



LONGMEADOW PARKWAY CORRIDOR STUDY



AMENDMENT TO THE 2007 COMPREHENSIVE PLAN



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Introduction

The Longmeadow Parkway Corridor is a proposed four-lane arterial roadway, approximately 5.6 miles in length running from Huntley Road to Illinois Route 62 through north Carpentersville, including a new bridge over the Fox River. The parkway is being planned to address traffic congestion and the transportation needs of northern Kane County. The project received environmental approval from the Federal Highway Administration in 2002. The Illinois Department of Transportation (IDOT), through its Illinois Tomorrow Program, awarded the Village of Carpentersville a corridor planning grant to complete a land use plan, transportation plan, and beautification plan for the area in the vicinity of the proposed Corridor (Figure 1).

This grant offers the Village an opportunity to create a long-term plan for the area that is mutually beneficial for all stakeholders involved in the Study Area. The Study Area for this assignment is for the portion of the Corridor between IL Route 31 and IL Route 25 including the Brunner Farm property.

The majority of the Longmeadow Parkway Study Area is located outside of the Village's current incorporated area. However, the Village of Carpentersville is permitted to plan for the area according to the Illinois Municipal Code (Municipal Code 65 ILCS 5/1-1-1 through 11-152-4), which states:

"Any municipality may adopt [a] development plan applicable to contiguous land within 1.5 miles of municipality's corporate limits and not included in any other municipality."

Purpose of the Corridor Plan

The Village of Carpentersville's Longmeadow Parkway Corridor Plan is a document meant to guide the actions and decision-making of the Village of Carpentersville as they pertain to the Longmeadow Parkway Corridor. The creation of this document was initiated by the Village of Carpentersville to plan, control, manage, and capitalize upon the impact the new Longmeadow Parkway will have on the community and surrounding areas.

A multitude of opportunities and issues will arise as a result of the extension of the Longmeadow Parkway and the Village foresaw the need to have a plan in place to be sufficiently prepared. The Plan provides a basis on which the Village of Carpentersville can make decisions on corridor land use, economic development, transportation, and beautification matters. This Plan presents immediate and future planning guidance.

Background of the Brunner Family Forest Preserve

At the beginning of this study, the Brunner Farm was identified by the Village as a key redevelopment site within the Study Area. The approximately 750-acre agricultural use, with several thousand feet of frontage along the Fox River, known as the Brunner Farm, represented the largest undeveloped property within the Study Area. Brunner Farm represents the largest land holding within the Corridor's planned route and a significant opportunity for both open space preservation and economic development. A key step in the planning process was to meet with Mr. Brunner to plan for the future development and preservation of this large and significant piece of property. Unfortunately, shortly after the Study began, Mr. Brunner passed away. Soon afterward the property's estate began to negotiate with the Kane County Forest Preserve District to purchase the property.

As negotiations continued for the County's purchase of the Brunner Farm, the Village and the Consultant Team, as part of this Corridor Plan, completed a Suitability Analysis in an effort to determine if there were any portions of the property that could be reserved in the future for economic development, and which parcels were best suited for environmental

preservation. The suitability analysis examined the existing site conditions along the riverfront and corridor area including soils, floodplain, wetlands, topography, and hydrology. The Suitability Analysis was presented to the Village of Carpentersville Planning and Zoning Commission, and then sent to Kane County for their review and consideration.

Ultimately, Kane County was successful in their negotiations and was able to purchase the entire Brunner Farm (now known as the Brunner Family Forest Preserve). The majority of the property will be preserved and possible recreational amenities, such as trails, will be constructed over time on the property.

Although most of the property will be maintained as Forest Preserve, Kane County has earmarked a small portion of the Brunner Family Forest Preserve property that could be sold for future development. The County has identified two parcels, totaling 25 acres, south of Forest Drive, and west of IL Route 31. Currently, the property is located approximately 400 feet south of the future intersection of IL Route 31 and Longmeadow Parkway. This Corridor Plan presents recommendations for future land use and development on these two parcels.

This Corridor Plan reflects the County's acquisition of Brunner Family Forest Preserve and presents recommendations for the property that will provide pedestrian trails and linkages to connect with the property, especially along the Fox River. Although the majority of the property no longer can be used for economic development, the Village should continue to work with the County to promote recreational use and preservation of ecological features on the property.

The Village has already had discussions with Kane County Forest Preserve District representatives (see Appendix C) regarding their future plans for the property. Although long-ranging, and preliminary as of the writing of this Study, the initial discussions between the County and the Village show that both entities are willing to work together in future planning of the property. In addition to working with, and supporting the County, the Village of Carpentersville should also continue to work with the Park District as they work towards leasing acreage from the County to develop recreational facilities.

Market and Demographic Analysis

As part of the planning process for the Corridor Plan, a detailed market and demographic analysis was completed by the Project Team (see Appendix B). The results of the analysis concluded that there is a market for retail, office and residential uses within the Corridor once the bridge is constructed. The results provided in the report were used as a basis for the land use recommendations provided within this Corridor Plan. A brief summary of the analysis is provided below; however, a copy of the full report is on file with the Village.

With difficult market conditions facing all types of development, locations like the study area with enhanced access from a new river crossing are a special opportunity. The challenge is creating a development-sequencing scheme that capitalizes on today's limited market to begin the larger development process. This overview of the match between existing study area conditions to the core principles of commercial development identifies the Longmeadow Parkway area as well suited for various future commercial developments. In the short-term commercial development, including convenience/restaurant clusters both at Bolz Road and at IL-25 could serve the existing neighborhood. As the surrounding population grows and bridge use increases, it is expected that residential, restaurants, and services would join those commercial clusters.

It is important to stress that since the time of the Market and Demographic Analysis was completed for the Existing Conditions Report in September 2008 that the economy has worsened. Although the market continues to change, it is also important to note that the information within the Market and Demographic Study is still important and useful, especially due to the long term nature of the recommendations of this Plan.

Planning Foundation

The following are core elements that served as the planning foundation for this Longmeadow Parkway Corridor Plan.

Suitability Analysis: The Planning for the area involved an ecologically based suitability analysis that identified areas for preservation as well as potential development. The suitability analysis process involved taking an

inventory of the various ecological, physical, and cultural attributes of the area and overlaying them to determine relationships between the different attributes that can begin to establish both opportunities and constraints within the planning area.

Sustainable Development & Green Technology: The approach to this planning assignment focused on sustainable ecological, environmental, infrastructure, and economic development practices. The intent of incorporating green construction and technology practices into the site design and planning process is instrumental in promoting safe and sensitive development. Rather than an afterthought, this is a fundamental component of our approach.

LEED-ND: New development will be encouraged to follow LEED for Neighborhood Development which is a USGBC (United States Green Building Council) rating system that integrates principals from traditional planning practices, new urbanism, smart growth, conservation design, green building technology, and other LEED rating systems into the first national standard for neighborhood design.

Ecology & BMPs: The Study examined the larger ecological and environmental setting. Areas evaluated included existing vegetated areas, floodway and floodplains, watersheds, soils, topography, wildlife habitat, and open space areas. Best Management Practices (BMPs), including the combination of structures, measures, programs, schedules, or procedures which will limit any environmental impacts to both existing ecosystems and neighboring property, should be required for all new development.

Bicycle and Pedestrian Connections: The Fox River Trail on the east side of the river should be utilized as part of a larger trail network connecting the properties west of the river. Any future development along the riverfront should incorporate trail connections and bicycle facilities.

Environmental Stewardship: Continued environmental awareness and stewardship through inclusion of educational signage and construction of potential outdoor classrooms or nature centers should be utilized, also possibly including trail heads, fishing and picnic areas, scenic outlooks, and more.

Coordination with Existing Plans

The Longmeadow Parkway Corridor Plan is an important planning document moving forward for the Village of Carpentersville. The Corridor Plan is a critical component of and will have an influence on several plans, studies, and reports already in existence. The Longmeadow Parkway Corridor Plan is also influenced by these existing studies, plans, and reports. Documents that have been reviewed for this study include the Village of Carpentersville Comprehensive Plan, the Village of Algonquin Comprehensive Plan, the Forest Preserve District of Kane County Master Plan, the Kane County 2030 Transportation Plan, the Kane County Bicycle and Pedestrian Plan, and the Village of Gilberts Future Land Use Plan.

Although all of the above plans and studies have influenced this Corridor Plan, two key documents: the Village's Comprehensive Plan, and the County's Longmeadow Parkway Bridge Corridor are summarized below.

Village of Carpentersville Comprehensive Plan

The Village of Carpentersville Comprehensive Plan of 2007 has a significant influence on the Longmeadow Parkway Corridor Plan. This plan calls for the annexation of land west of the Fox River where the extension of Longmeadow Parkway is to be constructed. The Comprehensive Plan also identifies the future plans for the construction of a bridge over the Fox River and the extension of the Longmeadow Parkway.

The Comprehensive Plan identifies the desire of the Village to realize commercial and residential development along and near the Longmeadow Parkway, on areas that are currently used for agricultural purposes. Much of this anticipated and desirable change in land use will likely take place on vacant parcels adjacent to the proposed parkway, especially near the future intersections with Route 31 and Route 25. The Village's Comprehensive Plan designates a mix of uses on the Brunner Farm property, including residential, commercial, and light-industrial/business park uses. As discussed earlier in this report, since the adoption of the Comprehensive Plan, the County has since purchased the Brunner Farm property for a future forest preserve.

Realizing the development of some of the vacant areas for commercial uses is a practical decision, allowing the Village of Carpentersville to

benefit from the increase in traffic volume along the new corridor by establishing new commercial development along key areas of the corridor within the Village's planning jurisdiction. New commercial development at key locations along the corridor will allow the Village of Carpentersville to strengthen its tax base, employment base, and improve its economic position within the region.

The Comprehensive Plan suggests locations for bike trail extensions throughout the community. Extending the existing Fox River bike trail along the Longmeadow Parkway extension is a recommendation of the Plan. This trail would then run north and south along the west side of the Fox River and south along the west side of Route 31 through open space.

To accommodate the increase in traffic volume along the Corridor, the Comprehensive Plan suggests locations for new traffic signals at the intersections of Route 31, Silverstone Drive, and Route 25. These signals will provide a more orderly flow of vehicular traffic throughout the Corridor.

Longmeadow Parkway Fox River Bridge

Kane County is the lead agency in the planning, engineering, and development of the proposed bridge over the Fox River and the Corridor. According to the County, the Longmeadow Parkway Fox River Bridge Corridor is a proposed interim two-lane and ultimately four-lane Fox River Toll-Bridge crossing and four-lane arterial roadway corridor with a median, approximately 5.6 miles in length.

The western terminus of the Corridor is at Huntley Road west of Randall Road. From Huntley Road to the Fox River, the corridor traverses mostly undeveloped properties or new subdivisions; these subdivisions were developed with a dedicated right-of-way to accommodate the proposed corridor. After crossing the river, the corridor parallels existing Bolz Road, to the eastern project terminus at Illinois Route 62. The project was earmarked \$4 million in federal funds for right-of-way acquisition and engineering in the Federal SAFETEA-LU Transportation Bill in August, 2005, and has a total construction cost estimate of \$87 million.

Current Project Status. Kane County is currently working with consultants to prepare a preliminary design to address the bridge design, retaining walls, drainage and hydraulic requirements. Design Approval from

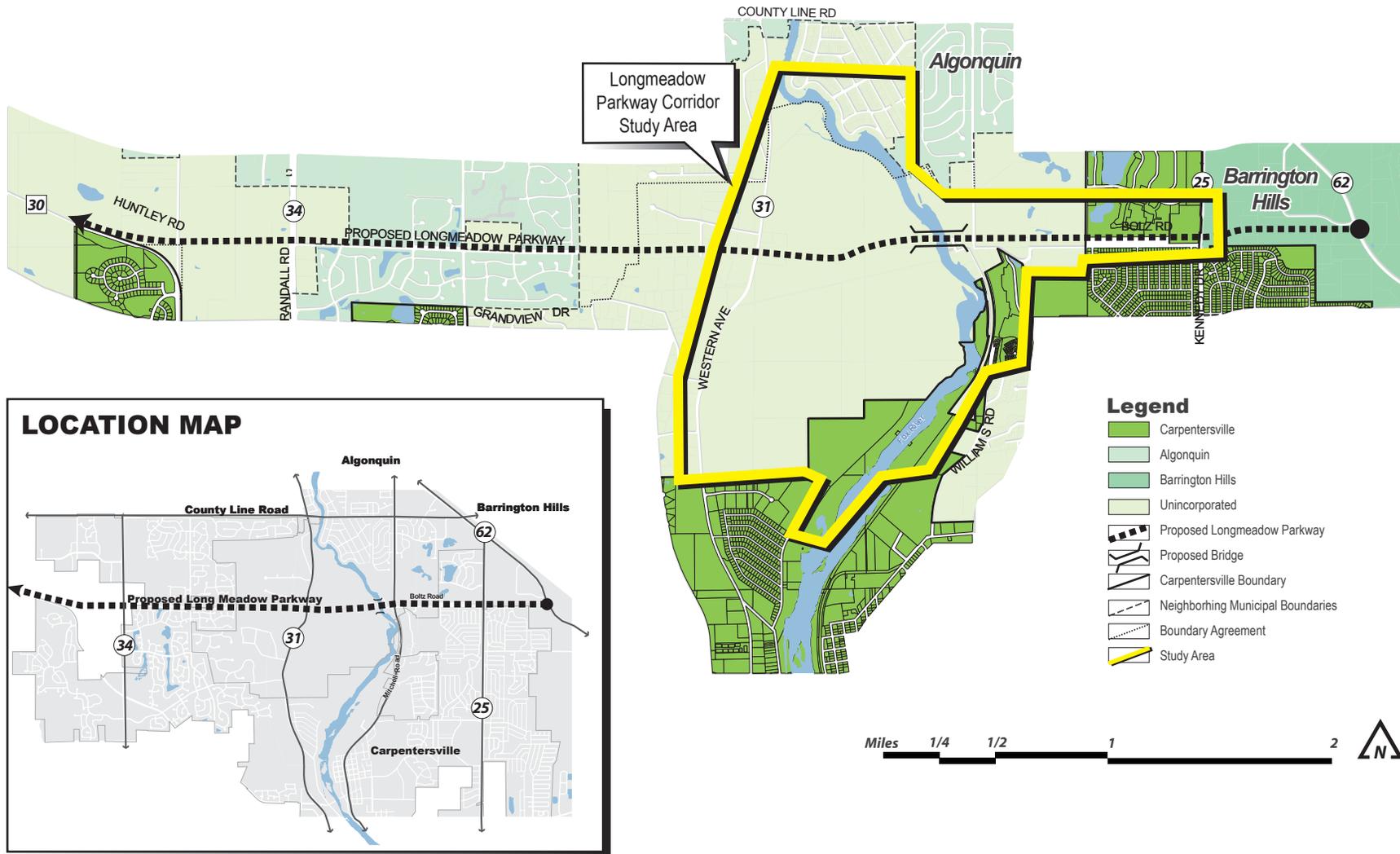
Illinois Department of Transportation is expected sometime 2008/09. Kane County is currently acquiring the critical parcels for the corridor and will continue these acquisitions as long as funding is available.

Planning Objectives

Two primary planning objectives have been used for the Study:

- To encourage orderly and appropriate design, engineering, and construction of the Longmeadow Parkway Corridor, including the roadway, bridge over the Fox River, and connections to the existing road network, consistent with the environmental and ecological objectives for the area.
- To accommodate and support appropriate development of key areas within the Study Area for potential commercial, retail, residential, institutional, open space or other land uses that would improve the character, job opportunities, and resources of the Village of Carpentersville, while still meeting the planning objective stated above.

FIGURE 1 STUDY AREA



Planning Process

The Longmeadow Parkway Corridor Plan is built upon a 7-Step planning process ranging from Project Initiation in Step 1 to the submission of the final Corridor Plan in Step 7. The program emphasized community input, calling for it throughout the planning process (in 4 of the 7 steps) using various methods including workshops, interviews, and review by the Planning and Zoning Commission.

Step 1 of the planning process included a Director Meeting. At this meeting, representatives from Houseal Lavigne Associates met with the Community Development Director of the Village of Carpentersville and key Village Staff to discuss “matters” pertaining to the Longmeadow Parkway Corridor Plan.

Step 2 of the planning process involved community outreach activities including stakeholder interviews. While community outreach is present in 3 other steps of the planning process, incorporating it into the early stages of the planning process has its value. The use of community outreach in the early stages of the planning process allows issues important to community residents and stakeholders to be identified and addressed.

Step 3 of the planning process was the Existing Conditions Analysis. This analysis looked at existing plans, studies, and reports and identifies information within them relevant and pertaining to the Longmeadow Parkway Corridor. An examination of land use and other planning elements was performed to determine planning opportunities, influences, and issues throughout the area. The information in the Interim Report was utilized in developing the vision, goals, and objectives of the Corridor Plan. The results of the Suitability Analysis, which was a major section of the Existing Conditions Analysis was sent to the County for their review in determining future developable parcels within the Brunner Farm.

Step 4 of the planning process includes developing the vision and framework concepts for the Village of Carpentersville’s Longmeadow Parkway Corridor Plan. Goals and objectives have been defined and established in this step based on information gathered in the existing conditions analysis of Step 3. Preliminary Corridor Framework Plans have also been established under this step. The plans look at land use and development alternatives as well as transportation (see Transportation and Circulation

Plan) and urban design alternatives (see Beautification Plan) for the Longmeadow Parkway Corridor.

This step also features the development of Corridor Component Plans. These plans detail the Corridor’s plan for land use and development, transportation, and urban design. The land use and development plan is based on the goals and objectives of Steps 1-4 and provides recommendations on land use throughout the entire corridor. A special focus and attention to detail is given to the commercial corridor at the intersection of Route 31 and Longmeadow Parkway and the intersection with Route 25. The preliminary transportation will improve the coordination of all modes of travel including motor vehicles, bicycles, pedestrians, and public transit vehicles. Finally, a Corridor Beautification Plan has been created for the overall appearance of the Village of Carpentersville along the Longmeadow Parkway Corridor and at key intersections. Pedestrian-friendly elements such as benches, public art, and landscaping are utilized.

This step also involves the implementation and funding of the proposed Longmeadow Parkway Corridor Plan. This step will identify the best redevelopment sites in the corridor, list potential funding sources, and will allow the Village to track the progress of the implementation and funding for the Corridor projects.

Step 5 includes the submission of the draft and final copies of the Longmeadow Parkway Corridor Plan to the Planning and Zoning Commission for their review. Necessary revisions will be made based upon the meeting and a Final Plan Report will be presented to the Village Board for approval.

Section One:

Community Outreach

Residents have had several ways to participate in the planning process for the Village's Longmeadow Parkway Corridor Plan. Community outreach activities were undertaken to promote community involvement and encourage citizen participation early in the process. The following is a summary of the Stakeholder Interviews conducted as part of the planning process.

Stakeholder Interviews

This is a summary of the results of the Stakeholder Interviews. A more detailed summary is included in the Existing Conditions Report on file with the Village.

Stakeholder Interviews were held with representatives of the business community, residents, landowners, developers, adjacent communities, elected and appointed officials, State Representatives, and members of the Kane County Board and the Kane County Forest Preserve District.

Ten Interviews were conducted with 16 interviewees on September 17th, 24th, and 25th, 2008, lasting between 20 and 45 minutes each. Those interviewed were asked questions regarding the future of the Longmeadow Parkway Corridor.

The stakeholder interviews provided a very good mixture of viewpoints and ideas concerning the future planning for the Corridor. Throughout all of the interviews, there were typical questions that came up during most of the conversations. The majority concerned many unanswered questions or unknown variable that exist today. Main issues and questions discussed during the interviews included: Will the bridge be a toll? What will be the segment of the Corridor that will be a toll (i.e.: restricted access)? What will be the elevation changes (i.e.: landing points) for the new bridge? and, if the Forest Preserve District purchases Brunner Farm, what, if any, of the property will they be willing to sell-off?

Planning and Zoning Commission Presentation

On October 6, 2008, the Draft Interim Report and Market Study were presented to the Planning and Zoning Commission at Village Hall. The Consultant Team presented the key findings of the Interim Report, and the analysis conducted for the demographic and market research portion of the assignment.

After the presentation, members of the Commission, and residents, business owners, and Village staff provide comments. Overall, there were very few comments about the actual Existing Conditions Report. Most who spoke expressed their negative views regarding the potential bridge being constructed. The following is a summary of the comments and questions provided at the meeting:

- Most in attendance, who spoke, focused their attention on the construction of the actual bridge and were against it being built. Reasons included: the bridge will bring pollution (noise, light, sound, air and water); the bridge will worsen traffic; it should be paid for by Barrington Hills, not Carpentersville; the bridge should be smaller and located closer to Old Town; a perceived loss of property values near the bridge; and many questioned the planned toll portions of the bridge and how much the toll would be.
- Some stated that no future economic development (retail and commercial uses) along Longmeadow Parkway should be planned, due to the vacancies and other available areas for development within the Village.
- Attendees in favor of the bridge also spoke and stated that the bridge would be good for traffic flow and future economic development in the Village. One attendee stated that this area could be the best site in the region for future development.

- Others wanted the entire Brunner Farm maintained as open space, citing environmental and ecological reasons. Some stated that the area was an aquifer recharge area and therefore the property needs to be protected.
- Attendees questioned what improvements would be done to IL Route 31 and Route 25 when the new Corridor is constructed to improve circulation at those key intersections and along those roadways.

Section Two:

Planning Considerations

The creation of the Existing Conditions Report led to the identification of preliminary issues, opportunities and planning influences. Together, these lead to planning considerations that were used as a foundation for the vision statement, goals and objectives and ultimately the Corridor Plan's recommendations.

Preliminary Issues

The extension of the Longmeadow Parkway will have a significant impact on the Village of Carpentersville. The Longmeadow Parkway Corridor Planning process included community outreach activities that solicited public input. The public provided several key planning considerations for the document. These preliminary issues, opportunities, and planning influences are outlined below.

Environmental Issues

The surrounding agricultural lands, Fox River, and existing residential neighborhoods will be the areas most affected by the increase in vehicle traffic. Noise pollution will also likely increase in the area due to the substantial increase in vehicular traffic where currently no arterial road exists. This Plan presents recommendations that will mitigate potential environmental issues such as encouraging future developments to use green building technologies, best management practices, and site designs to integrate existing significant trees.

Change in Character of Study Area

The new parkway will likely increase the development pressure on existing agricultural and vacant land in the Study Area. The presence of a new major arterial through the community and the potential for new development created as a result of the new river crossing could promote and hasten this localized change in character and development and use intensity.

New Intersections/Access Points

The extension of the Longmeadow Parkway will create the need for a number of new major intersections improvements including where it will meet IL Route 31, IL Route 25 and IL Route 62. These new intersections and access points can be viewed as either issues or opportunities. They are discussed in the issues category due to their expected installation costs.

Preliminary Opportunities

Extending the Longmeadow Parkway across the Fox River will create a number of opportunities for the Village of Carpentersville. The Village should make use of these opportunities and better their community. A preliminary list of opportunities developed by the creation of the Longmeadow Parkway is listed below.

A New River Crossing

The construction of a new bridge over the Fox River within the Village's planning area is a tremendous opportunity. Access to, and through, the Village of Carpentersville is expected to improve dramatically as will the mobility of its residents and visitors. The construction of the new bridge over the Fox River will also relieve congestion along Main Street in the Village of Carpentersville. Main Street is currently the only way to cross the Fox River in Carpentersville.

Visitors to the Village of Carpentersville will be able to more easily identify the community. A scenic drive over the beautiful Fox River on a newly-constructed bridge can be a memorable site and will further establish the "sense-of-place" a resident and visitor feels when in the area. Most importantly, however, is the significance of the new river crossing for the overall improvement to regional traffic flow and operations.

Extension of the Fox River Trail

Extending the Longmeadow Parkway over the Fox River should be considered an opportunity to extend the Fox River Trail to the west side of the river. Bridge design and construction plans should include a pedestrian/bicycle trail element to take advantage of this opportunity to extend the Fox River Trail westward.

Economic Development

The construction of a new commercial, office, and light industrial corridor along the Longmeadow Parkway extension will help diversify the tax base of the Village of Carpentersville and will provide an opportunity to improve the financial health of the Village. This Plan identifies five (5) potential development sites along the Corridor where new economic development opportunities should be focused.

Gateway and Old Town Signage Opportunities

The extension of the Longmeadow Parkway will provide the Village of Carpentersville with a new Gateway Signage opportunity. The intersection of the corridor and Route 25 would be a perfect location for a gateway feature. Gateway locations help visitors and residents identify the community and will enhance and improve the “sense-of-place” within Carpentersville.

An opportunity to promote Old Town Carpentersville exists at the intersection of the Longmeadow Parkway and Route 31. The Village should consider placing directional signage at this intersection to inform vehicles of Old Town’s location and the various businesses located there.

LEED-ND Certification

The extension of the Longmeadow Parkway and the possible resulting commercial and residential development will give the Village of Carpentersville the opportunity to promote the construction of Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) certified buildings within its community. LEED-ND certified buildings promote environmentally-friendly design standards, green building technologies and conservation design among others. Planning for

and constructing new development in this way will minimize the negative impact the corridor will have on the surrounding environment and will further distinguish the corridor and community from other locations.

Greater Community Exposure, Access, and Mobility

Extending the Longmeadow Parkway will create a new major east-west arterial through the Village of Carpentersville. The resulting increase in traffic volume will expose the community to a wider audience and will provide Carpentersville with a significant marketing opportunity. Through the use of appropriate signage and the beautiful views of the Fox River and surrounding scenery, visitors and residents utilizing the bridge will see what the community has to offer.

The construction of the new major east-west arterial road will also provide greater access to the Village of Carpentersville and greater mobility for residents and visitors alike. The new bridge will provide a needed second means of crossing the Fox River. The boost in access and mobility will attract additional traffic and potential customers to the Village benefiting the local economy.

Improvements in Village’s Competitiveness

The Longmeadow Parkway extension will provide the businesses in and around the corridor with a competitive advantage over similar businesses located further from a major arterial road. Businesses within the Village of Carpentersville will have a competitive advantage due to their close proximity to a new major arterial road. The time and cost of delivering a good or service to and/or from a business will decrease and profits will increase.

Sales Tax Revenue/Development Impact Fees

Extending the Longmeadow Parkway will allow the creation of a new commercial corridor at the future intersections of Longmeadow Parkway, Route 25 and Route 31. These commercial development opportunities in the Village will provide a lift to the sales tax revenue of the Village of Carpentersville, will help secure the financial health of the Village, and will help pay for other projects. Impact fees collected from commercial development will also help pay for various improvements to infrastructure in the area.

New Intersections/Access Points

As discussed in the issues section, the extension of the Longmeadow Parkway will create the need for a number of new major intersections improvements including where it will meet IL Route 31, IL Route 25 and IL Route 62. These new intersections and access points can be viewed as either issues or opportunities. The new signalized intersections would allow and provide for the orderly movement of traffic throughout the Corridor and will likely make any potentially dangerous intersections safer.

Brunner Family Forest Preserve

Kane County's recent acquisition of Brunner Family Forest Preserve has preserved the property as future public open space; however, the acquisition has removed the property from being developed with traditional tax generating businesses. This Plan however recommends that the Village work with the County as they design's the future open space area to ensure that the Brunner Family Forest Preserve is an asset for the community. In addition to providing physical linkages with the property, such as sidewalks and multi-use trails, the Village should continue to work with the County to ensure the park is well-used and promoted.

As stated above, although traditional tax generating businesses are no longer an option for the property, the Village should view the new open space as a tremendous benefit. For example, the Village can view the open space as a tool for community engagement, economic development, environmental protection, recreation, education, and tourism.

Community Engagement. Open space can function as a means for community engagement and Brunner Family Forest Preserve can provide the Village with the opportunity to work collaboratively with the County to achieve both of their goals. Community engagement allows public officials to directly involve their consistencies in the ongoing planning, design, management, and promotion of Brunner Family Forest Preserve. By including the public in this process, residents feel informed, engaged, and better connected. Quite often, this public input leads to a better park, a more visited park, and a park that has reduced vandalism because the community feels a sense of ownership. Brunner Family Forest Preserve will provide opportunities for residents to meet, socialize, and development friendships that can improve the sense of community.

Economic Development. Studies have shown that open space assists economic development by enhancing property values, municipal revenue, and attracting homebuyers and employers to the area. In general, proximity to parks and open space has a connection with property values. A result of increased property values is an increase in property tax revenues collected by the Village. Homebuyers are generally willing to pay more for a home located near a park or protected open space. In addition to increased property taxes, tax revenues from increased retail sales, tourism, and employment providers will also play a role in increasing Village revenues.

