VILLAGE OF PLAINFIELD

TRANSIT ORIENTED DEVELOPMENT PLAN

May 26th, 2009

ACKNOWLEDGEMENTS

This document summarizes the work conducted for the Village of Plainfield. The document was prepared under contract with the Regional Transportation Authority of Northeastern Illinois. Preparation of the document was financed in part through a grant from the U.S. Department of Transportation, Federal Transit Administration, and the Regional Transportation Authority. The contents of the document do not necessarily reflect the official views of the U.S. Department of Transportation, Federal Transit Administration or the Illinois Department of Transportation.

Special thanks to the members of the Plainfield Advisory Committee and the interested citizens who participated in the community workshops. Without your support, experise and input the Transit Oriented Development Plan would not have been possible.

The Village of Plainfield also offers a special thanks to the Regional Transportation Authority (RTA) for funding of this effort through a Community Planning program grant.

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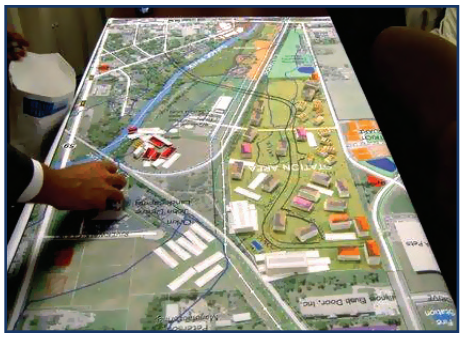
EXECUTIVE SUMMARY

The Village of Plainfield has taken a proactive approach to planning for two potential transit stations. As detailed in the introduction, Site One is located along Van Dyke Road just south of 143rd Street. Site Two is located along the south side of Renwick Road between Interstate 55 and U.S. Highway 30. Both sites offer opportunities for both Pace suburban bus service and Metra commuter rail service along the proposed STAR Line along the CN/EJ&E Railway. These are not alternative scenarios. It is the goal of the Village and the RTA/Metra to ultimately have two transit stations in Plainfield.



This plan is designed to establish a framework that will shape development (mix of uses and pattern of development) in and around the station areas. The clear objective is to develop a strategy that will foster successful transit in a vibrant, sustainable environment. The plan is based on an analysis of existing physical and market conditions which are summarized in Chapters One and Two. Concept plans for both stations have been developed. These plans outline recommended land uses, building form, and access and circulation through the TOD areas. These access and circulation issues are further detailed in Chapter Four. To expand the vision of the type of quality development that is desired for both station areas, a set of design guidelines addressing both architecture and streetscape/site improvements is provided in Chapter Five. Finally, Chapter 6 outlines funding, marketing, and phasing strategies to carry the plan from vision to reality.

More About the STAR Line

Metra's proposed STAR Line project is currently in the Alternatives Analysis Phase of the Federal Transit Administration's (FTA) New Starts Program. As part of the Alternatives Analysis Metra is evaluating alternatives for the project based on the FTA criteria, including the cost effectiveness index. The commuter rail alternative for the proposed STAR Line would travel between Joliet and Hoffman Estates along the CN/EJ&E Railway corridor, and then continue eastward in the median of Interstate 90 to Rosemont.

The 55-mile Suburban Transit Access Route, or STAR Line, would initially connect nearly 100 communities and enhance Metra's hub-and-spoke system of rail passenger service by linking the spokes. It would be the first of its kind suburb-to-suburb commuter line extending from Joliet to O'Hare airport. The STAR Line would go beyond providing service to a single corridor or portion of the suburban area, but rather, connect the entire suburban community. The STAR Line would allow for eventual seamless connection points to four existing Metra lines that feed the city of Chicago and the suburbs, including the North Central Service (NCS), Union Pacific West (UP-W), BNSF, and Milwaukee District West (MD-W) lines, marking a new day for inter-suburban transportation and giving motorists along congested roadways an alternative to driving.

Additionally, the service corridor of the proposed STAR Line, and the lines with which it would integrate, link the most populated areas in our region. Areas with major hospitals, colleges and universities, and business and employment centers will benefit—including key job centers along the Northwest Tollway, such as Motorola's campus in Schaumburg and Sears' campus at Prairie Stone in Hoffman Estates. Planning, Engineering and Environmental phases of the project are slated to be completed in 2011. Construction could take 4-5 years after that. Metra hopes to complete the Alternatives Analysis in 2009 and then proceed into an Environmental Impact Statement and Preliminary Engineering. Pending the completion of the Alternatives Analysis phase, it is estimated that it will take 8 to 10 years to begin service on the STAR Line. For the STAR Line to be advanced in the FTA New Starts program, a state capital program with sufficient dollars is needed.

Recommended concepts for Site One – Van Dyke Road focus on:

- Creation of a mixed-use, transit supportive core of uses including multi-family housing, office, and limited retail. Limited light industrial use is also outlined for the northern portion of the Village owned property.
- Provision of a minimum of 1,250 commuter parking spaces, located on both the east and west side of the railway.
- Provision of strong pedestrian/bicycle linkage to the planned Riverwalk and the DuPage River Trail and existing bike lanes/bicycle path along Van Dyke Road.
- First phase strategies that allow for the Village to subdivide their property to accommodate a Pace park-and-ride facility and multi-family housing in advance of a potential commuter rail station.
- Development of a pedestrian tunnel under the railroad connecting the east and west sides of the rail line and separately, a proposed grade separation of the rail crossing at 143rd Street.
- Promotion of a grade separation of 143rd Street at the railroad.

Recommended concepts for Site Two – Renwick Road focus on:

- Creation of a class "A" office development, visible from I-55. Alternative uses include a hotel/ conference center or perhaps a small college. Another alternative is multi-family housing.
- Provision of a minimum of 1,250 commuter parking spaces, along with a small coach yard that could serve as the end-point of the first phase of STAR Line service.
- Pedestrian/bicycle connections to the proposed Boulevard development to the southeast and to existing and proposed trails along or near Renwick Road.
- Promotion of a grade separated crossing at Renwick Road and the CN/EJ&E Railway.

The plan was developed with active participation by an Advisory Committee comprised of Village officials and staff, the RTA, Metra, Pace, and the consultant team. Several community meetings/ workshops were help throughout the planning process to obtain input and ideas.

Table of Contents

Table of Contents (continued)

List of Figures

List of Figures (continued)

TABLE OF CONTENTS

CHAPTER 1 ~ EXISTING CONDITIONS

This Chapter sets the stage for development of a plan for the two proposed transit stations. It provides a summary of the need for transit, reviews past planning efforts, and examines key transportation and environmental issues impacting development of the plan.

Introduction

Transportation issues have been high on the Village of Plainfield's priority list for a number of years. The Village has diligently been addressing these issues through careful planning, road and intersection upgrades, and construction of new roads such as the Drauden/Steiner north-south connection. However, transportation demands continue to increase as more and more people move into the region. Plainfield's population increased from 4,557 in 1990 to 37,334 according to a special census in 2007. Coupled with similar growth in surrounding communities such as Joliet, Shorewood and Yorkville, transportation issues will remain at or near the top of the Village's agenda for years to come.

One major transportation component that is conspicuously absent is the availability of transit service. This need has not gone unnoticed. As a result, the Village recieved funding from the Community Planning program to complete this study. The Community Planning program provides funding and planning assistance to communities at the local level for planning projects that benefit both the local communities and the RTA transit system. Through this program, the RTA has worked with over 50 communities to prepare transit-oriented development or station area studies.

This plan focuses on two opportunities for the creation of transit hubs that would provide local access to rail and/or bus service. These hubs will provide significant opportunities to reduce dependence on the automobile while accommodating mixed use development.

- **Site One - Van Dyke Road**, the near-downtown site, is located north of Lockport Street, east of Van Dyke Road and Wood Farm Road, south of 143rd Street, and west of the Elgin, Joliet & Eastern Main Line and Illinois River Line Branch. The study area includes the approximately 58 acres owned by the Village of Plainfield, as well as an approximately one-half mile radius around the station site (Station Area)

- **Site Two - Renwick Road**, the I-55 site, is located east of U.S. Route 30, south of Renwick Road and west of I-55 and contains approximately 120 acres of undeveloped private property.

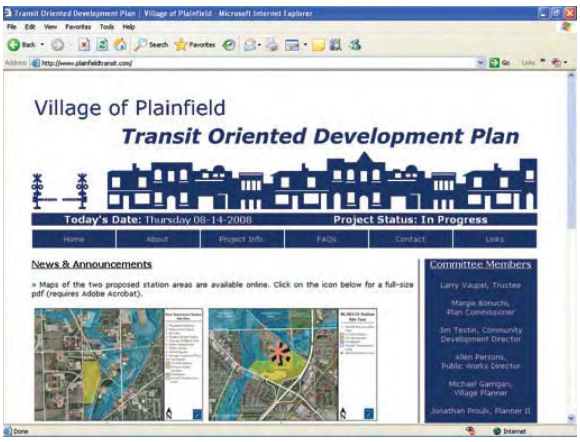
PLANNING PROCESS

As part of this study, an Advisory Committee of elected and appointed officials, municipal staff, and transportation agency representatives provided guidance and feedback during each planning phase. These phases included:

- Assessment of Existing Conditions
- Market Assessment
- Concept Plans
- Access and Circulation Plans
- Transit-Supportive District Design Guidelines
- Implementation Strategies

To ensure that the final plan has a broad level of support and understanding, a public participation process was included to involve community stakeholders and residents in crafting a plan that represents a vision for the Study Area that is responsive to the desires of Plainfield residents and businesses. This effort included:

- A Public Design Charrette which included mapping exercises, an image preference survey, and other techniques to obtain community input into the planning process.
- Two Public Open House meetings. The first meeting provided review of the conceptual site plans and preferences associated with the alternatives. The second open house provided an opportunity for input into the final conceptual plans for each area and the Design Guidelines and Access and Circulation Plans.
- A project web site, www.PlainfieldTransit.com, was created to keep the public informed and engaged in the planning process (A screenshot of the website is provided to the right).
- Key person interviews were conducted to obtain local insights and opportunities for integration of transit and development within Plainfield.



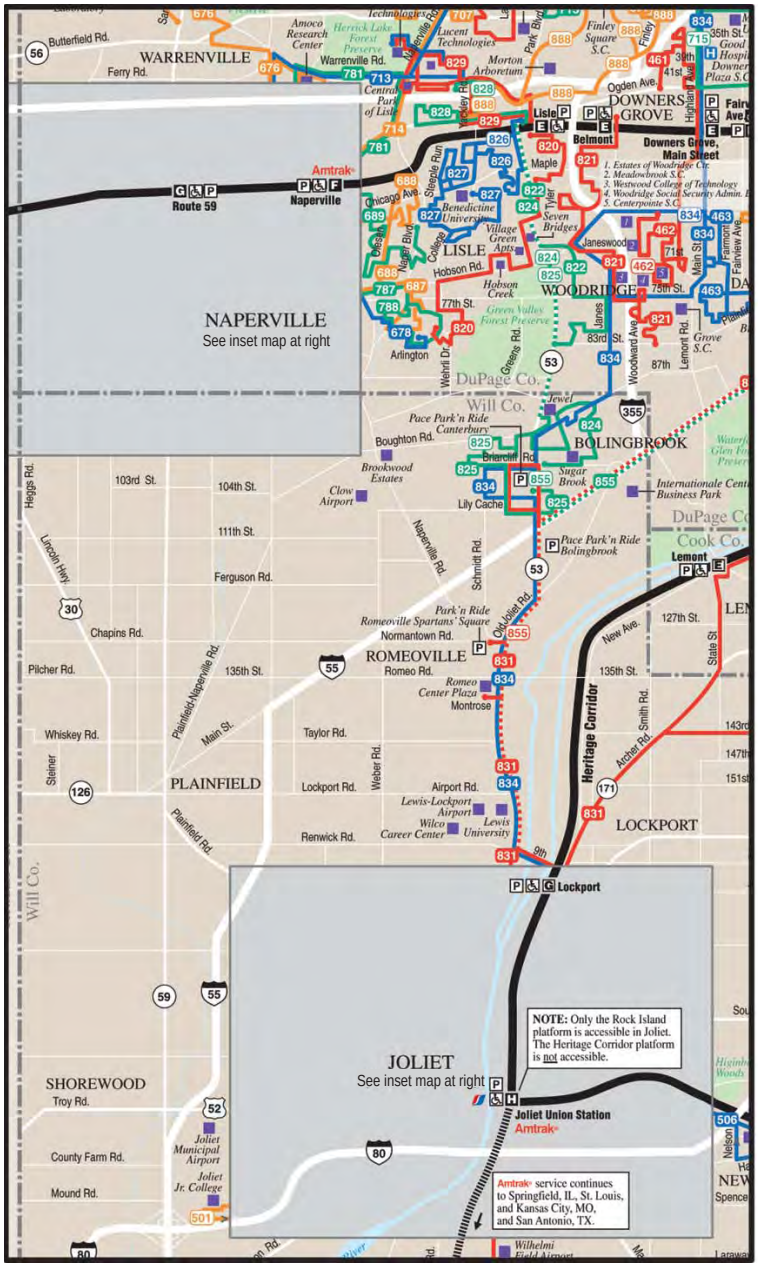
NEED FOR PUBLIC TRANSPORTATION IN PLAINFIELD

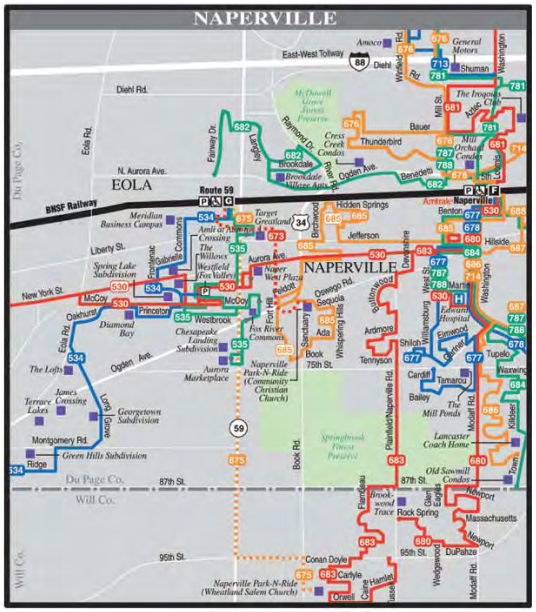
"Moving at the Speed of Congestion" is not just the title of a recent Metropolitan Planning Council publication, but it is also an all too common opinion of people attempting to navigate the streets of Plainfield. Congestion negatively affects two of our most valued resources, our time and our money. The extra five, ten, or thirty minutes that we spend in traffic is time that we most certainly would prefer to spend elsewhere. Even when gasoline prices were much lower than current rates, idling in traffic was a costly and inefficient use of our time and our money.

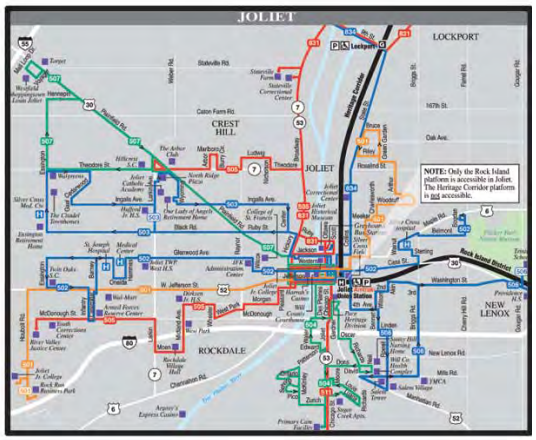
Congestion, coupled with rising gasoline prices, has only increased the strain on our wallets and quality of life. As a result, alternative means of transportation have become more desirable and transportation issues are at the top of residents' complaint list. Looking forward, with a projected population of 120,000 by as early as 2030, public transportation will not be a mere desire, but a necessity. The goal of this planning effort is to take steps to reduce this congestion by providing opportunities for public transportation and associated supportive development that allow people to move more at the speed of life to and through Plainfield and throughout the region.

The proposed Suburban Transit Access Route, or STAR Line, would connect the entire Chicago suburban community and provide motorists along congested roadways an alternative to driving.

Unfortunately, the STAR Line is not yet reality and for any one of the 37,334 Plainfield residents looking to escape congested roadways, their public transportation options are minimal. The image below shows all Metra Commuter Rail lines, and Pace Suburban Bus routes in the greater Plainfield region.



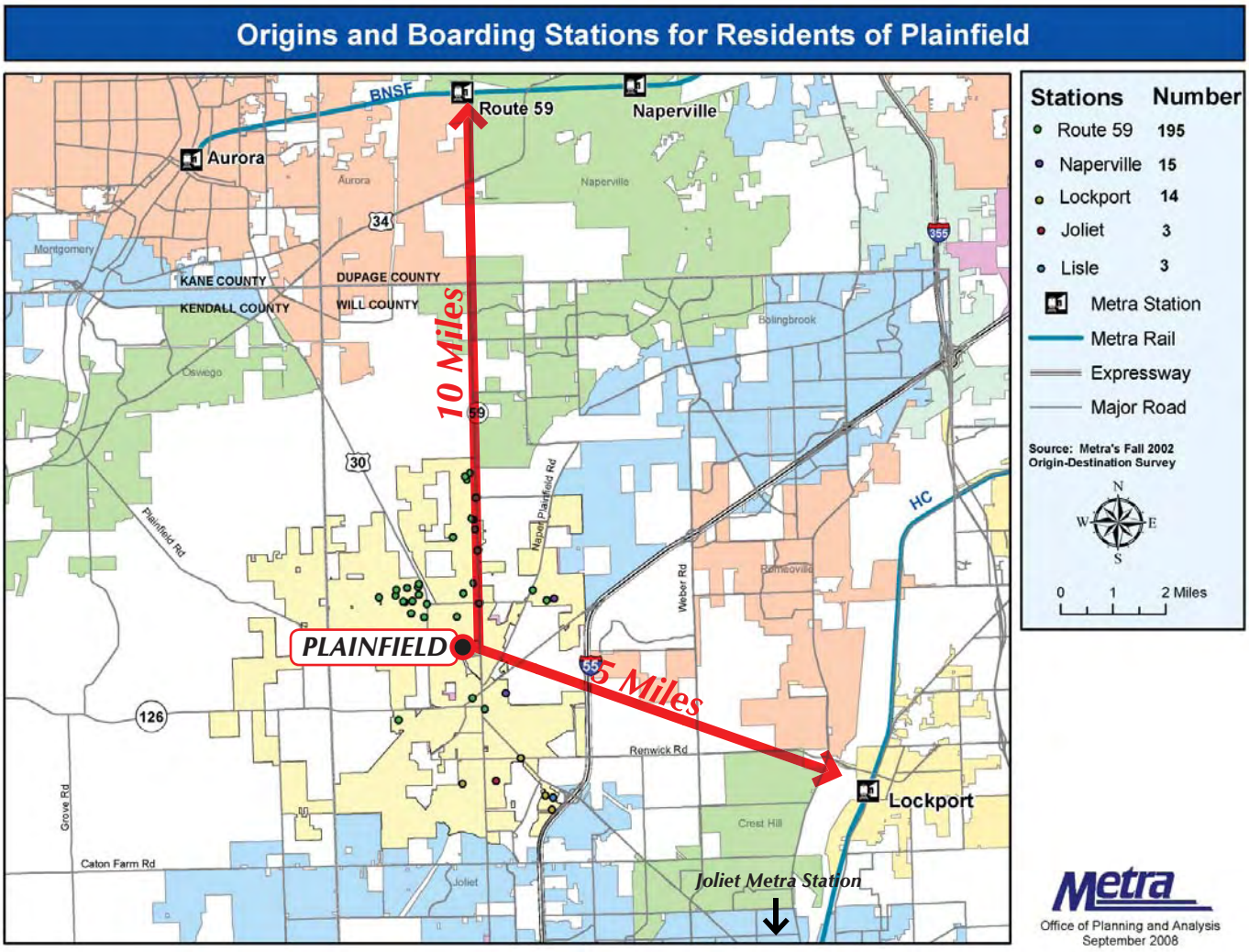




The various colored lines that symbolize an integrated network of bus routes and train lines are noticeably missing from Plainfield. It is little surprise that a Community Survey conducted as part of the 2001 Comprehensive Plan Update found the following regarding residents modes of transportation to work:

Means of Transportation	Percentage of Residents
Automobile	76
Car/Bus or Train	5
Walk/Bike	1
Retired/Work at Home	18

Even for those residents that commute via public transportation, they generally have to commute by vehicle, sometimes more than ten miles, as the first leg of their journey. The image below shows the origins and boarding stations for residents of Plainfield based on Metra's Fall 2002 Origin-Destination Survey (approximate mileage to Metra stations is also shown). Based on this survey, Plainfield residents currently drive to the Route 59 (195 total), Naperville (15 total), Lockport (14 total), Joliet (3 total), and Lisle (3 total) Stations.



It is important to note that due to its geographic location, Plainfield residents have a diverse range of destinations that need to be accommodated. The Comprehensive Plan Update's Community Survey found that while 19% of Plainfield residents work in Plainfield, the remaining destinations are scattered throughout the greater Chicago area, with no clear dominant destination.

Work Location	Percentage of Residents
Plainfield	19
Chicago	17
Naperville	12
Joliet	11
Oak Brook / I-88 Corridor	10
Bolingbrook	9
Other	22

The 2000 Census provided similar numbers that confirm the broad dispersal of work locations for residents of Plainfield Township. The Census found that approximately 39% of township residents work in Will County, 27% of residents work in DuPage County, and 28% work in Cook County (City of Chicago and Suburban Cook County combined). The 2000 Census also revealed that township residents who work in DuPage or Will County are almost certain to drive alone to their job.

The evidence suggests that increased public transportation opportunities are needed for a variety of users and to a variety of destinations in order to enhance the overall quality of life for Plainfield residents.

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TRANSIT ORIENTED DEVELOPMENT

Transit Oriented Development (TOD) is a popular planning concept that holds great potential to shape our communities, or at least a portion of them, in a way that merges land use and transportation planning. Plainfield has the unique opportunity with both station areas, since the area around both sites is still largely undeveloped. One of the better definitions of TOD, and key associated planning principals, is found in the Transit-Oriented Development Guidebook published by the City of Austin Neighborhood Planning and Zoning Department in 2006. The text book highlights these principals, which are very appropriate to both Plainfield station areas.

TOD Definition & Principles

DEFINITION

Transit-oriented development (TOD) is the functional integration of land use and transit via the creation of compact, walkable, mixed-use communities within walking distance of a transit stop or station. A TOD brings together people, jobs, and services and is designed in a way that makes it efficient, safe, and convenient to travel on foot or by bicycle, transit, or car.

PRINCIPLES

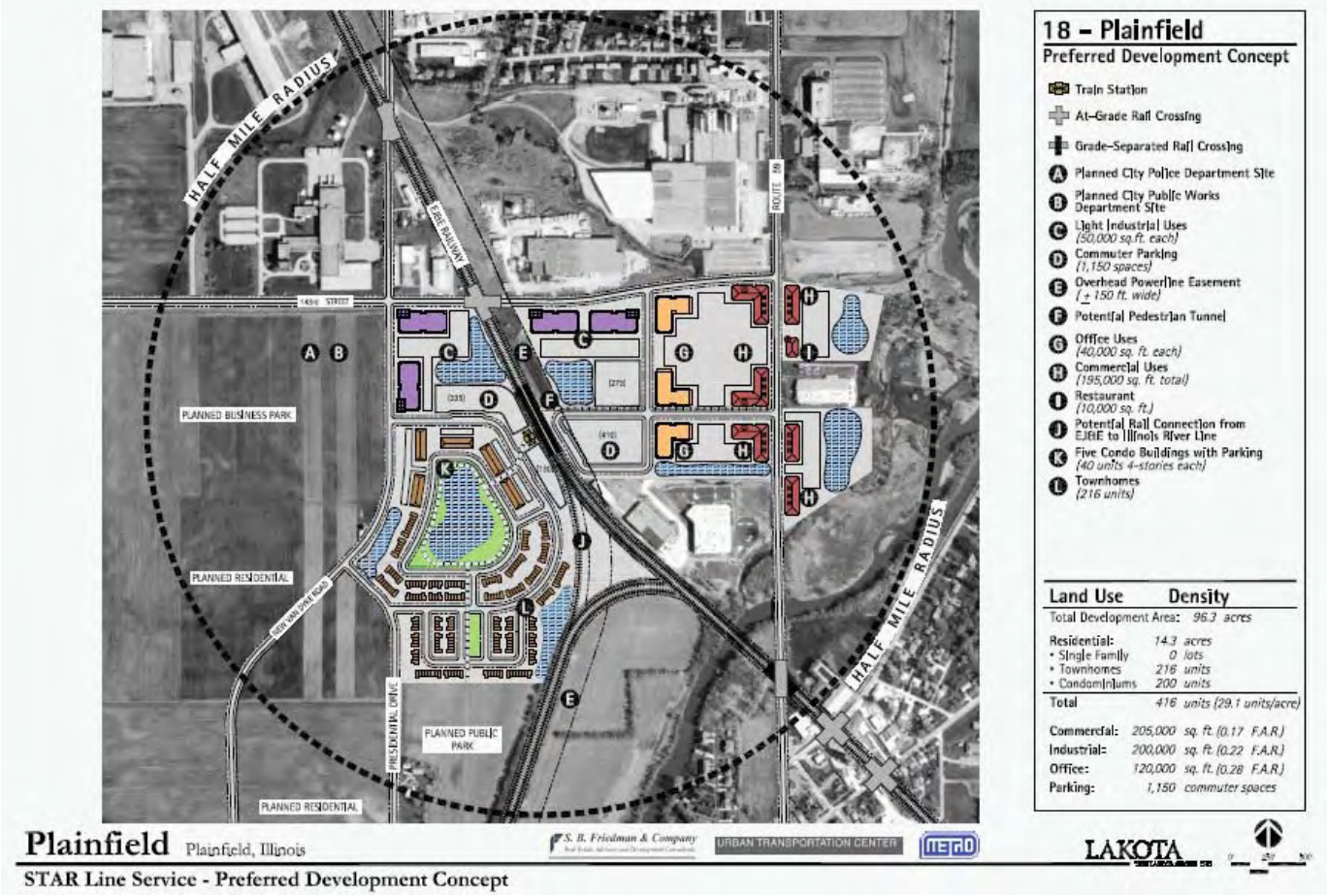
The following principles serve as a guide and provide an understanding of the essential elements and characteristics of a TOD. They will serve as the foundation for the station area planning.

- ✓ Create a compact development within an easy walk (typically ½ mile) of public transit and with sufficient density to support ridership.
- ✓ Make the pedestrian the focus of the development strategy without excluding the auto.
- ✓ Create active places and livable communities that service daily needs and where people feel a sense of belonging and ownership.
- ✓ Include engaging, high quality civic spaces (e.g. small parks or plazas) as organizing features and gathering places for the neighborhood.
- ✓ Encourage a variety of housing types near transit facilities available to a wide range of ages and incomes.
- ✓ Incorporate retail into the development if it is a viable use at the location without the transit component, ideally drawing customers both from the TOD and a major street.
- ✓ Ensure compatibility and connectivity with surrounding neighborhoods.
- ✓ Introduce creative parking strategies that integrate, rather than divide the site and reduce the sense of auto domination.
- ✓ Create TOD plans that are flexible so they can respond to changing conditions.
- ✓ Strive to make TODs realistic, yet economically viable and valuable from a diversity of perspectives (Village, transit agencies, developer, resident, employer).
- ✓ Recognize that all TODs are not the same; each development is located within its own unique context and serves a specific purpose in the larger context.

Source: City of Austin Transit-Oriented Development Guidebook (2006)

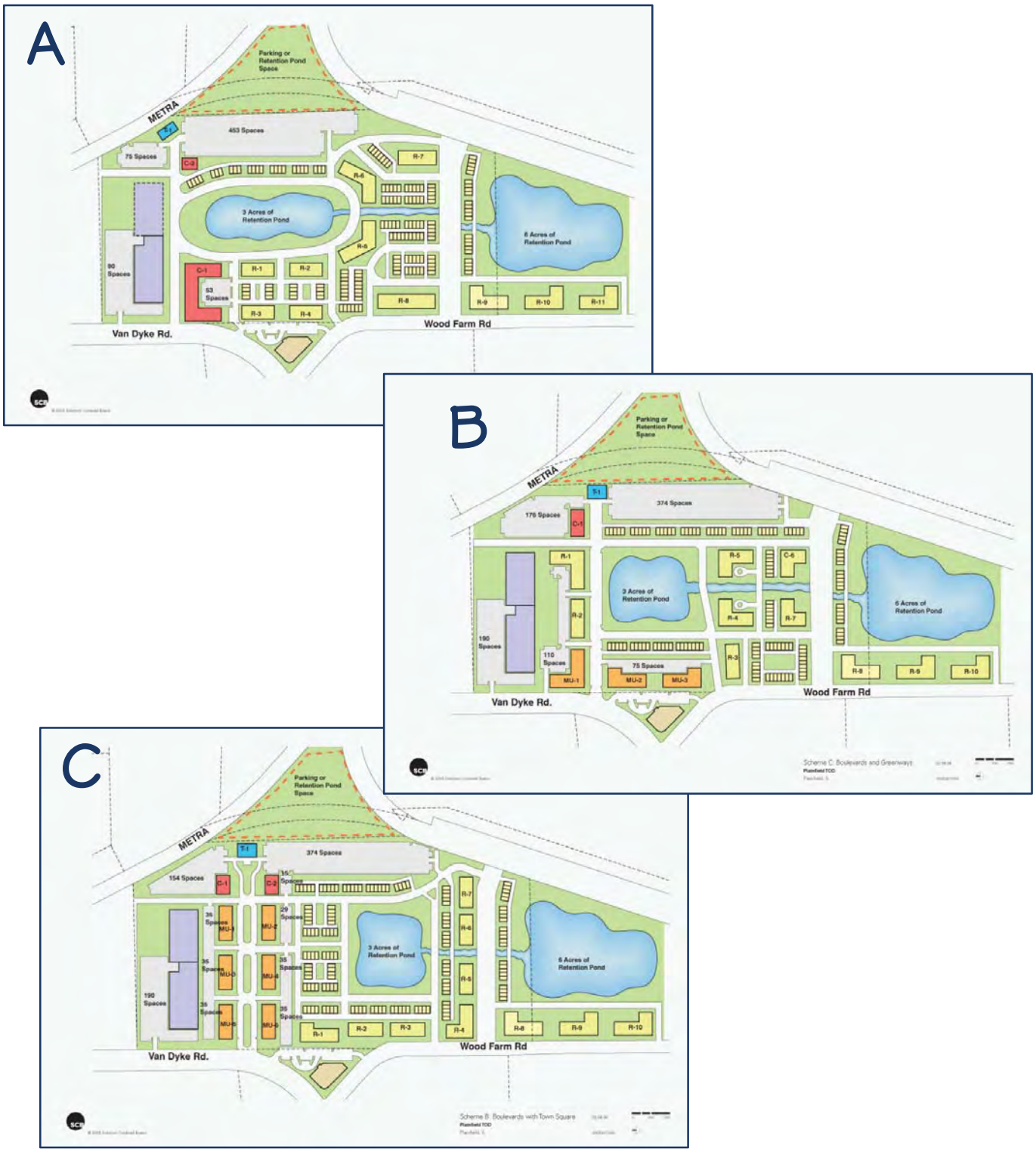
PAST PLANNING EFFORTS

Two notable planning efforts have previously been completed for Site One. In 2005, the STAR Line Phase 1 – EJ&E Portion Land Use and Community Planning Study was completed by a consulting team lead by The Lakota Group. This plan highlights the need to plan for access from both Route 59 to the east and Van Dyke Road to the west. The plan suggests a mix of office, business park, and medium to high density residential uses for the station area. One concern regarding this plan is that it does not appear to address the extensive flood plain areas on the west side of the railroad tracks.



