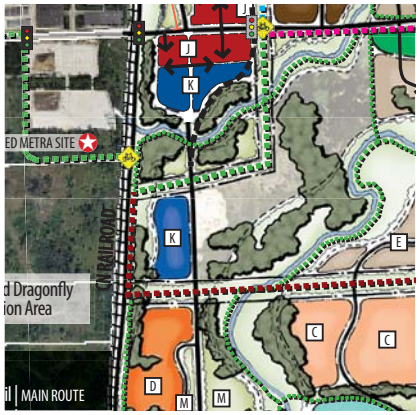

Adopted by Village Board on April 18, 2012

VILLAGE OF ROMEOVILLE

EAST SIDE PLAN

SUBMITTED BY THE CONSULTANT TEAM OF:

Teska Associates, Inc. :: Fish Transportation Group :: Gruen Gruen + Associates

This document summarizes the work conducted for the Village of Romeoville. The document was prepared under contract with the Regional Transportation Authority of Northeastern Illinois and was financed in part through through a grant from the Regional Transportation Authority. The contents of the document do not necessarily reflect the official views of the Regional Transportation Authority.

Village of Romeoville, Illinois

This document was prepared by the Consultant Team of:

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Executive Summary

An Overview of the East Side Plan

With the plans to establish a new commuter rail station in Romeoville along the Metra Heritage Corridor (HC) rail line, the Village of Romeoville has taken a proactive planning approach to prepare a conceptual development plan for the station area and surroundings. This planning effort has provided the Village with an informed understanding of the resources and actions needed to prepare Romeoville's East Side for commuter rail service, enhance the multimodal connectivity to and from the station area, and make the East Side viable for transit-oriented development.

Focus of the East Side Plan

This planning process focuses on the creation of a land use development plan that seeks to capitalize on proximity to the proposed Metra commuter rail station and the prospects of creating a unique transit-oriented development (TOD) on the East Side of Romeoville. The potential TOD that will be explored for the East Side will stray from traditional norms. Ultimately, the TOD in Romeoville will derive its distinction and success from the linkages it will make to connect employees to jobs, customers to businesses, residents to diverse housing options, explorers to trails, and travelers to the region.

The TOD in Romeoville will derive its distinction and success from the linkages it will make to connect employees to jobs, customers to businesses, residents to diverse housing options, explorers to trails, and travelers to the region.

The Canadian National (CN) Railroad creates the opportunity to establish a new commuter rail station on Romeoville's East Side.

Source: Teska Associates, Inc.

Opportunity for Transit-Oriented Development

Transit-oriented development (TOD) is a prevalent planning concept that holds great potential to create sustainable communities, merging land use and transportation planning principles. TOD is a smart growth approach to community development that promotes compact development, connectivity, multi-modal transportation, pedestrian-friendly environments, and sustainable design, which are the traits that people – from homebuyers to business owners to investors to developers – are increasingly seeking in a community.

With the community's desire to enhance public transit options, the availability of undeveloped land parcels, and the proposed plans to establish a new commter rail station along the Metra HC rail line, Romeoville has the capacity to capitalize on these assets to further develop its multimodal transportation network and encourage sensible development around a new transit station for the Village.

The East Side of Romeoville poses unique circumstances that inspire the community to think outside the box and establish a distinctive TOD that can become the model that breaks the mold of the typical high density, mixed use TOD prototype.

As one of the most prominent trails serving Romeoville, the Centennial Trail traverses along local waterways and provides pedestrian and bicycle access through the region. Linkages to the Centennial Trail and other multi-use paths will be essential to enhancing the connectivity of the East Side.

Source: Teska Associates, Inc

In addition, the East Side of Romeoville poses unique circumstances – namely the opportunity to strike a balanced mix of uses adjacent to the prominent CITGO refinery – that inspire the community to think outside the box and establish a distinctive TOD that can become the model that breaks the mold of the typical high density, mixed use TOD prototype.

The East Side TOD in Romeoville will derive its distinction and success from the linkages it will make to connect employees to jobs, customers to businesses, residents to diverse housing options, explorers to trails, and travelers to the region.

By focusing potential development on the East Side, Romeoville will open up its capacity to establish a linkage to its historic beginnings around the original Romeo settlement, which has the potential to enhance the community's identity, create a sense of place, and connect the East Side to the rest of Romeoville. The latter can be accomplished by providing access to a multimodal transportation network that enhances accessibility for all citizens.

Improved transit facilities will not only provide for access to local travel markets, but will also help connect Village residents to employment opportunities in Chicago and the region and connect the Village's largest employers with workers from other areas. This results in reducing congestion on local roads and the need for long commutes. In addition, connecting the proposed Metra site to the Village's existing Pace bus routes and local paratransit modes is a key component of a successful transit system.

Metra Commuter Rail Site

The proposed Metra station would be established along the west side of the railroad and south of 135th Street. This future commuter rail station would be located south of the existing Lemont station and north of the existing Lockport station along the Metra Heritage Corridor (HC) rail line. Metra will construct platforms at this station, while the Village will build the station, pedestrian bridge, and a commuter parking lot on the site.

Existing Conditions Assessment Report

An Existing Conditions Assessment Report was an initial step for the East Side Plan, summarizing the core elements that have an impact on planning for the Romeoville East Side Plan. These core elements included: the public participation process; zoning; existing land use; community facilities, utilities, and infrastructure; environmental features; the transportation network; and an assessment of development opportunities. The Existing Conditions Assessment Report is available under separate cover.

Planning Process

Throughout the duration of the planning process, a Steering Committee, generally comprised of Village staff, public officials, and representatives from the Regional Transportation Authority (RTA), Metra, and Pace, provided guidance and feedback for each component of the scope of work, which included the elements summarized in the Existing Conditions Assessment Report and the East Side Plan document.

Source: Teska Associates, Inc.

Public participation was a major component of the planning process, allowing community members to provide input for the plan.

Public Participation

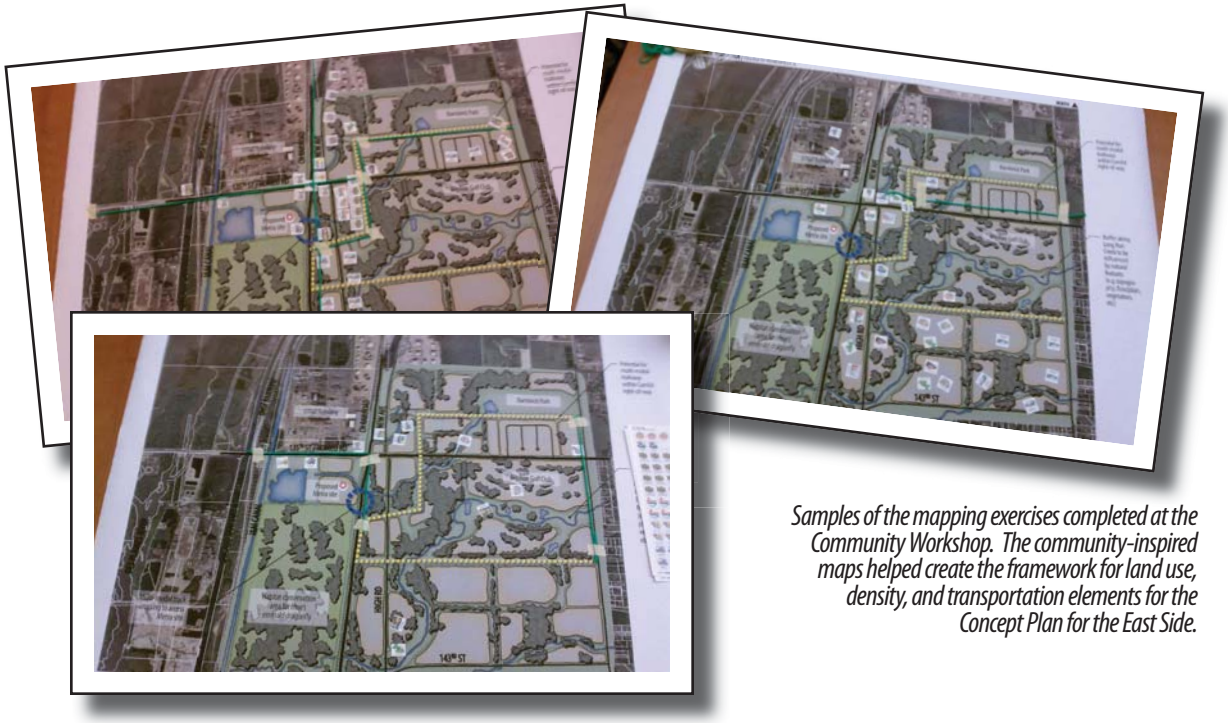
To ensure that the East Side Plan had a broad level of support and understanding, the planning process included an extensive public participation component designed to involve community stakeholders in crafting a plan that represented a vision for the Study Area that is responsive to the goals and aspirations of Romeoville residents, businesses, and property owners. As summarized in the Existing Conditions Assessment Report, the public participation process included the following elements:

- ❑ Community survey*
- ❑ Key stakeholder interviews*
- ❑ Community workshop*
- ❑ Public open houses
- ❑ Project website

Community Workshop

A community workshop was conducted on September 28, 2011, providing community members with an opportunity to actively participate in a dynamic work session designed to obtain input into the planning process via a series of interactive activities. Workshop participants took part in two activities: (1) participate in an image preference survey to rate key site, streetsccape, and urban design elements that they feel are appropriate for the proposed Metra station site and the East Side; and (2) collaborate on an interactive mapping exercise to brainstorm creative site design ideas for the Study Area. The workshop findings are summarized in the Appendix, with a few samples of the mapping exercise results shown below.

* *See Appendix for summary of results/findings.*



Samples of the mapping exercises completed at the Community Workshop. The community-inspired maps helped create the framework for land use, density, and transportation elements for the Concept Plan for the East Side.

The community-driven input from the workshop was critical to ensure the East Side Plan reflected the ideas and aspirations of the Romeoville community.

Concept Plan

Section 1 of this plan provides an overview of the Concept Plan for the East Side, which summarizes the land use, density, and transportation aspects of the proposed development plan in a graphic form (a snapshot of the Concept Plan is provided in Figure ES-1). The mapping exercise results from the community workshop played an integral role in shaping a framework for the Concept Plan. Two alternative Concept Plans were initially drafted to provide variations in the intensity and type of development, with the preferred option summarized in Section 1; the second alternative is provided in the Appendix.

A development capacity analysis for the Concept Plan is also provided, summarizing the potential densities, buildable areas, residential dwelling units, retail/office space, and parking generated by the plan.

As demonstrated in the Concept Plan in Section 1 of this plan, care was taken to preserve any existing uses that are viable and lend unique character to the area. Sensitive environmental elements -- such as Long Run Creek, the creek's floodplain, and the Hine's Emerald Dragonfly Conservation Area -- were also preserved.

In addition, a bonding capacity analysis was prepared to provide an understanding of the financial constraints of extending municipal utilities to the East Side and the potential absorption and development of land.

Transportation Improvement Plan

Section 2 provides the Transportation Improvement Plan associated with the Concept Plan. In particular, this section summarizes how the Concept Plan impacts the following transportation elements: the Metra station; transit services and facilities; potential roadway/intersection improvements; the regional trail system; and the Village's pedestrian/bicycle system.

Signage Plan

Section 3 provides the Signage Plan that outlines a hierarchy of signage that should be integrated into the streetscape for the East Side and extension into the rest of Romeoville. The recommended signage, which includes a gateway/event sign, wayfinding sign, and fabric banner, is intended to help motorists, commuters, pedestrians, and bicyclists navigate to and throughout the East Side and Village. A map of pro-

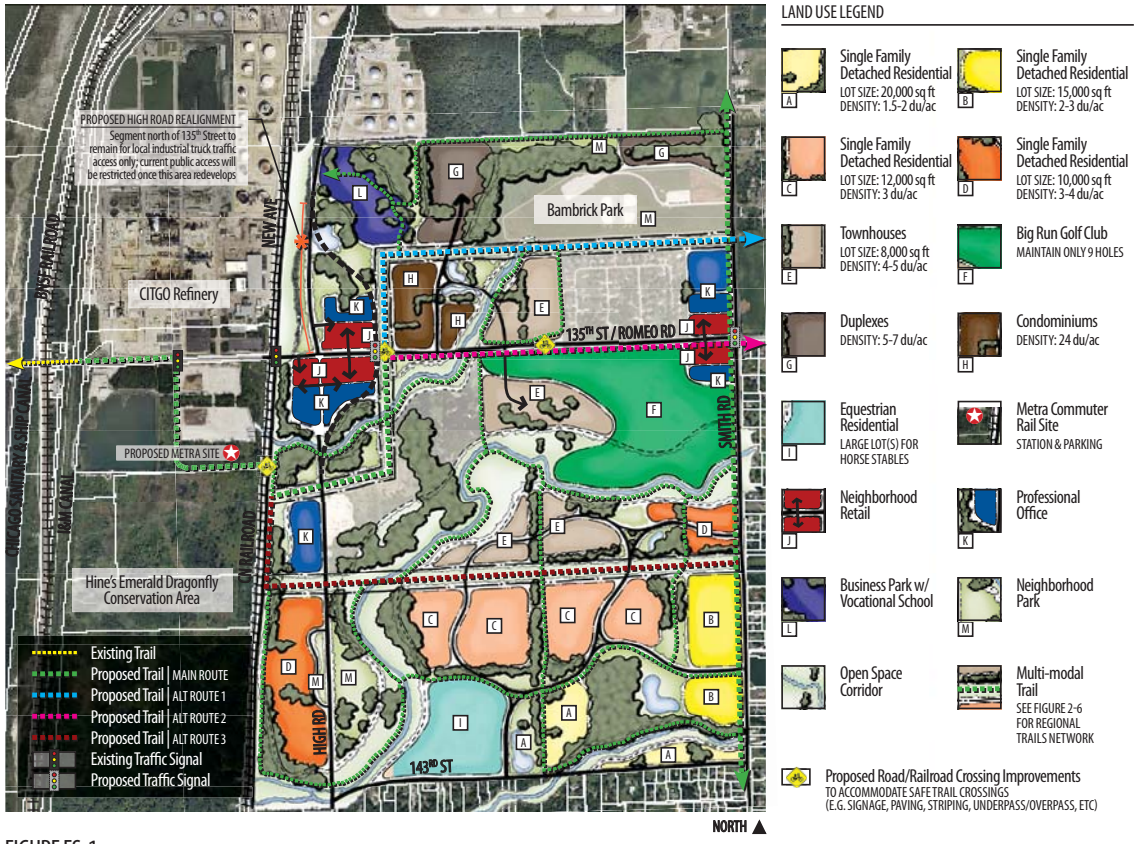


FIGURE ES-1

Concept Plan | PREFERRED ALTERNATIVE

See Figure 1-2 in Section 1 for full-page layout of Concept Plan.

posed locations for the signage is provided to illustrate how they relate to the local transportation network.

Design Guidelines

Section 4 provides a series of Design Guidelines intended to communicate the design intent for future development and site improvements for the East Side. Rather than dictate a specific design for specific properties, the Design Guidelines establish a set of standards and identify elements of structural, site, and streetscape design that are applicable to typical property types relating to land use, development form, and urban design. Intended to supplement the Village's existing regulations established in the Zoning Code, the Design Guidelines cover the following topics: architecture; site design; access and circulation; and signage.

Implementation Plan

Section 5 provides an Implementation Plan that outlines specific implementation actions that the Village and its partners are encouraged to take to translate this plan from paper to the real world. It is understood that certain actions are contingent on elements that will take time to materialize -- including an improved economy, a supportable marketplace, and funding capacity to extend municipal utilities -- to help spur development projects on the East Side. However, the Village is encouraged to be proactive and continually make progress by taking actions that it has control over, including reviewing its zoning standards, maintaining communication with property owners, and seeking grants and funding sources. This will ensure the appropriate tools and programs are in place once the development market rebounds and the East Side becomes a viable location for new projects.

As shown in the graphic on the top right, a series of five implementation strategies is recommended for implementing the East Side Plan. As provided in Setion 5, each strategy is outfitted with a series of tasks, potential partners, and phasing. Section 5 also provides a listing of funding and support resources that the Village may pursue to help put the East Side Plan into action.

Strategies
FOR THE EAST SIDE

1 : Build awareness of the planned Metra station, development of the East Side, and improved linkages to downtown.

2 : Secure the resources needed to construct a commuter rail station with adequate parking facilities.

3 : Maintain open communication with property owners of parcels that are planned for development and/or annexation, if applicable.

4 : Continue to coordinate projects with other organizations or agencies.

5 : Foster a strong character and sense of place on the East Side through streetscape enhancements, design guidelines, and transportation improvements.

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Concept Plan

Redevelopment Concept for the East Side

SECTION 1

At the preliminary concept planning stage, two alternative concept plans were designed to provide the Village of Romeoville with varying development options for the East Side. Each of the alternative concept plans represented a conceptual schematic for the growth and development capacity of the East Side. As such, the concept plan alternatives were drafted with the recognition that many, if not all, of the ideas presented will be long-term redevelopment concepts for the East Side.

The economy and real estate market will be influential factors in determining which redevelopment concepts will be feasible and which may not even bear out in the marketplace. Current constraints to extend municipal infrastructure to the East Side will also tend to delay redevelopment due to the costs needed to provide new infrastructure. In addition, the bonding capacity analysis at the end of this section indicates that developing the East Side will be met by major fiscal constraints, placing it at a disadvantage to other parts of the Village that hold development potential.[1]

It is also anticipated that initial Metra ridership would be relatively low, indicating that the initial level of ridership will not on its own support retail and housing development on the East Side. However, the concept plan alternatives illustrate the East Side's development capacity, illustrating the maximum extent of development at full build-out. Ultimately, commuter rail ridership will influence the extent to which the East Side will develop (and if it actually attains its maximum capacity as shown on the concept plan).

The two alternative concept plans were developed from a variety of sources, including: the findings from the Existing Conditions Assessment; public input from the Public Workshop; collaboration with the Steering Committee, Village staff and transit agencies; and other forms of feedback and ideas from the Romeoville community. The following factors guided the development of the concept plans:

- Transportation elements (future Metra station, planned widening of 135th Street, potential for an interconnected trail system, opportunities to link the East Side to Downtown Romeoville via an enhanced multimodal transportation network, etc);
- Environmental elements (e.g. topography, Long Run Creek, significant tree masses, etc);
- Existing land uses (e.g. the CITGO refinery, ComEd right-of-way, Big Run Golf Club, etc); and
- Other attributes (e.g. habitat conservation area for the Hine's emerald dragonfly).

After review by the public and Steering Committee, the first alternative was selected as the preferred option.

The potential inability of the preferred concept to materialize in the near term should not be viewed as an erroneous forecast for the East Side; rather, it underscores the evolving nature of the current economy and presents an opportunity for the Village to continually assess how the evolution of the East Side will keep pace with the changing economy while still working towards the community's goals.

While the preferred concept plan was drafted with enough specificity to generate land uses that made sense to support the prospective growth of the East Side and development close to the future Metra station, it was also prepared with sufficient flexibility through the use of general development pods to enable the Village to reimagine other development scenarios as the economy and marketplace warrant, current infrastructure constraints are addressed, and the community's goals adapt.[1]

[1] It is important to note that the concept plan alternatives (and ultimately, the preferred concept plan) were developed prior to completing the bonding capacity analysis. While the fiscal constraints and disadvantages of development potential are understood, the concept plan should be viewed as the growth and development capacity of the East Side. The concept plan also provides a long-term perspective for the East Side, which maintains flexibility to alter as situations change.

Concept Plan | PREFERRED ALTERNATIVE

The preferred alternative concept plan, which is illustrated in Figure 1-2, envisions the most intensive uses closest to the future Metra station and generally along 135th Street towards Smith Road. While the community recognizes that the Metra station will not spur the high density, mixed use quality of typical transit oriented developments (TOD's), other key tenets of TOD's, particularly connectivity and proximity to alternative transportation sources, became driving factors for the concept plan.

Retail businesses and employment-generating uses, such as offices and business parks, are concentrated near the future Metra station and at the key intersection of 135th Street and Smith Road. In addition to placing retail along a major roadway that leads to the Metra station, this land use arrangement would provide employees with close proximity to commuter rail. The potential for a vocational school as part of the office/business park concept would also allow students from across the region to utilize transit to access education and possibly internships and apprenticeships at local businesses.

Like almost all TOD's, increasing the number of rooftops is also a core aspect of the concept plan. However, unlike a traditional TOD which integrates high density residential development, the concept plan for Romeoville's East Side generates a range of residential types that vary in density, starting with higher density uses closest to the Metra station which gradually filter down to low density residential at the furthest points of the study area, particularly to maintain compatibility with existing uses and the pastoral nature of the environment. Residential uses vary from condominiums, duplexes, and townhouses at the high and medium density range to varying levels of single family detached residential uses at lower densities.

A prominent feature of the preferred alternative concept plan is maintaining a portion of Big Run Golf Club as a 9-hole course along 135th Street, with the remaining 9 holes redeveloping as townhouses and single family residential units built in cluster development form that capitalizes on the unique features of the natural environment, including varying topography, significant tree masses, and adjacency to Long Run Creek.

In addition to a portion of Big Run Golf Club, other existing land uses are maintained, including Bambrick Park and the small residential enclave along Hidden Ridge Lane. Aside from constructing the Metra station and commuter parking, the area west of the CN Railroad remains intact, including the preservation of the designated conservation area for the Hine's emerald dragonfly.

A network of existing and proposed trails is also featured on the concept plan, enhancing the connectivity of the East Side. The Regional Trails Network, as provided in Figure 2-6 in Section 2, illustrates how the East Side links to other parts of Romeoville, including the downtown area.

As shown in Figure 1-2, the preferred concept plan also proposes a realignment of High Road to improve traffic circulation and accommodate safer trail crossings across 135th Street. While a portion of High Road will be realigned, certain segments will be vacated to accommodate the realignment. The segment north of 135th Street will remain for local truck access only; however, current public access along this segment will be restricted once this area redevelops. The segment south of 135th Street will be vacated to accommodate the road realignment.

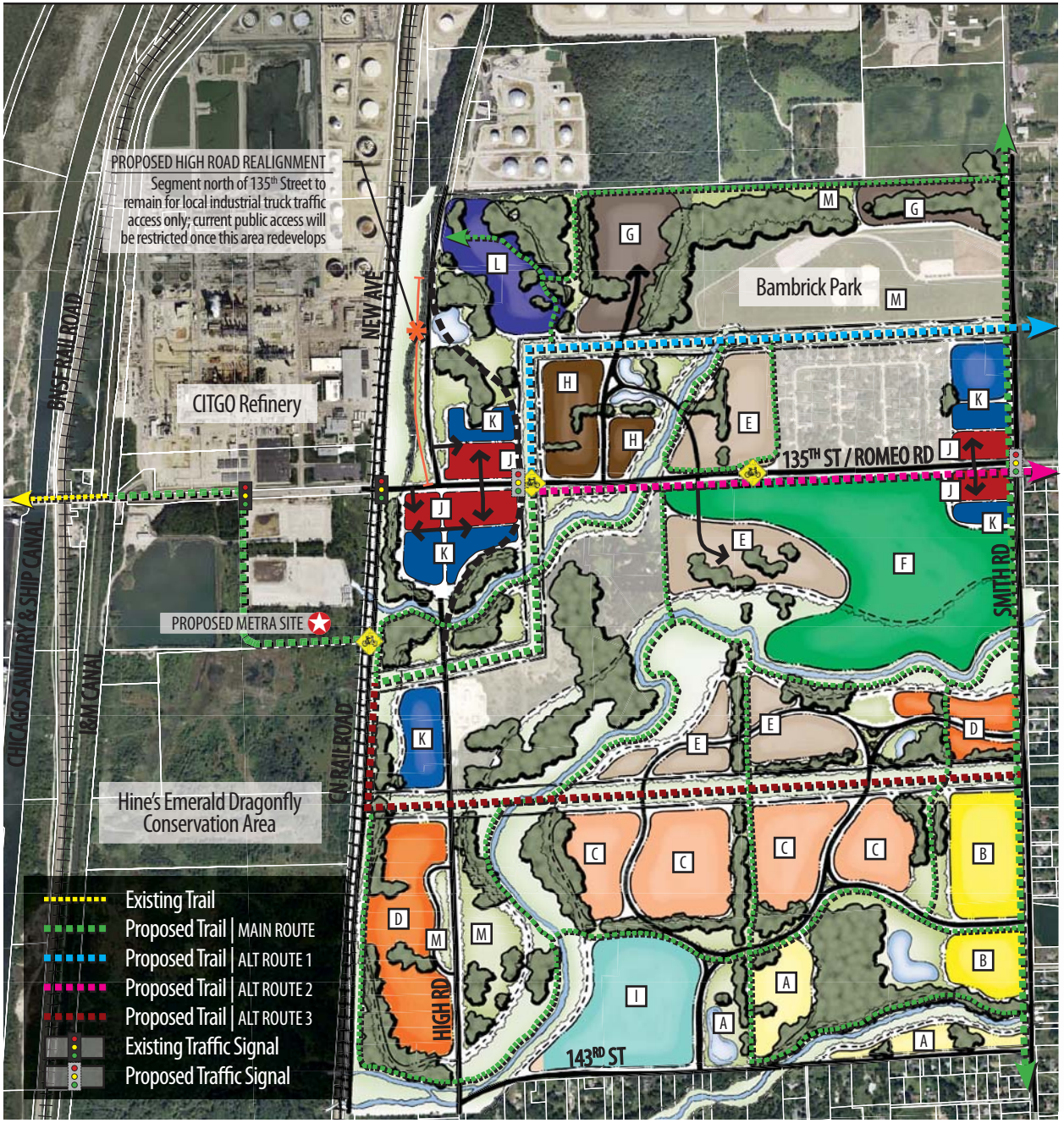
The development capacity for the preferred concept plan alternative is summarized in Figure 1-1.

FIGURE 1-1
Development Capacity Analysis for the Preferred Concept Plan Alternative

Land Use	Density (Lot Size) / FAR	Area[1]	Units	Parking
Equestrian Residential	0.33 du/ac (120,000 sf)	24.6 acres	8 units	16 spaces
Single Family Residential	1.5-2 du/ac (20,000 sf)	14.7 acres	24 units	48 spaces
Single Family Residential	2-3 du/ac (15,000 sf)	22.5 acres	49 units	98 spaces
Single Family Residential	3 du/ac (12,000 sf)	46.3 acres	118 units	236 spaces
Single Family Residential	3-4 du/ac (10,000 sf)	34.8 acres	106 units	212 spaces
Townhouses	4-5 du/ac (8,000 sf)	45.3 acres	185 units	370 spaces
Duplexes	5-7 du/ac	27.5 acres	138 units	276 spaces
Condominiums	24 du/ac	13.2 acres	316 units	474 spaces
Neighborhood Retail	0.20 FAR	2.8 acres	24,037 sf	84 spaces
Professional Office	0.25 FAR	13.6 acres	148,089 sf	592 spaces
Business Park / Voc. School	0.40 FAR	16.6 acres	288,716 sf	866 spaces

NOTES

1 *Actual land areas will depend on market support for development and capacity to conserve open space and sensitive environmental features.*



LAND USE LEGEND

- A — Single Family Detached Residential — LOT SIZE: 20,000 sq ft; DENSITY: 1.5-2 du/ac
- B — Single Family Detached Residential — LOT SIZE: 15,000 sq ft; DENSITY: 2-3 du/ac
- C — Single Family Detached Residential — LOT SIZE: 12,000 sq ft; DENSITY: 3 du/ac
- D — Single Family Detached Residential — LOT SIZE: 10,000 sq ft; DENSITY: 3-4 du/ac
- E — Townhouses — LOT SIZE: 8,000 sq ft; DENSITY: 4-5 du/ac
- F — Big Run Golf Club — MAINTAIN ONLY 9 HOLES
- G — Duplexes — DENSITY: 5-7 du/ac
- H — Condominiums — DENSITY: 24 du/ac
- I — Equestrian Residential — LARGE LOT(S) FOR HORSE STABLES
- Metra Commuter Rail Site — STATION & PARKING
- J — Neighborhood Retail
- K — Professional Office
- L — Business Park w/ Vocational School
- M — Neighborhood Park
- Open Space Corridor
- Multi-modal Trail — SEE FIGURE 2-6 FOR REGIONAL TRAILS NETWORK
- Proposed Road/Railroad Crossing Improvements — TO ACCOMMODATE SAFE TRAIL CROSSINGS (E.G. SIGNAGE, PAVING, STRIPING, UNDERPASS/OVERPASS, ETC)

FIGURE 1-2

Concept Plan | PREFERRED ALTERNATIVE

Bonding Capacity Analysis for East Side

To fund necessary and appropriate capital assets or facilities such as water and wastewater utilities, roadways, parks, and other types of infrastructure with long-term life-cycles and to provide for inter-generational cost sharing of public assets, municipalities may issue long-term debt called bonds. Frequently, such debt is repaid via property taxes or other taxes, fees, and user charges. A bonding capacity analysis[2] provides an estimate of how much debt financing and therefore capital facilities can be supported by potential taxes or fees or other sources of revenue available to pay service the debt and repay the principal of the bond.

The development of the East Side TOD Plan has been influenced by several factors; among them is the availability of public water and sewer utilities. As most of the area in and around the study has developed without these services, the resultant land uses are low density, relying on private well and septic systems. Significantly higher densities than those proposed on the East Side Final Development Plan concept, associated with typical Transit-oriented Developments (TODs) near transit stations would only be possible if supported by public utilities. To understand the financial limitations of such utility extensions, Gruen Gruen + Associates prepared an analysis of the bonding capacity associated with the potential absorption and development of land within the East Side study area. Below is a summary of the findings. The full report is provided in the Appendix.

Assumptions

The ultimate timing of development on the East Side cannot be predicted, but for the purpose of the analysis build-out and absorption is assumed to occur over a ten-year period following the extension of infrastructure and related services. The market analysis previously completed by GG+A suggests that – even assuming the provision of infrastructure to the East Side – demand for building space on the East Side will be limited in the foreseeable future. Accordingly, the bonding capacity analysis is predicated on the hypothetical assumption that unmet demand for land and commercial and residential building space exists.