Environmental Protection. One of the goals for the County's acquisition of the nearly 850-acre property is to preserve the property as open space and to protect its environmental and ecological features. Brunner Family Forest Preserve should provide a place for people to connect and interact with the environment. The property should be designed to provide linkages and connections to environmental features such as the Fox River, the Fox River Trial, and adjacent Kane County land holdings.

Recreation. The Village should encourage Kane County to design Brunner Family Forest Preserve to include an appropriate mixture of both passive and active recreational opportunities. With the right balance of uses, Brunner Family Forest Preserve can preserve ecological systems and open space, while providing recreational elements such as canoe launches, trails, play areas, and exercise options.

Educational. Parks and open space can include educational components. The Village should work with Kane County to ensure that Brunner Farm includes educational opportunities. A variety of facilities and amenities could be included in the future Brunner Family Forest Preserve to offer hands-on learning experiences that educate visitors about environmental, historical, and cultural issues. Possible areas of education offered include the history of the Brunner Farm, the types of native plantings on the property, and the importance of the Fox River.

Tourism. The Village can draw on Brunner Farm to promote tourism. Attractions, such as Brunner Family Forest Preserve, should be developed and marketed as a regional destination. Kane County should be encouraged to include unique amenities or facilities into the design of Brunner

Family Forest Preserve to create a destination. Large parks, such as the future Brunner Farm Preserve, can include a variety of amenities, including cultural, historical, and environmental elements that can attract tourists.

By recognizing these benefits, the Village of Carpentersville should continue to work with and support the County's efforts in the planning and development of the future Brunner Family Forest Preserve.

Planning Influences

Fox River

The Fox River is an environmental treasure for the Village of Carpentersville and surrounding communities and is a major planning influence on the Longmeadow Parkway Corridor Plan. The River provides the community with a place of relaxation, recreation, and aesthetic beauty. The presence of the Fox River requires the Village, and others involved with the Corridor project to carefully plan this area in an environmentally friendly manner that is respectful of ecological systems and the overall environmental integrity of the area.

The extension of the Longmeadow Parkway over the Fox River will provide the Village of Carpentersville with an opportunity to "show off" their environmental gem to the thousands of east-bound and west-bound vehicles arriving in or passing through the area each day. The Fox River will make it easier for vehicles passing through the community to identify the Village as they arrive in or pass through the area. Necessary steps should be taken to ensure construction of the Longmeadow Parkway Bridge over the Fox River has a minimal impact on the environmental conditions and components of the area. The design of the bridge should allow an attractive view of the riparian corridor and surrounding features, and minimize disturbance of the areas natural state.

Existing Land Uses

The existing land uses within and surrounding the Longmeadow Parkway Corridor will be influential in the planning of the area. The majority of the existing agricultural lands west of the Fox River (Brunner Farm) will become Forest Preserve Property. Residential land uses including single-family and multi-family subdivisions currently exist north and south of the

Longmeadow Parkway and Bolz Road. The construction and extension of the Longmeadow Parkway must be performed with sensitivity towards these existing residential developments.

Any and all development taking place along the Longmeadow Parkway extension must also be constructed and designed to include landscaped buffers to limit the impact the land use conversion has on surrounding land uses.

Proximity to Commercial and Industrial Uses

The location and proximity to existing commercial and industrial developments within the Village and the larger region influences the development and planning for future land uses in the Longmeadow Parkway Corridor. The type and amount of commercial and industrial development locating along the Longmeadow Parkway Corridor extension will likely be determined by the uses existing in nearby/other commercial and industrial developments. Existing commercial and industrial developments throughout the Villages of Carpentersville and Algonquin will influence which and what types of businesses and developments locate along the Longmeadow Parkway Corridor extension and at the intersections with Route 25 and Route 31.

Brunner Family Forest Preserve

As discussed throughout this Study, the future Brunner Family Forest Preserve is important for the planning of the Longmeadow Parkway Corridor. The Village should continue to work with Kane County in the design of the open space and support the County's efforts as they develop and maintain the property.

Section Three

Vision, Goals and Objectives

Existing land use, zoning, and environmental features in the Longmeadow Parkway Corridor will play a significant role in the planning of this area. The Vision for the Longmeadow Parkway Corridor is based primarily on the input received from the Stakeholder Interviews, Staff input, and comments received at the Planning and Zoning Commission as well as from portions of the Vision Statement within the Village's Comprehensive Plan that relate to the Corridor. The Vision is a retrospective that chronicles the accomplishments and achievements that have been undertaken in the Corridor since the Plan was completed in 2009.

Vision

Since the Longmeadow Parkway Corridor Plan was completed 10 years ago, considerable change has occurred. The new toll-bridge is in place and transportation and circulation within the area has improved significantly. Key parcels have been developed with high-quality commercial, office, and retail uses and the adjacent residential neighborhoods have been improved. The Brunner Family Forest Preserve is a popular Forest Preserve property that consists of a variety of passive and active recreational amenities including trails and canoe launches.

In the year 2019

The construction of the **Longmeadow Parkway Corridor Bridge** across the Fox River is complete. The new river crossing and the Longmeadow Parkway extension has improved traffic access and circulation not only within the Village but throughout the region. The bridge has been designed to handle not only vehicular traffic, but pedestrian and bicycle traffic. The opening of the new river crossing has alleviated much of the traffic congestion that has plagued the Old Town area of the Village, near the Main Street Bridge.

Due to the increased traffic through the area, the **intersections of IL Route 31 and IL Route 25** have been improved and additional turning lanes have been added. IL Route 25 has been improved with new street surfacing and a landscaped median that improves the appearance of the

gateway into the Village. In addition to improving the intersection of IL Route 31, the street has been widened north and south of the Corridor which has greatly improved traffic flow in the area.

The Village has worked with the County to ensure that the bridge and the Longmeadow Parkway are well-designed and includes attractive **streetscaping elements** within the right-of-way. The bridge has been designed to ensure views from the bridge to the Fox River.

The **Brunner Family Forest Preserve** is now a highly visited forest preserve property. The preserve includes a combination of passive areas and recreational amenities such as pavilions, shelters, multi-use trails and canoe launches. The multi-use trail runs parallel to the Fox River, and a new pedestrian bridge has been added to connect with the existing Fox River Trail on the east side of the river.

The new Corridor has opened up parcels to **new commercial and business development** as well as made redevelopment of other sites more viable. A mix of corridor commercial, neighborhood commercial, and office uses have been developed. In addition to new businesses, existing businesses, such as the industrial uses located south along IL Route 31 have benefited from the new bridge. Businesses have improved access to the regional street system via Longmeadow Parkway, allowing efficient access to the Interstate system. Residential uses have also been constructed in other areas of the Corridor.

Goals and Objectives

Specific goals and objectives for the Longmeadow Parkway Corridor are described in this section. They are based on the Vision Statement and the results of the community outreach activities. The goals provide direction for the plan, serving as a guide for evaluation of specific projects, land use alternatives and implementation recommendations.

Goals describe desired end situations toward which planning efforts should be directed. They are broad and long-range. They represent an end to be sought, although they may never actually be fully attained.

Objectives describe more specific actions that should be undertaken in order to advance toward the overall goals. They provide more precise and measurable guidelines for planning action.

First, general goals have been developed to provide an overall framework for change in the Longmeadow Parkway Corridor. Then, specific goals and objectives are provided for each of the following categories:

- Corridor Image, Design & Identity
- Transportation, Access & Circulation
- Commercial & Business Development
- Best Management Practices
- Neighborhoods & Residential Land Use
- Open Space
- Intergovernmental Cooperation
- Program Administration

General Corridor Goals

- Continue to work with other governmental agencies such as Kane County, to ensure orderly and appropriate design, engineering, and construction of the Longmeadow Parkway Corridor. This includes the roadway, bridge over the Fox River, and connections to the existing road network, consistent with the environmental and ecological objectives for the area.
- Work with Kane County to provide pedestrian and bicycle connections with the new Brunner Family Forest Preserve.
- Accommodate and support appropriate development of key areas within the Corridor for potential commercial, retail, office, residential, institutional, open space or other land uses that would improve the character, job opportunities, and resources of the Village of Carpentersville.
- Create and maintain an attractive and high-quality corridor through the Village that enhances the quality of life and the image and identity of Carpentersville.

Corridor Image, Design, and Identity

Goal

Improve the community's image through public and private improvements which enhance various physical features of the Corridor.

Objectives

- Improve the image and maintenance of all existing areas of the Corridor, with particular emphasis on the appearance of buildings, signage, site landscaping screening, and streetscape amenities. Promote the use of the Beautification Plan as outlined in this Corridor Plan.
- Work with Kane County in the design of the bridge to promote high-quality materials, attractive colors, and ensure that views are maintained from the bridge to the river itself.
- Enhance gateway/entry features at key points along the Corridor to provide the desired image of arrival to the Village of Carpentersville.
- Continue to implement a comprehensive and cohesive parkway landscaping improvement plan along the future parkway and along IL Route 25, which includes a landscaped median, improved lighting standards, community banners and unique fencing, to improve the appearance and entrance into the Village from the Corridor.
- Directional signage should be erected within the Corridor to direct travelers to Community destinations such as Old Town Carpentersville, and the future Brunner Family Forest Preserve.
- All business signage along the Corridor should be appropriate and attractive.
- Encourage high-quality design and green technology construction for all developments with an emphasis on quality site design, building orientation, architecture, building materials, site circulation, and pedestrian access.
- Currently, overhead utility lines exist along Bolz Road, the Village

should work with the County and private property owners to bury utility lines within the Corridor.

Transportation, Access & Circulation

Goal

Provide a balanced transportation system, which ensures the safe and efficient movement of vehicles, pedestrians, and cyclists within the Corridor and the Village.

Objectives

- Protect and improve the function of the overall street hierarchy within the Corridor through effective access, land-use controls, and street/intersection design improvements.
- Ensure adequate resources are made available for the maintenance of Corridor streets and public rights-of-way.
- Work with Kane County to ensure that appropriate access is available for new and existing uses along the Corridor. Since the Corridor is a major arterial, access to Longmeadow Parkway Corridor should be limited.
- Work with Kane County on their final design and engineering of the bridge to ensure that a potential toll area allows for appropriate new development as identified in this Plan.
- Promote the widening of IL Route 31 as it approaches the intersection with the future Parkway with through the Corridor.
- Work with the County to ensure that adequate right-of-way is acquired to improve/widen the intersections identified in this Plan; IL Route 31, IL Route 25, Sandbloom Road, and a new Silverstone Road extension.
- Ensure intersections, street lighting, and surface conditions are designed to modern standards.
- Work with the County to install pedestrian sidewalks and trails along the Corridor including a pedestrian path along the new bridge. Multi-use trails should also be constructed within the new

Brunner Family Forest Preserve. Consideration should be given to exploring the potential of an additional pedestrian bridge across the Fox River connecting Brunner Farm with the Fox River Trail.

- Minimize non-local traffic within residential neighborhoods.
- Following the construction of the Longmeadow Parkway Bridge, additional bus routes should be developed with PACE.

Commercial, and Business Development

Goal

Achieve a compatible mix of commercial, retail, office, and industrial development that is well organized and integrated with other uses and captures capital by providing common and quality goods and services for residents and neighboring communities which travel outside the area for their present needs or to capture those from outside the community through the Corridor.

Objectives

- Promote new economic development opportunities in the areas identified in this Corridor Study.
- A combination of neighborhood commercial, corridor commercial and larger regional retail uses should be encouraged within the area.
- Regional shopping uses should be located near the future intersections of the Parkway with IL Route 25 and IL Route 31 to capitalize upon the expected high traffic volumes.
- Light industrial and office uses are appropriate in the Corridor, especially in areas that have low-visibility from the Parkway. These uses will provide additional employment opportunities within the community.
- As recommended in the market study, the Village should encourage “class B” office space to locate within the Corridor.
- Develop aesthetically pleasing and functionally well-designed retail and commercial sites.

- Encourage high-quality commercial and business development within the Corridor. Buildings, parking areas and landscaping should be constructed of high-quality materials.
- Ensure that all non-residential uses such as commercial, office, and light industrial properties are effectively screened and buffered from adjacent existing and future residential neighborhoods.
- Encourage coordinated and shared vehicle access wherever possible.
- Support cross-access between commercial and business developments that allow for circulation between adjacent properties without needing to use the Longmeadow Parkway.
- Work with developers to ensure that site designs integrate existing mature and significant trees whenever feasible.

Best Management Practices

Goal

The extension of the Longmeadow Parkway will give the Village of Carpentersville the opportunity to promote the use of Sustainable Development, Green Technology, and Best Management Practices (BMPs).

Objectives

- The Village should promote Sustainable Development & Green Technology in the Corridor. The intent of incorporating green construction and technology practices into the site design and planning process is instrumental in promoting safe and sensitive development.
- New development should be encouraged to follow LEED for Neighborhood Development which is a USGBC (United States Green Building Council) rating system that integrates principals from traditional planning practices, new urbanism, smart growth, conservation design, green building technology, and other LEED rating systems into the first national standard for neighborhood design.
- The Village should encourage Best Management Practices (BMPs),

including the combination of buildings, measures, programs, schedules, or procedures which will limit any environmental impacts to both existing ecosystems and neighboring property for all new development.

Neighborhoods & Residential Land Uses

Goal #1

Maintain and improve the residential neighborhoods within the Study Area which will support the local population and improve the overall quality and character of the Corridor and the Village.

Goal #2

New residential developments should be of high-quality, and should offer increased housing opportunities, choices, and types of housing product.

Objectives

- Ensure that new developments are appropriately screened and buffered from existing and proposed residential neighborhoods.
- Encourage developers to construct pedestrian sidewalks and connections from commercial areas with residential neighborhoods.
- The Village should work with Kane County to ensure that access and egress is provided for residential areas from key points along the future Longmeadow Parkway.
- Appropriate screening and buffering should be installed along Longmeadow Parkway adjacent to residential areas.
- Lighting along the future Longmeadow Parkway should be designed to minimize light spillover and/or glare.

Open Space & Forest Preserve Property

Goal

- Ensure the provision of high-quality open space and recreation opportunities for all residents of the Village along the Fox River and the Brunner Family Forest Preserve.

Objectives

- Work with and support Kane County in their efforts to develop Brunner Family Forest Preserve.
- Continue to provide connections to the Fox River Trail with multi-use trails along the river and explore the potential of an additional pedestrian bridge over the Fox River.
- Support pedestrian connections from the future Brunner Family Forest Preserve to the existing Kane County Forest Preserve's Raceway Woods.
- Ensure Dundee Crown High School, just south of the Study Area, is appropriately buffered from potential new development.
- Work with developers to encourage the preservation of existing mature trees and the integration of significant environmental features into site designs.

Intergovernmental & Organizational Cooperation

Goal

- The Village work with other governmental agencies to coordinate and cooperate in the design, construction and operation of the Longmeadow Parkway to ensure the Village's interests are expressed and supported.

Objectives

- Continue to have representation on the Longmeadow Parkway Task Force. The 16-member Task Force is charged with coordinating the required activities needed before the Kane County Board can make an informed decision on the toll facility request.

- Continue to work with Kane County to provide input in their planning process for the design of the future Brunner Farm Forest Preserve.
- Coordinate with other municipal service providers, and surrounding communities, to plan for the development of the Longmeadow Parkway.
- Continue to seek grants, loans, and other sources of intergovernmental funding sources to undertake Village projects along the Corridor such as beautification improvements, pedestrian trail connections, and gateway signage.
- Support Kane County's efforts to plan for and construct the Longmeadow Parkway.

Program Administration

Goal

Due to the importance of the need for the Longmeadow Corridor and Bridge to be constructed to implement this Plan, the Village should continuously implement, monitor progress, and update the Longmeadow Corridor Plan as the Corridor is constructed.

Objectives

- As the Longmeadow Parkway is constructed, continuing after its completion, the Village should annually develop an action plan to prioritize objectives and list accomplishments of proceeding years.
- The Village should continue to work with Kane County and adjacent municipalities to ensure the Longmeadow Parkway is well-maintained and that potential issues are resolved through on-going communication.
- The Longmeadow Parkway Corridor Study should be made available by posting the study on the Village's website.

Section Four:

Existing Conditions

Existing land use, zoning, transportation and environmental features in the Longmeadow Parkway Corridor will play a significant role in the planning of this area. This section includes a summary of the existing conditions and current trends within the Study Area. More detailed information regarding existing conditions is included in the Appendix. The following pages illustrate the current conditions for land use, zoning, environmental features, and transportation.

Existing Land Use

The Longmeadow Parkway Corridor is composed of predominantly residential and agricultural uses. The largest area of the Study Area is the Brunner Family Forest Preserve (approximately 750 acres). Brunner Family Forest Preserve has been acquired by Kane County for forest preserve property.

In addition to vacant properties, both single-family and multi-family residences are also found within the Study Area at the eastern and western extents of the Corridor. A quarry is sited just north of Bolz Road, east of the Fox River, and is a major land holder in the Corridor. Much of the riverfront property along the eastern bank of the Fox River is currently owned and maintained by the Kane County Forest Preserve District. The Fox River Trail runs along the east side of the river providing a regional multi-use trail through the community.

Current Zoning

As stated earlier in this report, although much of the Study Area is outside of the Village's incorporated boundary, the Study Area is within the Village's annexation boundary agreements with the Village of Algonquin. The following are the Village's zoning districts located within the Study Area.

Residential. There is a variety of residential uses zoned within the Study Area from detached single-family homes to larger multi-family developments (R-1, R-4, and R-5).

Commercial. Currently, very few parcels within the Study Area are zoned for commercial use. Two areas within the Study Area along the eastern bank of the Fox River, and along IL Route 25 at the intersection of Bolz Road are zoned for C-2 General Commercial.

Industrial. Although a significant amount of parcels along the river within the Study Area are zoned industrial, the majority of the parcels are owned and maintained by the Forest Preserve District as open space.

Existing Transportation

An analysis of both vehicular and pedestrian transportation and circulation within the Study Area was undertaken. An inventory of road classifications, turning movements, posted speed limits and average daily traffic counts are provided. The key pedestrian amenity in the Study Areas is the Fox River Trail. This Plan recommends future connections to this regional trail system.

Current Environmental Features

The Fox River is one of the regions greatest environmental assets. As it passes through the Village and the Corridor Study Area, the Fox River and its surrounding areas present a tremendous opportunity for the establishment of an accessible, pristine, environmental area for the entire area and surrounding communities to enjoy. This Plan encourages the preservation and protection of significant mature trees in future development projects.