STAR Line Service - Preferred Development Concept

In 2006, the Village of Plainfield acquired a 58 acre site that includes a proposed transit station and associated development. Prior to this acquisition, the Village retained Solomon Cordwell Buenz Architecture to develop some conceptual sketches to help evaluate the site's potential and value. These sketches indicate a similar mix of medium to high density residential uses, a station with associated parking, limited retail/restaurant uses, and limited office/light industrial use. Key points of relevance to this study include the desire for short, walkable blocks, limited opportunities for retail, and the need for access from both Van Dyke Road and Wood Farm Road.



Relationship to Comprehensive Plan

Comprehensive Plan highlights relevant to TOD planning for the two station areas in Plainfield include:

VILLAGE MISSION STATEMENT

The Village of Plainfield promotes a friendly, safe and diverse community; offering a variety of cultural opportunities and a high quality of living. Plainfield will maintain its commitment to strengthening community spirit and embrace its historic character while ***improving transportation options***, increasing access to services, and enhancing open space. (emphasis added)

GOALS & OBJECTIVES

- Enhance community design and architecture in existing and new areas of the Village.
  - Set minimum architectural standards to increase diversity and the quality of architecture.
- Encourage the establishment of new cultural events, institutions and organizations while maintaining civic tradition and historic character.

The Village has emphasized the use of quality building materials in new construction, such as at Village Hall and the adjacent Town Square.

- Foster a wide-ranging tax base that increases employment opportunities within Plainfield.
  - Pursue development of a business park near the 1-55/Route 30 intersection (Approval of The Boulevard, a retail focused development on the former truck stop site, suggested opportunities for a business park in this area would be reduced in scale but still possible on the remaining portion of the TOD area between The Boulevard and Renwick Road. The Village is also considering the potential for a business park near the proposed I-55/Lockport Street intersection.)
- Enhance the quality of life by building a relationship between human activities and the environment that minimizes the adverse impacts of development on the environmental resources and natural areas.
  - Work to restore and improve quality of groundwater and minimize the usage of detention/retention ponds by employing Best Management Practices for proper water drainage.

- Provide a well-balanced, efficient, safe and attractive transportation system that allows for the movement of motor vehicles, pedestrians, bicyclists, and transit users throughout Plainfield.
  - Extend 143rd Street as a major east-west collector west to the proposed WIKADUKE Trail. (The Village is also actively studying an eastern extension to Route 126 and I-55.)
  - Work closely with Metra and other transportation agencies to locate, plan and design a commuter train station to benefit the Village Center on the proposed CN/EJ&E Railway circumferential rail line (STAR Line) to link residents with jobs in Naperville, and, via transfers, to Chicago.
  - Work with Pace to encourage extension of feeder bus routes to transit stations and major employment centers, as well as cost-effective use of on-demand transit services. In addition, work with Pace to establish Park-and-Ride transit opportunities to downtown Chicago.
  - Work with IDOT, Bolingbrook, and the federal highway authority to expand the I-55/Route 126 intersection to a full interchange.

▲ *143rd Street looking west. Note lack of provision for bicyclists, and presence of existing development which will block view of proposed station.*

FUTURE LAND USE

Site One (Van Dyke Road) – plan shows mixed use for 58 acre station area along the east side of Van Dyke Road/Wood Farm Road, a mix of medium density and multi-family residential uses to the south, and business park/industrial uses to the north. (See *Future Land Use* exhibit)

Site Two (Renwick Road) – plan indicates light industrial/business park use near the I-55/Route 30 interchange and greenway/open space use for the remainder of the area extending north to Renwick Road. General commercial uses are planned along Route 30, with no significant changes planned for the existing residential neighborhoods to the south and west.

FUTURE LAND USE & DEVELOPMENT OPPORTUNITIES MAP (Insert Exhibit)

Existing Use & Zoning Issues

SITE ONE - VAN DYKE ROAD

The primary station area is currently zoned R1 (low density single-family residential) and is currently used for agriculture. Prior to development, this site will need to be rezoned as either a mixed use Planned Development or perhaps a new zoning category designed to accommodate the desired TOD development. Property to the north is generally zoned for light industry and office or general industry. The Planning Issues Map illustrates existing uses in this area. The property immediately to the south is zoned traditional business district, and is planned for a new church (Life Spring). Patriot Square, a townhome development, is approximately 75% complete on the west site of the station area. This development is zoned R-3. The remainder of the western edge of the station area is currently unincorporated, and farmed. The Village's wastewater treatment plant is located along much of the eastern edge of the station area.

Site One - Van Dyke Road looking east near Gymquest. Note visual dominance of power lines and tree line along the DuPage River

Site One - Van Dyke Road looking east at drive leading to Wastewater Treatment Plant.

Light industrial uses are common north and northeast of Site One - Van Dyke Road.

Patriot Square townhomes.

SITE ONE PLANNING ISSUES MAP (Insert Exhibit)

Legend

- Village Owned Property
- 1/2 Mile Radius
- Parcels
- Floodplain
- Bike Path
- Traffic Signal
- ComEd Transmission Lines & R.O.W.
- Railroad Grade Separation Impact Area
- Unincorporated

Recent & Future Development Guide

Solid = Recently Completed
Hatched = Construction Pending

- Low Density Residential
- Moderate Density Residential
- Commercial
- Industrial
- Municipal & Community Services
- Private Green / Open Space
- Public Park

0 250 500 Feet

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SITE TWO - RENWICK ROAD

The primary station area is currently zoned Will County A-1 (agricultural) and would need to be annexed and zoned. Prior to development, this site will need to be rezoned as either of the two options mentioned for Site One. Property to the north and east of the proposed station area is currently designated by Will County as C6 (commercial recreation district). The property zoned C6 is almost entirely located in the floodplain. The C6 zoning district is intended for amusement, recreation, or entertainment purposes and most of the permitted uses are outdoor recreation activities. A Commonwealth Edison right-of-way separates the C6 district from the property located to the east. The property located east of the ComEd transmission lines and west of Interstate-55 is currently zoned I2 (general industrial district). Like the C6 district, almost the entire I2 district is located in the floodplain. Immediately north of the I2 district and south of Renwick Road there are eight parcels zoned R3 (single-family residential, minimum 20,000 square foot lot area and ninety foot frontage).

Site Two looking south from Renwick Road.

The Planning Issues Map illustrates that almost all of the properties to the north and east of the proposed station area are located in a floodplain, except for the single-family homes, ComEd transmission line, and the Will County Forest Preserve. The property immediately to the south of the site is zoned A1 (agricultural). The Planning Issues Map indicates that this property is intended for a commercial use as a development known as The Boulevard. The property to the east of the proposed station area is also zoned A1 (agricultural). Lily Cache Creek and the floodplain run along and within the eastern edge of the A1 district.

Former truck stop at I-55 and Route 30. Site is now vacant, awaiting development of The Boulevard, a proposed 560,000 square foot shopping center.

SITE TWO PLANNING ISSUES MAP (Insert Exhibit)

Environmental Issues

SITE ONE - VAN DYKE ROAD

The most noticeable environmental issue regarding Site One is the floodplain associated with the DuPage River. A small finger-like portion of the floodplain extends into the south side of the station area site. The floodplain also occupies a significant amount of land within the east side of the one-half mile station area radius. The floodplain has reduced the amount of developable land in a few of the parcels identified as future development opportunities (sites M and K on the Future Land Use and Development Opportunities Map). An additional environmental issue along the south and southeast edge of the station area is the line of trees that act as a natural buffer between the property and the E, J, & E railroad and the proposed church.

SITE TWO - RENWICK ROAD

Similar to Site One, the prevalence of a large floodplain is a significant environmental issue for Site Two as the proposed station area is almost completely surrounded by floodplain. South of the E, J, & E railroad, the station area is located between two forks of a Y-shaped floodplain associated with Lily Cache Creek and a tributary creek. North of the railroad tracks, the privately-owned Plainfield Fishing Resort provides an additional floodplain. There is a designated conservation area located east of the proposed station area. The Planning Issues Map also identifies Lake Renwick Heron Rookery Nature Preserve, Clow Stephens Park, and Will County Forest Preserve property as environmental issues and open spaces. Also, proper stormwater management has been an environmental concern in the development of The Boulevard.

Lily Cache Creek looking south at Renwick Road. Floodplain in this area is approximately 900' wide.

SITE ONE & TWO

An additional environmental issue for both sites is the incorporation of the "Green Village" Program. The program currently provides Natural Landscaping Design Guidelines and a Beautification Plan for the Village's Boulevard, parkways, and parks. TOD plans for both sites will need to incorporate environmental best management practices to reflect and showcase the Village's desire to be good stewards of local land and water resources.

The Will County Forest Preserve District holds a conservation easement over the land within the Lily Cache Creek floodplain.

Transportation Issues

SITE ONE - VAN DYKE ROAD

Vehicle Circulation and Access

Primary access to the proposed station is anticipated from the south by way of Lockport Street (IL 126/US 30) to Wood Farm Road. Lockport Street provides access to downtown Plainfield and Division Street (IL 59). The majority of traffic to and from the site can be anticipated via Wood Farm Road or Van Dyke Road. Secondary access from the north to the site would be expected via US 30 or IL 59 to 143rd Street and connecting to Van Dyke. It should be noted that the Village of Plainfield is pursuing long-term plans to realign and re-route Illinois Route 126 north to 143rd Street (currently U.S. Route 30).

Most primary and secondary access routes from the north, east and south intersect the CN/EJ&E Railway. The crossing at 143rd Street has been considered for a potential grade-separated crossing to mitigate the impacts of increased railroad traffic. If the grade-separation is constructed, the elevation of 143rd Street would significantly affect the alignment of the intersection of Van Dyke Road and 143rd Street and the roadways approaching the intersection. Any grade separation will require coordination and authorization by the CN/EJ&E Railway, IDOT, ICC, and the Village.

Pedestrian and Bicycle Access

Pedestrian access to Site One should be accommodated by way of sidewalks along both sides Wood Farm Road, Van Dyke Road, 143rd Street and Lockport Street. Presently, sidewalks are in place in the near vicinity of the site, but are intermittent as the yet-to-be-developed areas are encountered. These gaps are problematic and would have to be addressed prior to station implementation. Crossing improvements are recommended at all roadway intersections within ½ mile of Site One to facilitate pedestrian movement. If development is anticipated on both sides of the railroad tracks, a below-grade pedestrian crossing should be considered at the site of the commuter station. The design of this crossing should be consistent with Federal Railroad Administration guidelines and the Public Rights of Way Access Guidelines prepared by the U.S. Access Board.[1] The ICC and CN would need to approve the proposed pedestrian underpass.

Currently, bicycle access to Site One is intermittent, with facilities in place on Van Dyke (which is commendable), and largely in the vicinity of newly developed areas. Any supplemental facilities should be consistent with the Village of Plainfield Parks Plan (and earlier Bicycle Plan) that identifies potential on-street and off-street bicycle facilities. A shared use trail is recommended west of the CN/EJ&E Railway tracks that would run adjacent to the tracks to Site One. This access would provide a non-motorized link directly to any station facilities at this location.

A shared use trail is recommended along the west side of the DuPage River that would intersect the trail along the west side of the CN/EJ&E Railway. The recommended trail would likely be grade-separated under the railroad at its crossing with the DuPage River. An under-bridge connection of these two trails would double as pedestrian access between the east and west sides of the railroad tracks. This is particularly beneficial if the Village anticipates development east of the CN/EJ&E Railway tracks in the future.

A third shared use trail is recommended along Lockport Street (US 30). This trail is recommended as a side path that would travel within the right of way of existing Lockport Street.

Bicycle parking should be incorporated into any station design conceived for Site One to facilitate bicycle parking for at least 10% of commuter parking spaces planned for Site One.

1 *Public Rights of Way Access Guidelines (PROWAG). U.S. Access Board. http://www.access-board.gov/prowac/*

STAR Line Potential

The suburban transit access route (STAR) Line, a long-term vision conceived for the purposes of providing better inter-suburban transit access, has the potential to serve commuters in Plainfield. Site One is located near downtown Plainfield, which is expected to see an increase in population over the next 20 years. A more varied land use approach is desirable that is consistent with densities that support transit-oriented development.

Commuter Parking Potential

It is important to note that all communities that plan to host a STAR Line station need to provide approximately 1,250 parking spaces at full build-out (approx. 13 acres). This amount needs to be reserved in order to ensure growth of the rail line. The exact commuter parking needs will be determined through the ridership modeling currently underway. The minimum number of parking spaces needed at the beginning of STAR Line revenue service will be determined once ridership projections have been completed. The current proposed site has enough space to accommodate these spaces, both in linear or surface lot configurations. If non-transportation land uses providing housing options were located within ¼ to ½ mile of the proposed station, some commuters may not require parking at the station, and the mode share of single-occupant vehicle customers has the potential to decrease.

Furthermore, if on-street parking is permitted on streets in the vicinity of the station, this too may reduce the demand for surface parking directly at the station. On-street parking can be managed by the Village of Plainfield in a manner similar to surface lot parking, but is more spread out over an existing roadway network, and has lower maintenance costs because it makes use of existing roadway infrastructure. Such an on-street parking program would require appropriate signage to designate areas reserved for commuter parking.

A Pace park-and-ride facility should also be incorporated into planning for both Site One and Site Two. It would be desirable to establish a park-and-ride facility as a first phase transit enhancement, expanding transit opportunities to both Plainfield and surrounding communities and setting the stage for a potential commuter rail facility in the future.

Pace Suburban Bus

Currently, no Pace bus service extends into Plainfield. It can be anticipated, however, that Division Street, 143rd Street, and Lockport Street may become transit corridors in the future. Lockport Street would likely be the primary transit access route that would serve the proposed commuter rail station and downtown Plainfield.

Arterial rapid transit (ART), a corridor concept that is intended to enhance existing bus service to facilitate quicker boarding and higher average travel speeds, has the potential to enhance connections of the proposed commuter rail station to the rest of the region. Pace Suburban Bus has identified Division Street (IL 59) as a potential Arterial Route Corridor. To capture the benefit from any proposed ART service along Division Street, the station area design should minimize the need for ART to deviate from this corridor to pick up and drop off passengers.

Currently, the station area is located across the DuPage River and the CN/EJ&E Railway tracks from the proposed ART corridor. This distance exceeds the walking distance threshold for pedestrians who would make intermodal connections at this location.

If any local or connecting bus service is desired, the station design should accommodate climate-controlled waiting facilities for transit customers and provide for parking and boarding areas for any transit vehicles serving the station. Ideally, the station area should be designed in a grid pattern similar to the rest of the Plainfield street network to minimize the need for any route-deviation of proposed bus service.

Utilities

This site has available water and sewer service readily available when demand for development occurs. The Village's wastewater treatment plant is located immediately to the east of Site One. No major utility conflicts have been identified for construction of a commuter train station at this location, with the exception of overhead power lines.

SITE TWO - RENWICK ROAD

Vehicle Circulation and Access

Primary vehicular access would be from Lincoln Highway to the south. This location provides excellent, nearby (2/3 mile(+/-) access to the interchange of I-55 and US 30/Lincoln Highway, which serves Westfield Louis Joliet Mall and downtown Plainfield. Approaching traffic is anticipated to be nearly equal from both directions along Lincoln Highway.

Secondary access would be from Renwick Road to the north. Access to the site from Renwick Road would occur west of the CN/EJ&E Railway tracks. Access to the station area needs to come from the main spine road from The Boulevard development. Alignment of this road needs to be responsive to the significant floodplain along Lily Cache Creek as well as a potential grade separated crossing of the CN/EJ&E Railway at Renwick Road.

The Village of Plainfield is working with the IDOT and other local, regional, and federal governments to improve access to I-55. Proposals currently being considered are the creation of a full interchange at Lockport Street, and expansion of the existing partial interchange at Route 126 into a full interchange. In exploring these potential improvements, the Village has developed a concept plan for the area along I-55, called the Four Season's Corporate Park. This plan calls for development of a frontage road paralleling the west side of I-55 and the development of a corporate campus along the Interstate. Ideally, this frontage road would be linked to the central Boulevard through Site Two. However, due to environmental constraints such a connection will not be possible. As development of both the Site Two improvements and the Four Season's Corporate Park advance, it will be important for the Village to coordinate efforts to ensure synergy of land use and coordination of transportation access.

Pedestrian and Bicycle Access

At present, pedestrian access to the site is largely non-existent. Ultimately, pedestrian access to the site can be expected to be adjacent to Renwick Road and Lincoln Highway, and would likely need to retro-fitted, along with pedestrian upgrades to traffic signals, as well as intersection crosswalks, etc. Any new roadways constructed at this site should include sidewalks on both sides of the road..

Bicycle access, consistent with the Plainfield Parks Plan, proposes a side path along Renwick Road that would provide access to the proposed station area. The path design should ensure that the intersections between the side path and roadways are consistent with guidelines provided by the American Association of State and Highway Transportation Officials.[1]

1 Guide for the Development of Bicycle Facilities. American Association of State and Highway Transportation Officials. 1999.

STAR Line Potential

Site Two is located in an area that can be expected to experience considerable growth in the next 20 years. Its location near Interstate 55 and regional retail establishments like the Louis Joliet Mall provide several employment destinations that strengthen this site's potential to serve as a STAR Line station.

Land use in the immediate vicinity is predominantly single-family residential, which may result in conflict if a STAR Line station creates development pressure to intensify land use in the vicinity of the station.

Commuter Parking Potential

All communities that plan to host a STAR Line station need to provide approximately 1,250 parking spaces at full build-out (approx. 13 acres). This amount needs to be reserved in order to ensure growth of the rail line. The exact commuter parking needs will be determined through the ridership modeling currently underway. The minimum number of parking spaces needed at the beginning of STAR Line revenue service will be determined once ridership projections have been completed.

Pace Suburban Bus

Currently, no Pace bus serves the Village of Plainfield. Pace has identified IL 59 as a potential ART corridor to provide enhanced bus service to the west and northwest suburbs. If shuttle service were initiated to serve surrounding employment centers and other Metra train stations, Pace would most likely utilize Interstate 55 and Weber Road to provide this connection to the Villages of Naperville and Downers Grove.

If local service were initiated near the proposed station, access would likely be provided via Lincoln Highway. Transit service would likely serve parts of Plainfield and the Joliet Mall. Pace has recently announced extension of their Route 855 I-55 Flyer, and express bus service linking Bolingbrook with downtown Chicago, to Plainfield. This service will initially operate as a Park-and-Ride from Village Center Drive adjacent to Village Hall. Design of the proposed station area should incorporate transit shelters with direct and convenient access to the proposed station to facilitate intermodal connections.

Utilities

Preliminary engineering work for the Boulevard development has addressed how water and sewer facilities would be extended into this area. Due to its location near Interstate 55 and along Lincoln Highway, it can be expected to experience development that will necessitate water and sewer extensions. No major utility conflicts have been identified that impact the development of the proposed site at this time.

CHAPTER 2 ~ MARKET ASSESSMENT

Local, regional, and national market conditions will determine the success of the development at two potential commuter rail stations proposed for the Village of Plainfield, Illinois: a station located near the intersection of Presidential Avenue and Van Dyke and a station west of Interstate 55 near the proposed Boulevard Shopping Center along Renwick Road. Through this study, the Village seeks to capitalize on the opportunity for transit-oriented development (TOD) associated with these planned commuter stations. That TOD can take many forms. This chapter identifies uses that take advantage of the existing and potential markets for investors and consumers.

Market Assessment

How well new development matches best practices for transit oriented development and local, regional, and national market conditions will determine the success of the development at Plainfield's two potential commuter rail stations, one near the intersection of Presidential Avenue and Van Dyke and an additional station west of Interstate 55 near the proposed Boulevards Shopping Center. Through this study, the Village seeks to capitalize on the opportunity for transit-oriented development (TOD) associated with these planned Metra stations. That TOD can take many forms. This chapter identifies a uses that take advantage of the existing and potential markets for investors and consumers.

Transit Oriented Development Best Practices

Previous studies conducted by Metra[1] have identified the following common principles that communities can use to maximize opportunities for transit oriented development.

- ***Create and maintain a pedestrian friendly community***

The most critical zone is the ½-mile radius of the station area. 80% of the commuters living within this zone will walk to the station. Pedestrian access to the station was a top reason cited by Metra rail commuters for selecting their current place of residence. National studies supporting TOD development report a 7% to 23% increase in the value of residential property within easy walking distance of a commuter rail station.[2]

Match to Site 1-Van Dyke Road: Although there is significant undeveloped land within ½ mile of the proposed station, there currently are only 244 households and 660 people currently living within this critical radius. Additional residential development is key to creating a strong passenger origin market for this station. The residential development plan is also important to maximizing the assessed value of nearby homes and consequently providing maximum property tax revenue to the schools and other taxing bodies.

Match to Site 2-Renwick Road: Again, the current population, estimated at 147, is well below the levels necessary to create a strong, pedestrian based origin market for this station. With nearly half of the critical ½-mile potential station location radius in Forest Preserve ownership, flood plain, or programmed for the Boulevards development, it is unlikely that future development will significantly increase this population.

FIGURE 2-1: *Site One – Van Dyke Road*

FIGURE 2-2: *Site Two – Renwick Road*

Source: Demographic data © 2007 by Experian/ Applied Geographic Solutions.

1. *Residential Development Near Commuter Rail Stations, Metra, 2000.*
2. *Local Economic Impacts in Commuter Rail Station Areas, Metra, 1994, p13.*

- ***Establish good vehicular and pedestrian access to the station***[1]
  Interconnected street and sidewalk networks minimize walking distances, providing convenient routes for passenger drop-offs and allowing easy access to park and ride facilities.

  Match to Site 1-Van Dyke Road: As the ½–mile radius map reveals, the road network is still largely undeveloped. To improve the access to the station any proposed development scheme must provide a network of interconnected grid pattern streets that facilitate walking and vehicular access. It will be important that this pattern extend beyond the site into adjacent neighborhoods. Another challenge is to create safe pedestrian access across Van Dyke Road and 143rd Street. The station's position at a point visible from Van Dyke will aid in vehicular access.

  Match to Site 2-Renwick Road: Although the road network surrounding this station area also is undeveloped, in the southwest quadrant planning for the Boulevards has established a pattern of parking lots and access points that will support the high volume of cars necessary for a successful development. This vehicular access takes advantage of the high average daily traffic on both Interstate 55 and Route 30. The floodplain and floodway associated with Mink Creek make bridges that cross this area expensive and consequently it is unlikely that multiple crossings will be developed. These factors suggest that this station will have a vehicular access emphasis.

- ***Provide for a comfortable, pleasant walking environment immediately around the station area.***[1]
  Good sidewalks, attractive landscaping, interesting yet practical stops, and a sense of activity and "place" encourage commuters to walk to the station. Large parking lots or even parks without direct and evident access to the station can become barriers that discourage commuters from walking to and using the station.

  Match to Site 1-Van Dyke Road: A grid pattern of streets will offer obvious pathways. Water retention systems offer opportunities for attractive landscaping and view corridors to the station area.

  Match to Site 2-Renwick Road: Establishing the station location and design prior to completing the plans for the Boulevards development will allow for the creation of pleasant walking environment immediately surrounding the station.

Encourage convenience services.[1] The opportunity to conduct everyday tasks in conjunction with rail commuting enhances the attractiveness of a station area. Possible task–oriented businesses include dry cleaners, convenience grocers, hair care, childcare, and restaurants (particularly coffee shops and carry-out food stores). Businesses in the immediate area of a station attribute 5% to 10% of their sales to commuters. [2]

Match to Site 1-Van Dyke Road: Convenience services should be part of transit-oriented development. The station could offer 7,000 square feet of space that could be divided between waiting rooms and a coffee shop. Another 35,000 square feet of additional ground floor commercial space could easily accommodate the dry cleaner, hair care, childcare, restaurants and carry out food businesses that typically locate in close proximity to a Metra Station.

A location for the commercial businesses with strong visibility both from Van Dyke and the station, offers the opportunity to capitalize on drive–by traffic and the bonus of sales to commuters. Although Van Dyke is currently a relatively lightly travel road with IDOT reporting an average daily traffic count of only 5,000 cars, development preceding and concurrent with the addition of the commuter station should increase that count to the nearly 20,000 daily count that supports successful retail sites.

Match to Site 2-Renwick Road: Proximity to the Boulevards development offers the goods and services recommended for station areas.

- ***Provide for a diversity of housing types within walking distance of the station.***[1]

Because rail commuters vary from executives to administrative support staff and students, a variety of housing prices and types must be offered to accommodate all member of this cross—section to use commuter rail and encourage residents to walk. Station-area residents tend to be younger households, single people, and empty nesters that often choose multi-family homes with minimal maintenance duties.

Match to Site 1-Van Dyke Road: The challenge for this station is offering a range of housing that could attract both entry-level buyers and executives. That could be accomplished by offering larger units and finishes that are more expensive and landscaping in the southern section of the development. A developer selling homes at higher price points would probably reduce unit counts by 10% to 15% to provide greater space and landscaping amenities per unit.

Commercial Development Principles

Regardless of whether a retail business cluster is located at a shopping center, transit station, or downtown, certain core development principles insure sufficient spending power to support the area's success.

- ***Expect residential development to precede retail development.*** Although employees and commuters are "add-on" markets who can improve marginally successful retail districts into very successful ones, local residents comprise the backbone of every commercial area. Residents must be counted on to produce from 70%-90% of each business's sales. The addition of a significant concentration of employees benefits restaurants since it contributes a lunch seating and "cocktail hour" that can increase business by up to 1/3. Commuters can add sales as they stop by to purchase items during their daily travels. Those sales add the marginal profit that can be reinvested in expanding and improving store appearance.

Match to Plainfield: The table that follows documents the quality of the existing residential population near the proposed Metra Station. The ½–mile radius identifies the population who could be pedestrian customers. The 2-mile and 5-minute drive time areas are two common populations that developers analyze to understand an bicycle and auto oriented markets, identify residents who could conveniently use the station and access a commercial area whether or not they are commuters.