For the purpose of this simplified analysis estimates of equalized assessed values and potential revenues from property taxes are used to estimate how much bonding capacity the proposed land use program could hypothetically support. For water and sewer infrastructure (as opposed to other types of infrastructure), the Village would not use property tax as a source of funding. Typically, the Village would use water and sewer funds as a source of financing to either directly pay for the infrastructure and/or for debt service payments on the bond issue, and would require developers to pay recapture costs for the water and sewer infrastructure. But because some costs of infrastructure could potentially be funded through property tax revenues and because benchmarks are more readily available for estimating property taxes than for the variables related to water and sewer funds, this analysis describes the impact of the cost of infrastructure to service proposed land uses based on bonding capacity generated by property taxes.

Findings

The following summarizes the principal conclusions drawn from the analysis in the full report (see Appendix).

1. Assuming an average market value per acre of developed land of $991,000, and total build-out of 261.9 acres containing approximately 461,000 square feet of nonresidential space and 944 housing units over 10 years, the cumulative equalized assessed valuation is estimated to total $86.6 million at build-out. General Fund property tax revenue estimated to be available to support financing of capital facilities is estimated to total $1.3 million over 20 years, with annual available revenue ranging approximately $9,000 (in the initial year following the provision of infrastructure) to just under $87,000 at full build-out of the East Side. (Note: approximately 10 percent of General Fund property tax revenues are estimated to be available for debt service on a general obligation bond).

2. If infrastructure costs exceed $670,000, the amount of bonding capacity would be insufficient to fund the extension of infrastructure to the East Side through a general obligation bond while still providing sufficient General Fund property tax revenues to pay for other public services.

3. The total cost to the Village of issuing a general obligation bond in the amount of $825,000 would be approximately $1.3 million, or roughly double the net bond proceeds available for capital improvements of $670,000.

4. In order to support the estimated minimum capital costs of $10.19 million[3] to extend infrastructure to the East Side, a special assessment district would be required. If the Village were to allocate 100 percent of the incremental General Fund property tax revenue to bond debt service, thereby eliminating sources of revenue to pay for public services, the net bond proceeds would only comprise two-thirds of the necessary capital costs (or approximately $6.5 million).

5. Assuming a special assessment district was established to finance the delivery of infrastructure to the East Side, a special property tax levy of approximately $2.35 per $100 of EAV would be required. This assumes the issuance of a revenue bond with a target coverage ratio (i.e. ratio of revenue to debt service) of 150 percent. The par issuance would total $13,365,000. Approximately $3.2 million would go towards delivery date expenses and capitalized interest and debt service reserve funds, resulting in net bond proceeds of just under $10.2 million.

6. Given available plentiful land supply exists in locations in Romeoville that would not require the use of special assessment districts to fund capital facilities, the developer(s) of East Side facilities would be at a competitive disadvantage to developers of the same types of facilities not located in special assessment districts.

In summary, this analysis inidicates that development of the East Side has major fiscal constraints.

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[2] A bonding capacity analysis takes a given stream of future cash flows (e.g. public tax revenues or fees) available in theory to pay for the debt service on a bond issuance, and based on financial parameters of a bond issuance (such as the term of the bond and interest rate), estimates the amount of upfront dollars that could be deposited into the project fund account when a bond is delivered prior to the commencement of a capital facility project.

[3] Based on a water and wastewater service study completed for the Village in September 2010, the least expensive infrastructure alternative is estimated at $10,190,000.

Transportation Improvement Plan

SECTION 2

The transportation improvement plan, in combination with the land use concept plan, provides the framework for development in Romeoville's East Side TOD Area. Components included in this plan address:

- ❑ Commuter rail
- ❑ Roadway network
- ❑ Transit access
- ❑ Interconnected trail system
- ❑ Pedestrian/bicycle connections

These components are integrated into an overall plan to provide efficient and safe access for all modes of transportation. Key factors guiding improvements included in the circulation and access plan include:

- ❑ New Metra station on Heritage Corridor
- ❑ Development of the Veteran's Memorial Trail by the Forest Preserve District of Will County
- ❑ Widening/upgrades to 135th Street by the Will County Highway Department

Commuter Rail

Currently, Metra service is provided to the Village of Romeoville by the Lemont and Lockport stations on the Metra Heritage Corridor (HC). The HC Line originates in Downtown Chicago at Union Station and terminates at Joliet, a distance of nearly 40 miles, carrying nearly 3,000 trips per weekday. The Lemont station is located in the "E" fare zone, while the Lockport station is located in the "G" fare zone. Three inbound trains provide service in the A.M. peak period and three outbound trains provide service in the P.M. peak period.

While there are trails that presently serve the East Side, such as this trail linkage to the Centennial Trail, there are opportunities to enhance the safety and accessibility of these trails as well as provide additional trails.

Source: Teska Associates, Inc

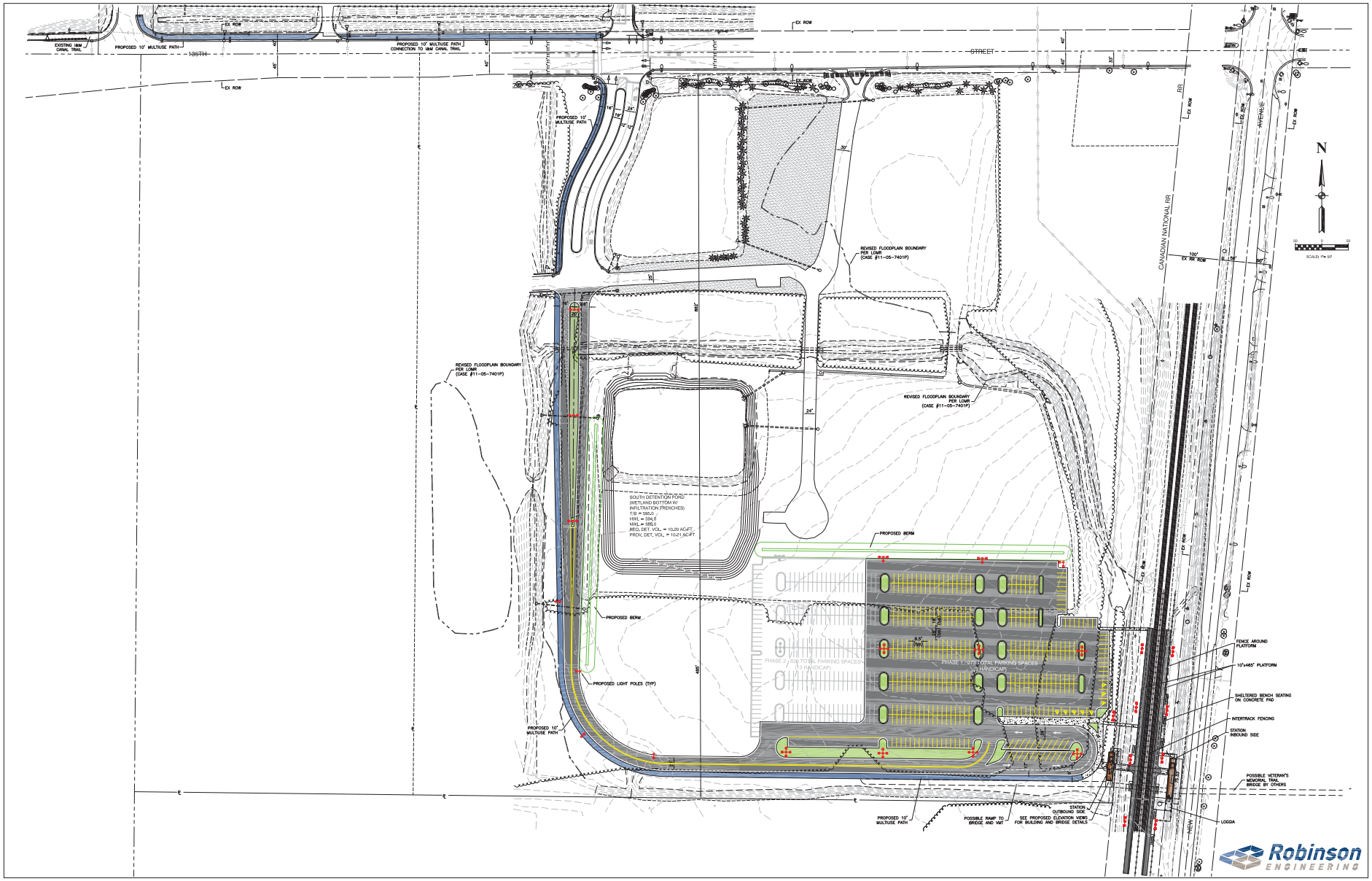


FIGURE 2-1

Proposed Metra Station Area Concept

A new station is planned for the Village of Romeoville, to be located south of 135th Street, west of the CN railroad and New Avenue. Construction of the station is anticipated for 2014. The new Romeoville Metra Station will include an initial 373 space commuter parking lot with kiss-and-ride and bus drop off facilities, station depot, and warming shelter buildings, as well as access via bicycle and pedestrian trails. Design plans also may include a grade separated crossing between the platforms. The RTA's *Access and Parking Strategies for Transit-Oriented Development* report may serve as a valuable resource for the constructing the new station and commuter parking areas.

The proposed Metra Station area concept is shown in Figure 2-1, illustrating how the commuter parking lot and station elements fit within the existing environment. The graphic in Figure 2-2 focuses on the proposed layout of the shelter buildings and platforms.

Station Access

Although there is no existing Metra station in Romeoville, it is anticipated that the mode of access to the future station would be similar to that of Lockport and the Heritage Corridor Line in general with very low walk access and much higher drive alone access.

Vehicular access will be provided from 135th Street via the existing access road serving the CITGO off-site parking lots. Pedestrian/bicycle access will be via a new 10-foot wide multi-use path constructed from the Metra station to the existing I&M Trail, connecting at the point where it leaves off on the north side of 135th Street. This could also provide a possible future link to the Veterans Memorial Trail. A "kiss-n-ride" drop-off/pick- up lane will be constructed adjacent to the station.

No fixed route bus service is planned, although Pace is completing a survey of Heritage Corridor riders to determine future needs. Route 834, traveling along IL Route 53, is the closest fixed route bus service to the new station. A future option could be a new type of community-based flexible service, similar to the West Joliet Call-n-Ride service. Call-n-Ride service is a reservation-based, shared-ride service for the general public that picks up riders and takes them anywhere within a designated service area. This service differs from other curb-to-curb service, like Dial-a-Ride and ADA Paratransit service, because it is always open to the general public, consumers can reserve same day service if space is available and the fare is set by Pace.

Source: Pace

With a present lack of a fixed route bus service on the East Side, a community-based flexible service, similar to the West Joliet Call-n-Ride service (above), could be established for short-term transit service.

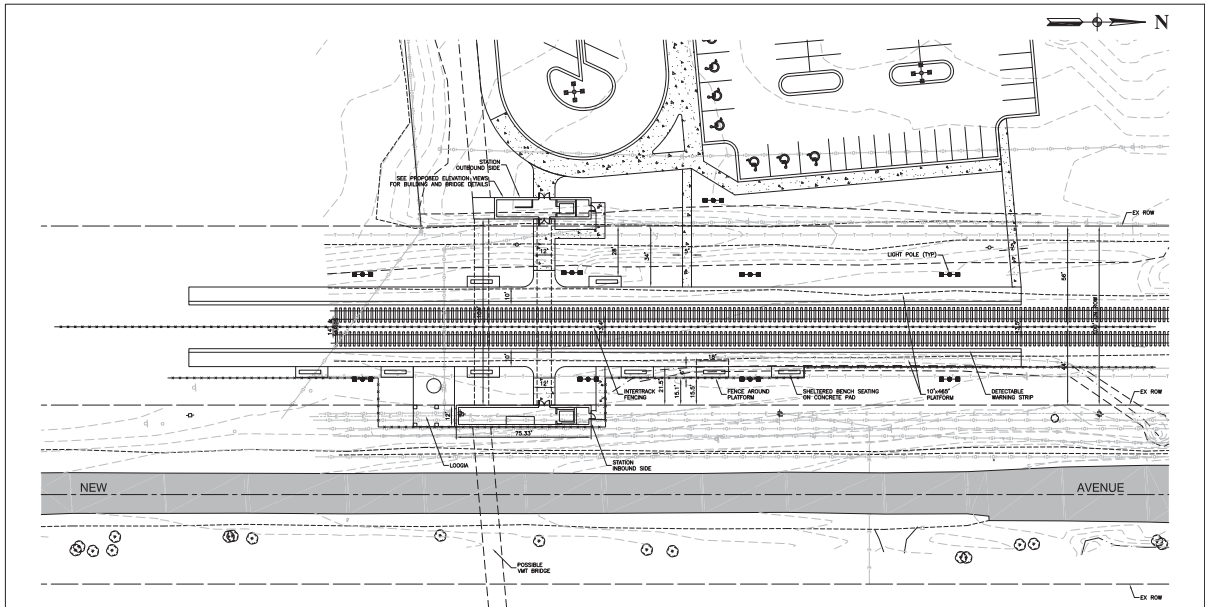


FIGURE 2-2

Proposed Metra Station & Platform Concept

Riders can travel to many destinations, including work, school, shopping, medical offices or to other Pace routes as long as these destinations are within the geographic boundaries of the service area. Riders travel on anywhere in the designated service area on the small, wheelchair-accessible Call-n-Ride bus. The vehicle is recognizable with its large green phone number and logo. Trip reservations are granted on a first come, first served basis.

No official ridership forecasts have been developed for the new Romeoville station. However, it is anticipated that this station will attract some new riders as well as Romeoville residents who are travelling to other nearby stations. While many of those traveling to stations along other lines, such as the BNSF, may not be attracted to the more limited service along the HC, those commuting to other HC stations may find the new Romeoville station more attractive, particularly since parking at both Lemont and Lockport are fully utilized. Based on this, it would be reasonable to anticipate about 250 to 300 riders initially. As service improvements are considered for the Heritage Corridor, this number could increase in the future.

Heritage Corridor Improvements

The Heritage Corridor is a 38-mile commuter rail line serving southwest Cook County and northwest Will County. The Heritage Corridor improvement project will seek to provide full-service commuter rail service on the line which currently has limited service. This line, owned by the Canadian National Railroad (CN), is also a busy freight line. Included in the improvement project would be additional stations, improved peak and off-peak service frequencies, and weekend service. This project is included in CMAP's Go To 2040 Plan. Further, the CREATE program also recommends freight improvements along this line.

IDOT has recently initiated a line capacity study for the Heritage Corridor. This study, being conducted by the CN, is to be completed in early 2012. The result of this study will be to determine the type of infrastructure that will be needed to support an increase in commuter service, as well as determine if the Heritage Corridor could be used for the planned high speed rail service between Chicago and St. Louis.

Transit Services

The Village of Romeoville is primarily served by two Pace bus routes – Route 834 and 855. Future changes to these two routes include:

- Pace Route 834 travels along IL Route 53 providing service from Yorktown Shopping Center to Joliet Union Station and provides connections to the Downers Grove Main Street Metra Station located on the BNSF line, the Lockport Metra Station on the Heritage Corridor, and Joliet Union Station on the Rock Island Line. This route is scheduled to change from operating on a "flag stop" basis to a "posted stop" basis, which means the vehicle will only stop at posted/signed stops. Further, Route 834 is one of the strongest performing routes in Joliet, so there could be potential for future service improvements.

- Pace Route 855 travels along I-55 with stops at various park-and-ride lots between Plainfield and Burr Ridge, traveling non-stop from Burr Ridge to North Michigan Avenue in Downtown Chicago. Two trips are provided from the Spartan Square park-and-ride in Romeoville during the A.M. peak period. There are six return trips in the P.M. peak period, stopping upon request at any of the park-and-rides served. Starting in November 2011, Route 855 service along I-55 began operating along the shoulders of I-55 to improve travel time and service reliability. Initial results show ridership increases along the line. With increased ridership, increased service levels could be a future possibility.

No service is provided within the East Side planning area. However, with the new Metra station planned, Pace has recently conducted an online survey of communities whose residents use Metra's Heritage Corridor service to assess origin-destination information and commute needs, as well as to explore the possibility of providing bus service to supplement Metra's Heritage Corridor service. Additionally, as previously described under the Metra station access section, a community-based flexible service could be appropriate for this area.

Roadway/Intersection Improvements

Major roadways within the study area include IL Route 53, 135th Street, New Avenue, and High Road, as briefly described below.

- 135th Street/Romeo Road is the primary road running through the East Side. Will County is currently in the process of widening 135th Street from New Avenue to IL 171/Archer Road (Will County has jurisdiction from New Road to Archer Road). Currently, this segment of 135th Street is a two-lane road with no shoulder (or narrow aggregate shoulder) and is to be replaced with a five-lane cross-section consisting of four travel lanes, a center median, and left turn lanes at intersections and driveways. Pedestrian and bicycle paths are not included in this project, although could be included by the local jurisdiction.

As part of Phase I of this project, the County is acquiring right-of-way (ROW) to improve the alignment and signalize the intersection of 135th Street and Archer Road with completion in 2012. Phase II will focus on Archer Road to Smith Road with completion in 2015. Phase III will focus on Smith Road to High Road with completion in 2017.

- ❑ New Avenue is located immediately east of the CN railroad tracks, providing connections north to Lemont and south to IL 171 (Archer Road/State Street). It is an unmarked, state-maintained route. The intersection of New Avenue and 135th Street was recently improved.
- ❑ High Road is located approximately 550 feet east of New Avenue, travelling parallel to New Avenue from IL 171 to the south and to 127th Street to the north. North of 135th Street, High Road exists primarily to provide access to CITGO tanks. The intersection of High Road at 135th Street is offset.

Concept Plan Recommendations

The concept plan for the East Side proposes retail and employment-generating uses, such as offices and business parks, to be concentrated east of the future Metra station along 135th Street between High Road and a new north-south access roadway and at the key intersection of 135th Street and Smith Road. To accommodate the proposed new land uses, roadway/intersection improvements are proposed for 135th Street.

135th Street /High Road Intersection

Due to the dramatic grade change between New Avenue and High Road, several safety issues exist at this location:

- ❑ North and south legs of High Road are offset.
- ❑ Sight distance between the north leg of High Road and New Avenue is approximately 200 to 220 ft. This distance is insufficient for motorists to react to a vehicle turning from High Road.
- ❑ With trees and hedges along both 135th Street and High Road, the sight triangle that allows motorists to observe and anticipate the actions of other vehicles is insufficient.

With the future land uses proposed in the concept plan plus additional traffic generated by the new Metra station, the following improvements to this intersection should be considered:

- ❑ Redesignate High Road north of 135th Street for local access only (with potential to dedicate road to CITGO). Since the primary purpose of this segment is to provide access for CITGO with limited local circulation, this segment could be redesignated for local access and turned over to CITGO as a private roadway; however, such road vacation should only occur once this area is to be redeveloped. As shown in Figure 2-3, a new north access

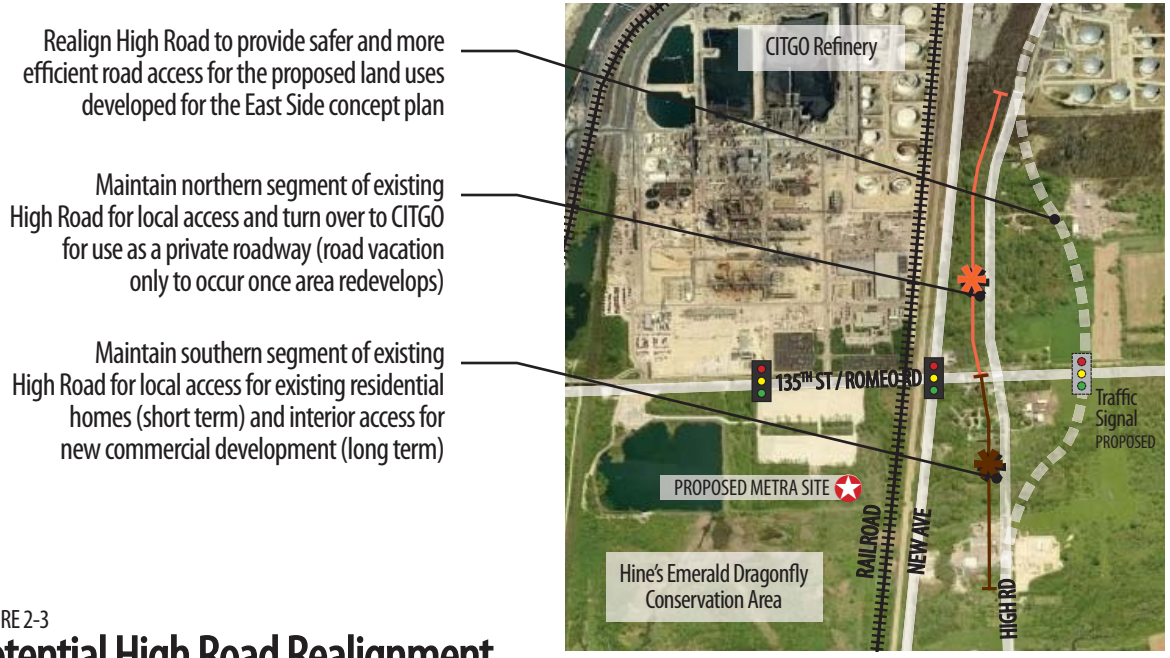


FIGURE 2-3
Potential High Road Realignment

drive would be added as part of a potential realignment of High Road, located further east to accommodate future new development as proposed on the concept plan. This new north access drive may reconnect with the current High Road alignment; however, this is not necessarily required if future development will not gain much benefit to such a reconnection.

- ❑ Reroute south leg of High Road further east. The concept plan proposes retail and employment-generating uses, such as offices and business parks, to be concentrated along 135th Street between High Road and a new north-south access roadway. Consideration should be given to rerouting High Road east to the location of the new access road, as shown in Figure 2-3. The proposed rerouted south leg would reconnect to the current High Road alignment to provide continuous traffic movement along this road as it continues south to 143rd Street and Route 171 (State Street / Archer Avenue). The existing south leg of High Road would be converted to a local access road to serve existing adjacent residential uses in the short term and new commercial development in the long term. Aligning the new north access road and the relocated south leg of High Road would also accommodate bicycle access.

- ❑ Signalize the 135th Street/High Road intersection. To provide easier access from High Road onto 135th Street, reduce travel speeds, and account for future traffic volumes, a new traffic signal at this intersection should be considered. This intersection would be approximately one-quarter mile from the intersection of 135th Street and New Avenue, which is generally considered to be an appropriate spacing. A traffic signal warrant study would be required to consider future traffic volumes, a gap analysis, pedestrian/bicycle movements, and safety concerns.

135th Street /Smith Road Intersection

As noted, the concept plan proposes retail and employment-generating uses, such as offices and business parks, to be concentrated east of the future Metra station along 135th Street between High Road and a new north-south access roadway and at the key intersection of 135th Street and Smith Road. To accommodate the proposed new land uses by providing for easier access onto 135th Street and account for future traffic volumes, a traffic signal at this intersection should be considered. This intersection would be approximately three-quarter miles from the intersection of 135th Street and relocated High Road, which would be an appropriate spacing. Left turn lanes should also be provided. A traffic signal warrant study would be required to consider future traffic volumes, a gap analysis, pedestrian/bicycle movements, and safety concerns.

Regional Trail System

The proposed concept plan includes a network of interconnected existing and proposed trails, enhancing the connectivity of the East Side planning area. Future improvements and study recommendations are presented below.

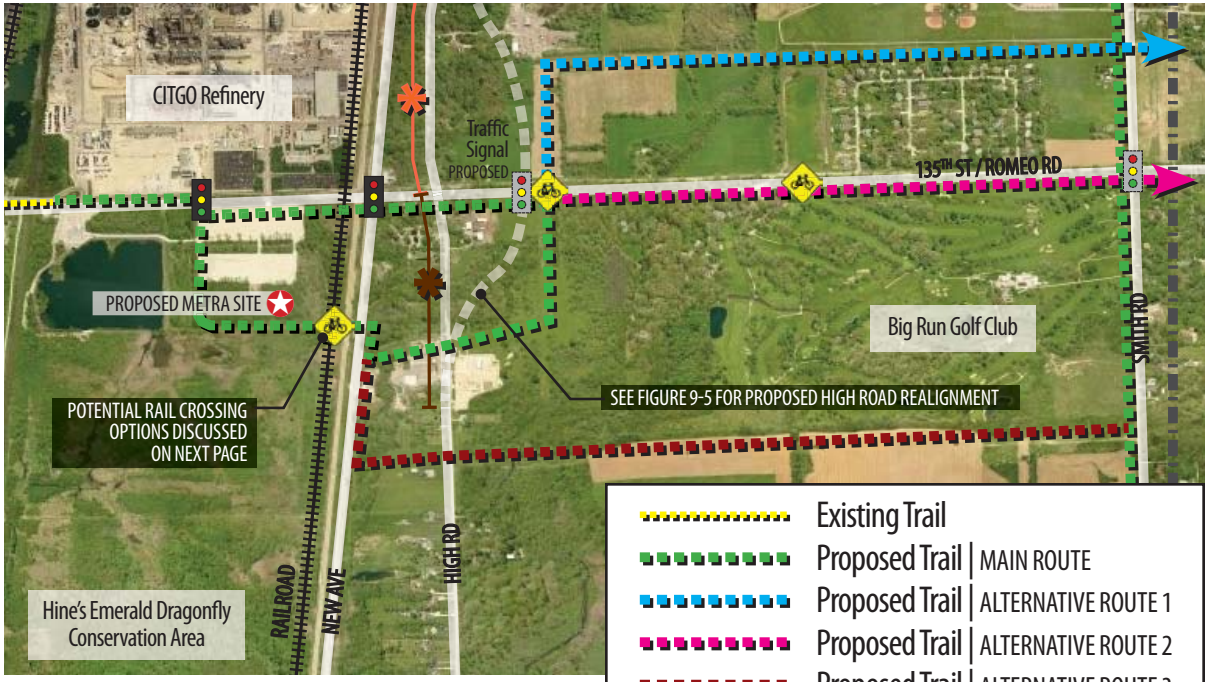


FIGURE 2-4

Veterans Memorial Trail | ALTERNATIVE PATH ALIGNMENTS

Veterans Memorial Trail

The Forest Preserve District of Will County (FPDWC) is currently developing the Veterans Memorial Trail (VMT) across the Des Plaines River, connecting the Centennial Trail to International Parkway at I-355. This trail is planned as a 10-foot-wide, multi-purpose trail paved with asphalt for non-motorized, bicycle, and pedestrian use. As shown in Figure 2-4, three alternative alignments have been proposed for the east-west segment to connect from I-355 to the Centennial Trail:

- ❑ Existing ComEd right-of-way north of 135th Street
- ❑ 135th Street
- ❑ Existing ComEd right-of-way south of 135th Street

As part of this project, a new bike path/pedestrian crossing has been proposed to cross New Avenue and provide access to the new Romeoville Metra Station. While a bike/pedestrian bridge concept has been developed, no preferred alternative has been recommended for the New Avenue crossing.

The VMT project ends at New Avenue, which will require an additional linkage to connect the VMT and the East Side planning area to the Centennial Trail and further west to other parts of the Village of Romeoville. The most direct connection would be to follow along the north side of 135th Street. Should a bike path/pedestrian bridge be constructed over New Avenue, the bike route would travel along 135th Street to the Metra station access drive and then to the bike/pedestrian bridge.

Additional options are being explored to provide this connection between the VMT and the East Side planning area, particularly the futue Romeoville Metra Station on the south side of 135th Street. One of these potential options is an at-grade "diversion" crossing design, which is being considered by CN Railroad and Metra and would create a safe crossing environment at track level. Another potential option would be to provide crossing access for Metra commuters that is separate from access for regular pedestrians and bicyclists who do not need to utilize the station. These separate crossings may run parallel to each other and possibly share infrastructure, such as columns or piers to elevate them above the railroad tracks and New Avenue.

The Veterans Memorial Trail would connect from the Centennial Trail (above) to Bluff Road near the northeast side of Romeoville.

Source: Teska Associates, Inc.

Centennial Trail

The Centennial Trail/I&M Canal Trail is a 12.5 mile regional trail of the FPDWC. This trail extends between the Cook County Line and the City of Joliet, located along the Des Plaines River, I&M Canal, and the Chicago Sanitary & Ship Canal, connecting along 135th Street to the Village of Romeoville. At 135th Street in Romeoville, the trail passes over a historic swing bridge, which for many years spanned the Des Plaines River on 135th Street. A small parking facility is located at Schneider's Passage on 135th Street. Additional parking is available at Isle a la Cache Museum.

This trail, situated between the Des Plaines River and the Chicago Sanitary & Ship Canal, terminates at 135th Street where it shifts onto the bike/pedestrian pathway along the north side of 135th Street, travels across the bridge to where the pathway terminates, and connects to the I&M Canal Trail. Two options exist to complete this link to the Metra station and planned Veterans Memorial Trail. The first option would be the bike/pedestrian bridge as previously described. The second option would be to continue the existing pathway on the north side of 135th Street to the signalized intersection at 135th Street and the CITGO parking

lots, which will also be the entrance to the Metra station. At this point the path would cross to the south side of 135th Street, continue east to the signalized crossing at New Avenue, and then connect to the VMT. There is a significant grade change between New Avenue and High Road. However, this grade change and tree line continues north and south of 135th Street, so there are no other at-grade options other than 135th Street.

Village Pedestrian/Bicycle System

The Village does have existing bike paths throughout the community, although there are several key linkages missing to connect the East Side planning area to other parts of the Village. Improvement recommendations are described below and shown in Figure 2-5.

Access to the Centennial Trail requires crossing 135th Street, which is a four-lane arterial road with a crosswalk on the eastbound incline of a bridge. Crossing enhancements would improve visibility and safety.

Source: Teska Associates, Inc.

EXISTING CONDITIONS

Multiple lanes of auto traffic and varying topography create a precarious crosswalk area, despite signage and pavement striping (LEFT); alternate view of crosswalk that connects to the Centennial Trail (RIGHT).

POTENTIAL CROSSING ENHANCEMENTS

Elevated signage and stop light (IMMEDIATE LEFT); high intensity activated crosswalk (HAWK) that combines beacon flashers and signage (BOTTOM LEFT); high visibility pavement (BOTTOM RIGHT).

