

**Village of Plainfield Strategic Plan 2018**  
**Action Item Update**  
**March 17, 2016**

**Transportation/Community Connections Action Items**

***Action Item: Continue to foster regular project design and implementation plans in conjunction with the other agencies of our region.***

*Staff participated in quarterly meetings with representatives from neighboring communities during the past year. At these meetings, discussions regarding regional transportation planning occurred. Follow-up meetings are scheduled in 2016.*

***Action Item: Formulate a “Complete Streets” Plan that allows for comfortable and safe pedestrian and bike connections.***

*The residents, Village Board, Staff, and **Teska Associates, Inc.** have worked together to create a Complete Streets Policy that includes examples of improvements that could be utilized within our community. This policy was adopted by the Village Board.*

It is anticipated that during 2015 and 2016, temporary traffic calming improvements will be installed along a section of Meadow Lane and traffic data will be collected in an effort to determine the effectiveness of these temporary improvements. This data will be shared with the Village Board and public to help determine the potential design of permanent improvements.

On June 24, 2015, the Village facilitated a meeting with residents that live along Meadow Lane, just south of 127<sup>th</sup> Street. The purpose of this meeting was to outline plans for the installation of temporary traffic calming measures along Meadow Lane. On August 13, the Village installed traffic delineators at the intersection of Pastoral/Meadow (establishing a traffic circle) and Pavilion/Meadow (establishing intersection curb extensions). Additional pavement marking indicating “25 MPH SLOW” was also completed along Meadow Lane. Public comments have been recorded and the traffic study has been completed. **All of the temporary traffic calming delineators were removed in September 2015.**

**At the December 14, 2015 Committee of the Whole Workshop, Staff provided an overview of the traffic study data that was collected in the area with the temporary traffic calming measures. The study indicated that the average vehicle traveled 3-5 miles slower when the calming measures were installed. Additionally, most vehicles traveled at speeds between 25 and 30 miles per hour and excessive speeding did not appear to be an issue within this area.**

**During the summer of 2016, we are planning to complete two additional traffic calming studies along Meadow Lane, in the Liberty Grove and Whispering Creek Subdivisions. We anticipate that the temporary delineators will be utilized to simulate various configurations. Public outreach will be an important part of this process. The traffic study data will be presented to the Village Board in late 2016 and funding for permanent improvements could be budgeted, if the Board would like to pursue the project.**

**Action Item: Continue involvement in the I-55 Interchange Expansion Design.**

*The Village has been working with IDOT, Bolingbrook, Romeoville, and the Community Advisory Group (CAG) regarding the potential expansion of the I-55 Interchanges at Route 126 and at Airport/Lockport Street. V3 Engineering has developed several designs based on input provided by each agency that has jurisdiction over these projects. V3 Engineering has been directed to complete the Phase 1 Design for the project.*

On October 3, 2014, IDOT hosted a meeting with representatives of Romeoville, Bolingbrook, and Plainfield and we collectively reviewed five possible options for the expansion of the I-55 Interchange at Route 126. IDOT expressed concerns related to the project's ability to gain environmental clearances for most of the proposed configurations. IDOT encouraged the group to create plans that avoid the wetlands. V3 will create updated options based on IDOT's comments.

On July 1, 2015, the Village participated in a NEPA (National Environmental Policy Act) 404 Merger Meeting in Chicago. At the meeting, the State and Federal Environmental Agencies provided "concurrence" regarding two alternatives for a future interchange at I-55 and Lockport Street and three alternatives for an expanded full interchange at I-55 and Route 126. V3 will now start on the Phase 1 Engineering Design work.

On December 11, 2015, IDOT hosted a joint meeting with representatives from Bolingbrook, Romeoville, and Plainfield. At the meeting projected traffic volumes for each interchange alternative were reviewed and discussed. While IDOT forwarded the idea of connecting the Route 126 Interchange to Budler Road, Romeoville was not in favor of this proposal. It was also mentioned that the Lockport Street Bypass could be reconfigured, or eliminated, to save money but we insisted that this bypass must be completed if the Airport Road Interchange is to be constructed. IDOT expressed some general concerns regarding funding availability for both interchanges. V3 Engineering will update the possible interchange options based on comments made at this meeting.

**Action Item: Work closely with IDOT to support the expansion of the existing Route 30 & I-55 ramps and the reconstruction and expansion of the Route 30 turn lanes.**

*The construction of this \$2.6M improvement project started during the summer of 2014 and is expected to be completed by the fall of 2015. Once completed, this improvement will reduce traffic congestion and improve safety at this location.*

This project is substantially complete. However, the new traffic signals will not be fully integrated with the other Route 30 signals until the reconstruction of Route 30, north of the interchange, is completed.

