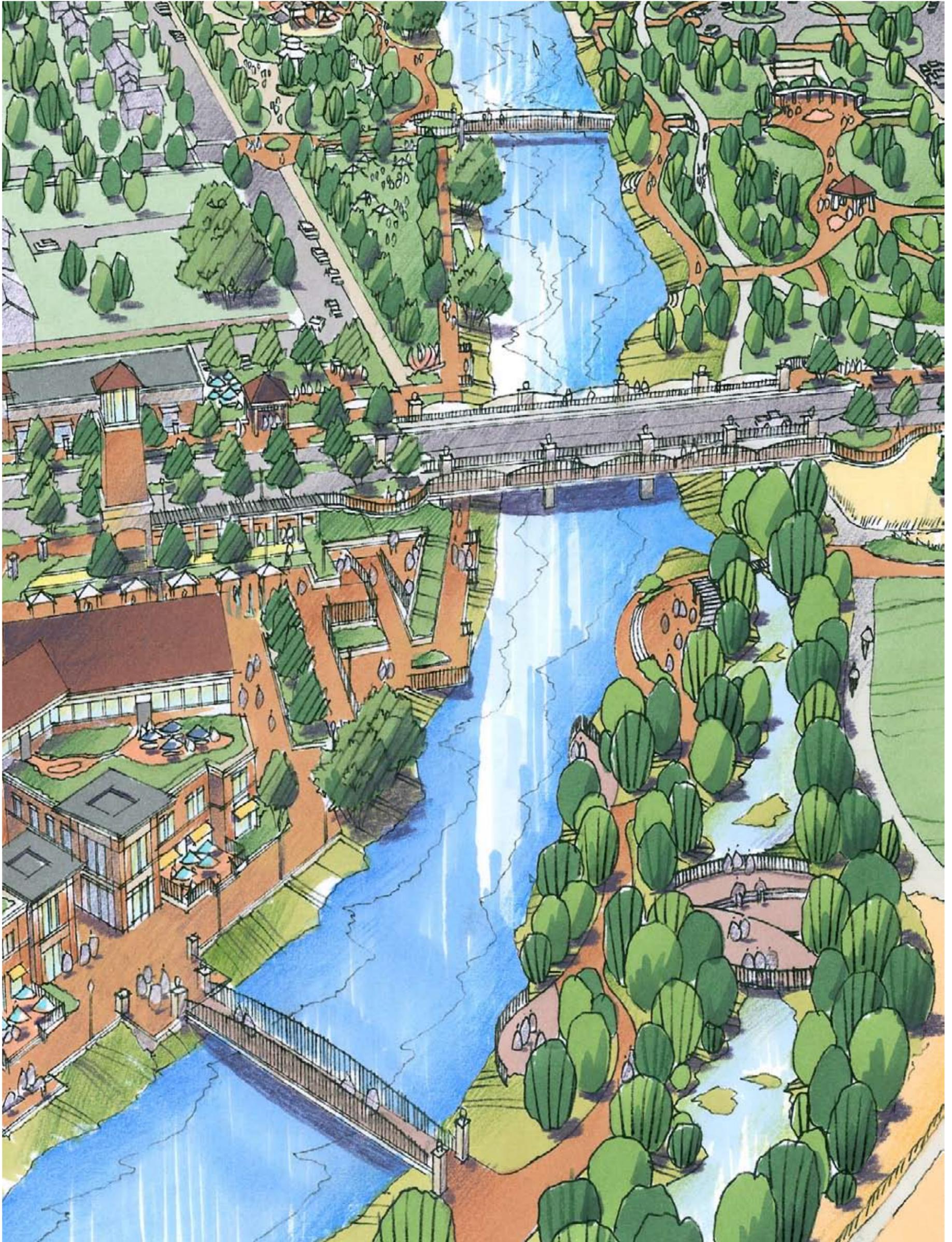


Village of Plainfield

Riverfront Master Plan

Prepared by Hitchcock Design Group in association
with Business Districts, Inc., Hey & Associates
and Civiltech Engineering

June 18, 2007



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On the cover: view looking south toward Lockport
Street bridge

Executive Summary

Dear Mayor Waldorf,

This is an exciting time for the Village of Plainfield! From the time that Plainfield was first established in 1832, the DuPage River has been the most prominent natural amenity in the village. Now, the Plainfield Riverfront Master Plan confirms that the river will continue to shape the quality of life in the village for decades to come.

The publication of the Plainfield Riverfront Master Plan concludes a thoughtful, two-year planning process initiated by the Village in 2005. The interim riverfront vision plan completed in 2006 underscored the potential and importance of the riverfront planning initiative. This final report, which was a collaboration between the consultant team, staff, elected officials and volunteers, summarizes the research, analysis, goals and objectives from the previously completed vision, and establishes a comprehensive, long term strategy for accessing, improving and managing two miles of riverfront in the heart of Plainfield.

During this recent period of unprecedented village growth, community leaders have balanced a wide array of challenging priorities. Wisely, the village has given special attention to its downtown and its downtown riverfront in particular. Previous investments in downtown planning, Village Hall, the sanitary sewer treatment facility, the potential future commuter rail facility, the DuPage River Trail and Lockport Street all demonstrate the value and importance of this riverfront master plan. In fact, the opportunities anticipated at the beginning of this process were confirmed exponentially at the end. The Village of Plainfield has a star-crossed opportunity to create a unique downtown riverfront attraction that can become the unequivocal cultural centerpiece of the community. Investing in riverfront redevelopment will, over time, return a high level of environmental, recreational and economic benefit to the downtown and the entire village. In particular, we are confident that Plainfield's downtown riverfront has the potential to attract private sector investment like a magnet.

While this marks the end of the master planning process, it is just the beginning of a multi-year implementation process that will require the close cooperation of many public agencies, the tireless dedication of business and community leaders and the systematic investment of millions of dollars over many years.

What the Village accomplishes over the next few months will create the standards for years to come, so set the bar high! First, adopt this master plan as public policy. Next, appoint a carefully selected implementation team to start work on the short term catalyst projects as well as longer term access, infrastructure, funding, public relations and redevelopment projects. To be sure, the most visible and important features of the riverfront master plan have complex ownership, jurisdictional and infrastructure issues that may take several years to reconcile, which is precisely why it so critical to accomplish some highly visible, short term projects while longer term initiatives are aggressively, but quietly advanced. Specifically, in order to create and sustain momentum, we recommend that the Village plan to construct the Lockport Street pedestrian bridge and northwest quadrant of the riverwalk in 2008. The pedestrian bridge will complete a highly desired and prominent connection between Village Hall, the planned DuPage River Trail and the downtown which, in combination with the planned reconstruction of Lockport Street, will have tremendous functional, symbolic and aesthetic appeal. The northwest quadrant of the Riverwalk will complement the DuPage River Trail, provide meaningful riverfront access and further reinforce the Village's commitment to the future of the riverfront.

True, the Plainfield Riverfront Master Plan is an enormously ambitious vision. But imagine how satisfying it will be 10, 15 or 25 years from now to look back at your vibrant riverfront and know that the Village had the vision and energy to launch this landmark initiative. The DuPage River is, indeed, more important to Plainfield's future than ever.

On behalf of Business Districts, Inc., Hey & Associates and Civiltech Engineering, thank you for asking us to help you craft this distinctive community legacy.

Sincerely,
Hitchcock Design Group



Richard G. Hitchcock,
President

Introduction: Approach

BACKGROUND

Like many communities, the river is part of what drew settlement to this location and became a vital part of the community's growth. The part of the river located in the center of Plainfield has seen dramatic changes in use. These changes date from as far back as 1904,* as one of the main attractions of Electric Park, to 1990,* when a devastating tornado destroyed nearby homes, businesses and some of the last remaining remnants of Electric Park.

The Village's first official Comprehensive Plan adopted in 1988 called for a "River parkway" to be set aside as open space along the DuPage River. Four main points identified in that plan were:

- 1) The environmentally sensitive areas along the riverbank are to remain protected and undeveloped.
- 2) The proposed parkway would help to create a special identity for the Village as well as establish boundaries and clear entry points.
- 3) Trails and bikeways would connect recreation areas along the parkway which could be used by the Village and Park District for a range of activities.
- 4) The proposed greenbelt system would help to reinforce the physical shape, small town scale and historic downtown activity core of Plainfield.

In the year 2000 the Village of Plainfield established a master plan for the downtown area and streetscape that, as the Village grew, called for the downtown area to extend across the river along Lockport Street. The beginnings of that plan have been implemented with the construction of the new Village Hall and adjacent commercial developments. The master plan also called for significant public open space and parks along the riverfront within the Lockport Street corridor. Then, in 2002 as part of a regional effort, the Plainfield Park District developed a plan for a trail system along the DuPage River.

Other planning initiatives have begun to take shape recently as well, including streetscape and roadway improvements for Lockport Street, realignment of Route 126 and Route 30, expansion of the north sanitary sewer treatment plant and decommissioning the south plant and phase one of the DuPage River trail. With all of these initiatives having influence on the future of the riverfront, the Village realized it would be critical to have a vision and a plan in place to help guide the riverfront's preservation and enhancement.

In early 2006, the Village engaged Hitchcock Design Group to facilitate the development of a riverfront vision and plan based on input and guidance provided by representatives of the Village, Park District, and other community stakeholders. The visioning and planning process provided the Village the opportunity to collectively brainstorm and evaluate opportunities, build consensus and focus resources. The Vision Document was completed in May 2006 and the Village commissioned the work for the Master Plan Report that November. To accomplish this, Business Districts, Inc., Hey & Associates and Civiltech Engineering were added to the riverfront planning team.

PURPOSE

The purpose of the Riverfront Master Plan is to expand on the findings of the Vision Document to create policies, establish priorities, identify costs and provide implementation strategies that will preserve and enhance the downtown riverfront, all based on guidance provided by a variety of community stakeholders.

STUDY AREA

The project study area includes approximately two miles of the DuPage River extending from the Route 59 crossing south to the Renwick Road bridge. It resides entirely within the Park District's boundaries and mostly within the Village's except for a few unincorporated parcels west of the northern sanitary sewer treatment plant and south of Wallin Woods subdivision. The study was generally focused from the EJ&E railroad east to James Street and River Road south of Lockport Street, and to Main Street and Route 59 north of Lockport Street. The study extended beyond those boundaries in locations where it was necessary to coordinate with other planning efforts or public facilities.

APPROACH

At the end of 2006, the Village proceeded with the master planning process and commissioned HDG along with BDI, Hey & Associates, and Civiltech Engineering to develop a Master Plan Report for the Plainfield Riverfront. A steering committee, which included Trustee Jeffrey Dement, James F. Testin, Michael J. Schwarz, Greg Bott and Cameron Bettin, was retained to provide direction for the consultant team, represent the primary constituents, and coordinate with the public and special interest groups in the process. During the process there were over a dozen review meetings with the steering committee.

Plainfield already has a significant quantity of volunteer and special interest groups working toward common goals, each of these groups were solicited and involved on some level during the planning process including, but not limited to, the Chamber of Commerce, Plainfield Economic Partnership, MainStreet Plainfield Incorporated, Plainfield Historical Society, and a representative group from Plainfield's development, realtor, and business community.

The planning began with a series of meetings and interviews to obtain additional input from the Village and Park District, the general public and special interest groups to identify concerns and refine the vision and program. Additional data was obtained to better understand site conditions and traffic patterns, market conditions, regulatory influences, and other planning initiatives that would have impact on the riverfront. Based on these findings, a series of conceptual design alternatives, land uses and amenities were explored and a preliminary concept plan prepared. The preliminary plan was presented to the public, special interest groups and Village Board to gain additional input and direction for the final plan and provide the groundwork for an implementation strategy. The final plan and implementation strategy were presented to these same groups and then refined and developed into a Master Plan Report to provide a framework for policies and decisions regarding riverfront preservation and development. The process officially ended with a submittal of the master plan report to the Village Board in June 2007.

*Source: Village of Plainfield website.



Study Area and Site Context

Opportunity Analysis Summary

PHYSICAL CONDITIONS

Background information on the Plainfield riverfront was collected using a variety of methods, including site inventory and analysis, a review of existing plans and studies, research on property ownership and easement constraints, and meetings and interviews with public and private stakeholders.

Site Context

On the west side of the river, much of the land in the study area is already publicly held (belonging either to the Park District or the Village), including Mather Woods, Settlers Park, the north and south sanitary sewer treatment plants, Electric Park and Riverview Park. The parks provide public access to the riverfront, but Riverview Park is currently undeveloped and the other parks lack adequate visibility from nearby roadways. Electric Park was recently developed by the Park District and includes pathways, a gazebo and limited parking.

The south sanitary sewer treatment plant is expected to be abandoned when the Village expands the north plant. This land, which is adjacent to the ComEd utility corridor, will become available for other open space uses. There are plans for a future bicycle/pedestrian bridge crossing within the easement that will connect the existing bike path on the east side of the river to the planned DuPage River Trail on the west side of the river.

There are currently three vehicular river crossings in the study area—Illinois Route 59 (Division Street), U.S. Route 30 (Lockport Street), Illinois Route 126 (Main Street) and Renwick Road. Pedestrian access along and across the river is very limited, and is of poor quality where it does exist. There are plans to construct a pedestrian bridge just south of the U.S. Route 30 crossing and a new vehicular bridge for Renwick Road. The existing Renwick Road bridge would be converted to a bicycle/pedestrian bridge.

Needs include preserving scenic view corridors (particularly south of U.S. Route 30) and potentially acquiring or preserving undeveloped open space along the river. In addition, areas along the river with different degrees of erosion and bank stabilization will need to be addressed.

Circulation and Access

To improve vehicle circulation and pedestrian connectivity, the following four principles are recommended:

- 1) Provide pedestrian and bicycle connections between destination points along and across the river.
- 2) Provide connections to the planned DuPage River Trail and surrounding neighborhoods to increase access to the river and lessen the need for parking and reliance on vehicular transportation.
- 3) Create a series of “walkable” shorter loops between the downtown area and destination points further north and south.
- 4) Realign Main Street with James Street per the TENG Master Plan and Streetscape Design Plan for Downtown Plainfield and reclaim land within the downtown for new retail, offices, mixed use and/or housing that is adjacent to the river.

Historical Context

There are sites within and adjacent to the study area that have historical significance for the Village of Plainfield. Integrating these sites and their context into future plans for the study area will be an integral part of this process as the project moves forward. These sites provide opportunities to incorporate historical markers and other educational and informational components into Plainfield’s riverfront development. The Village of Plainfield has completed an “urban survey” of historical structures that has been reviewed and considered in the context of this plan. A few key structures are located within the riverfront study area, including the Streetcar Barn

Regulatory Influences

Most of the study area along the river consists of floodplain with a large amount of the area also in the floodway. The National Wetland Inventory Maps (NWI) indicated potential wetlands in a few locations of the study area. Several federal, state and local agencies have permitting authority over the study area, including the Army Corps of Engineers, Illinois Environmental Protection Agency (IEPA), Illinois Department of Natural Resources – Office of Water Resources (IDNR-OWR), Will County and the Village of Plainfield. Initiatives will have to be coordinated with these agencies as the project moves forward.