FIGURE 2 EXISTING LAND USE

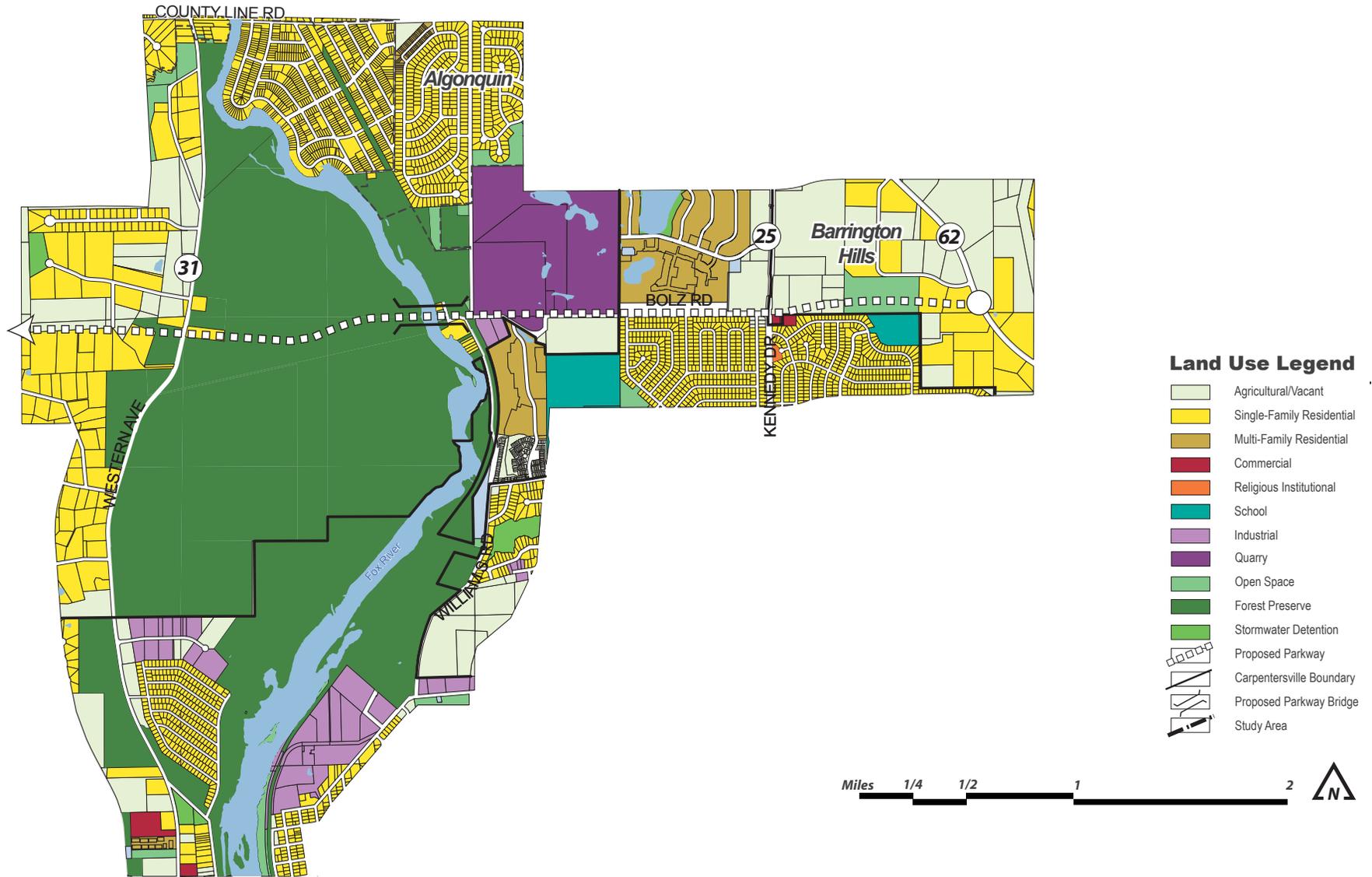


FIGURE 3 CURRENT ZONING

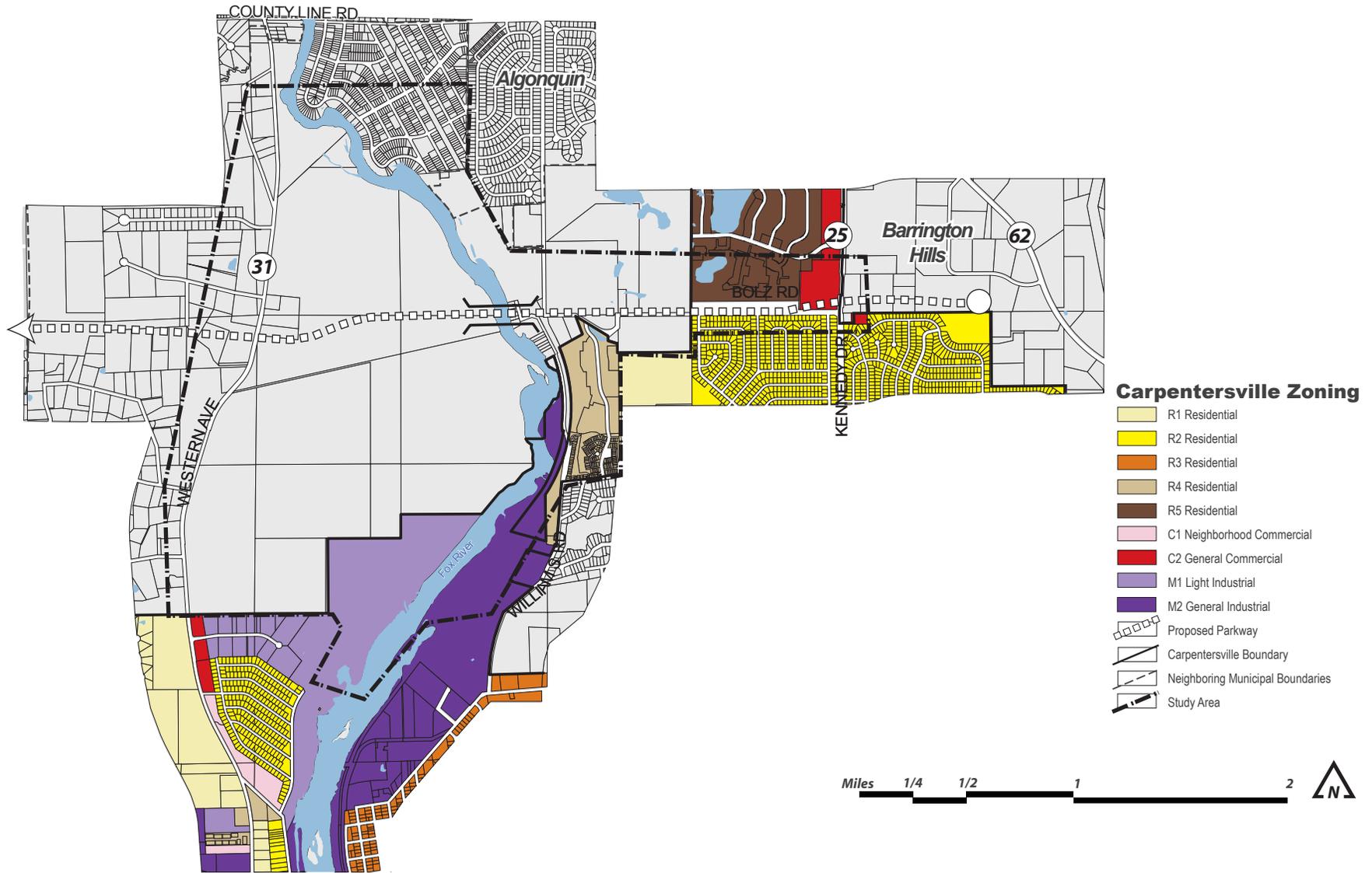


FIGURE 4 EXISTING TRANSPORTATION

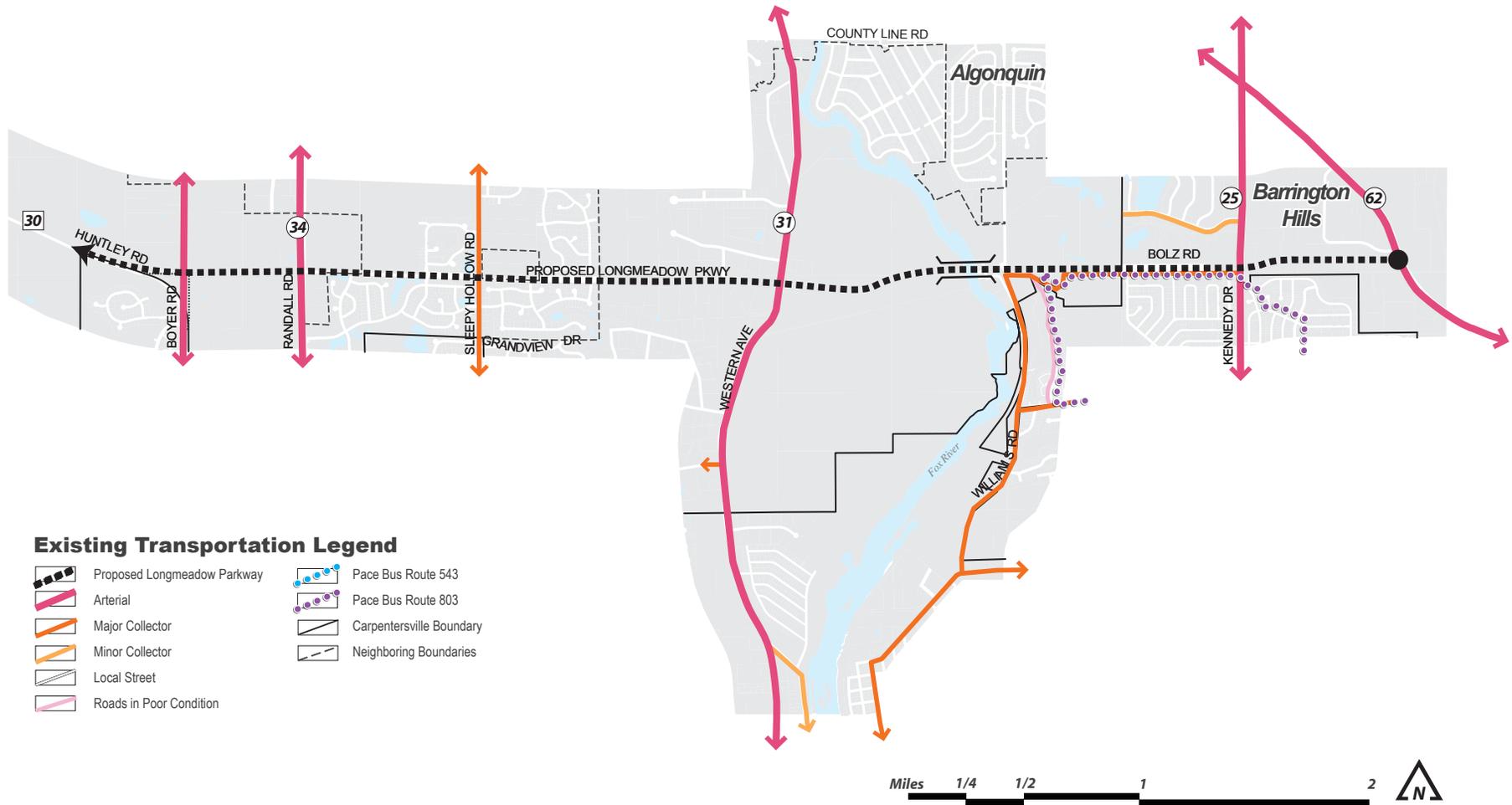


FIGURE 5 EXISTING ROADWAY ANALYSIS

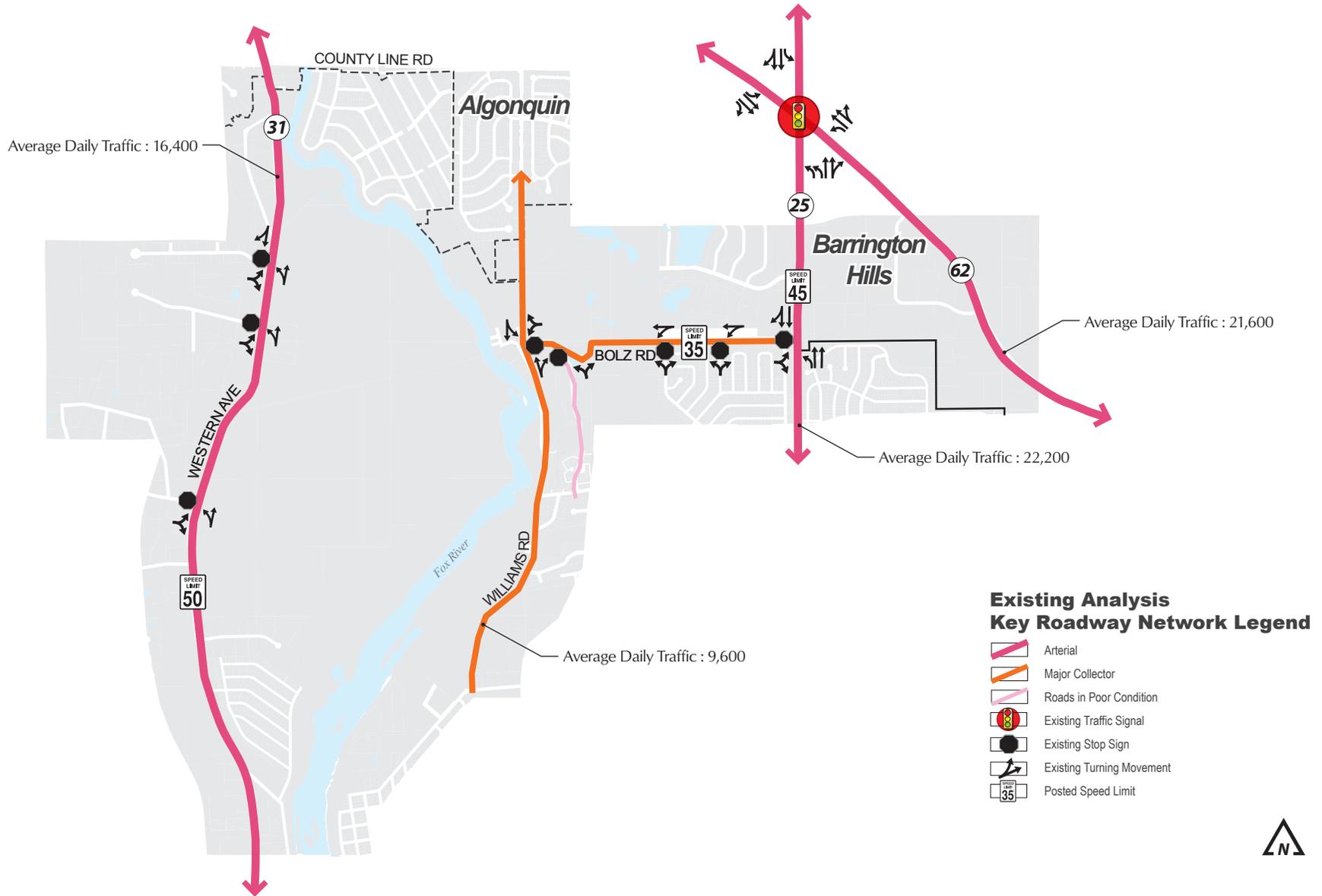
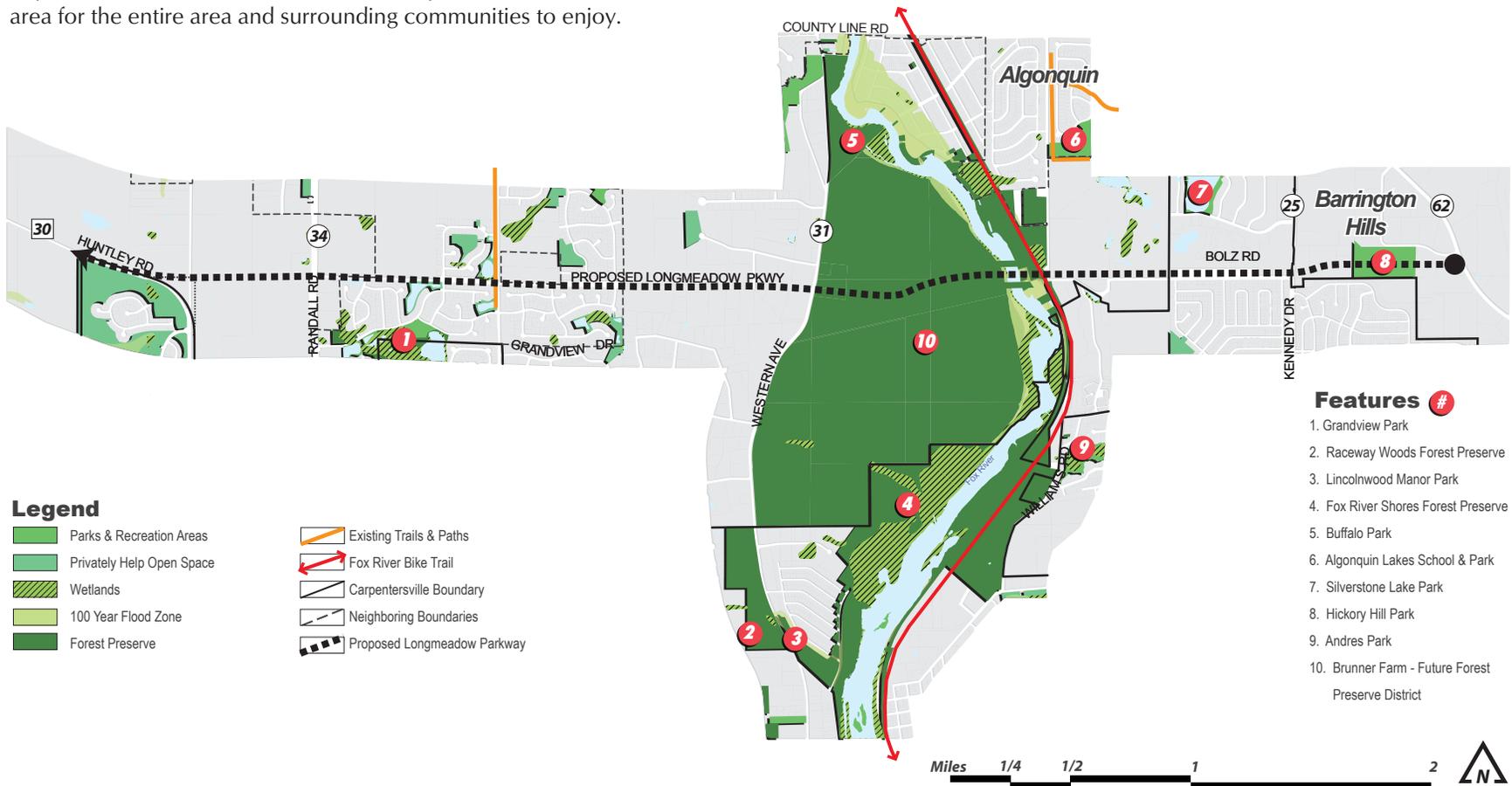


FIGURE 6 EXISTING OPEN SPACE

The Fox River is one of the regions greatest environmental assets. As it passes through the Village and the Corridor Study Area, the Fox River and its surrounding areas present a tremendous opportunity for the establishment of an accessible, pristine, environmental area for the entire area and surrounding communities to enjoy.



Section Five:

Suitability Analysis

Early in the process, to identify and reserve certain areas of Brunner Farm for potential economic development, a Suitability Analysis was completed for the property.

The analysis focused upon the Brunner Family Forest Preserve which is currently 750 acres of agricultural land with several thousand feet of frontage along Route 31 and the Fox River. With the potential for Longmeadow Parkway to be extended across the Fox River and through the 750 acre property, the future development potential of this existing agricultural land was high.

To determine which parcels were suitable for future development, a detailed suitability analysis was conducted of existing site conditions along the riverfront and corridor area. Other opportunities considered in the planning of the area will include public access to the riverfront and integration of recreational uses with new riverfront development.

This section summarizes the process utilized and the results of the analysis. The more detailed analysis is included in the Interim Report on file with the Village.

The analysis covers various site suitability topics such as soils, floodplain, wetlands, topography, and hydrology to provide the Village with a suitability map that outlined potential developable land along the riverfront and proposed corridor.

Approach to Suitability - The suitability analysis process involved taking an inventory of the various attributes of the Carpentersville Longmeadow Parkway Corridor study area. These attributes fall into three main categories; physical, biological, and cultural. The Plan illustrates the analysis and review for each of these attributes categories. As shown in the following figure, specific attributes for this area, such as soils, topography, water, municipal infrastructure, and existing land uses were analyzed.

Once these attributes were collected and mapped, the information was overlaid and relationships between the different attributes were estab-

lished for both opportunities and constraints within the planning area. The extent of these opportunities and constraints were measured based on the scope of the project.

At the conclusion of the suitability analysis, a map of the area was created that classified the areas into three development categories ranging from:

1. Areas with no development limitations/low ecological value
2. Areas with some development limitations/some ecological value, and
3. Areas with severe development limitations/high ecological value

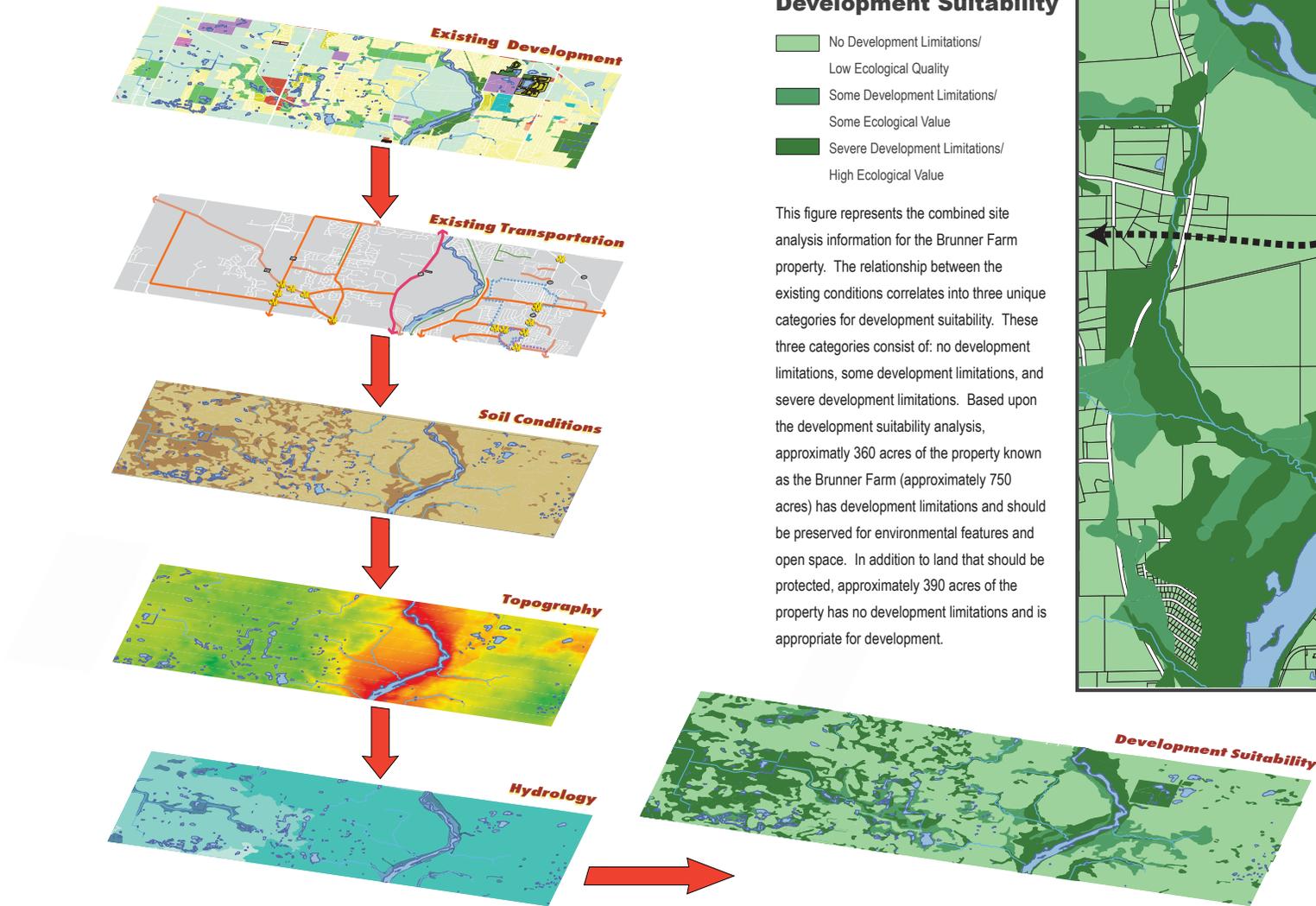
Establishing the three development suitability types identified which areas of the Carpentersville Longmeadow Parkway Corridor Study Area were optimal for future development or preservation. Based upon the suitability analysis, as well as the previous steps of the planning process, a potential development plan for the study area was presented as part of the Carpentersville Longmeadow Parkway Corridor Planning process.

Result of Suitability Analysis

The Village of Carpentersville presented the results of the Suitability Analysis to Kane County in an effort to negotiate for certain portions of Brunner Farm to be set aside for future development. Kane County, after discussion and consideration, set aside 25 acres of land, west of IL Route 31 on a very challenging parcel to develop that was not identified as an opportune development site on the Suitability Analysis.

FIGURE 7 SUITABILITY ANALYSIS

As part of the planning process, a Suitability Study was completed for the Brunner Farm Property. The goal of the analysis was to assist the Village in identifying potential land that could be set aside for future development. This Figure summarizes the process and findings of the Analysis.



Brunner Farm Development Suitability

- No Development Limitations/
Low Ecological Quality
- Some Development Limitations/
Some Ecological Value
- Severe Development Limitations/
High Ecological Value

This figure represents the combined site analysis information for the Brunner Farm property. The relationship between the existing conditions correlates into three unique categories for development suitability. These three categories consist of: no development limitations, some development limitations, and severe development limitations. Based upon the development suitability analysis, approximately 360 acres of the property known as the Brunner Farm (approximately 750 acres) has development limitations and should be preserved for environmental features and open space. In addition to land that should be protected, approximately 390 acres of the property has no development limitations and is appropriate for development.



Section Six:

Longmeadow Parkway Corridor Plans

This section provides detailed Longmeadow Parkway Corridor Plans for Land Use and Development components, Transportation and Circulation, and Beautification. The Corridor Plans provide an overall framework for improvement and development throughout the Longmeadow Parkway Corridor.

Planning Considerations

The following are considerations that have been identified and addressed in the recommendations of this Plan:

- Due to the recent acquisition of Brunner Family Forest Preserve by the Kane County Forest Preserve District, how can the Village of Carpentersville plan for other areas of the Corridor while still providing connectivity?
- What must be done to complete the proposed Longmeadow Parkway Corridor including the bridge and connections to existing local streets?
- How will the key intersections in the Corridor be improved, and how will these improvements be funded?
- What is the most appropriate type of development to be located within the key redevelopment opportunity sites identified in this Plan?
- Is there an opportunity to partner with a private developer to either fund or construct public infrastructure improvements up front or as part of a recapture agreement in exchange for development opportunities on the County's identified parcels (west of IL Route 31) on the Brunner Family Forest Preserve?

In general, the Corridor Plans strive to improve and enhance the entire Corridor, and promote compatible new development and redevelopment.

The following Corridor Plans are presented in this Section:

- Framework Plan
- Land Use Plan
- Pedestrian Circulation Plan
- Vehicular Transportation Plan
- Parkway Cross-Sections
- Intersection Improvements
- Potential Development Sites
- Beautification Plan

FIGURE 8 FRAMEWORK PLAN

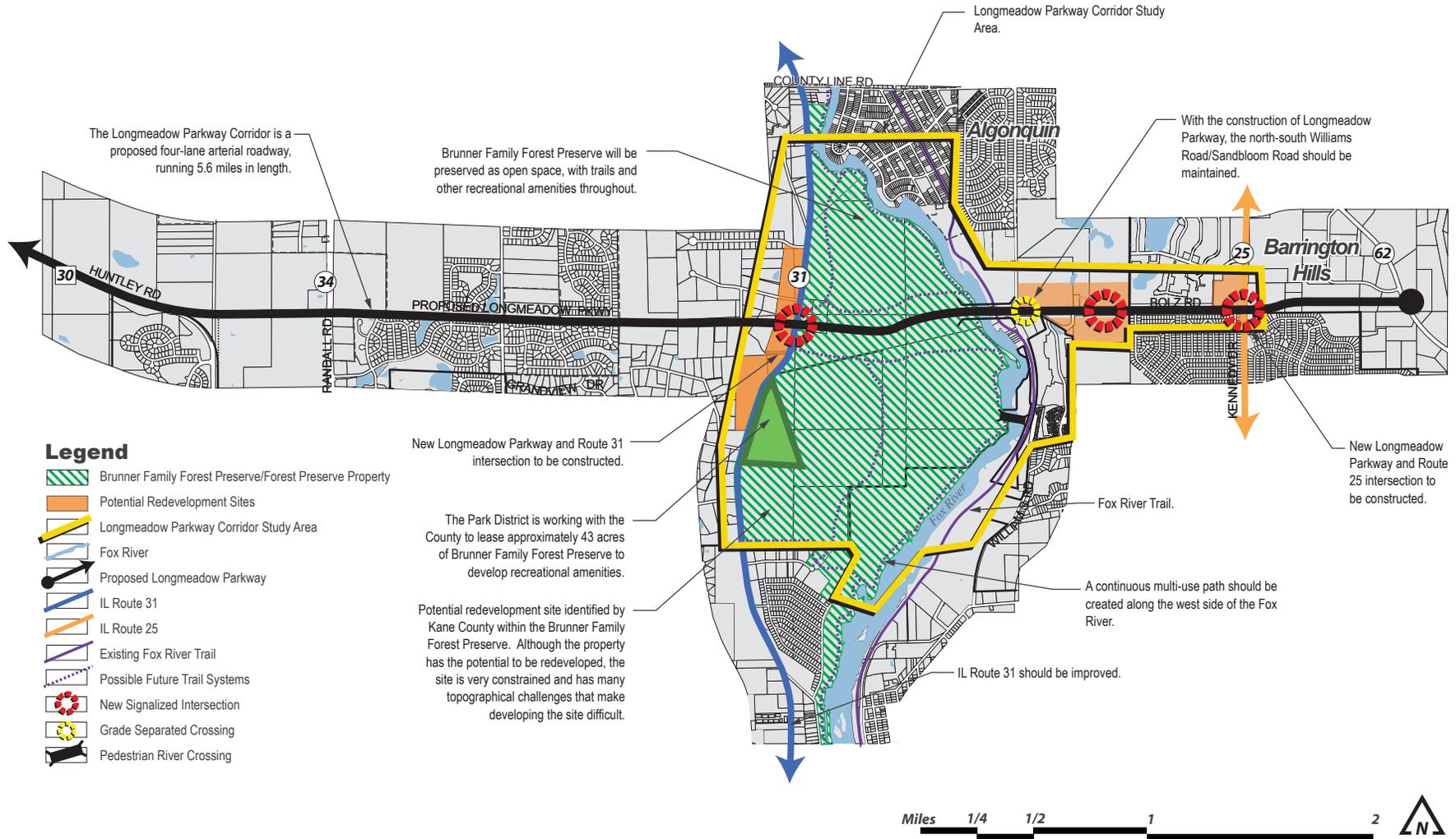
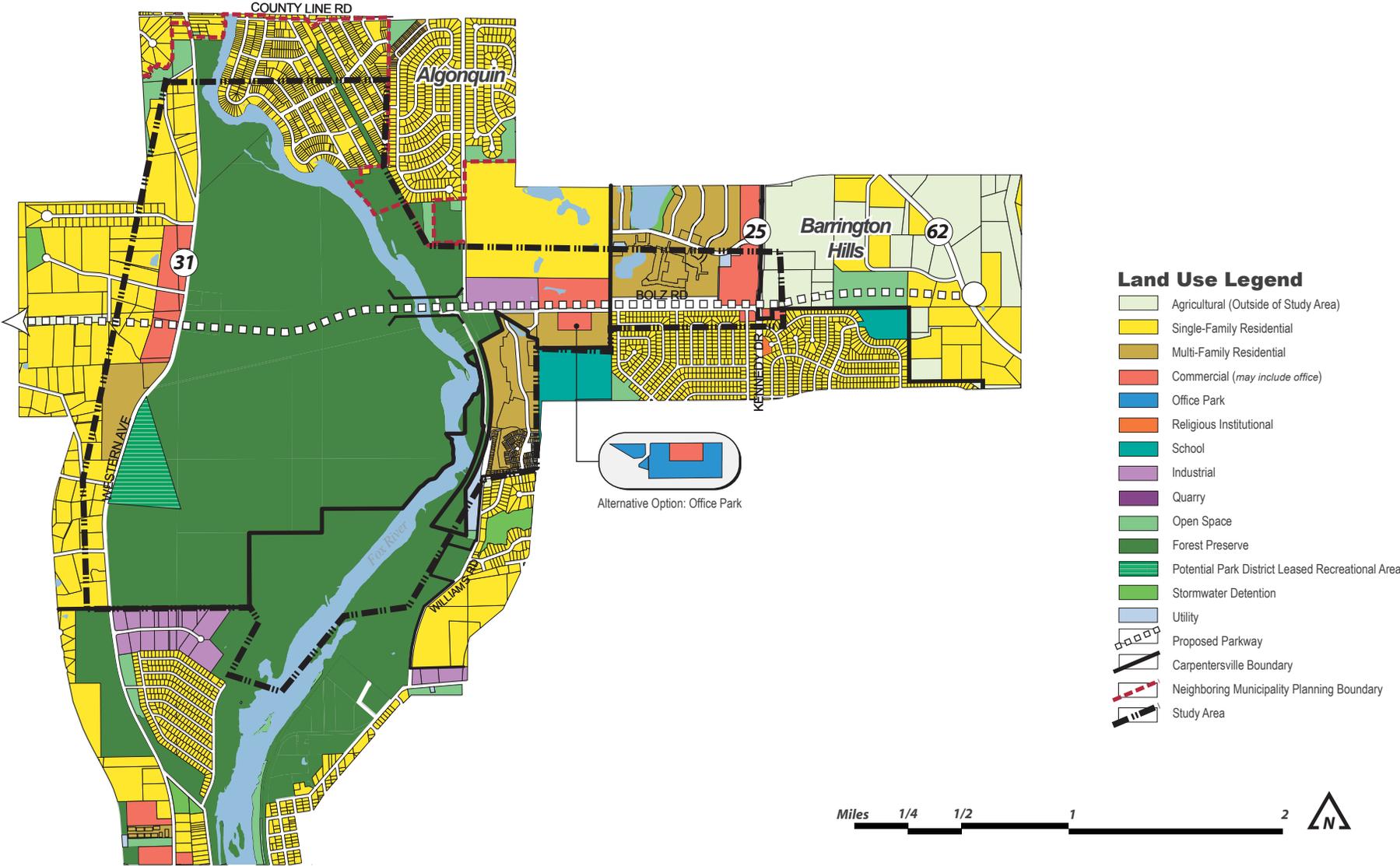


FIGURE 9 LAND USE PLAN



Transportation and Circulation Plan

With the completion of the Longmeadow Parkway, a new regional east-west corridor will have been created in the Village of Carpentersville and a number of changes will have been made to the transportation network. Existing roads most likely to be impacted by the new regional river crossing include IL 25 (Kennedy Drive), Bolz Road, IL 31 (Western Avenue), and Williams Road/Sandbloom Road.

The construction of a new crossing over the Fox River would allow the Village of Carpentersville to incorporate pedestrian and multi-modal elements at various locations throughout the corridor. Public transportation like PACE bus services would be more efficient throughout the corridor and its use will become more feasible for a larger population. The new river crossing may also obtain a State/U.S. truck route designation to alleviate the truck traffic in the corridor.

Following the study of analysis of the Longmeadow Parkway Corridor, this section provides a number of transportation and circulation recommendations the Village of Carpentersville should implement to improve transportation and circulation within the Longmeadow Parkway Corridor.

As a base for the analysis of existing conditions, field studies were conducted to collect data on the roadway system. These included recordings of roadway cross sections, intersection traffic control devices, speed limits, regulatory information, truck routes, and bicycle and pedestrian systems. This information is illustrated in the existing transportation figures.

Kane County Plans

A goal for the Village of Carpentersville throughout the planning process for this study was to communicate with the Kane County Division of Transportation in an effort to coordinate future plans for the area. Although plans for the Corridor continue to evolve based upon several variables include political climate, economics, and financial resources, it is important for this Study to present an overview of current Kane County Plans. Wherever feasible County plans have been incorporated into this document.

Staged Approach and Ultimate Design

The data and illustrations contained in the Transportation and Circulation Plan rely heavily upon the latest information providing by Kane County for the engineering and design of the bridge and corridor. The Preliminary Longmeadow Parkway geometry used in the Section reflects the ultimate design for the corridor.

Although the illustrations reflect the ultimate design, the corridor may actually be developed in a staged approach for construction. Initially, the construction of the roadway may be only a two (2) lane cross-section, while the bridge may be constructed with a four (4) lane cross-section substructure over the Fox River, with only a two (2) lane bridge deck. Based upon funding availability and projected traffic utilizing the toll bridge alternative a staged approach to construction should be a consideration.

It should also be noted, that the geometry provided by the County does not accommodate the potential toll plaza that would be required near the bridge. Therefore, the Village should continue to coordinate with the County the location and size of the potential toll plaza.

Roadway System

The recommendations of the Transportation and Circulation Plan for the Longmeadow Parkway Corridor are illustrated within this section and are described in further detail below.

Illinois Route 25 (IL 25) (Kennedy Drive) is a north-south major arterial roadway that has a five-lane cross-section providing two lanes in each direction as well as a center painted/mountable median which accommodates a left-turn lane at intersections. The roadway is approximately 65 feet wide and has a posted speed limit of 45 mph. The roadway is under the jurisdiction of IDOT and is classified as a Strategic Regional Arterial (SRA). According to counts conducted by IDOT in 2007, the road carries approximately 22,200 vehicles per day through its intersection with Bolz Road. Approximately five percent of the daily traffic volumes on IL 25 are trucks. Nearest to Bolz Road, IL 25 is signalized at its intersections with IL 62 (Algonquin Road) and Helm Road which are approximately $\frac{3}{4}$ and $\frac{1}{2}$ -mile north and south of Bolz Road, respectively.

With the development of the corridor, Longmeadow Parkway will intersect IL 25 and be under traffic signal control. IL 25 should be widened at the intersection to provide dual left-turn lanes and a separate right-turn lane. Longmeadow Parkway should provide a single left-turn lane, two through lanes in each direction, and a separate right-turn lane at the intersection as proposed by the County. The preliminary plans show Longmeadow Parkway providing enough pavement width to provide another left-turn lane if future traffic volumes dictate.