**Action Item: Work closely with IDOT to support the utility upgrades, reconstruction, and expansion of Route 30 from Route 59 to I-55.**

In March 2015, IDOT awarded a \$21M contract for the reconstruction and expansion of Route 30. A new 5-lane section will be constructed between I-55 and Renwick Road and a 3-lane section will be constructed from Renwick Road to Route 59. New pedestrian walkways and transportation safety improvements will be provided within this corridor that are consistent with the Village's overall Strategic and Transportation Plans.

During several stages of construction, traffic patterns will change causing added congestion within this area. In 2015, the utility companies **completed the relocation of** their facilities to make way for an improved drainage system and a wider roadway. The project is expected to be completed by summer 2017.

Before this project started, the Village Board expressed concerns to IDOT regarding cut-through traffic that may impact the residents that live along McClellan and along the roadways that feed into the Lily Cache and Frontage Roadway networks. While IDOT has indicated that they will provide additional signage and message boards outside of this construction zone to deter motorists from utilizing Village roadways, the Village Board will continue to be mindful of the concerns expressed by our residents and provide remedies as needed.

During the summer of 2015, "D" Construction (the contractor facilitating the reconstruction) has been working diligently on this project. All of the utility relocation/replacement work on the north end of the project limits has been completed. This work included the replacement of the Village's 100-year-old water and sewer mains within the project limits. The roadway, between Route 59 and Renwick, was closed in July and all of the old pavement was removed. **The contractor completed the installation of the water, sanitary sewer, storm sewer, and new concrete pavement between Route 59 and Renwick Road. This section of roadway was reopened to traffic in November 2015.**

On the south half of the project limits, most of the utility relocation work has been completed and both stormwater retention basins have been constructed. Temporary traffic signals have been installed and some of the old pavement has been removed.

Concerns related to cut-through traffic have been addressed on an individual basis. Proper detour signage has been provided and enforcement regarding truck traffic/weight limits on Renwick Road continues to be addressed.

**Due to the mild winter, the contractor has completed the installation of over half of the storm sewer improvements. The new water and sanitary sewer mains have also been extended across the roadway in an effort to support the development of the Boulevard property.**

***Action Item: Design and reconstruction of 127<sup>th</sup> Street from Heggs Road to Route 30.***

This section of roadway is an old rural cross section with deep ditches for drainage and has an outdated storm sewer structure that conveys water that travels along the Norman Drain. This section also lacks streetlights and pedestrian walkways.

In March 2015, the Village Board directed Baxter & Woodman to start the Phase 1 and Phase 2 Engineering Design work for this project. The proposed improvements will include a new bridge over the Norman Drain, storm sewer improvements with changes to the ditch elevations, an expanded roadway with curb and gutter, streetlights, and pedestrian walkways. The design work and permitting is expected to be completed in early 2016 and this project will be out for bid shortly after the design work is completed. The Village was successful in obtaining approval for a \$2M STP Grant to be utilized for the reconstruction of this roadway. The Phase 1 design process will include a public hearing that is scheduled to occur in the summer of 2015.

The Village has participated in several design progress meetings with Baxter and Woodman. On May 12, 2015, the Village presented this project to representatives of the Federal Highway Administration and IDOT. Both organizations expressed support for the project and concurrence regarding the \$2M Federal Grant. All of the

field survey work has been completed and the first set of design drawings have been provided to the Village for review.

On November 18, 2015, the Village held a public meeting to solicit feedback from residents regarding this project. We are pleased that most of the comments expressed support for the project; we also addressed the suggestions and concerns forwarded by our residents. All of the comments were forwarded to IDOT and the Federal Highway Administration.

On February 1, 2016, the Village participated in a project update meeting with IDOT and the Federal Highway Administration. Both agencies expressed continued support for this project. The draft design plans have been submitted to IDOT and this project will be out for bid this summer.

***Action Item: 119<sup>th</sup> Street/Route 30 Traffic Signal Design.***

In 2014, IDOT hosted a meeting with the Village where they provided plans for the installation of new turn lanes and a traffic signal at 119<sup>th</sup> Street and Route 30. IDOT expressed that this location is in need of improvement as several traffic accidents have occurred at this location. It was conveyed that Federal funding will be utilized to complete this project and that IDOT is seeking general support from all local agencies regarding this improvement. The Village supports this project as it provides a needed traffic safety improvement. Construction is anticipated to occur within the next two years.

IDOT continues to work on property acquisition and final design drawings for this improvement.