MARKET OVERVIEW

Plainfield is fortunate to have its attractive Downtown where commercial facades spanning decades of development present a pedestrian scale and offer opportunities for unique businesses that relieve the sameness of conventional shopping centers. New commercial development at the riverfront is an opportunity to build spaces that draw high volume retailers and that add vitality to the whole downtown. Modern office space at the riverfront would add employees that will increase the daytime market and build the sales volume of new and existing businesses. However, significant regulatory changes (including revisions to Village ordinances and remapping of floodplain and floodway limits) must occur before stores and restaurants are added at Plainfield’s riverfront. While those regulatory changes are considered, decisions about development of nearby property must retain the opportunity to move forward to implement this plan.

Plainfield’s appeal to retailers and restaurateurs comes from nearby prosperous markets that are growing rapidly. The nearly 3,000 people living within one-half mile of the downtown riverfront will easily access riverfront development as pedestrians or cyclists and therefore are expected to be very frequent riverfront visitors. For marketing purposes, the area within a ten-minute drive of Plainfield’s Downtown riverfront, including all of Plainfield and the half-mile pedestrian market, should generate approximately 80% of Downtown Plainfield businesses’ sales.

Commercial riverfront development matches the spending power of easily accessible markets well and therefore, once regulatory constraints are relieved, the riverfront is expected to attract significant developer interest. The key challenges will be supporting the assembly of developable parcels and encouraging timely improvement of parcels that ultimately will connect the existing downtown to this development. The historic Aurora, Joliet and Plainfield Railway Company Streetcar Barn is of particular importance to that process and a detailed study, necessary to determine how best to preserve the Streetcar Barn, should be initiated as quickly as possible.

STAKEHOLDER INPUT

There were a variety of methods utilized to engage the community in the planning process and collect input. These methods included:

- 1) Meetings with public officials and project stakeholders such as MainStreet Plainfield Incorporated, Plainfield Economic Partnership, Plainfield Chamber of Commerce, and the Plainfield Historical Society.
- 2) Interviews with a representative group of business owners, realtors, and land developers.
- 3) Four public open houses (two during the Vision Document phase and two during the Master Plan Report phase).
- 4) A project website on which meeting dates and progress reports were posted. An email address was also provided to provide a venue for direct contact.
- 5) Over a dozen meetings with the Steering Committee and Village staff.

The key comments received through this process included:

- 1) Improve pedestrian access across and along the river.
- 2) Improve vehicular access and circulation including considering an additional vehicular river crossing.
- 3) Minimize the impact to residential properties.
- 4) Maximize open space along the west side of the river, south of Lockport Street, and provide opportunities to interpret that areas historical context.
- 5) See action on improvements close to the downtown (central riverfront district).
- 6) Consider a separated grade crossing of the EJ&E railroad between the proposed South Park and Settlers Park.

VISION AND GOALS

Based on the findings of the opportunity analysis, the Village created a vision statement and identified specific goals for the riverfront. (opposite page).

PLAINFIELD'S RIVERFRONT VISION

The long-term vision is to create a unique, exciting and attractive riverfront corridor that links residents to the Village's history, geography, economy and culture in sustainable ways.

GOALS

- 1) Maintain the natural character of the river and use sustainable methods of development that support Plainfield's stewardship of the river and related natural resources.
- 2) Create an attraction that will be a destination, provide activities, for families, and people of all ages and be unique to Plainfield.
- 3) Provide for development and amenities that will spur economic growth.
- 4) Create an identity that is unique to Plainfield, builds upon the downtown character and recognizes Plainfield as a riverfront community.
- 5) Unify the historic urban core on the east side of the river with the expanded urban core on the west side.
- 6) Integrate the historical context into the riverfront improvements.
- 7) Allow the DuPage River Trail to work in conjunction with the riverfront, but maintain its own identity.

Strategic Approach: Summary

CONCEPT

The concept for the riverfront corridor embraces the vision and goals set forth in this plan and at the same time covers a diverse set of land uses, amenities and functions. The concept supports barrier free access of the riverfront, with special emphasis on the central riverfront district, where the overall connectivity between the riverfront, downtown (east and west sides) and its surrounding neighborhoods and the community is especially vital. The concept is also driven by the river corridor's site context, which includes existing land conditions, ecology, adjacent uses, market conditions and jurisdictional constraints.

NATURAL RESOURCES, RECREATION AND ECONOMIC DEVELOPMENT

All of these influences led to a number of recommendations tailored to specific sites within the study area. The riverfront in the central riverfront district will be comprised of a feature rich public park and an urban plaza with amenities that include a riverwalk promenade spanning both sides of the river and Lockport Street. In addition, there are other key redevelopment opportunities within the downtown core and along portions of the river's edge. North and south of the central riverfront district, the river corridor character changes, becoming predominately passive recreation, trails, conservation, and riverbank enhancement and access.

CONNECTIVITY

Connections are planned between the riverfront amenities/facilities and a number of other important community features. These include links to key trail systems, public service facilities (such as the Village Hall) and the planned future commuter rail facility. Proposed pedestrian crossings over the DuPage River will also provide key linkages. These connections achieve several goals, including safer pedestrian routes, unification of the west and east sides of a growing downtown, options for alternative modes of travel (which in turn reduces the reliance on vehicular transportation and lessens the need for parking) and support for the overall idea of creating a highly "walkable" community.

IMAGE AND IDENTITY

Plainfield has a rich history that the community embraces and that needs to be recognized in developing Plainfield's image and identify as a riverfront community. This identity can be strengthened at key access points and at the natural gateways created by the Illinois Route 59 and Lockport Street river crossings. Enhancements include strengthening the architectural features of the bridge structures and improving views of the riverfront.

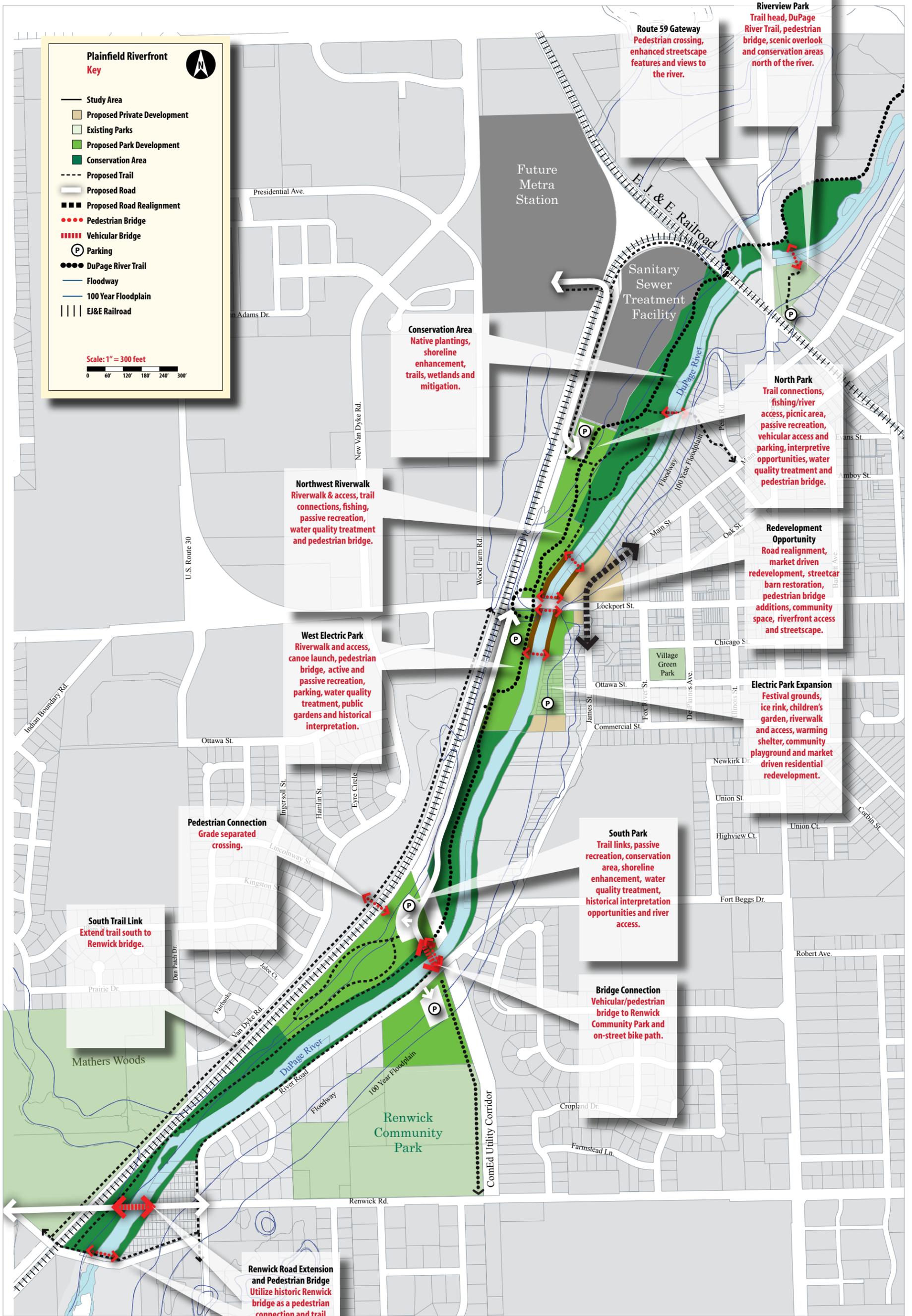
There are several historically significant sites and structures along the riverfront and within the downtown core area which are recognized in this plan. The concept promotes celebrating these sites and the community's history through interpretive features located at key locations along trails and within proposed public facilities and parks.

SUSTAINABILITY

The environmental, economic and social benefits of sustainable design have been widely acknowledged by those in the public and private sectors. Creating municipal programs that facilitate the community-wide application of sustainable design principles is regarded as a best management practice worthy of adoption. The Village should seize every opportunity to encourage riverfront enhancements that strive to attain LEED (Leadership in Energy and Environmental Design) standards and to incorporate other conservation best practices that protect natural resources.

To address these goals, this plan sets aside open space in key areas to accommodate floodplain and storm water management, and identifies natural landscaping and other best management practices for water quality treatment. The focus on pedestrian and bicycle connectivity provides opportunities for alternative transportation to lessen the reliance on vehicular travel. This in turn lessens the consumption of energy, production of pollution and quantity of pavement related to vehicular travel.

It is also strongly recommended that the Village consider alternative energy sources in the development of the riverfront, including site lighting and key recreational amenities.



Overall Plan

Strategic Approach: Central Riverfront District

The strategic approach for the downtown riverfront district focuses on 1) connecting the urban amenities of downtown with the recreational and social activities along the riverfront and 2) renewing the vitality of downtown as a community gathering place that links the east and west sides of downtown. The downtown riverfront district has been divided into quadrants, each of which has its own unique features and overall character.

MAIN STREET PLAZA

Commercial riverfront development will be positioned to tap the spending power of easily accessible markets and is expected to attract significant developer interest. However, this portion of the riverfront plan is one of the most challenging to implement for several reasons. The first is that there are a number of property owners in this area which adds to project's overall complexity. A second challenge is realigning Main Street. This key improvement would facilitate the market driven private redevelopment of properties to the west of a realigned Main Street. The realignment is dependent upon the jurisdictional transfer of IL 126 (Main Street) from I.D.O.T. to the Village. Once U.S. 30 (Lockport Street) is also transferred to the Village from I.D.O.T, new streetscape enhancements will help to set the stage for the revitalizing of the downtown and connecting it to the river via a new public plaza.

There are a number of implementation measures that need to take place prior to the physical improvements. Listed below and on the following pages are key recommendations of the plan.

1) Realign Main Street:

- Provides better through-traffic and a controlled intersection to alleviate safety concerns posed by the current alignment.
- Allows for better utilization of the property west of Main Street, creating the potential for redevelopment and a stronger connection to the riverfront.
- Provides the opportunity to redevelop the intersection and surrounding area into a highly walkable, pedestrian friendly environment.

2) Redevelop/restore properties:

- Creates the opportunities for property owners to redevelop their land and creates momentum for further redevelopment within the downtown.
- Creates opportunities for historical restoration and redevelopment of the Streetcar Barn building.
- Enhance the river's edge.
- Creates a continuous riverfront connection by placing a pathway under the bridge at Lockport Street.
- Strengthens the image and identity of downtown and the riverfront, and embraces the river as a public amenity.

3) Create a new public plaza:

- Provides a pedestrian friendly, informal gathering space in the heart of downtown.
- Creates an all season venue for cultural and civic events.
- Provides an ideal location for a new signature landmark structure that identifies the downtown core, draws interest to the river and becomes an focal point and icon for the riverfront and downtown.
- Creates a water feature that provides visual interest, softens traffic noise, controls the scale of the space and provides for interactive recreational opportunities.
- Helps to integrate new development to the north and east into a cohesive whole.

NORTHWEST RIVERWALK AND PARK

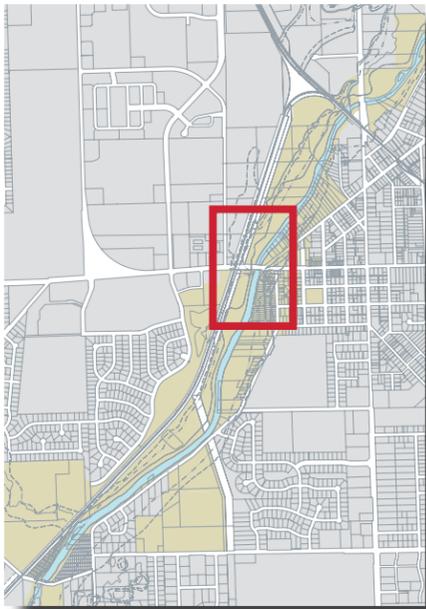
This portion of the riverfront will utilize the existing tree canopy and open spaces for conservation efforts that include reestablishing a prairie habitat. In addition, the Northwest Riverwalk and Park will connect to the DuPage River Trail, providing access to communities north and south of Plainfield. The following are key recommendations of the plan:

1) Riverwalk:

- Provide observation points and opportunities to access the water's edge.
- Connect to the DuPage River Trail and the south side of Lockport Street with an under-bridge connection.
- Provide a safe, pedestrian friendly walking loop on both sides of the river.

2) Conservation and Recreation Areas:

- Provide an opportunity for floodway/floodplain mitigation related to proposed floodway remapping efforts.
- Provide a unique and attractive setting within the downtown that is directly across from key redevelopment opportunities.
- Provide opportunities to restore the shoreline ecology. and wetlands
- Establish a prairie on the west side for habitat and water quality treatment.
- Provide open lawn areas for passive recreational activities.