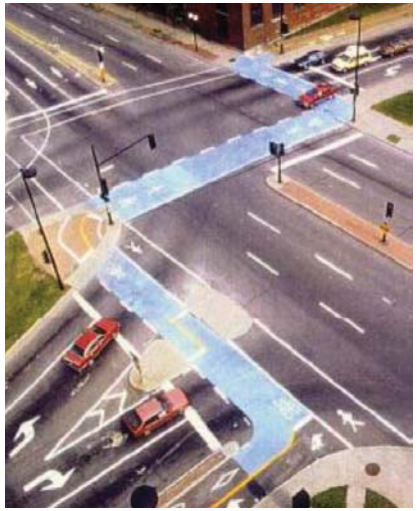


FIGURE 2-5

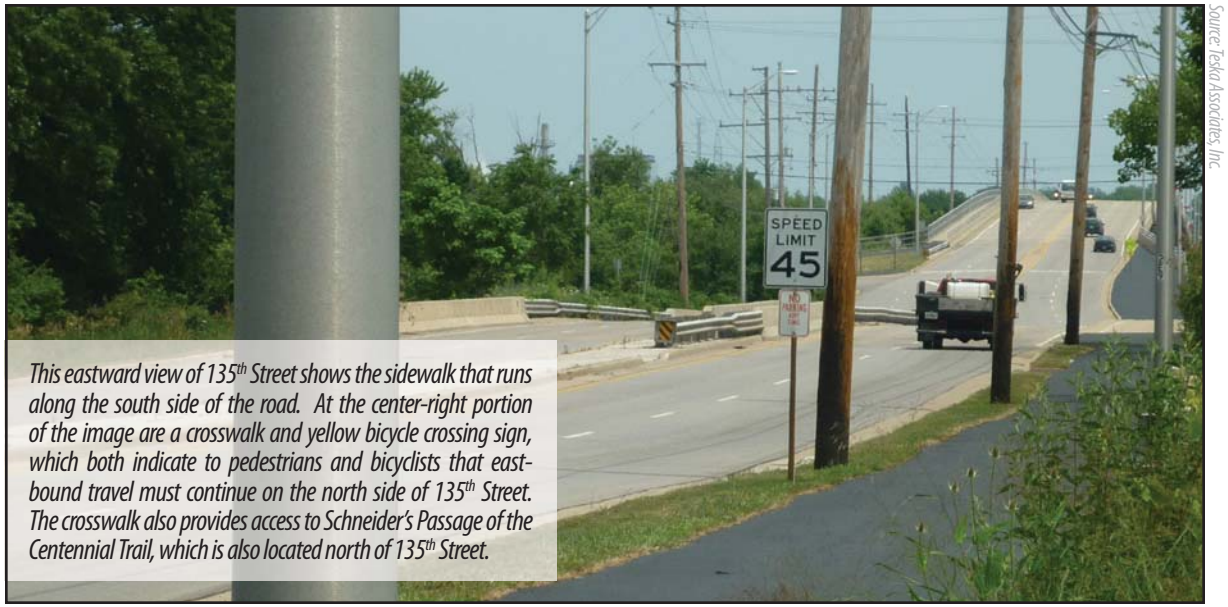
135th Street Bike/Pedestrian Path Crossing

- ❑ 135th Street between IL Route 53 and the Centennial Trail. Along 135th Street, a sidewalk is located on the south side of the roadway, ending at the Centennial Trail. At the Centennial Trail, the path crosses 135th Street to the north side of the road, providing access to the Centennial Trail or connecting to the I&M Trail further east. The existing sidewalk on the south side is 6 ft wide, expanding to 8 to 10 ft feet wide on the bridges. It is recommended that the segment between IL Route 53 and the Centennial Trail be expanded to 10 ft for the entire length to accommodate both bicycles and pedestrians. There should also be a buffer between the path and the roadway.

- ❑ 135th Street bike/pedestrian path crossing. The existing bike path crossing includes a crosswalk and signage, as shown in Figure 2-5. However, the bridge being at a higher elevation than the roadway, this crossing is not immediately visible to motorists. Improvement should be made to this crossing to increase visibility. The crossing could be enhanced with potential elements such as the following:

  - » High intensity activated crosswalk (HAWK) that includes a combination of a beacon flasher and signage
  - » Enhanced streetscape elements of high visibility pavement, signage, and streetlights
  - » In-roadway warning lights

- ❑ IL Route 53. The Village Bicycle Master Plan calls for a bike/pedestrian path along IL Route 53 from the downtown area to the north and Romeoville High School to the south. The East Side planning area would connect to this path via the improved path along 135th Street. The proposed IL Route 53 path has been proposed for the west side of this route, although there would be a constraint at the cemetery near Juliet Avenue. Alternatively, there does appear to be room to place the path along the east side of IL Route 53 and would cross the road at its signalized intersection at Belmont Drive.



This eastward view of 135th Street shows the sidewalk that runs along the south side of the road. At the center-right portion of the image are a crosswalk and yellow bicycle crossing sign, which both indicate to pedestrians and bicyclists that eastbound travel must continue on the north side of 135th Street. The crosswalk also provides access to Schneider's Passage of the Centennial Trail, which is also located north of 135th Street.

Source: Teska Associates, Inc.

LEGEND

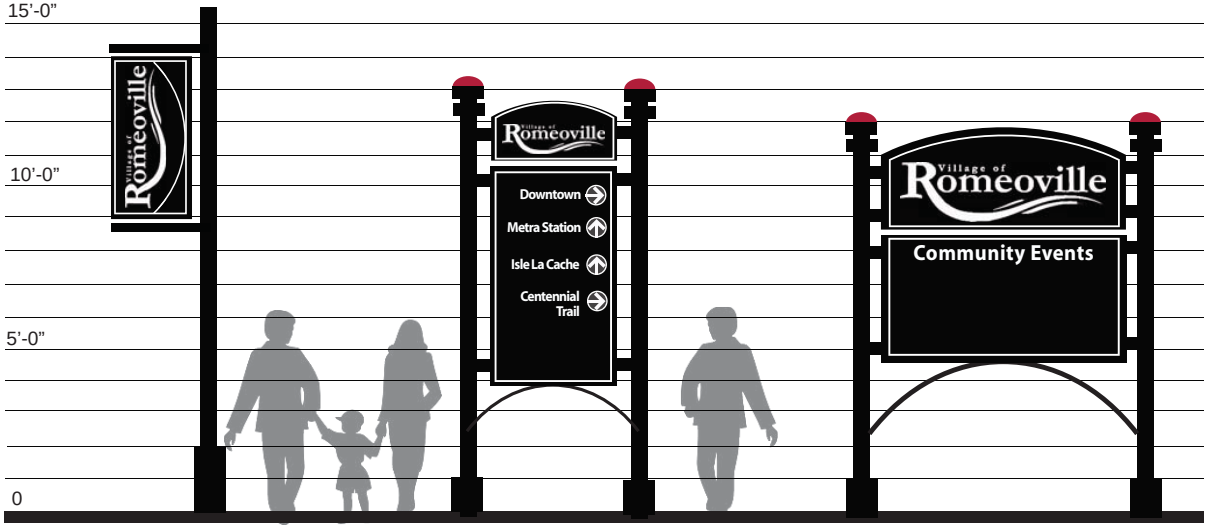
- Existing Trail
- Proposed Trail | MAIN ROUTE
- Proposed Trail | ALTERNATIVE ROUTE 1
- Proposed Trail | ALTERNATIVE ROUTE 2
- Proposed Trail | ALTERNATIVE ROUTE 3
- Existing Traffic Signal
- Proposed Traffic Signal
  TO ACCOMMODATE SAFE TRAIL CROSSINGS
- Proposed Road/Railroad Crossing Improvements
  TO ACCOMMODATE SAFE TRAIL CROSSINGS
  (E.G. SIGNAGE, PAVING, STRIPING, UNDERPASS/OVERPASS, ETC)
- Proposed High Road Realignment
  SEGMENT NORTH OF 135TH STREET TO REMAIN FOR LOCAL TRAFFIC ONLY, POTENTIALLY TURNING OVER TO CITGO FOR PRIVATE ROADWAY; CURRENT PUBLIC ACCESS WILL BE RESTRICTED ONCE THIS AREA REDEVELOPS
- Proposed High Road Realignment
  SEGMENT SOUTH OF 135TH STREET TO REMAIN FOR LOCAL TRAFFIC ONLY;
  CURRENT PUBLIC ACCESS WILL BE RESTRICTED ONCE THIS AREA REDEVELOPS

FIGURE 2-6
Regional Trails Network

Signage Plan

SECTION 3

From the East Side to Downtown, a hierarchy of signage should be integrated into the Romeoville streetscape to help motorists, pedestrians, and bicyclists navigate to and throughout the Village. As illustrated below and provided in more detail in Figure 3-1 on the next page, a signage family is recommended, including the following three core elements: (1) gateway sign/events sign (right); (2) wayfinding sign (center); and (3) fabric banner (left). Whether placed at major district entry points, along major streets, or at trailheads (see Figure 3-2 for proposed signage locations), the three elements of the signage family are designed to work in combination to create a unified system of signs that residents and visitors will easily identify with Romeoville. In addition, the signage family reflects design cues taken from existing municipal signage in Romeoville, as summarized in Figure 3-1. While the signs have adequate vertical dimension to provide the height needed to maximize visibility, they are also designed at a pedestrian scale to infuse an inviting and interactive element into Romeoville's streetscape.



CONNECTIVITY
Incorporate signage to visually link the Downtown Area with the future Metra/ TOD Area

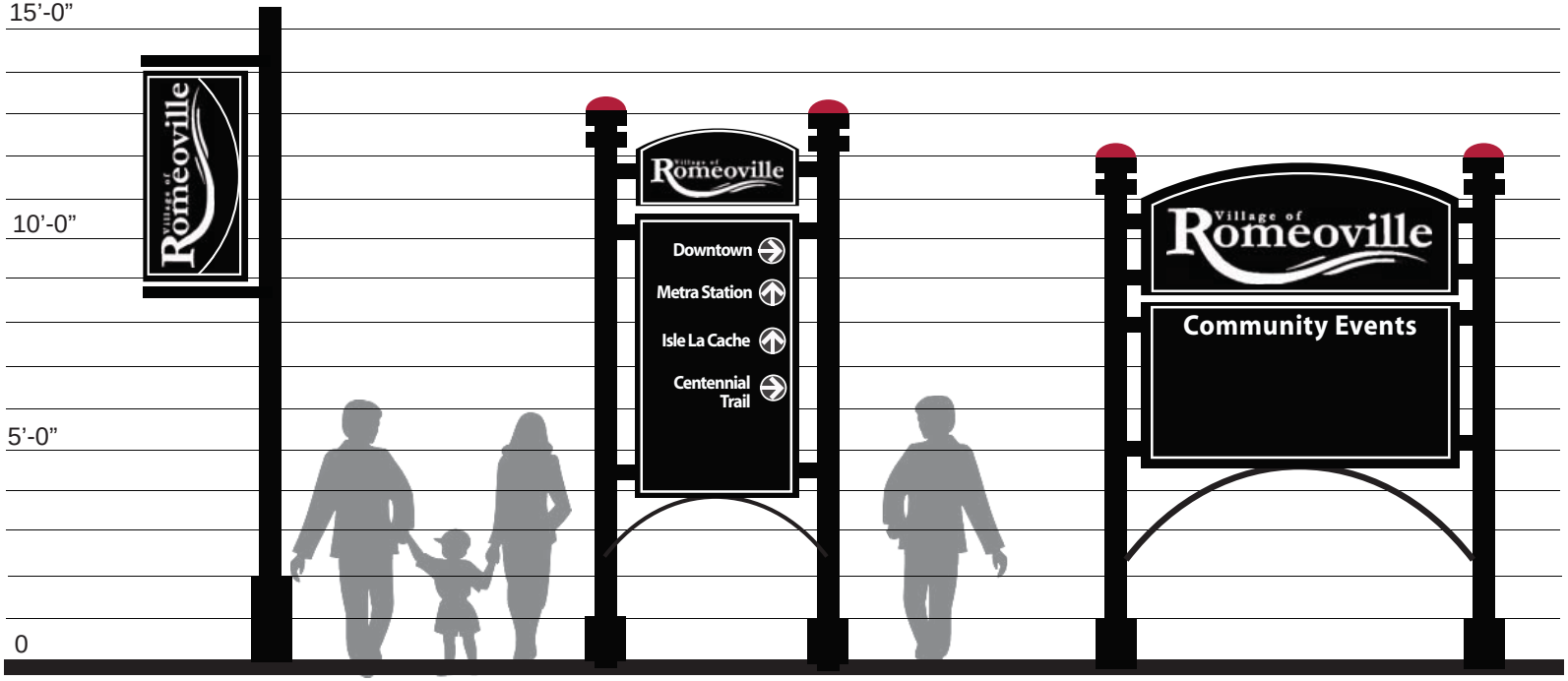
VILLAGE LOGO

PARK SIGNAGE

MUNICIPAL CENTER GATEWAY SIGNAGE

MUNICIPAL CENTER WAYFINDING SIGNAGE

EXISTING MUNICIPAL SIGN FEATURES



FABRIC BANNER
- Fabric banner mounted to existing light poles

WAYFINDING SIGN
- Pole mounted sign panel directs visitors to key Village destinations
- Sign panels to be aluminum with integrated color
- Post finials may be internally lit to match Village logo color

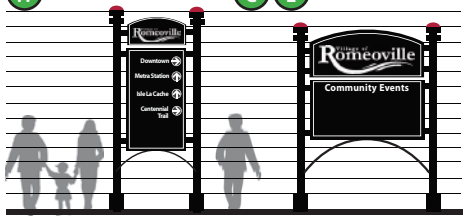
GATEWAY SIGN/ EVENTS SIGN
- Pole mounted monument sign visually connects the Downtown Area with the future Metra/ TOD Area
- Signs may be located along 135th Street & Route 53
- Sign panels to be aluminum with integrated color
- Post finials may be internally lit to match Village logo color

FIGURE 3-1
Gateway & Wayfinding Signage Family

SIGNAGE FAMILY

W WAYFINDING

G E GATEWAY / EVENT



NOT SHOWN ON MAP:
FABRIC BANNER MOUNTED ON LIGHT POLES (PLACEMENT VARIES)

LEGEND

- Existing Trail
- Proposed Trail | MAIN ROUTE
- Proposed Trail | ALTERNATIVE ROUTE 1
- Proposed Trail | ALTERNATIVE ROUTE 2
- Proposed Trail | ALTERNATIVE ROUTE 3
- Existing Traffic Signal
- Proposed Traffic Signal
  TO ACCOMMODATE SAFE TRAIL CROSSINGS
- Proposed Road/Railroad Crossing Improvements
  TO ACCOMMODATE SAFE TRAIL CROSSINGS
  (E.G. SIGNAGE, PAVING, STRIPING, UNDERPASS/OVERPASS, ETC)
- Proposed High Road Realignment
  SEGMENT NORTH OF 135TH STREET TO REMAIN FOR LOCAL TRAFFIC ACCESS ONLY; CURRENT PUBLIC ACCESS WILL BE RESTRICTED ONCE THIS AREA REDEVELOPS

FIGURE 3-2

Proposed Locations for Wayfinding, Gateway & Event Signage

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Design Guidelines

SECTION 4

Presently characterized by limited development and a wide array of land uses, the East Side is a mix of varying dichotomies that link circumstance with opportunity:

- It is perhaps the Village's least densely populated area but is the planned location of the Metra commuter rail station.
- It is somewhat secluded from the rest of Romeoville by the Des Plaines River and canals but presents opportunities to strengthen multimodal connections for cars, pedestrians, and bicyclists.
- It is home to intensive industrial uses with the CITGO refinery and the Midwest Generation coal plant but also includes small residential enclaves.
- It is comprised of open spaces that present development opportunities but also hold just as much potential for preservation to protect the area's serene qualities and natural environment.

The Concept Plan outlined in Section 1 introduces ideas that would not only alter the character of the East Side, but also enable the Village to translate the East Side's unique but disparate circumstances into the opportunity to forge a new identity for the area, particularly as it progresses with plans to build the new Metra station and establish a unique TOD for Romeoville.

An effective way to forge such an identity in an organized manner is to establish and enforce a set of design guidelines to promote the vitality and distinct character of Romeoville's

Well-designed spaces located at various points around Romeoville, such as Deer Crossing Park next to Village Hall, offer design cues that can be replicated for new developments and spaces on the East Side.

Source: Teska Associates, Inc

East Side by providing design direction on the type, character, and quality of the built environment. The design guidelines provided herein formulate detailed specifications governing the architecture and streetscape that will solidify the identity of the East Side, strengthen the character of its physical components, and ensure stewardship of the natural environment.

The standards outlined herein are tools for communicating the design intent for future development and site improvements. The purpose of the design guidelines is not to dictate a specific design for specific properties, but rather establish a set of standards and identify elements of structural and streetscape design that are applicable to typical property types relating to land use, development form, and urban design.

The design guidelines in the East Side Plan are intended to supplement the Village's existing regulations established in the Zoning Code.

In addition, the design guidelines are not intended to be set in stone, given the long-term nature of the concept plan and the potential for the Village to alter components of the plan or reimagine other development scenarios as the economy and marketplace warrant, current infrastructure constraints are addressed, and the community's goals adapt. The design guidelines shall retain a certain level of flexibility to properly reflect any potential modifications to the concept plan.

Also, the Village shall maintain flexibility to appropriately vary the application of certain design guidelines, such as those relating to setbacks, buffers, and landscaping, for properties adjacent to or in close proximity to the CITGO refinery or the railroad tracks

Theory & Approach to the Design Guidelines

New development within the East Side should reinforce building patterns, forms and materials that are uniquely reflective of Romeoville. In particular, being the location of the original Romeo settlement, the East Side offers unique ties to Romeoville's past. Also, the East Side has historically been influenced by the canals and related commerce, which have formed an industrial heritage that can serve as a basis for design.

The pastoral qualities of the area can also influence the design of the East Side, playing on rustic, prairie style, and natural forms that integrate effectively with new development. The intent is to encourage the East Side to develop in such a manner that is sensitive to the existing qualities that make the area unique, but also supportive of transit to enhance the capacity for Romeoville's East Side to be an attractive place to catch a train, estabish a home, find a job, or just visit by train, car, foot, or bike.

While a signage system is presently maintained for the I&M Canal, an area-wide signage system may be developed for the East Side.

Source: Teska Associates, Inc

Organization of the Design Guidelines

The design guidelines cover the following topics:

- ❑ Architecture
- ❑ Site Design
- ❑ Access & Streetscape
- ❑ Signage

The pastoral qualities of the East Side can be maintained in certain ways, such as maintaining access to preserved natural areas for educational or recreation purposes.

Source: Teska Associates, Inc

Architecture

DESIGN GUIDELINES

The character of the East Side can be significantly influenced by the architectural design of structures. New developments should have high quality physical design that relates well to the site, adjacent structures, and the surrounding streetscape. Architectural design should carefully consider how building heights, entrances, setbacks, pedestrian access, and other physical features impact the character of the site and overall East Side.

The following architecture design guidelines will enable the Village to encourage developments to integrate strong architectural features and design into structures, which will help develop a high quality physical appearance to sites and the streetscape. While these guidelines are generally intended for new development, they can be modified to apply them to existing structures that will be retained and require minor rehab or general improvements.

Building Proportion, Size & Scale

- ❑ Maintain ground level pedestrian scale for retail and office buildings, with traditional storefront façade components and proportions.
- ❑ Provide a consistent pattern of architectural detailing, including the use of decorative elements, changes in rooflines and fenestrations, and changes in building materials and color.
- ❑ Ensure façades are subdivided with horizontal and vertical architectural elements to enhance building articulation and create an attractive aesthetic, whether for a residential, retail, or office building.
- ❑ Integrate vertical and horizontal design elements into new buildings, including columns, pilasters, and cornices, which should be defined at both the ground level and upper levels to break up the mass of buildings.
- ❑ Match or transition building proportions and architectural elements so that they are consistent on all elevations visible from public streets and open spaces.

Materials & Treatments

- ❑ Utilize masonry materials such as limestone and brick throughout the façade, and along the exterior walls of the building.
- ❑ Ensure the back and sides of the buildings are consistent with the front façade in terms of design style, building materials, and architectural features.

- ❑ Integrate a variety of complimentary materials, colors, and textures on all sides of buildings to add visual interest and to ensure consistency with surrounding buildings.

- ❑ Ensure building materials are comprised of neutral colors that are versatile and mix well with other colors and the surrounding building color palette. Brighter colors may be used for accent bands or special building features (this may be more appropriate for retail buildings than for residential or office uses).

- ❑ Encourage contemporary interpretation of agrarian and prairie style forms, when appropriate, in architecture and site design to embrace the pastoral qualities of the East Side.

Entrances

- ❑ Orient building entrances towards the public street, public open spaces, or plazas, when available.

- ❑ Ensure all buildings comply with the guidelines of the Americans with Disabilities Act (ADA).

- ❑ Ensure secondary entrances, particularly for buildings that front on multiple streets, relate to the primary entrance and the building design as a whole.

- ❑ Orient primary building entrances such that they do not face the building rear or side parking lots.

- ❑ Orient secondary entryways towards the side and rear of the building, providing more direct access to/from off-street parking areas.

- ❑ Design building entrances such that they are prominent, accessible, and include elements such as large entry doors, specialty paving, and architectural treatments that are complimentary to the site's overall character (i.e. the application of different materials at the entrance, such as brick, glass, or stone).

Corner Treatments

- ❑ Ensure corner treatments for buildings comply with vision triangles, including consideration of integrating small, public corner plazas to enhance these sightlines.

- ❑ Design corner buildings such that their primary entrance are set at an angle to face the intersection, or should be oriented to face the street of greater importance.

- ❑ Integrate the following elements into buildings located at corners:

  - » Distinctive massing and roof form;
  - » Prominent entrance accessible from the corner; and
  - » Architectural features including canopies, large display windows, tower features, and landmark art.

Façade Transparency

- ❑ Design ground floors planned for retail or restaurant to be comprised primarily of large display

windows that are clear glass, unless a specific alternative design is approved otherwise.

- ❑ Discourage tinted and reflective glass for ground floors planned for retail or restaurant so as not to interfere with the visual connection between the indoor-outdoor environments.

Blank Walls/Screening

- ❑ Avoid use of solid blank walls; elements such as façade modulation, canopies, lighting, windows with shutters, artwork, and/or landscaping trellises can be employed to avoid blank walls.
- ❑ Ensure screening of electrical and mechanical equipment are consistent with the overall building design style, materials, and architecture.
- ❑ Ensure electrical and mechanical equipment placed on the rooftop are screened from view using a parapet or similar screening technique.
- ❑ Ensure electrical and mechanical equipment placed along walls are located on the least visible side(s) of the building to reduce visibility. Utilize landscaping and/or fencing to provide additional screening of such equipment.

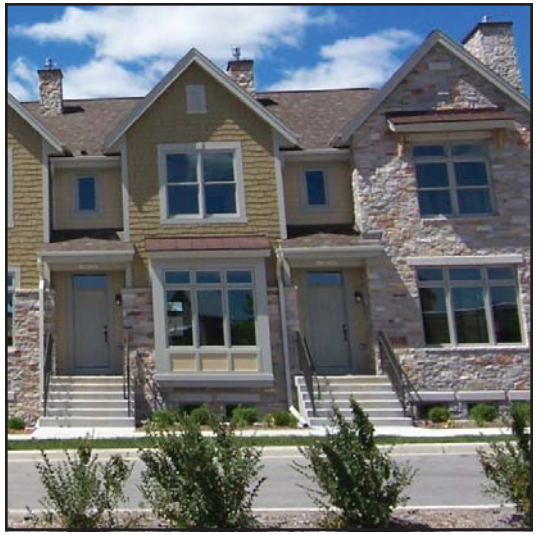
Façade Features

- ❑ Provide awning and canopies along the public walkway for retail and office buildings, encouraging compatible materials of consistent color and design.
- ❑ Design upper story windows with proportions that are smaller than the proportions of the ground floor and recessed into the exterior wall.
- ❑ Place windows to have a repetitive rhythm which relates to the overall exterior of buildings on site.
- ❑ Incorporate window elements such as mullions to divide the window glass into multiple divisions.
- ❑ Provide a consistent pattern of architectural detailing on buildings, including the use of decorative elements, changes in rooflines and fenestrations, vertical and horizontal articulation, and changes in building materials and color.
- ❑ Utilize limestone, metal, or other appropriate masonry materials to clearly express building cornices, friezes, lintels, sills, and surrounds.

- ❑ Incorporate bay windows that maintain the same details as principal façades: sills, lintels, cornices, and expression lines.

Roofing Treatments & Materials

- ❑ Design the majority of the building roof system to include parapet, pitched, or gable end roofs, which should be oriented toward the public street and consistent with the roof architecture of surrounding structures.
- ❑ Encourage varied rooflines and roof heights that remain consistent and complimentary with surrounding structures; consider including parapets, gables, dormers, and overhangs.
- ❑ Utilize limestone, metal, or other appropriate synthetic materials to clearly express upper story cornices, friezes, and gable ends.



Site Design

DESIGN GUIDELINES

The design of a site can often dictate how a person interacts with the elements of the site, including structures, parking, and open spaces. From a circulation perspective, aspects such as site access, internal movements, and parking distribution should all be carefully designed to minimize confusion and conflicts between cars, delivery vehicles, pedestrians, and bicyclists. Primary structures should relate well to the street, creating a pedestrian-friendly environment that enables people to more intimately interact with businesses and public spaces. Sites should also be designed to optimize sustainability, particularly efficient automobile flow, pedestrian/bicycle access, landscaping, and stormwater management.

The following site design guidelines will ensure the built environment is designed with optimal configuration of structures, parking, public spaces, and relation to the surrounding streetscape. Parking areas shall be designed efficiently, integrate sustainable practices, and create an environment that respectfully considers pedestrians, even in auto-oriented parking lots.

Site Design, Building Orientation & Setbacks

- ❑ Place structures and design interior circulation systems in a manner that minimizes conflicts between pedestrians, bicyclists, and motorists and provides for cross access between adjacent sites.

- ❑ Require the following minimum setbacks for the different land use types:

  - » Residential: front (10 ft)[5]; rear (20 ft)[4]; side (10 ft)[4]
  - » Commercial (Retail/Office): front (20 ft)[5]; rear (30 ft)[4]; side (10 ft)[5]
  - » Business Park: front (20 ft)[5]; rear (20 ft)[4]; side (30 ft)[5]

4 Per the Village Zoning Code.
5 Recommended modification from the Village Zoning Code.

- ❑ Integrate varied building setbacks to create opportunities for gardens or landscaped patios for residential buidings or small semi-public plazas, patios, and gardens for retail, office, or business park buildings, provided that these setbacks do not negatively affect or significantly disrupt street wall continuity.

- ❑ Provide public gathering spaces or plazas that invite informal interaction with pedestrian amenities such as (but not limited to) benches, raised planters, bicycle racks, information kiosks, drinking fountains, etc. Such spaces can be integrated into any portion of a site, such as a courtyard in between two buildings, an open plaza within a parking area, or a pocket park at the outer edge of a site adjacent to the sidewalk or trail.

- ❑ Screen trash enclosures and mechanical equipment from view and locate them away from the street front or site entrances.

- ❑ Locate storage, loading, and service areas at the rear of buildings and on the interior of blocks where they are less visible from public view.

- ❑ Screen storage, loading, and service areas from public view via landscaping and/or fencing. These elements should be consistent with the overall design of the associated building and surrounding site.

- ❑ Design alleys, particularly in residential developments, that reduce extensive paving by incorporating green spaces that allow for landscaping and natural stormwater management techniques such as bioswales and raingardens.

- ❑ Encourage sustainable design practices that integrate elements such as the following:

  - » Energy efficient buildings that reduce air, water, and land pollution
  - » Installation of energy efficient infrastructure
  - » Minimized impacts on natural water resources
  - » Reuse of existing structures
  - » Preservation of existing non-invasive trees, native plants, and pervious surfaces
  - » Comprehensive stormwater management practices
  - » Reduction of heat islands
  - » Optimized solar orientation of structures
  - » On-site renewable energy production sources
  - » Inclusion of district heating and/or cooling systems
  - » Use of recycled and/or reclaimed materials for new infrastructure or structures
  - » Provisions of proper receptacles for solid waste and recyclable materials
  - » Reduction of light pollution

- ❑ Encourage contemporary interpretation of agrarian and prairie style forms, when appropriate, in architecture and site design to embrace the pastoral qualities of the East Side.

Parking

- ❑ Provide parking areas to the side or rear of buildings, wherever possible, to maximize the amount of building frontage along the primary streetscape and create a more pedestrian-friendly environment.

- ❑ Separate parking from buildings with a pedestrian walkway, providing a safe zone for pedestrians before entering or after exiting the building; the walkway also provides space for outdoor displays.

- ❑ Orient parking and service areas at the building rear with access from an alleyway or secondary access point.

- ❑ Provide landscaping within parking islands to soften hardscapes, provide shade relief from taller trees, create buffer zones for pedestrians, and provide natural stormwater management functions.

- ❑ Provide walkways that provide safe paths for pedestrians to access their intended destinations,

particularly if parking is provided at the side or rear of buildings away from entrances.

- ❑ Encourage shared parking between adjacent businesses/uses that may share customer bases or have staggered peak hours; shared parking also helps minimize paved areas/impervious surfaces and multiple curb cuts for access points.

Landscaping (General)

- ❑ Encourage structures to integrate foundation plantings, emphasizing the use of a mix of deciduous and evergreen materials and native plantings; highly visible areas should incorporate native perennials and ornamental grasses.

- ❑ Utilize native landscaping that are able to tolerate wet/dry conditions and are hearty enough to tolerate urban conditions.

- ❑ Place plantings in raised planters or tree grates when located along streetscapes with storefronts to help protect the landscaping and enhance the character of the streetscape.

- ❑ Install parkway trees along the street at a minimum spacing of 35'-0" o.c.

Landscaping (Within Parking Areas)

- ❑ Ensure entrances and exits to parking lots are landscaped to help direct motorist access to and from the lot.

- ❑ Diversify landscape plantings that consist of a combination of canopy trees, understory shrubs, and groundcovers.

- ❑ Install plantings that form a continuous landscape grouping within the planting bed.

- ❑ Install plantings that maintain a visual clear zone between 30" and 7' height (as measured above grade).