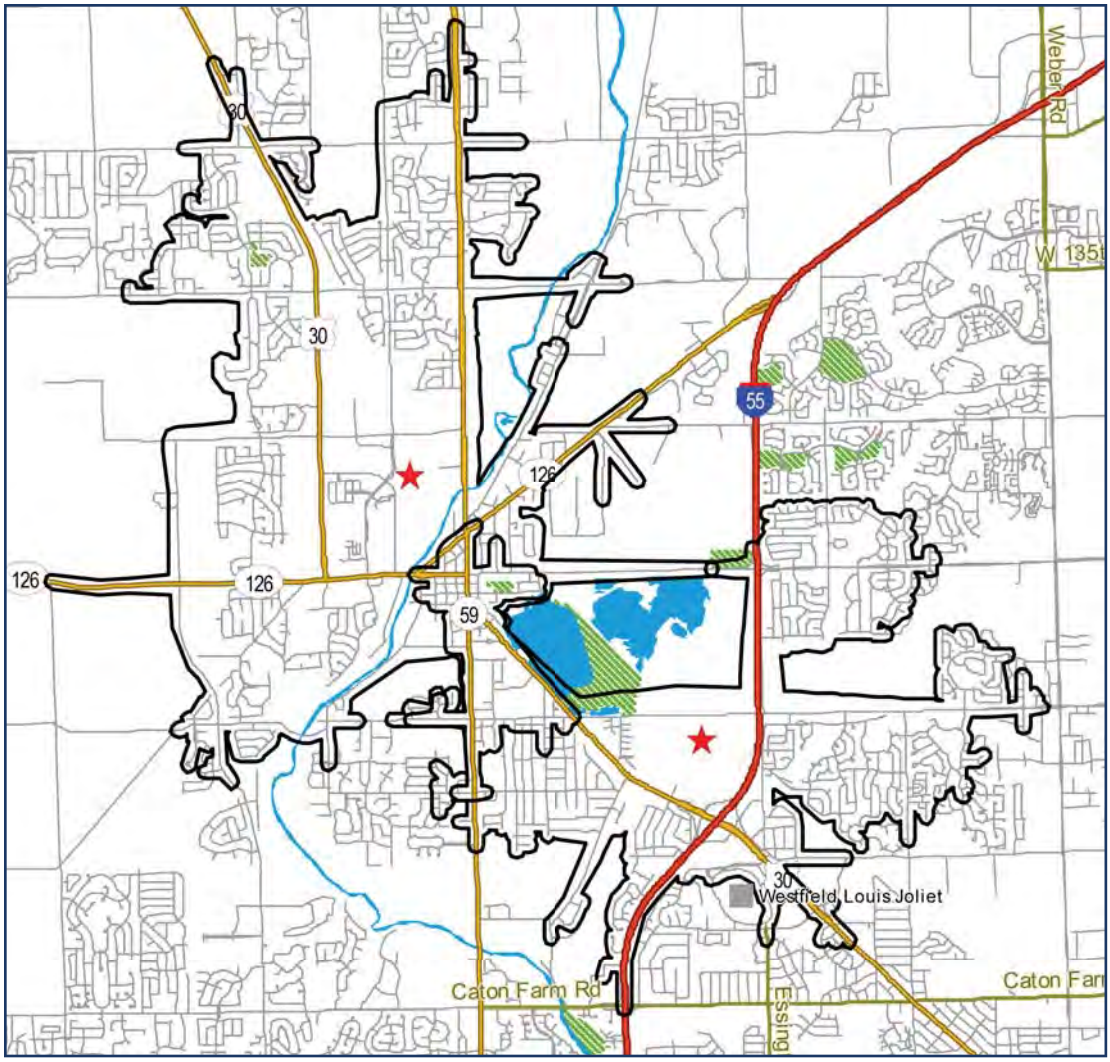
❖ *Target Market Demographics*

	0.5 Miles: North Plainfield	2 Miles: North Plainfield	5 Minutes North Plainfield	0.5 Miles: South Plainfield	2 Miles: South Plainfield	5 Minutes South Plainfield
Population	660	19,597	20,065	147	18,933	9,208
Household Average Income	$71,834	$88,157	$91,592	$73,628	$68,402	$71,149
Median Household Income	$76,555	$96,298	$99,999	$85,205	$78,045	$81,258
Total Employees	752	6,045	6,249	261	7,919	3,971
Total Retail Expenditure	$3,561,257	$156,955,848	$164,182,774	$1,343,851	$140,069,439	$72,648,430

Demographic data © 2007 by Experian/Applied Geographic Solutions.

Incomes in these populations significantly exceed suburban regional averages, making them attractive opportunities for stores and restaurants of all types once there are sufficient households to provide enough total spending power.

The previous maps illustrate the ½-mile pedestrian access area and the map that follows illustrates the 5-minute drive time area. Note the amount of open space remaining in these markets and consequently the opportunity for growth:



Demographic data © 2007 by Experian/Applied Geographic Solutions.

- ***Create clusters rather than a broad selection of businesses.*** There must be enough similar businesses to allow consumers to comparison shop. In the abstract, logic suggests that the ideal commercial area is a broad mix of businesses satisfying the "cradle to grave" needs of local residents. But that concept defies the very term "shopping" because there never could be adequate space for enough business of all types for all residents to feel that they had visited sufficient businesses to be confident in their selection. Consequently, while all successful shopping districts offer convenience shopping, such as a drug store, different shopping districts have evolved to satisfy varying niches for other items. Strong retailers like to cluster near competitors because they know that such an area gets a reputation as "the place to go to shop for…." The key development concept of clustering ties the success in attracting a strong market to the collective image created by the individual businesses. The goal is to create clusters that make the area a destination.

Match to Site 1-Van Dyke Road: As Plainfield expands from the rural community it was into a powerful suburban community, it must provide both a central place that defines its character and a series of neighborhood centers that provide the convenience services desired by nearby residents and employees. Each neighborhood center has an opportunity to offer a cluster of businesses that invite more distant customers but primarily serve a very close market. Plainfield is blessed to have its downtown with charming vintage buildings to provide historic roots and define the community's substantial character. That area has the opportunity to grow into the expanded downtown now anchored by the municipal center. Consequently, the community need not add a competitive "Transit Center" just to serve its growing population. Therefore, the Metra Station area shopping cluster is not logically larger than a neighborhood serving shopping center. Because it is near light industry and potentially office, there is an opportunity to cluster restaurants that serve commuters in the morning, employees during lunch, and residents at night. The chart below lists neighborhood serving businesses and the approximate space they occupy.

Use	*Square Feet*	*Frequency Rank: National Convenience Center Sample*
Day Care	**10,000**	**NA**
Drug Store	**10,000**	**15**
Bank	**4,000**	**NA**
Neighborhood Bistro	**4,000**	**3**
Gas Station	**3,400**	**NA**
Real Estate	**2,000**	**NA**
Dentist	**1,750**	**1**
Dry Cleaner	**1,500**	**2**
Coffee Shop	**1,400**	**18**
Hair Care	**1,400**	**5**
Pizza Restaurant	**1,400**	**9**
Nail Care	**1,200**	**7**
Carry-out Restaurant	**1,000**	**10**
Insurance	**1,000**	**4**
Total	**44,050**	

Match to Site 2-Renwick Road: The proposed Boulevard hybrid lifestyle center will offer a professionally managed mix of stores designed to attract a strong consumer market

- ***Develop stores and restaurants adjacent to high traffic streets.*** Stores must be visible to a large enough pedestrian and/or vehicular population. Although repeat customers are the lifeblood of any business, there also must be a steady flow of new customers. Those customers are much easier to attract when a large population sees the business every day. Studies by high volume restaurateurs and retailers indicate that about 20,000 vehicles and/or pedestrians per day pass the most vital retail businesses.

Local, Regional, and National Market Conditions

Today, with difficult market conditions facing all types of proposed development, transit oriented locations are a special opportunity. Although a currently weak economy may delay development, transit and the natural amenities associated with land near both Plainfield Stations make them ideal catalyst possibilities.

- *Residential*

In today's economy, the residential market is particularly challenged, however, with a five-year time horizon and the added amenity of potential transit access, residential development would be a logical use at each station area. Capturing the benefit of transit suggests relatively dense, attached housing. Projects creating neighborhoods of at least 50 units allow for a sense of community. The quickest development may be rental communities. It would be important to enforce premium standards for those projects and look to a future option for conversion to equity uses.

At the proposed Site 1-Van Dyke Road Station, there may be an opportunity to add as many as 700 multi-family units. If those new households make retail expenditures at the same rate as households within two-miles of the site, $27,000 annually, there would be another $19 million spent in local stores and restaurants. That spending power would support the proposed neighborhood retailing at the station area and add vitality to nearby Downtown Plainfield. There is similar potential but a smaller site and therefore fewer units possible at Plainfield's Site 2-Renwick Road Station.

- *Retail*

The proposed Site 2-Renwick Road Station is adjacent to The Boulevard, an 84-acre retail development which developers are calling a "hybrid lifestyle center." Initially projected to open by the fall of 2008, retailers locating in the project now expect a 2011 opening. Using the estimate created for CMAPS' "Paint the Town" project of 14.3 employees for every acre of shopping center development, The Boulevards should create approximately 1,200 jobs. With pay for retail employees lagging other sectors, it will be important to offer public transit for those workers.

At the Site 1-Van Dyke Road Station area, there is limited retail opportunity due to the proximity to Plainfield's vintage Downtown and plans for the expanded downtown west of the DuPage River that offer better opportunities for retail dominated development. Consequently, the Site 1-Van Dyke Road Station area can meet the market best with convenience uses serving office workers and transit users during the day and nearby residents at night.

- *Office Market*

The office market is divided by building types. Class "A" office space is contained in buildings that have excellent locations and access, attract high quality tenants, and are managed professionally. Building materials are high quality and rents are competitive with other new buildings. The office buildings clustered in prestige locations with lots of brass and glass fixtures and huge, expensive lobbies are examples of Class A office buildings. Class A office buildings are usually steel-framed and tall. They contain banks, high-priced law firms, investment banking companies, and other high-profile companies with a need to demonstrate their financial success. Class "B" buildings have good (versus excellent) locations, management, and construction, and tenant standards are high. These buildings have very little functional obsolescence and deterioration. Class B buildings are usually newer, wood-framed buildings or older, former Class A buildings. Wood-framed Class B office buildings are usually three stories or less. Most suburban Chicago business parks contain Class B office development. Class C buildings are typically 15 to 25 years old but are maintaining steady occupancy. A fair number of the Class C office spaces are not truly office buildings but rather walk-up office spaces above retail or service businesses or spaces in one-story shopping centers.

Example of Class A Office Space

With mortgage rates at historic lows and small to medium size businesses creating the bulk of economic expansion, small office buildings or office condominiums fitting the B classification may be the first office category to see new development. These 3,000 to 10,000 square foot units are ideally suited for medical professionals, accountants, attorneys, insurance agents, mortgage and title companies, financial planners, architects, interior designers and nonprofit groups desiring to own their own properties. There are many advantages to owning one's office space. Owning a property protects the business from rising rents, while gaining control over its place of work. The cost of owning may actually be lower than the cost of renting. Effective rents are often higher for smaller tenants, because they are not offered the concessions packages used to lure big tenants. Tax benefits are debatable, as owners can deduct mortgage payments, depreciation, and repairs, but rent payments also are deductible. Office condos, however, can also provide a means of sheltering some income – the business owner (or owning entity) purchases the space and the company then leases it back, with this payment typically sheltered 100% (written off as an operating expense). A subset of the small office that is gaining in popularity is the office condominium.

With significant Class B and C space available for rent near the proposed Site 1-Van Dyke Road Station, the opportunity in this area is small build to suit office and multi tenant condominiums. The proposed Edwards Hospital would increase the demand for medical space further supporting office located where employees can easily access public transportation.

Examples of Class B Office Space

Village long-range plans for development of a business park along Interstate 55 between the two stations would increase demand for public transit and create the type of cluster that justifies shuttle service from transit stations.

Current Market Conditions Summary

Although build-out of development proposed at Plainfield's Station is not expected to commence this year, approved plans like The Boulevards can be a stimulus to additional development and create a basis for public/private partnership investments in public transit. The demand for luxury rental units could begin the residential development of transit oriented mixed use. Later equity projects would add variety the residential mixed-use component. The challenge is creating a development-sequencing scheme that capitalizes on today's limited market to begin the larger development process.

Match to Site 1-Van Dyke Road: As this map reports, Wood Dale Farm/Van Dyke Road was measured by IDOT in 2004 and reported to carry 5,000 in average daily traffic (ADT). Although this count is far below the 20,000 ADT sought for convenience retail, Van Dyke Road has been identified as a minor arterial that will increasingly carry the traffic from coming development. By the time the Metra Station opens it is expected that traffic counts on Van Dyke would support high volume convenience retailing. It is expected that the retail development would lag the residential development in the station area and be concurrent with the commencement of rail service.

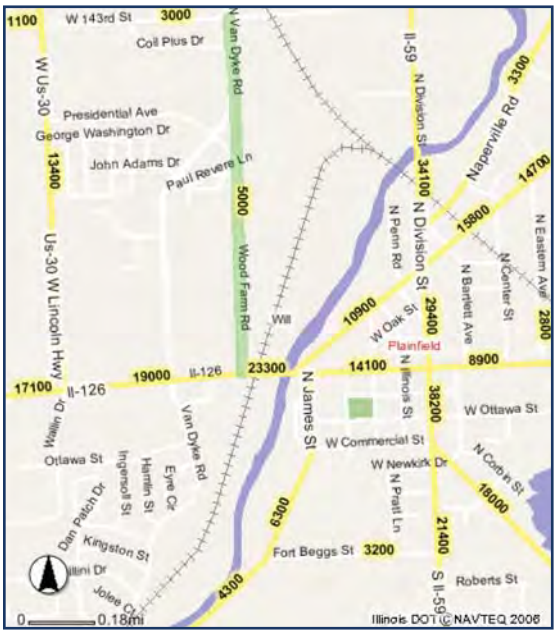


FIGURE 2-4: *Site One - Average Daily Traffic Counts*
Source: Illinois Department of Transportation

Match to Site 2-Renwick Road: As this map illustrated there is significant traffic in the area designated for the Site 2-Renwick Road Station. Signage visible from Interstate 55 would make any commercial property particularly valuable.

FIGURE 2-5: *Site Two - Average Daily Traffic Counts*
Source: Illinois Department of Transportation

Summary

This overview of the match to the core principles for TOD and commercial development identifies the Site 1-Van Dyke Road Metra Station area as well suited for development of a transit-oriented neighborhood and commercial development including a convenience/ restaurant cluster that serves that neighborhood. The first development phase could be rental residential development followed by an anchor business, probably a drug store, and the train station. As the surrounding population grows and train use increases, it is expected that equity residential, restaurants and services would join the commercial cluster. The planning process currently underway is critical to reserving the best sites for each use and thereby maximizing the value of the station area to the community of Plainfield.

The Site 2-Renwick Road Station area promises to offer significant employment with The Boulevards hybrid lifestyle development. By adding office to this area, there is a stronger daytime market with access to regional business via Interstate 55.

CHAPTER 3 ~ CONCEPT PLANS

Conceptual development plans have been developed for both of the two potential Plainfield transit stations. In the chapter that follows, these plans will highlight recommend land use, access, and circulation in and around each station. They also provide for appropriate parking and integrate the design scheme into the existing natural environment of each site.

Site 1 Concept Plan

> ***"If you imagine it, you can achieve it. If you can dream it, you can become it."***
>
> William Arthur Ward – This quote graces the walls of the Plainfield Village Hall.

Site 1 - Van Dyke Road

The Near Downtown Station Area offers some exciting potential to create a mixed use development that can serve duel roles. Ample parking and amenities are provided to allow residents to use the station as an origin to catch a train or bus to employment centers in Aurora, Naperville, or downtown Chicago. Additional opportunities for office, retail, and light industrial space are also provided to bring commuters to Plainfield as the destination for their daily trip to work.

This site fits well into the fabric of Plainfield. Proposed residential and commercial land uses in the plan are designed to complement Village plans for an expanded downtown along Lockport Street to the south. The location is well integrated into the Village's roadway and bicycle trail system, providing easy access from anywhere in the Village.

The preferred concept detailed on the previous pages highlights recommendations for the 58 acre Village-owned property along Van Dyke Road/Wood Farm Road along with key parcels on the east side of the railroad.

SITE 1 LAND USE SUMMARY

Retail 51,600 sq. ft.
Office 78,000 sq. ft.

MULTI-FAMILY

- Apartments 525
- Townhomes 46

PARKING

- *On Street 275*
- *Off Street 1,070*
- *Commuter 1,070 (1)*

(1) Additional commuter parking provided through shared parking opportunities at northeast corner of Village owned property, and potential to create a future parking deck when demand exceeds the supply of available spaces.

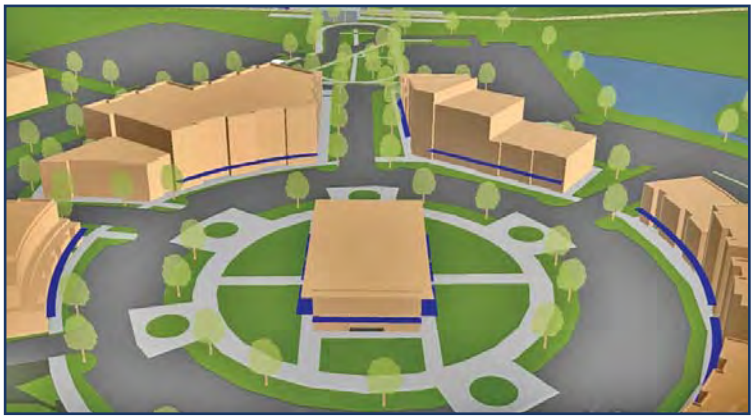
❖ ***FIGURE 3-1: View looking South from North edge of Village Property***

Site 1: Preferred Concept

❖ *FIGURE 3-2: Aerial view of Site 1 - Van Dyke Road: Preferred Concept*

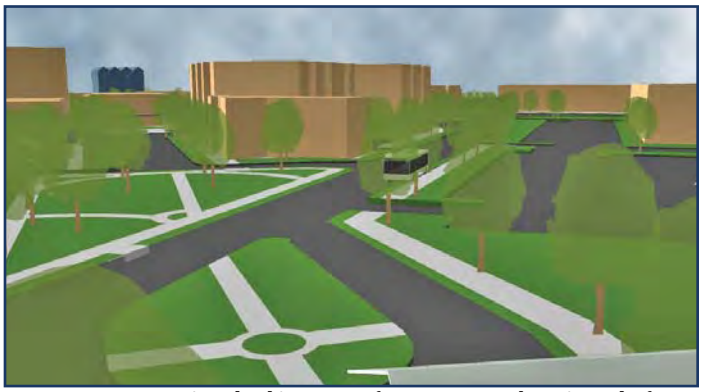
❖ *FIGURE 3-3: View looking South above station, note commuter parking area East of the station*

❖ *FIGURE 3-4: View looking South along Van Dyke from 143rd Street, note 1 story industrial uses*



❖ *FIGURE 3-5: View looking East toward station, note circular public green*

❖ *FIGURE 3-6: View looking North from proposed multi-family housing*



❖ *FIGURE 3-7: View looking West from proposed station platform*

The preferred site concept is laid out to take advantage of the axial relationship of a public space around the station and the commercial core. Residential uses, including apartments and townhomes, are focused on the southern half of the site while the commercial and additional commuter parking is focused on the northern half *(see Figure 3-3)*.

Key features of the concept include:

- Higher density uses and taller buildings supported by first phase parking lot and future parking deck to supplement commuter parking when demand exceeds first phase supply. The concept shows potential to accommodate 1,250 commuter parking spaces at full build-out with the addition of designated on-street parking marked and shared parking lots);

- Light Industrial use on north end with easy access to Van Dyke Road *(see Figure 3-4)*;

- Large public green space in commercial core *(see Figure 3-5)*;

- Central commercial area with edges focused towards Van Dyke and Wood Farm *(see Figure 3-2)*;

- On site detention and naturalized treatment of the floodplain *(see Figure 3-2)*;

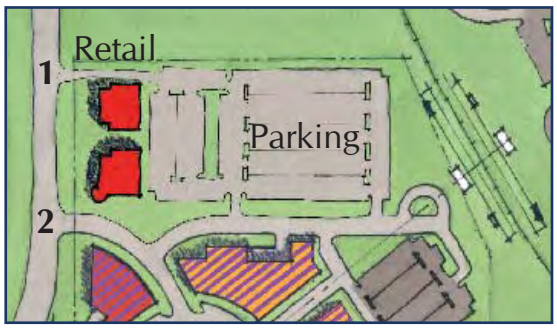
- Detention and natural areas used to buffer treatment plant *(see Figure 3-2)*;

- Commuter parking (950 spaces) is located on the east side of the tracks accessible via Route 59 and 143rd Street and accessible to the station by a pedestrian under track tunnel. Parking is also proposed on the west side of the tracks (120 spaces and a shared-use lot for commuters and commercial uses and for the Pace drop-off area) *(see Figures 3-2 and 3-3)*;

- The former Village Police Station on Route 59 also offers potential for additional commuter parking.

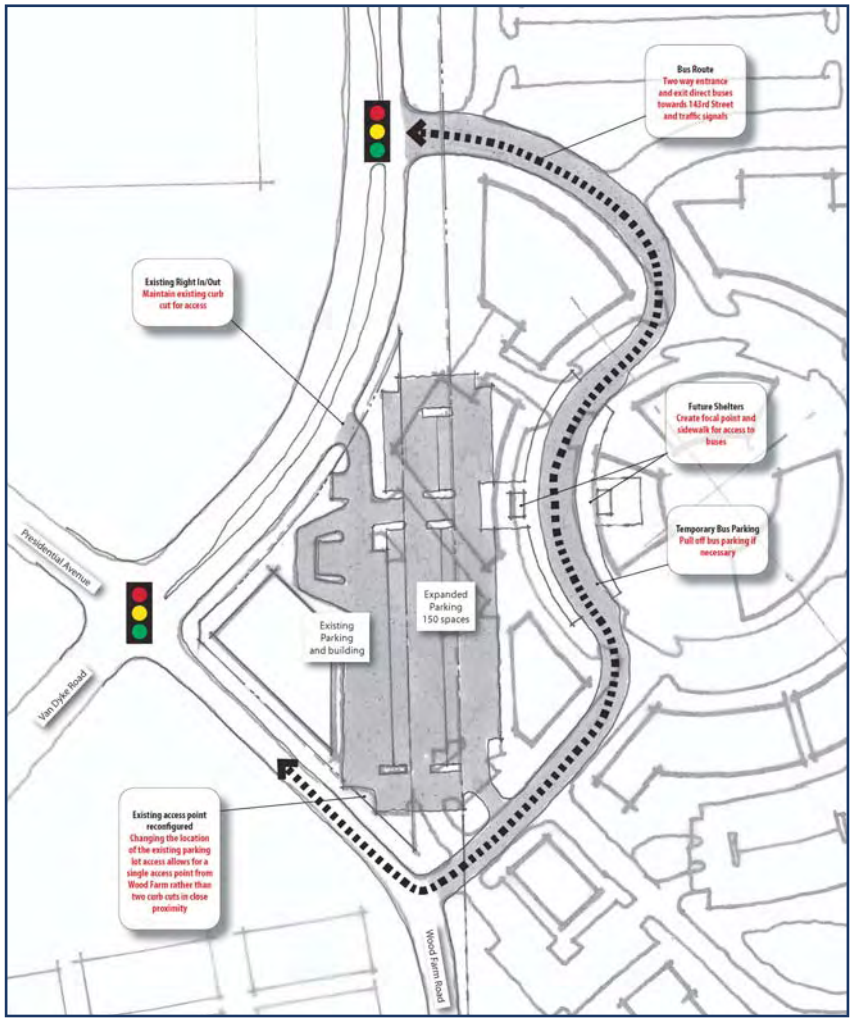
• Direct kiss-and-ride locations are proposed on both sides of the tracks;

The Village has an existing agreement to accommodate light industrial use for a portion of the property, and that is provided for in the preferred concept. However, to allow flexibility and opportunity for additional parking, an alternative concept has been developed for the northern portion of the Village land *(see Figure 3-8)*. This alternative concept provides for retail or office uses along Van Dyke Road. An additional right-in-right-out access is provided from Van Dyke Road, along with 124 additional shared parking spaces and 111 additional spaces for the proposed retail/office uses.



❖ ***FIGURE 3-8: Site 1 - Site Alternative***

The Park and Ride facility *(see Figure 3-9)* will most likely occur before any significant development occurs on the site. To create an incremental implementation of the overall plan, the phase one approach expands on the existing parking area at the corner of Wood Farm and Van Dyke Road with an additional 150 spaces. Access to the facility is located off of both major roads. The bus route would be from an entrance at Wood Farm to an exit at Van Dyke, taking advantage of a one way routing that would direct buses towards 143rd on the outward movement. The existing right in/out in the existing parking area would remain and a reconfigured access point to the parking would occur off of Wood Farm. Once development begins to occur the Park and Ride would be relocated to the larger parking area on the north end of the site shown in the full build out plan. Key features of the concept include:



❖ ***FIGURE 3-9: Phase 1 Park-and-Ride***

• Expanded parking for the existing development (existing number is reserved for existing development)

• Improvements are laid out to take advantage of future development patterns

• Minimal conflict points between pedestrians and bus route

Surrounding Development

The properties that lie within the 1/2 mile surrounding the potential station will play important roles in the development of Site 1 - Van Dyke Road. A number of developments are either underway, existing, or planned. The purpose of this exercise was to show how the vacant properties could develop to be supportive of the patterns established by the Site 1 - Van Dyke Road plan. The land uses are aligned with the Future Land Use and Development Opportunities map on the following page. Sites D and J from the

Key features of the concepts include:

- Continuation of roadway network across Wood Farm Road from Site 1 - Van Dyke Road;
- Continuation of stub streets from existing developments north and south;
- Development of a grid street system featuring short, walkable blocks;
- Reinforcement of building position patterns established along Lockport Street;

1/2 MILE RADIUS
LAND USE SUMMARY

Retail (1) 120,000 sq. ft.
Office (2) 71,500 sq. ft.

MULTI FAMILY

- Apartments 710
- Townhomes 125

(1) Ground floor along Lockport Street and Van Dyke Road
(2) Upper story use in commercial buildings along Lockport Street

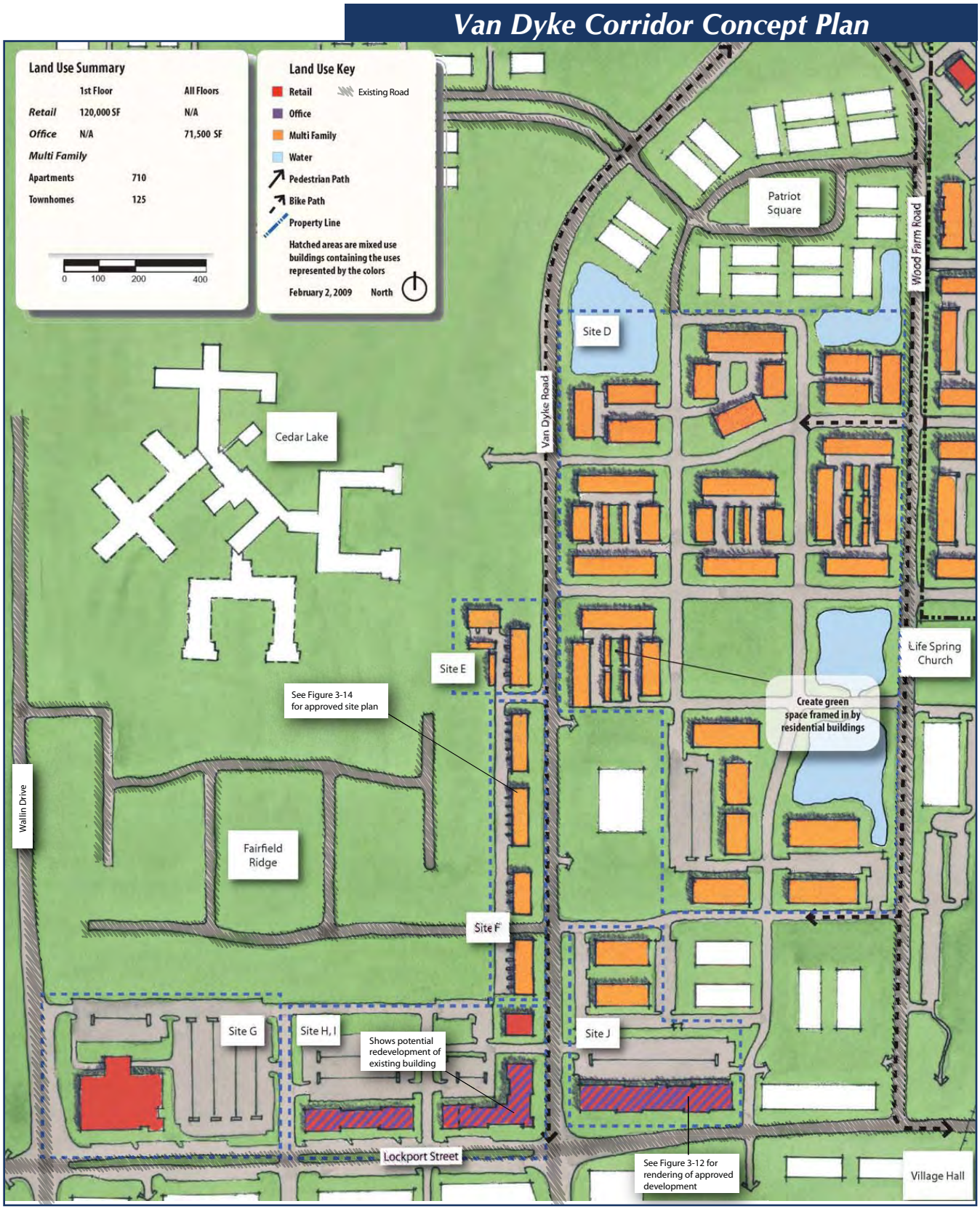
❖ ***FIGURE 3-10: Village Center***

❖ ***FIGURE 3-11: Crossroads Business Center***
Site C, Southeast Corner of 143rd and Route 30

❖ ***FIGURE 3-12: Van Dyke Place***
Site J, Northeast Corner of Van Dyke Road and Lockport Street

FUTURE LAND USE & DEVELOPMENT MAP (Insert Exhibit)

❖ ***FIGURE 3-14 (A and B): Fairfield Ridge***
Site F, Commercial site located across the street from the post office, just north of the intersection of Van Dyke Road and Lockport Street (Refer to Future Land Use and Development Opportunities map on previous page).



❖ *FIGURE 3-15: Aerial view of properties that link Station Area with Downtown*

Site 1 - Van Dyke Road Concept Market Considerations

The key to construction of this development concept is offering enough capacity to match the property's market value. With development expected to happen over the next 15 years that value will change and be subject to the investment objectives of the property owners. The 58 acre Village owned site has advantages for development because it is large and could be sold by the Village in development sized parcels. Although the retail, office and much of the proposed parking will not develop until the transit service is well established, multi- family residential may be developable within the next 18 months. Given current residential market conditions, this first phase might be an apartment complex of approximately 300 units on a 10 acre parcel. A development of that size would add potential park and ride users as well as increase the potential for quicker commercial development.