Central Riverfront District



EAST AND WEST ELECTRIC PARK

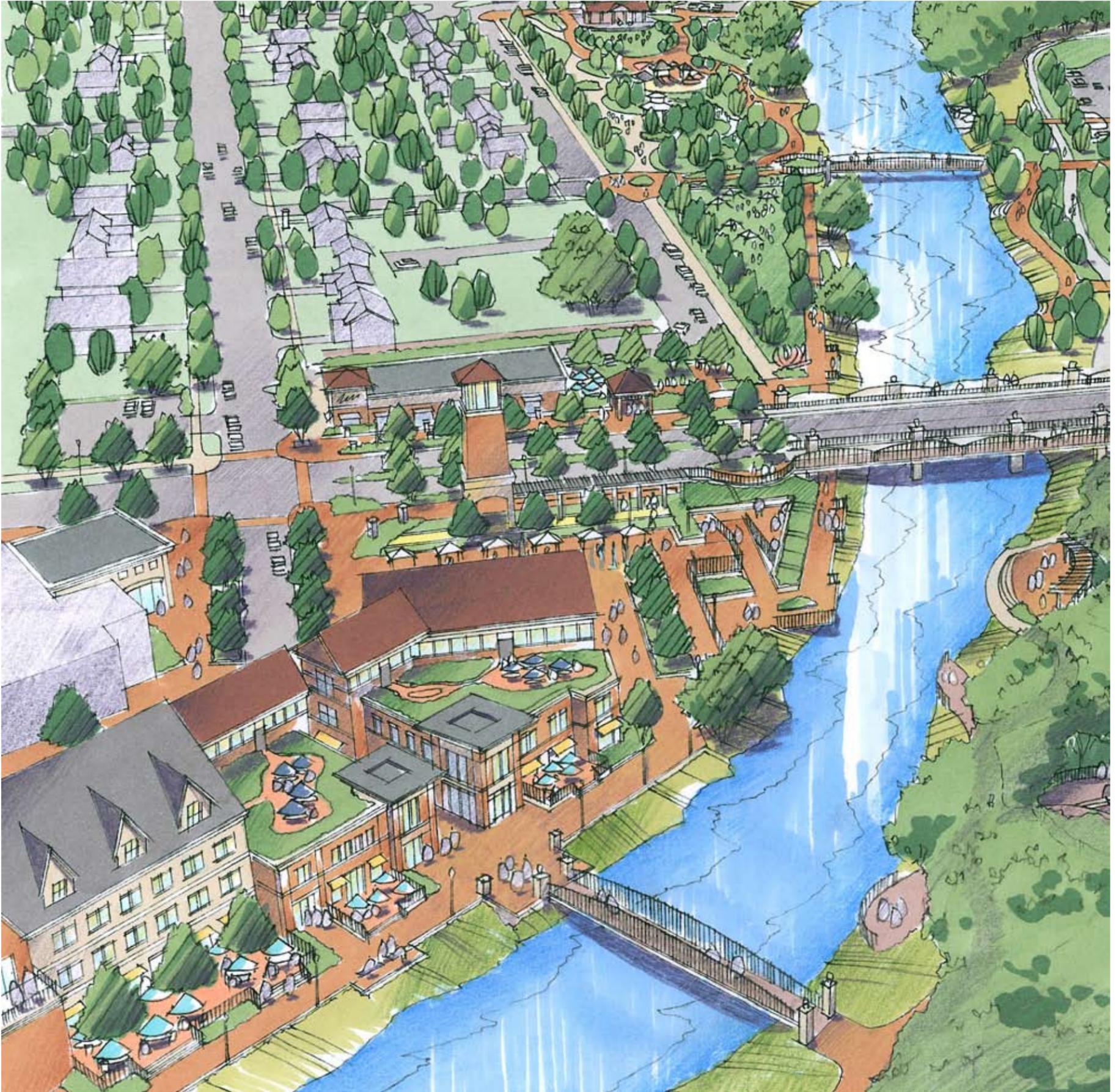
Historically, Electric Park was a regional draw because of its unique environment and recreational opportunities. Today, Electric Park has become a hidden open space adjacent to the heart of downtown. This is in part due to the nature of the development that has occurred around the park. Access is also an issue. This is especially true of the Village-owned properties on the west side of the DuPage River. In the design development of the park, it will be important to understand the flood patterns and what impact they could have on improvements. To re-engage and revitalize the park, access and visual cues must be provided from the most heavily traveled areas in the downtown. The following are key recommendations of the plan:

1) East Electric Park:

- Create gateway features on James Street that identify the presence of East Electric Park .
- Incorporate historical markers that outline the history of the park and its importance in the development of Plainfield.
- Create an icon that serves as the access point to and facilitates the grade change between the Lockport Street pedestrian bridge and the park.
- Support the commercial redevelopment of the property fronting Lockport Street that uses the park as an amenity.
- Provide street access along the park's eastern edge, connecting Vista Lane with the potential redevelopment of the Lockport Street property.
- Open up visual connections between Settler's Park and Electric Park by clearing some of the existing trees along the river edge and on the west side of the railroad tracks.
- Create a high quality riverwalk along the water's edge that allows for re-establishment of the shoreline and access to the water surface at key points.
- Provide open lawn area for larger festivals and events.
- Provide a pedestrian bridge on axis with Vista Lane that allows access to the west side of the river and creates a short walking loop to Lockport Street.
- Create a small children's park and gardens that utilizes the existing gazebo structure as a starting point for a path system specifically designed for children to learn.
- Create parallel parking on the west side of the street to provide convenient places to park.
- Provide a flexible, formal open space for small gatherings and a flexible structure as a backdrop and focal point for the north/south axis of the park that can be used as a skating rink and warming shelter during winter.
- Provide a parking area to accommodate smaller park gatherings, day-to-day use and a canoe launch.
- Encourage redevelopment of the parcels south of the park.
- Strengthen the visual and physical connections to Village Green Park through streetscape enhancements along Ottawa Street.

2) West Electric Park

- Provide right/left in and right out access off of Lockport Street that connects south to the proposed vehicular bridge at the South Park.
- Create a larger parking area to facilitate use of the park's west side and provide room to accommodate overflow parking from the east side of the park.
- Continue the DuPage River Trail path as a separated path from the pedestrian oriented riverwalk.
- Utilize and interpret the historical placements and features of the original Electric Park.
- Provide a canoe/kayak launch space that has vehicular access in close proximity.
- Create a garden space that references the original sunken gardens design.
- Create a high quality promenade along the water's edge that allows for re-establishment of the shoreline and access to the water surface at key points.
- Provide a connection to the east side via a pedestrian bridge that creates a short walking loop to Lockport Street and the east side of the park.



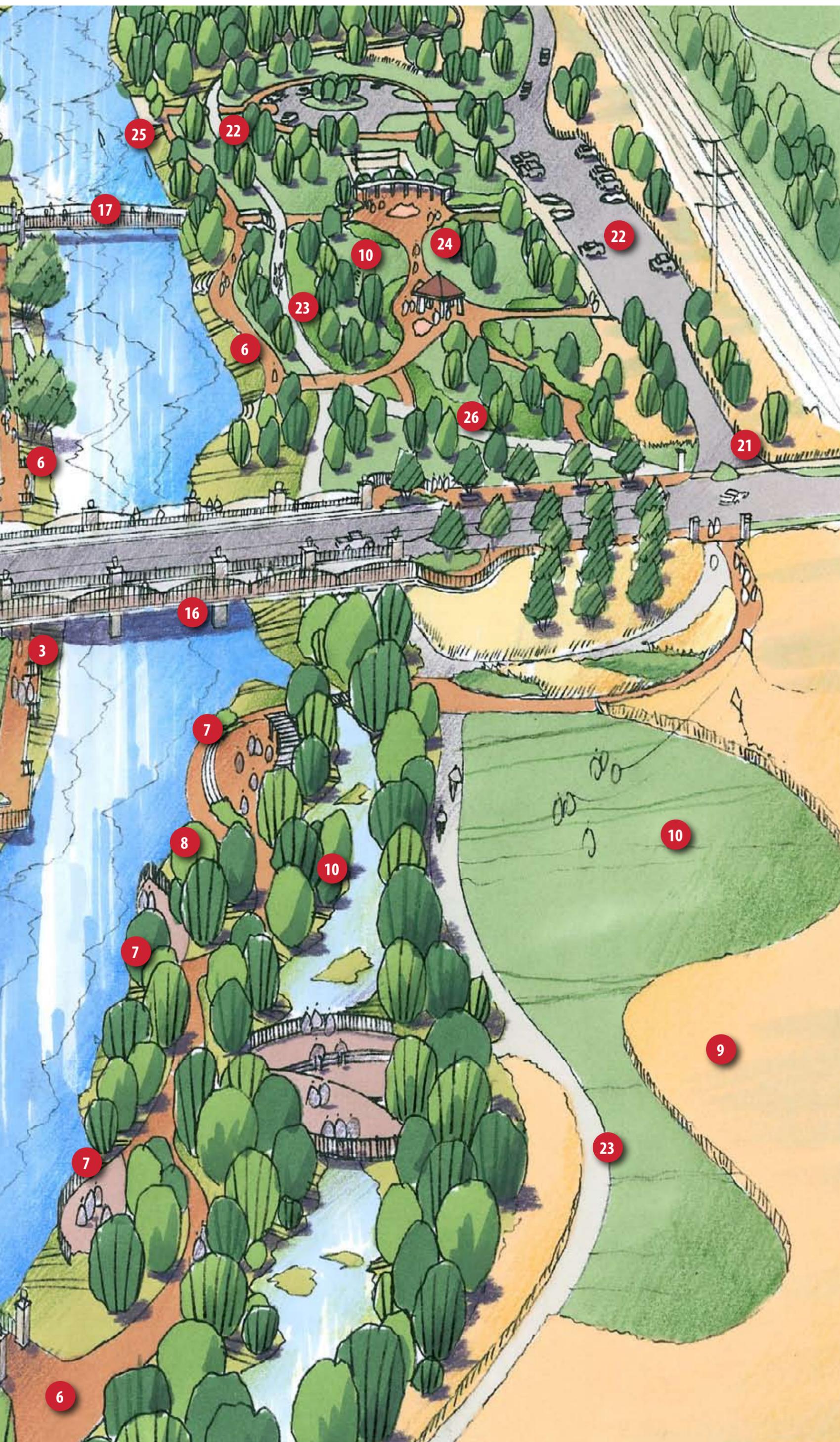
Above: View south towards the Lockport Street bridge. Private market driven redevelopment on the east side of the riverfront will bring downtown directly to the banks of the DuPage River. Note the pedestrian bridges north and south of the Lockport Street that link downtown to new parks on the west side of the river.

To turn this concept into reality, the existing floodplain and floodway limits must be remapped if possible, and other regulatory standards (such as stormwater management ordinances) must be amended to allow private redevelopment and other public investment.

- 1**
Realign Main Street
Street realignment provides a safer intersection with James Street, improves traffic flow, better utilizes properties west of Main and helps create a walkable, pedestrian friendly environment.
- 2**
Redevelop/Restore Properties
The image and identity of downtown are strengthened by restoring properties like the Streetcar Barn building and supporting market driven redevelopment near the Main Street/Lockport Street intersection.
- 3**
Create a Continuous Riverfront Connection
Placing a pathway under the Lockport Street bridge creates a continuous pedestrian connection along the riverfront.
- 4**
Create a New Public Plaza
A new public plaza on the riverfront provides an informal gathering space in the heart of downtown and all season venue for cultural and civic events.
- 5**
Create a Signature Downtown Landmark
The new public plaza provides an ideal location for a new signature landmark structure that identifies the downtown core area, draws interest to the river and becomes a focal point for the river and downtown.
- 6**
Riverwalk
A riverwalk connected by pedestrian bridges provides safe and convenient walking loops on both sides of the river.
- 7**
Observation Points
Observation points provide pedestrian access to river's edge.
- 8**
Shoreline Restoration
The new park provides opportunities to restore the DuPage River shoreline ecology.
- 9**
Establish Prairie
Establish a prairie on the west side for habitat and water quality treatment.
- 10**
Passive Recreation
Provide open lawn areas for passive recreational activities.
- 11**
Provide a Presence on James Street
Create gateway features at the Vista Lane entrances along James Street that identify the presence of East Electric Park.
- 12**
Historical Markers
Incorporate historical markers that highlight the history of Electric Park and its importance to the development of Plainfield.
- 13**
Create Landmark Icon
Create an icon that serves as an access point to East Electric Park and helps facilitate the grade change between the Lockport Street pedestrian bridge and the park.



Central Redevelopment District- View looking south at the Lockport Street bridge



- 14**
Support Lockport Street Redevelopment
Support the commercial redevelopment of property fronting Lockport Street using the park as an amenity.
- 15**
Provide Connections to Vista Lane
Provide street access along the park's eastern edge, connecting Vista Lane with commercial redevelopment along Lockport Street
- 16**
Enhance the Lockport Street Bridge Design
High quality design enhancements to the Lockport Street bridge enhances pedestrian safety, provides an appealing vista for riverfront visitors and strengthens downtown's image and identity.
- 17**
Pedestrian Bridge
Provide a pedestrian bridge on axis with Vista Lane that allows access to the west side of the river and creates a short walking loop from Lockport Street.
- 18**
Create a Children's Park and Gardens
Create a small children's park and gardens that incorporates the existing gazebo structure as a starting point for a path system specifically designed for children to learn.
- 19**
Create Parallel Parking
Create parallel parking on the west side of Vista Lane to provide convenient parking.
- 20**
Provide Flexible Open Space and Shelter
Provide a flexible, formal open space for small gatherings and a flexible structure that can be used as a skating rink and warming shelter during winter.
- 21**
Park Access
Provide right/left in and right out access off of Lockport Street that connects south to the proposed vehicular bridge at the South Park.
- 22**
Provide Convenient Parking
Create a larger parking area to facilitate use of the park's west side and provide room to accommodate overflow parking from the east side of the park.
- 23**
DuPage River Trail
Continue the DuPage River Trail as a separated path from the pedestrian oriented riverwalk.
- 24**
Utilize/Interpret the Original Electric Park
Utilize and interpret the historical placements and features of the original Electric Park.
- 25**
Provide a Canoe/Kayak Launch
Provide a canoe/kayak launch space that has vehicular access in close proximity.
- 26**
Reference the Original Sunken Gardens
Create a garden space that references the original sunken gardens design.