On November 2, 2015, the Village Board authorized the funding of the Emergency Vehicle Preemption (EVP) equipment for this traffic signal. This equipment will allow Police and Fire Department Personnel to control the signal during an emergency.

IDOT will provide the Village Board with an update, regarding design and construction schedules, later this year.

***Action Item: Meadow Lane/Route 126 Traffic Signal Installation.***

IDOT has been working on the design plans for a traffic signal at Meadow Lane and Route 126 over the past two years. This is an important project because Lincoln Elementary School is just north of this intersection and when complete the signal is expected to improve traffic and pedestrian safety. In 2014, the Village entered into a funding agreement whereby IDOT and the Federal Government will collectively fund over 90% of the construction costs. This project is expected to be completed by 2016.

In July of 2015, IDOT awarded a bid for the installation of new traffic signals at this intersection. In September, the old curb line and storm sewer structures were removed. **The new sidewalk and ADA compliant improvements were installed.**

**The new traffic signal mast arms, LED signals, and electrical control panel have been installed. The new fiber-optic conduit has also been installed between Meadow and Wallin Drive. Once completed this spring, the signal will be synchronized with the other signals along Lockport Street reducing traffic congestion and improving traffic safety.**

**Action Item: Lockport Street Bypass Design.**

Several years ago, when the Village of Romeoville forwarded the idea of constructing a full interchange at I-55 and Lockport Street, the Village Board responded with a requirement that if the new I-55 interchange is constructed, a new bypass roadway will be needed to take traffic from Lockport Street/I-55 to Route 126. This would prevent truck traffic from traveling down residential roadways. In 2014, the Village directed Strand Engineering to complete the Phase 1 Engineering Design for this new bypass roadway. Strand has developed three possible options for the location of this new roadway. While the final location of this roadway still needs to be determined, the Federal Highway Administration (FRA) recognizes that this bypass is an important part of the proposed interchange at I-55. Strand will provide an update for the Village Board and the public in late 2015.

On June 22, 2015, Strand Engineering provided a presentation to the Village Board regarding the possible options for the bypass. At this meeting, the Board expressed general support for Option 1A. This report has been finalized and the findings have been provided to V-3 and they will incorporate this design option into the proposed I-55 interchange expansion plans.

This study has been completed and has been incorporated into the I-55 Interchange expansion planning currently underway by V-3 Engineering.

**Action Item: Renwick Road Design - Drauden Road to Route 59.**

The Village directed Baxter & Woodman, Inc. to complete the Phase 1 Engineering Design work for the future reconstruction and expansion of this roadway. In early 2015, Staff met with representatives of the Plainfield Park District and the Plainfield Township Highway Department and plans for the reconstruction of this roadway were discussed. The installation of new pedestrian walkways and streetlights were also discussed. Both agencies have expressed support for the project. The Village was also successful in obtaining approval of a \$1.7M STP Grant to be utilized for the future reconstruction of this roadway. The Phase 1 design process will include a public hearing that is scheduled to occur in late 2015.

Progress has been made regarding this project and the design work is on schedule. However, construction will not begin along Renwick until the Route 30 reconstruction project is completed.

The Village facilitated several meetings with the Plainfield Park District and the Plainfield Township Highway Commissioner where we exchanged ideas regarding the design of the roadway and how to improve pedestrian access along this corridor.

**Action Item: Plainfield-Naperville Road/Route 59 Intersection Improvements.**

Motorists have expressed traffic congestion concerns at this intersection when traffic volumes are high, during rush hour, and/or when trains temporarily block the railway crossing just east of this intersection. Once one or all of these conditions occur motorists find difficulty entering and exiting Route 59. The Village will request that IDOT perform a traffic study at this location during 2015 and provide recommendations that will improve traffic flow at this location.

The Village has forwarded our concerns to IDOT regarding the operation of this intersection. While an IDOT certified contractor has checked the cycle timing of the traffic signal, this intersection will need to be reevaluated after Route 30 north is reopened. Additional signage and pavement marking is also under consideration by IDOT.

The Village “refreshed” the pavement markings within the intersection. IDOT will continue to evaluate/study the operation of this intersection.

**Action Item: 143rd Street Extension.**

*The Village has been working on the design of this improvement for several years. The Village’s consultant, CMT, has completed the Phase 1 Design work and they have started the Phase 2 Design.*

In December 2014, IDOT provided a letter indicating that the Phase 1 Design Report has been approved. This letter also indicated that the Village will need to receive a formal commitment from ComEd during the Phase 2 Design process. Staff will begin working with IDOT’s Bureau of Land Acquisition in 2015. Staff met with ComEd representatives in February 2015 and we discussed the roadway design and how this improvement could coexist with current and future transmission lines. A follow-up meeting is scheduled to occur in the summer of 2015.