IL Route 25 should also be designed to accommodate bicycles and pedestrians. The roadway right-of-way (ROW) is wide enough to meet the needs of such uses and the construction of the Longmeadow Parkway and necessary intersection improvements provides ample opportunity to add these amenities. The bicycle and pedestrian amenities, such as designated lanes, benches, and way-finding signage would serve the residential areas north, south, and east of the intersection of IL 25 and the Longmeadow Parkway.

Illinois Route 31 (IL 31) (Western Avenue) is a north-south two-lane arterial roadway with 12-foot lanes and a narrow paved shoulder or soft shoulder. The posted speed limit is 50 mph in the vicinity of the proposed Longmeadow Parkway. The roadway is under the jurisdiction of IDOT and according to counts conducted in 2007, the road carries approximately 16,400 vehicles per day in the study area. Approximately seven to eight percent of the daily traffic volumes on IL 31 are trucks. North of the study area, IL 31 widens to a three-lane cross-section through Algonquin, accommodating a center left-turn lane and serving as the Village Main Street. It has a signalized intersection with IL 62 which is approximately two miles north of the proposed corridor.

According to Kane County preliminary intersection engineering, with the development of the corridor, Longmeadow Parkway will intersect IL 31 under traffic signal control. IL 31 will be widened at the intersection to provide dual left-turn lanes, two through lanes in each direction, and a separate right-turn lane. Longmeadow Parkway will provide a single left-turn lane, two through lanes in each direction, and a separate right-turn lane at the intersection as proposed. The preliminary plans show Longmeadow Parkway providing enough pavement width to provide another left-turn lane if future traffic volumes dictate. Furthermore, according to the Carpentersville Comprehensive Plan, the widening of IL 31 is recom-

mended from just north of Huntley Road north through the study area to the Village limits.

With the introduction of a signalized access point at Longmeadow Parkway and the expected increase in traffic as a result of the river crossing and corridor development, existing lane capacity along IL 31 is inadequate for the future.

The Village should work with the County to widen IL Route 31 as a part of the Longmeadow Parkway project in order to accommodate the projected daily traffic and to reflect its function as a regional arterial roadway providing access to the parkway. At a minimum, IL Route 31 should be widened the appropriate distances (north and south) from the future intersection to allow for additional turning lanes to be installed.

Future restrictions on IL 31 access can be implemented to control the number and spacing of access points. In addition, with future improvements on the Brunner Farm property expected by the County, and the acquisition of right-of-way for the widening of IL 31, space should be preserved to create special treatment of the Longmeadow Parkway/IL 31 intersection and adjacent approaches including widening and streetscaping improvements and implementation of multi-modal travel options along the roadway in the form of a pedestrian/bike path.

Bolz Road is an east-west two-lane local roadway that extends from its unsignalized intersection with IL 25 to its terminus at its intersection with Williams Road/Sandbloom Road. It is under stop sign control at both of these intersections. The roadway is approximately 33 feet wide and does not provide separate turning lanes. It has a posted speed limit of 35 mph and is under the jurisdiction of the Village of Carpentersville within city limits and Dundee Township outside of those limits. As proposed, the Longmeadow Parkway corridor will parallel the existing Bolz Road which will remain as a frontage road along the south side of the new corridor.

Bolz Road is planned to act as a frontage road-distributor to preserve limited access along the Longmeadow Parkway corridor with minimal disturbance to the existing residential subdivisions south of Bolz Road. Bolz Road is planned to terminate near Route 25 where it will connect with the north-south Alameda Drive. Ultimately, according to the Carpentersville

Comprehensive Plan, a new north-south road will be developed connecting Bolz Road and Silverstone Drive and will intersect the Longmeadow Parkway at a signalized intersection. As shown in the current County plans for the corridor, the placement of the future intersection is appropriate in preserving limited access along the corridor and will serve as a transportation benefit for future commercial development.

Williams Road/Sandbloom Road is a north-south two-lane minor collector roadway with gravel shoulder that extends from its signalized intersection with IL 62 into Old Town via Williams Street. The roadway does not provide separate turning lanes at intersections in the study area. It is generally under the jurisdiction of Dundee Township except within city limits where the Village of Carpentersville has jurisdiction. North of the study area, Sandbloom Road is under the jurisdiction of the Village of Algonquin. According to counts conducted by IDOT in 2006, it carries approximately 4,250 vehicles per day.

Due to the proximity of Williams Road/Sandbloom Road to the river edge at the proposed location of the river crossing bridge, the roadway will not be able to intersect Longmeadow Parkway at its current placement. Considering safety standards and engineering restrictions, a clear approach of ¼ to ½-mile would be required where it intersects with the Corridor. Therefore, the County has proposed a grade-separated crossing in this location, beneath the future corridor. This grade-separation is an important infrastructure improvement that will maintain local north-south access in this area.

Truck Route System

The new Fox River crossing should be designated as a State/U.S. truck route. The Longmeadow Parkway should serve as a direct and efficient connection to IL 25, IL 31, and IL 62 and help distribute truck traffic through the area. Since the Longmeadow Parkway will be constructed as a Kane County roadway, it will be designated a State/U.S. truck route and would alleviate some of the truck traffic burden felt by other east-west roadways in the area.

The truck route system in the area includes IL 25, IL 31 and IL 62 which are designated as State/U.S. Class II truck routes. The designated truck route system within the study area is consistent with IDOT roadway clas-

sifications designed to accommodate heavy vehicles and connect with the interstate and state highway system.

With development of the river crossing, Longmeadow Parkway can provide a new major east-west truck route efficiently and directly connecting the existing routes of IL 25, IL 31, and IL 62, helping to distribute the truck traffic.

Even with the need for a truck route, it is important for Longmeadow Parkway to be designed to accommodate all modes including pedestrians and other non auto. This will be a challenge and preliminary thoughts are to separate the non auto from the auto.

Bicycle / Multi-Use Paths

The Village should work with the Kane County Forest Preserve District to ensure that a new trail is constructed along the western shores of the Fox River on the Brunner Family Forest Preserve to expand the regional trail system further and to increase bicycle access to the Corridor. A majority of the Brunner Farm property along the Fox River is undeveloped and provides a tremendous opportunity for trail expansion.

To implement multi-modal travel options along IL 31, a pedestrian/bike path should be incorporated into any plans to improve or widen IL 31. Bicycle access can be improved along IL-31 by incorporating bicycle lanes, widened sidewalks, multi-use trails, and/or shared lanes into any improvement plans to the roadway. Due to expected traffic volumes, a separate multi-use path is recommended.

As the Brunner Farm is improved, the County should consider the addition of a pedestrian bridge over the Fox River to connect a multi-use trail across the river to the Fox River Trail. An additional pedestrian bridge may be costly and further engineering studies should be considered to identify if this is a desirable and achievable amenity.

Public Transportation

Following the construction of the Longmeadow Parkway Bridge, additional bus routes should be developed with PACE. The new routes should provide better east-west transit connections within the Village and should

provide additional connections to neighboring communities and their transit stations/hubs. Additional and more efficient public transportation service would provide area residents with a more viable alternative transportation option.

Right-of-Way

The Village should continue to support Kane County's acquisition of right-of-way to construct the Longmeadow Parkway. Currently, the County is acquiring a 160' right-of-way through the Study Area. Acquiring this size of ROW in the Study Area would allow for the staged construction of the parkway and also allow for future roadway enhancement projects. Future ROW enhancements could include increasing the traffic capacity of a roadway system, incorporating multi-modal travel options, improving streetscaping along roadways, and installing pedestrian/bicycle improvements.

Access Control

The Longmeadow Parkway Corridor should function as a regional arterial roadway. Therefore, access to the Longmeadow Parkway Corridor will be limited. By Kane County Access Control Guidelines, access points to the Corridor will be limited to ¼ to 1/3 mile spacing, west of the Fox River, and the access points east of the Fox River will be limited to the Bolz Road connection, Route 25, and Route 62.

FIGURE 10 VEHICULAR TRANSPORTATION PLAN

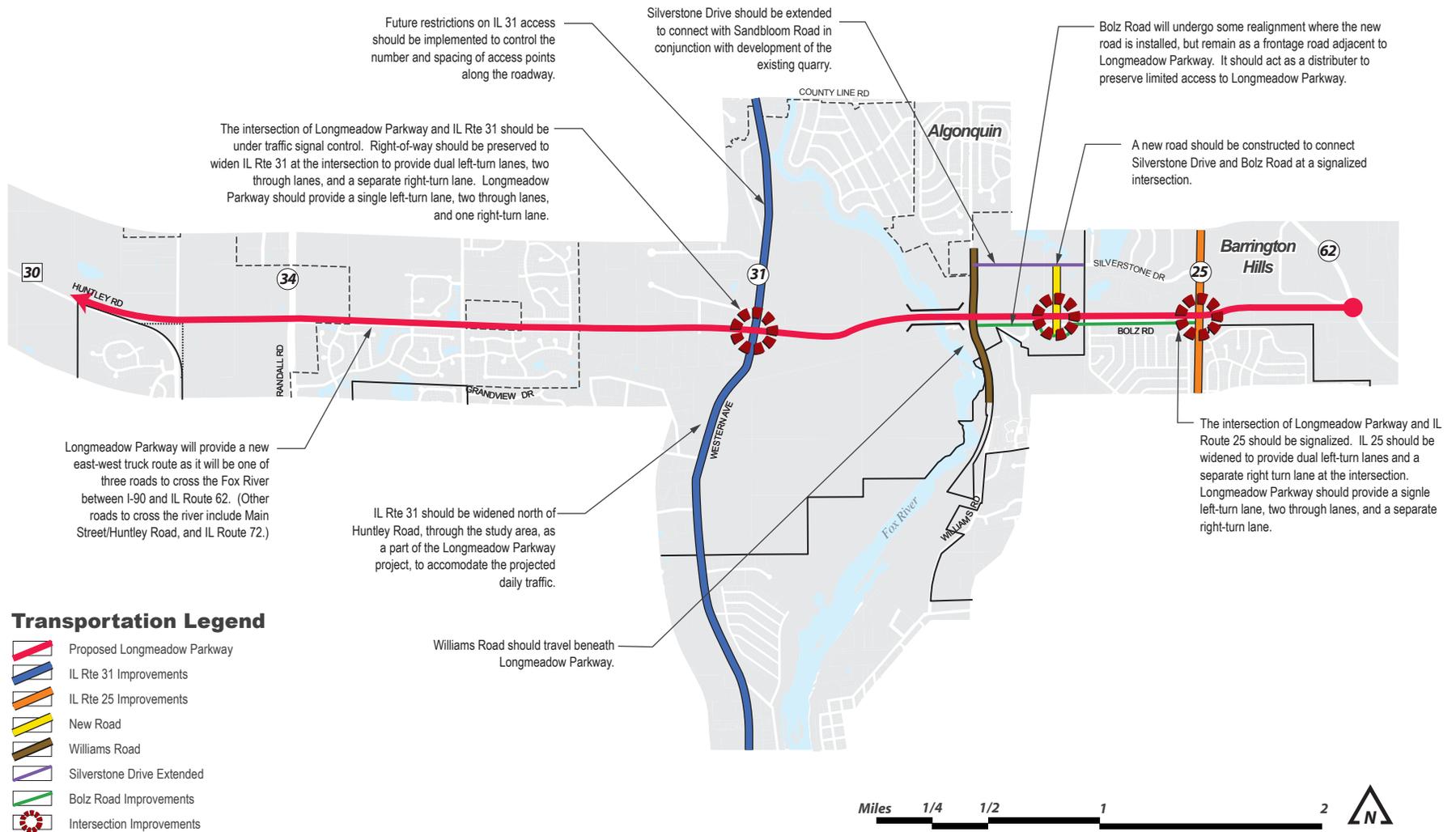


FIGURE 11 PEDESTRIAN TRANSPORTATION PLAN

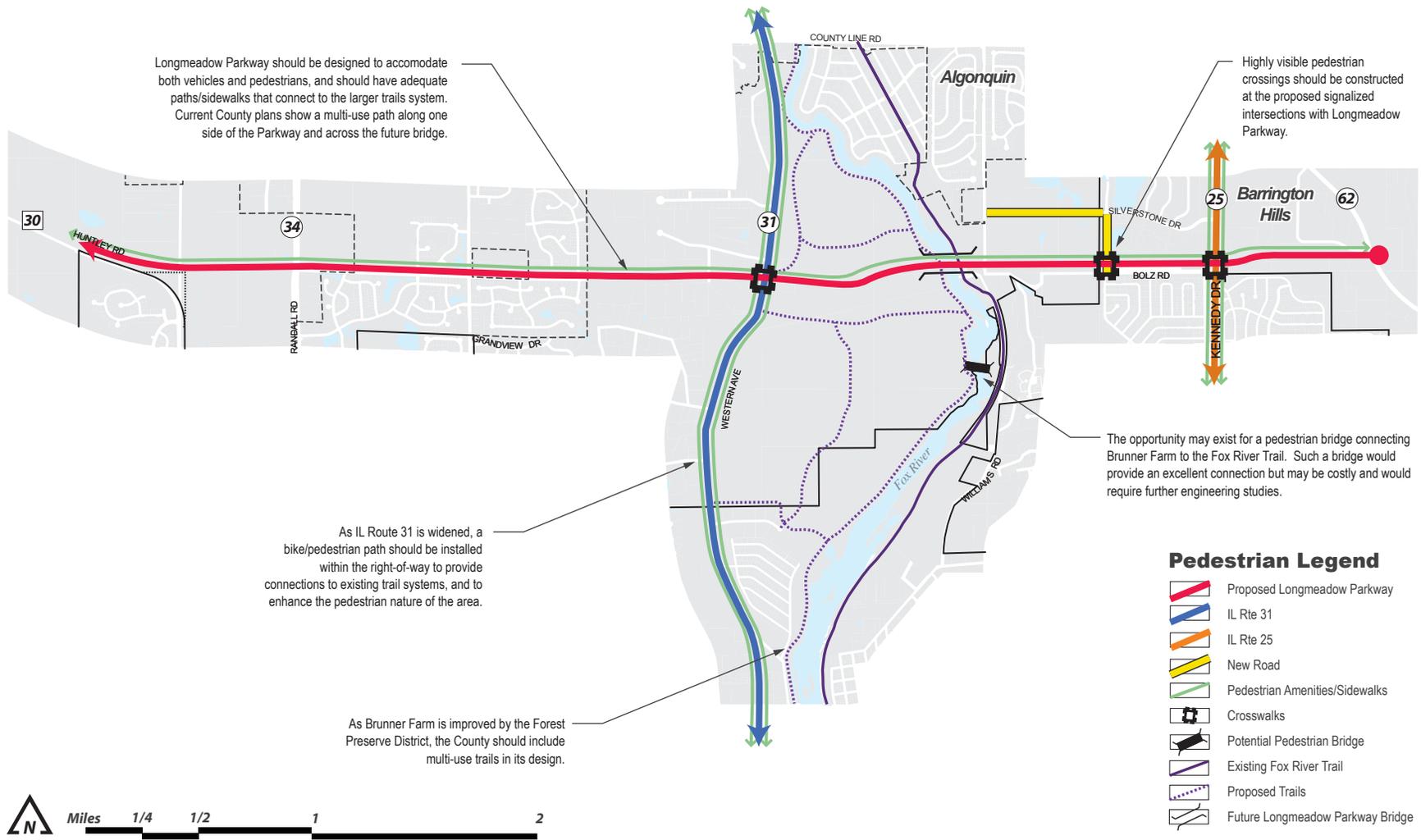
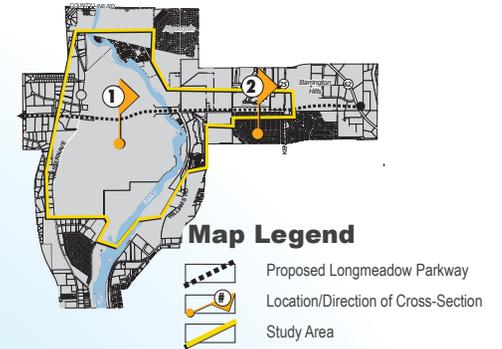
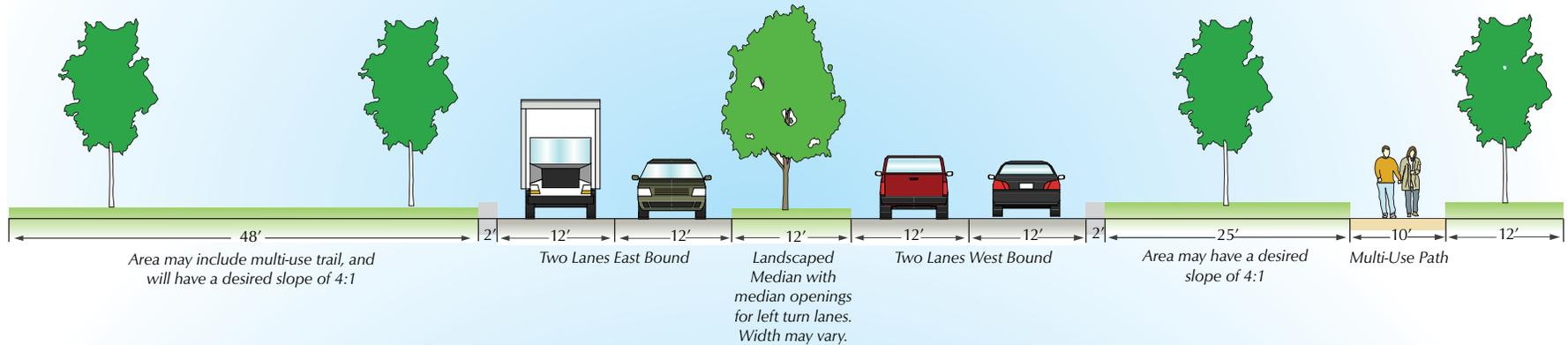


FIGURE 12 CROSS-SECTIONS TYPICAL ROADWAY CROSS-SECTIONS

The cross-section illustrated is still preliminary. Further engineering and analysis will occur during Phase 2 engineering to finalize the cross-sections. The proposed right-of-way varies between 140' and 200'. The County is considering a staged approach to the roadway construction. The first phase may include two lanes, and the ultimate buildout will be a total of four lanes.



1 Ultimate Cross-Section Adjacent to Brunner Farm



2 Ultimate Cross-Section Adjacent to Residential

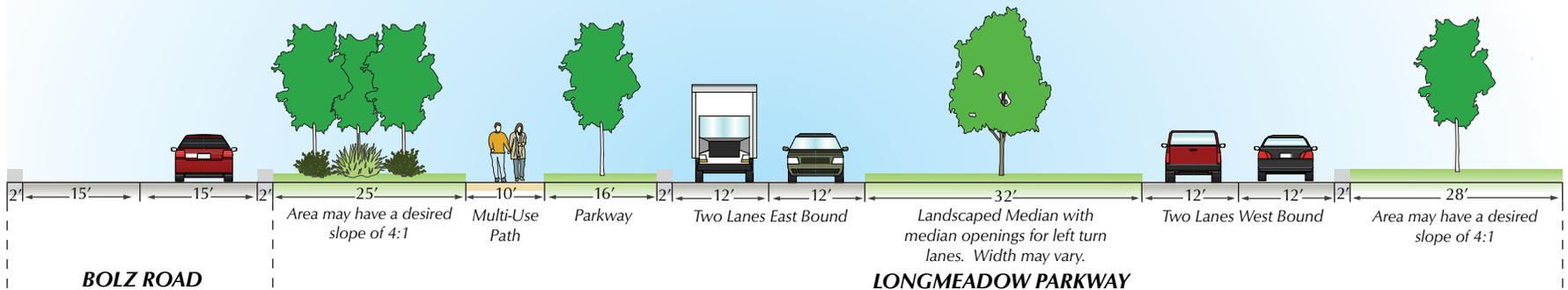


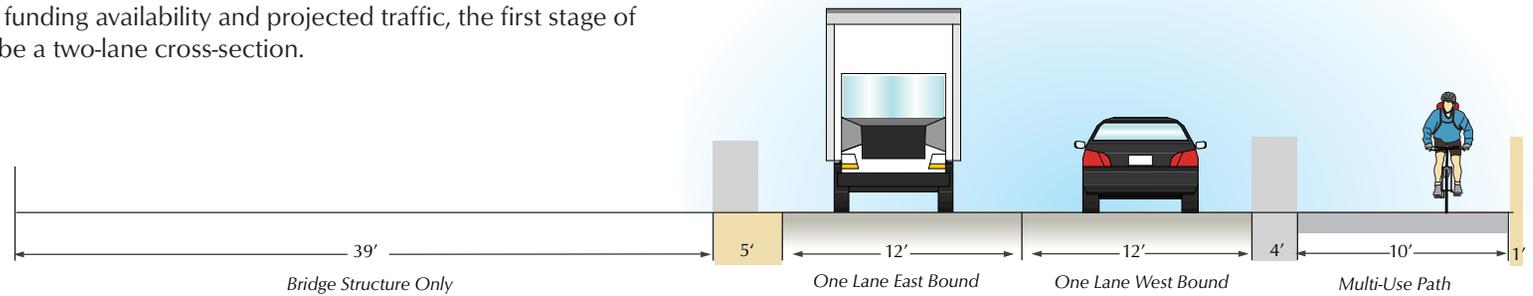
FIGURE 13 CROSS-SECTIONS

TYPICAL BRIDGE CROSS-SECTIONS

Currently, Kane County is considering a staged approach to construction. Initial construction would be a two-lane cross-section for the Fox River Bridge substructure with a two-lane bridge deck. The cross-section illustrated is still preliminary. Further engineering and analysis will occur during Phase 2 engineering to finalize the cross-sections.

Staged Approach

Initially, based upon funding availability and projected traffic, the first stage of construction would be a two-lane cross-section.



Ultimate Design

The next stage would be to construct the additional two lanes.

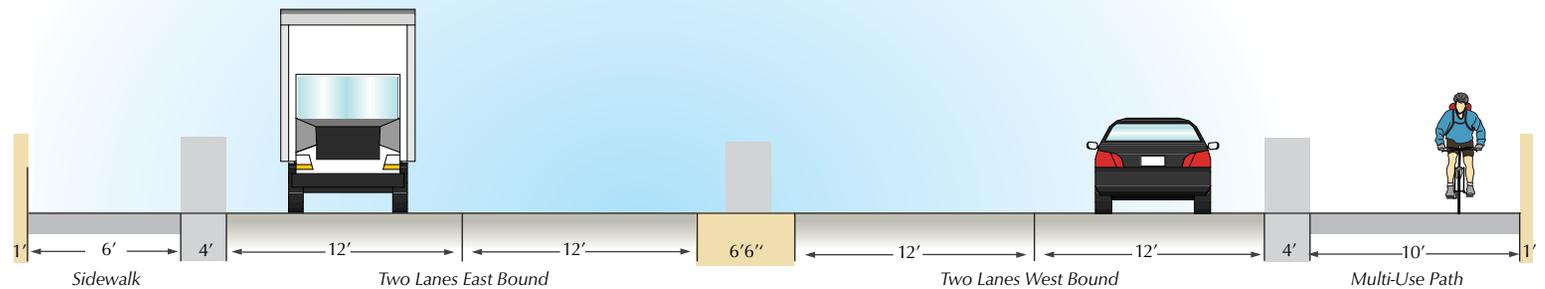
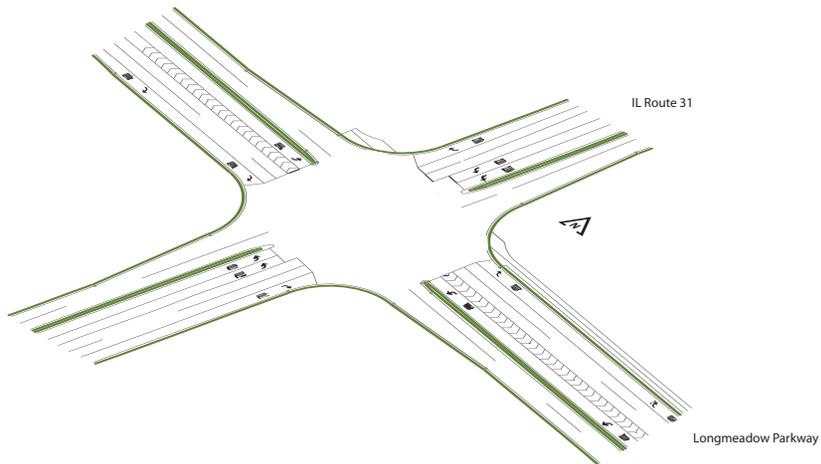


FIGURE 14 INTERSECTION IMPROVEMENTS



Longmeadow Parkway and IL Route 31



Longmeadow Parkway and Sandbloom Road

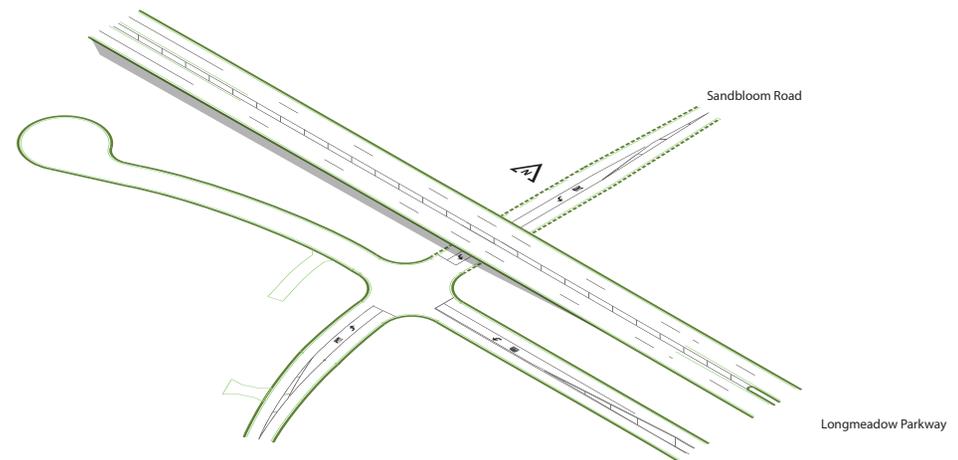
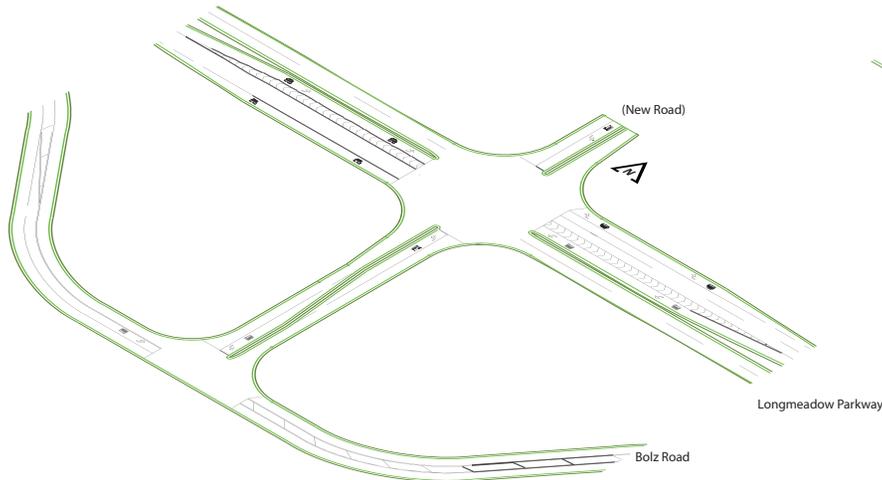


FIGURE 15 INTERSECTION IMPROVEMENTS



 **Longmeadow Parkway and New Road Extension**



 **Longmeadow Parkway and IL Route 25**

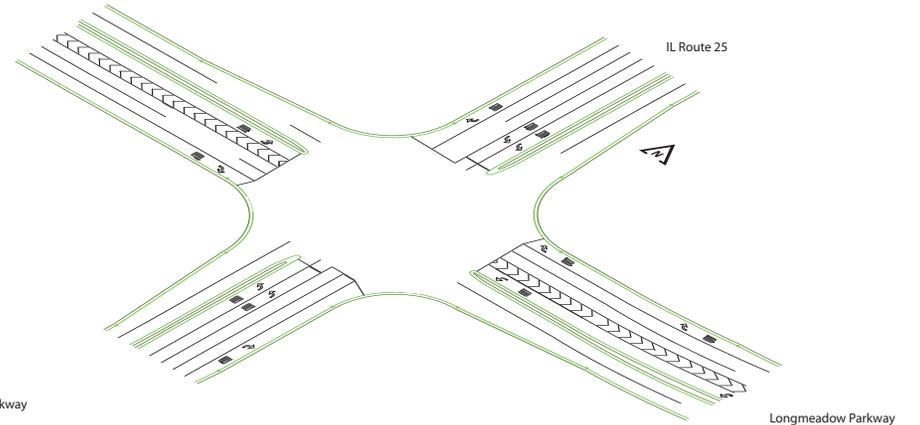


FIGURE 16 DEVELOPMENT SITE LOCATIONS

With the construction of Longmeadow Parkway, several opportunities for redevelopment will be created. Five Potential Redevelopment Sites have been identified.