Existing Conditions



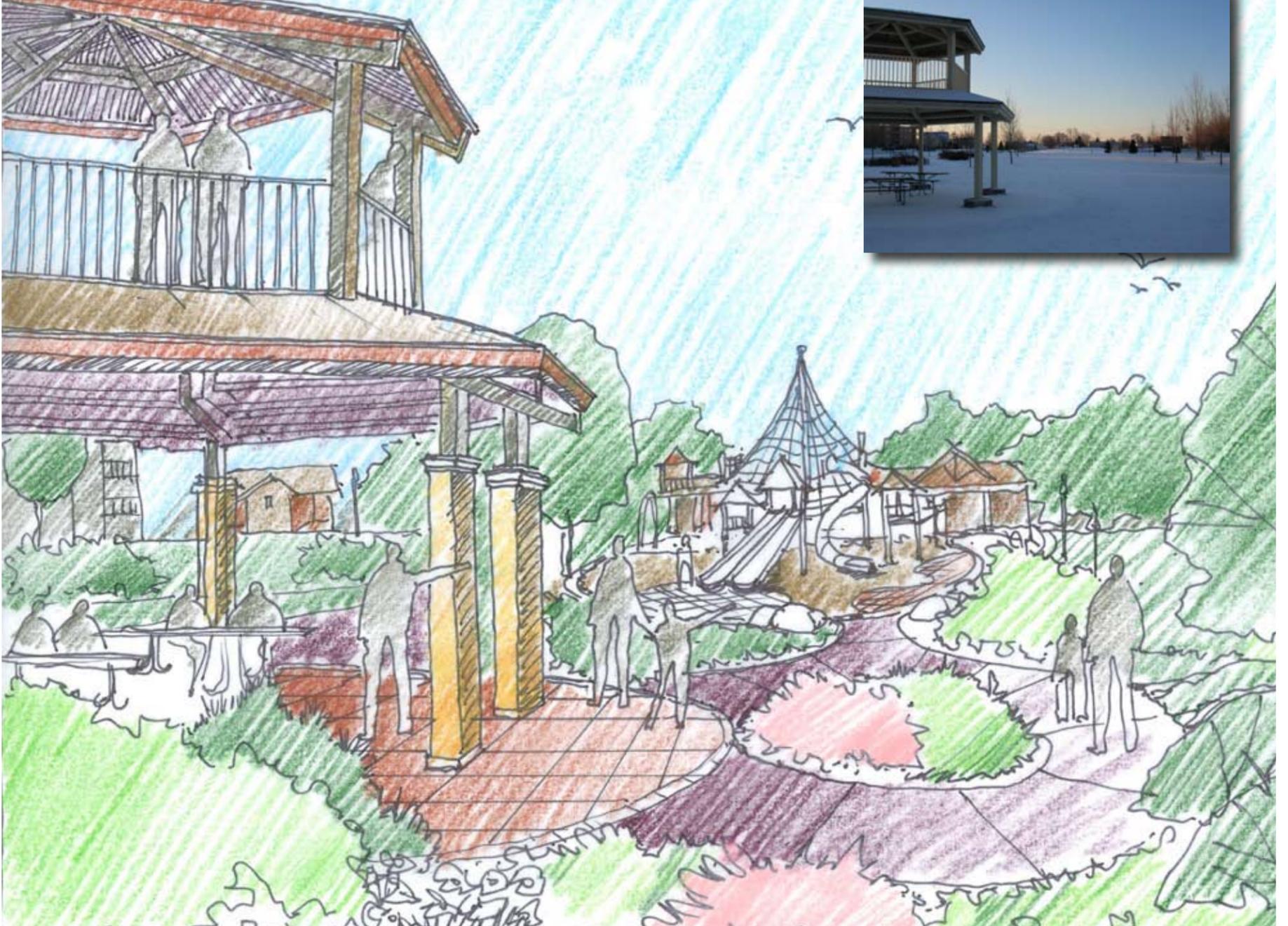
Recommended Approach



Existing Conditions



Recommended Approach



Recommended Approach



Facing Page, Top: View west from Lockport Street toward the Lockport Street bridge.

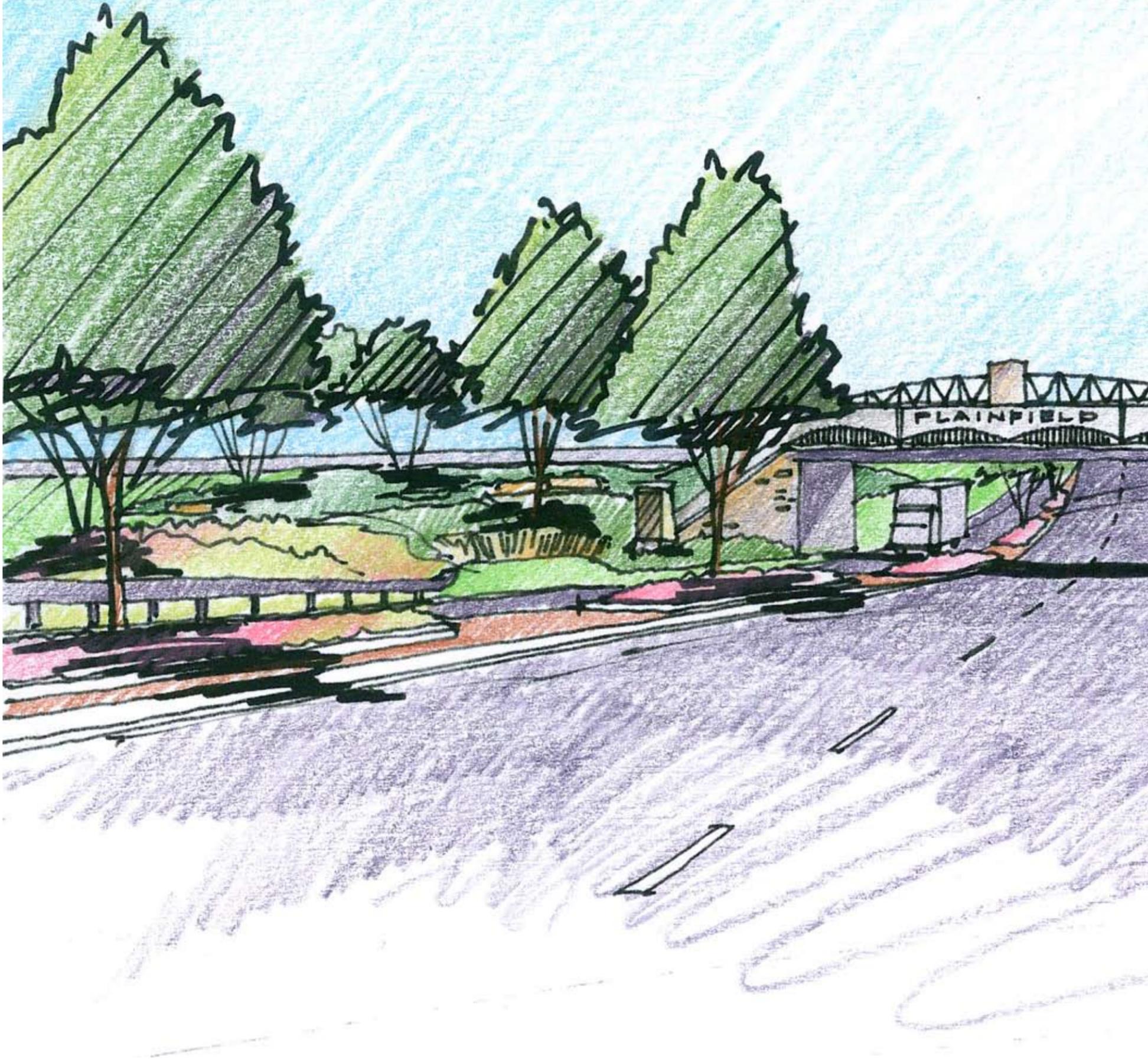
Facing Page, Bottom: View south of Electric Park on the east side of the river.

Above: View north toward the Lockport Street bridge from the pathway on the east side of the river.

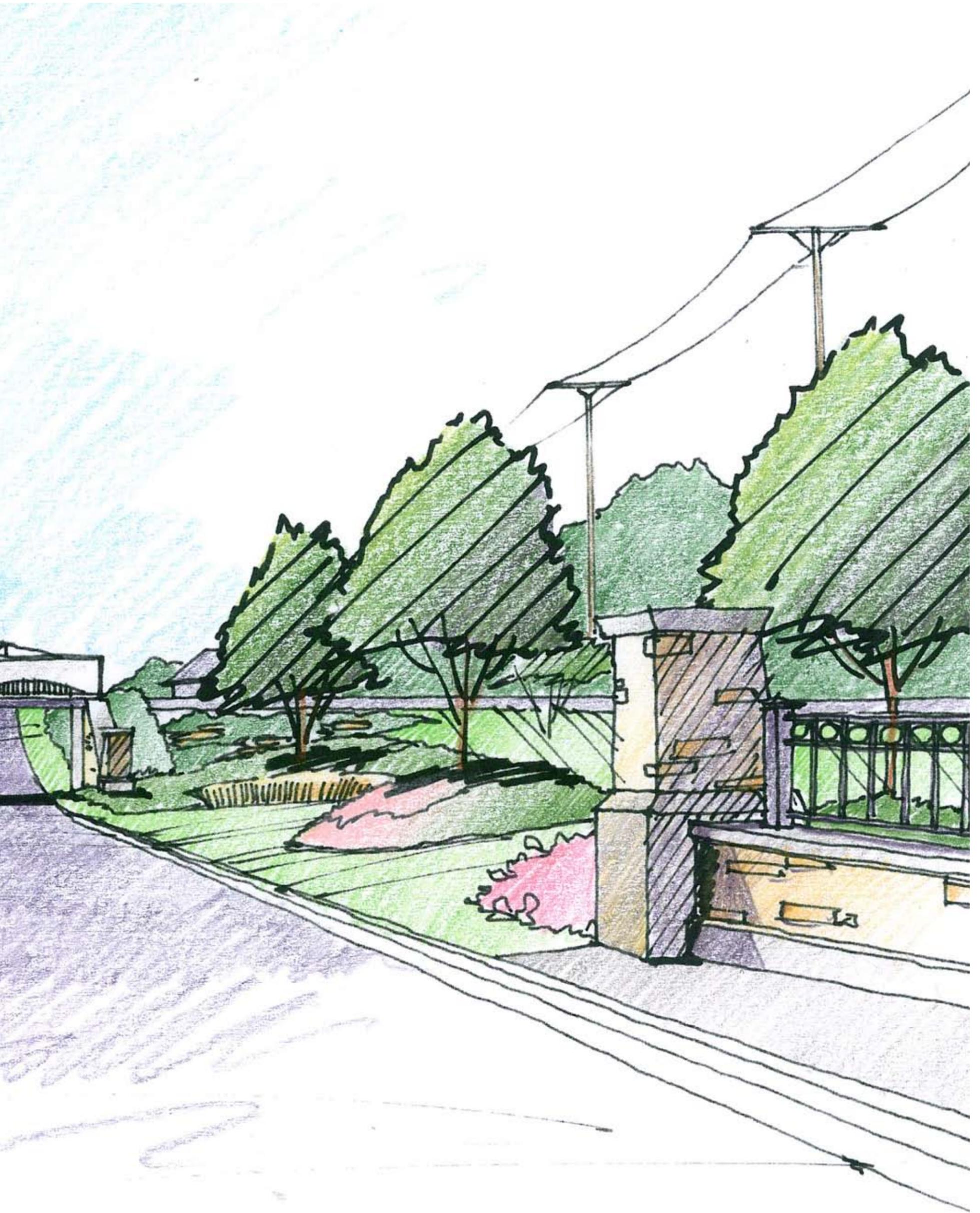


Recommended Approach

Existing Conditions



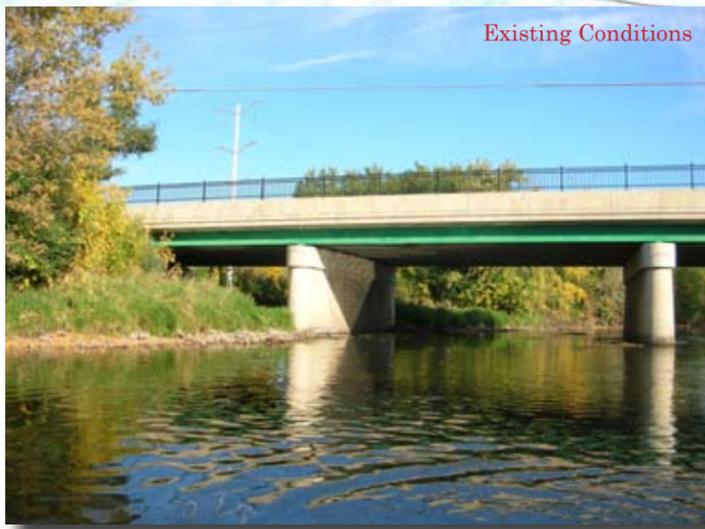
View south along Illinois Route 59. The railroad bridge north of downtown has been enhanced to serve as a gateway welcoming visitors.



Recommended Approach



View north toward the Lockport Street bridge. Enhancements to the design of the Lockport Street bridge are an integral part of the riverfront plan. Dedicated pedestrian pathways alongside the Lockport Street roadway link the east and west sides of the river (Note: The north and south sides of the Lockport Street bridge will have pedestrian pathways. Also note the left pathway underneath the bridge that connects the downtown core north of Lockport Street to Electric Park).



Recommended Approach



View east across the Lockport Street bridge towards the downtown core. Enhancements to the Lockport street bridge and signature architectural features located in the plaza on the northeast side of the bridge strengthen downtown Plainfield's image and identity.