On July 20, 2015, the Village Board approved a Phase 2 engineering design contract with Crawford, Murphy & Tilly, Inc. (CMT). As part of this contract, the final design plans and bidding documents will be completed. The Village will continue to work on securing federal funding for the future construction of this needed improvement. A follow-up meeting with ComEd is scheduled to occur in **early 2016**.

**On February 1, 2016, the Village Board approved a professional services agreement with Chambers, Conlon & Hartwell, LLC in an effort to help the Village navigate the new Federal Transportation Bill and assemble a TIGER grant application for this project. CC&H has provided updates on a weekly basis and CMT will provide technical support during the grant application process.**

**Action Item: Canadian National (CN) Railway - Reduce Traffic Congestion and Improve Safety.**

*The Village Board has publicly expressed concerns regarding the increased number of trains, length of time that trains are stopped thus blocking roadway crossings, the location of parked trains, and safety of operations.*

Staff met with CN representatives in December 2014 and again in April 2015 regarding the Village Board’s concerns. CN representatives will take this information and discuss it internally to see what can be done to correct or reduce the problem.

On September 15, 2015, the Village facilitated a meeting with Canadian National where they agreed to provide improvements to their instrumentation equipment along the railways south of our community.

**In December 2015, Canadian National relocated instrumentation equipment (the hot wheel detector) from Renwick Road to a new location south of the area that will reduce the likelihood of trains stopping and blocking intersections within Plainfield. The City of Crest Hill and Canadian National worked with the Village to find the best solution for our region.**

**Action Item: Lockport Street Traffic Calming.**

Staff is working on options for traffic calming. The Traffic Committee has reviewed several options and they have recommended that a decorative “mast arm” be installed over Lockport Street, near Countryman Drive, displaying signs that direct truck traffic away from our historic downtown. Supplemental pavement marking is also recommended to support this effort.

All of the design drawings and specifications have been submitted to IDOT. Staff met with IDOT in January 2015 regarding the project permit.

IDOT has approved the “mast arm” design plans and pavement marking along Lockport Street. However, the illuminated sign specifications must be approved by IDOT’s electrical division before final approval is granted. We anticipate that this project will be out for bid in April and installation will occur this summer.

**Action Item: Support current Pace services, investigate options for expansion of public transportation/Pace service, and work with Pace on relocating the existing Park-n-Ride.**

The Village has worked with Pace to support and expand the I-55 Bus on Shoulder service. The service has expanded numerous times since it began in 2009. The growth has created the need to relocate the commuter Park-n-Ride located near/at the Village Hall. Pace continues to work on long-term options for the parking lot.

In August, Pace added additional service runs to the city due to overcrowding on the buses. Staff continues to work with Pace on long-term commuter parking lot options. In the interim, Pace is working to relocate one of the bus lines to another site.

Pace negotiated a deal with Larry’s Diner to utilize parking at the diner for Pace commuters. Commuters now have access to approximately 70 more parking spaces. This has helped alleviate the parking situation at and around the Village Hall. However, anticipating an uptick in ridership, the Village and Pace continue to work on additional short- and long-term parking options for commuters.

**Village Infrastructure Action Items**

**Action Item: Downtown Lockport Street Refresh.**

The Village is working repair portions of the downtown streetscape. This work will include the replacement of some concrete walkways, repainting of planters, resetting pavers, gum removal, replacing banners, replacing landscaping plantings, and the cleaning/sealing of the walkways.

The replacement of concrete, repainting of the planters, resetting of pavers, and gum removal have been completed. The final cleaning and sealing of the concrete was completed in October 2015. Landscaping improvements and tree replacement, as required, will occur in early 2016.

**Action Item: Create a new design for a War Memorial Plaza at *and refresh* Settlers' Park.**

Staff is working with a committee of volunteers on a plan for a Memorial Plaza in Settlers' Park. This plaza would become the future home of the existing "War Memorial" located on Route 59 and the "Freedom Tribute Memorial" that was located at Plainfield Central High School. Staff is also working on an acceptance policy for future memorials.

On May 20, 2015, the "Freedom Tribute" Memorial and the "Veterans" Memorial were both relocated to Settlers' Park. The Village continues to work with both volunteer committees regarding the installation of lighting, decorative concrete, and landscaping around the monuments.

On February 1, 2016, the Village Board approved an engineering services agreement with Upland Design. Subsequently, Staff worked closely with Upland and developed design plans for the installation of new improvements at the War Memorial Plaza as well as needed landscape and hardscape improvements in Settlers' Park. We anticipate that the Memorial Plaza will be completed by mid-May and the remainder of the improvements completed by the end of the 2016 construction season.