- ❑ Adhere to Metra's requirement[6] that any plantings be located outside the railroad right-of-way and that any plantings near the railroad right-of-way be selected such that they reach 36" height at maturity.

- ❑ Install landscape plantings that are salt and urban tolerant species.

- ❑ Ensure perimeter landscape plantings consist of a combination of canopy trees, ornamental trees and understory shrubs. Where feasible, evergreen tree plantings are encouraged.

- ❑ Ensure all perimeters treatments (landscaping, fencing, berming, etc.) cover a majority of the perimeter of all parking areas, with periodic gaps to break up solid arrays of plantings.

- ❑ Install shrub plantings that reach 4'-0" height at maturity.

- ❑ Provide proper irrigation and drainage for landscaped islands, which should have an easy-to-manage irrigation method or water access within 100' of all parking lot landscaping.

6 Any proposed design or improvements recommended for the Metra site will be subject to review and approval by Metra and will need to comply with their established guidelines, particularly noted in *Metra's Station Manual* and *Metra's Parking Manual*.

- ❑ Install plantings that maintain a visual clear zone between 30" and 7'-0" height (as measured above grade).

- ❑ Distribute parking lot islands throughout the parking area, with islands having minimum dimensions of 7'-0" width and 19'-0" depth.

- ❑ Ensure islands consist of a combination of canopy trees and understory shrubs or groundcovers. A standard island (7' x 38') shall provide two canopy shade trees (minimum 3" caliper).

Stormwater Management

- ❑ Decrease impervious surfaces by encouraging shared parking and minimizing curb cuts, which will reduce the amount of paved areas and provide more space for landscaped areas; both of these measures will aid in facilitating more efficient stormwater management.

- ❑ Explore the use of permeable pavers to allow stormwater to infiltrate through the pavement to the soil below.

- ❑ Integrate bioswales or rain gardens, where feasible, along site perimeters and parkways to create locations for landscaping designed to help facilitate natural stormwater management functions.

- ❑ Encourage site design that sensibly considers the impact of the existing floodplain and integrates existing topography, where feasible, to minimize stormwater runoff and properly filter it towards detention ponds, bioswales, rain gardens, or other stormwater management system.

- ❑ Encourage the design of stormwater detention ponds that, where feasible, integrate amenities such as the following:

  - » Trails along the perimeter of ponds
  - » Trail connections to natural areas
  - » Docks, overlook areas, or boardwalks that permit overlooks of ponds and/or provide access to plantings and wildlife for ecology education classes
  - » Native landscaping that tolerates wet/dry conditions and attracts native wildlife

Business Park

- ❑ Design business parks that fit with the surrounding context, particularly relating to existing natural features such as tree masses, topography, and wetlands. Wherever possible, natural features should be integrated into site design without endangering their functional roles in the natural ecosystem. If development impacts are unavoidable, proper mitigation techniques shall be utilized.

- ❑ Integrate appropriate spatial relationships and efficient access and circulation into site design for business parks that include multiple buildings and/or internal roadways.

- ❑ Arrange site features such as parking areas, driveways, secondary structures, and outdoor functions in a manner that draws attention to the aesthetics qualities of the site, particularly the interplay of structures, open spaces, and existing natural features that have been preserved.

Conservation Design

As the East Side of Romeoville currently maintains a pastoral character with scenic vistas, rolling topography, and sensitive environmental features, site design should advocate for land development that recognizes the limitations of the natural environment and integrates natural features into site design as a means of preservation. In addition to preserving natural elements and incorporating them into site design where feasible, a conservation design approach for the East Side utillizes cluster development which makes it more economically feasible to develop private utilities, particularly when this option is more practical than the more cost-prohibitive extension of public utilities to the East Side . Conservation design also encourages the integration of sustainable best practices in stormwater management.

Guidelines:

- ❑ Encourage creative site design through methods such as cluster development and conservation design to conserve open space and integrate natural features into residential site design. The inset box to the right provides a greater description of conservation design.
  - » Cluster home sites to minimize negative impacts on the natural, visual, and cultural resources of the site and between incompatible uses and activities. Such clusters shall be designed and sited to achieve the following objectives:

Conservation Design

Using the conservation design approach, a residential development shall be designed to fit the topography, physical features, and soil conditions of the subject site. More specifically, conservation design shall preserve natural drainage patterns, use and preserve native vegetation and stabilize soils during construction, and protect, enhance, and maintain natural resources.

All natural resources, conservation areas, open space areas, and physical features (floodplain, wetlands, creeks/streams, ponds, channels and other water bodies, steep slopes, woodlands, savannas, significant native trees, meadows and prairies, hydric soils, significant vistas and scenic areas, and historic buildings and/or sites and archeological sites) shall be identified and, to a practical extent, preserved as open space and protected from any negative impacts generated as a result of the development or other land disturbing activities. In so doing, the design of an open space network also shall preserve or establish greenway and trail connections to adjacent natural areas, subdivisions, and local and regional trails and greenways.

Building sites shall take advantage of open space and scenic views. Lot areas and lot widths which facilitate the access of neighborhoods and lots to open space and conservation areas should be considered in order to provide more efficient use of the land, as well as to protect the development rights of the property owner and preserve the number of dwelling units permitted by the underlying zoning of the property.

An example of a four-step conservation design process is illustrated on page 31.

Example of residential conservation design for Woodland Shores in Grafton, WI

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(1) Minimize disturbance to woodlands, wetlands, prairies, mature trees, and steep slopes.
(2) Minimize fragmentation of natural areas and open space while also providing for access and views from developable areas.
(3) Avoid encroaching on rare plant communities, high quality habitats, or endangered species.
(4) Minimize encroachment in natural depressions, drainageways, and sensitive recharge areas to facilitate their use for runoff infiltration and filtering.
(5) Maintain and protect scenic views of open land from adjacent and proposed roads. Minimize visual impact through the use of natural landscaping.
(6) Protect buildings and sites of historic significance or incorporate them through adaptive reuse.

» Ensure conservation design adheres to the requirements of local stormwater management ordinances. In particular, the design shall incorporate a strategy to meet the ordinance release rate requirements, minimize the increase in runoff volumes and rates, and address the identified water quality treatment requirements of the ordinance. The image in the inset box on the previous page is an example of a residential development utilizing conservation design.

The graphic on page 31 provides an illustrative example of a four-step conservation design approach for a sample residential site.

❑ Develop trail and open space opportunities within developments and connections to adjacent parks, open spaces, or recreational facilities. Trail stubs should also be reserved for future connections.

Example of residential conservation design for Green at the Spring in Highland Park, IL

PRODUCED BY TESKA ASSOCIATES, INC.

- ❑ Encourage land development that provides amenities for pedestrians and bicyclists.
- ❑ Encourage land development that reduces environmental pollution.
- ❑ Encourage flexible building setback/yard requirements in instances where conflicts with sensitive environmental features may arise.
- ❑ Incorporate open spaces and landscaping, particularly native plantings, into site designs to help transition developments into the natural environment.
- ❑ Encourage neighborhood streets to take the form of a two-way street or a one-way loop street around a landscaped median.
- ❑ Develop streets according to standards that promote road safety, provide adequate access for emergency vehicles, provide access to trails and, where appropriate, to accommodate bikeways on roads, and allow for adequate vehicular circulation and movement within a residential neighborhood, commercial area, or business park and connecting to adjacent areas.
- ❑ Design the street network in a manner that optimizes connectivity both within a development site and to adjacent roads. Cul-de-sacs are discouraged unless there are no practical alternatives to serve the buildable portions of the property.
- ❑ Maintain a minimum 30 ft vegetative buffer as a separate outlot around the exterior of the development on all sides. The buffer shall be measured from the road right-of-way or adjacent property line, as appropriate. This buffer shall be designed, as appropriate, to screen new housing or incompatible development, to preserve scenic views, or otherwise enhance the landscape as seen from existing perimeter roads. A trail or sidewalk may be constructed within the perimeter buffer area and should, where feasible, connect to any neighboring trails or sidewalks.
- ❑ Maintain a minimum 150 ft setback from an active agricultural use, an adjacent natural area, or a public or private deed-restricted open space (buffer separate from the rear yard setbacks established earlier in this section).
- ❑ Ensure parking lots are designed with the intent of minimizing impervious surfaces and maximizing the opportunity to infiltrate and filter runoff from the lot. Parking lot designs shall meet the following standards:
  - » Provide the minimum number of parking spaces necessary to meet expected needs. Where feasible, shared parking shall be utilized to minimize space requirements.
  - » Route parking lot runoff to internal and/or peripheral swales and bio-swales. Where curbing is determined to be necessary, frequent curb cuts shall be utilized to allow runoff to enter swale and bio-swale structures.
  - » Evaluate the use of permeable paving in lieu of conventional asphalt or concrete paving.
- ❑ Explore resources available from the Will County Stormwater Management Planning Committee, including the County's Stormwater Ordinance, Stormwater Guidance Manual, and Comprehensive Stormwater Management Plan. These resources provide insight into both natural and man-made stormwater management functions and practices, which can be integrated into a conservation design approach.
- ❑ Explore the potential to create a conservation design ordinance for the East Side, providing careful consideration to unique natural elements such as the varying topography, dense woodlands, Long Run Creek, the two canals, the Des Plaines River, and the Hine's dragonfly conservation area.

Example of a Four-Step Conservation Design Process

The four images below illustrate a four-step conservation design process for an example area. To maintain sensitivity to the local environment, natural features such as tree clusters and creeks are incorporated into the site design. While the example below represents residential conservation design, similar principles can be applied to a retail or office use, business park, or other non-residential use.

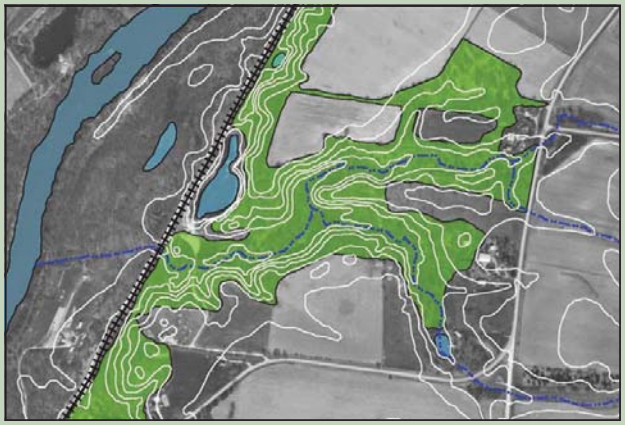
NOTE: This example is an example design only and does not represent an actual plan for development. The example is adapted from the Fox River Corridor Plan for Kendall County (produced by Teska Associates, Inc.).

Step 1:
Developing a "yield plan" to determine the maximum allowable density for the site.

The site is 120 acres, which includes 10 acres devoted to wetlands. At 90,000 square feet per lot, the 110 buildable acres yield 47 total lots. In addition, the 120 acre site provides for about 15% open space.

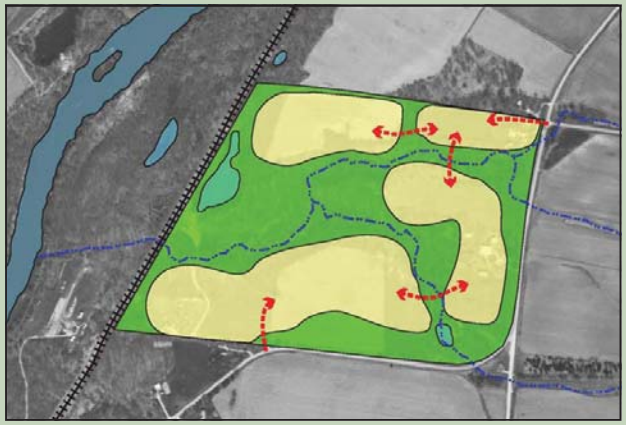
Step 2:
Identifying and analyzing key environmental features such as woodlands, topography, wetlands, and natural drainage.

This site has extensive environmental features, including large woodlands (shown as the green area) with natural drainage ways (shown as the blue dotted line). One of the natural drainage ways leads to a river on the west side of the graphic. Wetlands are shown as light blue shapes.



Step 3:
Identifying "development opportunities" and "conservation opportunities".

Illustrated in green, conservation opportunities are formed by the environmental features identified in Step 2. The yellow shapes represent development opportunities, offering sites for residential lots.



Step 4:
Preparing a site design with residential lots, a road network, and conservation areas.

At 40,000 square feet per lot, the 110 buildable acres yield 59 total lots in this conservation design plan. The 120 acre site provides about 60% open space, which is much greater than the yield plan from Step 1. The existing farm structure along the eastern edge was also preserved as its own lot (light orange area). The higher lot count and greater open space coverage emphasize the benefits of using the conservation design approach.

Access & Streetscape

DESIGN GUIDELINES

The streetscape should create a welcoming and attractive environment for motorists, pedestrians, and bicyclists. As the eastern entrance into Romeoville, the East Side presents a significant opportunity to create a streetscape that not only facilitates safe access and circulation, but also generates a unique identity for Romeoville. Whether a long-time resident or first-time visitor arriving by car, train, bicycle, or on foot, people who enter Romeoville should be able to navigate the East Side with fluid efficiency and feel a sense of place as they travel within or through the East Side.

The following access and streetscape design guidelines will enable the Village to enhance the streetscape and create an inviting, memorable place on the East Side.

Pedestrian Access

- ❑ Orient main pedestrian access along the public street.
- ❑ Promote pedestrian-oriented access via interconnected sidewalks and walkways to transit facilities, including the Metra station, train platforms, and bus stops.
- ❑ Provide walkways between buildings as key connective elements on-site, particularly promoting pedestrian activity, increasing the amount of potential retail frontage (where appropriate), and reducing automobile conflicts with pedestrians.
- ❑ Design walkways between buildings to be safe and inviting, providing pedestrians with a separation from noise and car traffic. These intermediate walkways may serve as secondary access points to shops/buildings.
- ❑ Ensure pedestrian connectivity between off-street parking and primary retail areas are well-defined and linked via pathways and sidewalks. Walkways between buildings should be utilized to provide a more direct route between off-street parking and the primary street frontage.
- ❑ Ensure sidewalks and walkways comply with the guidelines of the Americans with Disabilities Act (ADA).
- ❑ Provide sidewalks, walkways, and/or trails on both sides of the street, wherever possible.

Streetscape Design

- ❑ Create a pedestrian-friendly environment with pedestrian-scaled amenities, adequately sized walking zones, and visual interest such as transparent retail building windows and public art.

- ❑ Provide bike amenities, including bike racks, storage areas at the Metra station, and tire pump stations, wherever practical, to ensure bicyclists are welcome visitors of downtown.

- ❑ Enliven the streetscape with colorful and diverse landscaping to bring character to the sidewalk, brighten vistas, soften hardscapes, and enhance stormwater management functions. The enhanced landscaped parkway along the south side of 135th Street fronting the CITGO refinery's auxiliary parking and staging area lots serves as a local example of the impact landscaping can have to soften the appearance of hard surfaces and intense uses. Another local example is the landscaping provided within the median and parkway along IL Route 53; in particular, this landscaping could serve as a unifying element linking the East Side to Downtown Romeoville.

- ❑ Encourage permeable building fronts to enable retail businesses to provide window displays; open windows also allow interior light to illuminate the building's exterior and sidewalk.

- ❑ Explore the potential to integrate public art into the streetscape to enhance spaces with unique visual elements and encourage public appreciation of the arts.

- ❑ Consider using unique street light fixtures at both the pedestrian- and vehicular scales to help create an intimate streetscape feel; certain light fixture designs also provide opportunities for elevated greenery and banners to promote community places and events.

- ❑ Bring buildings to the sidewalk line, adhering to an established build-to line, to foster more intimate interaction between the buildings and a pedestrian-friendly streetscape.

- ❑ Maintain wide walking zones beneath street and railroad underpasses, wherever present, with adequate lighting, visual interest, and an open air feel to create a safe and inviting passage for pedestrians.

- ❑ Place utility poles and infrastructure underground, wherever practical, to clear the streetscape of physical and visual clutter.

- ❑ Provide clearly marked crosswalks that adhere to Complete Streets concepts, including safe accommodations for handicapped citizens and integration of Safe Routes to School principles.

- ❑ Explore the potential to integrate rain gardens and bioswales into the parkway to manage stormwater; some communities allow local organizations or school classes to adopt and care for rain gardens.

- ❑ Encourage buildings to provide a lighting scheme that combines exterior lighting with ambiant lighting from the interior through permeable buidling fronts to illuminate the sidewalk at night or on overcast days.

- ❑ Explore the potential of integrating permeable pavers or other sustainable paving materials in sidewalks to help with stormwater management and add different textures to the streetscape.

- ❑ Explore the potential of utilizing different paving materials or street imprint designs in crosswalks, particularly near railroad track crossings, to create more vivid visual cues for the crossings.

- ❑ Integrate a wayfinding signage program into the streetscape to assist pedestrians, bicyclists, and motorists with navigating the downtown area (SEE THE SIGNAGE PLAN IN SECTION 3 FOR DETAILS).

- ❑ Provide receptacles for trash and recycling in accessible locations to encourage public stewardship of the East Side, particularly in areas with higher intensity/frequency of pedestrians and bicyclists such as the Metra station, retail/office areas, and trails.

- ❑ Provide clearly marked bike lanes, including the use of dedicated lanes and sharrows, to ensure safe travel for bicyclists and sharing of the road with motorists.

- ❑ Integrate raised planters along the parkway to serve as a buffer between pedestrians on the sidewalk and cars on the street; raised planters can also serve as a seating area for pedestrians to take respite.

Signage
DESIGN GUIDELINES

Signs serve as guides for people to recognize where they are and where they want to go. Signs also serve as promotional tools, whether for local organizations to promote community events or businesses to promote their shops, goods, and services. Directional signage or promotional signage are both core elements of helpng a district function efficiently with minimal difficulties and confusion. Encouraging high quality signage placed in optimal locations will go a long way to help the Village generate an identity for the East Side, create a sense of place, and link the East Side to other parts of Romeoville, including the downtown area.

The following signage design guidelines will enable the Village to encourage the design and installation of signs that help enhance the streetscape while achieving their intended purposes to promote the community and businesses and help people navigate to and within the East Side.

Pedestrian Access

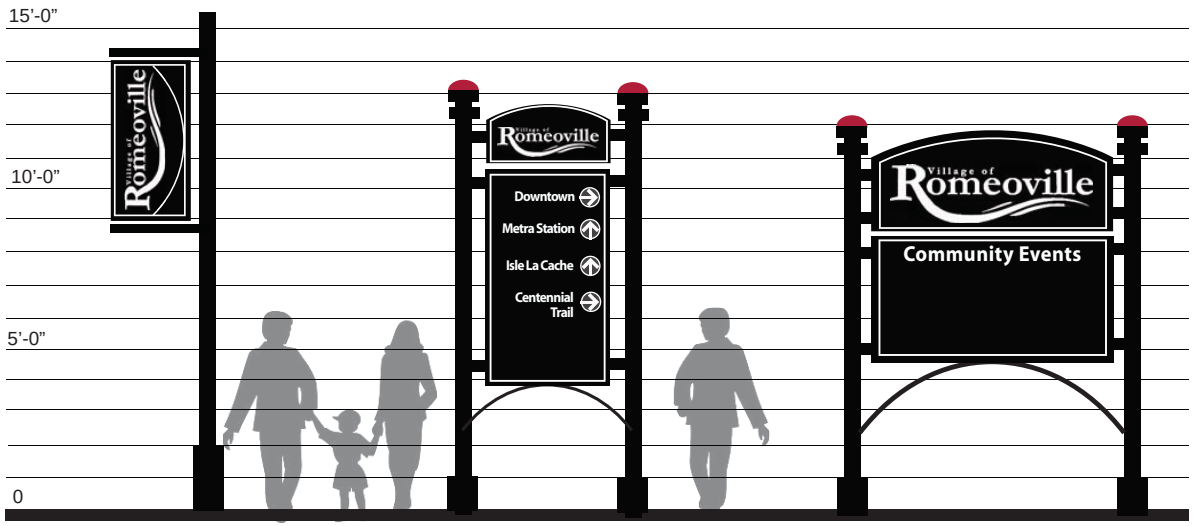
- ❑ Provide signage that is scaled appropriately to the site and building, ensuring compatibility and design at a pedestrian scale while still maintaining adequate visibility for motorists.
- ❑ Utilize awnings to add a supplemental design element to signs and provide shade relief for window displays (and covered areas for pedestrians during inclement weather).
- ❑ Support unique signage that enhances the character of the related business or use, provided that the sign generally adheres to the Village's current sign standards or obtains approved variation.
- ❑ Add landscaping around the base of a sign to enhance its physical appearance and provide screening of utilities such as light encasings, electrical boxes, sign base materials, etc.
- ❑ Continue supporting the Village's banner program on light poles to promote local businesses and community activities; banners can be a supplemental element of a wayfinding signage program.
- ❑ Provide gateway signage at key entry points into the East Side to indicate to visitors that they are in a special district (SEE THE SIGNAGE PLAN IN SECTION 3 FOR DETAILS).

- ❑ Provide wayfomdomg signage at key points along the streetscape and at trailheads within the East Side and other areas in the Village to help navigate residents and visitors to the East Side (SEE THE SIGNAGE PLAN IN SECTION 3 FOR DETAILS).

- ❑ Provide information kiosks on the sidewalk, within a plaza, or along a trail to provide helpful information or facts to visitors; kiosks can be a core element of a wayfinding signage program (SEE THE SIGNAGE PLAN IN SECTION 3 FOR DETAILS).

- ❑ Provide signage that directs motorists to parking lots serving the East Side, specifically differentiating between public, private, and commuter parking lots.

- ❑ Provide adequate signage -- whether affixed to a pole or painted on the pavement -- for bicyclists , pedestrians, and motorists to recognize the clear demarcation of user-specific and shared spaces.



THE SIGNAGE FAMILY PROVIDED IN SECTION 3 INCLUDES BANNERS (LEFT), WAYFINDING SIGNS (CENTER), AND GATEWAY/EVENTS SIGNS (RIGHT)

Implementation Plan

SECTION 5

Establishing a new Metra commuter rail station and service in the East Side planning area to expand transit options for Romeoville residents and employees is dependent on moving forward with various implementation actions to be undertaken by the Village, transit agencies, and other community partners. While some actions are contingent on certain elements that will take time to materialize -- including an improved economy, a supportable marketplace, and funding capacity to extend municipal utilities -- to help spur development projects, the Village can be proactive and make progress in the meantime by taking actions that it has control over, such as reviewing its zoning ordinance to ensure it is supportive of the concepts outlined in this plan. This will ensure the appropriate tools and programs are in place once the development market rebounds and the East Side becomes a viable location for new projects.

Implementation strategies include coordinating projects with local agencies, such as IDOT's planned widening of 135th Street.

Source: Teska Associates, Inc

The implementation plan for the East Side planning area includes the following elements:

- ❑ Review of Village Plans & Policies
- ❑ Site Preparation
- ❑ Implementation Strategies
- ❑ Funding & Support Resources

Review of Village Plans & Policies

With its Comprehensive Plan and Zoning Code already in place, the Village of Romeoville has the necessary tools to regulate development opportunities within the East Side, ensuring they meet the Village's standards and reflect the community's character and identity. As outlined in Section 2 of the Existing Conditions Assessment Report, the Comprehensive Plan is generally supportive of the core tenets defined in this plan, including establishing a Metra commuter rail station, enhancing multimodal connectivity throughout the Village, developing a transit-oriented district around the station, and diversifying housing choices.

Although the development and transportation concepts outlined in Sections 1 and 2 are not a major departure from typical development that occurs in Romeoville, the recommendations described below are intended to guide the Village in amending its Comprehensive Plan and Zon-

ing Code to be supportive of the proposed concepts for the East Side. This will have a dual effect, first ensuring the Village will be prepared for new development activity on the East Side once the market is viable, and then streamlining the development review process that will provide a level of predictability to the development community as it presents projects that meet the objectives of the East Side Plan.

Recommendations to amend the Comprehensive Plan and Zoning Code include the following:

- ❑ Adopt the East Side Plan by resolution of the Village Board and provide appropriate references to this document within the existing Comprehensive Plan. While the Comprehensive Plan was produced as a succinct poster plan, the Village provides a brief supplemental document that summarizes the core elements of the Comprehensive Plan. Updating this supplemental document provides the opportunity to insert a description of how the East Side Plan impacts the overall Comprehensive Plan, particularly from land use and transportation perspectives.

- ❑ Update the Future Land Use Map in the Comprehensive Plan to reflect the land use recommendations outlined in the East Side Plan.

- ❑ Modify the Zoning Code to facilitate a district that includes a commuter rail station, transit-supported development, conservation design, and multimodal connectivity. Specific modifications may include the following:

  - » Rezone certain parcels that are curently incorporated parcels but do not reflect the planned land use(s) as established in the Concept Plan. For example, the parcel located immediately west of the Old Orchard Lane neighborhood should be rezoned from B-3 (Highway/Regional Shopping) to R-4 (Single Family Residential, 8,000 sq ft minimum lot size), which would allow for the townhouses (or similar density development) proposed in the Concept Plan.

  - » Apply appropriate zoning district designations to currently unincorporated parcels upon annexation into the Village. As best as possible, zoning should reflect the planned land use as established in the Concept Plan. For example, the parcels at the southeast corner of 135th Street and High Road should be designated as B-1 (Local Shopping), which would allow for the neighborhood retail and professional offices proposed in the Concept Plan. The B-1 district also allows for a district size between 1 and 4 acres, which fits the 2.8-acre coverage of the neighborhood retail illustrated on the Concept Plan.

  - » Explore the potential to establish a new residential zoning district that requires adherence to the conservation design standards outlined in Section 4 to ensure compliance with conservation design principles as a requirement rather than a consideration via the PUD process. The conservation design guidelines (see pages 28-31 in Section 4) outline how the Village can encourage future development of the East Side to adhere to design principles that are intended to preserve sensitive environmental features and properly integrate them into site design, where appropriate.

  - » Provide references within the Zoning Code to the design guidelines established in Section 4 for this

Source: Teska Associates, Inc.

Village zoning designations should be applied to any presently unincorporated properties that Romeoville intends to annex.

Source: Bing Maps

Located south of 135th Street, a small enclave of homes along Hidden Ridge Lane provides a local example of conservation design by carefully integrating the homes into the natural environment.

Zoning on the East Side should not be viewed as rigid designations set in stone; rather, zoning serves as a safeguard for the Village to ensure the East Side will develop as envisioned by the concept plan (or a Village-supported variation thereof) with the flexibility to make modifications as circumstances and opportunities change over time.

East Side Plan. The most appropriate sections to provide these references would be in the following: Section 159.60(H) (Residential Districts General Requirements); Section 159.151 (Development Standards); Section 159.157 (PUD - Residential); and Section 159.158 (J) (PUD - Business Commercial). The East Side design guidelines are meant to supplement the existing design guidelines presently established in the Zoning Code.

The zoning amendments should be made in the near term to bring the East Side Plan into conformance with local zoning regulations. If an existing use becomes non-conforming due to the zoning amendments, it shall be permitted to remain as a non-conforming use, with the understanding that the standards established in Section 159.140 (Non-Conforming Buildings, Structures & Uses) will apply until the property redevelops or the current use ceases or vacates the site.

Although there is the possibility that the land uses defined in the concept plan may modify over time, particularly since many of the concepts are long term, there should be an understanding that the zoning designations applied to the East Side are subject to change as Village plans dictate. However, a foundation of zoning for the East Side should be established in the near-term to preclude spot zoning and the potential for developers to dictate their own plans for the East Side. In other words, zoning on the East Side should not be viewed as rigid designations set in stone; rather, zoning serves as a safeguard for the Village to ensure the East Side will develop as envisioned by the concept plan (or a Village-supported variation thereof) with the flexibility to make modifications as circumstances and opportunities change over time.

- ❑ Evaluate the appropriateness of applying the planned unit development (PUD) special use designation for parcels on the East Side to maximize flexibility for the Village to facilitate transit-supportive development.

Site Preparation

Although the proposed Metra site and a few other parcels are already annexed within the Village, a majority of the East Side remains unincorporated, which creates the need to annex the other parcels within the Study Area as the East Side develops. While it is possible for deveopment to occur on unincorporated properties, the Village will garner greater benefits, such as property and sales tax revenues, when properties are annexed into Romeoville and can control both the character and quality of development.

Annexation hinges on two important factors: (1) willingness of property owners to have their properties annexed; and (2) financial capacity for the Village to extend municipal water and sewer service to the East Side.

Communication with Property Owners

For the first factor, the Village should maintain open lines of communication with property owners. Communication should be initiated in the near term to form rapport and active dialogue with property owners. Even if certain properties have a longer term development horizon, communication should occur early and periodically, providing updates to the property owners on progress of development plans for the East Side.

Extension of Municipal Water & Sewer Service

As for the second factor to extend municipal water and sewer service to the East Side, the Village will need to as-

Source: Teska Associates, Inc.

Securing financial resources to extend municipal water and sewer will be a major step to make development viable on the East Side.

sess elements such as its financial means, formation of public/private partnerships to help with funding, and phasing of the extension. The Village's 2010 Report on Water and Wastewater Service to the East Side of the FPA will be a valuable resource in planning for utility extensions. Alternative approaches to providing sewer and water services should also be explored if the financing of municipal services is not feasible.

Coordination with Transit & Transportation Agencies

The Village must also continue coordinating with transit (e.g. RTA, Metra, and Pace) and transportation agencies (e.g. IDOT, Will County DOT), particularly as the Metra station and commuter parking lot are established and the planned widening of 135th Street makes progress. This coordination will ensure the East Side Plan works in tandem with local projects that are within the jurisdiction of others and directly impact the East Side.

The Village should also continue coordinating with local park districts and the Forest Preserve District to plan and construct any new trails, bridges, or underpasses, as established in this plan. This is of particular importance to create linkages with the trail network on the east side of the railroad tracks to the Metra station and trails on the west side.

Implementation Strategies

The Implementation Plan is anchored by a series of strategies that need to be carried out to ensure the concepts and recommendations detailed in this plan are achieved to bring transit and development opportunities to life on the East Side of Romeoville. The five core strategies are highlighted on the right.

The strategies are integrated into a matrix that includes tasks for each strategy, potential partnerships, and phasing. The Village will assume primary responsibility for each task, with the potential to partner with other organizations or agencies, such as RTA, Metra, Pace, IDOT, and property owners, among others. Many of the tasks can be supported by the funding and support resources described at the end of this section.