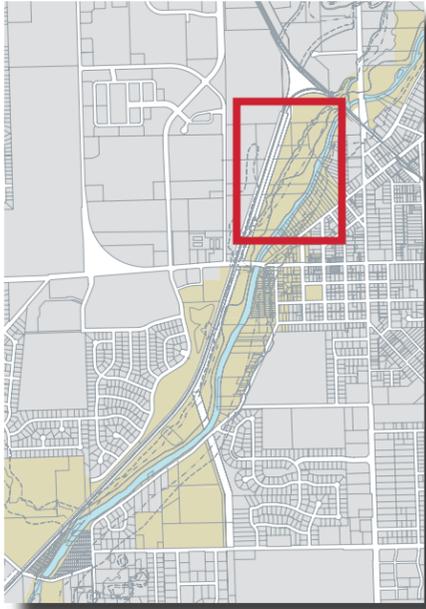
Existing Conditions



Strategic Approach: North Park

The Village of Plainfield owns a parcel directly south of the north sanitary sewer treatment plant. This area is well suited for passive recreational uses because of its proximity to existing infrastructure, adjacent residential neighborhoods, the planned DuPage River trail and the proposed commuter rail facility. The park's location immediately adjacent to the river and existing wetlands also makes it ideal for conservation enhancement efforts. The following are key recommendations of the plan:

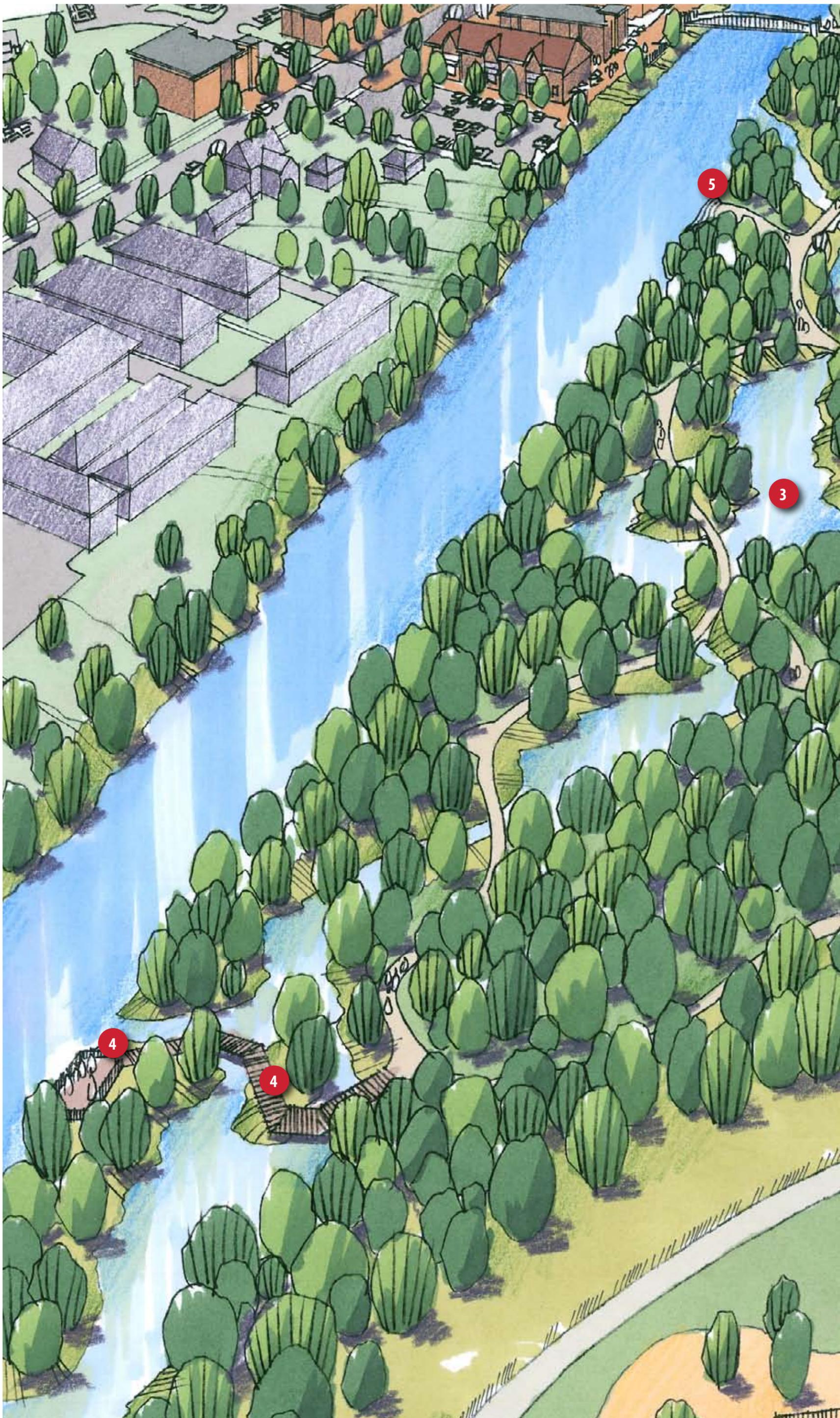
- Coordinate park planning and design with the DuPage River Trail and new sanitary sewer treatment plant expansion projects.
- Provide vehicular access and parking from the sanitary treatment plant access road. Access agreements will need to be coordinated with ComEd and the EJ&E Railroad.
- Enhance the existing wetlands and establish a prairie for habitat development, water quality treatment and potential floodway/floodplain mitigation needs.
- Provide an extensive boardwalk system within the wetlands area to provide educational and stewardship opportunities.
- Provide access to the river in key locations for fishing, canoeing/kayaking and other related activities.
- Provide an open lawn area, an open air shelter and other amenities that support picnicking and passive recreation.
- Develop a sculpted mound that serves as a location for sledding activities and a heightened observation/viewing area. The mound will have to be carefully located because of its proximity to floodplain/floodway boundaries and the attendant requirements.
- Develop a linear arboretum along the pedestrian pathways to help screen the ComEd utility corridor and the EJ&E Railroad.



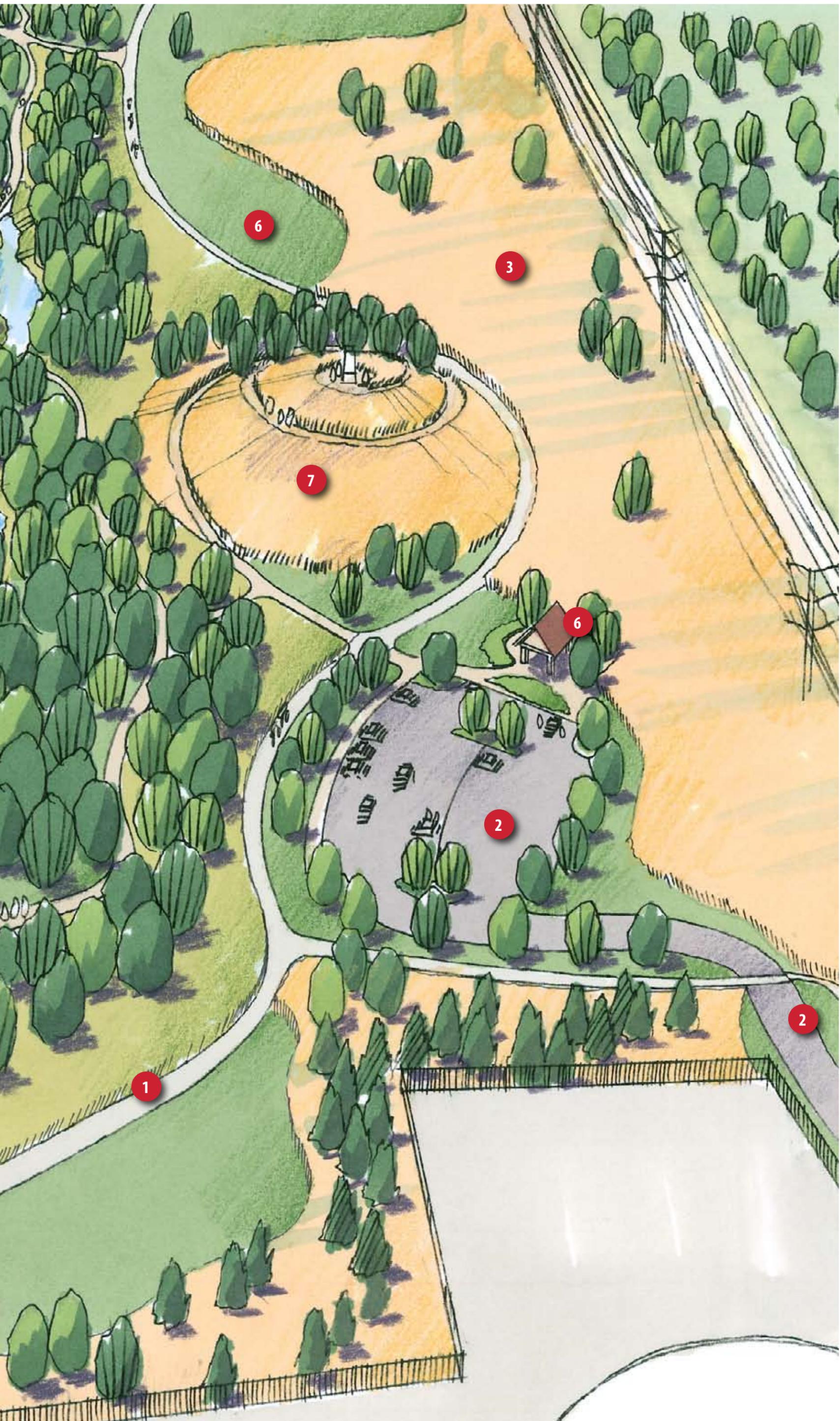
North Park



- 1 DuPage River Trail**
Coordinate park planning with the design of the DuPage River Trail and new sanitary sewer treatment plant.
- 2 Provide Access and Parking**
Provide vehicular access and parking from the new sanitary sewer treatment plant access road.
- 3 Enhance Wetlands, Create Prairie**
Enhance the existing wetlands and establish a prairie for habitat development, water quality treatment and floodway/floodplain mitigation.
- 4 Provide Boardwalk**
Provide an extensive boardwalk system within the wetlands area that features educational and stewardship opportunities.



View looking south from above the north sanitary sewer treatment plant. (Main Street visible at top left corner)



5
Provide River Access
Provide access to the river in key locations for fishing, canoeing/kayaking and other related activities.

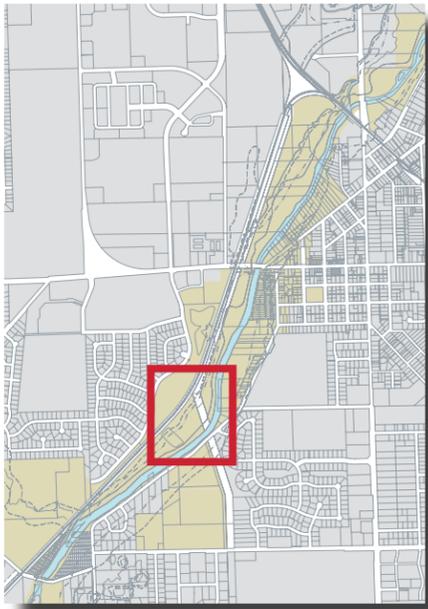
6
Provide Passive Recreational Amenities
Provide an open lawn, an open air shelter and support amenities for picnicking and passive recreation.

7
Develop a Sculpted Mound
Develop a sculpted mound that serves as a location for sledding activities and a heightened observation/viewing area.

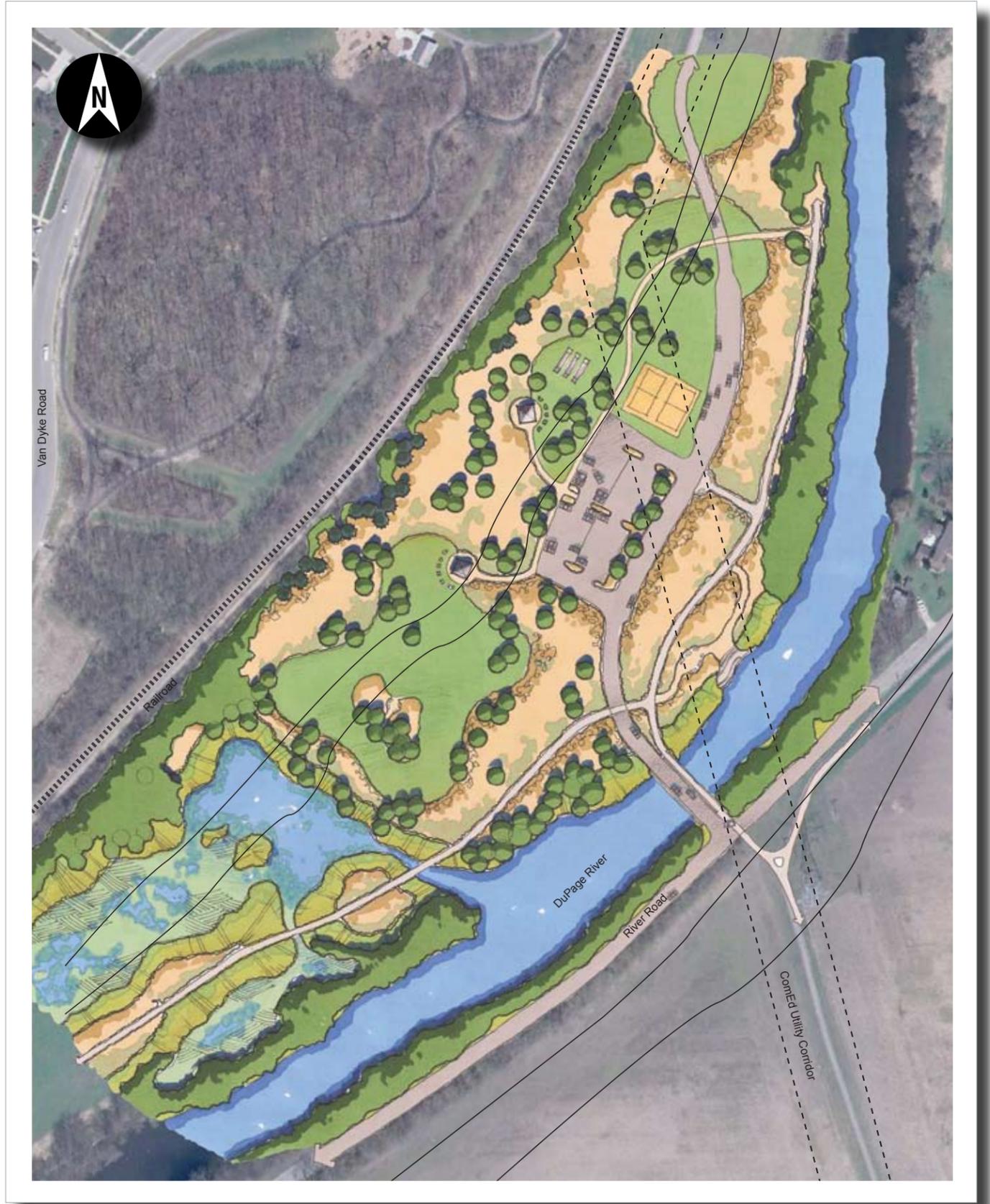
Strategic Approach: South Park

This is the site of an obsolete sanitary sewer treatment facility that will be decommissioned following expansion of the north plant. The South Park shares traits that are similar to those of the North Park site, making it well suited for passive recreational uses. The South Park has the potential to provide the community with amenities that are similar to those in North Park. The following are key recommendations of the plan:

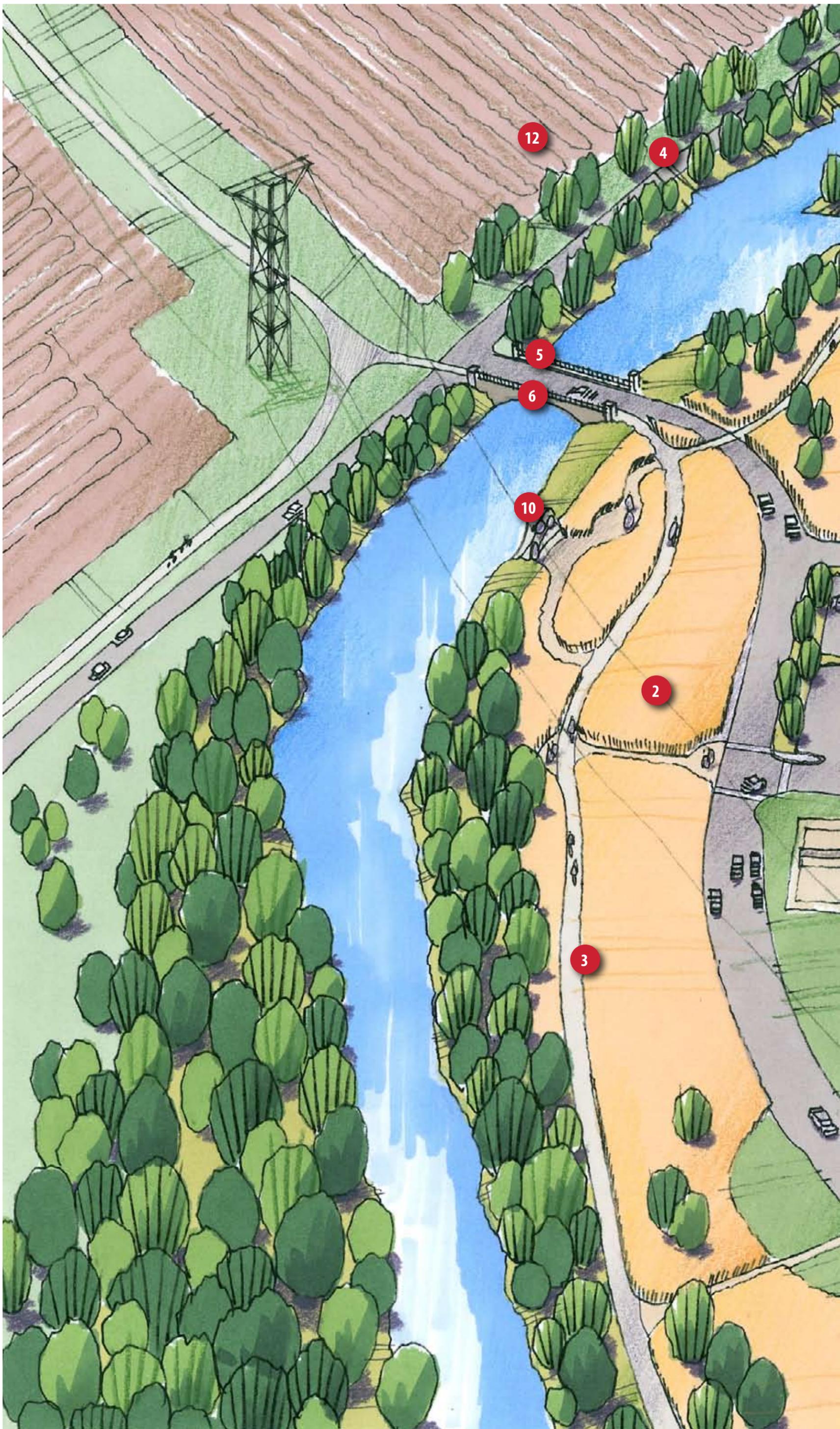
- Closely track the decommissioning and removal of the sanitary sewer treatment plant facility and identify potential environmental clean-up mitigation needs. Also, coordinate this planning with the recommended floodway remapping study to maximize the recreational use of the decommissioned site.
- Coordinate with ComEd to accommodate the requirements within their utility corridor.
- Coordinate park planning and design with the DuPage River Trail project.
- Provide vehicular access from Lockport Street through West Electric Park and parking that is sufficient to serve the South Park facility.
- Further study the feasibility of the proposed vehicular river crossing to River Road. This proposed crossing will create more efficient access to and from Plainfield's southern neighborhoods and lessen the amount of Lockport Street traffic caused by park visitors who use the South Park parking lot.
- Utilize the planned pedestrian/bike crossing for the DuPage River Trail to connect with Renwick Community Park.
- Extend a secondary trail from the DuPage River Trail southward along the west side of the river to the Renwick Road bridge.
- Enhance the existing wetlands and establish a prairie for habitat development, water quality treatment and potential floodway/floodplain mitigation needs.
- Provide an extensive board walk system within the wetland area that features educational and stewardship opportunities.
- Provide access to the river in key locations for fishing, canoeing/kayaking and other related activities.
- Provide an open lawn area, an open air shelter and other park amenities that support picnicking and passive recreation.
- Further study the feasibility of creating a grade separated pedestrian crossing of the railroad that provides a link to Settlers' Park and the adjacent neighborhoods.



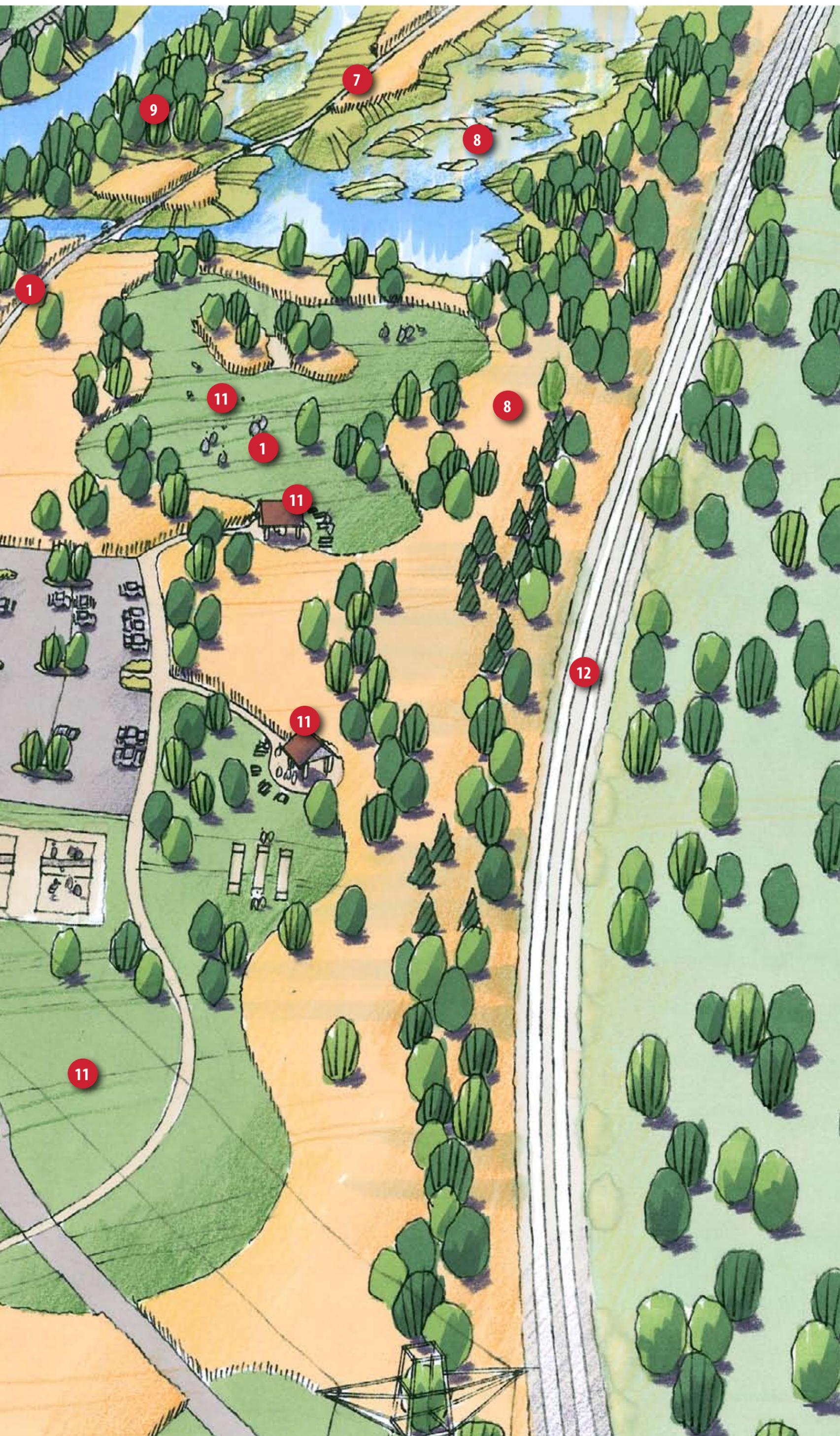
South Park



- 1**
Decommissioned Sanitary Sewer Treatment Facility
Identify potential environmental clean-up mitigation needs and coordinate planning with floodway remapping to maximize recreational use of decommissioned site.
- 2**
Coordinate with ComEd
Coordinate with ComEd to accommodate requirements within their utility corridor
- 3**
DuPage River Trail
Coordinate park planning and design with the DuPage River Trail project.
- 4**
Provide Vehicular Access
Provide vehicular access from Lockport Street through West Electric Park and parking that is sufficient to serve the South Park facility.
- 5**
River Road Vehicular Access
Further study the feasibility of the proposed vehicular river crossing to River Road.
- 6**
Pedestrian/Bike Crossing
Utilize the planned pedestrian/bike crossing for the DuPage River Trail to connect with Renwick Community Park.



View looking south



- 7**
Extend Trail
Extend a secondary trail from the DuPage River Trail southward along the west side of the river to the Renwick Road bridge.
- 8**
Enhance Wetlands, Establish Prairie
Enhance the existing wetlands and establish a prairie for habitat development, water quality treatment and potential floodway/floodplain mitigation needs.
- 9**
Provide Boardwalk
Provide an extensive boardwalk system within the wetlands area that features educational and stewardship opportunities.
- 10**
Provide River Access
Provide access to the river in key locations for fishing, canoeing/kayaking and other related activities.
- 11**
Provide Passive Recreational Amenities
Provide an open lawn, an open air shelter and support amenities for picnicking and passive recreation.
- 12**
Settlers' Park Link
Further study the feasibility of creating a grade separated pedestrian crossing of the railroad that provides a link to Settlers' Park and the adjacent neighborhoods.

Implementation: Action Plan

PROCESS SUMMARY

While the strategies described in this plan offer many opportunities to create an exciting riverfront environment, the quantity and complexity of the recommendations can appear to be daunting when viewed collectively. The key to successful implementation is to understand, up front, that the riverfront enhancements will be the product of incremental and continuous change over many years. It will vitally important for Village leadership to provide riverfront stakeholders and the community at large with information regarding overall objectives, goals and implementation progress on a regular basis.

ACTION PLAN

The Implementation Action Plan recommends a systematic series of actions that will advance the short-term opportunities and Master Plan vision. These actions include:

Public Policy

- Adopt the Master Plan as public policy.
- Confirm the Village's role in the implementation process, including planning/design/engineering, facilitation of private sector redevelopment, property assembly for private sector redevelopment, ownership/management/operations, developer recruitment and assistance, promotion and public relations.
- Confirm the structure and role of a riverfront commission in the master plan implementation, the ongoing oversight of the riverfront amenities and land holdings.
- Confirm and prioritize public improvement and development projects.
- Develop intergovernmental agreement(s) with the Park District for administration, ownership, funding, management and operations of the riverfront amenities and land holdings.
- Explore alternative strategies for acquisition, entitlement and management of land holdings required for private sector development projects.
- Explore alternative strategies for acquisition and easement agreements required for public improvement projects.
- Explore alternative strategies for zoning and ordinance adjustments required for both public and private sector development projects.
- Review current TIF district strategy and bonding ability. Explore potential adjustments to maximize value for Riverfront Master Plan improvement projects.
- Explore strategies for developer participation in designing, financing and constructing public improvements.
- Continually review and adjust the implementation strategy along the way to respond to opportunities and challenges.

Organization and Administration

- Maintain and expand the steering committee to assist with implementation of the master plan and development of a riverfront commission.
- Develop a riverfront commission with public and private sector representatives.
- Consider including representatives from various Village departments, Plainfield Park District, Plainfield Economic Partnership, Plainfield Chamber of Commerce, local realtors and business owners, the local development community and other local grass root organizations.
- Consider including representatives with experience in public relations, finance, planning and development, administration and community leadership.
- Develop a riverfront foundation that can accept donations toward the riverfront improvements and management.
- Explore potential sub-committees to assist the riverfront commission with financing, planning and design, public relations and donor recognition and management and operations.
- Regularly communicate with other Village and Park District departments and staff to coordinate funding, planning, and construction activities.

Financing and Funding

- Explore opportunities from Village, Park District, State, and Federal funding mechanisms.
- Develop a strategy for fund raising and to secure donations toward public projects.
- Identify grants that may be available for specialized public improvement projects including OSLAD/LWCF, ITEP, Conservation 2000, IDNR Bikeway Program, IDNR Urban Forestry Program, IEPA 319 Clean Lakes, Illinois Clean Energy Foundation and others.
- Explore opportunities for private sector development and redevelopment including criteria for developer assistance.
- Develop and administer a financing plan that balances funding sources and expenditures.
- Develop a 5-year capital improvement plan that addresses the short-term goals and consulting needs of the master plan.
- Implement TIF District changes identified as part of public policy actions.

Public Relations

- Regularly communicate with the public regarding planned improvements, opportunities to obtain information and provide input, construction and development activities and promotional events.
- Regularly communicate with special interest groups regarding the same.
- Coordinate activities and planning with the press, advertising, promotions and events.
- Develop marketing and outreach publications.

Public Improvements

- Identify the cost and character of public infrastructure and amenity projects that will serve as a catalyst for private sector support and investment, business recruitment and public support.
- Focus on projects that will provide high quality public spaces, riverfront access and connectivity, especially within the core riverfront and downtown area.
- Coordinate with the Park District to facilitate planning, design and construction of public improvements related to the DuPage River Trail development and Electric Park expansion.

Planning, Design and Engineering

- Identify and plan for consulting needs to assist with budgeting, planning, design, permitting and construction for development projects.
- Develop design guidelines to establish standards, character and guide decision making on development projects.
- Conduct further detailed studies for key projects and issues to address riverbank stabilization, natural area quality, floodway, wetland, traffic and parking concerns.
- Plan for infrastructure improvements to support the public amenities and development projects.
- Coordinate preparation of critical data for development projects such as site assessment, topographic surveys, soil analysis, hydraulic analysis and wetland delineations.
- Coordinate the planning, design and engineering for the development projects.

Permitting and Construction

- Communicate with jurisdictional agencies early in the planning process to identify development and permitting requirements.
- Facilitate permitting with appropriate jurisdictional agencies.
- Determine and facilitate appropriate construction delivery method for each project (construction manager, general contractor, developer assistance)
- Coordinate construction with public relations, operational and promotional activities.

Development and Redevelopment (private sector initiatives)

- Further identify the market support for the appropriate type of development and redevelopment.
- Facilitate private sector initiatives and improvements with existing owners and tenants—especially historical recognition and redevelopment opportunities for the Streetcar Barn building.
- Actively qualify and recruit appropriate developers.
- Facilitate redevelopment between existing property owners and developers.
- Facilitate acquisition and entitlement between existing property owners and developers.

Related Initiatives

Coordinate funding, planning, design, engineering, permitting and construction activities with other initiatives including:

- Routes 126 and 30 realignment and the subsequent re-alignment of Main Street—consider property entitlement, acquisition and redevelopment opportunities that align with these goals.
- Renwick Road bridge extension—consider the relationship of separation and connectivity with planned riverfront trails and pedestrian spaces in the engineering of the bridge and roadway. Coordinate the aesthetic treatment of the bridge carefully with the character of the riverfront improvements and identity.
- North sanitary sewer treatment plant expansion and south plant abandonment—Coordinate this work with planned adjacent public improvements, DuPage River Trail development and floodway study activities.
- Lockport Streetscape enhancements.—coordinate the aesthetic treatment with the character of the riverfront improvements and identity. Consider the pedestrian connectivity from the downtown to the riverfront and vehicular connectivity to riverfront amenities.
- DuPage River Trail development—coordinate the planning, design, engineering and construction of this work with adjacent public improvements.