**Action Item: Continue the replacement of conventional streetlights with LED fixtures.**

LED streetlights use only about 30% of the energy of conventional fixtures and new LEDs last four times longer than conventional bulbs; thus the Village has supported this replacement program for many years. The Village plans to continue this program and expand it if additional funds become available. Over 100 streetlights are scheduled to be replaced in 2015.

The Village replaced over 100 conventional streetlight bulbs with LED light bulbs during the summer of 2015. Subdivisions that received new LED lights include: Arbor Creek, The Ponds of Plainfield, The Reserve, and River Ridge.

The Village replaced over 150 conventional streetlight bulbs with new LED light bulbs during the winter of 2015. Subdivisions that received new LED lights include: Wilding Point, Winding Creek, Harvest Glen, and Eagle Chase.

**Action Item: Remove infested/dead parkway Ash Trees and replace them with high-quality, diverse trees.**

During the past five years, the Village has removed over 80% of the 5,000 parkway Ash Trees that have been affected by the Emerald Ash Borer. While our tree replacement program has lagged behind removals, the Village has made good progress by installing over 2,500 new parkway trees during the past four years. The Village is committed to continuing this tree replacement program consistent with the level of funding available.

The Village was confronted with a unique challenge in the spring of 2015 as we determined that over 1,800 parkway Ash Trees were infested with the Emerald Ash Borer and required removal. The Village hired additional seasonal employees and rented an additional wood chipper to help remove the dead trees. We are pleased that Staff facilitated the removal of over 1,750 dead Ash Trees during the summer of 2015. The Village installed 881 new high quality parkway trees in 2015. Additional budget funding is anticipated that will support more parkway tree replacements.



**Action Item: Work with the Riverfront Foundation and Steering Committee on hardscape improvements.**

The Park District has completed plans for the DuPage River Trail Bridge, a new pedestrian bridge that will cross the DuPage River, just east of the Riverfront Center Building. This project was bid and awarded to “D” Construction in August. Fabrication of the bridge is scheduled to occur this winter and excavation of the concrete foundations is scheduled to occur in May of 2016. The entire project is scheduled to be completed by September of 2016.

The Plainfield Riverfront Foundation continues its planning efforts. As of March 2016, they are evaluating the potential to have a consultant prepare additional, more detailed plans and cost estimates for the next phase of improvements based on project priorities identified by the Foundation in cooperation with the Board of Trustees.

**Action Item: Assist the Riverfront Foundation in coordinating the removal of debris from the area.**

The Village and the Riverfront Foundation have been working together on plans to remove debris from the Riverfront property, south of Lockport Street. While the Village has been seeking grant funding for this project, no commitments have been made regarding funding. The Foundation will be discussing this issue at a future meeting.

The Foundation has hired a private consulting firm to test and evaluate the debris.

**Action Item: Develop a usage policy for Riverfront Park.**

Staff has identified that there is a need to create some usage parameters for public use of the Riverfront.

Following the public usage guidelines that were adopted for Settlers’ Park, Staff is in the process of creating a series of guidelines that would establish rules and regulations of what public uses would be allowed at the Riverfront. As more and more design elements are incorporated into the riverfront plan, Staff anticipates a dramatic increase in public use of the open space. Based on this fact, reasonable rules and regulations should be created.

Usage policies are being developed and Staff anticipates providing proposed guidelines for review and approval by the Village Board this spring.

**Community Life/Identity Action Items**

**Action Item: Improve “Resident Services.”**

One of the key opportunities to create a more interactive approach in addressing the needs of residents is by improving online services. To augment the information we provide online, Staff is exploring options to offer residents the opportunity to pay bills and apply for permits online. Currently, Code Enforcement requests can be made online; however, Staff is also exploring options for expanding online service requests to other departments.

Within the next year, Staff expects to roll out the option for residents to pay bills using credit cards at the counter and online. Staff also anticipates rolling out a more comprehensive online “Resident Request” portal that will allow residents to report a variety of issues rather than just Code Enforcement complaints.

**Action Item: Hold a Downtown Design Workshop to assist in finalizing the Central Area Plan.**

*The Staff has prepared a draft of the Central Area Plan for the Village Board’s consideration. The draft is based on the Teng Plan. A Downtown Design Workshop will be used to gather input on the draft plan.*

Staff would like to work with the Plan Commission and Village Board on refining the proposed Central Area Plan and the vision for the expanded Downtown. Since the adoption of the Teng Plan in 2000, there have been questions about the long-term vision of the area west of the DuPage River. Specifically, what type of commercial development can the area sustain, does mixed-use still make sense, and what should the density look like?