With a concept plan and implementation strategies in place, numerous activities need to be accomplished to achieve the transit and development opportunities outlined in this plan. While the present economy suggests that development will not be immediate, there are still many steps that can be accomplished in the near term. The phasing component of the implementation plan matrix utilizes the following timeframes:

- ❑ Near Term Tasks (0-3 years)
- ❑ Intermediate Term Tasks (3-5 years)
- ❑ Long Term Tasks (5+ years)

The implementation plan matrix is provided on the next few pages.

Strategies
FOR THE EAST SIDE

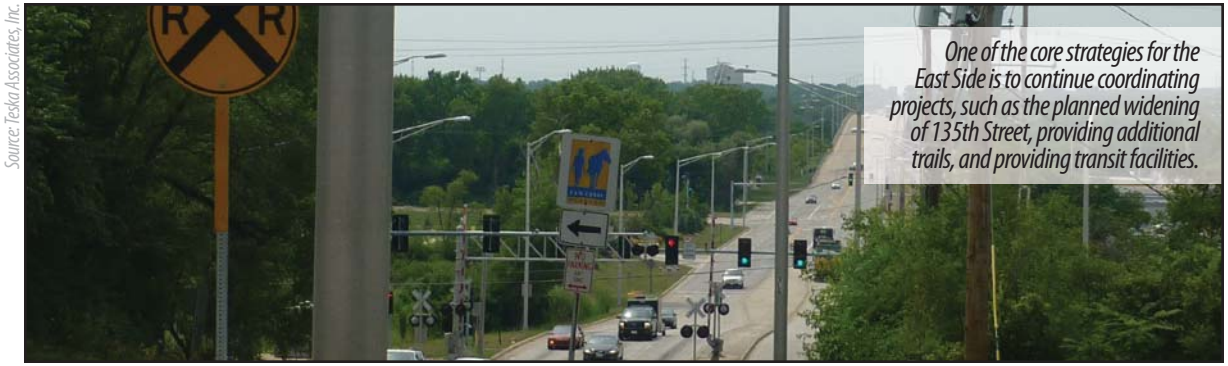
1: Build awareness of the planned Metra station, development of the East Side, and improved linkages to downtown.

2: Secure the resources needed to construct a commuter rail station with adequate parking facilities.

3: Maintain open communication with property owners of parcels that are planned for development and/or annexation, if applicable.

4: Continue to coordinate projects with other organizations or agencies.

5: Foster a strong character and sense of place on the East Side through streetscape enhancements, design guidelines, and transportation improvements.



Source: Teska Associates, Inc.

One of the core strategies for the East Side is to continue coordinating projects, such as the planned widening of 135th Street, providing additional trails, providing transit facilities.

Strategies
FOR THE EAST SIDE

1 : Build awareness of the planned Metra station, development of the East Side, and improved linkages to downtown.

Task	Potential Partnerships	Phasing
1. Continue utilizing the Village website, newsletters, press releases, and other media to promote the progress of the planned Metra station, development of the East Side, and improved linkages to downtown.	Village; local newspapers	Near Term
2. Reach out to local newspapers and real estate trade journals to submit press releases or articles relating to the development opportunities offered on Romeoville's East Side.	Village; local newspapers; real estate trade journals	Intermediate Term
3. Create promotional materials, such as brochures, newsletter, or website, to circulate around the region and among development companies and professinoal organizations to help attract interest from the development community.	Village; real estate trade journals; real estate brokerages	Intermediate Term

2 : Secure the resources needed to construct a commuter rail station with adequate parking facilities.

Task	Potential Partnerships	Phasing
1. Continue to collaborate with elected officials at all levels of government to support the construction of the commuter rail station in Romeoville.	Village; Will County; State of Illinois; RTA; Metra; CN Railroad	Near to Intermediate Term
2. Reserve funds to cover the Village's anticipated costs for construction of a commuter rail station and parking facilities, including the proposed connection (bridge) between the east and west platforms.	Village; RTA; Metra; CN Railroad	Near to Intermediate Term
3. Continue to maintain dialogue between the Village, RTA, Metra, and CN Railroad throughout the planning, design, and construction phases of a commuter rail station and parking facilities.	Village; RTA; Metra; CN Railroad	Intermediate to Long Term
4. Pursue grants and other funding sources (see pages 44-46) that assist with the construction of a commuter rail station and related facilities (e.g. commuter parking, trails, signage, etc).	Village; RTA; Metra; CN Railroad; grantors; funders	Near Term

Strategies
FOR THE EAST SIDE

3 : Maintain open communication with property owners of parcels that are planned for development and/or annexation, if applicable.

Task	Potential Partnerships	Phasing
1. Maintain regular contact with individual property owners to keep them updated on the implementation progress of the East Side Plan and assess each owner's willingness to have their property annexed (if applicable), acquired, and developed.	Village; property owners	Ongoing
2. Develop alternative or phased plans for parts of the East Side that have owners who do not wish to participate in development; such plans may need to modify the concept plan to carve out "holdout" properties but consider them as a potential longer term development phase, provided that the properties may eventually become available over time.	Village; property owners	Intermediate to Long Term

4 : Continue to coordinate projects with other organizations or agencies.

Task	Potential Partnerships	Phasing
1. Continue to coordinate with RTA, Metra, Pace, and CN Railroad on projects relating to transit facilities relating to commuter rail and bus services.	Village; RTA; Metra; Pace; CN Railroad	Near Term
2. Continue to coordinate with local park districts and the Forest Preserve District of Will County (FPDWC) on projects relating to trails and underpass/overpass connections.	Village; local parks and recreation districts; FPDWC	Near Term
3. Continue to coordinate with IDOT and Will County DOT on roadway improvement projects, including the planned widening of 135th Street and securing the right-of-way for the potential realignment of High Road during or in advance of development proposals.	Village; IDOT; Will County DOT	Near Term
4. Continue to coordinate with the Army Corps of Engineers on projects that have potential impacts on sensitive environmental features.	Village; Army Corps of Engineers; selected developers	Near to Long Term

Strategies
FOR THE EAST SIDE

5 : Foster a strong character and sense of place on the East Side through streetscape enhancements, design guidelines, and transportation improvements.

Task	Potential Partnerships	Phasing
1. Amend the Village's Zoning Code to integrate the design guidelines established in Section 4 of this plan.	Village	Near Term
2. Utilize the elements from the Signage Plan (Section 3) to develop a unified wayfinding and information signage program to establish an identity for the East Side and tie into Romeoville's overall identity.	Village; Village Engineer; IDOT; signage and design firms	Near to Intermediate Term
3. Integrate streetscape enhancements and gateway elements as detailed in the Concept Plan (Section 1), Transportation Improvement Plan (Section 2), Signage Plan (Section 3), and Design Guidelines (Section 4).	Village; Village Engineer; IDOT; design firms; selected developers	Near to Intermediate Term
4. Provide improvements to the transportation network on the East Side as detailed in the Transportation Improvement Plan (Section 2).	Village; Village Engineer; RTA; Metra; Pace; IDOT; CN Railroad; local parks and recreation districts; FPDWC	Intermediate to Long Term

Funding & Support Resources

Multiple funding opportunities are available to support implementation of the transit opportunities and development concepts outlined in this plan. Since many elements of the Concept Plan are considered long term opportunities, funding and support resources will be accessible and available throughout the implementation process. Any program listed is subject to change or elimination.

Local Municipal Funding Sources

Municipal funding mechanisms can supplement Romeoville's ability to use local revenues for potential transit and TOD opportunities. These funding mechanisms can supplement the Village's general revenues, capital improvement plans, and other revenue sources, such as Motor Fuel Taxes, that can be partially allocated to TOD implementation over the long term.

- A Tax Increment Financing (TIF) District is a special area designated by the Village to make public improvements within the district that will help generate private-sector development. Taxes derived from increases in assessed property values (i.e. the tax increment) resulting from new development would either go into a special fund created to retire bonds issued to originate the development or leverage future growth in the TIF district.

- A Special Service Area (SSA) can be used for infrastructure, maintenance, or area management purposes in a geography defined by Romeoville. Such revenues can support bonding or generate a revenue stream for specific projects for the defined geography.

- A Business District (BD) can generate additional sales tax revenue for certain purposes, similar to the eligible uses for Tax Increment Financing (TIF). This approach may be appropriate for commercial and mixed use areas that redevelop for retail uses.

- Public/private partnerships with a private developer can help to facilitate proposed development or extension of municipal utilities. Partnerships could be established through legal negotiations and performance standards.

- Other tools, such as tax abatements that support capital projects or sales tax rebates could be applicable.

Transportation Funding Sources

Funding for transportation related implementation work is available from federal, state, and regional sources.

- The Illinois Transportation Enhancement Program (ITEP), administered by the Illinois Department of Transportation's (IDOT), is a reimbursement program for local governments applying for federal transportation funding. ITEP provides assistance to support local communities achieve their transportation initiatives and expand travel choices. The program also supports broader aesthetic, cultural, and environmental aspects of transportation infrastructure. ITEP is comprised of 12 categories of eligible funding, including mitigation for roadway run-off and pedestrian and bicycle facilities.

- Congestion, Mitigation and Air Quality (CMAQ) Improvement funding is available via the Federal Highway Administration (FHA) and IDOT. This program is intended to reduce traffic congestion, improve air quality, improve intersections, and increase and enhance multiple travel options, such as biking and walking. These funds are available locally through the Chicago Metropolitan Agency for Planning (CMAP).

- The Regional Transportation Authority (RTA) administers the Job Access Reverse Commuter (JARC) program, a federally funded program that provides operating and capital funding for transportation services planned, designed and carried out to meet the transportation needs of eligible low-income individuals and of reverse commuters regardless of income. The RTA also administers the New Freedom program, which provides operating and capital funding for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act (ADA).

- Through the Innovation, Coordination and Enhancement (ICE) program, the RTA provides operating and capital funding for projects that enhance the coordination and integration of public transportation and develop and implement innovations to improve the quality and delivery of public transportation.

- Local municipalities could work cooperatively with the RTA, Metra, Pace, IDOT, and the Will County Governmental League (WCGL) to create a TED. A TED is a local development tool that helps communities manage parking resources while supporting both economic development and mobility. TEDs charge market rates for parking on the street or off-street public spaces and use part of the increased revenue to make the area more accessible. TEDs are managed similar to a Spe-

cial Service Area. These districts can be used to make the area more walking-oriented and connected to the larger neighborhood, improve transit connections, invite more bicycling, and revitalize the streetscape to reflect the character of the neighborhood or district.

- The Active Transportation Alliance provides support services for local governments on bicycle and pedestrian programs and issues.

- Surface Transportation Program (STP) provides flexible funding that is used by states and localities on any Federal-aid highway, bridge projects on any public road, transit capital projects, and bus terminals and facilities. The federal share for the program generally is 80%. Each of the region's 11 Councils of Mayors are allocated STP funding on the basis of population. Each Council oversees the planning and programming of these STP funds within their own region, and has developed their own set of project selection guidelines. The Will County Governmental League (WCGL) is the lead agency for programming STP funds in the region serving Romeoville. All selected projects must be submitted to CMAP for inclusion in the region's Transportation Improvement Program (TIP).

- The Illinois Pedestrian and Bicycle Safety (PBS) Program Grant is designed to aid public agencies in funding cost effective projects that will improve pedestrian and bicycle safety through education and enforcement. Applicants for this grant can apply for one or more of 3 grant categories: (1) enforcement efforts; (2) educational efforts, which can include pedestrian and bicycle master plans, distribution of education materials, walk and bike promotional programs, and distribution of protective equipment; and (3) research and training.

- TIGER grants invest in road, rail, transit, and port projects to preserve and create jobs, promote economic recovery, invest in transportation infrastructure to provide long-term economic benefits, and assist those areas most affected by the economic downturn. Projects can include highway or bridge rehabilitation, interchange reconstruction, road realignments, public transportation projects (including projects in the New Starts or Small Starts programs), passenger rail projects, and freight rail projects. Projects must be between $10 million and $200 million. No more than 25% of total funds ($131 million) may be awarded to projects in a single state. Grants are available for 80% of project cost but higher priority given to those projects with higher local commitment.

<u>Community & Economic Development Support</u>

Illinois' Department of Commerce and Economic Opportunity (DCEO) provides multiple grants and loans to local government for economic and community development purposes. Other state agencies and authorities have certain programs that could support implementation of Romeoville's plan.

- DCEO's Business Development Public Infrastructure Program provides a grant to local governments to improve infrastructure related to projects that directly create jobs.

- Other DCEO programs provide affordable, low interest financing for public infrastructure improvements for economic development purposes.

- DCEO assistance in the form of participation loans is available to community and economic development corporations to serve small businesses within their defined areas.

- The Illinois Finance Authority (IFA) is a self-financed, state authority with multiple programs for local governments (among other entities). IFA can assist with bond issuance, provide low cost loans, facilitate tax credits, and supply investment capital to encourage economic growth statewide.

- The Illinois Housing Development Authority (IHDA) offers certain similarly structured programs for multi-family housing development. With different multi-family residential options outlined in the Concept Plan, IHDA programs could be partnered with private developers.

- As plan implementation proceeds, DCEO, through its Illinois Bureau of Tourism, provides grants to municipal and county governments and local non-profits to market local attractions to increase hotel/motel tax revenues.

- DCEO tourism grants are also available to private sector applicants, working with local government, to attract and host events in Illinois that provide direct and indirect economic impact.

- The U.S. Environmental Protection Agency (USEPA) provides technical and financial assistance for brownfields activities, supporting revitalization efforts through environmental assessments, cleanup, and job training. Several grant types are available, including

area-wide planning programs, assessment grants, and cleanup grants.

- » Area-wide Planning Pilot Program provides a flexible grant that can include financial and/or staff assistance for developing area-wide brownfields plans, identifying next steps, and resources needed for implementation. Awards are limited to $175,000.

- » Assessment grants provide funding for brownfields inventories, planning, environmental assessments, cleanup planning, and community outreach. Grants limited to $200,000 per assessment or total grant funding $400,000.

- » Cleanup grants provide direct funding for cleanup activities a specific brownfield sites. Grants are limited to $200,000 per site with 20% local match.

- ❑ Under the Illinois Green Infrastructure Grant program, grants are available to implement green infrastructure for stormwater management. There are three program categories: combined sewer overflow rehabilitation, stormwater retention and infiltration, and green infrastructure small projects.

- ❑ Through its Local Assistance Program, CMAP offers technical assistance to advance the implementation of the GO TO 2040 Plan. The program is primarily focused on assistance with a small amount of grant funding available. Typical projects include local comprehensive plans, zoning ordinance updates, subarea plans, and projects related to sustainability and the natural environment.

Specific Purpose

Two state departments, the Illinois Department of Natural Resources (DNR) and the Illinois Environmental Protection Agency (IEPA), provide multiple programs for specific purposes to local governments.

- ❑ IEPA provides technical assistance and funding support, depending upon the issue. IEPA has programs intended to protect watersheds and water quality near developments and roadways utilizing federal Clean Water funds. Municipal governments can also apply for revolving low interest loans for new wastewater facilities, collection systems, and sewers. Upgrades are eligible, too.

- ❑ Just like DCEO, IEPA offers programs to improve energy efficiency.

- ❑ DNR has two programs for bike and recreational path development or renovation.

  - » The Illinois Bicycle Path Grant is a reimbursement program for multiple bike path development activities, including land acquisition, path development and renovation, and the development of support facilities for the path.

  - » The Recreational Trails program funds land acquisition, trail construction, and trail renovation for recreational paths/trails that can be used by multiple users.

  - » Open Space Lands Acquisition and Development (OSLAD) assists local government agencies in the acquisition and development of land for public parks and open space. This program has been used to fund bicycle/multi-use trail development. The OSLAD program is state financed and grants of up to 50% may be obtained. Acquisition grants are limited to $750,000 and park development grants are limited to $400,000.

- ❑ DNR has additional programs dedicated to open space preservation and land and water conservation.

Private & Foundation Support

Certain regional and community foundations, private sector entities, and individuals may provide grant funding to support economic development, environmental, and land use activities or study.

- ❑ Potential grantors may be identified through the Donors Forum of Chicago.

- ❑ Local citizens or businesses may also provide a donation or series of donations to fund a specific local public improvement project. These projects can include funding for subsequent studies, or physical improvements and their maintenance. These activities are usually conducted under the auspices of a local public charity and may be subject to written commitment.

Appendices

APPENDICES

A: Community Survey Findings
B: Stakeholder Interview Summaries
C: Community Workshop Mapping Exercise Results
D: Image Preference Survey Results
E: Memo on East Side Market-Supportable Land Uses
F: Concept Plan Alternative 2
G: Bonding Capacity Analysis

Native plantings along the Des Plaines River bank add to the Village's local character, provide stormwater management benefits, and foster natural conditions for the protection of wildlife -- particularly the Hine's emerald dragonfly -- and their habitats.

Source: Teska Associates, Inc.

APPENDIX A: COMMUNITY SURVEY FINDINGS

Romeoville East Side Plan - Community Survey

SurveyMonkey

1. This project will focus on two areas. The first focus area is Downtown Romeoville, which is shown in the map provided. Please select the statement below that best describes your awareness of Downtown Romeoville.

	Response Percent	Response Count
I know about Downtown Romeoville and shop/visit there	**43.7%**	**139**
I know about Downtown Romeoville but never go there	25.2%	80
I shop/visit this area but didn't realize it was called Downtown Romeoville	13.5%	43
I never shop/visit this area and didn't realize it was called Downtown Romeoville	17.6%	56
	answered question	**318**
	skipped question	**9**

2. If Downtown Romeoville were redeveloped, please indicate the importance of attracting or including each of the following activities or services.

	Important	Neutral	Not Important	Response Count
Shopping	**92.5% (297)**	6.2% (20)	1.2% (4)	321
Dining	**88.6% (287)**	9.6% (31)	1.9% (6)	324
Entertainment	**62.7% (195)**	31.2% (97)	6.1% (19)	311
Financial Services (banking, real estate, accounting)	**45.0% (138)**	34.2% (105)	20.8% (64)	307
Personal Services (hair, dry cleaning, etc)	**47.6% (148)**	39.9% (124)	12.5% (39)	311
Medical/Healthcare	33.6% (101)	**46.8% (141)**	19.6% (59)	301
Childcare Services	18.2% (55)	**44.4% (134)**	37.4% (113)	302
Satellite Government Services	24.2% (72)	**42.4% (126)**	33.3% (99)	297
Residential	16.2% (47)	40.2% (117)	**43.6% (127)**	291
Education (such as a college satellite campus)	24.7% (74)	**46.8% (140)**	28.4% (85)	299
Recreation	**62.0% (194)**	29.7% (93)	8.3% (26)	313
Park Space (with recreation or separate)	**62.0% (194)**	28.1% (88)	9.9% (31)	313
Other	35.1% (33)	**36.2% (34)**	28.7% (27)	94
		If you selected Other, please specify:		36
			answered question	**325**
			skipped question	**2**

APPENDIX A: COMMUNITY SURVEY FINDINGS

(CONTINUED)

3. If you were given the ability to improve only three aspects of Downtown Romeoville, which of the following aspects would you rank as your top three priorities?

	First Priority	Second Priority	Third Priority	Rating Average	Response Count
Types of Stores	**49.8% (113)**	33.9% (77)	16.3% (37)	1.67	227
Types of Restaurants	25.6% (46)	**46.7% (84)**	27.8% (50)	2.02	180
Roadways (e.g. street surfacing, traffic lights, etc)	15.0% (6)	40.0% (16)	**45.0% (18)**	2.30	40
Streetscape Elements (e.g. landscaping, lighting, etc)	13.6% (8)	30.5% (18)	**55.9% (33)**	2.42	59
Signage	0.0% (0)	28.6% (2)	**71.4% (5)**	2.71	7
General Physical Appearance	**45.3% (81)**	22.9% (41)	31.8% (57)	1.87	179
Pathways for Pedestrians/Bicyclists	10.4% (7)	38.8% (26)	**50.7% (34)**	2.40	67
Train Transit Service Access	**46.8% (37)**	22.8% (18)	30.4% (24)	1.84	79
Bus Transit Service Access	18.2% (4)	**45.5% (10)**	36.4% (8)	2.18	22
Parking	18.6% (8)	25.6% (11)	**55.8% (24)**	2.37	43
Flooding/Stormwater Management	30.0% (12)	22.5% (9)	**47.5% (19)**	2.18	40
Other	40.0% (2)	0.0% (0)	**60.0% (3)**	2.20	5
			If you selected Other, please specify:		7
			answered question		**325**
			skipped question		**2**

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4. If improvements were made to your top three priorities from the previous question, how would they impact the frequency at which you shop/dine/visit in Downtown Romeoville?

	Response Percent	Response Count
Major Impact (I would shop/dine/visit a lot more)	**81.3%**	**261**
Minor Impact (I would shop/dine/visit a little more)	15.9%	51
No Impact (I would shop/dine/visit at about the same frequency)	2.8%	9
answered question		**321**
skipped question		**6**

5. The second focus area of this project is the East Side of Romeoville, which is shown in the map provided. The East Side will include the proposed Metra station and potential transit-oriented development (TOD). Please select the statement below that best describes your awareness of the East Side/Metra TOD site.

	Response Percent	Response Count
I know about the East Side and the potential plans for a Metra station	**52.2%**	**169**
I know about the East Side but did not realize there are potential plans for a Metra station	17.6%	57
I don't know much about the East Side but know the potential plans for a Metra station	11.7%	38
I don't know much about the East Side or the potential plans for a Metra station	18.5%	60
answered question		**324**
skipped question		**3**

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APPENDIX A: COMMUNITY SURVEY FINDINGS

(CONTINUED)

6. If the Village's East Side specifically around the 135th Street/New Avenue intersection and the proposed Metra station location were developed, please indicate the importance of attracting or including each of the following activities or services.

	Important	Neutral	Not Important	Response Count
Single Family Houses	25.8% (75)	34.7% (101)	**39.5% (115)**	291
Townhouses	21.0% (61)	39.3% (114)	**39.7% (115)**	290
Condominiums	22.1% (64)	38.8% (112)	**39.1% (113)**	289
Apartments	16.0% (45)	35.9% (101)	**48.0% (135)**	281
Senior Housing	23.2% (66)	38.2% (109)	**38.6% (110)**	285
Retail Businesses	**78.8% (234)**	16.8% (50)	4.4% (13)	297
Restaurants	**79.8% (245)**	15.6% (48)	4.6% (14)	307
Medical/Healthcare	25.8% (74)	**51.6% (148)**	22.6% (65)	287
Childcare Services	19.9% (56)	**51.4% (145)**	28.7% (81)	282
Entertainment	**47.8% (141)**	38.3% (113)	13.9% (41)	295
Offices	28.3% (79)	**54.8% (153)**	16.8% (47)	279
Mixed Use Buildings (retail at ground floor with residential units or office above)	**43.9% (129)**	41.5% (122)	14.6% (43)	294
Industrial Businesses	19.4% (55)	**40.5% (115)**	40.1% (114)	284
Recreation/Parks/Open Space	**49.7% (150)**	35.4% (107)	14.9% (45)	302
School	13.6% (38)	36.4% (102)	**50.0% (140)**	280
Other	16.2% (11)	41.2% (28)	**42.6% (29)**	68
			If you selected Other, please specify:	13
			answered question	**322**
			skipped question	**5**

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7. When you select your next home (regardless of location), how likely is it that you will choose each of the following housing types?

	Very Likely	Somewhat Likely	Somewhat Unlikely	Very Unlikely	Unsure	Response Count
Single Family House	**75.4% (230)**	10.8% (33)	3.3% (10)	7.9% (24)	2.6% (8)	305
Townhouse	9.6% (26)	23.9% (65)	16.5% (45)	**46.3% (126)**	3.7% (10)	272
Condominium	4.8% (13)	15.6% (42)	14.9% (40)	**61.0% (164)**	3.7% (10)	269
Rental Apartment	5.2% (14)	8.2% (22)	7.5% (20)	**74.6% (200)**	4.5% (12)	268
Age Restricted Progressive Living	12.5% (35)	16.1% (45)	6.1% (17)	**59.1% (165)**	6.1% (17)	279
Other	13.8% (9)	1.5% (1)	0.0% (0)	**55.4% (36)**	29.2% (19)	65
				If you selected Other, please specify:		11
					answered question	**321**
					skipped question	**6**

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APPENDIX A: COMMUNITY SURVEY FINDINGS

(CONTINUED)

8. If you take transit to commute to work, which station/route(s) do you take? (check all that apply)

	Response Percent	Response Count
Metra Lockport Station (Heritage Corridor Line)	8.9%	27
Metra Lemont Station (Heritage Corridor Line)	11.9%	36
Metra Joliet Station (Rock Island Line)	6.6%	20
Metra Naperville Station (BNSF Railway Line)	6.3%	19
Metra Lisle Station (BNSF Railway Line)	6.6%	20
Pace Route 834	3.0%	9
Pace Route 855	2.6%	8
Pace Route 755	0.0%	0
Pace Vanpool	0.3%	1
I do not take any form of transit	**64.4%**	**195**
Other	7.9%	24
If you selected Other, please specify:		26
answered question		**303**
skipped question		**24**

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9. If you currently use Metra in another community, how would the proposed new Metra station in Romeoville impact your choice in stations?

	Response Percent	Response Count
I would switch to the Romeoville station	**87.6%**	**155**
I would remain with my current station	4.5%	8
I would alternate between my current station and the Romeoville station	7.9%	14
answered question		**177**
skipped question		**150**

10. If you take Metra to commute to work, please indicate your origin and destination stations below.

	Lockport Station	Lemont Station	Chicago Union Station	Other Station	Response Count
Origin Station	24.0% (25)	34.6% (36)	3.8% (4)	**37.5% (39)**	104
Destination Station	2.1% (2)	5.2% (5)	**81.4% (79)**	11.3% (11)	97
If you selected Other Station, please specify:					32
answered question					**105**
skipped question					**222**

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APPENDIX A: COMMUNITY SURVEY FINDINGS

(CONTINUED)

11. If you take Metra, how do you typically arrive at the station? (check only one)

	Response Percent	Response Count
Drive alone and park	**76.5%**	**127**
Dropped off by car	9.6%	16
Carpool driver	3.0%	5
Carpool passenger	3.0%	5
Pace bus	2.4%	4
Bicycle	1.2%	2
Walk	0.6%	1
Other	3.6%	6
If you selected Other, please specify:		6
answered question		**166**
skipped question		**161**

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12. Do you take transit for any other type of trip besides work? (check all that apply)

	Metra (train)	Pace (bus)	Dial-A-Ride Program (bus/van)	Romeoville Ride Around Town Program (bus/van)	I do not take any form of transit	Response Count
Shopping	29.3% (65)	2.3% (5)	0.5% (1)	1.8% (4)	**67.6% (150)**	222
Dining	26.3% (56)	1.9% (4)	0.5% (1)	0.5% (1)	**71.8% (153)**	213
Entertainment	47.1% (121)	3.9% (10)	0.8% (2)	0.8% (2)	**51.4% (132)**	257
Medical	3.3% (6)	1.1% (2)	0.6% (1)	1.1% (2)	**95.0% (172)**	181
Education	4.4% (8)	0.5% (1)	0.0% (0)	0.0% (0)	**95.1% (173)**	182
Other	12.4% (12)	1.0% (1)	0.0% (0)	0.0% (0)	**86.6% (84)**	97
If you selected Other, please specify:						14
answered question						**273**
skipped question						**54**

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APPENDIX A: COMMUNITY SURVEY FINDINGS

(CONTINUED)

13. In an average month, how often do you take transit (for work or other trips)?

	Response Percent	Response Count
5 or more days per week	12.2%	37
3-4 days per week	4.9%	15
1-2 days per week	1.3%	4
Occasionally (a few times per month)	15.5%	47
Only on weekends or for special events	**34.2%**	**104**
Never	31.9%	97
	answered question	**304**
	skipped question	**23**

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14. Which of the following changes would encourage you to take transit more?

	Metra	Pace	Response Count
More Frequent Service	**96.2% (178)**	25.4% (47)	185
Earlier Service	**86.8% (66)**	25.0% (19)	76
Later Service	**89.1% (90)**	20.8% (21)	101
Weekend Service	**94.4% (134)**	25.4% (36)	142
More Express Service	**92.7% (101)**	18.3% (20)	109
Better Connections with Other Transit	**89.2% (99)**	39.6% (44)	111
Better Walking/Biking Routes to Transit Station/Stop	**93.9% (92)**	26.5% (26)	98
Nothing	**83.9% (47)**	**83.9% (47)**	56
Other	**90.9% (20)**	31.8% (7)	22
		If you selected Other, please specify:	23
		answered question	**286**
		skipped question	**41**

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APPENDIX A: COMMUNITY SURVEY FINDINGS

(CONTINUED)

15. What major destination(s) would you use transit for?

	Response Percent	Response Count
Amtrak Station	26.0%	76
Airport	49.0%	143
Entertainment/Recreation (e.g. Morton Arboretum, Casino, Minor League Baseball Stadium, etc)	55.1%	161
Chicago	**89.0%**	**260**
Another Suburb	30.8%	90
Other	1.4%	4
If you selected Other, please specify:		6
answered question		**292**
skipped question		**35**

16. If a new Metra station were established in Romeoville, how often would you utilize this station (to commute for work or other trips)?