Principals & Policies

- ◆ Developments should be well planned projects consisting of high-quality materials and attractive architecture.
- ◆ Existing residential properties should be appropriately screened and buffered from new developments.
- ◆ Uses within these redevelopment sites should take advantage of their visibility from Longmeadow Parkway, a four-lane arterial roadway.

- 1 This potential development site is currently occupied by open space and agricultural uses. With frontage on both IL Route 31 and Longmeadow Parkway, this site may be better utilized for regional/corridor commercial land uses and office development.
- 2 The County Forest Preserve District designated Site 2 as a potential redevelopment site near the Longmeadow Parkway Corridor. Situated on the west side of IL Route 31, the property is across the street from the Forest Preserve, which will provide picturesque surroundings for any development that occurs here. The site is currently wooded, so development should be sensitive to the mature trees and other existing environmental features. This site will be very challenging to develop due to its topography, large stand of trees, and that it is adjacent single-family homes. Future uses may include residential, and possibly commercial uses.
- 3 This site is currently used as an active quarry that is expected to be closed by 2012. Future use is recommended to be neighborhood commercial, with industrial properties along the west side.
- 4 Site 4 is currently a vacant, heavily wooded parcel, situated on the south side of Longmeadow Parkway, just north of Perry Elementary School and Dundee-Crown High School. Similar to Site 2, development on this site should be sensitive to the site's existing environmental features. The location of Site 4 is ideal for neighborhood commercial, residential, and potentially office park development.
- 5 Site 5 is situated at the northwest intersection of Route 25 and the Parkway. The land is currently vacant, and is a prime location for corridor commercial use.

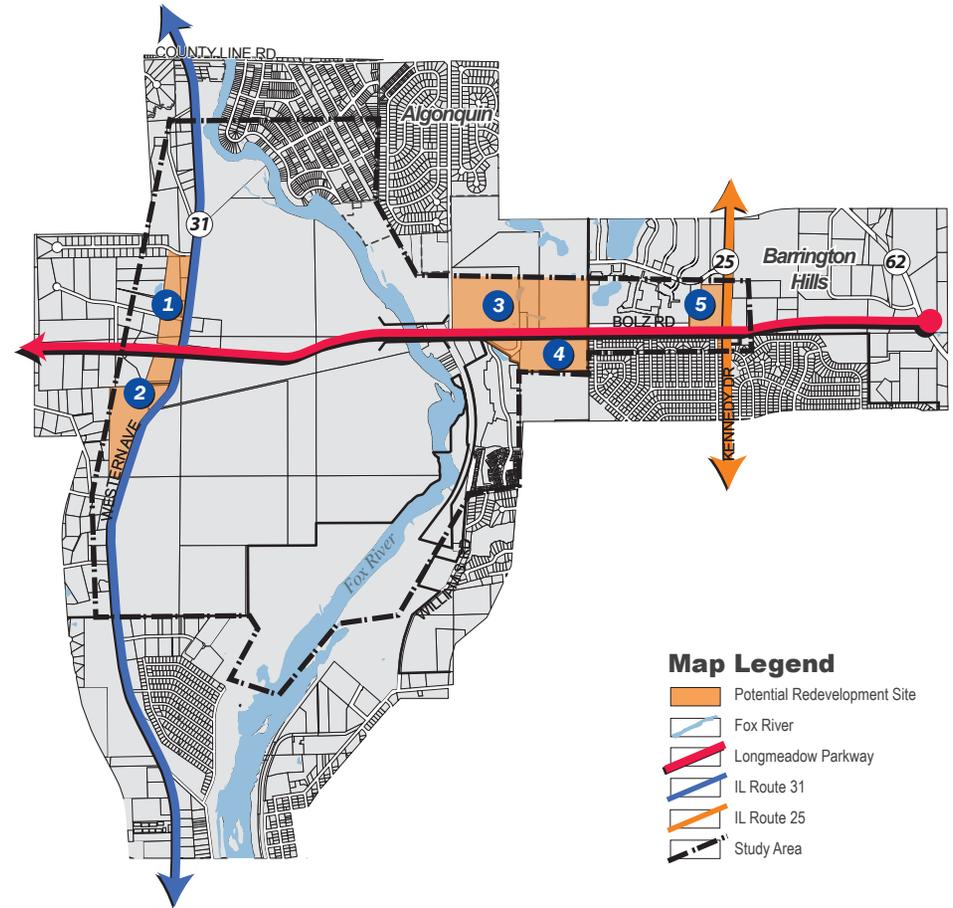
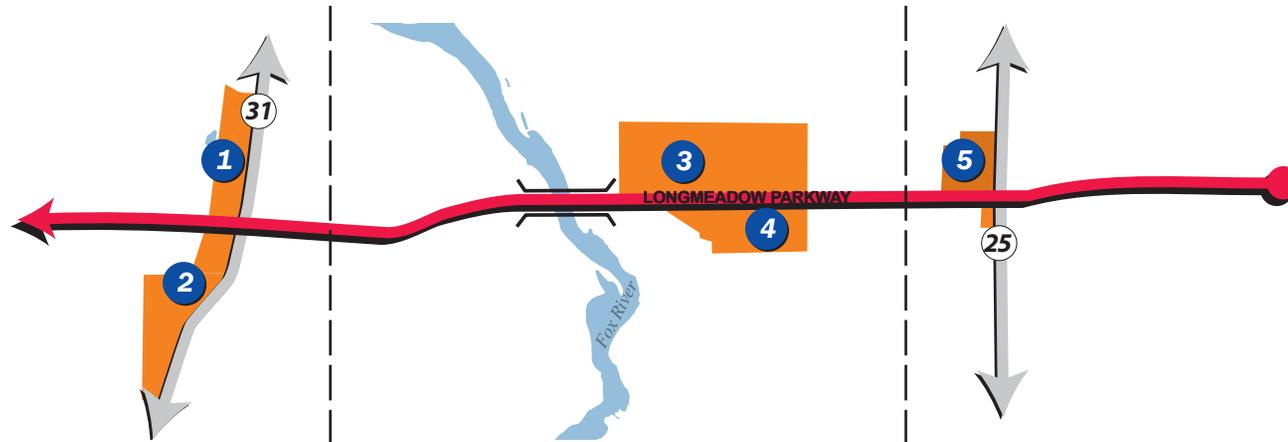


FIGURE 17 DEVELOPMENT SITE CHARACTER

The Longmeadow Parkway Corridor Plan envisions three unique sectors for future development within the Study Area. Although all three sectors are part of the larger Longmeadow Parkway Corridor, this plan recommends uses that will likely create a different character and feel for each area. Future uses are based upon the results of the Market Study, the Community Workshop, key person interviews, and the Village's Comprehensive Plan.



Regional / Corridor Commercial Professional Office, and Residential

Uses in the western sector should take advantage of the expected high-visibility and high traffic volumes as a result of the new bridge. A mix of uses could be supported at this location from professional offices, including medical offices, residential uses, to larger regional and corridor commercial uses, including entertainment uses and restaurants. Future development in this area should utilize green building technologies and best management practices while preserving as much of the existing mature trees and vegetation as possible. Pedestrian and bicycle connections to the future Brunner Farm Forest Preserve are also important considerations of the Plan.

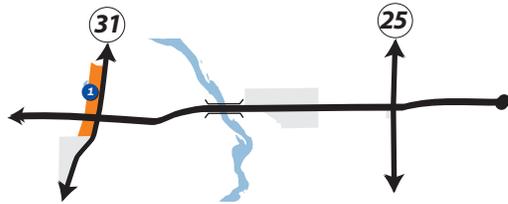
Neighborhood Commercial, Office and Light Industrial, and Residential

The central sector of the Corridor will have limited access from the future Longmeadow Parkway, primarily from the future road extension with Bolz Road. Signalizing this future intersection will be key to the future development potential of this area. Future uses in this area should consist of neighborhood commercial, office, light industrial, and residential. This mix of uses will provide neighborhood commercial opportunities for nearby residents, as well as future employment opportunities.

Corridor Commercial

Future development at the intersection of IL Route 25 and the future Longmeadow Parkway is ideal for corridor commercial and retail uses. Expected high-traffic volumes, good visibility, and excellent access will do much to attract future developers to the area. Today, without the Longmeadow Parkway, IL Route 25 exceeds the 20,000 Average Daily Trips (ADT) minimum that most high volume restaurateurs and retailers seek. Therefore, with the new bridge, traffic counts in this area will make the site even more attractive for corridor commercial opportunities.

Development Site 1



Vision for the Area

Future uses in this area should capitalize on the projected traffic volumes, and excellent visibility from the future intersection of IL Route 31 and the Longmeadow Parkway. This area should be developed with retail consisting of regional, corridor commercial, office and entertainment uses. The Village should encourage the use of green technologies and best management practices for future projects in this area. Pedestrian and bicycle linkages with the future Brunner Farm Forest Preserve should also be strongly encouraged to provide non-vehicular modes of transportation opportunities in this area.

Existing Conditions

Currently, Development Site 1 is a 28-acre agricultural property under single-ownership. Limited mature vegetation exists on the majority of the property and the site's topography has substantial slope changes. The western boundary of the site does include areas of mature trees and slope changes that would limit future development. Barns, storage for farm equipment and a cell tower currently exist on the property. The site is bounded to the north by Crescent Drive and the right-of-way for Forest Drive to the south. North of the future Longmeadow Parkway, Lathrop Lane runs through the site which is currently the only access to IL Route 31 for a large-lot, estate residential subdivision to the west.

Issues and Opportunities

Development Site 1 has tremendous retail development potential. The combination of future traffic-volumes and a relatively level, undeveloped, vacant property make this an attractive parcel. Due to the large size of the parcel, a substantial amount of future development may occur on this site. Future development should be constructed using green technologies and best management practices to promote environmental stewardship for the area. The opportunity exists for pedestrian linkages between this development site, the proposed path along the Longmeadow Parkway, and the future Brunner Farm Forest Preserve which connects to the Fox River Trail. Another opportunity for the site is the future proposed full signalized intersection at Longmeadow Parkway and Route 31.

A significant issue may exist if the future owner of the site may be required to finance the widening of IL Route 31 adjacent to the property. Another issue is the need to extend sanitary sewer and water approximately 1 mile to the north from Route 31/Miller Road and Route 31/Commerce Parkway intersections.

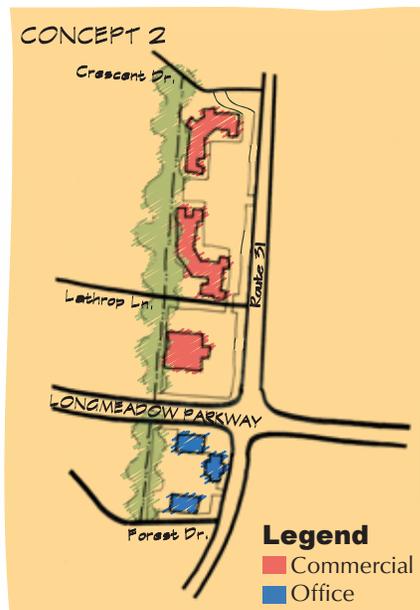


FIGURE 18 DEVELOPMENT SITE 1 CONCEPTS



Concept 1

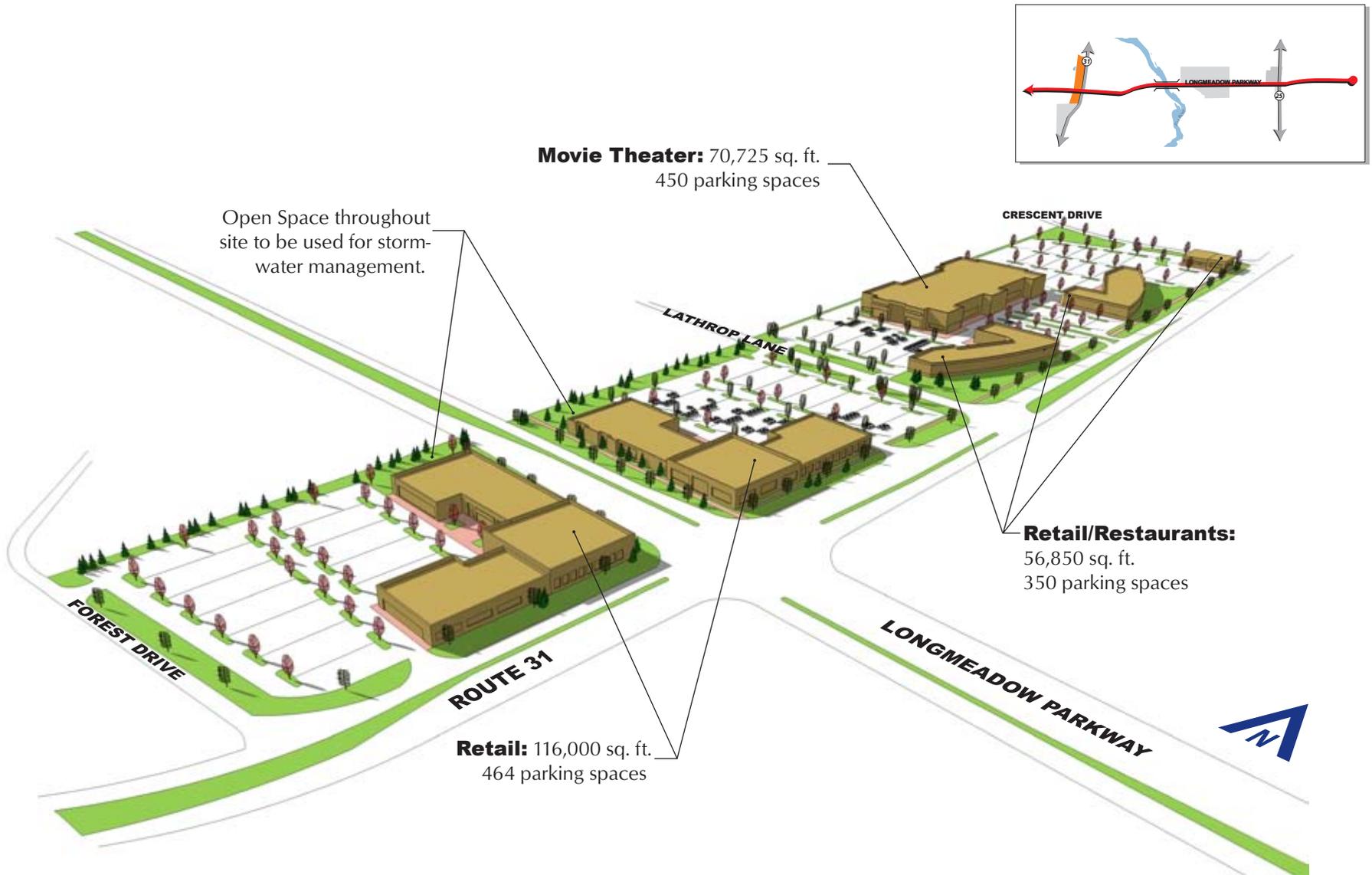
- A mix of uses including regional and corridor retail and entertainment uses. Provides approximately 165,000 square feet of retail, a 70,000 square foot movie theater, and a 6,850 square foot restaurant.
- Approximately 1,250 parking spaces. Pervious paver and best management practices are recommended to reduce stormwater management requirements.
- Creates a “strong corner” at the intersection of IL Route 31 and the future Longmeadow Parkway which creates a presence for the development along the Corridor.
- Locates the majority of the parking to the rear of the buildings which improves the appearance of the area.
- Includes parking area and perimeter screening and landscaping.
- Right-in/right-out access/egress from the future Longmeadow Parkway with limited access and egress from IL Route 31 to aid in circulation and traffic flow.
- Maintains Lathrop Lane, which provides access to the residential area to the west. (*Lathrop Lane may need to be relocated to the north to maintain 1/4 mile spacing from the Longmeadow Parkway and Route 31 intersection.*)



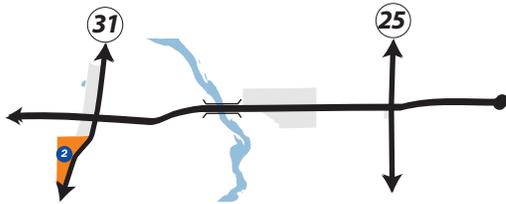
Concept 2

- More of a traditional retail development with buildings located at the rear of the property, with parking areas near the street.
- Cross-access between future parcels shown to run parallel to IL Route 31.
- Larger retail stores, such as outdoor sporting goods stores (*Dick’s Sporting Goods, REI, etc...*) could be located at the northwest corner of the intersection.
- A professional office campus, potentially including medical offices, is shown at the southwest corner of the intersection.
- Closes current location of Lathrop Lane and realigns access to the north to maximize development potential.
- Access is shown from the property directly onto to Crescent Drive to allow residents from the 35 adjacent homes to filter through the shopping center.

FIGURE 19 DEVELOPMENT SITE 1: CONCEPT 1



Development Site 2



Vision for the Area

Development Site 2 is located approximately 650 feet south of the future IL Route 31 and Longmeadow Parkway intersection. This Plan recommends a vision for the site that is much different than the other development sites. This is based upon the existing conditions of the site that limit commercial development potential including steep slopes, and large areas of mature trees and vegetation. If however, developers are willing to work with the site and to create developments that are integrated into the topography and the significant mature trees, this Plan recommends future cluster residential of both multi-family and single-family buildings.

Existing Conditions

Currently, the 25 acre site consists of two parcels and is heavily wooded with steep slopes and changes in topography. The site was purchased in 2008 by the Kane County Forest Preserve District as part of the Brunner Farm acquisition. These two parcels represent the only portion of the Brunner Farm that the Forest Preserve District has stated it would be willing to sell for not less than the fair market value. Future development of the site is very challenging. However, the many natural features of the site could be integrated with cluster housing of appropriate design.

Issues and Opportunities

As noted above, Development Site 2 has issues that limit future development including changes in topography, steep slope changes and large stands of mature trees and vegetation. Without major site work being undertaken, only small portions of the 25 acres have development potential. An issue may exist if the future owner of the site is required to finance a fair share of the widening of IL Route 31 adjacent to the property (approximately 2,000 feet). Another issue is the need to extend sanitary sewer and water to the site.

Potential Development Concept

A concept has been prepared that illustrates potential cluster residential on this site.



Although a review and analysis of all Development Sites has been completed, the existing conditions for Development Site 2 are extremely limiting and as such are discussed in this section in greater detail.

Existing Topography

In addition to other existing conditions, such as vegetation, access, and soil conditions, existing topography has a strong relationship with development opportunities and constraints. Although all sites will be affected by existing topography, Development Site 2 has significant slopes which would severally limit development potential. Without major engineering undertaken to the site, the following is an analysis of the development potential that exists for Site 2.

To illustrate the severity of the existing topography, three cross-sections have been created for the site. These cross-sections show the limitations to future development based upon existing topography on the site. Typically, future development would occur within the first 10' of grade change. This assumption is based upon the need for a 10' retaining wall to be constructed as part of the project which is common. As shown in the three cross-sections, the overall site has limited development potential with potential actual parcel depths ranging between 25' to 140'.

Existing Slopes

In addition to the overall topography of the site, slope changes also play a significant role in determining future development potential. Areas with slight slopes, less than 1% to 10%, and moderate slopes, 15% to 20%, usually allow for unrestricted development. Whereas, areas with severe slopes, greater than 20%, usually require construction with more structural and foundation elements. As shown in the cross-sections, much of Development Site 2 consists of slopes 20% and greater which limits future development opportunities.

Existing Vegetation

Mature trees and other vegetation cover much of Site 2. Large trees on this site add to the scenic beauty of the Corridor, however, they may limit future development potential. If development occurs on this site, the Village should work to conserve as much of the significant mature trees as possible. Development projects should conserve significant trees and integrate them into the site plan whenever possible. Future development should provide appropriate setbacks from trees and protect trees during construction.



The site is entirely covered with mature trees and other vegetation. This creates a character for the area which includes natural features, however, these conditions can limit future development potential.



Currently, IL Route 31 is a two-lane road which borders the site. Future development in this area may require the property owner to contribute financially to widening the road.

FIGURE 20 DEVELOPMENT SITE 2 TOPOGRAPHY

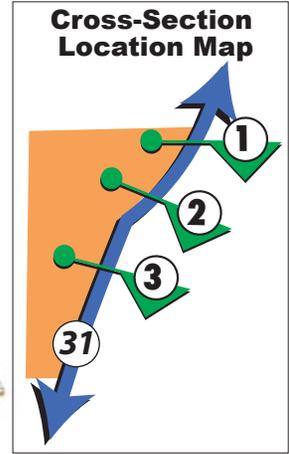
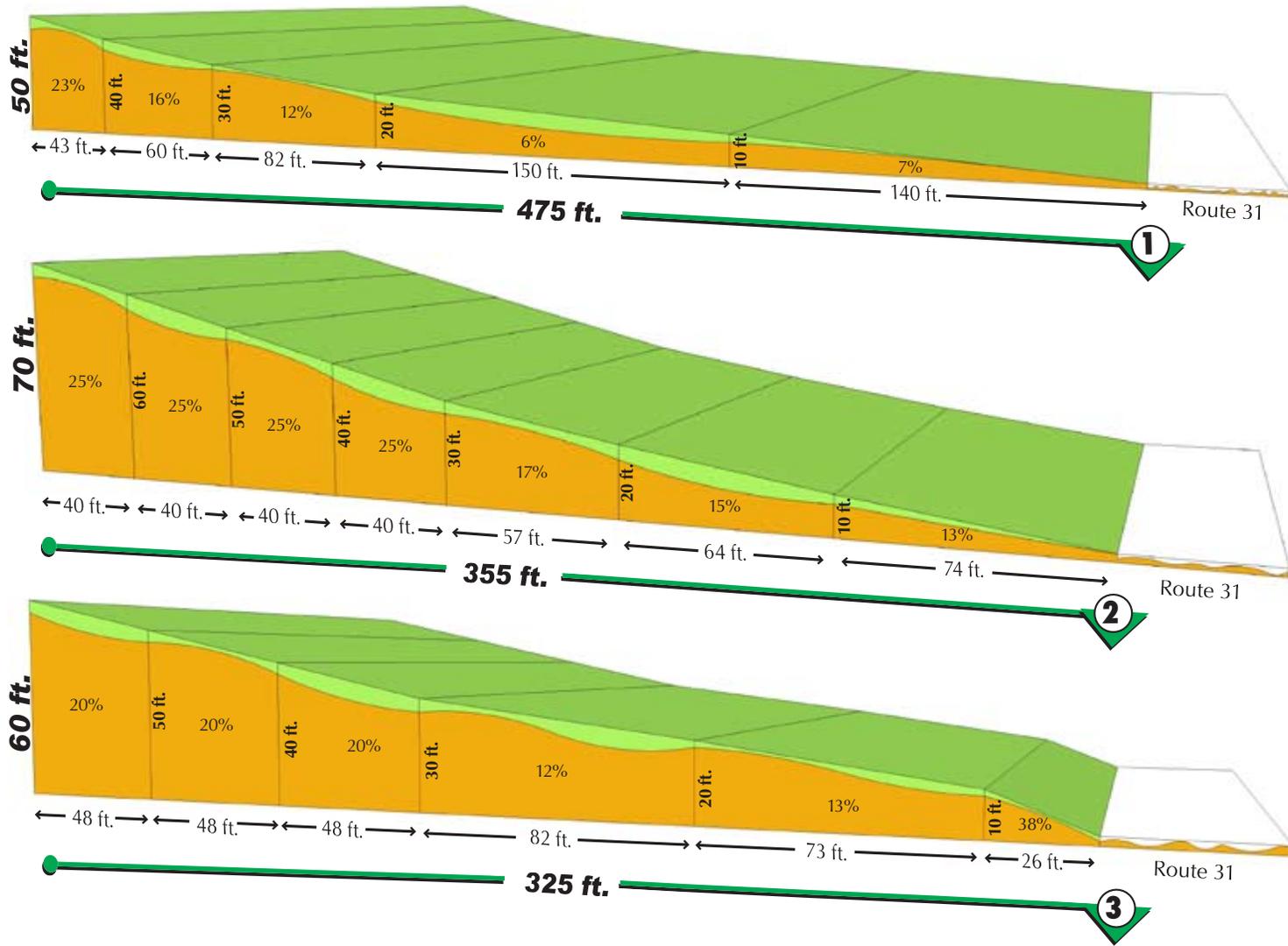
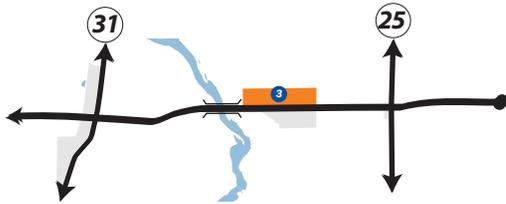


FIGURE 21 DEVELOPMENT SITE 2 RESIDENTIAL CONCEPT



Development Site 3



Vision for the Area

As recommended in the Village's Comprehensive Plan, this area is recommended to be developed with a mix of uses including neighborhood commercial, and light industrial. A future signalized intersection is planned for the area that will provide excellent access to the Longmeadow Parkway. Future development should include appropriate screening and buffering to screen future residential development.

Existing Conditions

Although currently the southern portion of a 144-acre quarry that is currently in operation, the site is relatively level with the future roadway. Existing buildings on the site include quarry operation facilities and storage buildings. A substantial tree line of mature trees parallels Bolz Road. The Comprehensive Plan recommends a combination of retail and light industrial uses for the site with future residential uses to the north. Although no road currently exists, a future road extension from Longmeadow Parkway north through the site to connect with Silverstone Lakes will be an important connection.

Issues and Opportunities

Due to the expected high-visibility of Development Site 3 from the future Parkway and the plans for a signalized intersection, this site is well-suited for development. Although the site has excellent development potential, its location near the future toll operations may affect future development

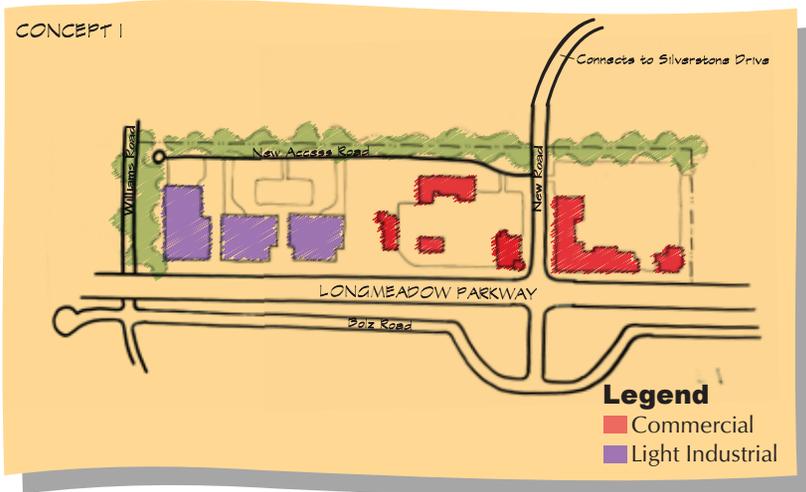
potential, especially for larger regional retail uses. For these reasons, this Plan does not recommend regional retail uses for this area. However, the western portion of the property is ideal for light industrial uses due to its location away from existing or future residences and the lesser need for direct access to Longmeadow Parkway that many retailers desire. As stated in the Market Analysis, light industrial uses in this area can include business parks, offices, high tech campuses, research centers, and distribution, warehouse, and logistics facilities.

Another opportunity is the potential to extend a local road from a signalized intersection at the Longmeadow Parkway to Silverstone Drive. The opportunity also exists for a possible partnership to cut/fill the site in conjunction with the Longmeadow Parkway construction that may make development more economical. Another issue for the site is the need to increase capacity of the Silverstone lift station to service this area.

Overall, it is important to include appropriate buffering and screening along the perimeter of the property to minimize any negative impacts future on residential properties.