Implementation: Catalyst Projects

It's important to identify projects that can be implemented shortly following the adoption of this master plan to maintain momentum, show the Village's commitment to the riverfront and engage interest from the private sector to spur the progress of development and redevelopment opportunities. There are also critical planning efforts that need to be addressed to ensure that the required information is in place as other projects develop.

The catalyst projects recommended in this plan have been selected based upon the following criteria:

- 1) Currently a public land holding.
- 2) Within the core area of the riverfront and downtown with high visibility.
- 3) Parallels other current planning efforts.

We recommend the Village moves forward with three specific planning, design, and engineering projects in 2007:

- 1) The northwest section of the riverwalk; or
- 2) Lockport Street south pedestrian bridge; and
- 3) Floodway remapping study and application; and
- 4) Wetland delineation for the study area river corridor.

The design and engineering phase of these projects should then be used to assist the Village in identifying potential construction costs and determining a funding strategy to begin construction in 2008.

Northwest Riverwalk

The northwest riverwalk will need to be coordinated with the planning of the DuPage River Trail with consideration to future bridge connections as proposed in this plan, and will also require delineation of wetlands, topographic surveying, and soil boring analysis in addition to design and engineering requirements. A substantial portion of the site is within the floodplain and floodway and appropriate measures will need to be taken to coordinate with the Army Corps of Engineers (ACOE) for wetlands and waters of the U.S. and the Illinois Department of Natural Resources (IDNR) for floodplain and floodway.

Lockport Street South Pedestrian Bridge

The Village recently conducted design and engineering for a prefabricated pedestrian bridge south of Lockport Street. This project has been a priority for the community. Construction has been delayed due to land acquisition and easement issues. That delay has created an opportunity to set a standard with this project and develop a custom bridge crossing with high quality aesthetics that represents the identity of the downtown and riverfront as well as creates high quality public spaces and connectivity to the downtown and riverfront on both ends.

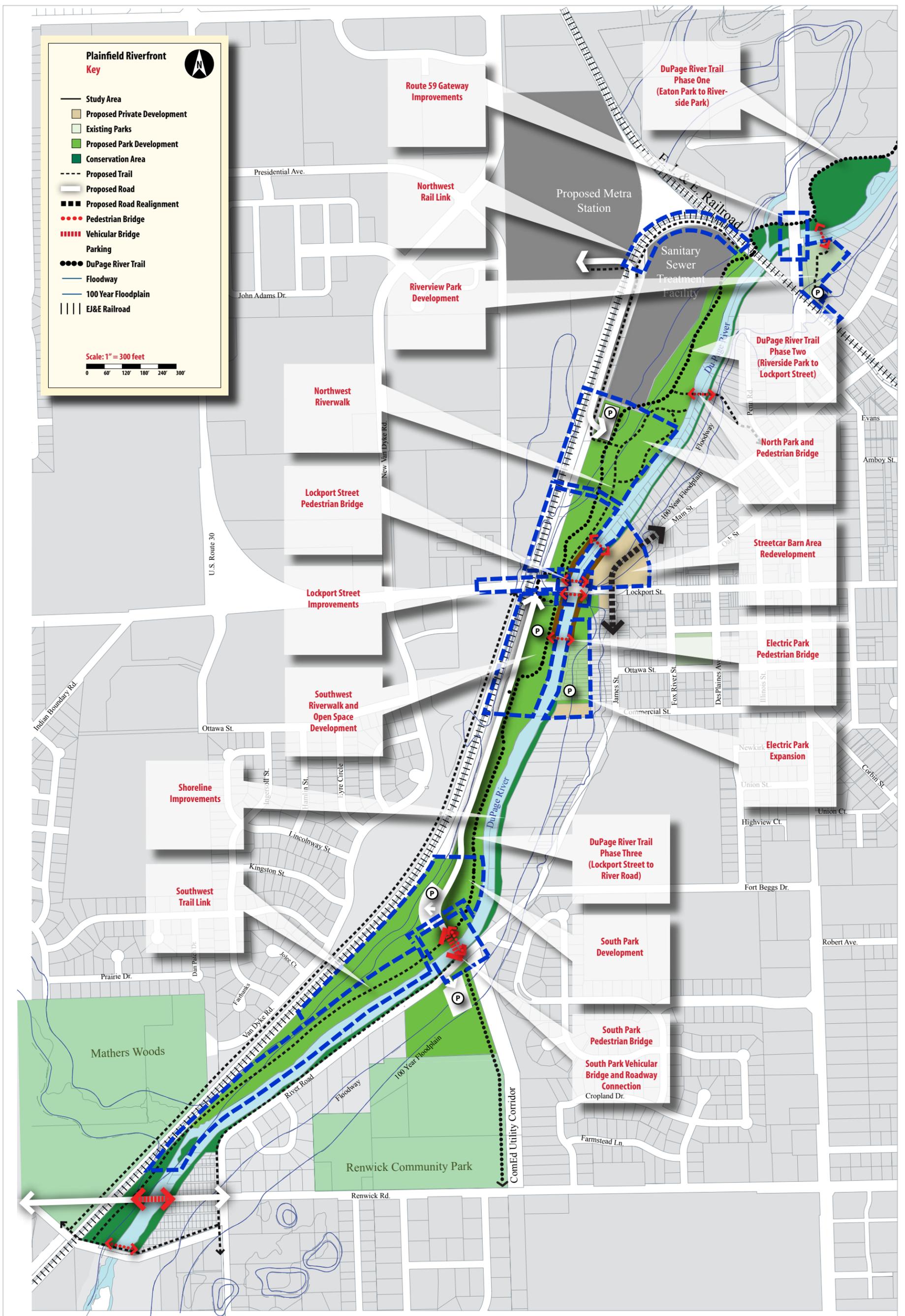
This project will require coordination with IDOT for right-of-way requirement, and ACOE and IDNR due to floodplain, floodway, wetland and waters of the U.S. impacts. Additional surveying and soil boring data may also be required. The Village will also need to finalize the necessary easement and/or acquisitions required for the bridge connections.

Floodway Remapping Study

The northeast section of the riverwalk and proposed adjacent redevelopment will require the floodway to be remapped in this location for those improvements to go forward as planned. A study should be performed for the entire riverfront corridor to identify feasible adjustments to the floodway that will benefit implementation of the proposed improvements. Following completion of the feasibility study, the Village should proceed with the remapping process.

Wetland Delineation

There are potential wetlands along the riverfront that will need to be delineated along with a jurisdictional delineation request to the ACOE. This study will be required to define the wetland boundaries within the study area and determine potential impact, requirements and mitigation strategies for current and future public improvement projects.



Short Term Opportunities Plan

Implementation: Short-term Opportunities

SHORT-TERM OPPORTUNITIES

Riverfront projects are usually complex undertakings that require long lead times to implement because of the jurisdictional requirements of multiple regulatory agencies. It is therefore desirable to begin establishing the groundwork for improvements as quickly as possible. Below is a list of initiatives for the years 2007-2010.

2007	Start	Complete	Assigned
1) Adopt the master plan as policy.			
2) Establish intergovernmental agreements.			
3) Establish a riverfront commission.			
4) Establish a funding and phasing strategy.			
5) Establish an acquisition and entitlement strategy.			
6) Implement planning, design and engineering for catalyst projects.			
7) Develop access agreements with ComEd and the EJ&E railroad for North Park access.			
8) Develop access agreements with adjacent property owners for the Lockport Street south bridge connections.			
9) Review and adjust critical ordinances and policies so that proposed riverfront improvements align with county requirements, including storm water detention requirements.			
10) Facilitate private sector redevelopment planning and historical restoration for the Streetcar Barn building.			

2008	Start	Complete	Assigned
1) Develop design guidelines for private and public riverfront improvements.			
2) Confirm and implement TIF district adjustments.			
3) Establish access agreements for the North Park pedestrian bridge.			
4) Conduct a parking study to address current and future needs for planned riverfront improvements and the downtown.			
5) Conduct a traffic study to address current and future needs for Lockport Street, planned riverfront improvements and river crossings.			
6) Implement planning, design and engineering for the southwest section of the riverwalk.			
7) Implement permitting and construction for the catalyst projects.			
8) Coordinate with the Plainfield Park District on the implementation of the DuPage River Trail Phase One.			

2009	Start	Complete	Assigned
1) Implement planning for the North Park and pedestrian bridge.			
2) Implement planning, design, and engineering for Electric Park Expansion and pedestrian bridge.			
3) Implement permitting and construction for the southwest section of the riverwalk.			
4) Coordinate with the Plainfield Park District on the implementation of the DuPage River Trail Phase Two.			

2010	Start	Complete	Assigned
1) Implement planning for the South Park and vehicular bridge.			
2) Implement design and engineering for the North Park and pedestrian bridge.			
3) Implement permitting and construction of Electric Park expansion and pedestrian bridge.			
4) Coordinate with the Plainfield Park District on the implementation of the DuPage River Trail Phase Three.			

Other Opportunities

There are a number of initiatives that are in various stages of planning that will have an impact of the riverfront. These projects require close monitoring to ensure they align with the goals and objectives of riverfront plan.

	Start	Complete	Assigned
1) Construction of the North Park and pedestrian bridge.			
2) Design, engineering, permitting and construction of the South Park and vehicular bridge.			
3) Shoreline and natural area improvements and management.			
4) Route 59 gateway improvements.			
5) Northwest trail link.			
6) Southwest trail link.			
7) Riverfront plaza development.			
8) Main Street re-alignment and enhancements.			

Appendix A: Market Overview

Plainfield is fortunate to have an attractive downtown that includes a variety of commercial building(s) that span decades of development. These vintage structures have a pleasing pedestrian scale and floor space well suited for unique businesses that contrast with the uniformity that national retailers typically bring to contemporary shopping centers.

New commercial development at the riverfront is an opportunity to build spaces that draw high volume retailers that add vitality to the whole downtown. In addition, modern office space at the riverfront will add employees that will increase the daytime market and build the sales volume of new and existing businesses. As other sections of this report detail, significant regulatory changes must occur before stores and restaurants are added at Plainfield's riverfront. As those regulatory changes are considered, shorter-term decisions about the development of nearby property must ensure that key elements of the plan can be implemented as opportunities avail themselves in the future.

Plainfield's appeal to retailers and restaurateurs comes from nearby prosperous markets that are growing rapidly. This table illustrates the characteristics of markets likely to shop in Downtown Plainfield's riverfront development.

	0.5 Miles	Plainfield	10 Minutes Drive Time
Population	2,815	33,769	151,793
Households	1,108	10,826	48,201
Total Population Median Age	32.04	32.0	31.1
Median Household Income	\$74,892	\$92,879	\$84,796
Household Average Income	\$73,766	\$93,823	\$87,670
% Households with Children	43.1%	52.2%	51.7%
Total Employees	1,396	5,636	22,910
Total Retail Expenditure	\$27,649,993	\$318,970,801	\$1,350,783,323

Demographic data © 2006 by Experian/Applied Geographic Solutions, BDI adjustment based on 2005 Special Census.

The nearly 3,000 people who live within one-half mile of the riverfront can easily reach riverfront destinations and amenities as pedestrians or cyclists, and should therefore be expected to be very frequent downtown riverfront visitors. The community as a whole should feel an affiliation with and sense of ownership of their riverfront, and should be encouraged to use recreational amenities and attend community events as frequently as possible.

For marketing purposes, the area within a ten-minute drive of Plainfield's riverfront and including all of Plainfield and the half-mile pedestrian market should generate 80% of Downtown Plainfield businesses' sales. The \$1.3 billion currently spent by this target market promises to be very appealing to a variety of stores and restaurants. For sales at the new and redeveloped riverfront stores and restaurants to capture just one per cent of the ten-minute drive time market, it will require approximately 42,000 square feet of new space (\$13,000,000 divided by \$400 is approximately 80% of 42,000).

Design requirements associated with the riverfront plan will create new spaces built to quality standards that can only be supported by rents much higher than the rents in vintage Downtown Plainfield spaces. Consequently, new riverfront commercial space is not likely to attract existing Downtown Plainfield tenants. Rather, it will bring new businesses with high volumes that allow for higher rents, which will in turn bring new customers that add to the vitality of the whole downtown. It is also expected that the riverfront development will offer upper story office space that adds the spending power of new employees to the whole downtown market.

Commercial riverfront development in downtown Plainfield will be well positioned to tap the spending power of easily accessible markets once regulatory constraints are resolved. The riverfront is expected to attract significant developer interest. The key challenges will be supporting the assembly of developable parcels and encouraging timely improvement of parcels that ultimately will connect the existing downtown to riverfront development. The Historic Streetcar Barn is of particular importance to this process. Although the Riverfront Master Plan proposes redevelopment of the Streetcar Barn as a key element of community focus, more detailed study is necessary to determine how best to preserve and revitalize the structure. There is no need to delay this study because the roadway and floodway issues that will slow the progress of other commercial riverfront development will not affect this building.

Appendix B:

Regulatory Summary

JURISDICTIONAL AGENCIES

The jurisdictional agencies that will likely be responsible for review and permitting of the project include:

The Illinois Department of Natural Resources

- *Office of Water Resources (IDNR/OWR)*
Floodway Permitting
- *Division of Resource Review & Coordination*
Threatened and endangered state species and potentially wetland review under the Interagency Wetland Policy Act (IWPA) if there is state funding or state passed through funding.
- *The U.S. Army Corps of Engineers (ACOE)*
Wetlands and Waters of the U.S.
- *Will County*
At present it does not appear that Will County will have jurisdiction over any aspect of the project. While Will County has a county-wide stormwater management ordinance, the Village's ordinance is more stringent and thus takes precedence.
- *Village of Plainfield*
The Village of Plainfield will generally regulate all development activities including areas within the flood fringe of the DuPage River, stormwater detention, soil erosion and sediment control. The Village also has a Lowland Conservancy Overlay District (Section 4-10-6-1 of the Subdivision Code) that will further govern development activities adjacent to floodplains, streams, wetlands and depressional areas. Typically, a special use permit will be required for activities allowed within the District.
- *The Illinois Environmental Protection Agency*
Water quality certification, stormwater discharge permit, permits for potable water and sanitary sewer extensions.
- *The Illinois Historic Preservation Agency*
Specific review of projects that fall under state and federal reviews. General sign-off required for all projects.
- *Will County Soil and Water Conservation District*
Soil erosion and sediment control review.
- *U.S. Fish and Wildlife Service*
Threatened and endangered federal species.