	Response Percent	Response Count
5 or more days per week	13.9%	43
3-4 days per week	8.4%	26
1-2 days per week	5.5%	17
Occasionally (a few times per month)	**57.6%**	**178**
Never	14.6%	45
answered question		**309**
skipped question		**18**

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17. Whether you live within Romeoville or outside Village limits, please indicate the area in which you live. (see map provided)

	Response Percent	Response Count
Area 1: East of New Avenue	2.2%	7
Area 2: Between Route 53 and New Avenue	0.9%	3
Area 3: North of Normantown Road between Weber Road and Route 53	13.2%	42
Area 4: Near Downtown (between Weber Road and Route 53 and between Normantown Road and Romeo Road/135th Street)	30.3%	96
Area 5: South of Romeo Road/135th Street between Weber Road and Route 53	20.5%	65
Area 6: West of Weber Road	**32.8%**	**104**
answered question		**317**
skipped question		**10**

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APPENDIX A: COMMUNITY SURVEY FINDINGS

(CONTINUED)

18. How long have you lived in Romeoville?

	Response Percent	Response Count
Less than 1 year	0.9%	3
1 to 5 years	13.3%	43
6 to 10 years	**32.5%**	**105**
11 to 20 years	19.5%	63
More than 20 years	21.1%	68
My entire life	10.5%	34
I don't live in Romeoville	2.2%	7
	answered question	**323**
	skipped question	**4**

19. What is your gender?

	Response Percent	Response Count
Male	43.3%	139
Female	**56.7%**	**182**
	answered question	**321**
	skipped question	**6**

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20. How old are you? (please choose 1)

	Response Percent	Response Count
17 and under	0.0%	0
18 to 24	1.2%	4
25 to 34	18.9%	61
35 to 44	**25.8%**	**83**
45 to 54	25.2%	81
55 to 64	16.1%	52
65 to 74	9.3%	30
75 and over	3.4%	11
	answered question	**322**
	skipped question	**5**

21. Including yourself, how many people live in your household?

	0	1	2	3	4	5 or more	Response Count
Total People in Household	0.3% (1)	10.4% (33)	**40.6% (129)**	16.4% (52)	21.1% (67)	11.3% (36)	318
Children in Household	**48.5% (115)**	17.7% (42)	22.8% (54)	8.9% (21)	1.7% (4)	0.4% (1)	237
						answered question	**319**
						skipped question	**8**

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APPENDIX A: COMMUNITY SURVEY FINDINGS

(CONTINUED)

22. Do you own or rent your place of residence?

	Response Percent	Response Count
Rent	5.4%	17
Own	94.6%	299
answered question		316
skipped question		11

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23. Please state your employment status (check all that apply) and your primary place of work

	I work in Romeoville	I work in Downtown Chicago	I work in Chicago but outside downtown	I work in a neighboring community in Will County	I work in DuPage County	I am not presently working	Oth
I am employed full-time	18.0% (39)	18.9% (41)	5.5% (12)	14.3% (31)	**25.3% (55)**	4.1% (9)	13.8 (30
I am employed part-time	20.5% (9)	4.5% (2)	0.0% (0)	**31.8% (14)**	29.5% (13)	9.1% (4)	4.5 (2)
I am a full-time student	22.2% (2)	0.0% (0)	0.0% (0)	0.0% (0)	11.1% (1)	**44.4% (4)**	22.2 (2)
I am a part-time student	25.0% (3)	8.3% (1)	0.0% (0)	16.7% (2)	8.3% (1)	**41.7% (5)**	0.0 (0)
I am self-employed	**37.5% (6)**	6.3% (1)	0.0% (0)	12.5% (2)	0.0% (0)	25.0% (4)	18.8 (3)
I work at home	**56.3% (9)**	6.3% (1)	0.0% (0)	0.0% (0)	0.0% (0)	25.0% (4)	12.5 (2)
I am a homemaker	**66.7% (10)**	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	33.3% (5)	0.0 (0)
I am retired	27.5% (14)	0.0% (0)	2.0% (1)	2.0% (1)	0.0% (0)	**52.9% (27)**	15.7 (8)
Currently unemployed and searching	18.8% (3)	6.3% (1)	0.0% (0)	0.0% (0)	0.0% (0)	**50.0% (8)**	25.0 (4)
I do not wish to answer	**33.3% (2)**	0.0% (0)	0.0% (0)	16.7% (1)	0.0% (0)	16.7% (1)	**33.3 (2)**
							If you work in another community, please specif
							answered questio
							skipped questio

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APPENDIX A: COMMUNITY SURVEY FINDINGS

(CONTINUED)

24. Which range below best describes your total household income (before taxes)?

	Response Percent	Response Count
Less than $35,000	6.3%	20
Between $35,000 and $49,999	11.9%	38
Between $50,000 and $74,999	**20.9%**	**67**
Between $75,000 and $99,999	19.4%	62
Between $100,000 and $149,999	13.8%	44
$150,000+	7.2%	23
I do not wish to answer	20.6%	66
answered question		**320**
skipped question		**7**

25. If you have any additional comments relating to Downtown Romeoville and/or the Village's East Side, please provide them below.

Response Count
116
answered question **116**
skipped question **211**

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Stakeholder Interviews Summary

Participants in the stakeholder interviews held on July 7 and 27, 2011 provided information on issues and desires associated with the Downtown and East Side TOD study area as summarized in the following categories. Those issues identified in multiple sessions are noted in **bold type**. Major planning themes from these interviews are summarized below.

Overall, participants noted that the critical issues affecting the success of the East Side revolve around the current lack of connectivity to the rest of the community and the proposed Metra station. Most stakeholders felt there needs to be better connections for vehicles, bikes and pedestrians. While the extensive presence of topographic changes, floodplains and protected natural areas poses limitations to development, protection and enhance of environmental areas is seen as a potential asset and amenity. Adjacent industrial uses (CITGO), lack of public utility services and the downturn in the housing market suggest that development of the East Side is a long term potential, and that other industrial uses may provide the only near term opportunity, if determined appropriate and compatible with the long term plan for the East Side.

BUSINESSES & USES

Business/Use Types (existing)

- CITGO refinery
  - Operations solely focus on oil refinery.
  - Established in the 1920s and most recent major expansion occurred on the south end of the property, and the plant has been recently upgraded to enhance sulfur removal.
  - Most oil received via pipelines from Canada (80%).
  - Employ 750 people full time (inclusive of contractors) 24 hours/7 days/week. Employment increases by 1,500 – 2,000 people for major maintenance operations every 3 years.
  - Support a local bus for employees, however ridership from the plant is limited as most people drive from diverse locations.
  -
  - No major capital projects or expansions planned in the near term.
  - Do not support residential uses adjacent to property, but supportive of housing in general area with appropriate buffering and transitional uses, which has occurred at 127th and Smith Roads in Lemont.
  - As members of the OAN (Order Alert Network) the plant works with local residents to monitor environmental impacts. The prevailing NE winds limit the potential negative affect of the plant on the study area.

- Big Run Golf Course.
  - Established in the early 1920s, the 198 acre golf course provides a potential long term development opportunity.
  - Approximately 20 acres of the property along Long Run Creek is in floodplain and non-buildable.
  - Current plans call for the expansion north of 135th Street for a golf driving range on 10 acres. Improvement plans for 135th will provide for the construction of a pedestrian underpass to the driving range parcel.

Business/Use Types (potential)

- Corporate or industrial park uses limited due to significant topographic changes and natural areas that should be preserved in much of the study area.
- **Explore industrial uses as transitional uses between refinery and new housing. Potential users likely driven by build-to-suit, smaller scale projects.** (Ex: internet business, warehousing facilities, and medical related businesses)
- **Industrial uses may have the most near term potential for development in the East Side.**
- Village should explore potential for TIF assistance to make projects financially feasible.
- **Retail potential on East Side very limited and tied to more residential growth.** Retail demand likely limited to 15,000 – 20,000 square feet of neighborhood convenience oriented shopping and service uses (Ex. Dry cleaners, liquor store, personal service uses).

Housing

- **Explore residential uses in a conservation oriented design community to preserve the natural beauty of the area**.
- Explore additional residential development along High Road as area has good access to regional roads.
- **Development of the East Side should focus on residential uses**. Density is the key to feasibility and attraction of retail uses.
- **The residential market does not currently exist and should be consider as a long term planning opportunity – 5-10 years**.
- Explore opportunities for mid-rise apartment developments.
- Local school district boundaries do not have a significant advantage or disadvantage to housing location decisions in the study area.
- Provide market rate, independent housing options for seniors.
- Need higher densities to support desired business, retail and transit use.
- **Concern over the impact of the CITGO refinery may limit residential uses**.

Community Resources/Public Facilities

- The park and ball fields immediately north of the study area are maintained by the Village of Lemont, and provide amenities for new housing.
- Conceptual utility study identified the need for future wells and sewer serve depending on the level of development and demand.
- Recent upgrades to the Village sewer treatment facility provide sufficient capacity for serving the East Side if required.
- Sewer service to the East Side could also be provided by either Lemont or Lockport, but costs appear to be prohibitive.
- Several pipelines traverse the study area, including oil, natural gas, and butane.
- Old Quarry north of study area currently being used for natural gas storage.

APPENDIX B: STAKEHOLDER INTERVIEW SUMMARIES

(CONTINUED)

ENVIRONMENTAL

Open Space/Wildlife Preservation,

- Will County Forest Preserve District's (WCFD) long term plans call for additional purchase of MWRD property along the river corridor and both side of the I&M Canal.
- Will County developing plans for the protection of endangered species, including the Hines Emerald dragonfly and Spotted and Blanding turtles that are present within or near the study area.
- Big Run Creek currently in Illinois Department of Natural Resources (IDNR) ownership.
- The WCFD does not currently have near term plans for addition property acquisition or major facility expansion in the study area. Acquisition of floodplain properties is a long term goal.

TRANSPORTATION

135th Street

- 135th Construction phasing: 1 - Archer Avenue intersection 2011-12; 2 - Archer to Smith 2015; 3 – Smith to New (all right-of-way not acquired) 2017
- New signal at Smith Road – 3 lane intersection with curb/gutter
- 135th improvement – 5 lane cross section, 16' median, no landscaping in median, but not apposed if Village will maintain – Ex: Webber Road
- The County will allow multi-purpose path within parkway if Village pays and maintains, and if adequate right-of-way exists after improvements.
- Smith Road north of 135th Street is under the jurisdiction of Cook Co., and south is a Lockport Township road.
- Access controls to 135th Street – potential mid-section access between Smith and High roads. Typical intersection spacing is ¼ mile.
- The Village controls 135th Street to High Road. 135th Street east of High Road is under the jurisdiction of Will County.

Public Transit

- **Improving the frequency of commuter train and bus transit service is important to the use of these services.**

Other Transportation Issues

- New Avenue is an IDOT designated Truck Route serving the CITGO refinery.
- 127th Street as a 2 lane roadway is not sufficient to serve the area as the primary arterial roadway connection to I-355.

Romeoville East Side TOD Plan
Stakeholder Interviews Summary

PEDESTRIANS & BIKES

Access & Circulation

- **Need a complete sidewalk/bike path system throughout the Village, particularly along 135th Street (at least along one-side).**
- **The overall goal of the Village should be to fix linkages (pedestrian, bicycle, and road) to the Downtown.**
- Crossing 135th Street by bike or on foot to the Centennial trail at un-signalized crossing is a drawback.
- Need to provide wayfinding signs to link the East Side with the Downtown.

Trails/Paths

- Will County Forest Preserve District will soon initiate a phase one study for the establishment of a bike path connection between I-355, new Metra Station and the existing Centennial regional bike trail.
  - Study will explore several alignments within ComEd. easements and along 135th Street.
- Conceptual plans for a bike path connection to the Metra station provide for a bridge over the railroad. Preliminary engineering indicates that creating a pedestrian tunnel under the railroad tracks is not possible due to high water table and present of pipelines.
- Explore the potential for a new bike bridge across the DesPlaines river, north of 135th Street, to improve access to the Downtown and existing industrial uses at Rocabaar Road.

OTHER PLANNING ISSUES

Intergovernmental Cooperation

- Romeoville currently does not have a boundary agreement with Lemont or Lockport.
- Current FPA boundaries of Romeoville define the Village's planning area limits which is considered as Smith Road.
- Adjacent FPA areas include Homer Township to the southeast, Lockport to the south, and Lemont to the north.

Community Design Mapping Exercise Results

Community Workshop | September 28, 2011
Romeoville East Side Plan

Common Themes

Below are the common themes from the four groups who participated in the community design mapping exercise (listed in no particular order). Individual group results are provided on the following pages.

1. The groups had a clear understanding that many of the improvements and developments will have a long-term time horizon.

2. Little to no development foreseen around the Metra station. However, streetscape improvements along 135th Street and bus access would enhance the appearance and accessibility of the Metra site.

3. Potential for a community gateway near the Metra site to announce the entrance into the East Side TOD area.

4. The CITGO refinery would remain as is in the near and long terms, but there were some thoughts on the very long-term potential for how the site could be reused, particularly maintaining its function as a key employment generator for the community.

5. Residential development would be introduced in moderation, with highest density uses (e.g. condominiums, apartments, and senior housing) concentrated closer to the Metra station, and then transitioning to lower density uses eastward towards Smith Road and southward towards 143rd Street.

6. Landscaped buffering would be utilized to help screen residential uses from adjacent non-residential uses.

7. Limited commercial development is anticipated, generally keeping to convenience retail and restaurant uses at the 135th Street/New Avenue intersection.

8. Developing the area between New Avenue and High Road could help advance the East Side's industrial heritage by establishing itself as an employment corridor for Romeoville, providing for new industrial uses and business/office parks.

9. Vocational training facilities and a school could be established to provide educational opportunities for the enhanced employment base or an emerging student population as the East Side grows and/or local school districts require new facilities.

10. Public parks would be provided to serve the recreational needs of new residents and employees.

11. Outdoor recreation would serve similar needs as public parks, particularly capitalizing on the natural corridors created by Long Run Creek, the ComEd right-of-way, the river, and dense woodlands.

12. Trails would be established along 135th Street, New Avenue, and the ComEd right-of-way to provide connections to uses within the East Side, as well as provide connections to the western portion of Romeoville, including the Route 53 corridor and the downtown area.

APPENDIX C: COMMUNITY WORKSHOP MAPPING EXERCISE RESULTS

(CONTINUED)

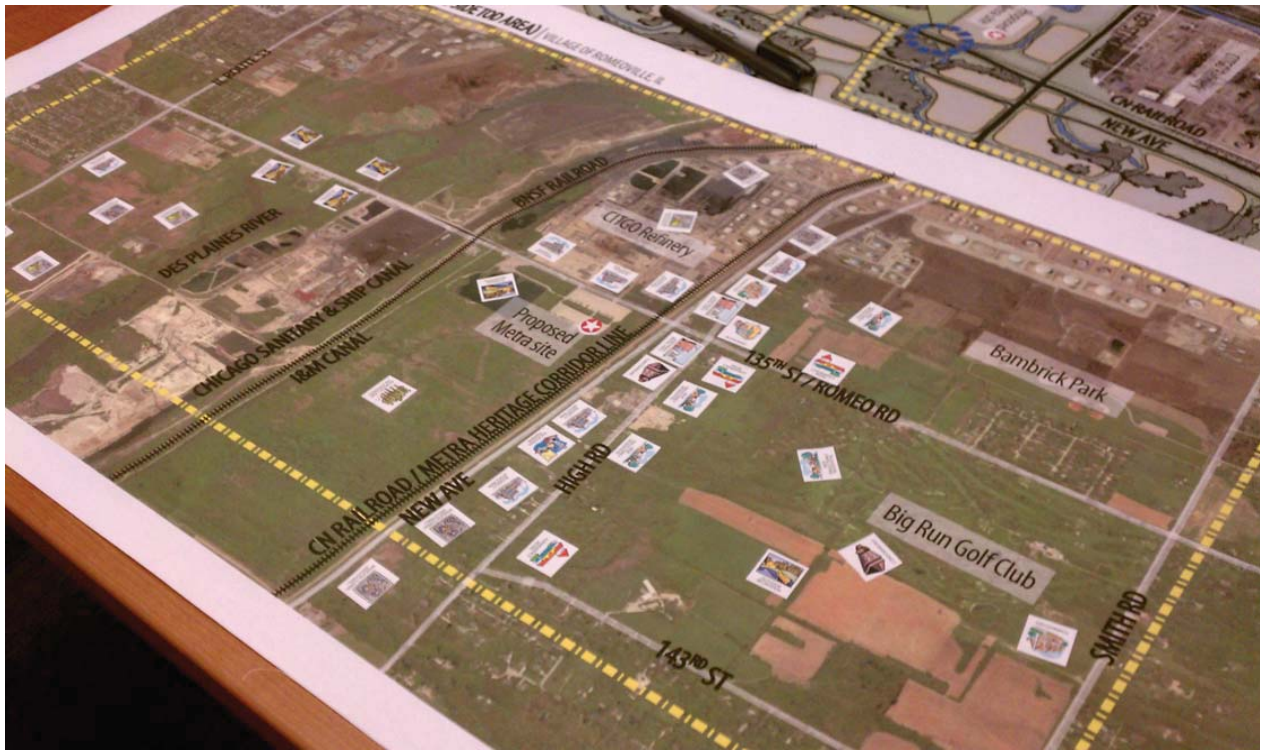
Group 1 Summary

The area immediately adjacent to the Metra site would be left mostly undeveloped, with landscaping to buffer the dragonfly conservation area and potential for outdoor recreation nearby as a reflection of the old Romeo Beach days.

Very long-term reuse of the CITGO site would maintain part of the site for industrial uses, but also introduce a business/office park along 135th Street.

Higher density residential development, such as condos and apartments, would be mostly concentrated close to the 135th Street/High Road intersection, taking advantage of close proximity to the Metra station. While single family homes east of High Road would reflect existing homes, a mix of apartments and condos would also be introduced to offer variety. Residential opportunities notably line the south and west perimeter of Big Run Golf Course.

Convenience retail and restaurant would be limited, mostly near High Road at the 135th Street and 143rd Street intersections.



The area between New Avenue and High Road would build upon the industrial heritage of the East Side by providing opportunities for a mix of industrial uses, business/office parks, and vocational training, which would enhance opportunities for employment in the community.

Outdoor recreation opportunities would be provided along the Des Plaines River.

Further west towards IL Route 53, industrial uses and business/office parks could be established south of 135th Street, creating additional opportunities for employment.

APPENDIX C: COMMUNITY WORKSHOP MAPPING EXERCISE RESULTS

(CONTINUED)

Group 2 Summary

This group focused on the need to build upon the close access to the Metra station. The area immediately adjacent to the Metra site would provide for some convenience retail, with additional retail at the 135th Street/New Avenue intersection. This intersection would also provide for a business/office park and apartments to provide employers and employees close access to the Metra station. A vocational training facility would also be located close to the Metra station for convenience for students around the region.

Very long-term reuse of the CITGO site would maintain part of the site for industrial use, but also introduce a business/office park. In the more near term, a hotel would provide lodging, particularly for the contractors working during the CITGO shutdown cycles.

Residential development would be mostly concentrated towards the southeast near 143rd Street, with a mix of housing types. The density of housing would decrease from west to east, with higher density condos, apartments, and senior housing closer to High Road and lower density single family homes and townhomes closer to Smith Road. A school and public parks would be intermingled among the housing to provide nearby recreation and education.

A community gateway would be established along 135th Street near New Avenue to announce arrival to the East Side and the Metra station area.

Further west along IL Route 53, streetscape and roadway improvements are suggested to provide for improved safety and access along the corridor, with continued connection to the high school to the south.

Providing a community gateway at Normantown Road and improved signage would create an enhanced identity for Downtown and IL Route 53. In terms of land uses, restaurants and convenience retail are suggested along the corridor.

Trails along 135th Street and IL Route 53 connect the East Side to Downtown Romeoville. A bus shelter would also provide a connection point via transit.

APPENDIX C: COMMUNITY WORKSHOP MAPPING EXERCISE RESULTS

(CONTINUED)

Group 3 Summary

The area immediately adjacent to the Metra site would be left undeveloped. To help enhance the appearance and accessibility of the Metra site area, though, improved signage, streetscape improvements, and a bus shelter would be introduced.

A trail connection would be provided from the Metra pedestrian bridge over the railroad, continuing north up to 135th Street, and then traversing west towards existing trails and recreation around the Des Plaines River.

While CITGO would remain as is, a business/office park and vocational training facility would be established to the east.

A limited amount of new residential uses would be introduced, primarily located near the Old Orchard neighborhood and as part of a potentially partial redevelopment of Big Run Golf Course site.

Outdoor recreation and public park opportunities would be established along Long Run Creek.

Road improvements would be provided along New Avenue. In addition, new traffic control would be established at the 135th Street/Smith Road intersection.

APPENDIX C: COMMUNITY WORKSHOP MAPPING EXERCISE RESULTS

(CONTINUED)

Group 4 Summary

The area immediately adjacent to the Metra site would be left undeveloped. To help enhance the appearance and accessibility of the Metra site area, though, streetscape improvements and a bus shelter would be introduced. Improved traffic control at the points where 135th Street intersects the railroad and New Avenue would also be provided to improve circulation and safety. Improve signage and a community gateway would also be established near this intersection to enhance the identity of the TOD.

Very long-term reuse of the CITGO site would establish a new medical facility.

Residential development would be fairly limited with a condominium east of New Avenue but in close proximity to the Metra station. New single family homes would also be provided along the east side of High Road, adding to the homes that are currently interspersed in this area.

Convenience retail and restaurant would generally be concentrated at the 135th Street/New Avenue intersection. Landscaped buffering would be provided at the backside of these commercial uses to screen existing homes to the east.

The area between New Avenue and High Road would build upon the industrial heritage of the East Side by providing opportunities for a mix of industrial uses, business/office parks, and vocational training, which would enhance opportunities for employment in the community. A school may also be established, serving either the enhanced employment base or residential growth on the East Side.

The 135th Street/Smith Road intersection could possibly support a convenience retail use and a bed and breakfast establishment.

Trails would be provided along the ComEd right-of-way, New Avenue, and 135th Street, connecting the various uses proposed, including the public parks and outdoor recreation that would be established at various points on the East Side.

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APPENDIX D:IMAGE PREFERENCE SURVEY RESULTS

Romeoville East Side Plan

Community Workshop

Wednesday, September 28, 2011

Image Preference Survey Findings

From an overall perspective, respondents of the Image Preference Survey indicated a strong preference towards masonry materials, whether it was for buildings or signage. Support for masonry also ranged from brick to stone. However, the use of masonry must be part of a well-designed structure or sign, as poor or lackluster design would be an overriding factor, even if the structure or sign utilized masonry construction. For example, respondents liked a brick home with a side-loaded garage, but disliked another brick home with a front-loaded garage. For another example, respondents liked stone-based signage that maintained a manicured feel, but disliked other signage that had stone bases but rudimentary signs or excessive sign copy.

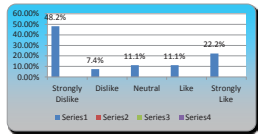
Below is a more detailed breakdown of findings:

- Residential uses. Respondents were supportive of single family houses as long as they are designed well (e.g. masonry construction, side- or rear-loaded garages, manicured lawns, etc).
- Commercial uses. There was support for retail uses provided that they were of quality design and at an appropriate scale. There was substantial support for offices or buildings that had an office-like appearance, such as a community center or academic building. However, there was little support for light industrial uses that can have a dominant building presence, such as warehousing and logistics/intermodal businesses.
- Other land uses. There was general support for equestrian-based uses, such as stables or an equestrian center, which keep with the pastoral nature of the East Side. Mixed support for keeping vacant land as open space.
- Signs. The general trend was support for signs that had a clean appearance, with particular preference for signs with masonry construction. Signs that were tall, displayed too much information, or that were grouped too close together garnered little support. However, despite displaying an array of information, wayfinding signage was supported, most likely depending on a clean and organized design.
- Transit facilities. There was greater support for a train platform with a masonry construction than a concrete-based platform, even if the latter had just as clean an appearance as the former. There was also support for covered bus shelters and open-air bicycle storage.
- Streetscape. Respondents were supportive of the landscaped medians that the Village is currently implementing along IL Route 53, indicating likely support for similar streetscape treatments along 135th Street and the East Side. Sidewalks separated from the roadway via landscaped parkways were also supported. In terms of street crossings, there was a strong preference for crosswalks that had more pronounced presence marked with brick pavers or multi-color/multi-striped designs than simple striping.

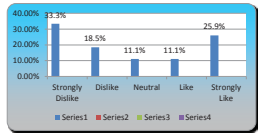
Turning Graphical Results by Question

Session Name: Romeoville Community Workshop 9-28-2011 7-04 PM
Created: 9/28/2011 8:00 PM

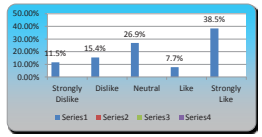
1.) Practice image- test your keypads! (multiple choice)	Responses	
Strongly Dislike	13	48.15%
Dislike	2	7.41%
Neutral	3	11.11%
Like	3	11.11%
Strongly Like	6	22.22%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	15	55.56% <<<
Neutral	3	11.11%
Strongly Like OR Like	9	33.33%
Totals	**27**	**100.00%**



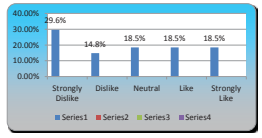
2.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)	Responses	
Strongly Dislike	9	33.33%
Dislike	5	18.52%
Neutral	3	11.11%
Like	3	11.11%
Strongly Like	7	25.93%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	14	51.85% <<<
Neutral	3	11.11%
Strongly Like OR Like	10	37.04%
Totals	**27**	**100.00%**



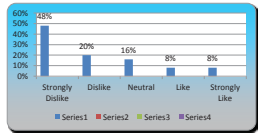
3.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)	Responses	
Strongly Dislike	3	11.54%
Dislike	4	15.38%
Neutral	7	26.92%
Like	2	7.69%
Strongly Like	10	38.46%
Totals	**26**	**100%**
Strongly Dislike OR Dislike	7	26.92%
Neutral	7	26.92%
Strongly Like OR Like	12	46.15% <<<
Totals	**26**	**100.00%**



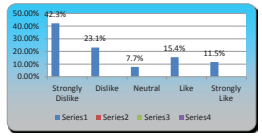
4.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)	Responses	
Strongly Dislike	8	29.63%
Dislike	4	14.81%
Neutral	5	18.52%
Like	5	18.52%
Strongly Like	5	18.52%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	12	44.44%
Neutral	5	18.52%
Strongly Like OR Like	10	37.04%
Totals	**27**	**100.00%**



5.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)	Responses	
Strongly Dislike	12	48%
Dislike	5	20%
Neutral	4	16%
Like	2	8%
Strongly Like	2	8%
Totals	**25**	**100%**
Strongly Dislike OR Dislike	17	68.00% <<<
Neutral	4	16.00%
Strongly Like OR Like	4	16.00%
Totals	**25**	**100.00%**



6.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)	Responses	
Strongly Dislike	11	42.31%
Dislike	6	23.08%
Neutral	2	7.69%
Like	4	15.38%
Strongly Like	3	11.54%
Totals	**26**	**100%**
Strongly Dislike OR Dislike	17	65.38% <<<
Neutral	2	7.69%
Strongly Like OR Like	7	26.92%
Totals	**26**	**100.00%**

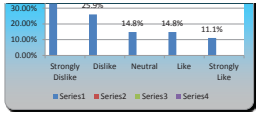


7.) How appropriate is this land use type to the East

APPENDIX D:IMAGE PREFERENCE SURVEY RESULTS

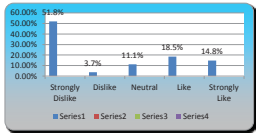
(CONTINUED)

Side/Metra Station Area? (multiple choice)	Responses	
Strongly Dislike	9	33.33%
Dislike	7	25.93%
Neutral	4	14.81%
Like	4	14.81%
Strongly Like	3	11.11%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	16	59.26% <<<
Neutral	4	14.81%
Strongly Like OR Like	7	25.93%
Totals	**27**	**100.00%**



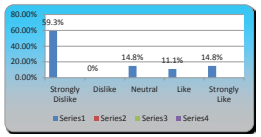
8.) How appropriate is this land use type to the East

Side/Metra Station Area? (multiple choice)	Responses	
Strongly Dislike	14	51.85%
Dislike	1	3.70%
Neutral	3	11.11%
Like	5	18.52%
Strongly Like	4	14.81%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	15	55.56% <<<
Neutral	3	11.11%
Strongly Like OR Like	9	33.33%
Totals	**27**	**100.00%**



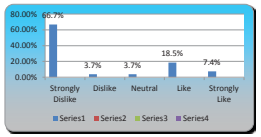
9.) How appropriate is this land use type to the East

Side/Metra Station Area? (multiple choice)	Responses	
Strongly Dislike	16	59.26%
Dislike	0	0%
Neutral	4	14.81%
Like	3	11.11%
Strongly Like	4	14.81%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	16	59.26% <<<
Neutral	4	14.81%
Strongly Like OR Like	7	25.93%
Totals	**27**	**100.00%**



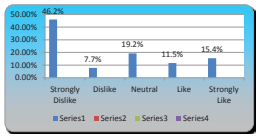
10.) How appropriate is this land use type to the East

Side/Metra Station Area? (multiple choice)	Responses	
Strongly Dislike	18	66.67%
Dislike	1	3.70%
Neutral	1	3.70%
Like	5	18.52%
Strongly Like	2	7.41%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	19	70.37% <<<
Neutral	1	3.70%
Strongly Like OR Like	7	25.93%
Totals	**27**	**100.00%**



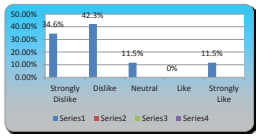
11.) How appropriate is this land use type to the East

Side/Metra Station Area? (multiple choice)	Responses	
Strongly Dislike	12	46.15%
Dislike	2	7.69%
Neutral	5	19.23%
Like	3	11.54%
Strongly Like	4	15.38%
Totals	**26**	**100%**
Strongly Dislike OR Dislike	14	53.85% <<<
Neutral	5	19.23%
Strongly Like OR Like	7	26.92%
Totals	**26**	**100.00%**



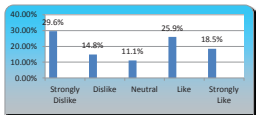
12.) How appropriate is this land use type to the East

Side/Metra Station Area? (multiple choice)	Responses	
Strongly Dislike	9	34.62%
Dislike	11	42.31%
Neutral	3	11.54%
Like	0	0%
Strongly Like	3	11.54%
Totals	**26**	**100%**
Strongly Dislike OR Dislike	20	76.92% <<<
Neutral	3	11.54%
Strongly Like OR Like	3	11.54%
Totals	**26**	**100.00%**



13.) How appropriate is this land use type to the East

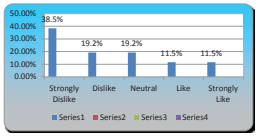
Side/Metra Station Area? (multiple choice)	Responses	
Strongly Dislike	8	29.63%
Dislike	4	14.81%
Neutral	3	11.11%
Like	7	25.93%
Strongly Like	5	18.52%
Totals	**27**	**100%**