As is common in the area, this residential land would sell for less than commercial development land and probably fall short of the per acre price that the Village paid for the land. Still the revenue from the land would assist the Village in meeting its current financial obligations and reduce the carrying cost for the whole parcel. Whether the shortfall between the price paid and the likely selling price for a residential product is recovered will only be known once the prices associated with selling the full parcel are determined. An analysis of a potential phase two containing denser development reveals, the average price per acre could exceed the purchase price if the balance of the Village owned parcel is built-out to the proposed concept's higher density mixed-use entitlement.

Site 2 – Renwick Road

Site 2 - Renwick Road offers an opportunity for a regionally accessible transit site. The floodplain significantly impacts the developable area of Site 2 *(see Figure 3-16 below)*. The commuter parking requirements and the proposed Boulevard commercial development limit the use opportunities for the remainder of the site. A large, signature office development may be able to take advantage of the natural views offered south and west as well as the visibility from I-55. On site detention will greatly impact the utilization of the site. Key features of the concept include:

SITE 2 LAND USE SUMMARY

Office 420,000 sq. ft.

PARKING

- Garage 1,050
- Off Street 1,195
- Commuter 1,250

- Taller office buildings supported by a parking structure;
- Direct access for Commuter kiss and ride and Pace service to the station area;
- Continuance of boulevard from Boulevard development site through to Renwick Road;
- Metra plans for a small maintenance facility with only one to two storage tracks for the proposed STAR Line at this site. If required, Metra rail yard will need to compensate for floodplain impacts;
- Commuter parking is accessible to the station from Renwick and US30. The concept shows the potential to accommodate 1,250 commuter parking spaces at full build-out.;
- Future grade separation of the Renwick Road – CN/EJ&E Railway crossing to enhance safety, improve access for emergency vehicles, and eliminate potential train back-ups across the road.

❖ ***FIGURE 3-16: Site 2 - Renwick Road Concept Plan***

Site 2 Alternative– Renwick Road

The floodplain significantly impacts the developable area of Site 2 - Renwick Road. The commuter parking requirements and the proposed Boulevard commercial development limit the use opportunities for the remainder of the site. A multi-family product focused on the luxury apartment market could take advantage of the naturalized environment and proximity to the train station.

Key features of the concept include:

- Multi-family building with views of the natural areas, entry and main boulevard
- Direct access for Commuter kiss and ride and Pace service to the station area
- Continuance of boulevard from Boulevard site through Renwick Road
- Metra plans a small maintenance facility with only one or two storage tanks; if required, Metra rail yard will need to compensate for floodplain impacts
- Commuter parking is accessible to the station from Renwick and US30
- Commuter parking is accessible to the station from Renwick and US30.

The concept shows the potential to accommodate 1,250 commuter parking spaces at full build-out.;

- Future grade separation of the Renwick Road – CN/EJ&E Railway crossing to enhance safety, improve access for emergency vehicles, and eliminate potential train back-ups across the road.

SITE 2 ALTERNATIVE LAND USE SUMMARY

Multi-Family
Apartments 320 Units

PARKING

- Commuter 1,250

❖ *FIGURE 3-18: Site 2 - Renwick Road Alternative Concept Plan*

❖ *FIGURE 3-17: The Boulevard*

Site 2 - Renwick Road - Concept Market Considerations

It is particularly challenging to analyze economics associated with Site 2—Renwick Road because any development is expected to be delayed for at least five years and must accommodate challenging environmental conditions, limited access, and limited visibility. The preferred concept assumes that a signature office user might develop this site because it avoids Chicago congestion while accessing regional markets via Interstate 55. Surrounding natural areas would offer an attractive setting for an office campus and the height of the building would provide visibility from nearby high average daily traffic roads. The site 2 concept outlines a transformational project that is not supported by the current market demand but rather provides an approach that might transform the future market. A rough economic analysis suggests that, if an unexpected, unique user is found, the concept density could allow market rate development if the current ratio of rents to cost continues.

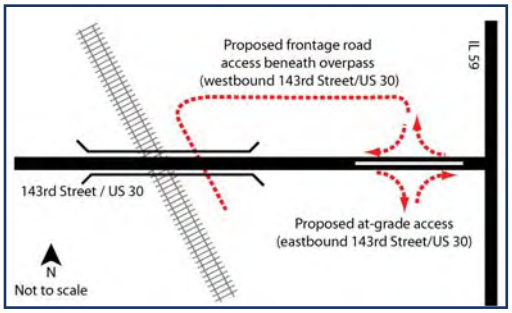
CHAPTER 4 ~ ACCESS & CIRCULATION

Vehicular, bus, bicycle, and pedestrian access into and through the proposed transit stations is a critical element of the overall Transit Oriented Development Plan. The following chapter highlights the recommended approach for both Site 1 (Van Dyke Road) and Site 2 (Renwick Road).

Access and Circulation

Site 1 - Van Dyke Road

Facilities to serve the proposed commuter station are located on both sides of the railroad, however, the majority of activity is expected on the west side of the tracks, intended to serve the potential commuter station, as well as the proposed commercial and residential development.



❖ ***FIGURE 4-1: Under ramp diagram on 143rd Street/US 30***

❖ ***Example of Overpass-Access Road, Western Avenue, Chicago***

❖ ***Example of Overpass Approach - Access Road Western Avenue, Chicago***

Automobile Access West of Railroad

- Access to the west half of the site is primarily provided via Van Dyke Road, in addition to Wood Farm Road. The majority of traffic is expected to enter the site via the north entrance which is proposed as the first signalized intersection south of 143rd Street.

- Left-turn lanes will be provided on Van Dyke Road at the roadways leading into the station area, at Wood Farm Road, and on northbound Wood Farm Road at Patriot Square.

- A signalized intersection is recommended at Van Dyke Road and Presidential Avenue/Wood Farm Road.

Automobile Access East of Railroad

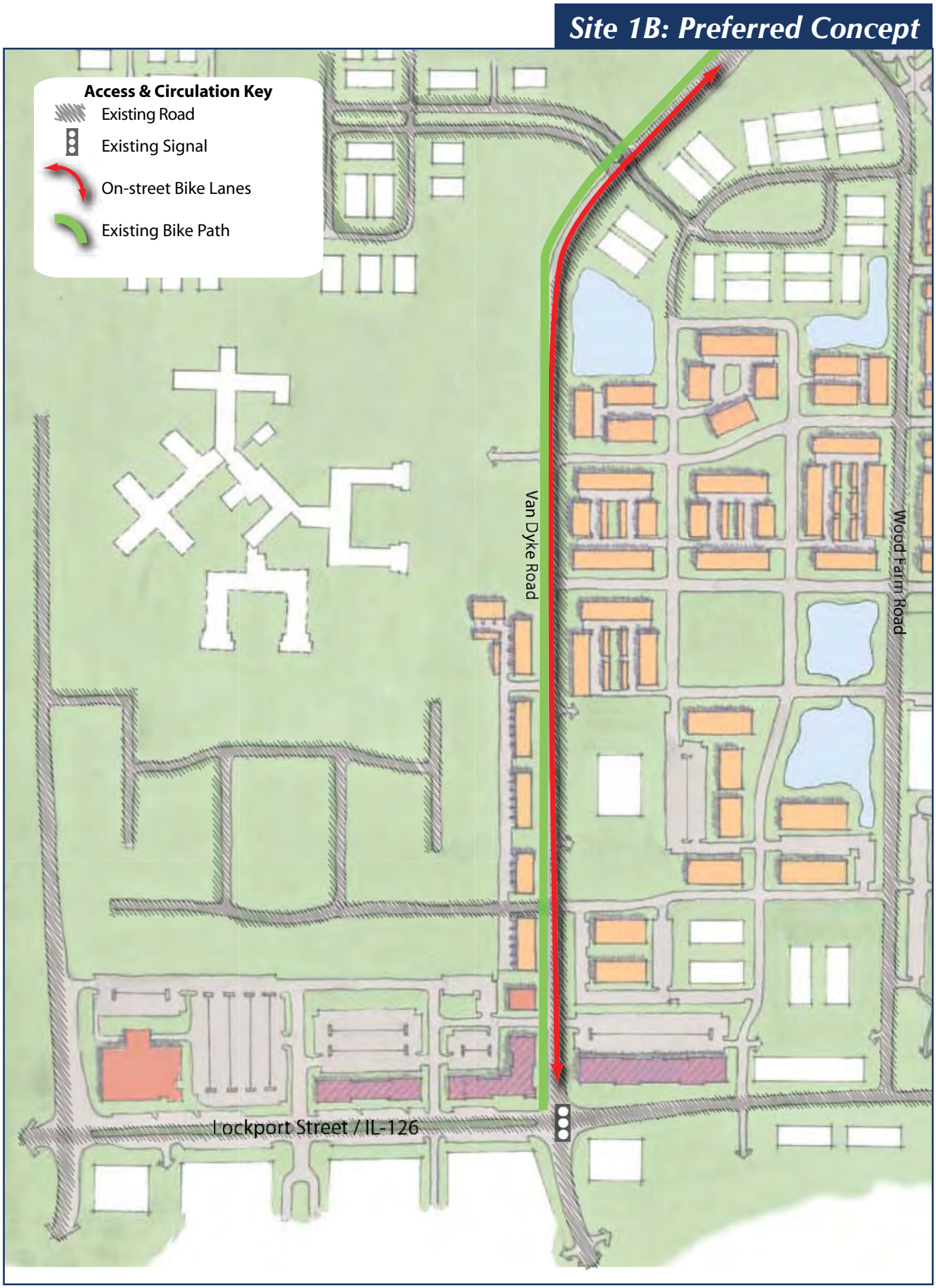
- Access to the east half of the site is provided via 143rd Street between IL Route 59 and the railroad tracks, as well as directly from IL 59.

- A portion of US 30 has been rerouted through Plainfield along 143rd Street at the site's northern boundary, primarily to avoid the downtown area.

- As part of the recent reroute of US 30 along 143rd Street in Plainfield, roadway improvement plans include a proposed overpass on 143rd Street/US 30 over the railroad tracks, as well as a proposed easterly and westerly connection to IL 126.

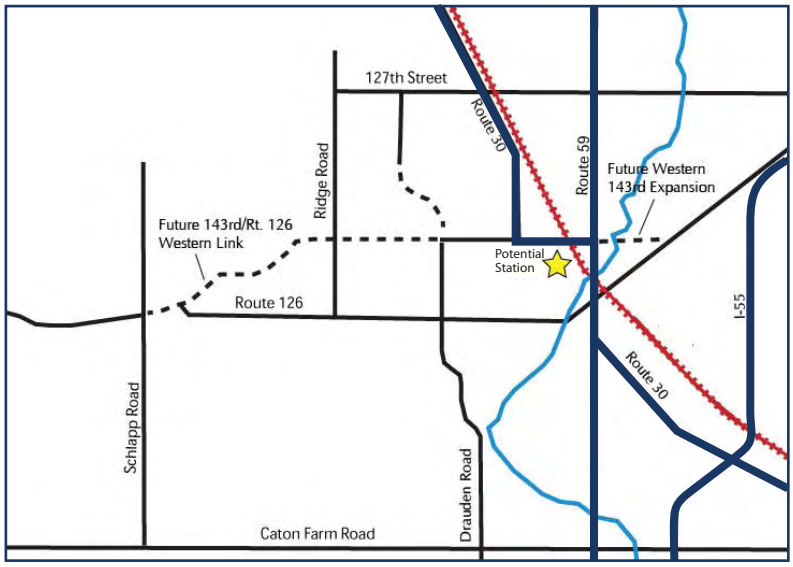
Site 1: Preferred Concept

❖ *FIGURE 4-2: Aerial view of Site 1 - Van Dyke Road: Preferred Concept*



❖ *FIGURE 4-3: Aerial view of Site 1B - Van Dyke Road: Preferred Concept*

If the overpass is implemented, access from 143rd becomes more complicated because the overpass would not touch down until it is a short distance from IL 59. This distance will likely prohibit the placement of a traffic signal, and complicate some traffic movements in and out of the eastern lot. One option to improve westbound access and egress from the commuter parking lot would be to also provide a north side frontage road that would connect to the parking lot under the proposed overpass. Note: if a traffic signal is allowed, this frontage road would not be necessary.



❖ ***FIGURE 4-4: 143rd Extension Plan***

- Right-in-right-out access recommended to eliminate queueing caused by left turns

- Optional right-turn lanes suggested to minimize congestion

- Optional median suggested to discourage left turns

- A signalized intersection is proposed at IL Route 59 at Riverwalk Court.

Pedestrian & Bicycle Access

- All roadways will be designed to accommodate pedestrians on both sides with a parkway and a minimum 5′ sidewalk on both sides of the roadway. All roadway intersections will contain marked crosswalks for all legs.

- All signalized intersections will include pedestrian push buttons for all crossings; pedestrian signals will include countdown clocks for all crossings.

❖ ***Pedestrian signal with countdown clock***

- A pedestrian crossing, marked with high visibility pavement markings, should be provided on Wood Farm Road at Paul Revere Lane. Additional traffic counts may be needed to determine if a new traffic signal is required.

- Bicycle parking should be located at the station.

- Due to the projected number of trains per day, an at-grade pedestrian crossing located at the proposed Metra Station would be infeasible due to the frequency of passing trains. Therefore, a pedestrian underpass is proposed near the immediate Station area to provide access to commuter parking lots on the east and west sides of the tracks. Any potential pedestrian improvements would need to be discussed with the CN/EJ&E Railway.

❖ ***Pedestrian crossings are marked with high visibility pavement***

• Access to the Du Page River Trail will be provided inside the Village property line on the west side of the railroad tracks. A trail connection will be constructed from south of the treatment plant along the east side of planned development to the immediate station area.

• On-street bicycle access will be provided through marked shared lanes along the east-west access road to the proposed commuter station to the marked bike lanes on Van Dyke Road.

• Bicycle parking will be provided near the Metra Station

Transit Access

Transit will be phased in as the site develops. In the first phase, the site is expected to serve as a Pace bus park-and-ride station serving nearby Metra Stations, nearby employment centers, or providing express service to Chicago via I-55. In the second phase, which assumes Metra service on the proposed Suburban Transit Access Route (STAR) Line, Pace Bus service may be re-routed to serve the proposed Van Dyke Road station.

• Parking for these two modes of transit will be provided separately as shown on the plan.

• Pace recently announced the inaguration of park-and-ride service from Planfield to downtown Chicago. Initial opertation will be located adjacent to Village Hall. As demand for service increases, a park-and-ride facility could be developed on the Village-owned Site One.

• Initial Site One parking for Pace park-and-ride passengers will be provided east of the intersection of Van Dyke Road and Presidential Avenue/Wood Farm Road. The existing parking lot will be expanded to accommodate parking.

• Pace park-and-ride service will enter the site via the north entrance and pick up passengers on the west side of the road. Buses will exit the site via the south entrance and return to the intersection of Van Dyke Road and Presidential Avenue/Wood Farm Road. The internal road accommodates two-way traffic; buses will run one way. One way movement will only require one left turn and will eliminate the need for transit customers to cross the street to board the bus *(see Figure 4-5)*.

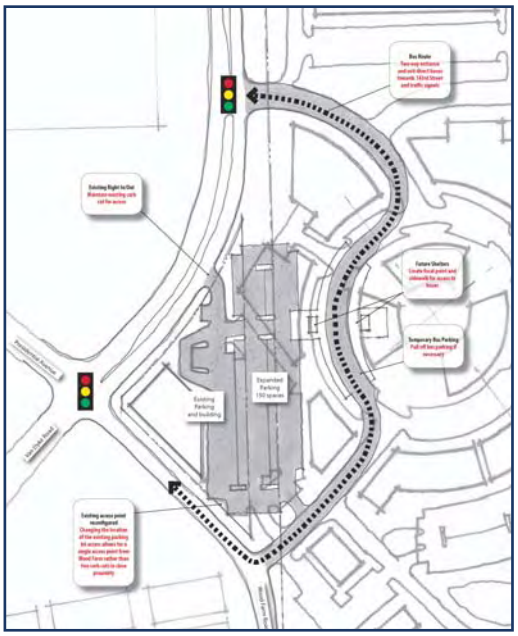
• If and when Metra service is introduced, parking for Metra customers will be provided on both sides of the railroad tracks. Pedestrian access between the parking lots on the east and west sides of the tracks will be provided via a pedestrian tunnel.

❖ ***Pedestrian Underpass Example, Orland Park, IL***

❖ ***Example of on-street bike access***

❖ ***Example of bicycle parking***

Pace park-and-ride parking will be shifted to the new commuter lots to allow for easy transfer between bus and rail service. The initial park-and-ride lot will be converted to parking for the surrounding commercial development. The concept shows the potential to accommodate 1,250 commuter parking spaces at full build-out. Additional parking may also be possible at the former Plainfield Police Station on IL Route 59. This site is still owned by the Village.



❖ ***FIGURE 4-5: Site 1 - Van Dyke Road Phase 1 Park-and-Ride Circulation***

Proposed Traffic Signals

- Renwick Road & The Boulevard
- 143rd Street/US 30 & Van Dyke Road
- Van Dyke Road & Station Area Entrance
- Van Dyke Road & Presidential Avenue
- IL-59 & Riverwalk Court

Site 2: Renwick Road

The entirety of the Renwick Road site is situated west of the railroad tracks and south of Renwick Road.

Automobile Access

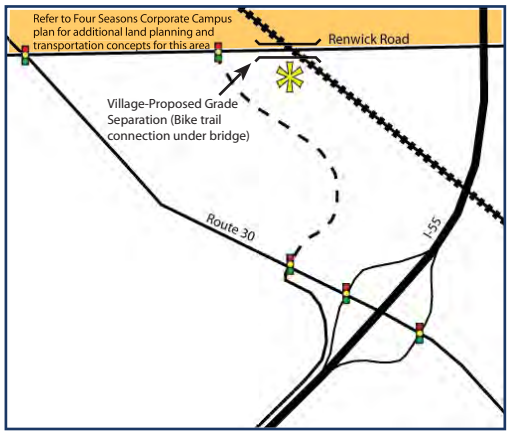
The majority of traffic is expected to enter the site from the south via the Boulevard Development along Lincoln Highway / US 30. Secondary access will be provided on Renwick Road for traffic coming from the north *(see Figure 4-6)*. Renwick Road is under the jurisdiction of the Will County Department of Highways.

- One signalized intersection is proposed at Renwick Road and the north entrance. The US 30/Boulevard main road is already signalized. No other signalized intersections are planned.

- A boulevard design roadway is proposed from Renwick Road to the Boulevard development.

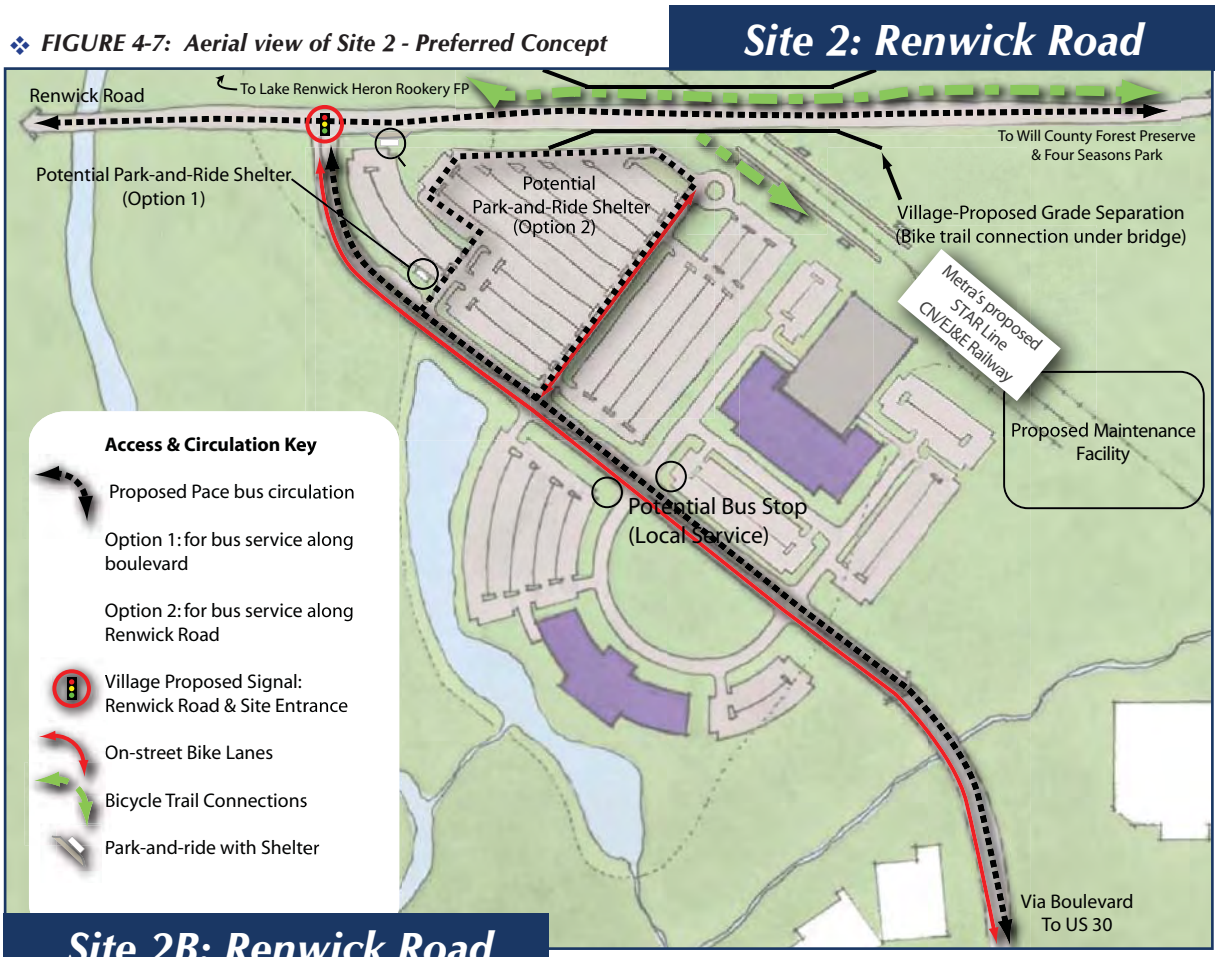
- With the increase rail traffic planned for CN/EJ&E Railway, creation of a grade seperated crossing at Renwick Road is proposed by the Village. Close coordination will be needed with the CN/EJ&E Railway, the I.C.C, Will County, local property owners, and others to acheive this safety improvement.

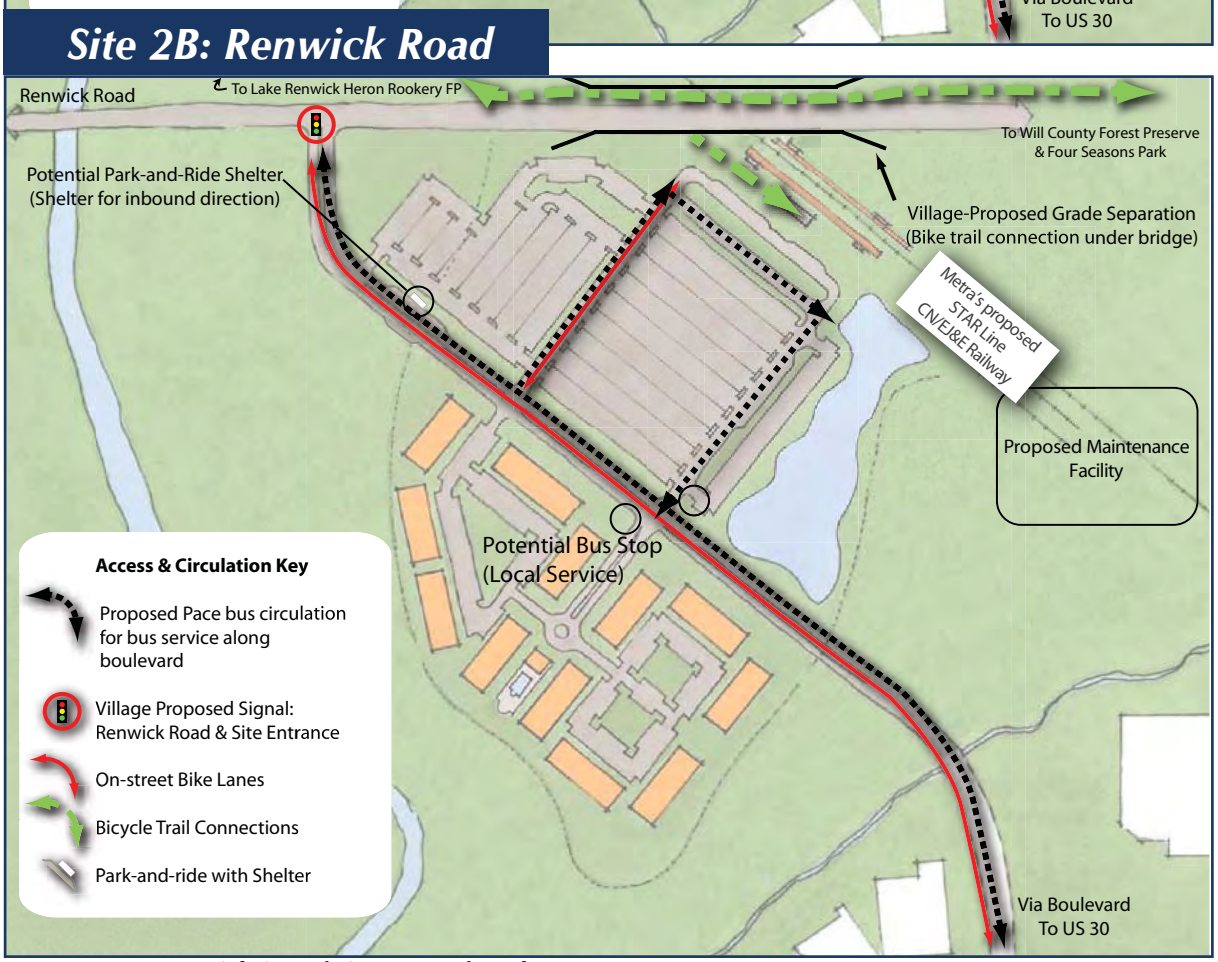
- A contemporary Village vision plan (the Four Seasons Corporate Campus plan), which is currently being developed for a future corporate park, also identifies the potential for a north-south frontage road on the west side of I-55 and additional significant office use north of site two. Consideration should be given to the interrelationship and implications if implementing one or both of the Four Seasons and TOD plans.



❖ ***FIGURE 4-6: Access Schematic***

❖ *FIGURE 4-7: Aerial view of Site 2 - Preferred Concept*





❖ *FIGURE 4-8: Aerial view of Site 2B - Preferred Concept*

Pedestrian & Bicycle Access

- All roadways will be designed with minimum 5′ sidewalks on both sides.

- Marked crosswalks will be provided on all legs at all intersections. High visibility marked crosswalks will be provided on Renwick Road at the northern entrance.

- Access to the Will County Forest Preserve trail network will be provided via an existing at-grade crossing on Renwick Road near the railroad tracks. The trail will extend toward the proposed Metra Station and terminate near the proposed coach yard.

- On-street bike access will be provided via marked bike lanes on the main boulevard.

NOTE: All communities that plan to host a STAR Line station need to provide approximately 1,250 parking spaces at full build-out (approx. 13 acres). This amount needs to be reserved in order to ensure growth of the potential rail line. The exact commuter parking needs will be determined through the ridership modeling currently underway. The minimum number of parking spaces needed at the beginning of STAR Line revenue service will be determined once ridership projections have been completed.

❖ ***FIGURE 4-9: Site 2 - Renwick Road Initial Park and Ride Opportunity***

Transit Access

- Potential bus transit service, both park-and-ride or local service, will enter the site via Renwick Road and circulate the site as shown. Service has the option of turning around within the site, or continuing south to the Boulevard development *(see Figure 4-10)*.

- In Phase 2 a bus shelter would be located at the north end of the commuter parking lot, visible from Renwick Road, with the potential to load passengers either inside the parking lot or on eastbound Renwick Road if a grade separated rail crossing is not funded *(see Figure 4-10)*.

- The proposed Metra station will be located on the south side of the railroad tracks, with parking accessible via Renwick Road. The concept shows the potential to accommodate 1,250 commuter parking spaces at full build-out.

- In Phase 1, the Park-and-ride would be located directly along the main roadway through the Boulevard *(see Figure 4-11)*.

- Metra plans a small maintenance facility with only one or two strorage tanks.