The area between Van Dyke Road and Wallin Drive along Lockport Street provides the Village with the rare opportunity to create a new town center west of the Downtown. Plainfield is one of the few communities in the Chicago metro area that has extensive amounts of open land adjacent to its Historic Downtown. How that land will be developed in the future remains an open question. Some would like to see conventional auto-oriented development along Lockport Street. In an alternative scenario, the area would provide the opportunity to create an extension of the Downtown with a pedestrian-friendly design. A design in which the buildings hug the streets and the parking is located on the street or behind the buildings.

In addition, there are a number of other parcels along Lockport Street and Van Dyke Road that have potential to attract new infill development.

**Action Item: Develop a form-based code for the Downtown.**

*As part of the Central Area Plan, Staff began a preliminary effort to outline the parameters of a future form-based code for the Downtown which will help guide future development through the zoning process. Form-based codes establish specific guidelines on how buildings should be massed and located on a subject site. The benefit of a form-based code is that it provides the development community with a very specific vision of the form of development that a municipality is looking for.*

**Action Item: Develop a long-term plan for the Farmers Market including access, parking, and visibility.**

*Previously, Staff contacted the French Market to determine whether there would be any interest in establishing a French Market in Plainfield. Currently, they do not have plans for a Plainfield site due to the fact that they are trying to manage a number of other markets in the Chicago area.*

Finding a long-term and permanent location for a Downtown Farmers Market is something that Staff continues to work on. Currently, the Farmers Market is located at the southwestern corner of Lockport Street and Route 59. Someday, this important corner will develop and the Farmers Market will need to relocate. Discussions have taken place regarding moving the Farmers Market to the Riverfront. However, the Riverfront does not have adequate parking for the market and there are concerns about access on Lockport Street.

Based on these questions, Staff would like to work with the Village Board on finding a long-term home for the Farmers Market. Potential sites include the Des Plaines Street parking lot, Library parking lot, or Village Hall parking lot.

Staff would also like to explore the possibility of adding Food Trucks to the market to create a vibrant food market for the community. There has been an explosion in interest in locally grown food and food trucks. A vibrant Farmers Market provides the opportunity to bring more people Downtown and create additional interest in our Downtown.

***Action Item: Establish a Food Truck Policy.***

The Village currently does not permit food trucks on the public right-of-way. Staff would like to explore whether there is any support to change this policy in view of the increasing popularity of food trucks. Instead of the conventional hot dog and ice cream trucks, many food trucks now offer gourmet ethnic foods that are typically not offered by other businesses. Allowing food trucks in Downtown Plainfield can help create opportunities for small incubator businesses and bring additional vibrancy and energy to the area.

The Village Board discussed the Cupcake Law and food trucks during a Committee of the Whole Workshop. Based on these discussions, Staff drafted a Cupcake Ordinance which was approved by the Village Board. The Board determined that they would like to continue to review food trucks on a case-by-case basis at this time.

***Action Item: Continue to have an annual Homeowners Association meeting.***

*As part of the Village's continuing commitment to reach out to the various homeowners associations, in 2014, the Village held a meeting for homeowners' association presidents and vice-presidents. Staff provided updates on a number of topics and answered resident questions. Staff also attended a number of association meetings throughout the year.*

Staff will continue to work with the various associations throughout the Village to maximize communication between the Village and residents. The Village will continue to hold an annual meeting and attend HOA meetings as requested.

The HOA Meeting will be scheduled for the spring of 2016.

**The Village is having a Strategic Planning Community Forum on May 4 to hear input and feedback from residents.**

***Action Item: Continue intergovernmental/interagency relations at the Staff level.***

The Village is serviced by seven different road agencies, four different townships, two fire districts, three school districts, two park districts, and two library districts. As a result, intergovernmental relations are a priority in providing seamless service to residents.

The Village is represented by Mayor Collins and Village Staff on the Plainfield Park District's Delphi Committee.