Strongly Dislike OR Dislike	12	44.44%
Neutral	3	11.11%
Strongly Like OR Like	12	44.44%
Totals	**27**	**100.00%**

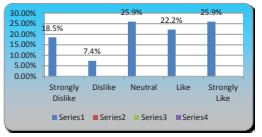
14.) How appropriate is this land use type to the East

Side/Metra Station Area? (multiple choice)	Responses	
Strongly Dislike	10	38.46%
Dislike	5	19.23%
Neutral	5	19.23%
Like	3	11.54%
Strongly Like	3	11.54%
Totals	**26**	**100%**
Strongly Dislike OR Dislike	15	57.69% <<<
Neutral	5	19.23%
Strongly Like OR Like	6	23.08%
Totals	**26**	**100.00%**



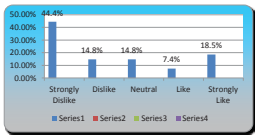
15.) How appropriate is this land use type to the East

Side/Metra Station Area? (multiple choice)	Responses	
Strongly Dislike	5	18.52%
Dislike	2	7.41%
Neutral	7	25.93%
Like	6	22.22%
Strongly Like	7	25.93%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	7	25.93%
Neutral	7	25.93%
Strongly Like OR Like	13	48.15% <<<
Totals	**27**	**100.00%**



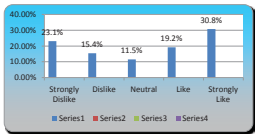
16.) How appropriate is this land use type to the East

Side/Metra Station Area? (multiple choice)	Responses	
Strongly Dislike	12	44.44%
Dislike	4	14.81%
Neutral	4	14.81%
Like	2	7.41%
Strongly Like	5	18.52%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	16	59.26% <<<
Neutral	4	14.81%
Strongly Like OR Like	7	25.93%
Totals	**27**	**100.00%**



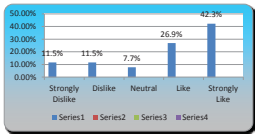
17.) How appropriate is this land use type to the East

Side/Metra Station Area? (multiple choice)	Responses	
Strongly Dislike	6	23.08%
Dislike	4	15.38%
Neutral	3	11.54%
Like	5	19.23%
Strongly Like	8	30.77%
Totals	**26**	**100%**
Strongly Dislike OR Dislike	10	38.46%
Neutral	3	11.54%
Strongly Like OR Like	13	50.00% <<<
Totals	**26**	**100.00%**



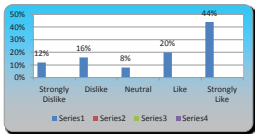
18.) How appropriate is this land use type to the East

Side/Metra Station Area? (multiple choice)	Responses	
Strongly Dislike	3	11.54%
Dislike	3	11.54%
Neutral	2	7.69%
Like	7	26.92%
Strongly Like	11	42.31%
Totals	**26**	**100%**
Strongly Dislike OR Dislike	6	23.08%
Neutral	2	7.69%
Strongly Like OR Like	18	69.23% <<<
Totals	**26**	**100.00%**



19.) How appropriate is this land use type to the East

Side/Metra Station Area? (multiple choice)	Responses	
Strongly Dislike	3	12%
Dislike	4	16%
Neutral	2	8%
Like	5	20%
Strongly Like	11	44%
Totals	**25**	**100%**
Strongly Dislike OR Dislike	7	28.00%
Neutral	2	8.00%
Strongly Like OR Like	16	64.00% <<<
Totals	**25**	**100.00%**

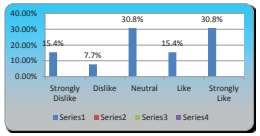


APPENDIX D:IMAGE PREFERENCE SURVEY RESULTS

(CONTINUED)

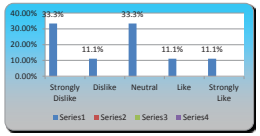
20.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)

	Responses	
Strongly Dislike	4	15.38%
Dislike	2	7.69%
Neutral	8	30.77%
Like	4	15.38%
Strongly Like	8	30.77%
Totals	**26**	**100%**
Strongly Dislike OR Dislike	6	23.08%
Neutral	8	30.77%
Strongly Like OR Like	12	46.15% <<<
Totals	**26**	**100.00%**



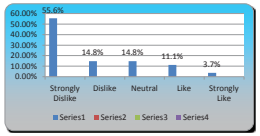
21.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)

	Responses	
Strongly Dislike	9	33.33%
Dislike	3	11.11%
Neutral	9	33.33%
Like	3	11.11%
Strongly Like	3	11.11%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	12	44.44% <<<
Neutral	9	33.33%
Strongly Like OR Like	6	22.22%
Totals	**27**	**100.00%**



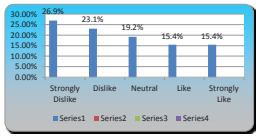
22.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)

	Responses	
Strongly Dislike	15	55.56%
Dislike	4	14.81%
Neutral	4	14.81%
Like	3	11.11%
Strongly Like	1	3.70%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	19	70.37% <<<
Neutral	4	14.81%
Strongly Like OR Like	4	14.81%
Totals	**27**	**100.00%**



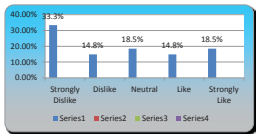
23.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)

	Responses	
Strongly Dislike	7	26.92%
Dislike	6	23.08%
Neutral	5	19.23%
Like	4	15.38%
Strongly Like	4	15.38%
Totals	**26**	**100%**
Strongly Dislike OR Dislike	13	50.00% <<<
Neutral	5	19.23%
Strongly Like OR Like	8	30.77%
Totals	**26**	**100.00%**



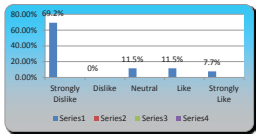
24.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)

	Responses	
Strongly Dislike	9	33.33%
Dislike	4	14.81%
Neutral	5	18.52%
Like	4	14.81%
Strongly Like	5	18.52%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	13	48.15% <<<
Neutral	5	18.52%
Strongly Like OR Like	9	33.33%
Totals	**27**	**100.00%**



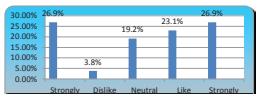
25.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)

	Responses	
Strongly Dislike	18	69.23%
Dislike	0	0%
Neutral	3	11.54%
Like	3	11.54%
Strongly Like	2	7.69%
Totals	**26**	**100%**
Strongly Dislike OR Dislike	18	69.23% <<<
Neutral	3	11.54%
Strongly Like OR Like	5	19.23%
Totals	**26**	**100.00%**



26.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)

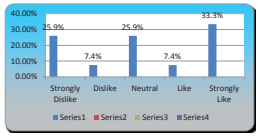
	Responses	
Strongly Dislike	7	26.92%
Dislike	1	3.85%
Neutral	5	19.23%
Like	6	23.08%



Strongly Like	7	26.92%
Totals	**26**	**100%**
Strongly Dislike OR Dislike	8	30.77%
Neutral	5	19.23%
Strongly Like OR Like	13	50.00% <<<
Totals	**26**	**100.00%**

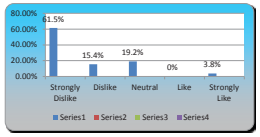
27.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)

	Responses	
Strongly Dislike	7	25.93%
Dislike	2	7.41%
Neutral	7	25.93%
Like	2	7.41%
Strongly Like	9	33.33%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	9	33.33%
Neutral	7	25.93%
Strongly Like OR Like	11	40.74%
Totals	**27**	**100.00%**



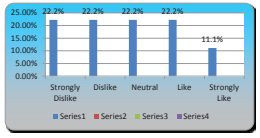
28.) How do you rate the sign? (multiple choice)

	Responses	
Strongly Dislike	16	61.54%
Dislike	4	15.38%
Neutral	5	19.23%
Like	0	0%
Strongly Like	1	3.85%
Totals	**26**	**100%**
Strongly Dislike OR Dislike	20	76.92% <<<
Neutral	5	19.23%
Strongly Like OR Like	1	3.85%
Totals	**26**	**100.00%**



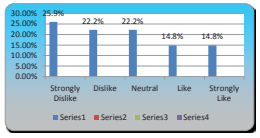
29.) How do you rate the sign? (multiple choice)

	Responses	
Strongly Dislike	6	22.22%
Dislike	6	22.22%
Neutral	6	22.22%
Like	6	22.22%
Strongly Like	3	11.11%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	12	44.44% <<<
Neutral	6	22.22%
Strongly Like OR Like	9	33.33%
Totals	**27**	**100.00%**



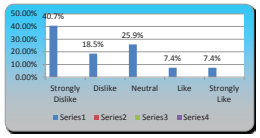
30.) How do you rate the sign? (multiple choice)

	Responses	
Strongly Dislike	7	25.93%
Dislike	6	22.22%
Neutral	6	22.22%
Like	4	14.81%
Strongly Like	4	14.81%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	13	48.15% <<<
Neutral	6	22.22%
Strongly Like OR Like	8	29.63%
Totals	**27**	**100.00%**



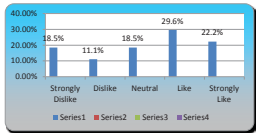
31.) How do you rate the sign? (multiple choice)

	Responses	
Strongly Dislike	11	40.74%
Dislike	5	18.52%
Neutral	7	25.93%
Like	2	7.41%
Strongly Like	2	7.41%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	16	59.26% <<<
Neutral	7	25.93%
Strongly Like OR Like	4	14.81%
Totals	**27**	**100.00%**



32.) How do you rate the sign? (multiple choice)

	Responses	
Strongly Dislike	5	18.52%
Dislike	3	11.11%
Neutral	5	18.52%
Like	8	29.63%
Strongly Like	6	22.22%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	8	29.63%
Neutral	5	18.52%
Strongly Like OR Like	14	51.85% <<<
Totals	**27**	**100.00%**

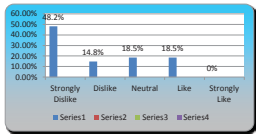


APPENDIX D:IMAGE PREFERENCE SURVEY RESULTS

(CONTINUED)

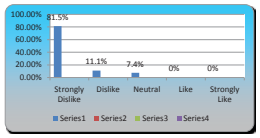
33.) How do you rate the sign? (multiple choice)

	Responses	
Strongly Dislike	13	48.15%
Dislike	4	14.81%
Neutral	5	18.52%
Like	5	18.52%
Strongly Like	0	0%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	17	62.96% <<<
Neutral	5	18.52%
Strongly Like OR Like	5	18.52%
Totals	**27**	**100.00%**



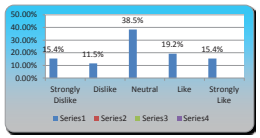
34.) How do you rate the sign? (multiple choice)

	Responses	
Strongly Dislike	22	81.48%
Dislike	3	11.11%
Neutral	2	7.41%
Like	0	0%
Strongly Like	0	0%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	25	92.59% <<<
Neutral	2	7.41%
Strongly Like OR Like	0	0.00%
Totals	**27**	**100.00%**



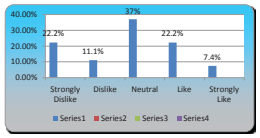
35.) How do you rate the sign? (multiple choice)

	Responses	
Strongly Dislike	4	15.38%
Dislike	3	11.54%
Neutral	10	38.46%
Like	5	19.23%
Strongly Like	4	15.38%
Totals	**26**	**100%**
Strongly Dislike OR Dislike	7	26.92%
Neutral	10	38.46%
Strongly Like OR Like	9	34.62%
Totals	**26**	**100.00%**



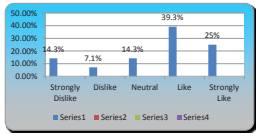
36.) How do you rate the sign? (multiple choice)

	Responses	
Strongly Dislike	6	22.22%
Dislike	3	11.11%
Neutral	10	37.04%
Like	6	22.22%
Strongly Like	2	7.41%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	9	33.33%
Neutral	10	37.04%
Strongly Like OR Like	8	29.63%
Totals	**27**	**100.00%**



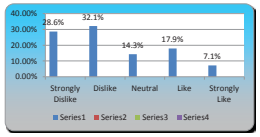
37.) How do you rate the sign? (multiple choice)

	Responses	
Strongly Dislike	4	14.29%
Dislike	2	7.14%
Neutral	4	14.29%
Like	11	39.29%
Strongly Like	7	25%
Totals	**28**	**100%**
Strongly Dislike OR Dislike	6	21.43%
Neutral	4	14.29%
Strongly Like OR Like	18	64.29% <<<
Totals	**28**	**100.00%**



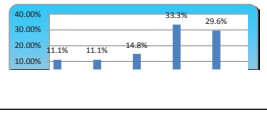
38.) How do you rate the sign? (multiple choice)

	Responses	
Strongly Dislike	8	28.57%
Dislike	9	32.14%
Neutral	4	14.29%
Like	5	17.86%
Strongly Like	2	7.14%
Totals	**28**	**100%**
Strongly Dislike OR Dislike	17	60.71% <<<
Neutral	4	14.29%
Strongly Like OR Like	7	25.00%
Totals	**28**	**100.00%**



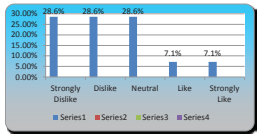
39.) How do you rate the sign? (multiple choice)

	Responses
Strongly Dislike	3	11.11%
Dislike	3	11.11%
Neutral	4	14.81%
Like	9	33.33%
Strongly Like	8	29.63%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	6	22.22%
Neutral	4	14.81%
Strongly Like OR Like	17	62.96% <<<
Totals	**27**	**100.00%**



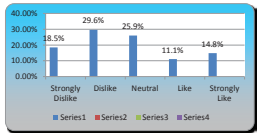
40.) How do you rate the sign? (multiple choice)

	Responses	
Strongly Dislike	8	28.57%
Dislike	8	28.57%
Neutral	8	28.57%
Like	2	7.14%
Strongly Like	2	7.14%
Totals	**28**	**100%**
Strongly Dislike OR Dislike	16	57.14% <<<
Neutral	8	28.57%
Strongly Like OR Like	4	14.29%
Totals	**28**	**100.00%**



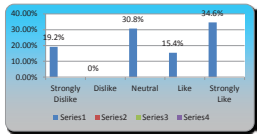
41.) How do you rate the sign? (multiple choice)

	Responses	
Strongly Dislike	5	18.52%
Dislike	8	29.63%
Neutral	7	25.93%
Like	3	11.11%
Strongly Like	4	14.81%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	13	48.15% <<<
Neutral	7	25.93%
Strongly Like OR Like	7	25.93%
Totals	**27**	**100.00%**



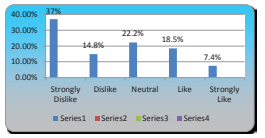
42.) How do you rate the sign? (multiple choice)

	Responses	
Strongly Dislike	5	19.23%
Dislike	0	0%
Neutral	8	30.77%
Like	4	15.38%
Strongly Like	9	34.62%
Totals	**26**	**100%**
Strongly Dislike OR Dislike	5	19.23%
Neutral	8	30.77%
Strongly Like OR Like	13	50.00% <<<
Totals	**26**	**100.00%**



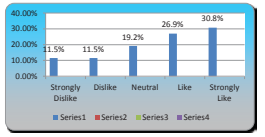
43.) How do you rate the sign? (multiple choice)

	Responses	
Strongly Dislike	10	37.04%
Dislike	4	14.81%
Neutral	6	22.22%
Like	5	18.52%
Strongly Like	2	7.41%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	14	51.85% <<<
Neutral	6	22.22%
Strongly Like OR Like	7	25.93%
Totals	**27**	**100.00%**



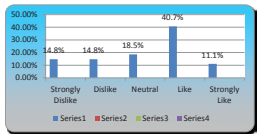
44.) How do you rate the sign? (multiple choice)

	Responses	
Strongly Dislike	3	11.54%
Dislike	3	11.54%
Neutral	5	19.23%
Like	7	26.92%
Strongly Like	8	30.77%
Totals	**26**	**100%**
Strongly Dislike OR Dislike	6	23.08%
Neutral	5	19.23%
Strongly Like OR Like	15	57.69% <<<
Totals	**26**	**100.00%**



45.) How do you rate the sign? (multiple choice)

	Responses	
Strongly Dislike	4	14.81%
Dislike	4	14.81%
Neutral	5	18.52%
Like	11	40.74%
Strongly Like	3	11.11%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	8	29.63%
Neutral	5	18.52%
Strongly Like OR Like	14	51.85% <<<
Totals	**27**	**100.00%**

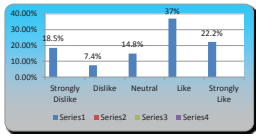


APPENDIX D:IMAGE PREFERENCE SURVEY RESULTS

(CONTINUED)

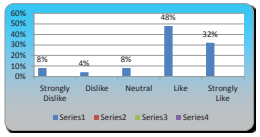
46.) How do you rate the sign? (multiple choice)

	Responses	
Strongly Dislike	5	18.52%
Dislike	2	7.41%
Neutral	4	14.81%
Like	10	37.04%
Strongly Like	6	22.22%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	7	25.93%
Neutral	4	14.81%
Strongly Like OR Like	16	59.26% <<<
Totals	**27**	**100.00%**



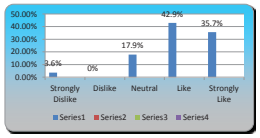
47.) How do you rate the sign? (multiple choice)

	Responses	
Strongly Dislike	2	8%
Dislike	1	4%
Neutral	2	8%
Like	12	48%
Strongly Like	8	32%
Totals	**25**	**100%**
Strongly Dislike OR Dislike	3	12.00%
Neutral	2	8.00%
Strongly Like OR Like	20	80.00% <<<
Totals	**25**	**100.00%**



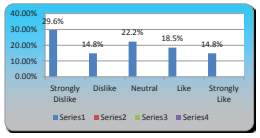
48.) How do you rate the transit facilities? (multiple choice)

	Responses	
Strongly Dislike	1	3.57%
Dislike	0	0%
Neutral	5	17.86%
Like	12	42.86%
Strongly Like	10	35.71%
Totals	**28**	**100%**
Strongly Dislike OR Dislike	1	3.57%
Neutral	5	17.86%
Strongly Like OR Like	22	78.57% <<<
Totals	**28**	**100.00%**



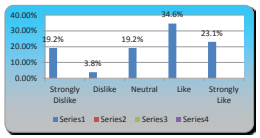
49.) How do you rate the transit facilities? (multiple choice)

	Responses	
Strongly Dislike	8	29.63%
Dislike	4	14.81%
Neutral	6	22.22%
Like	5	18.52%
Strongly Like	4	14.81%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	12	44.44% <<<
Neutral	6	22.22%
Strongly Like OR Like	9	33.33%
Totals	**27**	**100.00%**



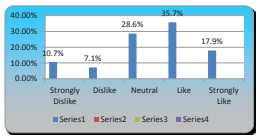
50.) How do you rate the transit facilities? (multiple choice)

	Responses	
Strongly Dislike	5	19.23%
Dislike	1	3.85%
Neutral	5	19.23%
Like	9	34.62%
Strongly Like	6	23.08%
Totals	**26**	**100%**
Strongly Dislike OR Dislike	6	23.08%
Neutral	5	19.23%
Strongly Like OR Like	15	57.69% <<<
Totals	**26**	**100.00%**



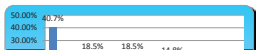
51.) How do you rate the transit facilities? (multiple choice)

	Responses	
Strongly Dislike	3	10.71%
Dislike	2	7.14%
Neutral	8	28.57%
Like	10	35.71%
Strongly Like	5	17.86%
Totals	**28**	**100%**
Strongly Dislike OR Dislike	5	17.86%
Neutral	8	28.57%
Strongly Like OR Like	15	53.57% <<<
Totals	**28**	**100.00%**

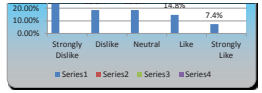


52.) How do you rate the transit facilities? (multiple choice)

	Responses	
Strongly Dislike	11	40.74%

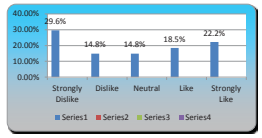


Dislike	5	18.52%
Neutral	5	18.52%
Like	4	14.81%
Strongly Like	2	7.41%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	16	59.26% <<<
Neutral	5	18.52%
Strongly Like OR Like	6	22.22%
Totals	**27**	**100.00%**



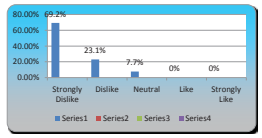
53.) How do you rate the streetscape character? (multiple choice)

	Responses	
Strongly Dislike	8	29.63%
Dislike	4	14.81%
Neutral	4	14.81%
Like	5	18.52%
Strongly Like	6	22.22%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	12	44.44%
Neutral	4	14.81%
Strongly Like OR Like	11	40.74%
Totals	**27**	**100.00%**



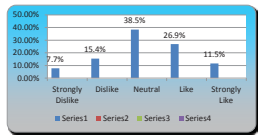
54.) How do you rate the streetscape character? (multiple choice)

	Responses	
Strongly Dislike	18	69.23%
Dislike	6	23.08%
Neutral	2	7.69%
Like	0	0%
Strongly Like	0	0%
Totals	**26**	**100%**
Strongly Dislike OR Dislike	24	92.31% <<<
Neutral	2	7.69%
Strongly Like OR Like	0	0.00%
Totals	**26**	**100.00%**



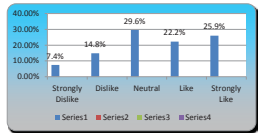
55.) How do you rate the streetscape character? (multiple choice)

	Responses	
Strongly Dislike	2	7.69%
Dislike	4	15.38%
Neutral	10	38.46%
Like	7	26.92%
Strongly Like	3	11.54%
Totals	**26**	**100%**
Strongly Dislike OR Dislike	6	23.08%
Neutral	10	38.46%
Strongly Like OR Like	10	38.46% <<<
Totals	**26**	**100.00%**



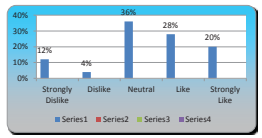
56.) How do you rate the streetscape character? (multiple choice)

	Responses	
Strongly Dislike	2	7.41%
Dislike	4	14.81%
Neutral	8	29.63%
Like	6	22.22%
Strongly Like	7	25.93%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	6	22.22%
Neutral	8	29.63%
Strongly Like OR Like	13	48.15% <<<
Totals	**27**	**100.00%**



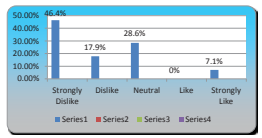
57.) How do you rate the streetscape character? (multiple choice)

	Responses	
Strongly Dislike	3	12%
Dislike	1	4%
Neutral	9	36%
Like	7	28%
Strongly Like	5	20%
Totals	**25**	**100%**
Strongly Dislike OR Dislike	4	16.00%
Neutral	9	36.00%
Strongly Like OR Like	12	48.00% <<<
Totals	**25**	**100.00%**



58.) How do you rate the street crossing? (multiple choice)

	Responses	
Strongly Dislike	13	46.43%
Dislike	5	17.86%
Neutral	8	28.57%
Like	0	0%
Strongly Like	2	7.14%
Totals	**28**	**100%**
Strongly Dislike OR Dislike	18	64.29% <<<
Neutral	8	28.57%



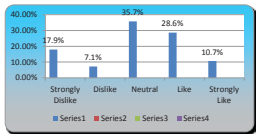
APPENDIX D:IMAGE PREFERENCE SURVEY RESULTS

(CONTINUED)

Strongly Like OR Like	2	7.14%
Totals	**28**	**100.00%**

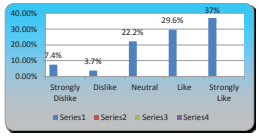
59.) How do you rate the street crossing? (multiple choice)

	Responses	
Strongly Dislike	5	17.86%
Dislike	2	7.14%
Neutral	10	35.71%
Like	8	28.57%
Strongly Like	3	10.71%
Totals	**28**	**100%**
Strongly Dislike OR Dislike	7	25.00%
Neutral	10	35.71%
Strongly Like OR Like	11	39.29% <<<
Totals	**28**	**100.00%**



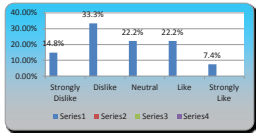
60.) How do you rate the street crossing? (multiple choice)

	Responses	
Strongly Dislike	2	7.41%
Dislike	1	3.70%
Neutral	6	22.22%
Like	8	29.63%
Strongly Like	10	37.04%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	3	11.11%
Neutral	6	22.22%
Strongly Like OR Like	18	66.67% <<<
Totals	**27**	**100.00%**



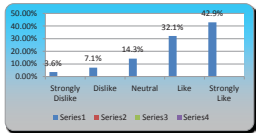
61.) How do you rate the street crossing? (multiple choice)

	Responses	
Strongly Dislike	4	14.81%
Dislike	9	33.33%
Neutral	6	22.22%
Like	6	22.22%
Strongly Like	2	7.41%
Totals	**27**	**100%**
Strongly Dislike OR Dislike	13	48.15% <<<
Neutral	6	22.22%
Strongly Like OR Like	8	29.63%
Totals	**27**	**100.00%**



62.) How do you rate the street crossing? (multiple choice)

	Responses	
Strongly Dislike	1	3.57%
Dislike	2	7.14%
Neutral	4	14.29%
Like	9	32.14%
Strongly Like	12	42.86%
Totals	**28**	**100%**
Strongly Dislike OR Dislike	3	10.71%
Neutral	4	14.29%
Strongly Like OR Like	21	75.00% <<<
Totals	**28**	**100.00%**



APPENDIX E: MEMO ON EAST SIDE MARKET-SUPPORTABLE LAND USES

GRUEN GRUEN + ASSOCIATES
MEMORANDUM

Date: August 2, 2011
To: Kon Savoy, AICP
From: Gruen Gruen + Associates
Subject: C1311 East Side Market-Supportable Land Uses
cc:

INTRODUCTION

You have asked us to provide our assessment of potential market-supported land uses (specifically office, industrial and residential) for development adjoining the proposed Metra station on the east side of Romeoville shown below. This memorandum responds to your request.

MAP 1: East Side and Proposed Metra Station

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DESCRIPTION OF PROPOSED STATION AREA

As you know, much of the area is currently unincorporated lacking basic sewer and water infrastructure. We understand the proposed Metra station would be located on land currently utilized by CITGO for spillover parking, at the southwest corner of the intersection of New Avenue and 135th Street. Initial estimates provided by the transportation consultant indicate daily ridership is anticipated to total less than 200.

The CITGO refinery adjoins the proposed Metra station to the north. The Big Run Golf Course, consisting of approximately 200 acres, comprises the majority of east side property. The golf course has been in operation for more than 75 years, well before CITGO began operating its refinery. In the past, heavy industrial uses and subsidized low-income apartments had been proposed for property on the north side of 135th Street.

COMPETITIVE POSITION OF EAST SIDE PROPOSED METRA STATION LOCATION FOR OFFICE SPACE

Successful corporate office developments depend on how well they enable businesses to be more productive and satisfy their customers with innovations that produce better products and services. Successful office space developments typically must meet the following criteria:

- A central or highly accessible location to major transportation modes and other activity centers in the region. GG+A's past survey research and review of the literature on locational factors and corporate site selection suggests for offices devoted to administrative, corporate control, and research and development functions, or producer service industries (e.g., advertising, accounting and auditing, management consulting, public relations and legal services) that most intensively sell to customers outside their region of domicile, access to air service and other key transportation links is critical;
- A large commute shed providing access to a significant concentration of a highly-skilled and well-educated workforce;
- Proximity to a diverse set of housing uses. The proximity to a variety of housing product options relates well to the national trend for people to prefer to work close to their residences. This is especially true for female wage earners, which are often primarily responsible for rearing children and caring for elderly parents as well as for part-time workers;
- Proximity to retail, lodging, and other support services and amenities, including eating and drinking establishments and day-care and fitness facilities;

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APPENDIX E: MEMO ON EAST SIDE MARKET-SUPPORTABLE LAND USES

(CONTINUED)

- Market responsive product types with appropriate technology capabilities; and as indicated above, and most important,

- Locations within agglomerations or a "critical mass" that help businesses attract and retain labor and operate cost effectively and productively. It is difficult to be productive or innovative if the talented labor companies need is exhausted by long commutes. In an era of globalization and a shortage of well educated, highly-skilled workers, businesses and office development follows the talented labor.

The interviews and site and area inspections indicate disadvantages associated with the east side, proposed Metra station location for office space include the following:

- The absence of an agglomeration or clustering of office uses in the vicinity of the site;

- Proximity to the CITGO refinery which creates a disamenity for office (and other uses). Office space users will not find a location adjacent to a refinery the most desirable or productive site available;

- The lack of a positive image or identity as an office location. Locations are defined or branded by the character and image of the neighboring uses and the neighboring use of a refinery does not increase the locational value and image of the site for office users;

- The lack of proximity to hotel, and other support services; and a

- Location not central or highly accessible compared to alternatives.

COMPETITIVE POSITION OF EAST SIDE
PROPOSED METRA STATION LOCATION FOR INDUSTRIAL SPACE

To succeed, an industrial park typically requires a location including the following attributes:

- Near major airports and convenient to major highways and seaports;

- High identity or visibility to/from and convenient access to a major highways;

- Proximity to commercial services and activities;

- Near, but not too close, to housing uses and an appropriately skilled labor base; and

- An image or identity as a well-established place for contemporary industrial businesses.

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Industrial building and grounds are becoming increasingly more park-like and user-friendly. Industrial buildings, which often look less like traditional factories and more like office buildings, are designed for maximum efficiency and productivity with ample loading docks and overhead doors, large truck turnaround areas, and enhanced lighting for round-the-clock operations. An increasing proportion of industrial buildings (other than distribution facilities) include higher amounts of office space than historically has been the case because of the need to accommodate increased administrative, data processing, and sales functions.

The east side location does not possess the characteristics needed for successful modern industrial developments. It lacks the requisite access and identity to key transportation links;[1] lacks proximity to support services; and lacks the image or identity as a place for contemporary industrial businesses. In addition, with the potential exception of "heavy" industrial users, the proximity of the CITGO refinery will deter many industrial users, especially those which depend upon engineering and other high skill labor, from considering the location.