❖ ***FIGURE 4-10: Site 2 - Renwick Road Phase 2 Bus Circulation***

❖ ***FIGURE 4-11: Site 2 - Renwick Road Bicycle Circulation***

CHAPTER 5 ~ DESIGN GUIDELINES

5.1 Architectural Guidelines
5.2 Streetscape Guidelines

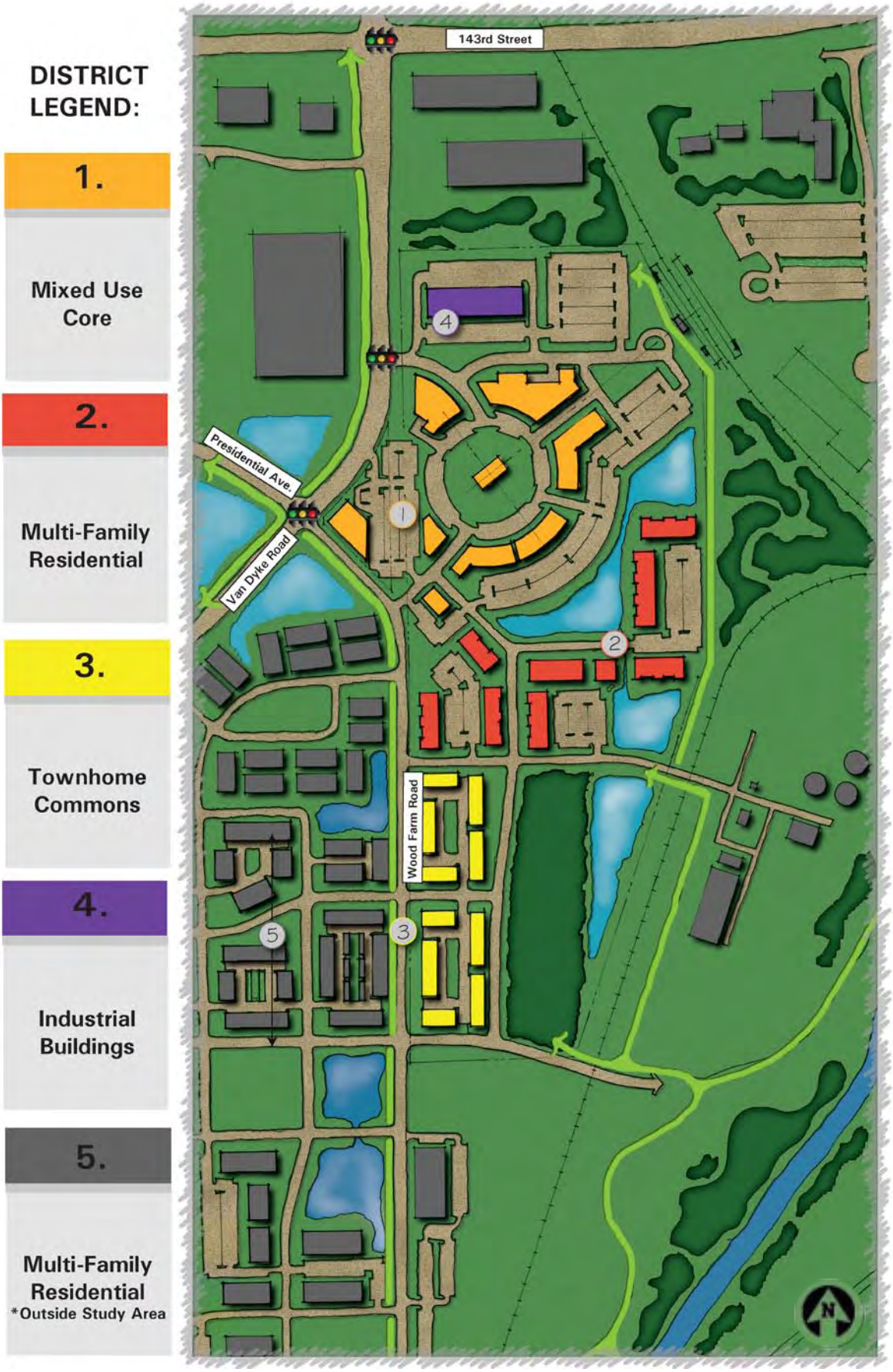
The Village of Plainfield is distinguished by its quality neighborhoods, riverfront access and open spaces, historic Main Street, transportation networks and proximity to the City of Chicago and surrounding communities. The ***Architectural and Streetscape Guidelines*** *have been prepared to assist architects, builders and Village staff maintain and further enhance this character as they plan for new development. The Design Guidelines established herein are an important means of building the economic prosperity of the Village's planned, Transit Oriented Development area. Successful implementation of such will create a unified vision that will continue to promote the themes and characteristics unique to Plainfield.*

CHAPTER 5.1 ~ ARCHITECTURAL GUIDELINES

The following guidelines are designed to enhance the living, shopping, working and overall quality of life that will be established in the years to come. As the Plainfield Station Area Plan takes root, these guidelines will aid in the creation of a mixed-use environment oriented towards the needs of pedestrians, commuters, employees and residents alike. These guidelines are provided to help create and maintain a sustainable, upscale transit oriented community. The architectural guidelines are divided into five districts within the overall Station Area.

**Note: Alternative design concepts that do not adhere to the guidelines set forth in the following sections must be approved by the Village Planner.*

ARCHITECTURAL DISTRICT GUIDELINES



❖ *FIGURE 5-1: Architectural District Map*

District 1: Mixed Use Core

VISION: To promote high quality, pedestrian scaled, mixed use developments within the Mixed Use Core and surrounding area.

1. Building Massing: *A building's mass, or shape, is defined by its component parts, including the size of its footprint and number of stories. Individual characteristics of mass include building form, roof shape, and orientation.*

Building Orientation & Setbacks

Main pedestrian access should be oriented along the public street.

Parking and service areas should be oriented at the building rear and accessed from an alleyway or secondary access point.

Recommended front yard setback: maximum of 5'-0".

Buildings may be set back an additional 10'-0" to create small, semi-public plazas, patios, and gardens provided these setbacks do not negatively affect or significantly disrupt street wall continuity.

Intermediate Walkways

Walkways between buildings are important connective elements on-site. They should promote pedestrian activity, increase the amount of potential retail frontage and reduce automobile conflicts with pedestrians.

Walkways between buildings should be safe and inviting, providing pedestrians with a separation from noise and car traffic. These intermediate walkways should allow pedestrians to window shop and may serve as access points to shops.

Pedestrian connectivity between off-street parking and primary retail areas should be 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.

❖ ***FIGURE 5-2:*** *Station Area Plan-'Mixed Use Core' The architectural guidelines of District 1 apply to the buildings highlighted in orange.*

❖ *Building is oriented along the public street; the prominent main entrance, decorative awnings and cornice lines provide a pedestrian-shopping atmosphere.*

Building Proportion, Size & Scale

Two to four (2-4) stories; with the exception of buildings that are completely retail, which can be one (1) story.

Maintain ground level pedestrian scale 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.

Façades should be subdivided with horizontal and vertical architectural elements to enhance building articulation and create an environment reminiscent of pedestrian scaled, mixed-use, shopping districts.

Vertical and horizontal design elements, including columns, pilasters, and cornices, 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 they are consistent on all elevations visible from public streets and open spaces.

❖ *Building facade demonstrates a consistent pattern of architectural detailing that includes vertical subdivisions, changes in materials and colors, as well as decorative awnings and window treatments.*

❖ *Storefront facades create a ground level, pedestrian scale via horizontal and vertical design elements that break up the mass of the buildings.*

2. Exterior Building Treatments

Exterior building treatments include everything from façade and roof materials, textures and color palette, window shapes and spacing, architectural articulation and most importantly the overall success of how these elements relate to each other.

Materials & Treatments

Masonry materials such as limestone and brick should be used throughout the façade, and along the exterior walls of the building.

❖ *The variety and application of materials, colors and architectural details, including awnings, horizontal banding, window treatment and height variation are integrated successfully.*

The back and sides of the buildings should be consistent with the front façade in terms of design style, building materials and architectural features.

A variety of complimentary materials, colors and textures should be integrated on all sides of buildings to add visual interest. Such should be consistent with surrounding buildings.

Building materials should be comprised of neutral colors that are versatile and mix well with other colors and the surrounding building color palette. However, brighter colors may be used for accent bands or special building features.

❖ *Building's front and side facades are complimentary in that the architectural features evident on the front, i.e. the horizontal banding, window divisions and height setbacks, are also apparent on the side.*

Entrances

Building entrances should be oriented towards the public street, public open spaces or plazas when available.

All storefronts must comply with the Americans with Disabilities Act; guidelines are provided on ADA's website at http://www.ada.gov/stdspdf.htm.

Secondary entrances, for buildings that front on multiple streets, should relate to the primary entrance and the building design as a whole.

Primary building entrances should not be oriented towards rear or side parking lots.

Building entrances should be prominent and accessible, including such elements 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.

❖ *Building entrances are prominent and oriented towards the main right-of-way. Consistent, decorative signage above each entrance enhances store front character.*

Corner Treatments

Corner treatments for buildings must comply with vision triangles; consider integrating small, public corner plazas to enhance these sightlines.

Corner buildings should have their primary entrance at an angle, to face the intersection, or should be oriented to face the street of greater importance.

Corner buildings may be recessed from the front and side property lines on a diagonal; the recessed corner can be just the ground level or upper levels as well.

Buildings located at corners should integrate the following:

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

❖ *Tower features and added height on corner buildings enhance sightlines and architectural definition.*

❖ *A curved "edge" facade makes corner buildings distinct architecturally, while the fourth story side-setback and tiered height adds depth to the buildings mass.*

Façade Transparency

Ground floors planned for retail or restaurant use should be comprised primarily of large display windows that are clear glass, unless a specific alternative design is otherwised approved.

Tinted and reflective glass is discouraged at the ground level so as not to interfere with the visual connection between the indoor-outdoor environments.

❖ *Facade transparency on the ground floor is important to attract window shoppers. Added details, including awnings, pedestrian level signage and prominent entrances promote a walkable feel.*

Backsides of Buildings

Storage, loading and service areas should be located to the rear of buildings and on the interior of blocks where they are less visible from public view.

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

Back and sides of buildings should be consistent with the front façade in terms of design style, building materials and architectural features.

❖ *Storage and loading facilities are oriented towards the rear of the building, buffered by site landscaping to minimize visibility.*

Blank Walls/Screening

Solid blank walls should be avoided Façade modulation, canopies, lighting, artwork, and/or landscaping trellises can all be employed to avoid blank walls.

Screening of electrical and mechanical equipment should be consistent with the overall building design style, building materials and architectural features.

Electrical and mechanical equipment, when placed on the rooftop, shall be obscured from view (i.e. by parapet).

Electrical and mechanical equipment, when placed along walls, should be located on the least visible side(s) of the building, to reduce visibility.

❖ *Blank walls should be avoided; if necessary facade modulation, such as these arched overhangs and columns should be utilized to enhance appearance.*

Façade Features

Awning and canopies are encouraged along the public walkway. Awning and canopy materials should be of a consistent color and design and composed of compatible materials.

Upper story balconies are encouraged; they should be recessed into the building rather than hung off the wall of exterior walls.

Upper story window proportions should be smaller than the proportions of the ground floor and recessed into the exterior wall.

Windows should have a repetitive rhythm which relates to the overall exterior of buildings on site.

Windows should incorporate multiple divisions in the glass, such as mullions.

Buildings should provide a consistent pattern of architectural detailing, including the use of decorative elements, changes in rooflines and fenestrations, vertical and horizontal articulation, and changes in building materials and color.

Building cornices, friezes, lintels, sills and surrounds should be clearly expressed with limestone, metal or other appropriate masonry materials.

Bay windows are encouraged; they should maintain the same details as principal façades: sills, lintels, cornices and expression lines.

❖ *The facade displays a variety of window sizes and treatments, including bay windows on the second and third stories.*

❖ *A variety of roofline features are utilized on this mixed-use building, including side and front facing gables and dormers. The intermittent height setbacks of the second and third floors help further define a unique roofline.*

Roofing Treatments & Materials

Parapet or gable end roofs should comprise the majority of the building roof system. Gable ends should be oriented toward the public street.

Varied rooflines and roof heights are encouraged but should remain consistent and complimentary with surrounding structures; consider including parapets, gables, dormers, and overhangs.

Long, straight rooflines should be avoided.

Upper story cornices, friezes and gable ends should be clearly expressed with limestone, metal, or synthetic materials.

When located on the roof of buildings, mechanical units should be concealed within parapet walls.

District 2: Multi-Family Residential

Vision: To promote high quality multi-family residential buildings near the downtown, commuter station and mixed use core.

1. Building Massing

A building's mass, or shape, is defined by its component parts, including the size of its footprint and number of stories. Individual characteristics of mass include building form, roof shape, and orientation.

Building Orientation & Setbacks

Main pedestrian access should be oriented along the public street.

Parking and service areas should be oriented at the building rear and accessed from an alleyway or secondary access point.

- *Minimum front yard setback is 10'-0";*

Setbacks for Adjacent Buildings:

- *Side to Rear Setback: Minimum of 30'-0";*
- *Side to Side Setback: Minimum 7'-0";*

Parking Setbacks:

- *Off-street parking areas must be setback a minimum of 15'-0" from the rear of the building.*

Promote pedestrian-oriented access via interconnected sidewalks and walkways to transit facilities, including Metra trains and bus stops.

Intermediate Walkways

Walkways between buildings are important connective elements on-site. They should promote pedestrian activity and reduce automobile conflicts.

❖ ***FIGURE 5-3:*** *Station Area Plan-'Multi-Family Residential' The architectural guidelines of District 2 apply to the buildings highlighted in red.*

❖ *Walkways between buildings are paved and landscaped, providing easy access to secondary building entrances and off-street parking.*

Walkways between buildings should be safe and inviting, providing pedestrians with a separation from noise and car traffic. These intermediate walkways may serve as secondary access points to buildings.

Pedestrian connectivity between off-street parking and building entry points should be 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.

Building Proportion, Size & Scale

Three (3) stories maximum height;

Four to five (4-5) stories allowed provided the both 4th and 5th floors are set back above the 3rd floor. Minimum setback dimension 6'-0".

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.

Façades should be subdivided with horizontal and vertical architectural elements to enhance building articulation, creating an upscale aesthetic.

Vertical and horizontal design elements, including columns, pilasters, and cornices, 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 such that they are consistent on all elevations visible from public streets and open spaces.

❖ *Residential building is defined by recessed balconies, a corner oriented facade and roofline, height variation.*

❖ *Entrances are defined with columns and second floor recessed balconies.*

❖ *Residential townhomes are defined by a diverse set of stone and masonry building materials.*

2. Exterior Building Treatments

Exterior building treatments include everything from façade and roof materials, textures and color palette, window shapes and spacing, architectural articulation.

Materials & Treatments

Masonry materials such as limestone and brick should be used throughout the façade, and along the exterior walls of the building.

The back and sides of the buildings should be consistent with the front façade in terms of design style, building materials and architectural features.

A variety of complimentary materials, colors and textures should be integrated on all sides of buildings to add visual interest. Such should be consistent with surrounding buildings.

Building materials should be comprised of neutral colors that are versatile and mix well with each other and the surrounding building color palette.

Entrances

Building entrances should be oriented towards the public street, public open spaces or plazas when available.

Secondary entryways should be oriented towards the side and rear of the buildings, providing more direct access to/from off-street parking areas.

Buildings must comply with the Americans with Disabilities Act (see ADA Guidelines).

The design of secondary entrances should relate to the primary entrance and the building design as a whole.

❖ *Facade is composed of a mix of masonry materials, colors and textures that compliment each other. Recessed balconies help to break up the mass of the structure.*

❖ *Rear and side facades are consistent in design and scale, recessed balconies are integrated on all faces and secondary entrance is oriented towards the rear parking area.*

Primary building entrances should not be oriented towards rear or side parking lots.

Building entrances should be prominent and accessible, including such elements 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

Corner treatments for buildings must comply with vision triangles.

Corner buildings may be recessed from the front and side property lines on a diagonal; the recessed corner can be just the ground level or upper levels as well.

Buildings located at corners should integrate the following:

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

Screening

Electrical and mechanical equipment, when placed on the rooftop, shall be obscured from view (i.e. by parapet).

Electrical and mechanical equipment, when placed along walls, should be located on the least visible side(s) of the building and screened with landscaping or a fence.

Façade Features

Upper story balconies are encouraged.

❖ *Rear facade of building is defined by a consistent pattern of window fenestrations and recessed balconies.*

Windows should have a repetitive rhythm which relates to the overall exterior of buildings on site.

Windows should incorporate multiple divisions in the glass, such as mullions.

Buildings should provide a consistent pattern of architectural detailing, including the use of decorative elements, changes in rooflines and fenestrations, vertical and horizontal articulation, and changes in building materials and color.

Building cornices, friezes, lintels, sills and surrounds should be clearly expressed with limestone or metal materials.

Bay windows are encouraged; they should maintain the same details as principal façades: sills, lintels, cornices and expression lines.

❖ *Varying height setbacks work to create a dynamic roofline; also note the variety in window details, especially along the side facade.*

Roofing Treatments & Materials

Parapet or gable end roofs should comprise the majority of the building roof system. Gable ends should be oriented toward the public street.

Varied rooflines and roof heights are encouraged but should remain consistent and complimentary with surrounding structures; consider including parapets, gables, dormers, and overhangs.

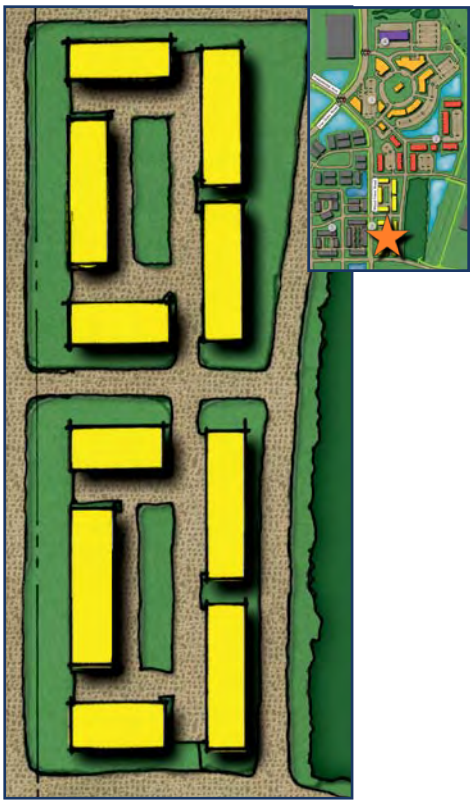
Upper story cornices, friezes and gable ends should be clearly expressed with limestone, metal, or synthetic materials.

When located on the roof of buildings, mechanical units should be concealed within parapet walls.

District 3: Townhome Commons

Vision: To promote a high quality, higher density townhome environment surrounding common greens.

Townhome Commons is a series of 2-3 story type rowhomes, attached along a common party wall. Each dwelling unit possesses its own entrance. The architecture of each unit is expressed vertically on the façade giving individuality to the units even though they are connected as a whole. Parking is provided for each unit in a rear garage.



❖ ***FIGURE 5-4:*** *Station Area Plan - 'Townhome Commons The architectural guidelines of District 3 apply to the buildings highlighted in yellow.*

1. Building Massing

A building's mass, or shape, is defined by its component parts, including the size of its footprint and number of stories. Individual characteristics of mass include building form, roof shape, and orientation.

Building Orientation & Setbacks

Main pedestrian access should be oriented along the public street.

Parking and service areas should be oriented at the building rear and accessed from an alleyway or secondary access point.

- *Minimum front yard setback is 10'-0";*

- Setbacks for Adjacent Buildings:
- *Side to Rear Setback: Minimum of 30'-0";*
- *Side to Side Setback: Minimum 7'-0";*

❖ *Main pedestrian access is oriented along the public street with individual walkways leading to each townhome.*

Promote pedestrian-oriented access via interconnected sidewalks and walkways to transit facilities, including Metra trains and bus stops.

Building Proportion, Size & Scale

(3) Stories maximum height;

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.

Façades should be subdivided with horizontal and vertical architectural elements to enhance building articulation, creating an upscale aesthetic.

The architecture of each unit should be expressed vertically on the façade giving individuality to the units even though they are connected as a whole.

Vertical and horizontal design elements, including columns, pilasters, and cornices, 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 such that they are consistent on all elevations visible from public streets and open spaces.

❖ *Building proportions are expressed vertically, giving individuality to the units even though they are connected as a whole. (Patriot Square Homes)*

❖ *Variety of facade materials, unique corner architecture, recessed third story balconies, and roofline variation give upscale definition to this townhome structure.*

❖ *Street-facing townhome facades are given definition by alternating window patterns and interspersing a variety of recessed, porch architecture. Horizontal, concrete banding helps to break-up the building mass.*

2. Exterior Building Treatments

Exterior building treatments include everything from façade and roof materials, textures and color palette, window shapes and spacing, and architectural articulation.

Materials & Treatments

Masonry materials such as limestone and brick should be used throughout the façade, and along the exterior walls of the building.

The back and sides of the buildings should be consistent with the front façade in terms of design style, building materials and architectural features.

A variety of complimentary materials, colors and textures should be integrated on all sides of buildings to add visual interest. Such should be consistent with surrounding buildings.

Building materials should be comprised of neutral colors that are versatile and mix well with each other and the surrounding building color palette.

Entrances

Each unit should have its own individual entrance.

Building entrances should be oriented towards the public street, public open spaces or plazas when available.

Secondary entryways should be oriented towards the side and/or rear of the buildings, providing more direct access to/from off-street parking areas.

Building entrances should be prominent and accessible, including design elements and architectural treatments that are complimentary.

Porches and/or stoops that are consistent in design are encouraged.

❖ *Building entrances are defined by columns, cornice overhangs and stairs leading up to each unit.*

Façade Features

Upper story balconies are encouraged.

Windows should have a repetitive rhythm which relates to the overall exterior of buildings on site.

Windows should incorporate multiple divisions in the glass, such as mullions.

Buildings should provide a consistent pattern of architectural detailing, including the use of decorative elements, changes in rooflines and fenestrations, vertical and horizontal articulation and changes in building materials and color.

Building cornices, friezes, lintels, sills and surrounds should be clearly expressed with limestone or metal materials.

Bay windows are encouraged; they should maintain the same details as principal façades: sills, lintels, cornices and expression lines.

❖ *Buildings maintain complimentary cornices, lintels and fenestrations; also note the colonnade architecture that is integrated into the design of the corner.*

District 4: Industrial Buildings

Vision: To maintain and strengthen industrial architecture so that it is similar in context to existing industrial structures and blends with the surrounding mixed-use environment.

Site Design

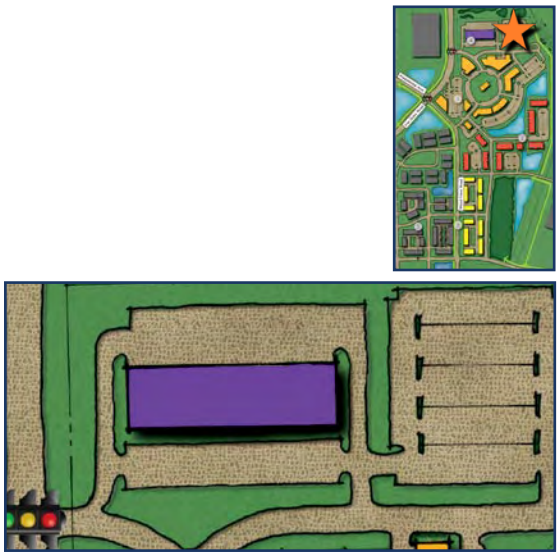
Industrial buildings should be designed in a manner that fits in with the surrounding development pattern and context. Including:

- The spatial relationship between structures and public r.o.w.;
- Circulation patterns;
- Existing vegetation and topography;
- Architectural elements in surrounding developments.

The size and form of new structures in relationship to surrounding developments. (The design should reflect similar setbacks, building heights and form, scale and mass, materials, compatible colors and landscape treatments. The intent is not uniformity, but compatibility)

Site features such as parking areas and driveways, secondary structures and outdoor functions should be arranged and located to draw attention to the aesthetics of successful components on site; for example, natural elements, open space features, existing trees and ponds, and nearby architectural features.

Building entrances should be prominent and accessible, including such elements as large entry doors, specialty paving, and architectural treatments that are complimentary to the site's overall character.



❖ ***FIGURE 5-5:*** *Station Area Plan-'Industrial Buildings' The architectural guidelines of District 4 apply to the building highlighted in purple.*

Backsides of Buildings

Storage, loading and service areas should be located to the rear of buildings and on the interior of blocks where they are less visible from public view.

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

Back and sides of buildings should be consistent with the front façade in terms of design style, building materials and architectural features.

Blank Walls/Screening

Solid blank walls should be avoided. If necessary, blank walls should be treated with façade modulation and/or landscaping trellises.

Screening of electrical and mechanical equipment should be consistent with the overall building design style, building materials and architectural features.

Electrical and mechanical equipment when placed on the rooftop shall be obscured from view (i.e. by parapet).

Electrical and mechanical equipment when placed on walls should be located on the least visible side(s) of the building, to reduce visibility.

Buildings facing the public right-of-way should integrate enhanced facade features to add interest and reduce building mass. Such elements may include awnings, a variety of colors, materials, and textures, defined entries, and upper story windows. Note: Single story buildings can still give the illusion of having a second story with windows and awnings.

❖ *Existing industrial buildings demonstrate a unified design theme; colors, materials, awnings, and and window patterns are consistent.*

❖ *Example of an industrial facade integrating complimentary colors and textures. Note: Second story windows help to divide the mass of the structure.*

❖ *Awnings and windows give illusion of second story on this rendering of a one-story industrial building.*

Station / Shelter Guidelines

The CN/EJ&E Railway (Elgin, Joliet, & Eastern Railway/Canadian National) was operational in 1886 and provided freight service and grain transportation for the thriving agricultural community. In 1904, the Aurora, Plainfield, & Joliet Railway established a streetcar line with a popular, twenty-acre camping resort in Plainfield. Known as Electric Park, the attraction included camping cabins, a large auditorium, a dance pavilion, restaurant, bowling alley, swimming, and boating along the banks of the DuPage River. A baseball diamond with an enclosed grandstand and horse driving track were also included. The park closed in 1923 when the streetcars were replaced by buses. In early 2009, the Canadian National Railway aquired the EJ&E Railway. - Information provided by the "Village of Plainfield Historical Information Directory"

Plainfield Station/Warming Structure

Plainfield's CN/EJ&E Railway Station has been preserved and relocated to a site at the northeast corner of Lockport Street and Woodfarm Road.

The architectural style of the historically preserved Plainfield depot should be celebrated in the construction of a new commuter station and/or warming structures.

Character defining elements:

- Roofline Configuration: Side-facing gable roof with overhangs
- Building Footprint: Horizontal layout
- Color Palette: Forest green and maroon
- Adjacent clock tower (original?)
- Detailed roof brackets
- Horizontal, façade elements subdividing the façade
- Ornate door with subdivided glass window above
- Narrow, inset windows; series of two-over-two
- Vertical, wood siding

❖ *Example of similar roof brackets on historic train stations in Winona, MN and Alberta, Canada.*

Hosting Stations

NOTE: The communities that plan to host a station(s) will need to fund the proposed station(s) and parking areas.

Such communities would need to fund any additional design enhancements not required by Metra.

Metra will provide each community that proposes to host a station along the STAR Line corridor with the design guidelines that must be included in a "basic" station.

Metra currently has three sizes for basic stations, based on projected levels of ridership.

Metra's basic station and parking design guidelines are documented in Metra's Station Manual and Metra's Parking Manual. These documents contain the minimum guidelines that each municipality must follow regarding station and parking design elements.

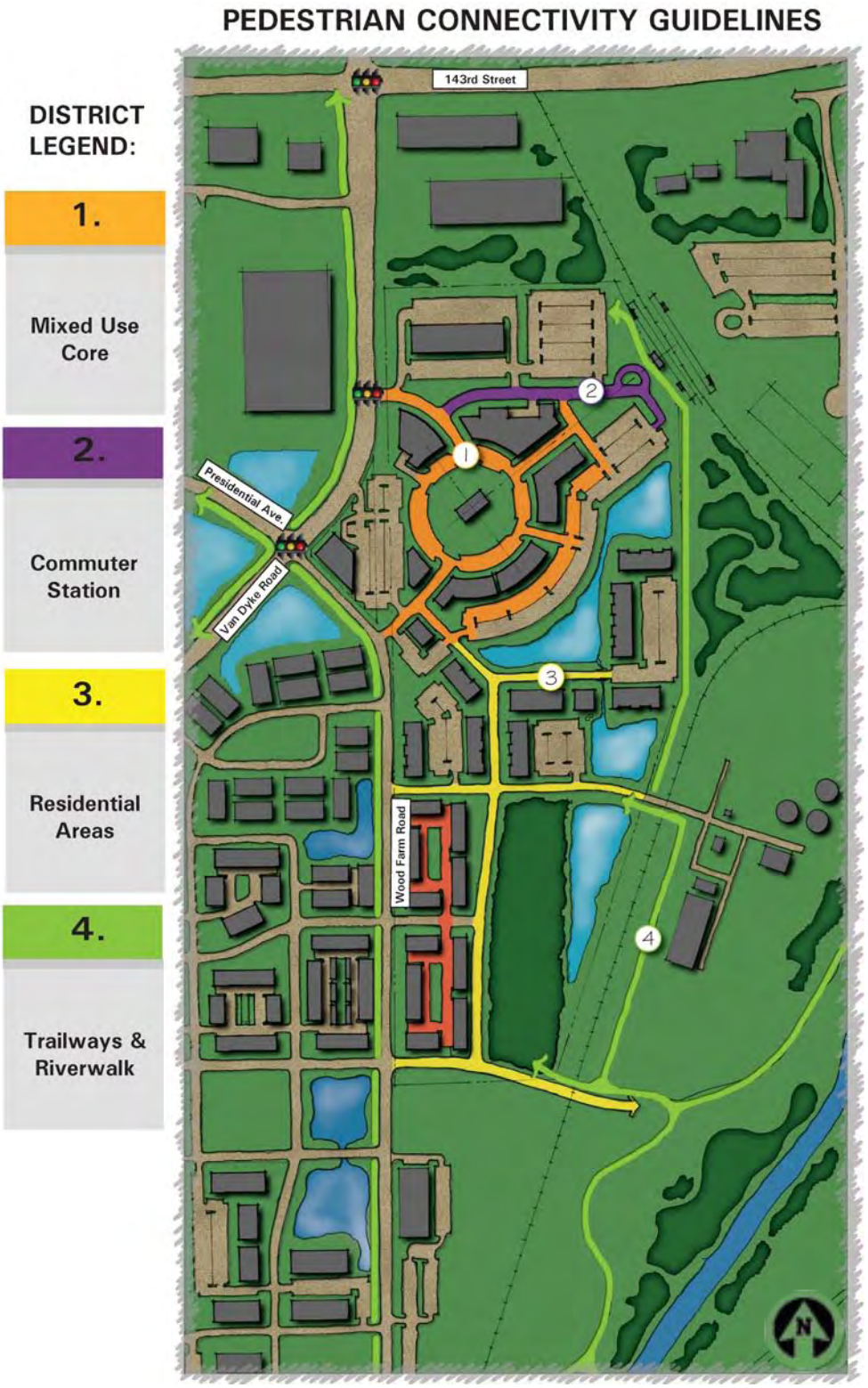
Note that any proposed station design and related improvements will be subject to review and approval by Metra and will need to comply with their established guidelines (i.e. Metra's Station Manual and Metra's Parking Manual).