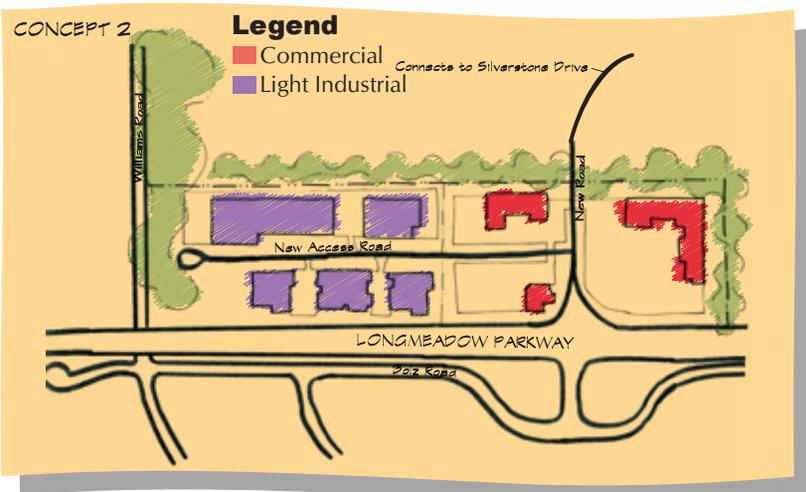


FIGURE 22 DEVELOPMENT SITE 3 CONCEPTS



Concept 1

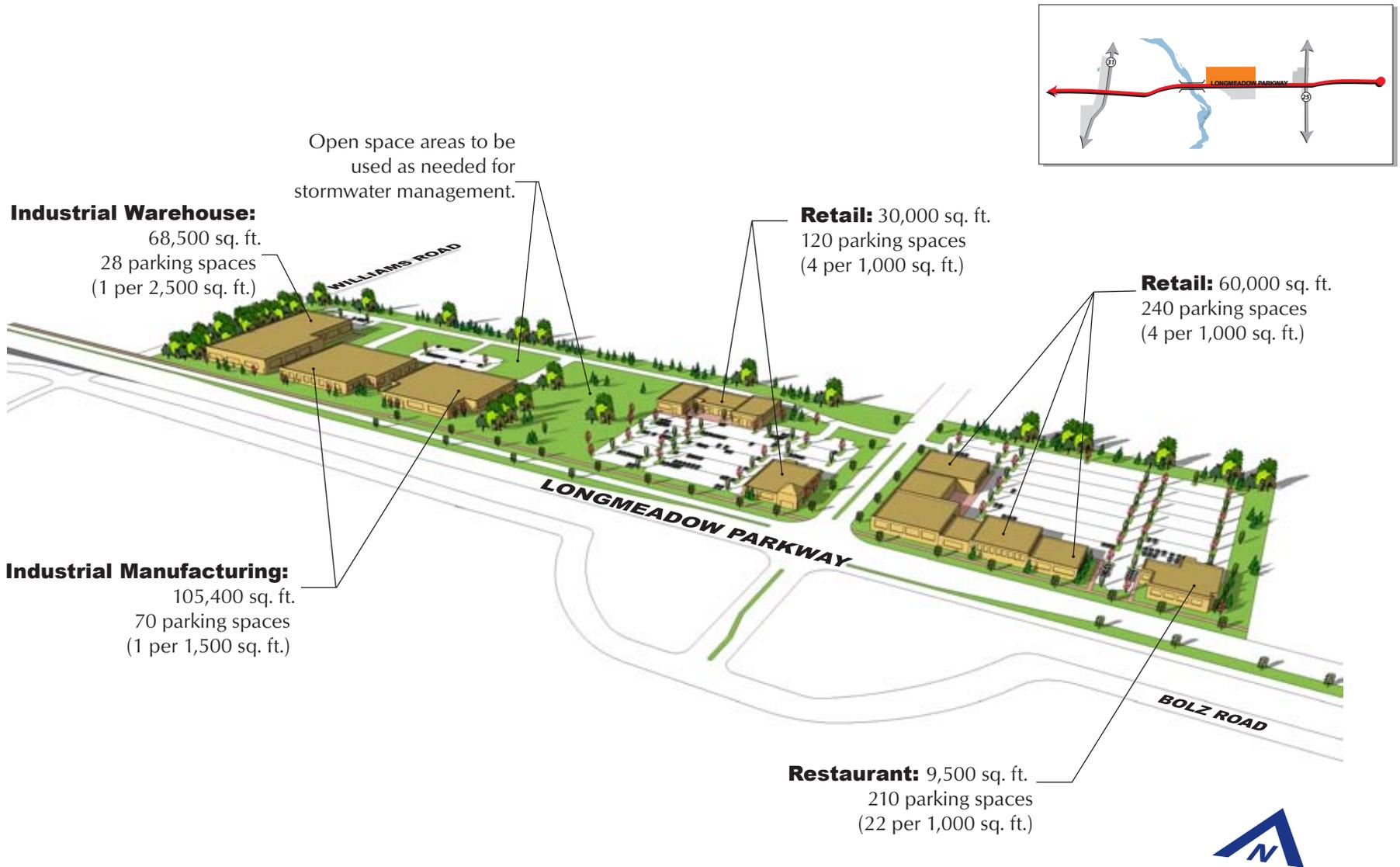
- By locating retail buildings near the future intersection of the road extension and Longmeadow Parkway, a strong corner is created.
- Approximately 90,000 square feet of retail, a 9,500 square foot restaurant, and 175,000 square feet of light industrial/warehousing is shown in the concept.
- The majority of parking areas are located behind the buildings which improves the appearance from the Parkway.
- A large setback from the Parkway allows for future landscaping opportunities, and signage locations, for the light industrial area.
- Cross-access is provided to the future light-industrial uses via a connection along the northern portion of the property.
- No points of access or egress directly from the property are recommended along the future Parkway which will maintain traffic flow and circulation including potential toll operations.
- This concept preserves much of the existing mature trees on the western portion of the site because of the severe down-sloping topography.



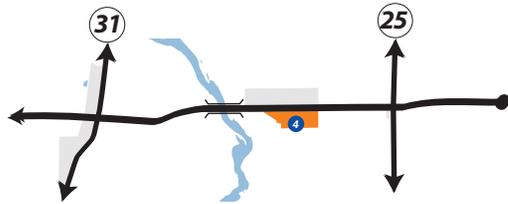
Concept 2

- Retail uses are located near the rear of the property with parking areas near the front of the property.
- Only a small retail building, potentially a bank, or restaurant, is situated near the northwest corner of the future intersection. This adds interest to the intersection and provides a highly-visible opportunity site.
- In this concept, an access road running parallel to the future Parkway is located half-way into the parcel connecting with the light industrial uses. This would keep truck traffic even further from future residential uses to the north.
- A retail use is illustrated north of the future access road, this may be an undesirable location for retail uses with low visibility from the Parkway.
- This concept preserves much of the existing mature trees on the western portion of the site because of the severe down-sloping topography.

FIGURE 23 DEVELOPMENT SITE 3: CONCEPT 1



Development Site 4



Vision for the Area

The Village's Comprehensive Plan recommends a combination of neighborhood commercial and residential uses for this site. As an alternative, this Plan also recommends that professional office uses south of the neighborhood commercial be considered. A signalized intersection is planned for the area that will provide access to the area as well as the connection with Bolz Road. The area should be developed to take advantage of local traffic from nearby residential areas with uses such as gas stations, car washes, restaurants, dry-cleaners, etc...

Existing Conditions

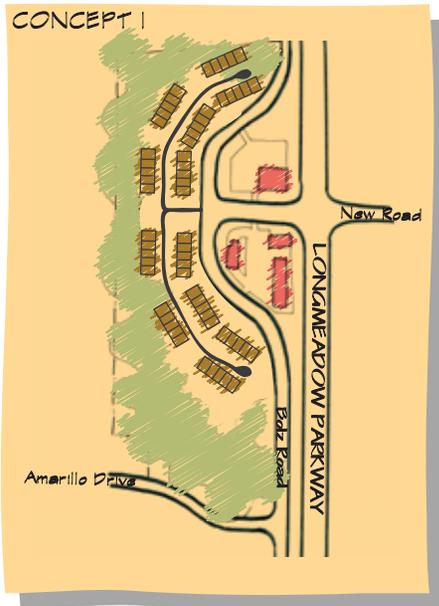
Currently the majority of the site consists of low-quality trees and vegetation. The property is bounded by residential to the east and west, and school property to the south. There is also significant slope along the south perimeter.

Issues and Opportunities

The opportunity exists for neighborhood commercial near the future intersection of Bolz Road and the Longmeadow Parkway, with residential to the south. As an alternative, the Village should also consider professional office uses, south of the commercial area. Future toll operations near this area will limit access and egress from Longmeadow Parkway to only the proposed signalized intersection. Signalizing this intersection is important to creating development potential for this site. As development occurs on this site, appropriate screening and buffering should be used to screen adjacent residential developments. Areas south of the Bolz Road extension will have low visibility from the Parkway, and therefore, are not well-suited for future retail development.

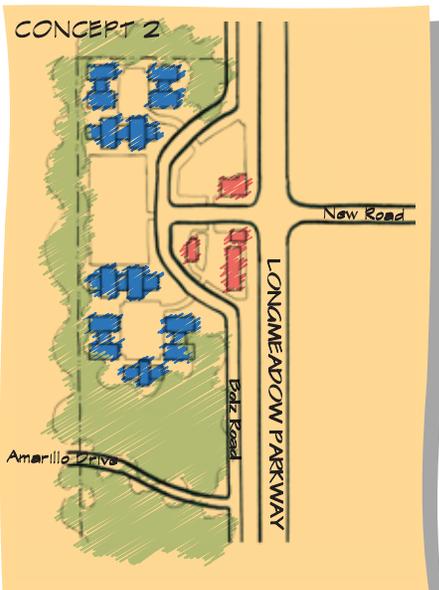


FIGURE 24 DEVELOPMENT SITE 4 CONCEPTS



Concept 1 (Consistent with Comprehensive Plan)

- This concept proposes a mixture of commercial uses and multi-family residential uses to maintain consistency with the Village’s Comprehensive Plan.
- Commercial uses could be positioned along Bolz Road to allow for visibility from Longmeadow Parkway.
- Low visibility for the southern portion of the property, furthest from the future Longmeadow Parkway, is well-suited for residential uses that do not require the same level of visibility as commercial uses.
- Cross-access between the commercial uses is important in this concept to minimize short vehicle trips between adjacent properties on Bolz Road.



Concept 2

- This concept illustrates a future gas station and restaurant at the future intersection. These uses are appropriate for this location and will serve current residents as well as future visitors travelling along the Longmeadow Parkway.
- As an option, this concept illustrates professional office space within an office park environment.
- Pedestrian connections throughout the site are encouraged in this concept.
- The proposed signalized intersection will provide good access for this site.
- Low visibility for the southern portion of the property, furthest from the future Longmeadow Parkway, is well-suited for office uses that do not generally need the same level of visibility as retail.

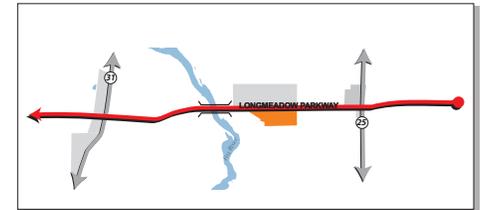
FIGURE 25 DEVELOPMENT SITE 4: CONCEPT 1



FIGURE 26 DEVELOPMENT SITE 4: CONCEPT 2

Restaurant: 6,775 sq. ft.
 140 parking spaces
 (20 per 1,000 sq. ft.)

Commercial (Gas Station):
 2,000 sq. ft. (Convenience Store)
 8 parking spaces
 (4 per 1,000 sq. ft.)

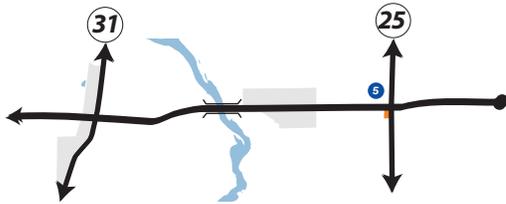


Office Park: 126,000 sq. ft.
 504 parking spaces
 (4 per 1,000 sq. ft.)

Open space areas should be used as necessary for stormwater management.



Development Site 5



Vision for the Area

Development Site 5 should be developed with corridor commercial uses. It is expected that the area's high-visibility, and future traffic counts with the new bridge, will make it extremely attractive to developers. The area should be developed with high-quality, attractive buildings and site designs that create an attractive gateway project into the Village of Carpentersville.

Existing Conditions

The Site includes a 15-acre parcel north of Bolz Road, and a 0.85-acre parcel south of Bolz Road, both west of IL Route 25. The southern parcel has no vegetation and has minimal changes in topography. Currently, the property is adjacent to single-family homes that will be factors in the design of the property. The larger north parcel has more changes in topography and does consist of trees and vegetation. The northern parcel extends north to Silverstone Drive and Village owned property that includes a water tower. Silverstone Lakes, a large townhome development, is located adjacent to the northern parcel.

Issues and Opportunities

The opportunity exists for a variety of commercial corridor uses to be located in this area. The future Longmeadow Parkway is expected to increase traffic volumes near this development site which would likely warrant larger regional stores. The opportunity also exists for a high-quality, well-planned, and attractive development for this area to create an

attractive gateway into the Village. Because large surface parking areas will be required for commercial corridor use, such as grocery stores and electronic stores, the Village should ensure that parking lot landscaping is included in the site design. The opportunity exists on this site for green technologies and best management practices that could minimize the amount of stormwater management systems that would be required. Techniques such as bio-swales, pervious paver parking areas, and native plantings should be encouraged in this area. The future signal at Route 25 and Silverstone Drive has been partially funded. Another consideration for future development is that the southern 150' of the site will need to be dedicated for the Longmeadow Parkway right-of-way, resulting in a 12.5 acre site to the north.

As the southern parcel is developed, it is important to work with developers to ensure that there is minimal light spillover or glare onto adjacent residential properties. Appropriate screening and buffering should also be installed between the residential properties and future development which will aid in minimizing light pollution. Existing overhead utilities should be required to be buried with future development.

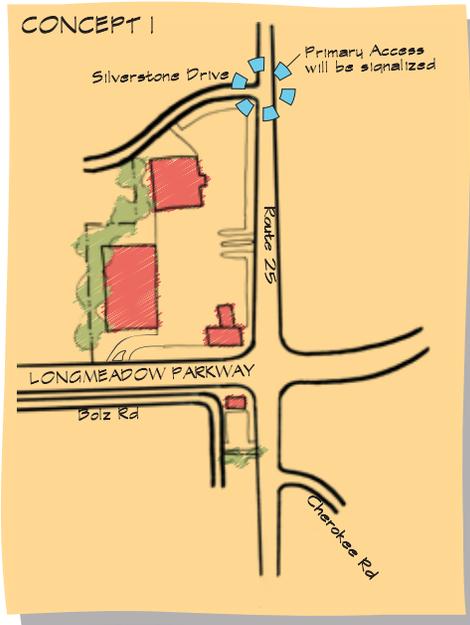


The northern parcel is approximately 15 acres in size and consists entirely of vegetation and rolling topography.



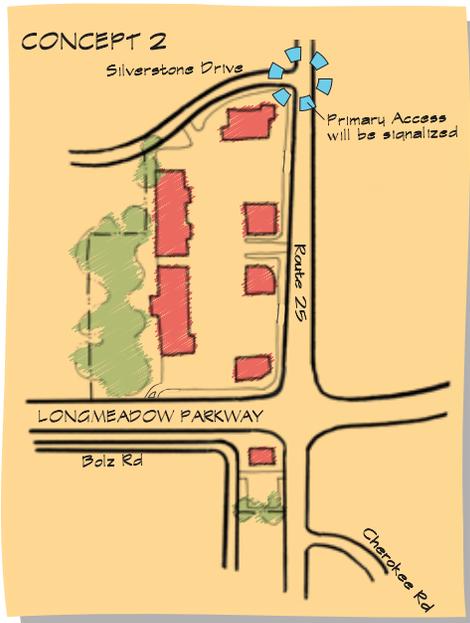
The southern parcel is approximately 0.85 acres in size and is currently vacant. The site has no topography issues and consists of little significant vegetation. Adjacent residential properties may be an issue which limits future development potential.

FIGURE 27 DEVELOPMENT SITE 5 CONCEPTS



Concept 1

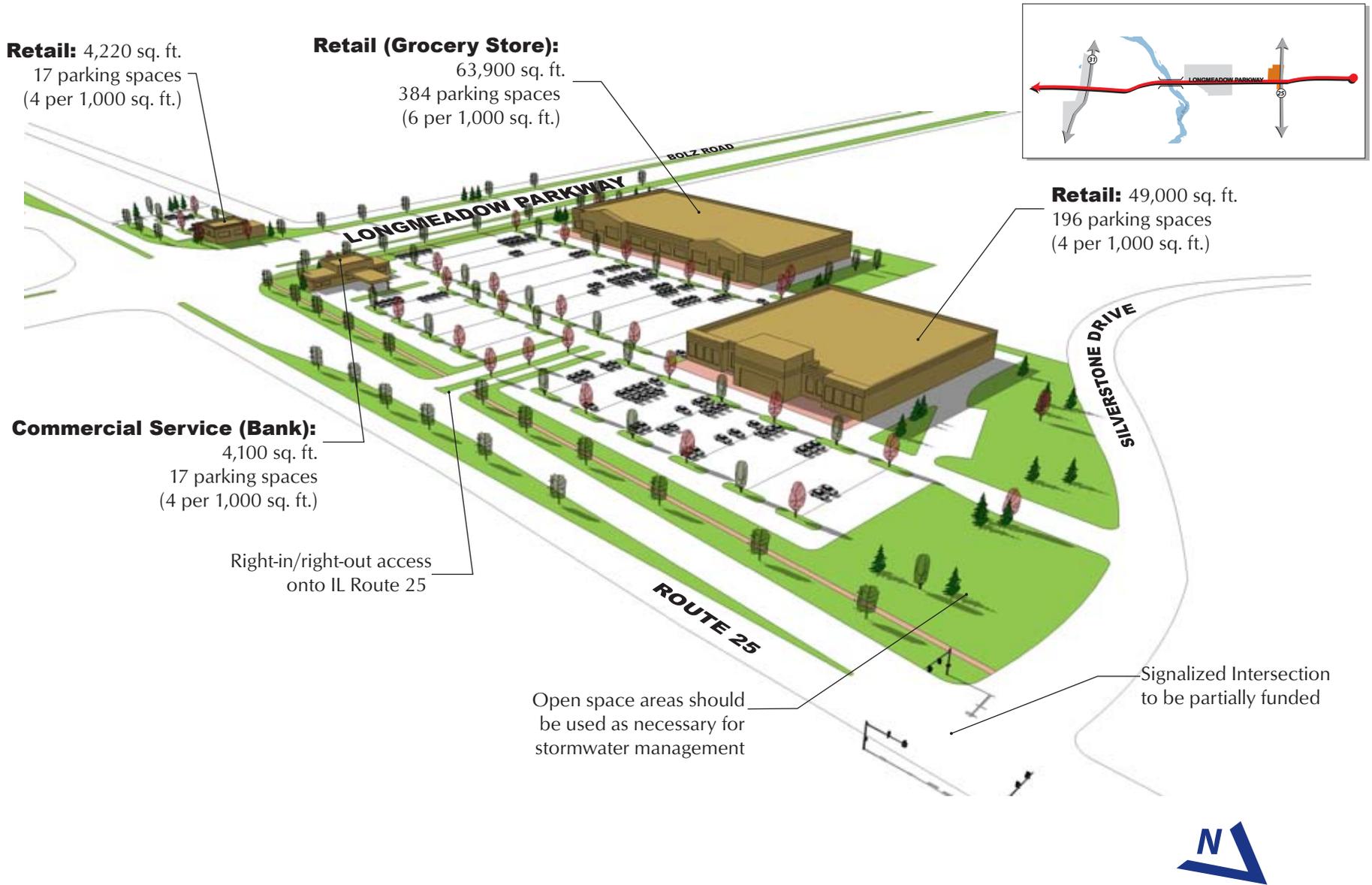
- This concept illustrates a 63,900 square foot grocery store, a 4,000 square foot bank, and 49,000 square feet of retail located in the northern parcel.
- The traditional development pattern situated buildings near the rear with the bank as an outlot near the intersection.
- In this concept landscaped parking lots and tree-lined perimeters are vital to the visual appeal of the development.
- Pedestrian access should be designed from this development into the residential neighborhood to the north and south.
- The proposed retail building on the southern parcel creates a strong intersection when combined with the potential bank.
- Large oak trees that exist along the property line should be preserved.



Concept 2

- This concept illustrates a more traditional corridor commercial development pattern consisting of a series of strip centers and outlots.
- This development does not utilize the most western area of the property which may reduce the amount of engineering work needed for the site.
- Large oak trees that exist along the property line should be preserved.

FIGURE 28 DEVELOPMENT SITE 5: CONCEPT 1



Section Seven:

Corridor Beautification Plan

STREETSCAPE ELEMENTS

Planted Medians

- A planted center median should be installed along the future Longmeadow Parkway Corridor wherever possible. A planted median will have a significant impact on the character of the Corridor. No planted center median is planned over the actual bridge crossing, and this Plan does not recommend the installation of a planted median over the bridge due to the width constraints of the proposed bridge structure.
- A planted center median should also be installed along IL Route 25 as it approaches the Corridor. This will create an inviting and aesthetically pleasing entrance into the Village from the Corridor. This is also keeping with the recommendations of the Village's Comprehensive Plan.
- Center medians should include shade trees, ornamental trees, shrubs, perennials, and raised pre-cast planters, and annuals/spring bulbs in key accent areas. The medians will be irrigated and may incorporate accent lighting and power for holiday lighting.
- Additional landscaping buffers between Longmeadow Parkway and Bolz Road, and Longmeadow Parkway and the Silverstone Lake neighborhood should be installed to provide appropriate screening for residential properties. Screening and buffers may include fencing, landscaping, or a combination.

Pedestrian/Bicycle Paths and Sidewalks

- Continuous sidewalks/multi-use paths should be developed along the Corridor and connections should be made with the local pedestrian system including the Fox River Trail.
- Accent materials should be used at key pedestrian and bicycle crossings to ensure easily identifiable crossings at signalized intersections.
- The majority of the sidewalks/ multi-use paths can be constructed from concrete or asphalt, but including accent brick paving at enhanced intersections, and possible future bus stops should add to the desired character of the corridor while promoting pedestrian and bicycle activity.

Intersection Improvements

- Key intersections along the corridor should be improved with ornamental plantings, street furnishings and accent paving.

Overhead Utilities

- Currently, overhead utilities are located along Bolz Road. When the Parkway is constructed, the Village should work with the County to bury those overhead utility lines at that time. As stated in the Comprehensive Plan, although costly, burial or relocation of any overhead utilities should be a priority, especially if the Village intends to make significant investments in surface beautification improvements.



SIGNAGE

Gateway Signage

- Gateways located at either end of the Corridor (near the IL Route 25 interchange on the east and the IL Route 31 interchange on the west) will clearly identify the Village limits and visually establish an image for Carpentersville.
- Gateways should include welcome signage, landscape, and lighting. Gateways may be positioned within the street right-of-way, or potentially within private property easements.

Directional and Way-finding Signage

- Directional Signage should also be installed near the intersections with IL Route 31 and IL Route 25. Directional signage could direct vehicles to Old Town, Village Hall, and Springhill and Meadowdale Malls, as well as other community destinations.
- Way-finding signage should be easily legible, clear, concise, and appropriately scaled.
- Careful placement is critical to the successful implementation of way-finding signage. Consideration should be given to the speed of traffic, traffic patterns, turn lane locations, pavement tapering, business signage, pedestrian facilities, bus shelters, among other considerations.
- Way-finding signage should stand out (different color scheme) from other signs in the Corridor and be consistent with other way-finding signage used by the Village elsewhere in the community.
- Directional signage and community event signage should be installed at trail heads, or key entry points in the Village along the Fox River Trail to promote and market Village businesses and community festivals to trail users.



LANDSCAPING/STREET TREES

Street Trees and Landscape

- To create the desired character of the Corridor, the Village should encourage the installation of street trees and landscaping in the right-of-way along the Corridor.
- Recommended landscape elements include shade trees, flowering ornamental trees, shrubs, perennials and turf grass. Maintenance costs should be one of the considerations in the ultimate choice and amount landscaping.
- Where there is appropriate right-of-way, street trees in grass parkways are recommended throughout the Corridor. The Village should continue to coordinate with Kane County to ensure that appropriate right-of-way exists for the installation of street trees along the Corridor.
- Where right-of-way space is limited, it is highly recommended that the Village negotiate with private property owners in order to establish street trees and landscaping directly adjacent to the public right-of-way.
- Where the proposed Longmeadow Parkway will parallel Bolz Road, appropriate landscaping and screening should be installed to provide physical and visual separation between the two streets.
- Ornamental plantings should be limited to gateway areas, planted medians, and intersection enhancement areas along the Corridor.



LIGHTING

- All roadway lighting should be implemented consistent with the Village's Development Standards and Design Guidelines document, in addition to the following:
- Roadway lighting should be used in combination with pedestrian lighting in order to meet illumination requirements.
- Accessories such as banner arms, power for holiday lighting, and accent lighting should be considered when determining the specific lighting and electrical requirements along the Corridor.
- The Village should work with the County and private developers to install ornamental street lighting throughout the Corridor.

TRAIL LIGHTING

- Consideration should be given to lighting future trails within the Corridor. Trail lighting may occur throughout the length of the trails along the Parkway, or lighting may be located at key access/egress points and near roadway crossings.
- Trail lighting should be low and designed not to cast any glare onto adjacent properties and streets.
- Trail lighting should be used to emphasize trail access points and visual focal elements, and to illuminate safety hazards.
- Trail lights should be designed and located in a manner consistent with the character of the surrounding area.

BRIDGE LIGHTING

- The Village should encourage the County to design and construct the new Fox River Bridge with attractive, and subtle lighting. Down lighting should be used, and extensive lighting or over illumination should be avoided to reduce light pollution and glare.
- The style of light fixtures, poles, and color schemes should be reflective of the character of the new Parkway as well as the Village. Lighting styles should reflect the traditional style of the Uptown area, or be more of a modern style to reflect the architectural style of the bridge.
- Diffused, soft white light is recommended, rather than high pressure sodium or metal halide lighting.



PEDESTRIAN AMENITIES

- It is expected that the commercial corridors will remain drive-to destinations. However, including pedestrian scale details and street furnishings remains important not only for user hospitality, but to contribute to the community character. Street furnishings will likely be somewhat limited to areas such as enhanced intersections, commercial and retail developments, and potential future bus stops.
- Street furnishings may include benches, litter receptacles shelter, drinking fountains, directional and way-finding signage and kiosks, and bike racks.



Section Eight:

Implementation

This section describes specific actions required to carry out the new Corridor Plan, including recommendations regarding priority improvement projects and development sites, and implementation techniques. This section provides the detail necessary to allow the Village to track the progress and effectiveness of the Plan and maximize its usefulness as a tool to achieve Corridor goals and objectives.

The Implementation section is intended as a “road map” for Village staff and officials in their efforts to realize the goals and vision set forth in this document. It is also a reference for other stakeholders and interested parties, such as residents, business owners, community organizations, and potential developers, in determining their opportunities to engage in the development process for the Corridor.

In addition to the specific implementation strategies presented below, the Village should also continue to research and identify potential funding sources that will aid in realizing the recommendations within this Plan. One such potential funding source may be to work with the State of Illinois to receive possible stimulus funding opportunities.

Implementation Strategies

This Study recommends four key strategies to assist the Village in implementing the recommendations and vision for the Longmeadow Parkway. The four implementation strategies includes a variety of tasks that involves working with other governmental agencies, private property owners and developers, and internally with Village Staff.

1. Work with Kane County Division of Transportation, IDOT, and other transportation agencies.

The most important implementation strategy that the Village should undertake is the continued support of Kane County in their construction of the Longmeadow Parkway. Without this new Corridor in operation, it is very unlikely that the Development Sites identified in this study will become desirable properties for the type of high-quality development

envisioned by the Village. Without the corridor, these properties may be developed over time, but with potentially different types of development not envisioned by the community.

In addition to the Parkway, the Village should continue to work with IDOT to coordinate necessary intersection improvements with IL Route 25 and IL Route 31. As identified in this Study, both of these intersections will need to be improved to adequately handle the increased traffic volumes and turning movements that are expected as a result of the new parkway.

2. Coordinate with the Kane County Forest Preserve District

As discussed throughout this Plan, the Village should coordinate with the Kane County Forest Preserve District to ensure their input is included in the design of the future Brunner Family Forest Preserve. Village Staff should be active participants in the County’s planning for the open space. Once the park is developed and opened to the public, the Village should continue to support and market Brunner Family Forest Preserve.