In addition, the I-55 industrial market in which space built at the site would compete is highly competitive with no shortage of building space options for users.

I-55 Submarket Trends

Table 1 summarizes the amount of building space, vacant space, and rental rates for the I-55 industrial submarket.

TABLE 1

I-55 INDUSTRIAL SUBMARKET INVENTORY

Year	Total Inventory # Building Square Feet	Vacancy # Building Square Feet	Vacancy Rate %	Average Annual Rental Rate $ Per Square Foot
2006 Year-end	66,032,434	9,449,000	14.31	4.71
2007 Year-end	69,746,283	9,394,000	13.47	4.74
2008 Year-end	72,244,737	11,848,000	16.40	3.99
2009 Year-end	72,890,700	11,437,000	15.69	3.95
2010 Year-end	72,990,700	11,365,000	15.57	4.57
2011 Q2	73,022,765	9,340,000	12.79	4.53

Source: Colliers Bennett & Kahnweiler Market Reports

[1] Although proximate to I-355, access would be less than ideal given the nearest full interchanges (at 127th Street and Archer Avenue) are each more than 2.5 miles from the New Avenue and 135th Street intersection. Interstate 55 is the preferred truck route in this area.

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APPENDIX E: MEMO ON EAST SIDE MARKET-SUPPORTABLE LAND USES

(CONTINUED)

According to Colliers, the amount of vacant space in the I-55 industrial submarket approximated 9.3 million square feet during the second quarter of 2011. During the first six months of 2011, the amount of vacant space decreased by approximately 2 million square feet. The vacancy rate approximated 16 percent in 2008, 2009, and 2010. As of the second quarter of 2011, the industrial vacancy rate had declined to 12.8 percent representing the lowest level in more than six years. Consistent with the decrease in vacancy, average asking rents have risen to $4.53 per square foot from a low of $3.95 per square foot in 2009. Rents, however, are still lower than those prevailing prior to the Great Recession.

Table 2 summarizes according to Colliers the historical growth in industrial space within the I-55 industrial submarket from 2006 through the second quarter 2011.

TABLE 2

I-55 INDUSTRIAL SUBMARKET CONSTRUCTION ACTIVITY AND ABSORPTION

Year	Inventory # Square Feet	Net Space Absorption # Square Feet	Absorption Share of Inventory % of Inventory	New Supply of Building Space # Square Feet	New Supply Share of Inventory % of Inventory
2006 Year-end	66,032,434	4,450,056	6.74	1,125,841	1.71
2007 Year-end	69,746,283	589,971	0.85	3,681,029	5.28
2008 Year-end	72,244,737	191,800	0.27	1,040,362	1.44
2009 Year-end	72,890,700	651,888	0.89	0	0
2010 Year-end	72,990,700	193,104	0.26	100,000	0.07
2011 Q1-Q2	73,022,765	1,881,441	2.58	32,065	0.04
Total/Increase	*6,990,331*	*7,958,260*		*5,979,297*	

Source: Colliers Bennett & Kahnweiler Market Reports

The amount of net space absorption of approximately 8 million square feet over the past five years was close to the amount of additions of new supply of space of 6.0 million square feet. Note that 56 percent of the net space absorption or 4.5 million square feet of space occurred in 2006, while 4.8 million square feet of space or 82 percent of the supply additions occurred after 2006.

In addition to the significant amount of existing available industrial space, according to the Village of Romeoville Community Development Department, the Village contains approximately 500 acres of land available for industrial, office, and warehouse uses. In addition, the Comprehensive Plan contemplates an additional 200 acres of land for future development of industrial uses if such land is annexed. The local airport also contains significant acreage on which industrial development could occur.

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COMPETITIVE POSITION OF EAST SIDE PROPOSED METRA STATION LOCATION FOR RESIDENTIAL USES

Factors affecting residential locations include the following:

- Proximity and accessibility to employment nodes, schools, shopping, recreational and cultural services and amenities;
- Availability of utilities and public services;
- Adjoining land uses; and
- a variety of site-specific characteristics (such as size and shape, topography, geology, soil, hydrology, etc).[2]

The site is not served with public utilities. The costs of extending service will likely make the site less appealing to residential developers given the availability of other sites with utilities and already established as residential locations near employment nodes, schools, shopping, and other services and amenities.

The key disadvantage of the location for the development of residential uses relates to the dominant surrounding use, a CITGO refinery. The refinery generates significant truck traffic in the area and acts as a disamenity. Unlike parks, or libraries, a major refinery does not connote prestige or provide an attractive and safe setting for residential uses. In fact, building residential uses too close to such a conflicting use could create legal liabilities.[3] We also understand that multiple oil and natural gas pipelines bisect the east side study area, which can be expected to represent real and perceived safety hazards to prospective households.[4] In addition, the presence of these pipelines and the associated easements could raise development costs or otherwise affect development.

[2] We do not have the benefit of environmental and geotechnical studies for the area. If any mitigation is required, this could raise land development costs considerably.

[3] See Page 31 of the Urban Land Institute Residential Development Handbook, Third Edition, Schmitz, Adrienne, et. al., 2004: "In considering compatibility, developers should be aware of potential liabilities that could be incurred from building residential units too close to conflicting uses. Proximity to large storage tanks of gas, oil, and other flammable materials should be avoided." For example, an east side property owner indicated that a recent malfunction at the refinery sent debris from an explosion onto adjacent parcels.

[4] Recent crude oil spills near the CITGO refinery have occurred. In one recent incident, the leak required a shutdown of 135th Street and caused delays to the Metra Heritage Corridor rail line. Previously, the Embridge oil spill occurred in Romeoville. We would note that, perhaps because of these security and liability concerns, CITGO is not in favor of development near their site.

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APPENDIX E: MEMO ON EAST SIDE MARKET-SUPPORTABLE LAND USES

(CONTINUED)

Given (1) the Great Recession and implosion of the housing market has disenchanted much of the U.S. population with the value of a home as an investment; (2) ample, less isolated, alternative housing locations (and excess housing units) are readily available; (3) that many Baby Boomer and Echo Boomer households which will make-up much of the market for housing will prefer more user-friendly locations offering nearby specialty and convenience retail, cultural, entertainment and services; and (4) that for all market rate housing consumer groups; the inherent incompatibility with or negative image associated with a residential location adjacent to a major refinery, residential development adjoining the proposed train station will likely have limited probability of success. Accordingly, residential uses should be given a low to no priority for the transit station area, especially if the Village would need to expend any of its funds for utilities or other public services. Given the civic priority indicated for the "Downtown", priority in terms of infill residential development should be given to the Downtown.

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APPENDIX F: CONCEPT PLAN ALTERNATIVE 2

The alternative concept plan maintains many of the same elements from the preferred alternative, including the distribution of varying residential uses that range in type and density, with highest density closest to the future Metra station that gradually reduces from northwest to southeast. While there are certain differences in the configuration and placement of residential land uses, the gradual reduction in density is maintained between the preferred and alternative concept plans. In both cases, it is important to emphasize the need to ensure compatibility between new residential uses and the existing landscape, while also understanding the need to generate additional households to help support transit ridership.

Another similar feature between the preferred and alternative concept plans is the concentration of retail businesses and employment-generating uses near the future Metra station and at the key intersection of 135th Street and Smith Road. However, Alternative 2 provides a substantially larger area devoted to an employment center, providing greater opportunities for business parks and a vocational school to integrate into the natural environment as part of an attractive campus setting.

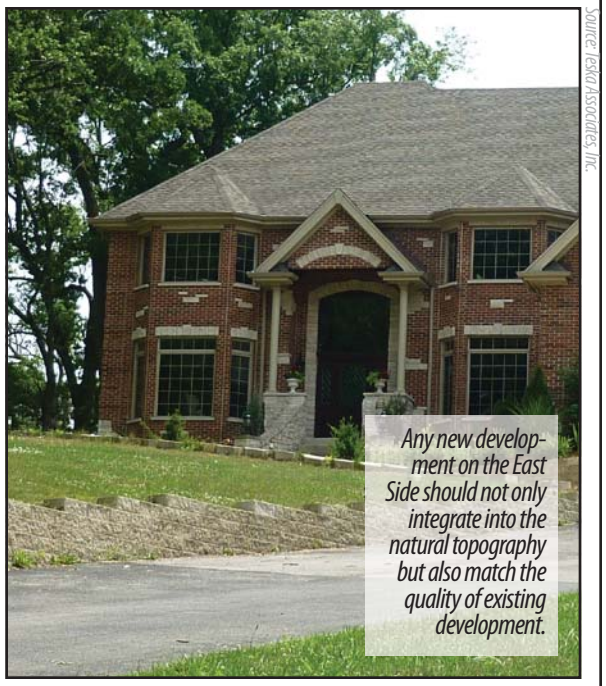
The open space corridor following Long Run Creek creates an opportunity to form attractive vistas for new homes oriented towards the creek.

Source: Teska Associates, Inc.

While many of the same existing land uses are preserved in both the preferred and alternative concept plans, Big Run Golf Club is redeveloped in its entirety in the latter, making way for an active adult residential product that can weave into the unique features of the natural environment.

Similarly, a network of existing and proposed trails is featured in the alternative concept plan, enhancing the connectivity of the East Side. The Regional Trails Network shown in Figure 2-6 in Section 2 illustrates how the East Side links to other parts of Romeoville, including the downtown area to the northwest.

The development capacity for the second concept plan alternative is summarized in Figure F-1. The concept plan is illustrated in Figure F-2.



Any new development on the East Side should not only integrate into the natural topography but also match the quality of existing development.

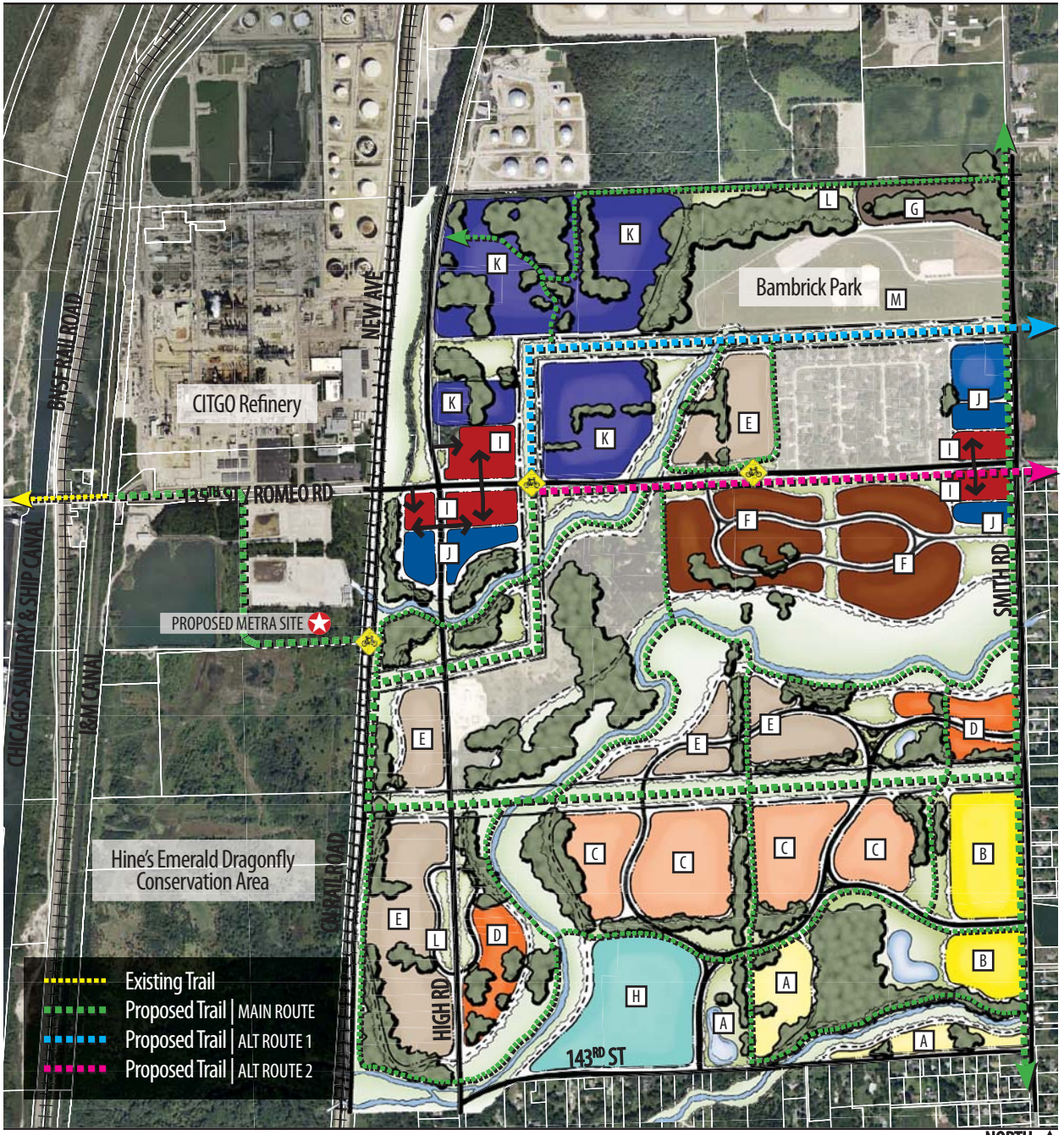
Source: Teska Associates, Inc.

FIGURE F-1
Development Capacity Analysis for Concept Plan Alternative 2

Land Use	Density (Lot Size) / FAR	Area[1]	Units	Parking
Equestrian Residential	0.33 du/ac (120,000 sf)	24.6 acres	8 units	16 spaces
Single Family Residential	1.5-2 du/ac (20,000 sf)	14.7 acres	24 units	48 spaces
Single Family Residential	2-3 du/ac (15,000 sf)	22.5 acres	49 units	98 spaces
Single Family Residential	3 du/ac (12,000 sf)	46.3 acres	118 units	236 spaces
Single Family Residential	3-4 du/ac (10,000 sf)	19.2 acres	59 units	118 spaces
Townhouses	4-5 du/ac (8,000 sf)	59.1 acres	241 units	482 spaces
Active Adult Residential	4-5 du/ac (8,000 sf)	38.8 acres	158 units	237 spaces
Duplexes	5-7 du/ac	10.2 acres	51 units	102 spaces
Neighborhood Retail	0.20 FAR	2.8 acres	24,037 sf	84 spaces
Professional Office	0.25 FAR	7.1 acres	77,631 sf	311 spaces
Business Park / Voc. School	0.40 FAR	74.2 acres	1,292,687 sf	3,878 spaces

NOTES

1 *Actual land areas will depend on market support for development and capacity to conserve open space and sensitive environmental features.*



LAND USE LEGEND

- A — Single Family Detached Residential — LOT SIZE: 20,000 sq ft; DENSITY: 1.5-2 du/ac
- B — Single Family Detached Residential — LOT SIZE: 15,000 sq ft; DENSITY: 2-3 du/ac
- C — Single Family Detached Residential — LOT SIZE: 12,000 sq ft; DENSITY: 3 du/ac
- D — Single Family Detached Residential — LOT SIZE: 10,000 sq ft; DENSITY: 3-4 du/ac
- E — Townhouses — LOT SIZE: 8,000 sq ft; DENSITY: 4-5 du/ac
- F — Active Adult Residential — LOT SIZE: 8,000 sq ft; DENSITY: 4-5 du/ac
- G — Duplexes — DENSITY: 5-7 du/ac
- H — Equestrian Residential — LARGE LOT(S) FOR HORSE STABLES
- Metra Commuter Rail Site — STATION & PARKING
- I — Neighborhood Retail
- J — Professional Office
- K — Business Park w/ Vocational School
- L — Neighborhood Park
- Open Space Corridor
- Multi-modal Trail — SEE FIGURE 8-5 FOR REGIONAL TRAILS NETWORK
- Proposed Road/Railroad Crossing Improvements — TO ACCOMMODATE SAFE TRAIL CROSSINGS (E.G. SIGNAGE, PAVING, STRIPING, UNDERPASS/OVERPASS, ETC)

FIGURE 1-2

Concept Plan | PREFERRED ALTERNATIVE

APPENDIX G: BONDING CAPACITY ANALYSIS

ANALYSIS OF ROMEOVILLE EAST SIDE BONDING CAPACITY

A Memorandum Report to

TESKA ASSOCIATES

From

GRUEN GRUEN + ASSOCIATES
Urban Economists, Market Strategists & Land Use/Public Policy Analysts

January 2012

C1311

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APPENDIX G: BONDING CAPACITY ANALYSIS

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GRUEN GRUEN + ASSOCIATES
MEMORANDUM

Date: January 18, 2012
To: Kon Savoy, Teska Associates
From: Gruen Gruen + Associates
cc:

INTRODUCTION AND KEY ASSUMPTIONS

The following memorandum presents an analysis of the bonding capacity associated with the potential absorption and development of land within the East Side study area. It is beyond our ability to predict when, and *if*, the land use program identified by Teska Associates as Concept Plan #1 will materialize in the form of built and occupied space. Accordingly, we assume for purposes of this analysis that build-out and absorption will occur over a ten-year period following the extension of infrastructure and related services (in a linear fashion). The market analysis previously completed by GG+A suggests that – even assuming the provision of infrastructure to the East Side – demand for building space on the East Side will be limited in the foreseeable future. Accordingly, the bonding capacity analysis is predicated on the hypothetical assumption that unmet demand for land and commercial and residential building space exists.

In addition, for simplicity and convenience, we use estimates of equalized assessed values and potential revenues from property taxes to estimate how much bonding capacity the postulated land use program could hypothetically support. For water and sewer infrastructure (as opposed to other types of infrastructure), the Village would not use property tax as a source of funding and would be unlikely to form a Special Assessment District based on revenues from property taxes for water and sewer infrastructure. Typically, the Village would use water and sewer funds as a source of financing to either directly pay for the infrastructure and/or for debt service payments on the bond issue. The Village would normally require developers to pay recapture costs for the water and sewer infrastructure associated with the property, in addition to hook up or tap-on fees as well as water and sewer revenue generated from the development of the land for which infrastructure services are provided.

But because some costs of infrastructure could potentially be funded through property tax revenues and because benchmarks are more readily available for estimating property taxes than for the variables related to water and sewer funds, this analysis showing the impact of the cost of infrastructure on the land use plan is based on bonding capacity generated by property taxes. A series of estimates must also be made to identify the amount of future incremental property tax revenues that could in theory be available to cover bond debt

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service and the financial parameters of a bond issuance. GG+A conferred with the Village of Romeoville Finance Director to establish these estimates.

PRINCIPAL CONCLUSIONS

The following summarizes the principal conclusions drawn from the analysis presented in the subsequent section of this report.

1. Assuming an average market value per acre of developed land of $991,000, and total build-out of 261.9 acres containing approximately 1,461,000 square feet of nonresidential space and 944 housing units over 10 years, the cumulative equalized assessed valuation is estimated to total $86.6 million at build-out. General Fund property tax revenue estimated to be available to support financing of capital facilities is estimated to total $1.3 million over 20 years, with annual available revenue ranging approximately $9,000 (in the initial year following the provision of infrastructure) to just under $87,000 at full build-out of the East Side. (Note: approximately 10 percent of General Fund property tax revenues are estimated to be available for debt service on a general obligation bond).

2. If infrastructure costs exceed $670,000, the amount of bonding capacity would be insufficient to fund the extension of infrastructure to the East Side through a general obligation bond while still providing sufficient General Fund property tax revenues to pay for other public services.

3. The total cost to the Village of issuing a general obligation bond in the amount of $825,000 would be approximately $1.3 million, or roughly double the net bond proceeds available for capital improvements of $670,000.

4. In order to support the estimated minimum capital costs of $10.19 million[1] to extend infrastructure to the East Side, a special assessment district would be required. If the Village were to allocate 100 percent of the incremental General Fund property tax revenue to bond debt service, thereby eliminating sources of revenue to pay for public services, the net bond proceeds would only comprise two-thirds of the necessary capital costs (or approximately $6.5 million).

5. Assuming a special assessment district was established to finance the delivery of infrastructure to the East Side, a special property tax levy of approximately $2.35 per $100 of EAV would be required. This assumes the issuance of a revenue bond with

[1] Based on a water and wastewater service study completed for the Village in September 2010, the least expensive infrastructure alternative is estimated at $10,190,000.

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APPENDIX G: BONDING CAPACITY ANALYSIS

(CONTINUED)

a target coverage ratio (i.e. ratio of revenue to debt service) of 150 percent. The par issuance would total $13,365,000. Approximately $3.2 million would go towards delivery date expenses and capitalized interest and debt service reserve funds, resulting in net bond proceeds of just under $10.2 million.

6. Given available plentiful land supply exists in locations in Romeoville that would not require the use of special assessment districts to fund capital facilities, the developer(s) of East Side facilities would be at a competitive disadvantage to developers of the same types of facilities not located in special assessment districts.

EAST SIDE LAND USE PROGRAM

Based on the first concept plan identified by Teska for the East Side, Table 1 below presents the estimated land use mix and build-out capacity upon which the analysis is based.

TABLE 1

East Side Land Use Program

Land Use	Land Area (# Acres)	Building Space or Number of Housing Units (# Sq. Ft. / # Units)
Equestrian Residential	24.6	8
Single Family Residential	118.3	297
Townhouses	45.3	185
Duplexes	27.5	138
Condominiums	13.2	316
Neighborhood Retail	2.8	24,037
Professional Office	13.6	148,089
Business Park/Vocational School	16.6	288,716
TOTAL	**261.9**	**460,842 sq. ft. 944 units**

Source: Teska Associates

Approximately 262 developable acres are included in Concept Plan #1 for the East Side. Based on the land use plan and capacity estimates developed by Teska, the East Side could accommodate approximately 940 housing units and 460,000 square feet of nonresidential building space at full build-out. As summarized above, the concept plan includes a mixture of detached and attached housing product at various densities. A small retail component of approximately 24,000 square feet is included, in addition to approximately 440,000 square feet of office and business park space.

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MARKET AND ASSESSED VALUE ESTIMATES

GG+A reviewed secondary data to establish some market value approximations on a per-unit and per-square-foot basis. These assumptions are summarized below in Table 2.

TABLE 2

Market Value Estimates for Land Use Types Included in Concept Plan

Land Use	$ Per Unit	$ Per Sq. Ft.	$ Per Acre
Equestrian Residential	400,000	---	130,081
Single Family Residential	250,000	---	627,642
Townhouses	200,000	---	816,777
Duplexes	175,000	---	878,182
Condominiums	200,000	---	4,787,879
Neighborhood Retail	---	125	1,073,080
Professional Office	---	175	1,905,557
Business Park	---	100	1,739,253
Blended (Weighted Average) Market Value per Acre			**991,187**

Source: Gruen Gruen + Associates

According to the 2010 American Community Survey, approximately 46 percent of owner-occupied housing units in Romeoville, Lockport, and Lemont were valued within the range of $150,000 to $250,000. Given the locational characteristics of the East Side study area, we assume that the current market value of single family and attached housing products identified in the concept plan fall will within this range; at $250,000 for single family units, $200,000 for townhome and condominium units, and $175,000 for duplex units.[2] Given the large lots on which "equestrian residential" units are planned, we optimistically assume a higher value of $400,000 per unit.

For nonresidential space, we assume market values of $125 per square foot for retail, $175 per square foot for single-story office, and $100 per square foot for a business park-type use (presumed to include a mix of office, flex, and light industrial buildings). These estimates are based on a review of current construction cost estimates from RSMeans and consideration of other development costs (soft costs, tenant improvements, etc.).

[2] Note that in 2005, near the peak of the local housing market, GG+A estimated obtainable prices of approximately $190,000 to $210,000 per unit for townhomes in Romeoville and $250,000 to $285,000 for single family units in Romeoville. The site for which the estimates were prepared provided better proximity to preferred amenities such as schools, a grocery store, and other retail and dining options than would housing opportunities in the East Side study area.

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APPENDIX G: BONDING CAPACITY ANALYSIS

(CONTINUED)

In total, we estimate a blended or weighted average market value per acre of approximately $991,000. Table 3 presents the equalized assessed value estimates assuming a linear absorption pattern over 10 years (approximately 26 acres developed and absorbed each year). For simplicity, we don't account for a lag between development and subsequent value added to the tax roll.

TABLE 3

Annual and Cumulative EAV of East Side Build-out

Year	Additional EAV $	Cumulative EAV $
1	8,653,060	8,653,060
2	8,653,060	17,306,120
3	8,653,060	25,959,180
4	8,653,060	34,612,240
5	8,653,060	43,265,300
6	8,653,060	51,918,360
7	8,653,060	60,571,420
8	8,653,060	69,224,480
9	8,653,060	77,877,540
10	8,653,060	86,530,600

Source: Gruen Gruen + Associates

At full build-out in Year 10 of the analysis, the total or cumulative EAV is estimated at approximately $86.5 million.

BONDING CAPACITY ASSUMING GENERAL OBLIGATION BOND

Below we summarize the estimated bonding capacity of the East Side study area assuming the Village issues a General Obligation bond backed by the full faith and credit of the Village. Incremental General Fund property tax revenues resulting from the absorption and development and land in the East Side study area are assumed to comprise the only source of revenue used to pay bond debt service. Incremental property tax revenues available for bond debt service are estimated at $0.10 per $100 of EAV. The remainder of General Fund property tax revenues (approximately $0.80 per $100 of EAV) will be necessary to provide services to the East Side area and fund other Village obligations (pensions, social security, etc.).

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Based on our discussion with the Village Finance Director, we assume a coupon rate of four percent (4.0%), a 20-year term, and delivery date expenses of $50,000. The bond issuance would more than likely require a deferred or back-loaded debt service structure, because in the initial years following the provision of infrastructure to the East Side, incremental property tax revenue will be minimal and insufficient to pay the debt service on any meaningful bond issuance. Table 4 below summarizes the bond assumptions and solution.

TABLE 4

Bond Assumptions and Results

Bond Assumptions:	
Term (Years)	20
Capitalized Interest Period (Years)	3
Coupon Rate	4.0%
Delivery Date Expenses	$50,000
Debt Service Reserve Fund	None
Bond Solution:	
Par Amount (Principal)	$825,000
Capitalized Interest	$106,920
Debt Service Reserves	$0
Delivery Date Expenses	$50,000
Proceeds	**$668,080**
Total Project Funds	$825,000

Source: Gruen Gruen + Associates

Assuming a three-year period of capitalized interest (to account for infrastructure delivery and time for incremental tax revenue to begin to build-up to sufficient levels) and a four percent coupon rate, the net proceeds available to pay for infrastructure approximate $670,000. The par amount or principal issuance would total $825,000. Table 5 summarizes the annual property tax increment revenue and debt service.

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APPENDIX G: BONDING CAPACITY ANALYSIS

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TABLE 5

Annual Bond Debt Service and Property Tax Increment Revenue

Year	Property Tax Increment Revenue $	Principal $	Interest $	Debt Service $	Capitalized Interest $	Gross Cove Ratio[1]
1	0	---	---	---	34,320	---
2	8,653	---	---	---	35,640	---
3	17,306	---	---	---	36,960	---
4	25,959	5,000	33,000	38,000	---	0.68
5	34,612	10,000	32,800	42,800	---	0.81
6	43,265	10,000	32,400	42,400	---	1.02
7	51,918	20,000	32,000	52,000	---	1.00
8	60,571	25,000	31,200	56,200	---	1.08
9	69,224	35,000	30,200	65,200	---	1.06
10	77,878	45,000	28,800	73,800	---	1.06
11	86,531	55,000	27,000	82,000	---	1.06
12	86,531	60,000	24,800	84,800	---	1.02
13	86,531	60,000	22,400	82,400	---	1.05
14	86,531	65,000	20,000	85,000	---	1.02
15	86,531	65,000	17,400	82,400	---	1.05
16	86,531	70,000	14,800	84,800	---	1.02
17	86,531	70,000	12,000	82,000	---	1.06
18	86,531	75,000	9,200	84,200	---	1.03
19	86,531	75,000	6,200	81,200	---	1.07
20	86,531	80,000	3,200	83,200	---	1.04
Total	**1,254,694**	**825,000**	**377,400**	**1,202,400**	**106,920**	**1.04**

[1] Gross coverage ratio reflects the ratio of available revenue to debt service. Although a general obligation bond is not necessarily constr ratio requirement (as a revenue bond would be), we assume that after five years the increment revenue must exceed debt service so that t revenue exceeds debt service exposure (i.e. shortfall in the first two years of payment) on a present value basis. Thus, the bond solution the total costs of the bond issuance could be covered in entirety by incremental property tax revenue associated with East Side developm

Source: Gruen Gruen + Associates

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BONDING CAPACITY ASSUMING SPECIAL ASSESSMENT DISTRICT

Below we summarize the estimated bonding capacity of the East Side study area assuming a special assessment district is established and a revenue bond is used to finance the provision of infrastructure. We assume the same term and coupon rate as summarized previously, but also apply a debt service reserve fund and coverage requirement. For the revenue bond, we assume a target coverage ratio of 150 percent (e.g. annual revenue must exceed debt service by 50 percent) and a debt service reserve fund equivalent to 10 percent of the principal issuance.

The estimated capital costs of $10.19 million are treated as the bond proceed threshold, and we calculate the special district property tax levy rate that would be required to generate those proceeds. Table 6 below summarizes the bond assumptions and solution.

TABLE 6

Bond Assumptions and Results

Revenue Assumptions:	
Special District Tax Levy	**$2.35 per $100 EAV**
Bond Assumptions:	
Term (Years)	20
Capitalized Interest Period (Years)	3
Coupon Rate	4.0%
Delivery Date Expenses	$100,000
Debt Service Reserve Fund	10% of Par
Target Coverage Ratio	1.50x
Bond Solution:	
Par Amount (Principal)	$13,365,000
Capitalized Interest	$1,732,104
Debt Service Reserve	$1,336,500
Delivery Date Expenses	$100,000
Proceeds	**$10,196,396**
Total Project Funds	$13,365,000

Source: Gruen Gruen + Associates

To retain approximately $10.2 million in net bond proceeds, under the assumptions outlined above, a special property tax levy of approximately $2.35 per $100 of EAV would be

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APPENDIX G: BONDING CAPACITY ANALYSIS

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required. The par amount would total $13,365,000, and approximately $3.2 million would go towards delivery date expenses and capitalized interest and debt service reserve funds. Total debt service over the 20-year term would total approximately $19.5 million.

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