CHAPTER 5.2 ~ STREETSCAPE GUIDELINES

The following guidelines are designed to enhance the living, shopping, working and overall quality of life that will be established in the years to come. As the Plainfield Station Area Plan takes root, these guidelines will aid in the creation of a mixed-use environment oriented towards the needs of pedestrians, commuters, employees and residents alike. These guidelines are provided to help create and maintain a sustainable, upscale transit oriented community. The architectural guidelines are divided into five districts within the overall Station Area.

**Note: Alternative design concepts that do not adhere to the guidelines set forth in the following sections must be approved by the Village Planner.*

Section 1: Pedestrian Connectivity



❖ *FIGURE 5-6: Pedestrian Connectivity Map*

To encourage strong pedestrian connections throughout the development, sidewalks and trailways are necessary. These pedestrian connections allow people to circulate throughout the entire development without the use of their cars. In addition to providing for pedestrian movement, the sidewalks and trailways also offer the opportunity for outdoor plazas, overlooks and other pedestrian oriented activities.

1. MIXED USE CORE GUIDELINES

The mixed use core should emphasize a pedestrian friendly environment that allows safe and easy movement in an attractive and 'walkable' setting. Sidewalks should be a minimum of 10' wide, and include the following:

- Decorative pavers and/or colored and/or textured concrete;
- Decorative pavers at all street crossings;
- Appropriately scaled pedestrian and vehicular lighting;
- Raised planters to buffer pedestrians from vehicles;
- Flexible seating areas;
- 'Knuckles / bump-outs' at intersections to provide greening;
- Trees located in planters and/or tree grates;
- Unified site amenities (benches, trash receptacles, etc.).

❖ *The tree-lined, mixed use streetscape is defined by decorative, colored pavement and landscaped planters. Ground level retail includes sidewalk space for shoppers to browse and be out of the way of pedestrians.*

The sidewalks should be organized in zones that allow for efficient pedestrian movement, and provide for landscaping opportunities. *(The diagram to the right illustrates three critical zones)*

Zone A Streetscape Furnishings Zone

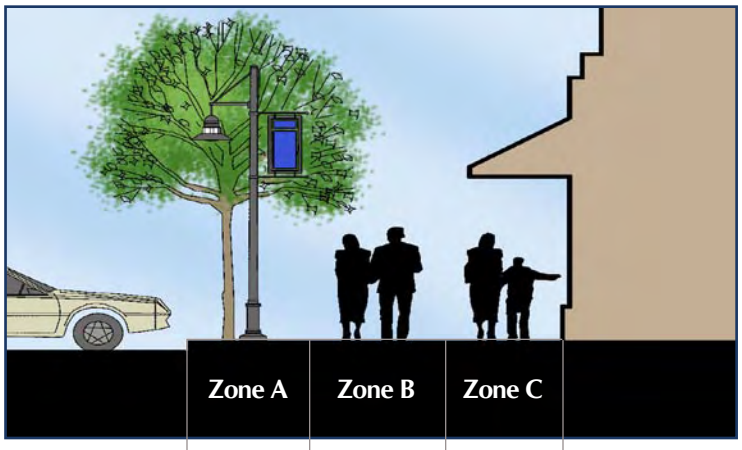
- Parkway Tree Plantings
- Decorative Lighting
- Raised Landscape Planters
- 4'-0" to 6'-0" width

Zone B Walking Zone

- Obstacle Free
- 4'-0" min. width

Zone C Browsing Zone

- Direct Access to Storefront Windows
- Doorway Access to Shops / Offices
- Benches and Trash Receptacles
- 2'-0" width



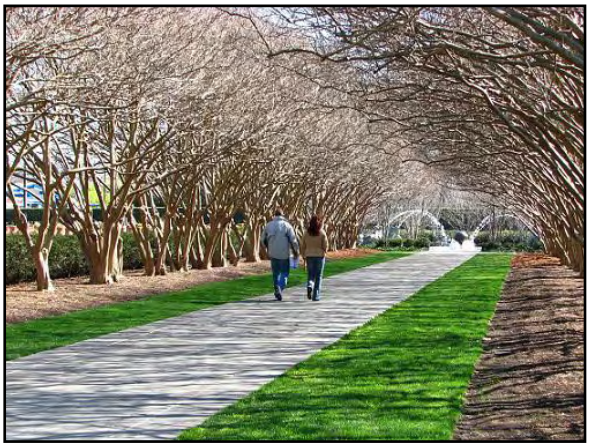
❖ ***FIGURE 5-7: Sidewalk Zones***

2. COMMUTER STATION AREA

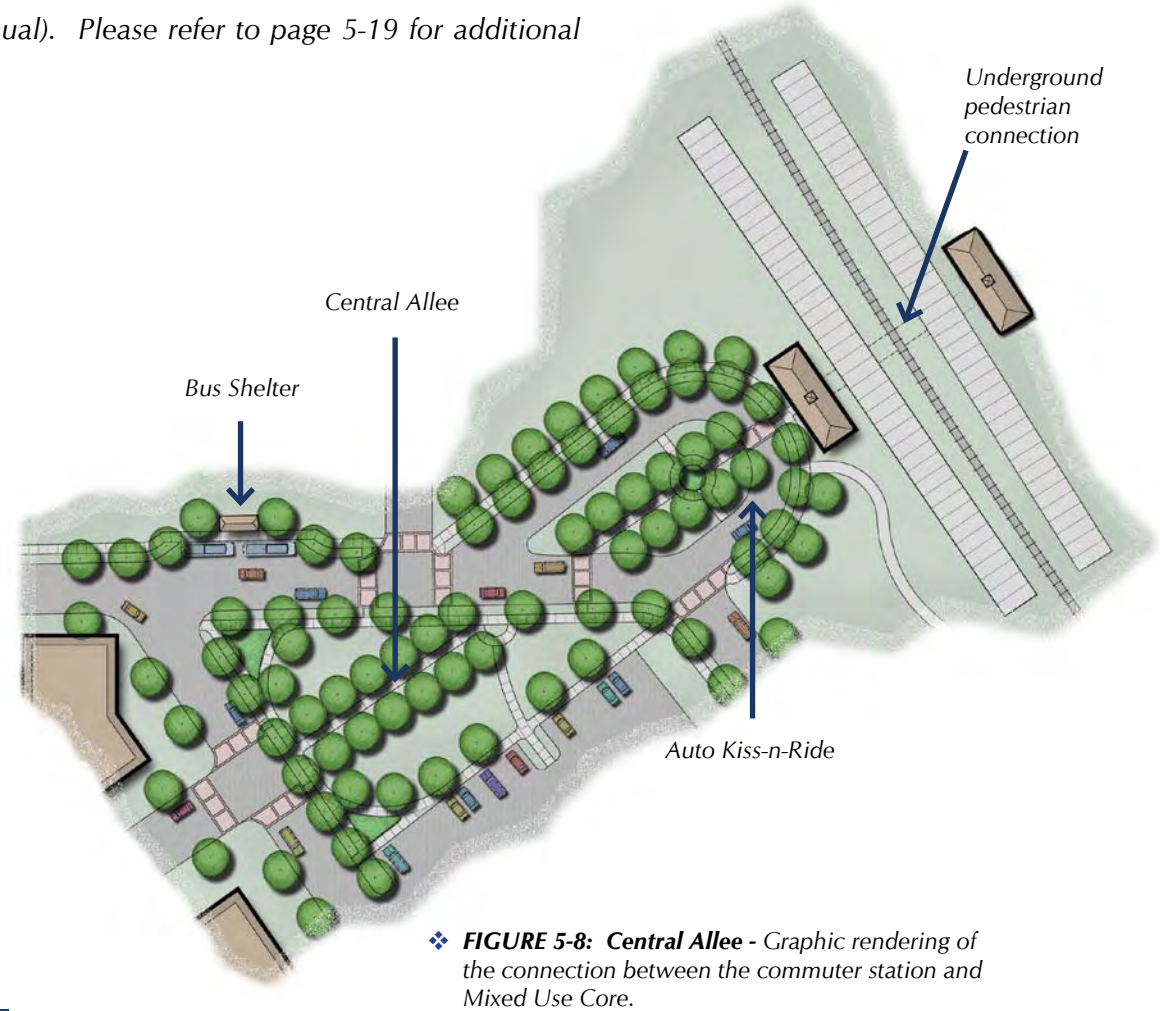
Visual and pedestrian connections are critical to link the commuter station with the Mixed Use Core. The following graphic illustrates some important design criteria to ensure this connection is strong. Included should be the following:

- A strong central allee (a sidewalk with trees on each side) connects commuter station to the Mixed Use Core (sidewalk a minimum of 6'-0" wide);
- Enhanced pavement crosswalks;
- Public art and/or water fountains along allee;
- Public seating areas;
- Bicycle Parking;
- Handicap ramps / ADA compliant sidewalk crossings;

Note that any proposed station design and related improvements will be subject to review and approval by Metra and will need to comply with their established guidelines (i.e. Metra's Station Manual and Metra's Parking Manual). Please refer to page 5-19 for additional information.



❖ *Canopy treeline either side of central allee, creating a feeling of privacy and enclosure within the outdoor space.*



❖ ***FIGURE 5-8: Central Allee -*** *Graphic rendering of the connection between the commuter station and Mixed Use Core.*

3. MULTI-FAMILY RESIDENTIAL AREAS

Multi-Family Residential sidewalks should be provided to connect residential areas to the mixed use core, the commuter station, and to the regional trailway, DuPage River Trail. All streets within residential areas should have sidewalks on both sides of the road, and also provide the following:

- Minimum of 5'-0" in width;
- Parkway trees planted in the adjacent parkway at min. 35' spacing;
- Handicap ramps / ADA compliant sidewalk crossings.

❖ *Residential walkway with parkway trees and building foundation landscaping.*

❖ *Sidewalks connect residents to their homes, the street and main walkway.*

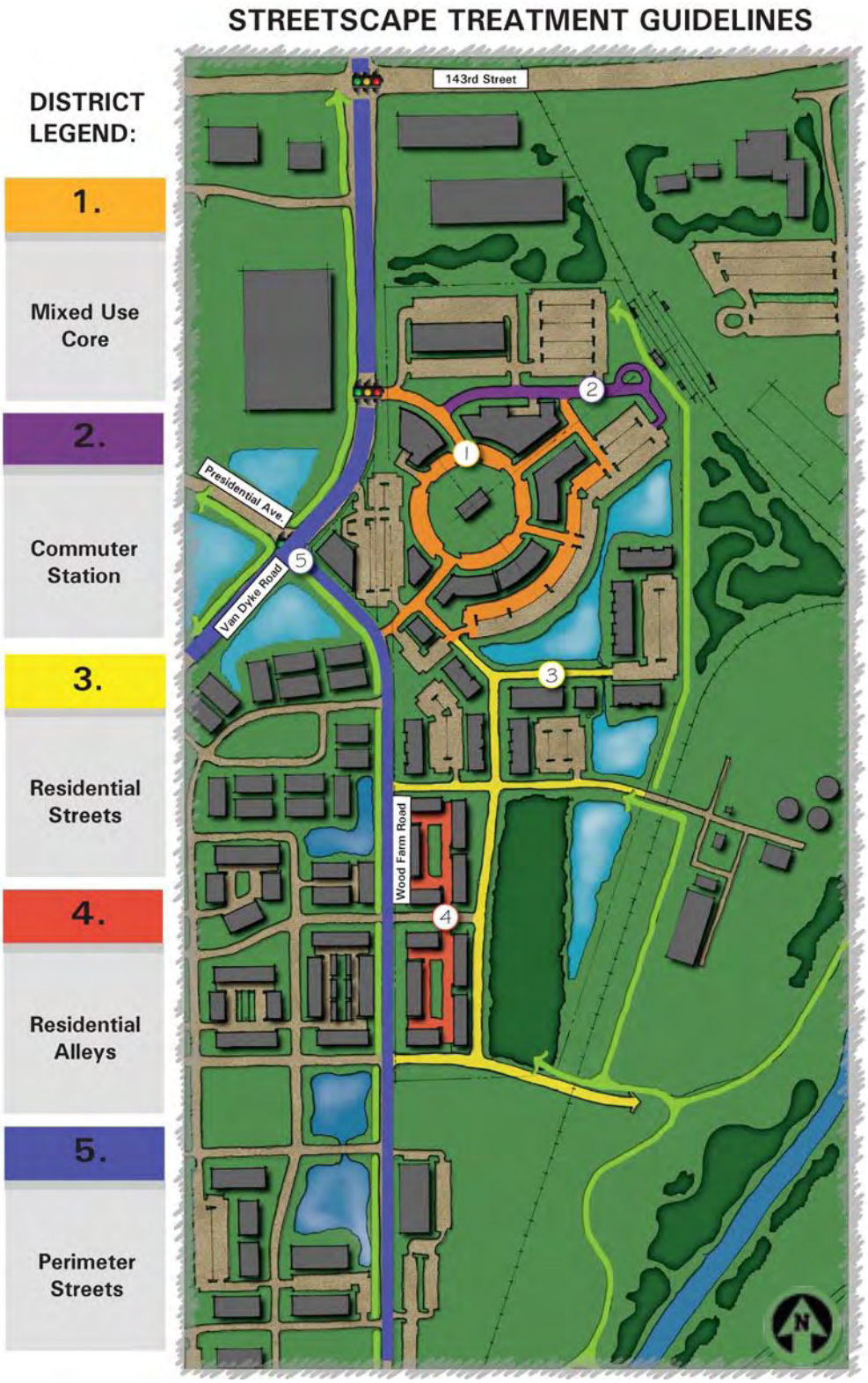
4. REGIONAL TRAILWAY, DUPAGE RIVER TRAIL AND RIVERWALK

Connections between the regional trailway, DuPage River Trail and proposed Plainfield Riverwalk to the east should be made with the development in multiple locations, including the commuter station. The trailway should be wide enough to accommodate bikes and pedestrians (10' wide minimum), and be constructed of asphalt. Tactile warning strips should be utilized near all railroad crossings. Bicycle parking and storage should be provided at the potential transit Metra station, and in the mixed use core.

❖ *Tactile warning stripes warn pedestrians and cyclists of the railroad crossing ahead.*

❖ *Trailway is wide enough to accomodate multiple users.*

Section 2: Street Treatments



❖ *FIGURE 5-9: Street Treatment Map*

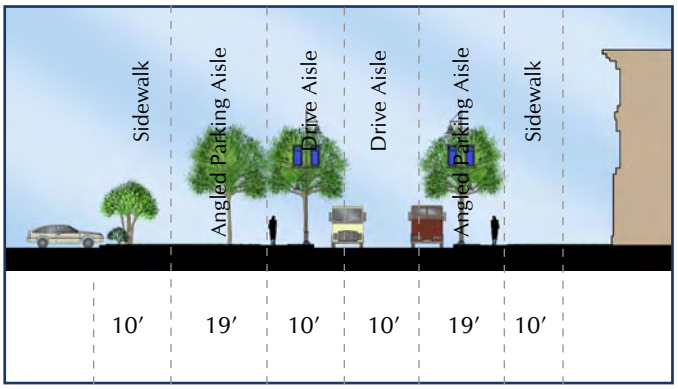
To ensure properly scaled streets and alleys, careful attention should be given to the design of these systems. All streets shall have a 'pedestrian friendly' scale, while still allowing for necessary vehicular movements. In addition to safe and proper street geometrics, all streets shall also have generous landscaping, lighting, sidewalks and other 'urban' streetscape treatments.

1. MIXED USE CORE STREETS

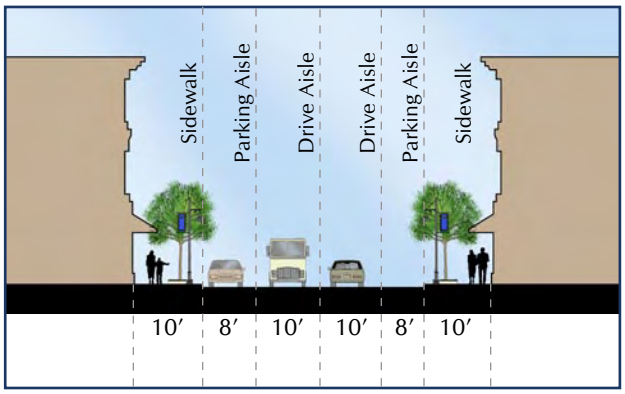
The Mixed Use Core streets shall be designed to create a 'pedestrian friendly' environment while allowing the safe and efficient movement and parking of vehicles. The following graphics illustrate typical dimensions and layouts for these streets.

In addition to having proper scale, all mixed use core streets should have consistent streetscape treatments, which include the following:

- Pedestrian and vehicular lighting;
- Parkway trees in tree grates and/or raised planters;
- Protective bollards to shield pedestrians from high speed traffic;
- Event banners;
- Public art opportunities;
- On street parking.

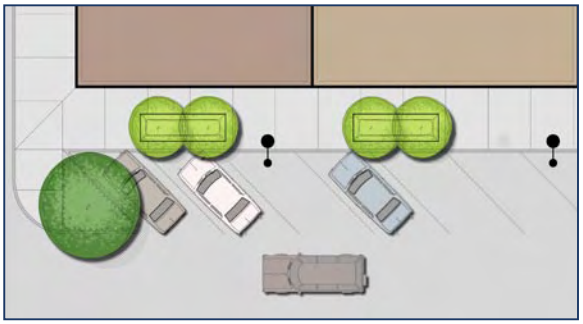


❖ ***FIGURE 5-10:*** *Section 1: Typical Mixed Use Core Street - Angled Parking*



❖ ***FIGURE 5-11:*** *Section 2: Typical Mixed Use Core Street - Parallel Parking*

❖ ***FIGURE 5-12:*** *Typical Elevation of Mixed Use Core Street*



❖ ***FIGURE 5-13:*** *Typical Plan View of Mixed Use Core Street*

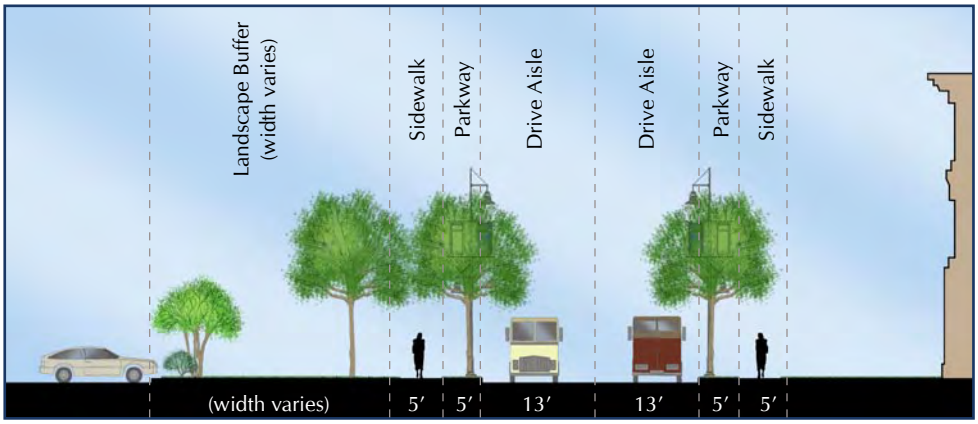
2. COMMUTER STATION STREETS

To accommodate the traffic generated by the transit station, the streets that lead to the commuter station and parking lots shall be designed in a way to provide efficient ingress and egress, while maintaining a scale that is compatible with the balance of the development. The following graphics illustrate typical dimensions and layouts for these streets.

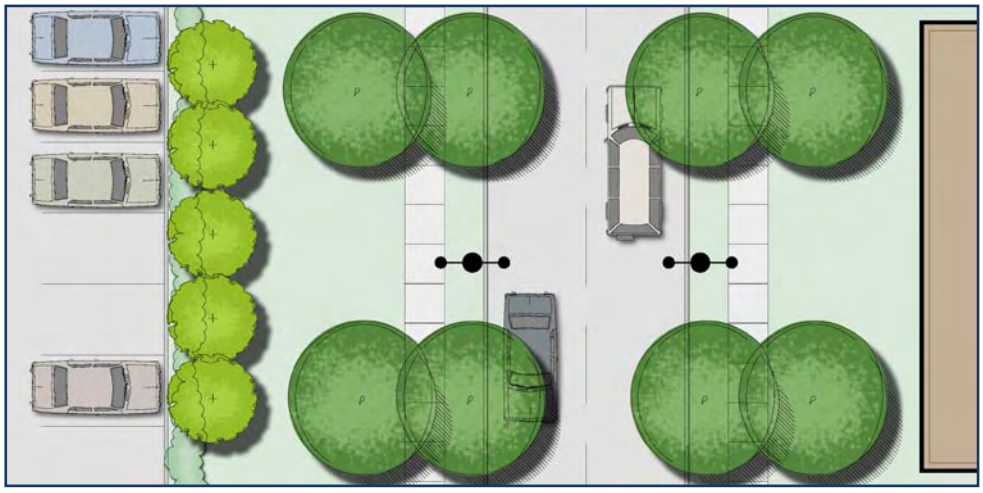
In addition to having proper scale, all commuter streets should have consistent streetscape treatments, which include the following:

- Pedestrian and vehicular lighting;
- Parkway trees along street (min. 35′ spacing);
- Event banners;
- Public art opportunities;
- No on street parking

❖ *Note that any proposed station design and related improvements will be subject to review and approval by Metra and will need to comply with their established guidelines (i.e. Metra's Station Manual and Metra's Parking Manual). Please refer to page 5-19 for additional information.*



❖ ***FIGURE 5-14:*** *Section View of Commuter Station Street*



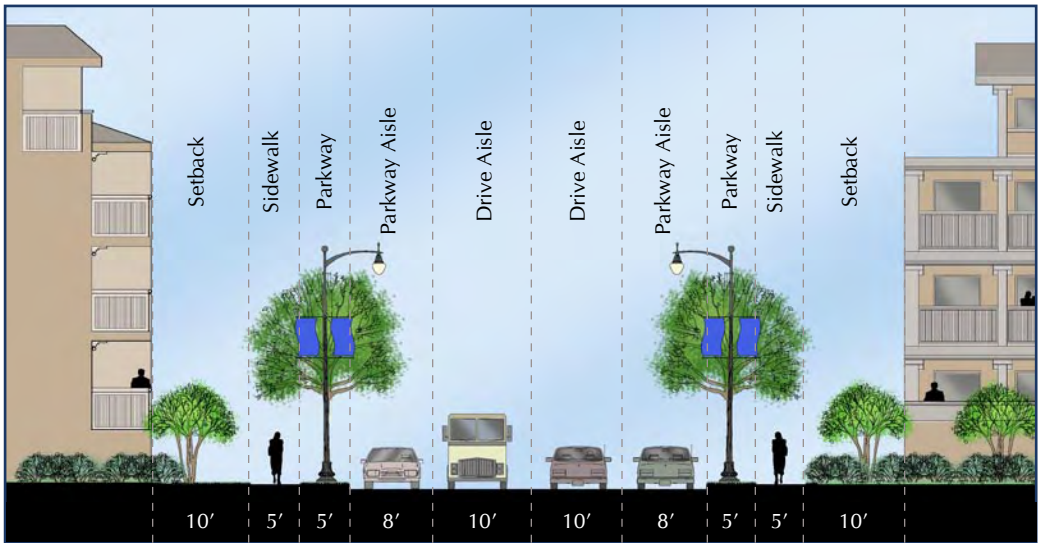
❖ ***FIGURE 5-15:*** *Plan View of Commuter Station Street*

3. RESIDENTIAL STREETS

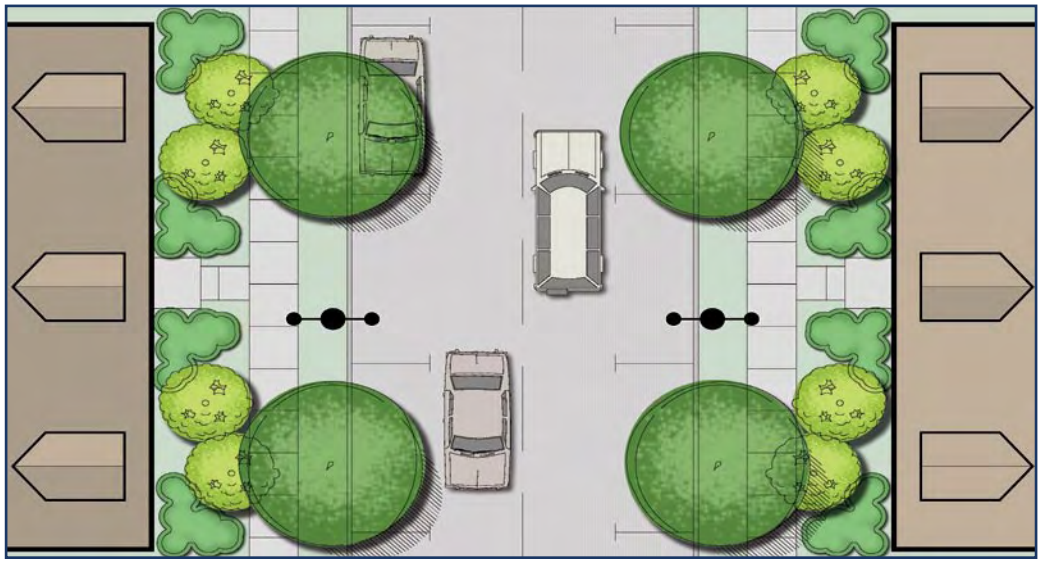
Properly designed streets within residential areas are vital to creating pedestrian friendly neighborhoods while still accommodating vehicular traffic. The following graphics illustrate typical dimensions and layouts for these streets.

All residential streets should also have consistent streetscape treatments that tie the residential areas to the balance of the development. Streetscape treatments should include the following:

- Pedestrian and vehicular lighting;
- Parkway trees at min. 35′ spacing;
- Neighborhood banners on street lights;
- On-street parking.



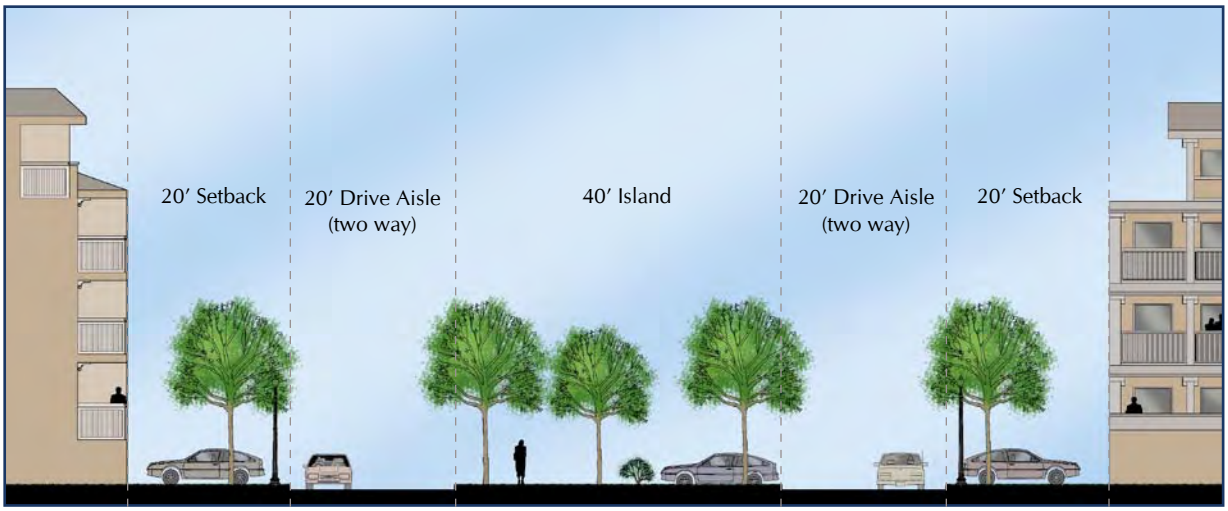
❖ ***FIGURE 5-16:*** *Section View of Residential Street*



❖ ***FIGURE 5-17:*** *Plan View of Residential Street*

4. RESIDENTIAL ALLEYS / AUTO COURTS

Alleys shall be designed to avoid a 'sea of asphalt' behind the residential units. Where possible, green spaces shall be incorporated that allow for landscaping and/or bioswales. Vehicular lighting and visitor parking will also be required in alleys. The following graphics illustrate typical dimensions and layouts of the residential



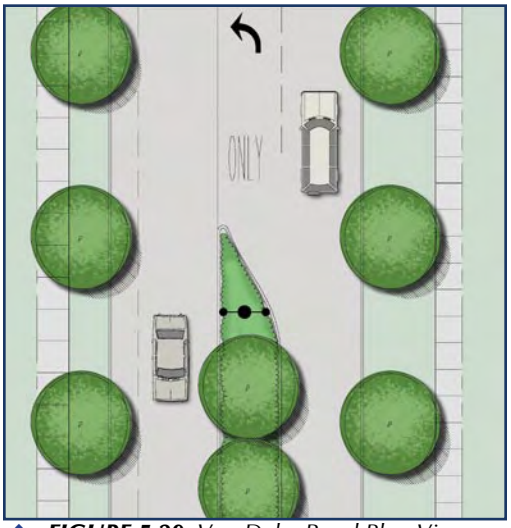
❖ ***FIGURE 5-18:*** *Section View of Residential Alley / Auto Court*

❖ ***FIGURE 5-19:*** *Plan View of Residential Alley / Auto Court*

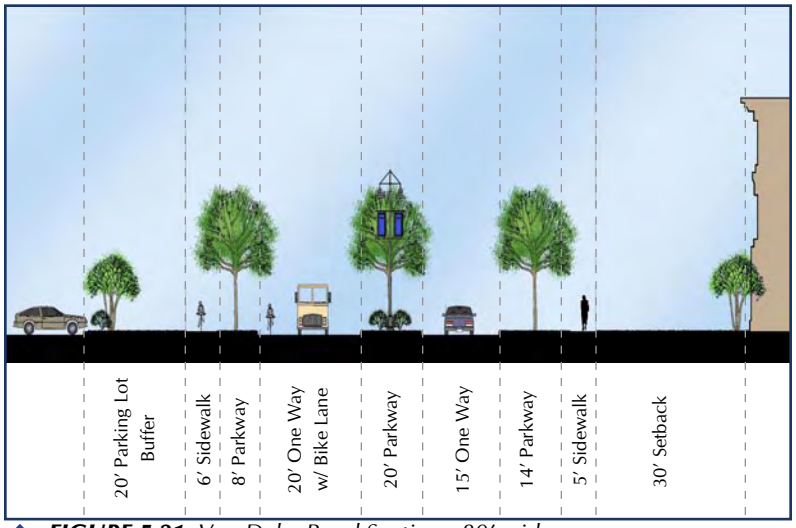
5. PERIMETER STREETS

The streets that form the western perimeter of the study area (Wood Farm Road and Van Dyke Road) are the the visual gateways for people traveling to the proposed development. Therefore, it is critical that basic streetscape treatments be provided along both of these roads, which include the following:

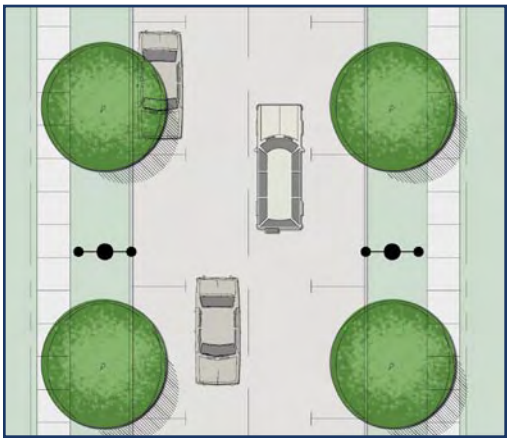
- Parkway trees at min. 35' spacing
- Neighborhood banners on street lights
- Pedestrian and Vehicular lighting that matches lights internal to the development
- Sidewalks and/or bicycle paths on both sides of the road
- Bicycle path within road cross section on Van Dyke Road
- On-street parking (Wood Farm only)
- Heavily landscape center median (Van Dyke only) – median will transistion into 'turn only' lane at intersections
- Enhanced pedestrian sidewalks at intersections (pavers, textured concrete, etc.).