On June 15, 2015, the Village Board adopted an “Intergovernmental Cooperation Agreement” with the Plainfield Township Road District and the Wheatland Township Road District. These documents allow each entity to share equipment and manpower as needed. This will ultimately provide a higher level of service for both the Village residents and the Township residents at no additional cost to the taxpayer. **The Village also adopted an Intergovernmental Agreement with Na-Au-Say Township where they will provide snow removal services for the Village within the far southwestern section of our community.**

**The Village reached an agreement with Plainfield School District 202 advancing the installation of new streetlights along Fort Beggs Drive. We are also sharing the cost for this needed improvement. The installation of the new streetlights is scheduled to occur during the summer of 2016.**

Staff teamed with the Plainfield Public Library District, Plainfield School District 202, and Plainfield Area Chamber of Commerce on Hunger Action Month initiatives and activities. In addition, the Village, Plainfield Public Library District, and Plainfield Park District are jointly planning the How-To Fair – 50 free workshops for the community in one weekend. **Planning for Hunger Action Month 2016 and the 2016 How-To Fair are underway.**

**Additional examples of interagency cooperation include participation by Village Staff in the Kendall County Regional Plan Commission’s annual workshop meeting, as well as planned coordination meetings with District 308 regarding school enrollment and development trends in the Oswego School District portion of Plainfield’s planning area.**

***Action Item: Finalize the Village’s Gateway and Wayfinding Sign Plan.***

*Staff prepared the “Uniform Signage Plan” for the Village Board’s review and consideration. There is general support for the Village’s proposed population and wayfinding signage. Staff was directed to continue to refine the gateway signage that is located at Route 59 and Main Street.*

Staff is working on revised concepts for the gateway signage at Walgreens, on the corner of Main Street and Route 59. Specifically, in lieu of red face brick, Staff is exploring the possibility of re-skinning the wall with stone and a new lettering design for the Village’s logo, along with new lighting and landscaping.

## **Business & Retail Development Action Items**

***Action Item: Work with the developers of Prairie Creek and the Boulevard on unified design visions for both developments.***

*The Village of Plainfield continues to focus on finding commercial end-users for the Prairie Creek and Boulevard sites. The litigation between the partners at the Boulevard site has been resolved and Staff is working with several commercial users who have an interest in opening stores at the subject site. In addition, Staff is working with an end-user who is interested in opening a new location at Prairie Creek.*

Staff is working with prospective developers at Prairie Creek and the Boulevard to ensure that these important developments are developed in a unified manner. Consistent with the Village’s commercial design standards, these developments will be built using quality materials and extensive landscaping.

Staff and the Village's economic development partner, Retail Strategies, are confident that Prairie Creek has potential for near-term development with significant interest in the Route 59 location, especially considering Meijer is largely built out. Staff anticipates working closely with Retail Strategies and the owner of the Prairie Creek property on a number of development opportunities, with potential for formal entitlement applications in 2016.

**Action Item: Create a vision for the Target outlot.**

Staff is working with a developer who is proposing to convert an unused parking lot in front of the Target site into a new retail building and stand-alone restaurant. The premium location of this site provides an opportunity to create a unique retail development that will attract quality tenants to the Kensington South Development. The developer is working with Staff on a revised design that would help distinguish this retail development from the adjacent parcels and other development along the corridor. This matter has been scheduled for the Plan Commission in April 2015 and Staff anticipates construction during the summer of 2015. Development of this outlot has been delayed due to the developer losing their prospective tenant.

In March of 2016, the Village Board approved a special use for a drive-through to support a new tenant at this proposed development. Staff is reviewing minor proposed changes to the site plan and building elevations to meet the new end user's requirements. Staff is excited about the new businesses to come at this location and we are anticipating construction in the spring/summer of 2016 with a potential opening in the fall.

**Action Item: Work with developers on the Meijer outlots.**

A developer is working with Staff on three new retail buildings on Meijer outlots on Route 59 and 135<sup>th</sup> Street. One of the buildings will be an auto supply store and another will be a retail pet supply store. The third building will be a multi-tenant retail building. These buildings are currently under construction.

In addition, a NAPA Auto Parts store has been approved for outlot #10 which is located on 135<sup>th</sup> Street.

In March 2016, the Village Board approved a site plan review and special use for a drive-through window for a 9,000-square-foot multi-tenant building on Lot 3 of the Meijer development. This is the last commercial outlot to be developed at Meijer.

**Action Items: Work on creating a set of guidelines for drive-throughs when they are adjacent to residential neighborhoods.**

Staff is working on a series of Design Guidelines for drive-through lanes that will mitigate the impact that drive-through lanes have on adjacent residential neighborhoods. With so many subdivisions adjacent to commercial sites, it is important to ensure that commercial development does not have any negative impact on adjacent homes. Through extensive landscaping and proper sound-engineering, Staff is establishing a minimum set of design standards that will minimize the impact of these commercial uses on residential areas.

Staff discussed a buffer of 150 feet between commercial drive-throughs and residences with the Village Board. Based on the Village Board's input, Staff is investigating whether a buffer of 150 or 200 feet is more appropriate.

This topic was discussed at a joint Committee of the Whole Workshop (see below); the consensus was to establish guidelines for drive-through window operations. The guidelines will be incorporated in a comprehensive set of zoning code amendments that are anticipated to be scheduled for Village Board approval this spring.