The Village should also continue to communicate with the Forest Preserve District regarding their future plans for the portion of Brunner Farm west of IL Route 31 (identified in this Plan as Development Site Two). It is the Village’s understanding that the County would be open to potentially selling this property to allow for future development. It is for this reason that the Village should continue to keep an open dialogue with the County regarding the future of this property.

3. Work with Current Property Owners and Future Developers

The Village of Carpentersville must rely on property owners and developers to construct the type of developments desired by the community along the Corridor. As identified in this Study, key development sites have been identified, including recommended uses, types of buildings, site layouts, and even Design Guidelines. The Village should begin to meet with current property owners to present this Plan’s recommendations and the community’s vision for the property in this area. The Village should also take a proactive role in marketing the key development sites to developers.

4. Work to Refine Internal Processes.

Although the current economic climate is experiencing a significant downturn, the Village should take this opportunity to review and update their current internal processes. Staff should review their existing zoning codes, annexation procedures and boundary agreements to analyze what is currently working, or what may need to be revised. As four of the five development sites are located outside of the Village's municipal boundary the Village should focus on refining its annexations procedures.

Development Site Implementation Strategies

The following implementation strategies are keyed directly to the Development Sites identified in this Study in order to link the action agenda to these opportunities. The strategies are instrumental in reaching the Corridor's potential and the Village's vision for the Longmeadow Parkway.

The Development Plan identifies five (5) Development Sites. In order to guide the Village's allocation of efforts and financial resources, these five sites have been sorted into two tiers based on an assessment of the following characteristics:

- Size and scope of the opportunity;
- Catalytic potential for stimulating additional investment;
- Potential complexity and time frame for implementation; and
- Resources needed to accomplish redevelopment.
- First tier priorities were judged to exhibit a significantly greater magnitude in most or all of these characteristics than second tier priorities.

Priority -1. The Development of Site Five is a first tier priority. Development of this site, unlike the other sites, may be possible prior to the construction of the Longmeadow Parkway because of its location adjacent to IL Route 25.

Development Needs. The majority of the northern portion of the Development Site is in need of re-engineering and grading. The northern property also consists of a large amount of vegetation; however, it appears that this is low-quality vegetation that could easily be removed. The northern portion is bounded to the north and west by the Silverstone Lakes townhome development. Future development should be attractive on all sides and appropriate screening should be installed between future development and the existing residential neighborhood. The southern portion of Development Site Five is entirely vacant and has very little changes in topography. Future development on this portion also needs to include appropriate screening and buffering from the adjacent single-family homes. The ability for future development of the southern portion to mitigate any transportation and circulation issues such as parking, access and egress to the site need to be clearly identified.

Implementation Steps. The future development of Site Five will encompass a number of steps. Some of the primary elements are:

- The Village should communicate with the current property owners the vision that the community has for this Site.
- The concept plans illustrated within this Study for the Site should be reviewed and if necessary, a detailed plan for Site Five should be prepared, addressing potential new construction, land use mix, parking needs, vehicular and pedestrian access, and other subjects.
- Zoning regulations for the area should be reviewed to ensure that existing codes do not hinder or prevent the commercial development desired by the community at this location.
- Encourage future developers to utilize the Design Guidelines included in this Study.

Priority -2. The Development of Site One is a second tier priority. The eventual development of this site is directly linked to the construction and opening of the Longmeadow Parkway. Without the Parkway, this site has

low development potential.

Development Needs. The future Longmeadow Parkway is planned to run through this parcel which will create key development sites on two key corners of the intersection with IL Route 31. Future development of this site should be designed to capitalize on its high-visibility from these two roads. A potential issue that may impact future development is the need to widen IL Route 31 in this area. Future developers should be aware that this may be a possibility, and that they may be required to finance all, or a portion of the future widening of IL Route 31 adjacent to their property.

Implementation Steps. Although currently outside of the Village's municipal boundary, the future development of Site One will encompass a number of steps. Some of the primary elements are:

- The Village should communicate with the current property owners the vision that the community has for this Site.
- The concept plans illustrated within this Study for the Site should be reviewed and if necessary, a detailed plan for Site Five should be prepared, addressing potential new construction, land use mix, parking needs, vehicular and pedestrian access, and other subjects.
- Because the property is within the Village's boundary agreement and the potential development opportunities when the Parkway is constructed through the property, the Village should begin annexation discussions with the property owner(s).
- If this property is annexed into the Village, the Village should consider potential zoning classification for the property that will lead to the type of development desired by the community for this area.
- If this property is annexed into the Village, developers should be encouraged to utilize the Design Guidelines contained in this report.

Priority -3. The Development of Site Three is a third tier priority. The eventual development of this site is directly linked to the construction and opening of the Longmeadow Parkway. Without the Parkway, this site has low development potential. The existing use of the site as part of a quarry lessens the priority of this site from a potential second tier priority to a third tier priority.

Development Needs. To create development potential for this Site, a signalized intersection that provides access to this site is essential. Overall, it is important to include appropriate buffering and screening along the perimeter of the property to minimize any negative impacts future on residential properties.

Implementation Steps. Although currently outside of the Village's municipal boundary, it is within Carpentersville's boundary agreement. The future development of Site Three will encompass a number of steps. Some of the primary elements are:

- The Village should communicate with the current property owners the vision that the community has for this Site.
- The concept plans illustrated within this Study for the Site should be reviewed and if necessary, a detailed plan for Site Five should be prepared, addressing potential new construction, land use mix, parking needs, vehicular and pedestrian access, and other subjects.
- Because the property is within the Village's boundary agreement and the potential development opportunities when the Parkway is constructed through the property, the Village should begin annexation discussions with the property owner(s).
- If this property is annexed into the Village, the Village should consider potential zoning classification for the property that will lead to the type of development desired by the community for this area.
- If this property is annexed into the Village, developers should be encouraged to utilize the Design Guidelines contained in this report.

Priority -3. The Development of Site Four is a third tier priority. The eventual development of this site is directly linked to the construction and opening of the Longmeadow Parkway. Without the Parkway, this site has low development potential.

Development Needs. Signalizing the future intersection of Bolz Road and the Longmeadow Parkway is important to creating development potential for this site. Without the signalized intersection, access to this site would limit future development. As development occurs on this site, appropriate screening and buffering should be used to screen adjacent residential

developments. Areas south of the Bolz Road extension will have low visibility from the Parkway, and therefore, are not well-suited for future retail development. Currently, the Village's Comprehensive Plan recommends multi-family residential uses in this location; however, because much of the corridor will become open space, which has limited economic development potential along the Longmeadow Parkway, this Study also recommends that future office park uses would also be appropriate south of the potential neighborhood commercial area.

Implementation Steps. Although currently outside of the Village's municipal boundary, it is within Carpentersville's boundary agreement. The future development of Site Four will encompass a number of steps. Some of the primary elements are:

- The Village should communicate with the current property owners the vision that the community has for this Site.
- The concept plans illustrated within this Study for the Site should be reviewed and if necessary, a detailed plan for Site Five should be prepared, addressing potential new construction, land use mix, parking needs, vehicular and pedestrian access, and other subjects.
- Encourage future developers to utilize the Design Guidelines included in this Study.

Priority -4. The Development of Site Two should be the lowest priority (Tier 4). Due to existing conditions, including changes in topography and the existing of mature trees covering most of the site, this property is recommended to be developed last.

Development Needs. As noted above, Development Site Two, which is currently owned by Kane County, has significant issues that limit future development including changes in topography, steep slope changes and large stands of mature trees and vegetation. Without major site work undertaken, only small portions of the 25 acres have development potential. In terms of issues, a significant issue may exist if the future developer is required to finance a portion of the widening of IL Route 31 adjacent to the property (approximately 2,000 feet).

Implementation Steps. Although currently outside of the Village's mu-

nicipal boundary, it is within Carpentersville's boundary agreement. The future development of Site Two will encompass a number of steps. Some of the primary elements are:

- The Village should communicate with Kane County the vision for the property that is recommended in this Study.
- The Village should discuss potential plans for this property with Kane County to fully understand their goals. If the County is interested in selling the property, the Village should consider assisting the County in marketing the property to attract potential developers.
- The concept plan illustrated within this Study for Site Two should be reviewed and if necessary, a detailed plan for Site Two should be prepared, addressing potential new construction, density, parking needs, vehicular and pedestrian access, and other subjects.
- To more accurately identify the topography issues of the site, a detailed engineering study should be conducted of the property. The goal of an engineering study would be to identify what areas of the property are currently appropriate for development, and what site engineering would most likely be required to enlarge the areas of potential development.
- Zoning regulations for the area should be reviewed to ensure that existing codes do not hinder or prevent the residential development desired by the community at this location.

Appendix A:

Existing Conditions Report



LONGMEADOW PARKWAY CORRIDOR STUDY



DRAFT **INTERIM REPORT**

FOR DISCUSSION PURPOSES ONLY

LAND USE ANALYSIS
COMMUNITY OUTREACH
EXISTING TRANSPORTATION
AND SUITABILITY ANALYSIS

SUBMITTED **SEPTEMBER 29, 2008**



Introduction

The Longmeadow Parkway Corridor is a proposed four-lane arterial roadway, approximately 5.6 miles in length running from Huntley Road to Illinois Route 62 through north Carpentersville, including a new bridge over the Fox River. The parkway is being planned to address traffic congestion and the transportation needs of northern Kane County. The project received environmental approval from the Federal Highway Administration in 2002. The Illinois Department of Transportation (IDOT), through its Illinois Tomorrow Program, has awarded the Village of Carpentersville a corridor planning grant to complete a land use plan, transportation plan, and beautification plan for the area in the vicinity of the proposed Corridor (Figure 1). This grant offers the Village an opportunity to create a long-term plan for the area that is mutually beneficial for all stakeholders involved in the Study Area. The Study Area for this assignment is for the portion of the Corridor from IL Route 31 and IL Route 25 including the Brunner Farm property.

The majority of the Longmeadow Parkway Study Area is located outside of the Village's current incorporated area. However, the Village of Carpentersville is permitted to plan for the area according to the Illinois Municipal Code (Municipal Code 65 ILCS 5/1-1-1 through 11-152-4), which states:

"Any municipality may adopt [a] development plan applicable to contiguous land within 1.5 miles of municipality's corporate limits and not included in any other municipality."

Purpose of the Corridor Plan

The Village of Carpentersville's Longmeadow Parkway Corridor Plan is a document meant to guide the actions and decision-making of the Village of Carpentersville as they pertain to the Longmeadow Parkway Corridor. The creation of this document was initiated by the Village of Carpentersville to plan, control, manage, and capitalize upon the impact the new Longmeadow Parkway will have on the community and surrounding areas.

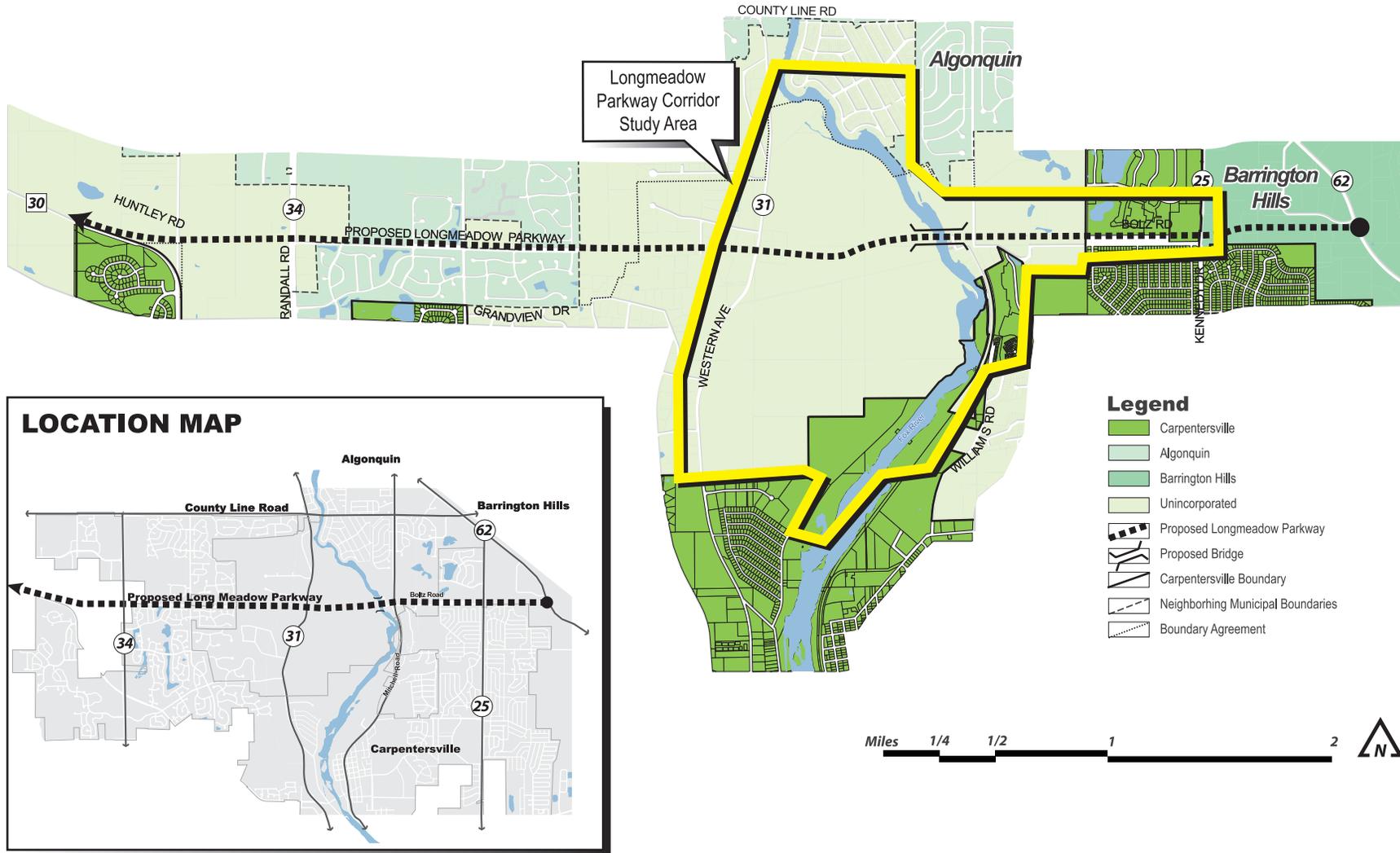
A multitude of opportunities and issues will arise as a result of the extension of the Longmeadow Parkway and the Village foresaw the need to have a plan in place to be sufficiently prepared. The Plan will provide a basis on which the Village of Carpentersville can make decisions on corridor land use, economic development, transportation, and beautification matters. The final Plan will present immediate and future planning guidance.

Planning Foundation

The following are core elements that will serve the planning foundation moving forward in the completion of the Longmeadow Parkway Corridor Plan.

Suitability Analysis: The Planning for the area will involve an ecologically based suitability analysis that will identify areas for preservation as well as potential development. The suitability analysis process involves taking an inventory of the various ecological, physical, and cultural attributes of the area and overlaying them to determine relationships between the different attributes that can begin to establish both opportunities and constraints within the planning area.

FIGURE 1 STUDY AREA



Sustainable Development & Green Technology: The approach to this planning assignment will be to focus on sustainable ecological, environmental, infrastructure, and economic development practices. The intent of incorporating green construction and technology practices into the site design and planning process is instrumental in promoting safe and sensitive development. Rather than an afterthought, this is a fundamental component of our approach.

LEED-ND: New development will be encouraged to follow LEED for Neighborhood Development which is a USGBC (United States Green Building Council) rating system that integrates principals from traditional planning practices, new urbanism, smart growth, conservation design, green building technology, and other LEED rating systems into the first national standard for neighborhood design.

Ecology & BMPs: The Study will look at the larger ecological and environmental setting. Areas to be evaluated include existing vegetated areas, floodway and floodplains, watersheds, soils, topography, wildlife habitat, and open space areas. Best Management Practices (BMPs), including the combination of structures, measures, programs, schedules, or procedures which will limit any environmental impacts to both existing ecosystems and neighboring property, should be required for all new development.

Bicycle and Pedestrian Connections: The Fox River Trail on the east side of the river should be utilized as part of a larger trail network connecting the properties west of the river. Any future development along the riverfront should incorporate trail connections and bicycle facilities.

Environmental Stewardship: Continued environmental awareness and stewardship through inclusion of educational signage and construction of potential outdoor classrooms or nature centers should be utilized, also possibly including trail heads, fishing and picnic areas, scenic outlooks, and more.

Planning Objectives

Three primary planning objectives have been identified for the Study:

- To ensure orderly and appropriate design, engineering, and construction of the Longmeadow Parkway Corridor, including the roadway, bridge over the Fox River, and connections to the existing road network, consistent with the environmental and ecological objectives for the area.
- To ensure that the Kane County Forest Preserve District has the acreage and lands necessary to preserve environmentally sensitive and desirable land and features that strengthen their land holdings in this area.
- To accommodate and support appropriate development of key areas within the Study Area for potential commercial, retail, residential, institutional, open space or other land uses that would improve the character, job opportunities, and resources of the Village of Carpentersville, while still meeting the two primary planning objectives stated above.

Purpose of Interim Report

The purpose of this Interim Report is to present the analysis and base knowledge of the existing conditions in and around the Longmeadow Parkway Corridor. This base of knowledge will highlight the needs, strengths, weaknesses, issues, opportunities, influences, existing conditions, and trends which should be addressed in the Longmeadow Parkway Corridor Plan.

The information gathered in this portion of the planning process will eventually be utilized to form the Plan's vision statement, goals, and objectives for the Corridor. The Interim Report consists of the following sections:

- Section One: Review of Existing Studies, Plans and Reports
- Section Two: Existing Land Use, Zoning and Environmental Features
- Section Three: Transportation
- Section Four: Community Outreach
- Section Five: Preliminary Issues and Opportunities
- Section Six: Brunner Farm Developable Land Acquisition

In addition to this Interim Report, a stand-alone Market Review has been prepared and has been provided under separate cover. This Market Review includes a detailed analysis of the existing demographic and market conditions for the area. The Review also contains recommendations that will be considered moving forward in the planning process for the Corridor.

Planning Process

The Longmeadow Parkway Corridor Plan is built upon a 7-Step planning process ranging from Project Initiation in Step 1 to the submission of the final Corridor Plan in Step 7. The program emphasizes community input, calling for it throughout the planning process (in 4 of the 7 steps) using various methods including workshops, interviews, a project website, and

review by the Planning and Zoning Commission.

Step 1 of the planning process included a Director Meeting. At this meeting, representatives from Houseal Lavigne Associates met with the Community Development Director of the Village of Carpentersville and key Village Staff to discuss "matters" pertaining to the Longmeadow Parkway Corridor Plan.

Step 2 of the planning process involved community outreach activities including stakeholder interviews. While community outreach is present in 3 other steps of the planning process, incorporating it into the early stages of the planning process has its value. The use of community outreach in the early stages of the planning process allows issues important to community residents and stakeholders to be identified and addressed. Obtaining representatives from surrounding municipalities, counties, and townships in addition to area residents and business owners will be strived for to ensure the voices of all parties most directly affected by the Longmeadow Parkway extension are heard. Having a variety of stakeholders, government representatives, and others involved in the community outreach process is critical to the success of the Longmeadow Parkway Corridor Plan.

Step 3 of the planning process is the Existing Conditions Analysis. This analysis looks at existing plans, studies, and reports and identifies information within them relevant and pertaining to the Longmeadow Parkway Corridor. An examination of land use and other planning elements is performed to determine planning opportunities, influences, and issues throughout the area. The information in the Synthesis Report will be utilized in developing the vision, goals, and objectives of the Corridor Plan. (This Report represents the completion of Step 3)

Step 4 of the planning process will include developing the vision and framework concepts for the Village of Carpentersville Longmeadow Parkway Corridor Plan. This step will feature a visioning and design charrette as well as the development of a vision statement for the Longmeadow Parkway Corridor. Goals and objectives will also be defined and estab-

lished in this step based on information gathered in the existing conditions analysis of Step 3. Preliminary Corridor Framework Plans will also be established under this step. The plans will look at land use and development alternatives as well as transportation and urban design alternatives for the Longmeadow Parkway Corridor. Finally, a Planning and Zoning Commission meeting will take place to reach agreement on the corridor framework plans.

Step 5 of the planning process will feature the development of the 3 Corridor Component Plans. These plans will detail the Corridor's plan for land use and development, transportation, and urban design. The land use and development plan will be based on the goals and objectives of Steps 1-4 and will provide recommendations on land use throughout the entire corridor. A special focus and attention to detail will be given to the commercial corridor at the intersection of Route 31 and Longmeadow Parkway. The preliminary transportation plan will also be based on the findings of work performed between steps 1 and 4. Specifically, the transportation plan will improve the coordination of all modes of travel including motor vehicles, bicycles, pedestrians, and public transit vehicles. Finally, a Corridor Beautification Plan will be created to the overall appearance of the Village of Carpentersville along the Longmeadow Parkway Corridor. Pedestrian-friendly elements such as benches, public art, and landscaping will be utilized.

Step 6 of the planning process involves the implementation and funding of the proposed Longmeadow Parkway Corridor Plan. This step will identify the best redevelopment sites in the corridor, list potential funding sources, and will allow the Village to track the progress of the implementation and funding for the Corridor projects.

Step 7 includes the submission of the draft and final copies of the Longmeadow Parkway Corridor Plan to the Planning and Zoning Commission for their review. Necessary revisions will be made based upon the meeting and a Final Plan Report will be presented to the Village Board for approval.

Next Steps

The next step in the planning process, after a review of this document by the Planning and Zoning Commission is a Community Workshop to gather the public's input and comments regarding the Longmeadow Parkway Corridor. The comments and input received from the Community Workshop will be summarized and will be incorporated in the development the Corridor Plan.

After the Community Workshop, the Village of Carpentersville, both Staff and Elected/Appointed officials should discuss and agree to parcels/areas of the Brunner Farm that they are interested in seeing developed, rather than remaining as Forest Preserve District land. These discussions are crucial in the future development of parcels near the intersection of IL Route 31 and Longmeadow Parkway. A detailed approach to this step is outlined in the final section of this Report.

Section One:

Review of Existing Studies, Plans and Reports

The Longmeadow Parkway Corridor Plan will be an important planning document moving forward for the Village of Carpentersville. The Corridor Plan will be a critical component of and will have an influence on several plans, studies, and reports already in existence. The Longmeadow Parkway Corridor Plan will also be influenced by these existing studies, plans, and reports. Documents that have been reviewed for this study include the Village of Carpentersville Comprehensive Plan, the Village of Algonquin Comprehensive Plan, the Forest Preserve District of Kane County Master Plan, the Kane County 2030 Transportation Plan, the Kane County Bicycle and Pedestrian Plan, and the Village of Gilberts Future Land Use Plan. Each of these plans will have a direct impact on the Corridor Plan.

Village of Carpentersville Comprehensive Plan

The Village of Carpentersville Comprehensive Plan of 2007 will have significant influence on the Longmeadow Parkway Corridor Plan (Figure 2). This plan calls for the annexation of land west of the Fox River where the extension of Longmeadow Parkway is to be constructed. The Comprehensive Plan also identifies the future plans for the construction of a bridge over the Fox River and the extension of the Longmeadow Parkway.

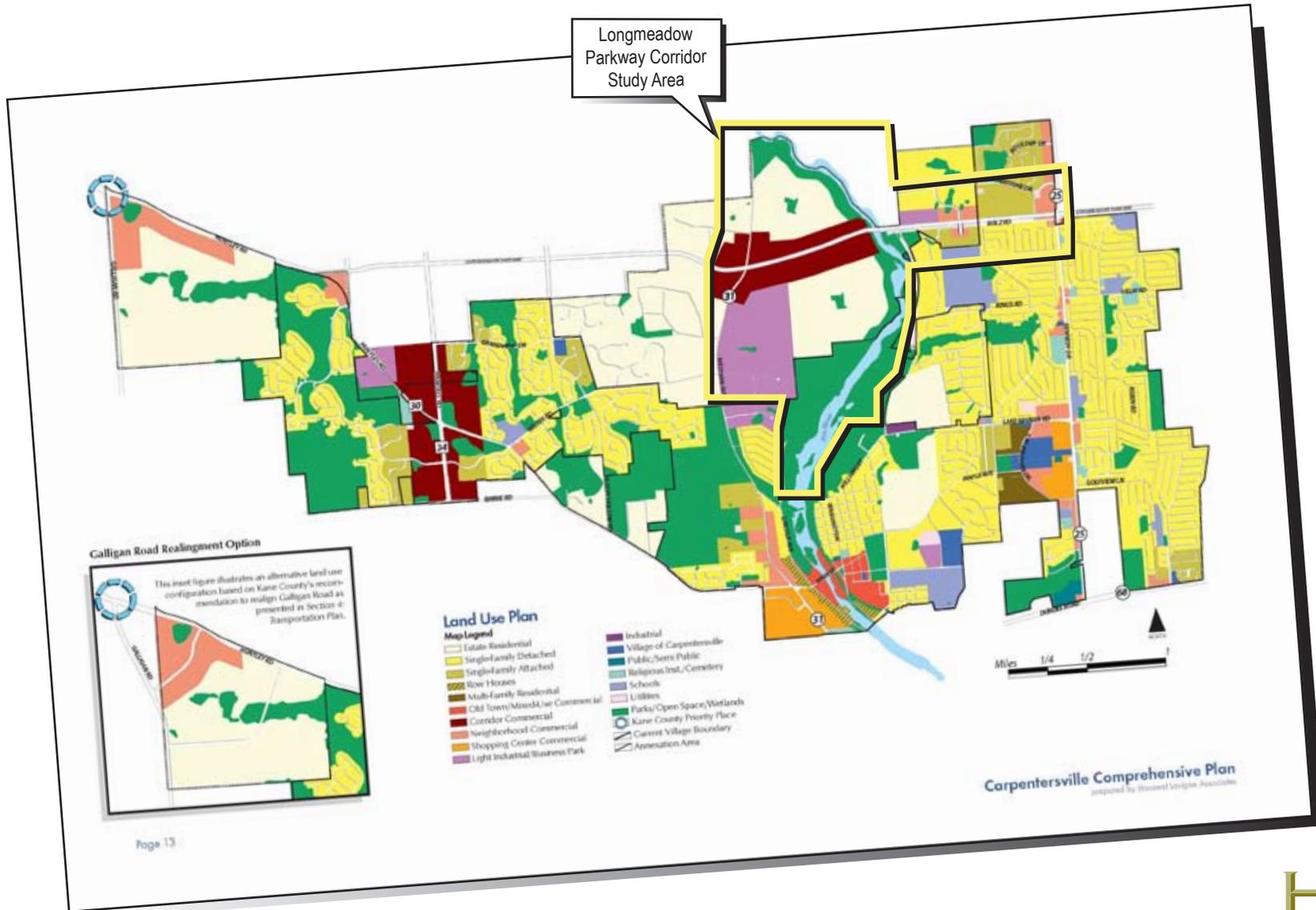
The Comprehensive Plan identifies the desire of the Village to realize commercial and residential development along and near the Longmeadow Parkway, on areas that are currently used for agricultural purposes. Much of this anticipated and desirable change in land use will take likely take place on Brunner Farm property. The change in land use will accommodate desirable and needed new commercial develop at the intersection of Route 31 and Longmeadow Parkway. Southeast of this intersection, the Comprehensive Plan designates light industrial/business park uses.

Realizing the development of some of these agricultural areas for commercial uses is a practical decision, allowing the Village of Carpentersville to benefit from the increase in traffic volume along the new corridor by establishing new commercial development along key areas of the corridor within the Village's planning jurisdiction. New commercial development at key locations along the corridor will allow the Village of Carpentersville to strengthen its tax base, employment base, and improve its economic position within the region.

The Comprehensive Plan suggests locations for bike trail extensions throughout the community. Extending the existing Fox River bike trail along the Longmeadow Parkway extension is a recommendation of the Plan. This trail would then run north and south along the west side of the Fox River and south along the west side of Route 31 through open space.

To accommodate the increase in traffic volume along the Corridor, the Comprehensive Plan suggests locations for new traffic signals at the intersections of Route 31, Silverstone Drive, and Route 25. These signals will provide a more orderly flow of vehicular traffic throughout the Corridor.

FIGURE 2 COMPREHENSIVE PLAN LAND USE MAP



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Forest Preserve District of Kane County Master Plan

Knowledge of the Master Plan for the Forest Preserve District of Kane County is critical to the success of the Longmeadow Parkway extension. The Forest Preserve is attempting to expand the Fox River Shores Forest Preserve to include Brunner Farm. As of the writing of this Report, it is understood that the Forest Preserve District Board is planning to vote for the purchase of the Brunner Farm in October 2008. It is also understood that the Forest Preserve District Board has 30 (thirty) days after their vote to identify property within the Brunner Farm that it would be willing to sell-off.

