

WILL COUNTY
COMMUNITY FRIENDLY
FREIGHT MOBILITY PLAN



CED WILL COUNTY
CENTER FOR
ECONOMIC DEVELOPMENT

APPENDIX I
COMMUNITY
FREIGHT DEVELOPMENT
BEST PRACTICES
AND CHECKLIST

September 2017

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Large scale freight developments and distribution centers have been established in many areas of Will County and continue to expand and grow into new areas. The local communities of Will County are tasked with reviewing and approving these projects. Communities are challenged to balance the economic benefits that these developments provide against the impacts they produce at the local level. This section provides guidance for communities to prepare for large freight-supportive developments, maximize the benefits generated by such developments, and manage the impacts experienced at the community level.

These guidelines are intended to assist communities with land use planning, site design practices, operational procedures and transportation planning to be capable of supporting large distribution facilities or intermodal developments. Large scale freight developments and intermodal facilities can have impacts far beyond the borders of the local community they are built in. Coordination and a regional perspective toward all impacted jurisdictions are critical to achieving the community friendly implementation of freight based developments. The review of a new development requires the coordination of the local community, developer and other jurisdictions to evaluate the potential benefits and impacts of the proposed facility.

In this context, these guidelines are intended to:

- Provide direction for land use planning, site design practices and operational procedures that help with the movement of freight;
- Promote standards and practices that protect the residents and neighborhoods of a community welcoming a freight development
- Support the economic benefits of freight development for the community and region;
- Provide insight for maintaining community livability standards

I. COORDINATED LAND USE AND TRANSPORTATION PLANNING

Coordinating and integrating land use planning with transportation planning is an important step in creating an efficient, competitive and sustainable community. Transportation systems provide the links for people and goods within a community and with neighboring communities. Planning for freight is an important part of planning for complete communities. A well thought-out land use plan can improve economic vitality, decrease traffic congestion, and lower costs for transportation infrastructure..... as well as improve community livability.

- Create or modify community comprehensive plans, transportation plan and land use plans to incorporate appropriate freight and/or intermodal development facilities.
- Freight supportive and industrially efficient locations should be the objective of planned development areas. Industrially efficient locations are those that:
 - Provide efficient access to multiple modes of freight transportation including, rail, water, highways and intermodal connectors;
 - Create clustering opportunities for manufacturing, logistics, and distribution facilities to serve each other;
 - Include sufficient contiguous, available land to meet the demand for future industrial and freight generating uses;
 - Maximize existing infrastructure capacity or logical expansion capacity;
 - Provide convenient access to the necessary workforce via either transit or active transportation.
- Large scale freight uses and intermodal facilities should be analyzed at the regional level.
 - Review the proposed facilities connections and impacts on regional routes and projects.
 - Identify if the proposed facility will impact a major capital project or require new major capital projects.
 - Outside jurisdictions that will be impacted by the development should be consulted to determine infrastructure needs and funding sources.

2. SITE DEVELOPMENT AND OPERATION

Proper site design is important to create freight developments that work well with the surrounding community and limit noise, lighting and traffic impacts. Successfully integrating freight developments into a community includes:

- Appropriate site access points and transportation routes for all modes;
- Appropriate design standards for buildings, landscaping, noise mitigation, lighting and signage;
- Adequate parking for all vehicle and equipment types associated the freight use area, including other accommodations for truck drivers and the freight workforce ;
- Planning and support for ancillary uses that support the freight use area;
- Safety minded design.

2.1 LAND USE

- Create industrial design guidelines for site planning, lighting, signage, parking, landscaping, and architecture.
 - Use scale appropriate guidelines for developments. Existing requirements for smaller buildings and developments do not translate or may not apply to large freight scale developments or intermodal facilities.
 - Update land use codes to establish parking guidelines for freight uses by industry standards for the appropriate uses.
 - Appropriate location and orientation of buildings, loading docks, trailer parking, service drives and truck use areas in relation to adjacent uses should be determined.
- Identify land use conflicts with incompatible uses such as residential,
 - Prepare buffering, screening and separation guidelines.
 - Identify significant noise, vibration, traffic, air or light impacts.
- Identify possible ancillary development related to the freight development or intermodal facility.
 - Update land use and zoning codes to allow or disallow ancillary developments.
 - Maintenance facilities, truck and container storage, truck stops, and truck accessible businesses.

2.2 OPERATIONS

- Set hours of operation as well as hours of truck operations that are in close proximity to incompatible land uses or have transportation network restrictions.
 - Identify seasonal fluctuations in uses for appropriate mitigation requirements.
- Modify sign codes to allow for additional signage inside and along key routes to identify facilities and appropriate freight routes and entrances.
- Determine public infrastructure and utility costs to service the developments and anticipated ancillary developments and funding sources and shares.

