as part of the regulatory update, the Village should update other chapters of the Municipal Code that relate to landscape standards, such as Chapter 110 Vegetation. For example, the standards in Chapter 110 prohibit weeds, grasses, or plants to grow taller than eight inches even though many plants used for native landscaping tend to grow significantly higher than this height. The Village has undertaken many efforts to install native landscaping throughout the community, and residents are becoming increasingly aware that utilizing native or adapted plants has many environmental benefits. Participants in the MetroQuest web survey also had an extremely positive reaction to native plants, with the photo representing native plants receiving the highest overall combined score (4.6 out of 5) of any photo in the Visual Preference Survey. To facilitate the use of native plants, Chapter 110 should allow exceptions for the height of native landscaping to remove barriers to its incorporation into new developments. In addition, the UDO should specifically permit native landscaping to be used to meet any landscape requirements.
- To alleviate confusion among users of the new UDO, the Village should make sure that the planting requirements for parkway trees in this Article match the standards for street trees in the subdivision requirements. The Village should revise the Subdivision Ordinance's current standard for street trees from one tree per 60 lineal feet to one tree per 40 lineal feet for all new developments and subdivisions over one acre to add to the Village's tree canopy. Article VI Landscaping Standards should also include similar standards for new developments that do not require subdivision. The Municipal Code's provisions for street trees should also be coordinated with input from the Director of Recreation and Parks and the Environment Commission. In addition, the CMAP project team commends the Environment Commission's ongoing work to develop a tree protection ordinance and will provide supportive standards in the draft Ordinance to ensure that existing trees are protected to the extent feasible, or replaced, when new development occurs.
- The UDO should include provisions that help reduce the electricity consumption of sign illumination and reduce light pollution. The Village should consider requiring light-emitting diode (LED) lighting for the illumination of exterior signs since this widely available technology is suitable for both externally and internally illuminated signs. Even though LED lighting tends to be more expensive than conventional lighting at the time of purchase, over time the cost of

LED lights is generally offset by long-term energy savings since these bulbs are more efficient, durable and longer-lasting. Similarly, the UDO could include standards that require full-cut off lighting for signs in order to reduce light pollution created by typical light fixtures. The Village could also require businesses to reduce or eliminate sign illumination when businesses are closed for the evening to achieve further energy savings. Prior to drafting the UDO, it may be necessary for the Village to consider the safety implications of this policy and how palatable it would be to the business community.

- The requirements for lots and blocks that are included in the Village's subdivision regulations will have a significant impact on the walkability of new developments. Arranging short blocks in a regular fashion will help to minimize the distance that pedestrians, cyclists, and motorists have to travel between destinations, which will serve to reduce vehicle miles traveled and pollution and encourage alternative transportation modes. While the Subdivision Ordinance's current maximum permitted block length is 1,600 feet, best practices suggest that instituting a maximum length closer to 800 feet is more conducive to walkability, and a length of 300 to 600 feet is preferred. The Ordinance also currently requires a minimum distance of 1,250 feet between intersections of any primary street by collector or secondary streets within a proposed subdivision. CMAP recommends removing this requirement from the Ordinance, as the distance between intersections will be determined by the maximum block length limitations.
  - Street design has a profound impact on walkability and the feasibility of other alternative transportation modes, such as cycling and transit. Streets that are too wide encourage higher travel speeds and tend to discourage cycling and walking. The "street types" (or street sections) defined in Section 94-6 of the existing Subdivision Ordinance are summarized in *Table 8. Street Types Defined in Chapter 94*. Park Forest's bicycle and pedestrian planning project, which will kick off in March 2014 with assistance from CMAP, will serve to develop detailed street sections that incorporate complete streets principles. CMAP proposes translating these new street sections into standards for any new streets developed under the subdivision regulations. It also appears that the street sections can be streamlined, as some are repetitive and/or rarely appropriate (like the minor industrial street), and can be defined more carefully so that applicants understand when to apply the various sections.
- The Village Staff Management Team met on March 18 to provide feedback to the CMAP Staff regarding the Recommendations Memo, and the Development Regulations Update Steering Committee met on April 15 to provide their feedback.
  - CMAP Staff is currently working on a draft Unified Development Code that will incorporate the recommendations resulting from the Smart Growth America Sustainable Code Workshop.
  - The Village has contracted with Terra Engineering, a Chicago-based engineering firm highly skilled in sustainable development and green infrastructure. Terra Engineering will work with CMAP and Village Staff to review the infrastructure-related elements of the Village's subdivision requirements to ensure that stormwater best management practices are incorporated into the new regulations.