Detention Requirements

Stormwater storage will be required for development activities such that the rate of discharge from the development area is controlled and does not exceed 0.04 cfs/acre for the 2-year 24-hour storm event and 0.15 cfs/acre for the 100-year 24-hour storm event.

Wetland Impact Requirements

ACOE permitting is proposed to be under several different Regional Permits, but project may require an Individual Permit.

ACOE wetland impacts over 0.10-acre and to low quality wetlands will need to be mitigated at a ratio of 1.5:1. ACOE wetland impacts to high quality wetlands will need to be mitigated at a minimum ratio of 3:1.

If IDNR wetland review required under the Interagency Wetland Policy Act (IWPA, where state or federal funds passed through the state are utilized), all wetland impacts will need to be mitigated at a minimum ratio of 1:1 and most likely 2:1. If review by IDNR under IWPA is required, wetland permit application for the ACOE can be used.

Floodplain Requirements

The DuPage River has a regulatory floodway designated. Those areas that lie within the floodplain but outside of the floodway are considered to be in the flood fringe. Development in the flood fringe is permissible. Any fill placed in the flood fringe will require compensatory cut at a ratio of 1.5:1 cut to fill.

The lowest habitable floor for any new building proposed within the flood fringe are needs to typically be two (2) feet above the base flood (100-year) elevation.

Floodway Requirements

Development of appropriate uses within the floodway is permissible. The list of appropriate uses is found within Section 800.0 of the Village's Subdivision Code. New buildings are typically not an appropriate use within the floodway.

While IDNR-OWR has designated permit authority to the Village for minor floodway construction activities, any Village project will require review and approval by IDNR-OWR.

Many activities will require project specific hydraulic analysis to demonstrate compliance with state and federal floodway guidelines.

Some minor projects may be permitted under the IDNR-OWR regional permit program.

IDNR-OWR

A pre-application meeting with IDNR-OWR was held on January 25, 2006.

In general, proposed bridge crossings and anything other than minor fills will require hydraulic analyses minor increases in flood elevations due to activities in the floodway are permissible up to:

Bridges: 0.1 (0.14)
Other: 0.0 (0.04)

Compensatory storage will be required for floodway fill at a ratio of 1:1 cut to fill. Note that this is superseded by the Villages requirement of 1.5:1. It is desirable, although not necessarily mandatory that compensatory storage for floodway fill be provided in the affected stream reach. Compensatory storage in the flood fringe for fills in the floodway is acceptable with Village concurrence and some form of agreement with IDNR.

Remapping the floodway based on a more detailed assessment of existing conditions is acceptable.

It is possible to rebuild an existing building in the floodway provided the location is the same and the enclosed area below flood elevation is unchanged. New buildings in new locations may not be built in the floodway.

IDNR has delegated permitting for minor floodway construction activities to the Village. However, the Village may not permit floodway activities for Village projects, thus permit authority reverts to IDNR.

Army Corp of Engineers (ACOE)

The master plan projects have been submitted to the ACOE and a pre-application meeting was conducted. Since the project is proposed to develop over several years, the projects cannot be submitted as a single and complete project for Corp's review. Each project will need to be submitted as a separate project for a Regional Permit, which will most likely be a Regional Permit 2 Recreation. If a project cannot be designed to meet the Regional Permit Program, then it will have to be submitted as an Individual Permit. A wetland delineation report will need to be completed and submitted to the ACOE for a written wetland jurisdictional determination and wetland boundary concurrence. The written jurisdictional determination/boundary concurrence letter is valid for five years. The DuPage River is considered jurisdictional to the ACOE, but not navigable, so Section 10 permits will not be required. If spanning the river with bridges has no impact on wetlands, then a request for a letter of no objection will need to be submitted to the ACOE.

County

Telephone correspondence with Will County as well as a review of their and Village regulations would indicate that Will County does not have regulatory authority over any project that falls within the Village's boundaries.

Village

Village requirements have been noted above. Recommendations for further activities related to specific requirements of the Village ordinances are described in the next section.

STRATEGIES AND RECOMMENDATIONS

Further Planning Initiatives

Further planning initiatives might include:

- 1) Undertake floodway remapping to facilitate commercial and residential redevelopment.
- 2) Perform a wetland delineation and obtain a Jurisdictional Determination from the ACOE. This would facilitate planning efforts related to providing wetland mitigation within the project boundaries.
- 3) Initiate hydraulic studies to identify potential fatal flaws (e.g. projects that result in unacceptable flood elevation changes) and to identify means to mitigate.
- 4) Ascertain the possibility for a Redevelopment Overlay District as a means to address stormwater detention, floodplain compensatory storage and Lowland Conservancy Overlay District requirements.

Stormwater Detention

Under the countywide Will County Stormwater Management Ordinance, stormwater storage is not required for projects that meet a minimum requirement for river frontage (Paragraph 200.3). The ordinance also allows for fee-in-lieu of detention for certain projects (Article 13). The Village's ordinance is more strict on these matters. The Village may wish to explore revising their ordinance to align with the County's ordinance on these matters.

Wetland Impacts

Wetland impacts should be avoided and minimized where practicable. Ways to mitigate within the project area should be evaluated before off-site mitigation options are pursued.

Floodplain Compensatory Storage

Under the countywide Will County Stormwater Management Ordinance, compensatory storage is required a ratio of 1:1 cut to fill. The Village may wish to explore revising their ordinance to align with the County's ordinance on this matter.

Floodway Impacts

- 1) Under the IDNR-OWR's Part 3708 Rules for Floodway Construction, compensatory storage is required a ratio of 1:1 cut to fill. The Village may wish to explore revising their ordinance to align with the IDNR-OWR's regulations on this matter.
- 2) Undertake hydraulic studies as referenced under Further Planning Initiatives.

Lowland Conservancy Overlay District

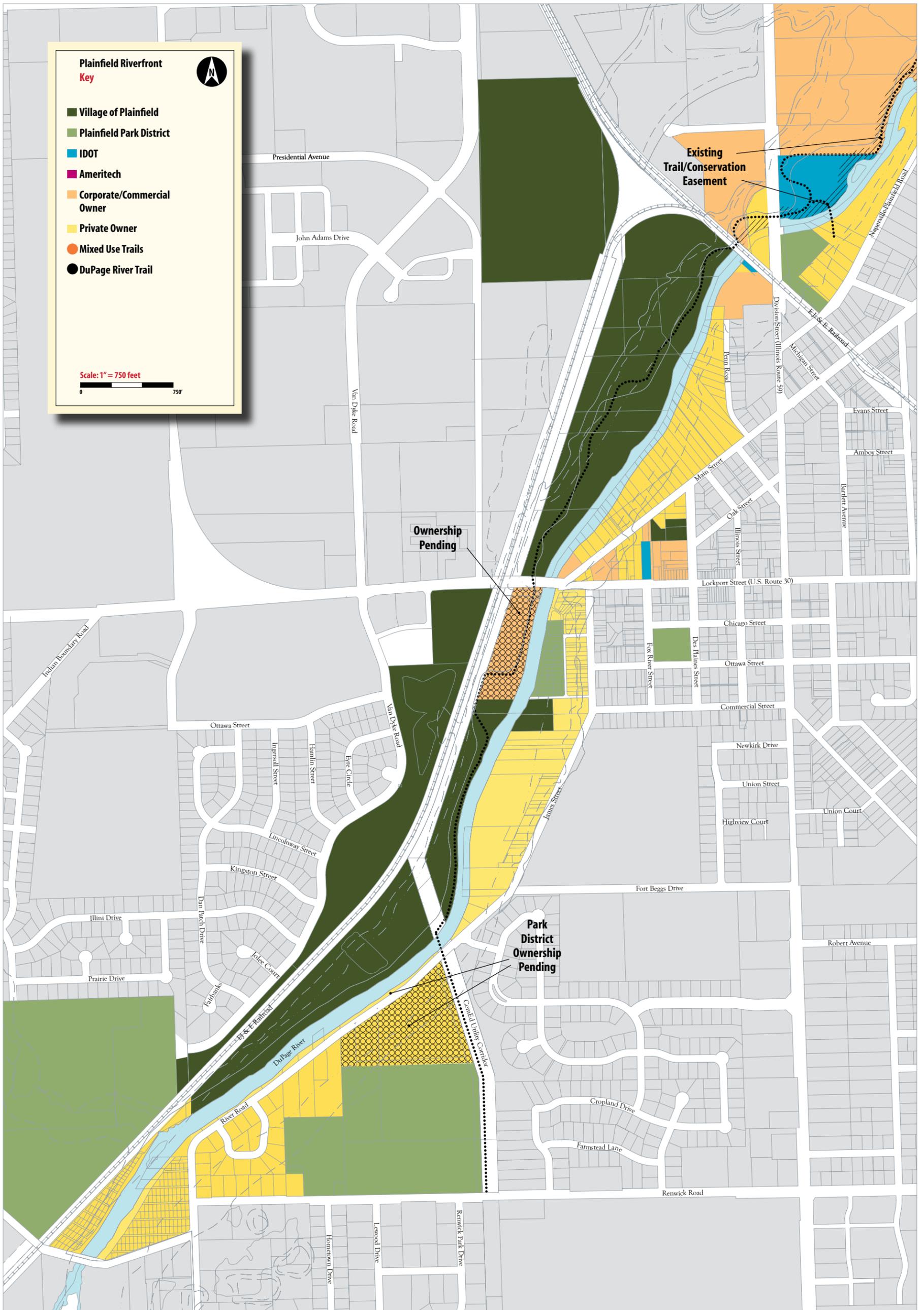
Activities within 75 feet of streams and wetlands, or within depression areas of floodplains are strictly regulated. Many, but not all of the proposed Master Plan elements are permissible within the overlay district with a Special Use Permit. The Master Plan should be presented to the Village for review relative to permitting under the Lowland Conservancy Overlay District, and to ascertain the need for a variance.

Permitting

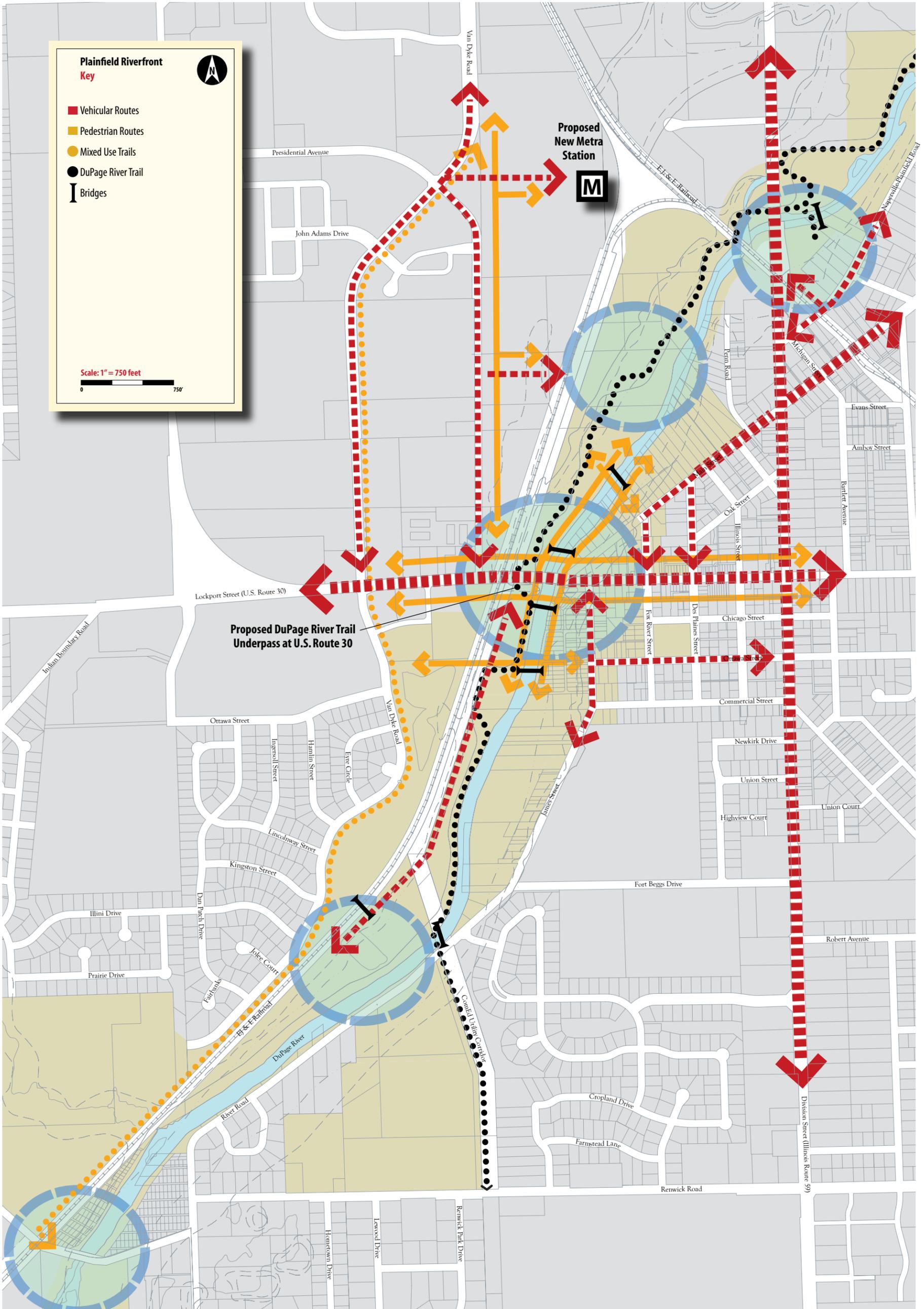
Have a pre-application meeting for each individual project with the ACOE to discuss impacts to waters of the U.S., determine if IDNR review under IWPA (Interagency Wetland Policy Act) is required. Confirm buffer requirements.

Develop the project plans to better identify potential impacts (wetlands, hydraulics, floodplain fills, stormwater detention), to solidify permitting requirements and to make any associated adjustments to the plan.

Appendix D: Land Ownership



Appendix E: Circulation



Appendix F: Electric Park Historical Photos



View of Lincoln Highway bridge, looking northeasterly from the west bank of the DuPage River at the former Electric Park site, circa 1935.



View of the Mary Lee paddlewheel excursion boat at the Public Boathouse along the east bank of the DuPage River at Electric Park, looking northeasterly with the separate streetcar and horse-and-carriage bridges in the background, circa 1906.



View of Lincoln Highway bridge, looking west on Lockport Road, circa 1940.



View of the stone dam and auditorium at Electric Park, looking northwesterly, circa 1910.



View of the Streetcar Barn on Lockport Street in Plainfield, circa 1907.



View of the Louisiana streetcar (a luxury parlor car built for the officials of the St. Louis Car Company for the 1904 St. Louis World's Fair) after put into service on the Aurora, Plainfield & Joliet Railroad lines, circa 1906.



View of the east bank of Electric Park, looking northeasterly towards the band gazebo, circa 1906.



View of the footbridge and auditorium at Electric Park taken from the public restaurant and dining hall deck, looking southwesterly, circa 1915.