2.3 SAFETY

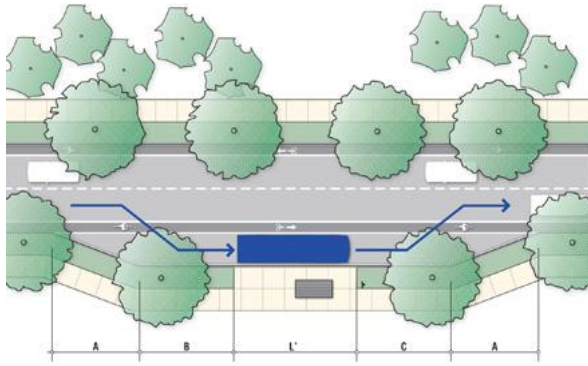
- Include appropriate law enforcement and fire protection districts in the review of the site plan.
- Coordinate specialized requirements and training needs of freight developments such as hazardous materials handling, storage or transportation with local law enforcement, fire protection districts and road maintenance departments early in the planning process.

- Work with local law enforcement agencies to coordinate enforcement of truck route and weight limits.

2.4 TRANSPORTATION

- A transportation and traffic study should be performed for all new freight uses and intermodal facilities.
- Existing infrastructure and capital improvements required by the facility and ancillary development should be analyzed for local and regional impacts.
 - Identify and coordinate with jurisdictions of routes that will be impacted by the development.
 - Identify funding sources that will be used to pay for the capital improvements.
 - Determine the appropriate control for proposed improvements between public and private as well as construction and maintenance costs.
- Identify the routing for freight and passenger vehicles to and from the facility via passenger, freight or rail.
 - Identify existing height, weight and width restrictions.
 - Plan for adequate separation and/or consideration of the interaction between passenger vehicles and freight movements both on-site and on public roadways.
 - Classify truck routes and weight, height, width or lane restrictions.
 - Submit truck routes to IDOT to be added to official route maps.
 - Plan for intersection improvements and signalization where conflicts or traffic volume warrant.
- Identify highway-rail crossings on local routes.
 - Determine impact to traffic and safety from increased passenger and freight vehicles as well as increased rail traffic from intermodal facilities.
 - Design appropriate safety improvements to existing or proposed at grade highway-rail crossings.
 - Identify rail crossings that should be grade separated to mitigate impacts.
 - Determine costs and responsibilities of the railroad, developer and local jurisdictions and agencies.
- Create engineering requirements for construction and maintenance of truck routes
 - Create pavement and geometry design criteria for anticipated freight traffic weights and volumes.
 - Design intersections, turn radii, shoulders, lane widths and location and lengths of turn lanes to accommodate the freight traffic.
 - Allow for turn-around areas for freight traffic to avoid restricted areas.
 - Identify signage needs for truck routes, restrictions and prohibited areas.

- Establish idling restrictions and prohibited engine braking zones for sensitive areas along truck routes or near land use conflicts.
- Allow for additional signage to route trucks to appropriate facilities.
- Identify maintenance needs and costs for freight routes.
- Review local permitting process to allow for overweight/oversized trucks.
 - Coordinate with other roadway jurisdictions that the anticipated freight will travel to create an efficient permitting process.
- Coordinate with local and regional transit agencies such as Pace to accommodate mass transit access for workers within freight developments.
 - Utilize design standards from transit organizations such as the Transit Supportive Guidelines for the Chicagoland Region from Pace to create developments and roads that can support future transit connections.



Bus turnout from Transit Supportive Guidelines, PACE

- Coordinate with large scale developments to stagger shift start and end times to minimize peak traffic conditions.