**Action Items: Update the Business Plan with a new incentive policy.**

Staff has drafted an Economic Development Incentive Policy which will be incorporated into the Village's Business Plan. The new policy is intended to provide the development community with parameters on the type of incentives that are available and what criteria will be used to consider incentive requests.

The Village Board reviewed the new economic incentive policy as part of the Revised Business Plan which established specific parameters for granting incentives. Based on the Board's direction, the policy is incorporated into the Business Plan.

**Action Item: Review the current impact fee schedule for single-family residential developments.**

Staff is working on a new schedule of impact fees for residential developers based on the density that is being proposed. Higher density projects have historically been perceived as having a greater impact on the Village's infrastructure. Based on this fact, a new system of impact fees would be based on the acreage of a proposed development multiplied by the proposed gross density of a property. Developments with a higher gross density would pay a higher impact fee per acre. This type of impact fee schedule would have the added benefit of providing an economic incentive to the development community in seeking relatively low density development to minimize the amount of impact fees owed.

As part of the updated Business Plan, Staff is working with the Plainfield School District on a new impact fee structure. *Staff met with District 202 to discuss the current land/cash value and facilities impact fees. Staff has a better understanding of their position and how the current fee structure and magnitude of new home starts affects District 202. Staff will continue to coordinate with District 202 on alternatives that incorporate an equitable land/cash value while minimizing impacts to the district. Staff will coordinate with other units of government that would be affected by changes to the land/cash value, including District 308, the Plainfield Park District, and the Oswegoland Park District.*

**Action Item: Revise the Village's Site Plan Review Ordinance.**

*In the Village's continuing effort to make Plainfield more business-friendly, Staff has identified an opportunity to streamline the Village's Site Plan Review Ordinance while maintaining our commercial and industrial design standards. Simplifying and consolidating the ordinance and using more graphics in the document would make the Village's current ordinances more business-friendly. In addition, Staff would like to simplify the landscape section of the ordinance to make it more user-friendly for the development community.*

A new, streamlined Site Plan Review Ordinance was reviewed by the Village Board at a recent Committee of Whole Workshop. The current ordinance was consolidated from 29 to 8 pages and incorporates illustrations to reflect the standards that are required for development in Plainfield. The new Site Plan Review Ordinance also provides some additional flexibility to the development community and introduces some new materials that are

being widely used, while maintaining Plainfield's high standards of development. Based on the Village Board's input, Staff is refining the proposed ordinance and will proceed with a formal text amendment in October.

In an effort to consolidate multiple issues and gain consensus, a joint Committee of the Whole Workshop, including the Mayor, Trustees, and members of the Plan Commission was held in January 2016. Staff presented a series of issues and proposed code amendments with Staff recommendations. The meeting provided consensus and clear direction to finalize the Zoning Code amendments. Staff anticipates the proposed changes will be scheduled for formal adoption by the Village Board this spring.

***Action Item: Explore the possibility of creating a Tax Increment Finance District for Route 30.***

*Staff has been working with S. B. Friedman on determining the eligibility of the Route 30 corridor being designated a Tax Increment Finance District.*

S. B. Friedman has completed a preliminary eligibility study for the proposed TIF along with proposed boundaries for the TIF. Staff and S. B. Friedman have been working with Retail Strategies on identifying key parcels that would be eligible for redevelopment. This process has required looking at what types of retailers and uses would find the corridor attractive and which parcels would be appropriate for their use. Currently, Staff is working with several property owners on annexation into the Village so they would potentially qualify for inclusion in the TIF.

In preparation for a Public Hearing regarding the proposed TIF, Staff has been working with several property owners on annexing their properties into the Village. These annexations have been approved by the Village Board. In addition, Staff is working with the owner of the Boulevard regarding the demolition of several farm buildings which is required prior to any public hearing on a TIF.

In January 2016, the Village Board approved an amendment to the contract with S. B. Friedman to complete the preliminary TIF studies. In March, the Village Board approved a subdivision plat of the Boulevard site, which will facilitate inclusion of the Boulevard in the TIF District. Demolition of the accessory structures at the Boulevard is expected in late March or early April. Staff is compiling building permit and code violation information to support S. B. Friedman's study efforts.

In February 2016, Baxter & Woodman completed a memo and supporting exhibits demonstrating the flooding impacts within the proposed TIF District. Staff continues to work with the remaining property owners in the proposed district to execute the approved annexation agreements. Staff anticipates the initial stages of the public meeting process to initiate formal consideration of the TIF District formation to take place in May/June 2016.