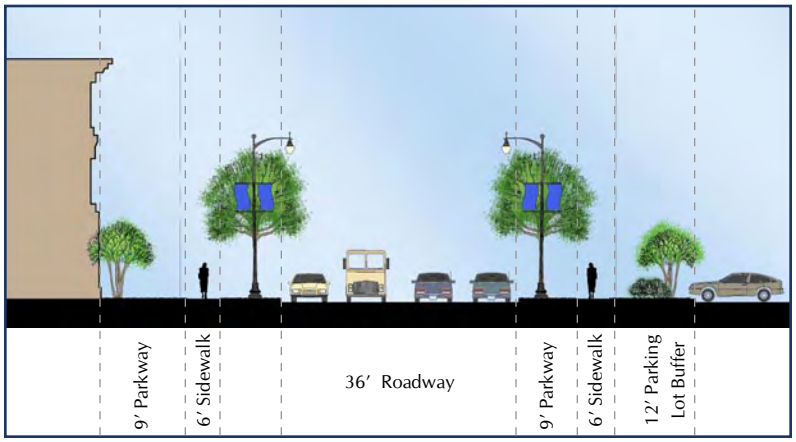
❖ ***FIGURE 5-20:*** *Van Dyke Road Plan View*



❖ ***FIGURE 5-21:*** *Van Dyke Road Section - 80' wide r.o.w.*



❖ ***FIGURE 5-22:*** *Wood Farm Road Plan View*



❖ ***FIGURE 5-23:*** *Wood Farm Road Section - 66' wide r.o.w.*

Section 3: Parking Lots

Parking lot landscaping is encouraged as it enhances the visual environment, moderates the effects of heat and wind, and minimizes the nuisances of noise and glare. In addition to providing visual interest, landscaping can control public perception of a lot by masking unattractive areas, such as mechanical units, or focusing the motorist's attention to an entry or exit point.

Parking lot landscaping can also serve to slow the rate of surface runoff and minimize the amount and size of stormwater infrastructure. Porous pavements and bioswales are methods which reduce the rate of runoff on development sites.

1. PARKING LOT ACCESS LANDSCAPE TREATMENTS

- The entrances and exits to parking lots should be landscaped to direct motorist access to and from the parking lot.

- Landscape plantings should consist of a combination of canopy trees, understory shrubs, and groundcovers.

- Plantings should be selected such that a visual clear zone is maintained between 30" and 7'-0" height as measured above grade.

- Plantings should be selected and installed such that they form a continuous landscape grouping within the planting bed.

- Landscape plantings should be salt and urban tolerant species.

❖ *Generous landscaping improves the aesthetics of parking lots and helps to reduce the 'heat island' effect created by large expanses of pavement.*

❖ *Note that any proposed station design and related improvements will be subject to review and approval by Metra and will need to comply with their established guidelines (i.e. Metra's Station Manual and Metra's Parking Manual). Please refer to page 5-19 for additional information.*

2. PERIMETER LANDSCAPE TREATMENTS

Perimeter landscape plantings should consist of a combination of canopy trees, ornamental trees and understory shrubs. Where feasible, evergreen tree plantings are encouraged. All perimeters treatments (landscaping, fencing, berming, etc.) shall cover 100% of the perimeter of all parking areas.

- Shrub plantings should be selected such that they reach 4'-0" height at maturity.

- Plantings should be selected and installed such that they form a continuous landscape grouping within the planting bed.

- Landscape plantings should be salt and urban tolerant species.

❖ *Parking lot includes canopy shade trees and groundcover plantings.*

❖ *Landscaped parking islands increase the amount of pervious surface on-site, allowing for improved stormwater drainage. Plantings also screen cars and service areas.*

3. INTERIOR PARKING LOT LANDSCAPE TREATMENTS

- Parking lot islands should be provided and distributed throughout the parking area. Islands should be a minimum of 9′-0″ wide x 19′-0″ deep.

- Islands should consist of a combination of canopy trees and understory shrubs or groundcovers. A standard island (9′ x 38′) shall provide 2 canopy shade trees (min. 3″ cal.).

- Plantings should be selected such that a visual clear zone is maintained between 30″ and 7′-0″ height as measured above grade.

- Plantings should be selected and installed such that they form a continuous landscape grouping within the planting bed.

- Landscape plantings should be salt and urban tolerant species.

- Proper irrigation and drainage is necessary for landscaped islands. Islands should have an easy method for providing irrigation or have water access within 100′ of all parking lot landscaping.

❖ *Pervious pavement allows rain to filter through and be absorbed by the ground below.*

❖ *Note that any proposed station design and related improvements will be subject to review and approval by Metra and will need to comply with their established guidelines (i.e. Metra's Station Manual and Metra's Parking Manual). Please refer to page 5-19 for additional information.*

4. SUGGESTED PLANT TYPES

CANOPY TREE PARKWAY PLANTINGS

where overhead wires exist

Botanical Name	Common Name
Acer ginnala	Amur Maple
Amelanchier canadensis	Serviceberry
Carpinus caroliniana	American Hornbeam
Cercis canadensis	Redbud
Cornus mas	Corneliancherry Dogwood
Cornus alternifolia	Pagoda Dogwood
Crataegus phaenopyrum	Washington Hawthorn
Crataegus crusgalli 'Inermis'	Thornless Hawthorn
Hamamelis virginiana	Witchhazel
Ostrya virginiana	Ironwood
Syringa reticulata	Japanese Tree Lilac

where overhead wires do not exist

Botanical Name	Common Name
Acer x freemanii	Freeman Maple
Acer platanoides	Norway Maple
Acer rubrum	Red Maple
Acer saccharum	Sugar Maple
Aesculus hippocastanum	Common Horsechestnut
Carya ovata	Shagbark Hickory
Celtis occidentalis	Common Hackberry
Corylus colurna	Turkish Filbert
Gleditsia triancanthos 'Inermis'	Seedless Honeylocust
Gymnocladus dioica	Kentucky Coffeetree
Juglans nigra	Black Walnut
Liquidambar styraciflua	Sweetgum
Liriodendron tulipifera	Tulip Tree
Ostrya virginiana	Ironwood
Phellodendron amurense	Amur Corktree
Quercus alba	White Oak
Quarcus bicolor	Swamp White Oak
Quarcus imbricaria	Shingle Oak
Quercus macrocarpa	Bur Oak
Quarcus muehlenbergii	Chinquapin Oak
Quercus robur	English Oak
Quercus rubrum	Red Oak
Tilia americana	American Linden
Tilia cordata	Littleleaf Linden
Zelkova serrata	Zelkova

Minimum size upon installation:
Single Stem Trees: 3" caliper, balled and burlapped
Multi-Stem Trees: 8'-0" height, balled and burlapped

Tree Form:
Parkway trees shall be pruned to attain a 7'-0" minimum clear zone between the top of finished grade and the lowest branch.

UNDERSTORY SHRUB BUFFERYARD PLANTINGS

where parking areas/ service areas exist

Botanical Name	Common Name
Aronia melanocarpa	Black Chokeberry
Berberis thunbergii	Japanese Barberry
Buxus microphylla koreana	Korean Boxwood
Cornus sericea	Redosier Dogwood
Cotoneaster multiflorus	Flowered Cotoneaster
Euonumus fortuneii 'Sarcoxie'	Sarcoxie Wintercreeper
Forsythia 'Bronxensis'	Bronx Forsythia
Forsythia x intermedia	Border Forsythia
Ilex verticillata	Winterberry
Ilex x meservae	Blue Holly
Juniperus chinensis	Chinese Juniper
Juniperus horizontalis	Dwarf Creeping Juniper
Ligustrum x vicaryi	Golden Vicary Privet
Potentilla fruticosa	Potentilla
Rhus aromatica 'Gro-Low'	Grow Low Sumac
Ribes alpinum	Alpine Currant
Sambucus canadensis	Elderberry
Spirea japonica	Japanese Spirea
Spirea x bumalda	Bumald Spirea
Syringa meyeri	Meyer's Lilac
Syringa patula 'Ms. Kim.	Miss Kim Korean Lilac
Taxus cuspidata	Japanese Yew
Taxus x media 'Tauntonii'	Taunton Yew
Viburnum carlesii 'Compacta'	Koreanspice Viburnum
Viburnum trilobum 'Compacta'	Compact Cranberrybush

Minimum size upon installation:
Shrubs: 36" height, balled and burlapped or container grown.

Shrub spacing guidelines:
Shrubs shall be installed to achieve a full shrub massing. Shrubs shall be installed at 3'-0" - 4'-0" on center, as dictated by species.

4. SUGGESTED PLANT TYPES (CONT.)

adjacent to facades fronting onto the public R.O.W.

Botanical Name	**Common Name**
Aronia melanocarpa 'Morton'	Dwf. Chokeberry
Berberis thunbergii 'Crimson King'	Dwf. Barberry
Buxus spp.	Boxwood species
Cotoneaster acutifolius	Peking Cotoneaster
Forsythia viridissima 'Bronxensis'	Bronx Forsythia
Hypericum kalmianum	Kalm St. Johnswort
Juniperus horizontalis	Dwarf Creeping Juniper
Ribes alpinum	Alpine Currant
Rhus aromatica 'Gro-Low'	Grow Low Sumac
Rosa spp.	Dwarf Rose Species
Spirea spp.	Spirea Species
Syringa meyeri	Meyer's Lilac
Syringa patula 'Ms. Kim.	Miss Kim Korean Lilac
Taxus x media	Anglojap Yew
Viburnum trilobum 'Compacta'	Compact Cranberrybush

Minimum size upon installation:
Shrubs: 24" height, balled and burlapped or container grown.

Shrub spacing guidelines:
Shrubs shall be installed to achieve a full shrub massing. Shrubs shall be installed at 3'-0" on center, as dictated by species.

Section 4: Urban Plazas & Open Spaces

URBAN PLAZAS & OPEN SPACE GUIDELINES

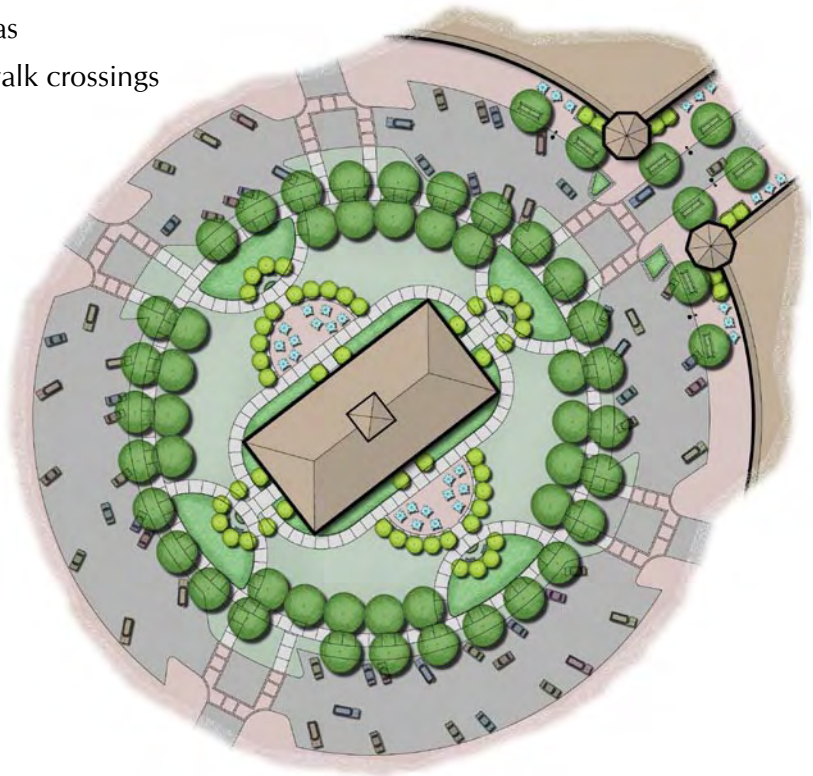
❖ *FIGURE 5-24: Urban Plazas & Open Space Map*

Unique opportunities exist to create outdoor pedestrian oriented spaces throughout the development. These spaces allow pedestrians destinations to stroll to, spaces to congregate in, and generally enhance the streetscape appearance. These spaces should be evenly spread throughout the development, and logically located so they are easily accessible by pedestrians.

1. CENTRAL COMMONS

A strong pedestrian friendly, and aesthetically pleasing 'Central Commons' is key in creating a strong central place for the entire development. This area is the 'hub' that many people will see and travel through to various parts of the development. To reinforce this area, the following elements should be included:

- Symmetrical sidewalk layout leading to central building
- Enhanced pavement crosswalks
- Public art
- Public seating areas / Outdoor café plazas
- Handicap ramps / ADA compliant sidewalk crossings
- Parkway trees at min. 30' spacing
- Pedestrian and vehicular lighting
- Event banners
- Coordinated site amenities (trash receptacles, benches, etc.)
- Open lawn areas for passive use
- Detailed shrub / perennial plantings



❖ ***FIGURE 5-25:*** *Plan view of Central Commons.*

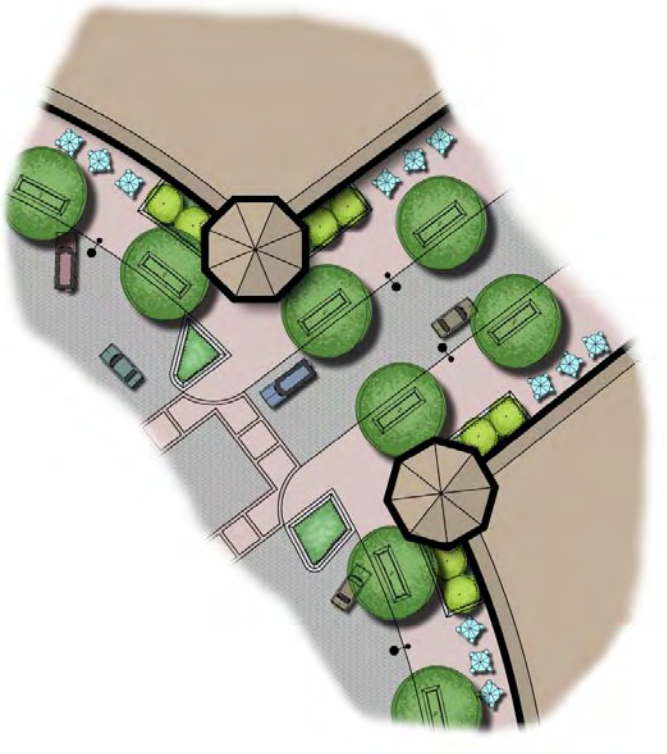
❖ ***FIGURE 5-21:*** *Urban plaza is defined by central fountain.*

❖ ***FIGURE 5-22:*** *Circular retail-center with central plaza.*

2. SIDEWALK PLAZAS

Sidewalks along storefronts provide opportunities for enhanced landscaping, outdoor cafes / seating areas and emphasize pedestrian walking areas. The following should be considered in the mixed use core:

- Enhanced pavement crosswalks
- Public art
- Public seating areas with benches
- Raised planters to buffer pedestrians from vehicles
- Handicap ramps / ADA compliant sidewalk crossings
- Parkway trees at min. 35' spacing
- Pedestrian and vehicular lighting
- Event banners
- Coordinated site amenities (trash receptacles, benches, etc.)



❖ ***FIGURE 5-26:*** *Plan view of sidewalk plaza.*

❖ *Sidewalk plaza with outdoor cafe.*

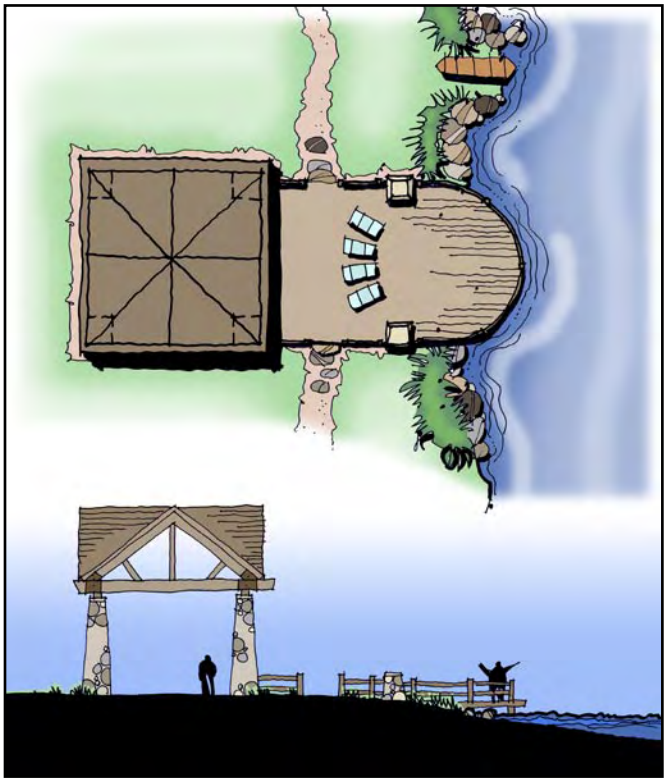
❖ *Corner sidewalk plaza is defined by a raised planter and specialty paving.*

3. STORMWATER MANAGEMENT, DETENTION PONDS AND FLOODPLAIN

The on-site stormwater management detention ponds and floodplain should be enhanced to provide unique natural amenities to the site. The following should be incorporated into the design of the detention ponds and the floodplain:

- Pedestrian connections to these natural areas
- Pedestrian overlooks and other seating areas that overlook ponds and are immediately adjacent to trailways
- Native landscaping that tolerates wet/dry conditions and attracts wildlife
- Incorporate bird houses into native plantings

❖ *Pedestrian plaza overlooking detention pond.*



❖ ***FIGURE 5-27:*** *Plan view and section of typical natural area overlook.*

❖ *Native landscaping is integrated along the basin's edge.*

❖ *Wooden swing provides seating that looks out to natural areas.*

4. RESIDENTIAL ALLEY COURTYARDS

The 'islands' in the alley's of some of the residential buildings offer open space opportunities for the residents who live in these buildings. The following elements can be incorporated into these spaces:

- Bioswales and raingardens
- Native plantings or more formal 'garden' plantings

❖ *Bioswale within a parking lot.*

❖ *Raingarden within a parking lot.*

Section 5: Lighting & Site Amenities

Harmonious site amenities should be utilized throughout the site to help visually 'pull' the different parts of the development together. Colors and materials should be the same throughout the site. Amenities to be coordinated include the following:

- Benches
- Trash Receptacles
- Bollards
- Pedestrian Scaled Lighting
  (Match Fixtures in Downtown Plainfield)
- Vehicular Scaled Lighting
  (Match Fixtures in Downtown Plainfield)
- Event Banners on Light Poles
- Ornamental Fencing
- Bike Racks

❖ *Sidewalk Benches*

❖ *Pedestrian scaled lighting that matches those in downtown Plainfield.*

❖ *Trash Receptical*

❖ *Bollard Lighting*

❖ *Pedestrian scaled lighting*

Section 6: Public Signage

A hierarchy of signage should be utilized to help direct motorists and pedestrians to and throughout the development. In addition, opportunities exist to provide informational signage for community events and other civic activities.

1. GATEWAY SIGNAGE

Gateway and wayfinding signage is the first opportunity to greet visitors to the transit oriented development. Visitors are attracted to the development from surrounding roadways as well as the Transit station. Gateway signage is organized into two sign types:

Primary Gateway Signage is oriented towards motorists entering the development from the two main intersections on Van Dyke Road and Wood Farm Road.

Secondary Gateway Signage is oriented towards pedestrians and motorists entering the development from the Transit Station, and from the secondary entrance intersections off of Wood Farm Road.

❖ *Example of a Primary Gateway Sign*

❖ ***FIGURE 5-28:*** *Secondary Gateway Signage*

2. DIRECTIONAL SIGNAGE

Directional signage incorporates a potential development logo with directions to key destinations within the development. Directional signage is organized into two types:

Community Event Sign Kiosk is oriented towards motorists and pedestrians and is therefore large in scale. The architectural style of the kiosk should mimic the vocabulary of the mixed-use / retail core architecture.

Directional Signage is oriented towards motorists and pedestrians and is intended to give direction to key destinations within the development (Transit Station, retail shops, regional trails, etc.).

❖ *Directional Signage*

❖ ***FIGURE 5-29:*** *Community Event Sign Kiosk*

Section 7: Landscape

Landscaping of the development is critical to blend the development together, to define pedestrian / automobile areas, and to screen unsightly views.

1. PARKWAY TREES

Landscaping of the development is critical to blend the development together, to define pedestrian / automobile areas, and to screen unsightly views.

Parkway trees shall be planted along all roadways at a minimum spacing of 35'-0" o.c. Plantings along storefronts should occur in raised planters or in tree grates. All trees should tolerate urban conditions, and no ash trees shall be used.

❖ *Parkway Trees Define Street*

2. PARKING LOTS

Refer to Section 3 for parking lot standards.

3. FOUNDATION PLANTINGS

The mixed use / retail core buildings should provide generous foundation plantings on all sides of the building, while not impeding access to stores, sidewalk plazas, pedestrian walkways and service areas. A mixture of deciduous and evergreen material should be used with an emphasis on native materials. Highly visible areas should also incorporate native perennials and ornamental grasses.

❖ *Mixed Use Foundation Plantings*

The residential buildings should provide generous foundation plantings on all sides of the building. Small ornamental trees, canopy trees, shrubs, and ground covers shall be used. A mixture of deciduous and evergreen material should be used with an emphasis on native materials. All HVAC units shall be properly screened. Shade tree plantings shall occur in the landscape islands on the alley side of all units.

❖ *Residential Foundation Plantings*

4. GREEN OPPORTUNITIES

The "Green Village" Program is an ecologically friendly initiative that incorporates a variety of plans and ordinances determined to be sensitive to the needs of the environment through new development and day-to-day activities in the Village of Plainfield. Opportunities exist to incorporate 'green' landscaping practices within this TOD development. The following Green opportunities may include the following within the TOD development:

Bioswales: Vegated swales that are located in parking lot islands, adjacent to parking lots, and near other large expanses of impervious surfaces. The swales are planted with native materials that slow the speed of runoff and allow water to infiltrate back into the ground instead of into storm sewers or detention ponds.

❖ *Bioswale*

Raingardens: Similar to bioswales, raingardens are vegetated depressions that slow stormwater runoff and allow water to infiltrate back into the ground. Native materials that can tolerate wet and dry conditions are planted in the bioswales and raingardens. Raingardens can be located near buildings, in parkways, and in and around parking areas.

❖ *Raingarden*

Naturalized Detention: A naturalized detention area temporarily collects and stores stormwater runoff in a 'wetland' type area. It is then released at a slow and controlled rate to allow it to infiltrate into the ground. These areas are planted with native wetland plantings that can tolerate severe wet and dry conditions.

Level Spreaders: To assist with bioswales and naturalized detention, level spreaders can be utilized. Level spreaders collect and evenly disperse stormwater runoff into bioswales and other naturalized detention facilities.

❖ *Level Spreader*

Native Landscaping: The use of native grasses, forbs, shrubs, and trees should be strongly considered. Native species can withstand a wide range of temperature extremes, use less water, require less maintenance, and use less fertilizers.

Efficient Irrigation: Efforts should be undertaken to reduce the amount of irrigation that is needed onsite. Native plant materials should be planted that require little irrigation. Other ways to be efficient with irrigation is to utilize rain-triggered shut-off devices, flow reducers, head layout that only sprays in softscape spaces, and the use of drip irrigation systems.

Permeable Paving: Various paving products exist that allow stormwater to infiltrate through the pavement and infiltrate the soil below. Various options include permeable concrete, permeable precast pavers, reinforced gravel and grass paving, and permeable asphalt. The benefits of permeable paving is the reduction in on site storm sewer capacity, the recharging of underground water supplies, and the filtering out of pollutants and other debris.

High Albedo Paving: Light colored pavement can be utilized to reflect sunlight away from paved areas. This will help reduce the urban heat island effect, allows vegetation to thrive, and cuts down on the amount of irrigation required in high pavement areas.

❖ *Pervious Pavement*

❖ *Green Roof*

Green Roof: Vegetated roofs can assist with reducing the energy costs of heating and cooling buildings. In addition, green roofs help to reduce urban heat islands, reduce the rate and quantity of stormwater runoff, and provide unique and sometimes pedestrian accessible outdoor spaces. Green roofs require waterproofing, sub-roof drainage, structural soil, and native plantings.

Dark Sky Lighting: To reduce light pollution, dark sky lighting techniques should be utilized. Dark sky lighting fixtures are designed to be energy efficient, and to direct the lighting down and out, rather than up into the sky.

Recycled Construction Materials: Where possible, the use of recycled materials is strongly encouraged. Pre-consumer and post-consumer content can incorporated into building materials, site amenities, paving, and various finishes.

Alternative Energy: Various options exist to incorporate alternative energies into the development. These include geothermal, reflective roofing, solar energy, and wind turbines.

CHAPTER 6 ~ IMPLEMENTATION STRATEGIES

This section of the plan addresses steps that are needed to implement the TOD vision established for the two proposed sites in Plainfield. Specifically, it addresses suggested changes to municipal plans and policies and additional site acquisition needs. It also outlines potential funding sources, and outlines a recommended development marketing and phasing strategy.

Plans and Policies

The Village of Plainfield has the ability and responsibility to regulate development within and around the TOD sites. Primary tools used by the Village are the Comprehensive Plan and the Zoning Ordinance. While both documents have been kept current, and are generally supportive of the development proposed, the following are some suggestions to enhance consistency between this TOD plan and the Village's existing plans and regulations:

1. Adopt this TOD Plan by resolution of the Village Board, and provide appropriate references to this document within the existing Plainfield Comprehensive Plan. In particular, modify the transportation plan to integrate proposals for grade separated crossings at the CN/EJ&E Railway crossing with Renwick Road and 143rd Street, highlight the need for transit, and opportunities offered for bus, rail, and bicycle commuting within this plan.

2. Adjust the Zoning Code to facilitate the mixed use development proposed for Site One – Van Dyke Road.

   a) Development of Site One could be handled as a Planned Development, similar to the approach taken for the recently approved Village Center development at the southwest corner of Lockport Street and Van Dyke Road. The code has provisions for addressing shared parking, and is capable of allowing flexibility within a planed development.

   b) An alternative would be to create a separate zoning district, or perhaps a zoning overlay to the Village's B-5 district. The Village has been exploring the creation of a form-based code for the new and expanded downtown along Lockport Street. Such a tool would be particularly appropriate for the area around the Station to accommodate the unique parking and design issues highlighted in the design guidelines.

   c) Under either approach, it is recommended that the existing zoning code be modified to reference the design guidelines contained in this TOD plan. It is also recommended that specific provisions be included for reduced parking requirements for residential units within ¼ mile of a transit station. Current code requires 1.5 spaces per multi-family dwelling unit. This should be reduced to between 1 and 1.25 spaces per unit. For non-residential uses, parking requirements should be adjusted to account for on-street parking and appropriately scaled off-street parking similar to the Village's existing downtown parking zone standards.