Freight Development Checklist

Item	Complete			Comments/ Notes
	Yes	No	N/A	
Community Freight Planning				
Has a community freight plan been prepared?				
<ul style="list-style-type: none"> Does the community plan identify major freight movement facilities, infrastructure and networks? 				
<ul style="list-style-type: none"> Have the results been incorporated into local planning and transportation policies? 				
<ul style="list-style-type: none"> Have key facilities, infrastructure or networks been coordinated with neighboring Municipalities, Townships and the County? 				
<ul style="list-style-type: none"> Have key facilities, infrastructure or networks been coordinated with IDOT? 				
Land Use and Transportation				
Is the proposed development consistent with the Community's Land Use Plan?				
If the area is in proximity to residential or other sensitive areas, have mitigation measures been taken?				
Have Development Plans been reviewed to determine the impact to existing freight corridors and facilities?				
<ul style="list-style-type: none"> If impacts exist, have appropriate design or mitigation measures been proposed to avoid conflicts? 				
<ul style="list-style-type: none"> Is the location of the project in close proximity to highways, freight, facilities, or railways to promote freight consolidation? 				
<ul style="list-style-type: none"> Do the freight movement anticipated from the development conform with the requirements of neighboring jurisdictions to ensure seamless freight movement? 				
<ul style="list-style-type: none"> Has collaboration with neighboring jurisdictions occurred? 				
<ul style="list-style-type: none"> Have higher tier transportation agencies been notified of proposed freight corridors and designated truck routes? 				
Have appropriate freight corridors and freight connectors been planned?				
<ul style="list-style-type: none"> Do they accommodate sufficient capacity, turning movements and traffic controls? 				
<ul style="list-style-type: none"> Does the development plan strive to minimize the conflicts between freight traffic and automobile traffic? 				
<ul style="list-style-type: none"> Does the freight corridor meet both the public standards and the needs of the freight industry? 				
<ul style="list-style-type: none"> Have proper signage and pavement markings been designed to ensure wayfinding? 				
<ul style="list-style-type: none"> Have sufficient access points been provided? 				
<ul style="list-style-type: none"> Have restrictions for truck weight, width and height been evaluated for proposed freight corridors? 				

Item	Complete			Comments/ Notes
	Yes	No	N/A	
<ul style="list-style-type: none"> • Have sufficient buffering, screening and mitigation standards been provided along corridors to protect adjacent sensitive uses? 				
<ul style="list-style-type: none"> • Have conflicts with at-grade rail crossings been evaluated and mitigated? 				
<ul style="list-style-type: none"> • Have considerations been given to grade separations at rail crossings within the freight corridor? 				
<ul style="list-style-type: none"> • Does the community have adequate processes in place to manage overweight/oversized permits in an efficient matter? 				
Does the development plan provide for access to the necessary workforce it will require?				
<ul style="list-style-type: none"> • Is the development located within reasonable proximity to potential workers' residential locations? 				
<ul style="list-style-type: none"> • If not, does the plan provide for transit or ride sharing programs to meet workforce demands? 				
<ul style="list-style-type: none"> • Are there plans for sufficient retail and occupational services to meet the needs of proposed employees in the community? 				
Has planning been done to support ancillary freight and truck supportive developments such as fueling, maintenance, storage and truck parking?				
<ul style="list-style-type: none"> • If not, has the community analyzed the need for these services and planned other locations and development ordinances to support them? 				

Site Development and Operations

Does the development plan provide appropriately located and sized access points of all modes of transportation that will serve the development?				
Has a detailed traffic impact study been prepared for the project?				
<ul style="list-style-type: none"> • Does the project provide necessary infrastructure improvements to meet the anticipated traffic impacts? 				
<ul style="list-style-type: none"> • If so, have funding sources, whether public or private been identified to meet the infrastructure needs? 				
Have other users (i.e. cyclists, pedestrians) been considered in the design?				
Have transit stops been safely provided for in the design?				
<ul style="list-style-type: none"> • Have roadways and sites been developed to accommodate transit stops in the future? 				
Does the development plan provide for architectural, landscape and lighting designs to create a visually appealing development?				
<ul style="list-style-type: none"> • Have buffers, berms and screening been provided where necessary to reduce visual, noise and light impact on adjacent uses? 				
<ul style="list-style-type: none"> • Has a lighting plan or lighting standards been developed to mitigate the impacts of lighting from the development? 				
<ul style="list-style-type: none"> • Has a noise study been conducted for significant noise generating uses and appropriate mitigations proposed? 				

Item	Complete			Comments/ Notes
	Yes	No	N/A	
Does the plan provide adequate areas for parking of various vehicle types?				
<ul style="list-style-type: none"> • Is there adequate space planned for truck parking, trailer storage, container management and other freight handling equipment? 				
<ul style="list-style-type: none"> • Has the location and orientation of truck parking, container storage, container management, and loading docks been designed to minimize impacts to surrounding uses? 				
<ul style="list-style-type: none"> • Is there adequate parking provided for employees? 				
Does the plan provide well designed signage for the development?				
<ul style="list-style-type: none"> • Are controls in place for identification signs and building signs? 				
<ul style="list-style-type: none"> • Is there a wayfinding plan that provides sufficient signage to direct both freight and automobile traffic? 				
Has the plan been evaluated from a comprehensive safety perspective?				
<ul style="list-style-type: none"> • Have Fire Protection and Law enforcement been involved in the review of the project? 				
<ul style="list-style-type: none"> • Has the impact of employee shift change and the number of anticipated workers been evaluated? 				
<ul style="list-style-type: none"> • Are adequate traffic and management measures in place to mitigate the impacts from peak employee activity in the project? 				