3. Site Two can best be developed using the Village's existing Planned Development regulations. Current provisions allow for the increased building height and other features suggested in this TOD plan.

Site Acquisition

To implement the TOD plans for both Site One and Site Two will require acquisition of property to accommodate public improvements, particularly for roads and parking. Specific acquisition needs are addressed below. Funding of potential acquisitions is addressed in the following section on Funding Opportunities.

Site One – Van Dyke Road

The Village has already acquired a 58 acre along Van Dyke Road and Wood Farm Road to accommodate the initial phase of a potential transit station and/or park-and-ride facility. As the Concept Plan details, only a portion of the Village's property will be needed to accommodate access and parking. As the Development Marketing and Phasing discussion on the following pages notes, it is recommended that the Village pursue the sale and development of part of this existing site for multi-family housing. This will provide some cash flow for the Village, and will provide a ready market for on-site transit services when available in the future. As the concept plan also shows, it is recommended that parking be provided on the east side of the railway as well. This property is currently in private ownership, and would need to be acquired if plans for the STAR Line service advance to accommodate the noted parking demand. A portion of this area is in flood plain, which may reduce acquisition costs but will complicate engineering issues required provision of appropriate storm water management. Sale of a potion of the Village-owned land on the west side of the CN/EJ&E Railway could provide needed funding for land aquisition on the east side of the railway. Estimated site aquisition costs in 2009 dollars are in the range of $132,000 per acre to accomodate the 950 spaces planned for the east side of the tracks, this would require approximately 1.8 million dollars.

Site Two – Renwick Road

Site Two is entirely owned by a single property owner. This owner is the same Trust that controls the Boulevard property immediately to the southeast of the Site Two station area. Acquisition of property in this area can best be negotiated at the time this area is formally planned for development. The existing agreement between the Village at the Boulevard developer calls for installation of the north-south roadway connecting Route 30 to Renwick Road within the first phase of development. This would provide an opportunity to work with the property owner for an initial Pace park-and-ride facility directly off of this roadway.

Funding & Support Implementation

Multiple funding opportunities exist to support implementation of the plan for Plainfield's two TOD areas. As both areas represent long-term transit opportunities, funding and support sources will be accessible and available throughout the implementation process. The Village will need to seek their own funding for the construction and land acquisition of the proposed stations and associated commuter parking facilities and access improvements, including the proposed pedestrian underpass at Site 1. The funding sources noted below are primarily administered by state agencies. Obviously, any programs listed are subject to change or elimination.

Local Municipal Funding Sources

The nature of Plainfield's proposed TOD opportunities suggests the following use of municipal funding mechanisms. These mechanisms can supplement Plainfield'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 Special Service Area (SSA) can be used for infrastructure, maintenance, or area management purposes in a geography defined by Plainfield. Such revenues can support bonding or generate a revenue stream for specific projects for that defined geography.

- A Business District (BD) can generate potential additional sales tax revenue that can be used to promote redevelopment. Creation of a BD is governed by state statutes that dictate eligibility requirements for the creation of a District and rules for expenditure of revenue created within the District. This approach may be appropriate if Site Two – Renwick Road, were to develop for a retail use.

- Village Capital Improvement Program Funds (CIP) and operating funds which are budgeted by Plainfield on an annual basis. In particular, funds need to be reserved for major capital expenditures for items such as the recommended road/rail grade separations at both Renwick Road and 143rd Street. While neither roadway is controlled by the Village, local contributions for such major improvements will be required. In a similar fashion, budgeting for park-and-ride and other commuter parking facilities will be a municipal cost that needs to be integrated into the Village's CIP, as will additional land acquisition on the east side of the railroad for Site One-Van Dyke Road and for the entire commuter parking and station area for Site Two-Renwick Road.

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

Community and Economic Development

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 can potentially support Plainfield's TOD implementation.

- DCEO's Business Development Public Infrastructure Program, assuming a light industrial use at the Van Dyke Road TOD site, provide 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 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. Depending on the nature of multi-family proposed on Site One-Van Dyke Road, this may be an option to partner with a private developer.

- 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.

❖ Transportation

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

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

- CMAQ (Congestion, Mitigation and Air Quality Improvement) funding is available via the Federal Highway Administration 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). More information can be found at : http://www.cmap.illinois.gov/policy/transportation.aspx?ekmensel=c580fa7b_8_18_396_2

- Plainfield's TOD location near Route 66 and the Lincoln Highway could benefit from the National Scenic Byways Program administered by the Federal Highway Administration and Illinois' Scenic Byways program. Grants are available to enhance byway facilities, marketing, and promoting byway economic development.

- 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). More information can be found at: www.rtachicago.org/jarcnf

- The Regional Transportation Authority, through the Innovation, Coordination and Enhancement (ICE) program, 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. More information can be found at: www.rtachicago.org\ice

- Formerly the Chicagoland Bicycle Federation, the Active Transportation Alliance provides support services for local governments on bicycle and pedestrian programs and issues.

- Motor Fuel Tax funds for road improvement projects.

❖ 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. 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.

- IEPA, as does DCEO, 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. This would certainly be an appropriate funding source for the DuPage River trail, and for trails leading into and through the TOD areas.

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

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

❖ Private and 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.

- The Grand Victoria Foundation (GVF) includes land use as a general field of interest for grant making

purposes. Taxing bodies are eligible to apply for funding, assuming any proposed program is outside of their normal scope of services. Only proposals invited by GVF are considered.

- Other 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.

❖ Intergovernmental Cooperation and Coordination

The complexity of coordinating multiple modes of transportation, the expense of required improvements and the need to wisely use government resources all suggest the need for the Village of Plainfield to work closely with multiple local, regional, and state governments and agencies. This effort includes:

- Continued cooperation with the Plainfield Park District on projects like the Riverfront and the DuPage River Trail, and regarding potential plazas and recreational space within the overall TOD's

- Coordination with ComEd will be required to provide access agreements across their adjacent right-of-way on Site One – Van Dyke Road.

- Extensive coordination and cooperation with the CN/EJ&E Railway will be required to provide for pedestrian access via the proposed tunnel for Site One – Van Dyke Road, and for placements of platforms, etc. for both sites.

- Agreements will be needed with both Pace and Metra to address provisions for parking, area maintenance, lighting, and many other issues related to operating transit service.

- Permits will be required from the Interstate Commerce Commission (ICC) for both the proposed pedestrian tunnel and the proposed grade separations at both 143rd Street and Renwick Road.
- Illinois Department of Transportation (IDOT) approvals and review will be needed for access issues, particularly related to 143rd Street.

- Flood plain and potential wetlands issues within and near both station areas will require coordination and likely permitting with the Army Corps of Engineers.

- Coordination with the Plainfield Fire Protection District will be important, particularly on Site One – Van Dyke Road since the District recently developed a new station at 143rd Street and Van Dyke Road.

- Open lines of communications will also be needed with other utilities serving the community such as Nicor and AT&T to ensure appropriate service to new development and coordination with existing service lines.

Development Marketing Strategy

Site One - Van Dyke Road Station Development Marketing Strategy

With today's market is focused on absorbing existing product created during the recent, dynamic housing and retail development market, there are few immediate possibilities for market driven development. However, it is important that the Village remain focused on fully realizing the potential for transit oriented development by acting today to prepare for a market that will recover. As the markets recover, a strategy must be in place to make this planning phase direct Plainfield's station area development and create market driven opportunities. With these conditions in mind the Marketing Strategy's goal is to:

"Take advantage of transit oriented development opportunities to improve services to Plainfield residents and enhance the community's tax base."

Objectives

The action plan that follows details how Plainfield can achieve their transit oriented development goal by meeting these objectives:

Action Plan: Tasks

A)	***Objective: Create regional awareness of development opportunity.***
1.	***Meet individually with study area property owners to learn their future plans and discuss partnerships to implement plan, and periodically repeat press and trade journal efforts***
2.	***Reach out to local newspapers and real estate trade journals seeking articles about opportunity***
3.	***Create a four page desktop published piece summarizing the plan for use in promotional efforts to attract appropriate development.***
B)	***Objective: Encourage use of transitional park-and-ride***
1.	***Assign responsibility for Plainfield staff coordination with Pace***
2.	***Meet individually with study area businesses to determine destination trip possibilities for park and ride***
3.	***Use Village website and newsletter to create list of residents interested in traveling to work on transit***
4.	***Encourage and pool programs while helping Pace monitor interest in larger capacity transit***
C)	***Objective: Market opportunity for a residential development.***
1.	***Obtain Village Board approval for specific number of units on a designated parcel***
2.	***Subdivide Village owned land to make designated parcel salable***
3.	***Undertake RFQ/RFP process to sell a portion of the Village-owned land to developer interested in building approved project. This will create additional transit demand, support local businesses, and free up funds for additional aquisition on the east side of the railway or for other Village projects.***
	a. Create RFQ document based on this plan
	b. Distribute document to developers of similar projects
	c. Place ad for RFQ in Crain's and regional trade journals
D)	***Objective: Phase additional development to match local and regional demand for planned land uses.***
1.	***Determine whether there is still interest in a building for a light industrial expansion.***
2.	***Have contact at least every six months with property owners in the study area to exchange information on progress in transit area development and their development plans***
E)	***Objective: Maximize the return on previous and continued Village investment.***
1.	***Use the entitlement associated with project to increase the value of Village owned land.***
2.	***While the property is Village owned, make value raising improvements that can be supported by government grants and lower interest rate investments.***

FIGURE 6-1: *Site 1 - Van Dyke Road - Action Plan*

F)	***Objective: Provide adequate parking and attractive station facilities***
1.	***Aquire option for additional property on the east side of the railway for parking as funding becomes available. During option period, evaluate potential floodplain mitigation issues.***
2.	***Consider use of former Police Station on IL Route 59 for additional commuter parking.***
3.	***Reserve funds to cover anticipated Village costs for construction and land acquisition of the station and parking, including the proposed pedestrian underpass.***
G)	***Objective: Support Metra efforts to implement the STAR Line***
1.	***Encourage/support the State capital plan in order to provide the local match for the proposed STAR Line.***
2.	***Continue to work with elected officials at all levels of government to promote development of the STAR Line.***

❖ ***FIGURE 6-1:*** *Site 1 - Van Dyke Road - Action Plan*

Site 2 - Renwick Road Development Marketing Strategy

It is particularly challenging to create a marketing strategy for Site 2 - Renwick Road because any development is expected to be delayed for at least five years and must accommodate challenging environmental conditions, limited access, and limited visibility. With this long development horizon, flexibility is important to marketing this site. With access through the yet to be developed Boulevard project, successfully promoting this site must build on the uses attracted to that development. Although the preferred concept assumes an office use that capitalizes on the Boulevard as an amenity, a wildly successful Boulevard development could make Site 2 - Renwick Road an opportunity to expand that project. Alternatively, if the market fails to support development of the Boulevard, this could be an ideal site for multi-family residential development.

The preferred concept assumes that a signature office user might develop this site because it avoids Chicago congestion while accessing regional markets via Interstate 55. Surrounding natural areas would offer an attractive setting for an office campus, nearby dining and shopping would be attractive to employees, and the height of the building would provide visibility from nearby high average daily traffic roads. The Site 2 - Renwick Road concept outlines a transformational project that is not supported by the current market demand but rather provides an approach that might transform the future market. Achieving that transformation would require support from state and potentially national economic development agencies that support attraction of office users who occupy large campuses.

With the cooperation of the land owner, the Village can begin the lengthy process of marketing Site 2 - Renwick Road's potential. The short-term goal is building awareness by using this study to illustrate the potential for significant new employment by developing this site and other nearby locations as corporate campuses. If that awareness is created, those involved in the often confidential negotiations when major corporations contemplate relocating will know of this opportunity, the first step in attracting the transformational user.

Action Plan: Tasks

A)	***Obtain property owner support for the projected land use***
B)	***Meet with state and national elected officials and promote these key study findings:*** *a) There is a site available that could accommodate a relocating national or international business* *b) That site would offer an opportunity for transit use that meets auto use reduction goals*
C)	***Reach out to local newspapers and real estate trade journals seeking articles about opportunity, and periodically repeat press and trade journal efforts***
D)	***Create a four page desk top published piece explaining the plan for use in marketing the property for recommended uses***

FIGURE 6-2: *Site 2 - Renwick Road - Action Plan*

E)	***Objective: Provide adequate parking and attractive station facilities***
1.	***Aquire option for additional property on the east side of the railway for parking as funding becomes available. During option period, evaluate potential floodplain mitigation issues.***
2.	***Reserve funds to cover anticipated Village costs for construction and land acquisition of the station and parking, including the proposed pedestrian underpass.***
F)	***Objective: Support Metra efforts to implement the STAR Line***
1.	***Encourage/support the State capital plan in order to provide the local match for the proposed STAR Line.***
2.	***Continue to work with elected officials at all levels of government to promote development of the STAR Line.***

❖ ***FIGURE 6-2:*** *Site 2 - Renwick Road - Action Plan*

Project Phasing

Since both proposed TOD sites are currently undeveloped, there are numerous activities that need to be accomplished to achieve the vision outlined in this plan. While today's economy suggests that development will not be immediate, there are still many steps that can be accomplished in the near-term to achieve the Village's long-term goal of providing transit service to Plainfield. The following phasing plan summarizes the key public and private sector actions within the recommended short-term, medium-term, and long-term time frames. Unless otherwise noted, the Village of Plainfield should take responsibility for initiating each of these steps.

❖ Site One – Van Dyke Road

Phase 1: Short-Term Development and Public Improvements (0-3 Years)

- The Village should work with Pace to implement and monitor initial park-and-ride service near Village Hall. As demand increases, purse development of a park-and-ride lot Site One- Van Dyke Road as illustrated in Figure 4-5.
- Develop a Request for Qualifications (RFQ) to solicit developer interest in a first phase multi-family development on the southern portion of Site One-Van Dyke Road. After narrowing the list of qualified developers, solicit specific proposals for the development and negotiate an agreement with the preferred developer.
- Continue discussions with IDOT, ICC, and CN/EJ&E Railway to purse a grade separated rail crossing at 143rd Street.
- Modify the Village's Comprehensive Plan to reference this plan, and modify zoning regulations to create an overlay or new district to respond to the unique characteristics of the TOD of Site One-Van Dyke Road.
- Contact property owners within the Van Dyke Road corridor (Figure 3-15) to inform them of the plan recommendations and to work cooperatively with them to achieve the plans vision of new development that is transit supportive.
- Purse additional marketing initiatives outlined in the preceding Development Marketing Strategy for Site One-Van Dyke Road.

Phase 2: Mid-Term Development and Public Improvements (3-5 Years)

- Obtain an option on property located east of the CN/EJ&E Railway to conduct engineering studies to evaluate access and environmental issues which will impact both the value of the property and its potential for use for commuter parking.
- Coordinate with Metra on timing and implementation of STAR Line service, including phasing of parking and access improvements, type and nature of station/waiting area based on projected ridership, etc. Village will need to begin to seek funding for the land acquisition and construction of the proposed station and associated commuter parking facilities and access improvements, including the proposed pedestrian underpass.
- Consider construction of a park-and-ride lot on Site One- Van Dyke Road if Pace ridership patterns suggest sufficient demand.

Phase 3: Long-Term Development and Public Improvements (5+ Years)

- Develop RFQ to solicit developer interest in the remainder of the Village owned property (excluding areas designated for commuter parking) on Site One-Van Dyke Road. After narrowing the list of qualified developers, solicit specific proposals for the development and negotiate an agreement with the preferred developer.
- Work with legislators, CN/EJ&E Railway, IDOT, and others to obtain funding for grade separation of the 143rd Street and the CN/EJ&E Railway.
- Work with Metra on the details of designing and constructing the station, parking, and pedestrian underpass facilities.
- The Village will need to seek funding for the land acquisition and construction of the proposed stations and associated commuter parking facilities and access and improvements, including the proposed pedestrian underpass
- Work with the Plainfield Park District, ComEd, CN/EJ&E and ICC to provide a bike trail connection between the planned DuPage River Trail and the station area.
- Work with Metra, CN/EJ&E and others to construct pedestrian tunnel near the station for safe access to parking and amenities on both sides of the railroad.
- Install traffic signals when warranted to enhance traffic flow into and out of the station area.

❖ Site Two – Renwick Road

Phase 1: Short-Term Development and Public Improvements (0-3 Years)

- Review this plan with the property owner, emphasizing the Village's desire to work closely with them to see the area developed in a way that can accommodate a transit facility while allowing for enhanced development potential and capitalize on the synergy created by the combination of transit and development.
- Work with the developer to attract tenants to the initial Boulevard development south and east of the station area along U.S. Route 30/Lincoln Highway.
- Purse additional marketing initiatives outlined in the preceding Development Marketing Strategy for Site One-Van Dyke Road.

Phase 2: Mid-Term Development and Public Improvements (3-5 Years)

- Work with the property owner to market Site Two-Renwick Road for office, retail, hotel, institutional, or multi-family uses.
- The Boulevard development is required to extend the proposed Boulevard (the roadway) through the site to link U.S. Route 30/Lincoln Highway and Renwick Road. When this occurs, the Village should work closely with the property owner and Pace to develop a park-and-ride facility within Site Two-Renwick Road.
- Coordinate with Metra on timing and implementation of STAR Line service, including phasing of parking and access improvements, type and nature of station/waiting area based on projected ridership, etc. The Village will need to begin to seek funding for the land acquisition and construction of the proposed station and associated commuter parking facilities and access improvements, including the proposed pedestrian underpass.

Phase 3: Long-Term Development and Public Improvements (5+ Years)

- Work with legislators, CN/EJ&E Railway, Will County, IDOT, and others to obtain funding for grade separation of Renwick Road and the Railroad.
- Work with Metra on the details of designing and constructing the station, parking, and pedestrian underpass facilities.
- The Village will need to seek funding for the land acquisition and construction of the proposed stations and associated commuter parking facilities and access improvements, including the proposed pedestrian underpass.
- Work with Will County to install a traffic signal at the Boulevard and Renwick Road.
- Work with legislators, CN/EJ&E Railway, ICC, IDOT, Will County, and others to obtain funding for grade separation of Renwick Road and the Railroad.

APPENDIX

Planning-level Cost Estimate:

Infrastructure, Parking, and Access Improvements

Cost estimates are based on a recent engineer's opinion of cost for a similar project. Numbers were converted into per-parking space costs where appropriate and adjusted to 2009 dollars.

Surface Parking

Approximate Per Space Cost*	$	8,000
Site 1 Subtotal (1250 spaces)	$	10,000,000
Site 2 Subtotal (1250 spaces)	$	10,000,000

Drainage

Approx Per Space Cost*	$	1,900
Site 1 Subtotal (1250 spaces)	$	2,375,000
Site 2 Subtotal (1250 spaces)	$	2,375,000

Access Roads

Approx. linear foot Cost*	$	600
Site 1 Subtotal (1300 linear feet)	$	780,000
Site 2 Subtotal (750 linear feet)	$	450,000

Site 1 Approximate Infrastructure Cost*	$	13,155,000
Site 2 Approximate Infrastructure Cost*	$	12,825,000

Underpass

Structure, Excavation & Grading Cost*	$	2,000,000 to $ 5,000,000

Traffic Signal

Per Intersection Cost*	$	212,400

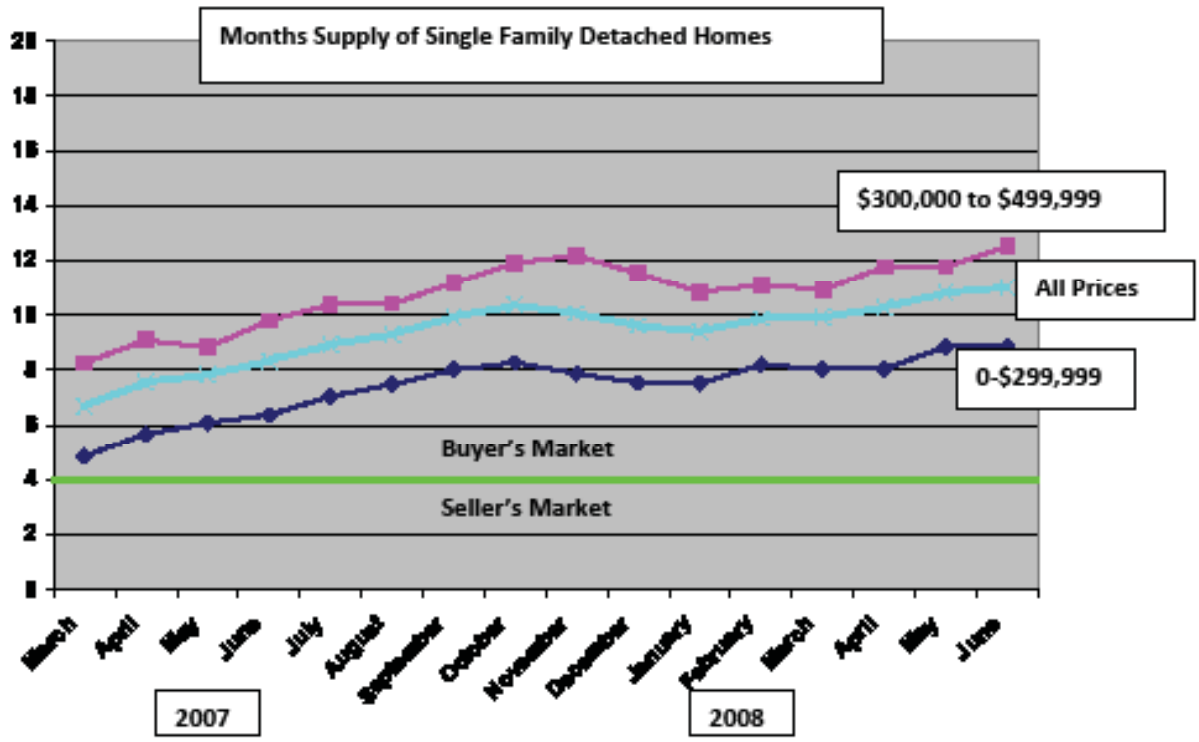
* Adjusted to 2009 dollars
All infrastructure costs are subject to 30% contingency
Installed cost only. Does not include design engineering

These costs do not include the costs of the station and/or warming shelters because the size of the facilities are unknown until ridership projections are completed.

Current Market Conditions

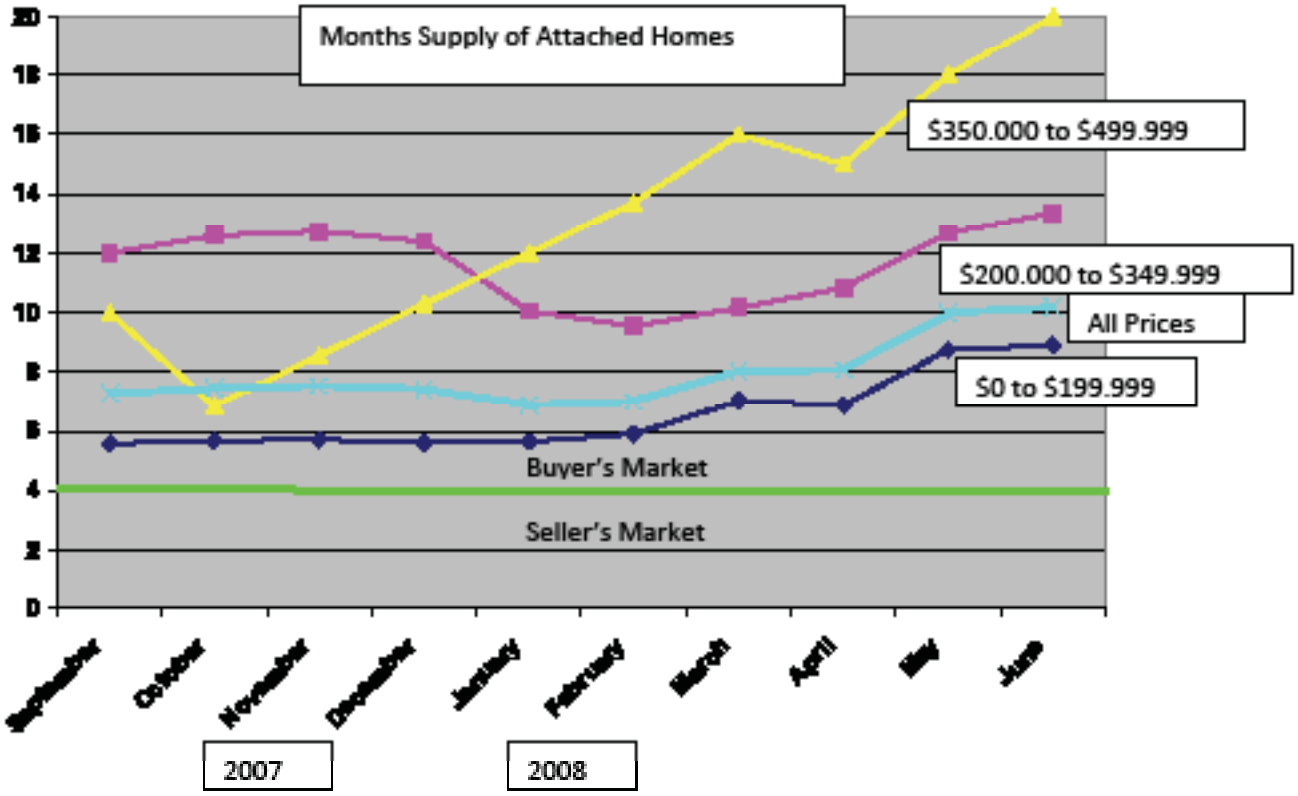
Residential

- At this chart based on the multiple listing service indicates, there is significant inventory of single family detach homes for sale in Plainfield.



As of June 2008 there are 1,041 single family detached homes listed for sale in Plainfield not including new development approved but not built and builder product not listed with the multiple listing service. That product could easily double the available the months of supply. As noted by the green line in the chart, the market is expected to become a seller's market at approximately four months supply and, at that supply level, new development begins to occur.

- The chart below takes a similar look at the attached equity market, townhomes and condominiums.



Although this chart illustrates a similar "All Prices" months supply to the detached homes, it is only 268 units so smaller product movement has a greater impact on this supply.

The rental apartment market is generally stronger than the ownership market. Crain's Chicago business reports that monthly net rents shot up 21.3%, to $1.08 a square foot, in Will County during the second quarter 2008, compared to a year ago. The increase, the largest in the Chicago area, is largely because of growing demand in the county for high-end apartments. Ron De Vries, vice president of Appraisal Research Counselors and co-author of his firm's "Benchmark Report," which tracks major Chicago-area apartment buildings, explains the strong market by saying: "The suburbs frown on developers coming in to build rental apartment buildings. Their preference is condos. It's incredibly difficult to get a site zoned for multifamily rental use. The developers want to build it, but they just can't get the sites."

Retail

The factors combining to create a challenging retail environment include home oriented stores suffering from the housing market decline, lending institutions unwilling to renew retail credit lines, and high gas prices causing reallocation of discretionary consumption. CBRE real estate research services gave this market outlook in its fourth quarter 2008 report on the Chicago Market:

MARKET OUTLOOK

The retail sector was among the hardest hit sectors in 2008. The International Council of Shopping Centers estimated 5,770 store closings in 2008 compared to 4,603 in 2007. Major retailers such as Circuit City and Tweeter announced bankruptcies while others such as Starbucks and Office Depot announced waves of store closings.

- This table documents the Chicago region submarket containing Plainfield:

SUBMARKET	GROSS BUILDING SF	VACANCY RATE	UNDER CONSTRUCTION (SF)	AVG. NET ASKING LEASE RANGE ($/PSF/YR)* LOW	HIGH
Far S.W. Suburbs (9)	9,956,460	8.2%	2,630,865	$15.71	$16.85
TOTAL	126,139,247	10.2%	8,660,592	$15.88	$17.48

Source: CBRE, Marketview: Chicago Retail, 4th Quarter 2008

Although the vacancy rate currently is lower than the regional market, there is significant construction underway. Since construction of new centers typically begins when between 50% and 75% of the space is leased, the vacancy rate could rise rapidly as available new space enters this relatively weak market.

Office

- This table documents conditions in the East West Tollway suburban submarket with the most relevance to Plainfield.

Submarket	Base SF	Direct Vacant SF	Sublease Vacant SF	Direct Vacancy	Sublease Vacancy	Overall Vacancy	Net Absorption	Under Construction SF	Asking Lease Rates Gross/SF
EAST-WEST TOLLWAY	39,394,884	6,857,006	801,410	17.4%	2.0%	19.4%	(154,853)		$22.32
Class A	12,694,910	1,920,636	366,855	15.1%	2.9%	18.0%	(261,846)		$27.36
Class B	19,366,303	3,354,687	403,166	17.3%	2.1%	19.4%	198,190		$21.18
Class C	7,333,671	1,581,683	31,389	21.6%	0.4%	22.0%	(91,197)		$17.16
TOTALS	106,709,931	18,661,464	2,739,950	17.5%	2.6%	20.1%	(429,329)	386,361	$22.06
Class A	42,613,600	6,215,262	1,444,422	14.6%	3.4%	18.0%	(385,535)	195,005	$26.26
Class B	40,998,070	7,189,308	1,132,610	17.5%	2.8%	20.3%	211,406	51,200	$21.35
Class C	23,098,261	5,256,894	162,918	22.8%	0.7%	23.5%	(255,200)		$17.81

Source: CBRE, Marketview: Chicago Suburban Office, 4th Quarter 2008

With little new class A office construction in the past seven years and none underway now, aging A space is beginning to compete in the class B market. This product is often targeted to the small and medium size, privately owned businesses that tend to whether economic challenges. National trends have less impact on the small office market because the medical and personal service businesses that occupy this space respond to local needs and are relatively stable under all economic conditions. The underlying development demands less capital and can be built to suit, further reducing the risk of small office projects.