As stated earlier in this report a goal of this planning study is to create a land-use plan for the area that accommodates and supports appropriate development of key areas within the Study Area for potential commercial, retail, residential, institutional, open space or other land uses that would improve the character, job opportunities, and resources of the Village. Building upon this goal, the Village also has the goal of ensuring that the Kane County Forest Preserve District has the acreage and lands necessary to preserve environmentally sensitive and desirable land in this area.

Creating a mutually beneficial land-use plan for the Longmeadow Parkway will require communication and cooperation from all stakeholders, especially between the Village and the Forest Preserve District. By working together, a mutually beneficial plan is feasible. The last section of this report provides a detailed analysis and potential options for moving forward.

Village of Algonquin Comprehensive Plan

The Algonquin Comprehensive Plan has six planning areas that border the Village of Carpentersville. The plans for three of these areas will have the greatest impact on recommendations for the Longmeadow Parkway Corridor Plan.

The plan expects additional commercial development to locate along Ran-

dall Road with the extension of the Longmeadow Parkway. This development will take place within planning area "E". The comprehensive plan for the Village of Algonquin also calls for the creation of a large industrial and business park along Huntley Road in planning area "C". Similarly, planning area "A" will feature mixed-use development along Algonquin Road. The plans for these three planning areas will likely influence future commercial, office, and industrial type uses within the Longmeadow Parkway Corridor.

Kane County 2030 Transportation Plan

The Kane County 2030 Transportation Plan projects what the future transportation needs will be for Kane County. The plan foresees significant growth in employment and population within the County by 2030. To accommodate the anticipated transportation needs, a plan and budget are proposed to improve the arterial roads and the collector streets in the planning areas around the Village of Carpentersville and the Longmeadow Parkway study area. Programs to provide funding for transportation improvement projects are discussed within this plan and should be considered as part of the Longmeadow Parkway Corridor Plan.

Kane County Bicycle and Pedestrian Plan

The Kane County Bicycle and Pedestrian Plan advocates for the extension and expansion of pedestrian and bicycle trails whenever and wherever possible. The construction of the bridge over the Fox River and the extension of the Longmeadow Parkway will provide Kane County and the Village of Carpentersville an opportunity to serve more members of the community by incorporating and expanding the Fox River Trail into the construction plans of these projects. The Fox River Trail should extend along the Longmeadow Parkway and should service the west side of the Fox River going north and south of the Parkway and along the west side of Route 31 going south of the Parkway. This plan coincides with the previously-noted Village of Carpentersville Comprehensive Plan 2007.

Village of Gilberts Land Use Plan

The future land use map for the Village of Gilberts envisions commercial development bordering the southern portion of Huntley Road within their jurisdiction. With the extension of the Longmeadow Parkway from Bolz Road to Huntley Road, these commercial areas are likely to develop and may produce competition to the commercial corridor planned for by the Village of Carpentersville.

Section Two:

Existing Land Use, Zoning, and Environmental Features

Existing land use, zoning, and environmental features in the Longmeadow Parkway Corridor will play a significant role in the planning of this area.

The Longmeadow Parkway Corridor is composed of predominantly residential and agricultural uses (Figure 3). The largest area of the Study Area is the Brunner Farm (approximately 750 acres). Both single-family and multi-family residences are also found within the Study Area at the eastern and western extents of the Corridor.

A quarry is sited just north of Bolz Road, east of the Fox River, and is a major land holder in the Corridor. Much of the riverfront property along the eastern bank of the Fox River is currently owned and maintained by the Kane County Forest Preserve District.

The Fox River Trail runs along the east side of the river providing a regional multi-use trail through the community. Schools are also located within the Longmeadow Parkway Corridor Study Area including Dundee-Crown High School, Perry Elementary School, Woodland Elementary School, and Westfield Community School.

Agricultural

Agricultural land is scattered throughout the Longmeadow Parkway Corridor. The greatest concentration of these lands is located in the middle of the Corridor along the Fox River at the Brunner Farm site. Additional agricultural land in the Corridor can be found east of Route 25 and north of Bolz Road and west of Randall Road, north and south of the Longmeadow Parkway.

Residential

Single-family and multi-family residential uses exist in the Longmeadow Parkway Corridor Study Area. A majority of the multi-family uses are located on the east side of the Fox River while single-family uses are scattered throughout the majority of the Study Area. There is a type, size, value, and density difference between the homes on the west side of the river and the older homes that exist on the east side of the river in the Study Area.

Commercial

Only a few parcels in the Longmeadow Parkway Corridor Study Area are currently commercial uses. These parcels are located at the southeast corner of Route 25 and Bolz Road where two of these parcels are located, and two additional parcels are located south of Brunner Farm along Route 31.

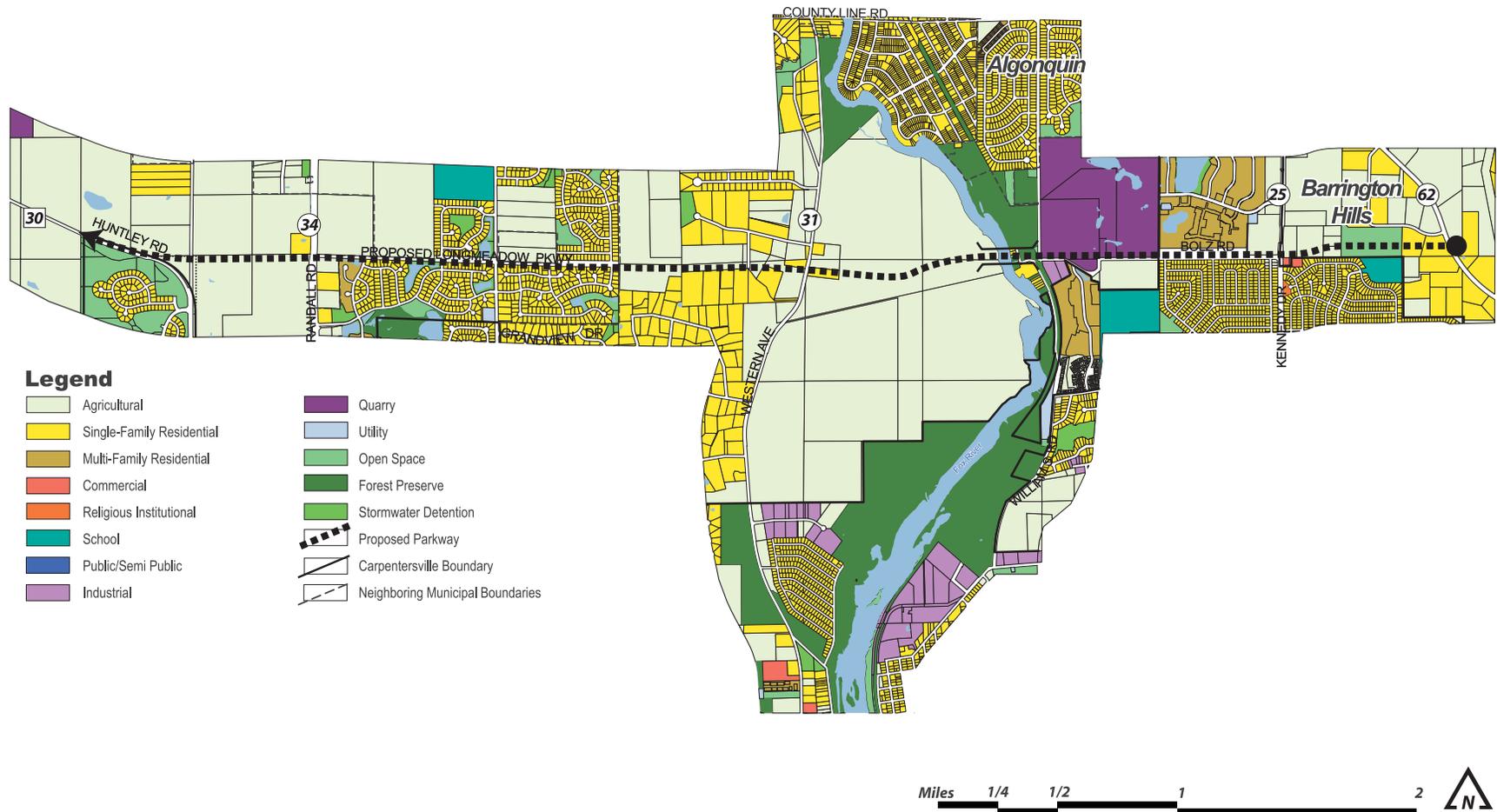
Industrial

A number of industrial uses are located throughout the Longmeadow Parkway Corridor Study Area. A majority of the industrial parcels are located on the east side of the Fox River, along Williams Street. Two other industrial parcels are located just south of the Quarry. South of the Study Area, Commerce Industrial Park is a major light-industrial business park within the Village of Carpentersville.

Parks/Open Space

Grandview Park, Hickory Hill Park, and Silverstone Lake Park are public parks located in the Longmeadow Parkway Corridor Study Area. These parks located throughout the Corridor and provide the Village of Carpentersville with places of relaxation, recreation, and enjoyment. The Kane County Forest Preserve has two large land holdings within the Village of Carpentersville: Raceway Woods, and Fox River Shores.

FIGURE 3 EXISTING LAND USE



Current Zoning

As stated earlier in this report, although much of the Study Area is outside of the Village's incorporated boundary, the Study Area is within the Village's annexation boundary agreements with the Village of Algonquin (Figure 4). The following are the Village's zoning districts that are located within the Study Area.

Residential

There is a variety of residential uses zoned within the Study Area from detached single-family homes to larger multi-family developments.

R-1 Residential - Establishes a residential use area that permits single family homes, public parks, churches, schools, golf courses, and large scale residential development. R-1 zoning is located at the far western sector of the Study Area and east of the Fox River, south of Bolz Road.

R-3 Residential - Establishes a residential use area that allows any use in the R-2 District as well as two family dwellings. R-3 Residential zoning is predominately located in the eastern sector of the Study Area. In general, these residential neighborhoods have a higher density on smaller parcels than the residential properties west of the river.

R-4 Residential - Establishes a residential use area that allows any use allowed in R-3 District as well as multiple dwelling units including townhomes. A townhome development with this zoning classification is located east of the Fox River, south of Bolz Road.

R-5 Residential - Establishes a residential use area for multiple family dwellings and allows all of the special uses from the R4 District and in addition allows gravel mining as a special use. Silverstone Lakes is a large development designated R-5 Residential that is located in the eastern sector of the Study Area. This development contains multi-family homes, parks, and detention areas.

Commercial

Currently, very few parcels within the Study Area are zoned for commercial use. Three areas within the Study Area, one west of Huntley Road, another along the eastern bank of the Fox River, and the third along IL Route 25 at the intersection of Bolz Road are zoned for C-2 General Commercial.

C-2 General Commercial - Provides areas for commercial uses that are allowed in C-1 including hotels/motels, office or office buildings, automobile services and commercial storage facilities.

Industrial

Although a significant amount of parcels along the river within the Study Area are zoned industrial, the majority of the parcels are owned and maintained by the Forest Preserve District.

M-1 Light Industrial - Provides areas for business and professional office uses. Other uses such as car dealerships and machine shops are also allowed in M-1. The Industrial Park along Commerce Parkway is zoned in this classification.

M-2 General Industrial - Provides areas for manufacturing, assembling, disassembling, processing, fabricating, processing, repairing, cleaning, storing, servicing or testing establishments conforming to performance standards. Within the Study Area, this zoning classification exists along the east side of the river which is currently Forest Preserve District property.

FIGURE 4 CURRENT ZONING

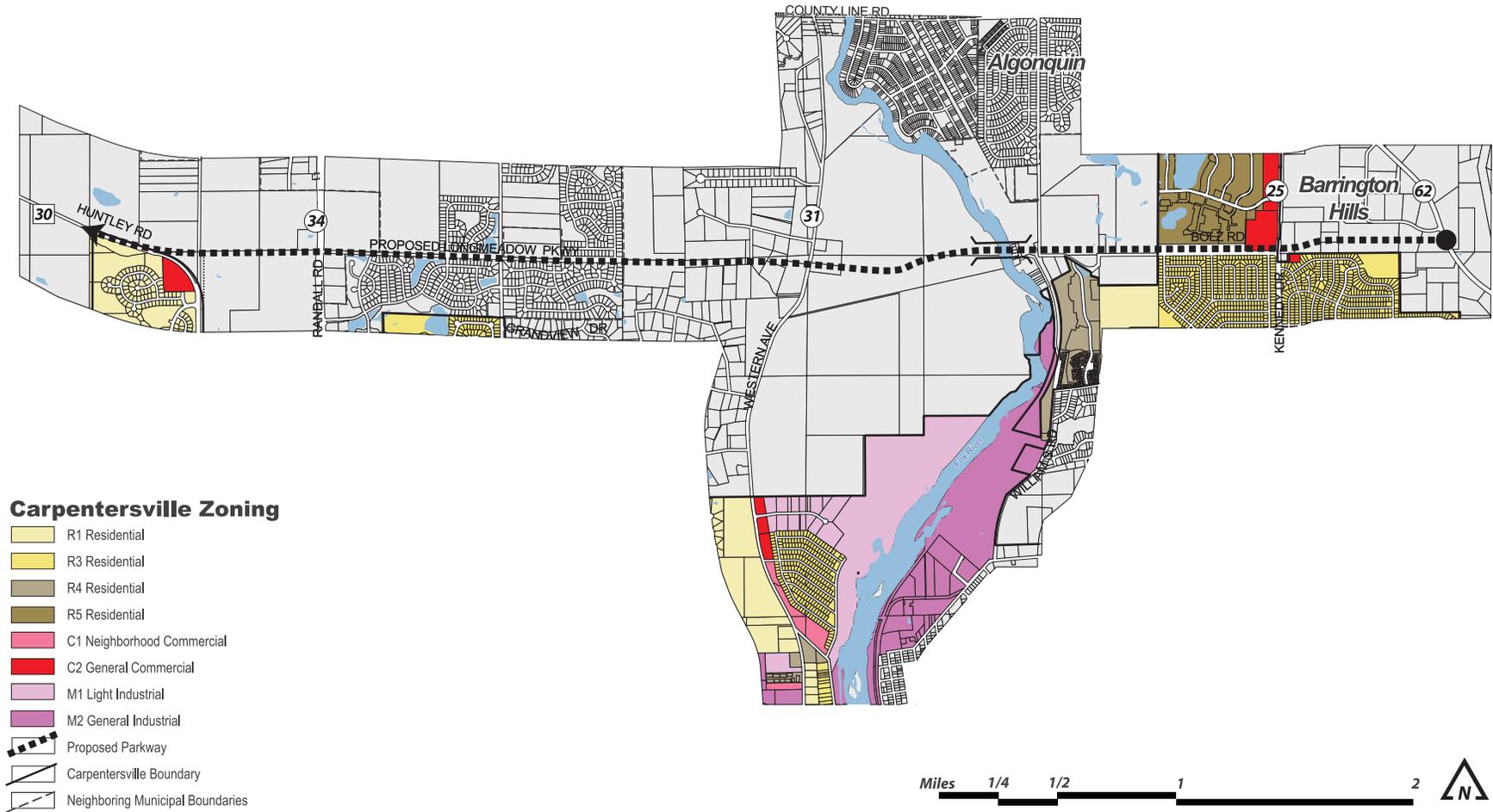
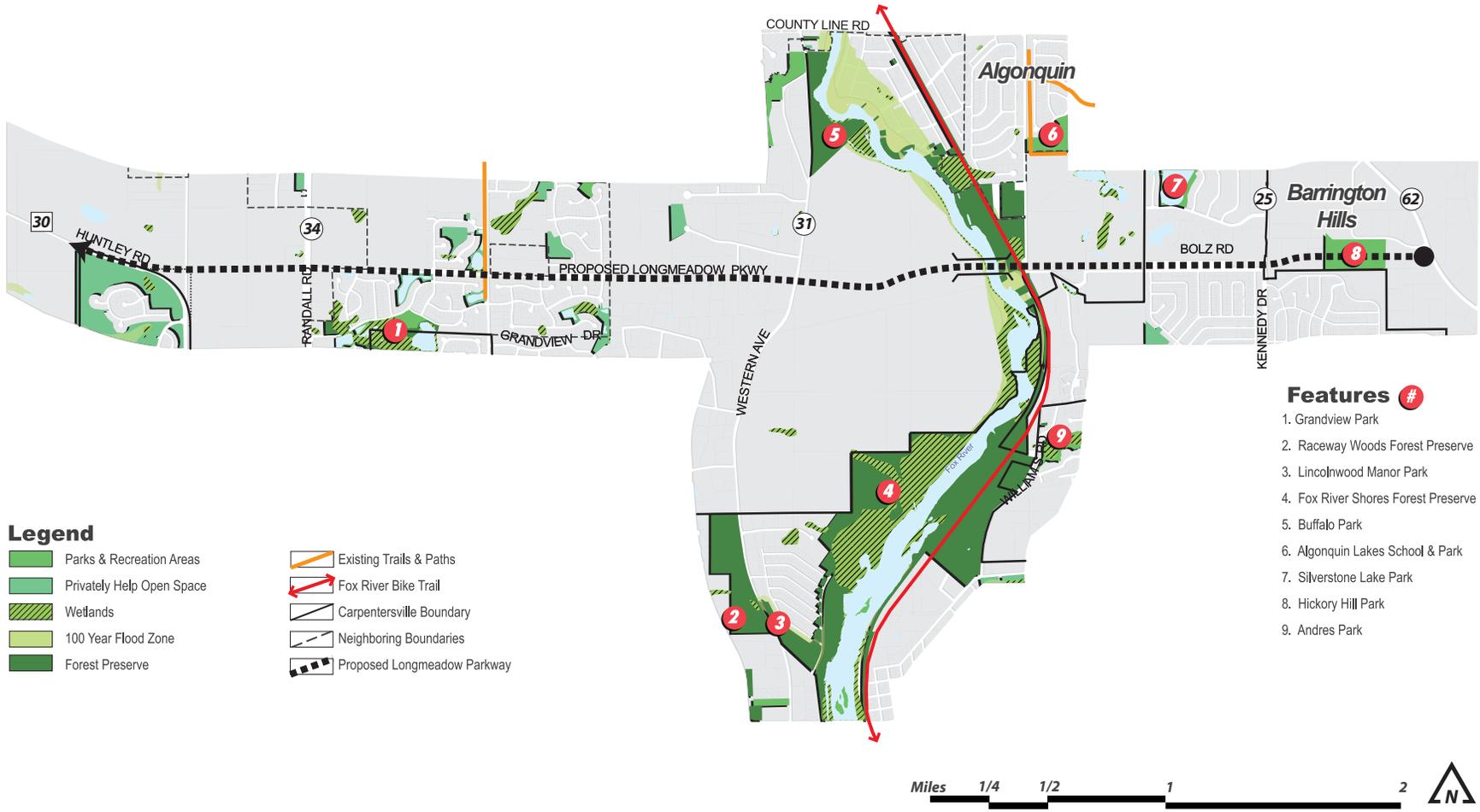


FIGURE 5 EXISTING OPEN SPACE



Suitability Analysis

The Village continues to feel development pressure along the Fox River and areas surrounding the planned Longmeadow Parkway Corridor. Presently, over 750 acres of agricultural land with several thousand feet of frontage along the Fox River is being sought by the Kane County Forest Preserve. With the potential for Longmeadow Parkway to be extended across the Fox River and through the 750 acres, connecting into existing Bolz Road and continuing on to Algonquin Road, the future development potential of this existing agricultural land is high.

To determine which parcels are suitable for future development, a detailed suitability analysis has been conducted of existing site conditions along the riverfront and corridor area. Other opportunities to consider in the planning of the area will include public access to the riverfront and integration of recreational uses with new riverfront development. This section of the Synthesis Report covers various site suitability topics such as soils, floodplain, wetlands, topography, and hydrology in an effort to provide the Village with a suitability map which will outline potential developable land along the riverfront and proposed corridor.

Approach to Suitability - The suitability analysis process involves taking an inventory of the various attributes of the Carpentersville Longmeadow Parkway Corridor study area (Figures 6 – 10). These attributes fall into three main categories; physical, biological, and cultural. The Plan illustrates the analysis and review for each of these attributes categories. As shown in the following figures, specific attributes for this area, such as soils, topography, water, municipal infrastructure, and existing land uses have been analyzed.

Once these attributes are collected and mapped, the information can be overlaid and relationships between the different attributes can begin to establish both opportunities and constraints within the planning area. The extent of these opportunities and constraints will be measured based on the scope of the project.

At the conclusion of the suitability analysis, a map of the area (Figure 11) is

provided that classifies the areas into three development categories ranging from:

- Areas with no development limitations/low ecological value
- Areas with some development limitations/some ecological value, and
- Areas with severe development limitations/high ecological value

Establishing the three development suitability types identify which areas of the Carpentersville Longmeadow Parkway Corridor Study Area are optimal for future development or preservation. Based upon the suitability analysis, as well as the previous steps of the planning process, a potential development plan for the study area will be presented as part of the final Carpentersville Longmeadow Parkway Corridor Plan.

FIGURE 6 SUITABILITY ANALYSIS - EXISTING LAND USE

Existing Land Uses within the Study Area vary. Uses include agricultural, single family detached residential, multi-family residential, commercial, schools, industrial, open space, forest preserve, and public/semi-public uses. With the anticipated growth in the Village contingent on the extension of the Longmeadow Parkway, more commercial and residential uses along with open space and conservation areas will be ideal along the riverfront and within other areas of the Corridor Study Area.

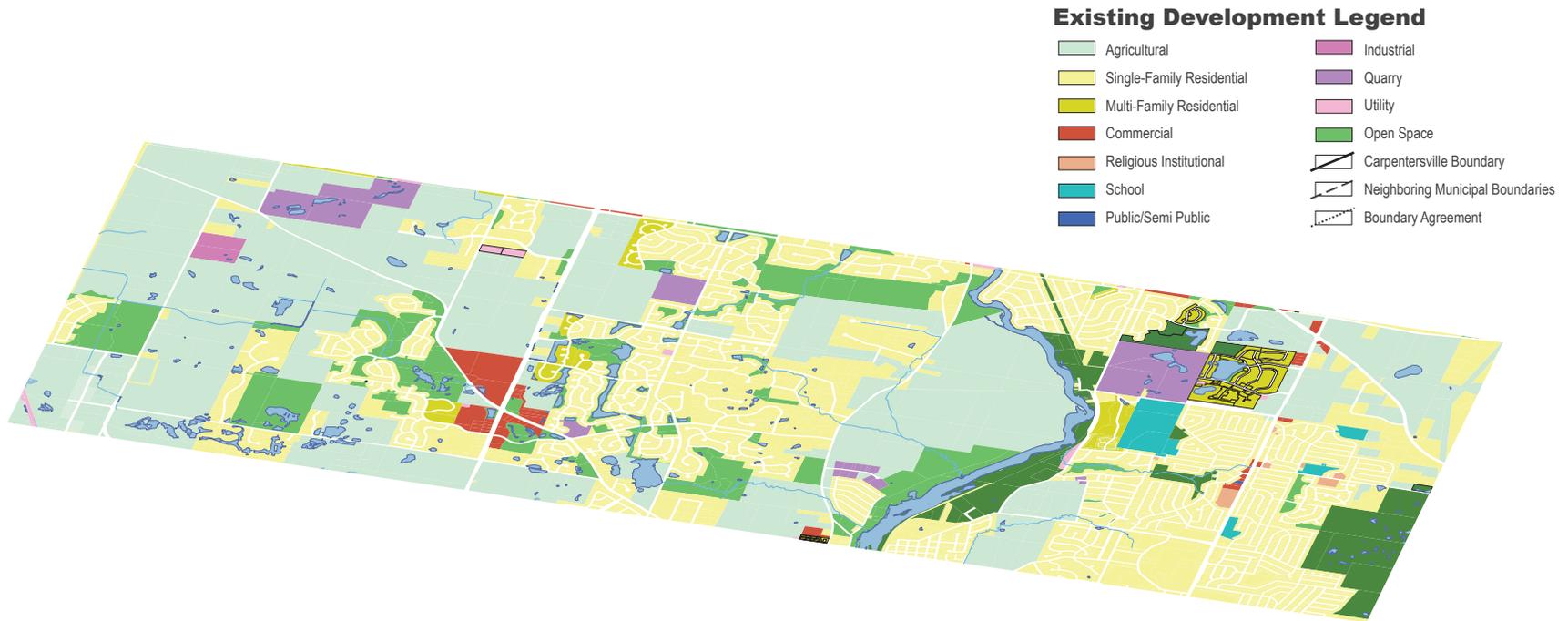


FIGURE 7 SUITABILITY ANALYSIS - TRANSPORTATION

Transportation and Circulation within the study area currently consists of a combination of two-way asphalt paved streets and private drives. Many of the intersections in the areas consist of four-way stop signs governing movement at intersections. The street pattern follows a one-mile grid for major roads and suburban type interior residential and collector roads. Some environmental constraints such as the Fox River and topography changes dictate the configuration of the existing street network.



FIGURE 8 SUITABILITY ANALYSIS - TRANSPORTATION

Soils are classified into three categories within the Carpentersville Longmeadow Parkway Corridor Study Area; non-hydric/aerobic, partially-hydric (nonexistent within Study Area), and hydric/anaerobic. Of the three, hydric soils present the most constraints to future development.

Existing Soil Conditions Legend

- Non-hydric/aerobic
- Hydric/anaerobic
- Water

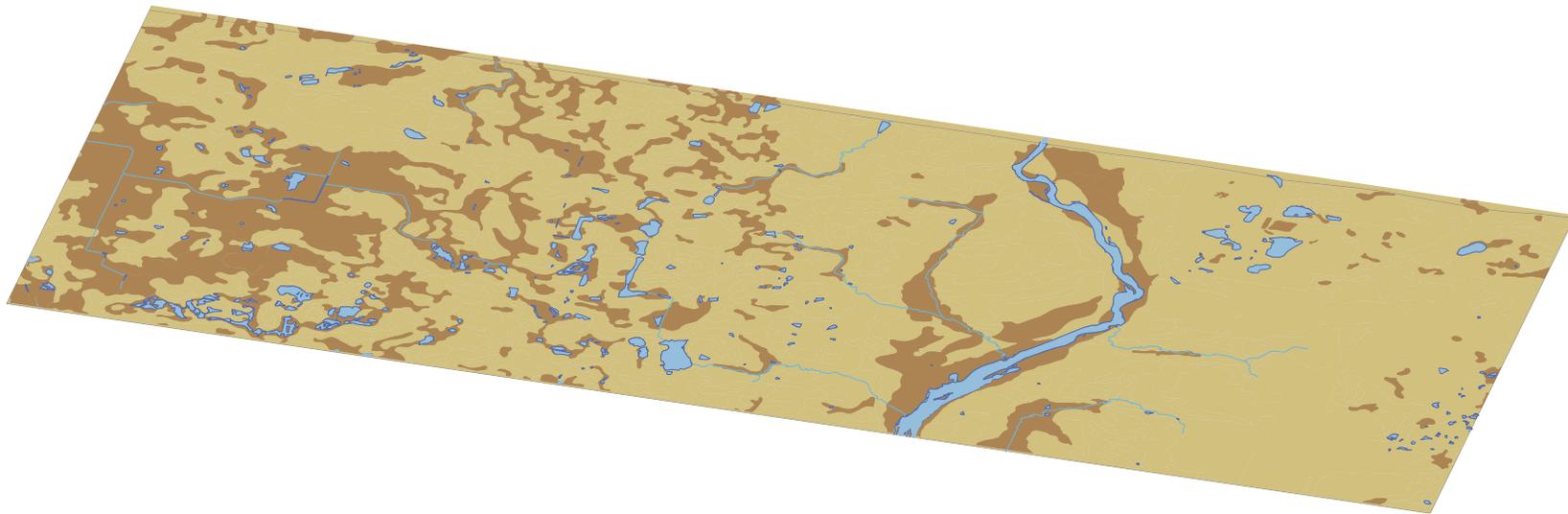


FIGURE 9 SUITABILITY ANALYSIS - TOPOGRAPHY

Topography has a strong relationship with development opportunities and constraints. Areas with slight grades (less than 1% to 10%), and moderate grades (15% to 20%) usually allow for unrestricted development. Areas with severe grades (greater than 20%) usually require home construction with more structural and foundation elements. Additionally, other environmental factors such as soil conditions, precipitation, vegetation, and low points can compound constraints within severely sloped areas.

As shown in this figure, the study area has areas with steep slopes in the property along the Fox River and near Western Avenue. These steep slopes are represented with the shades of yellow and red which are typically shown between the primary elevations within the Study Area.

Legend

- Highest Elevation
- Medium Elevation
- Lowest Elevation

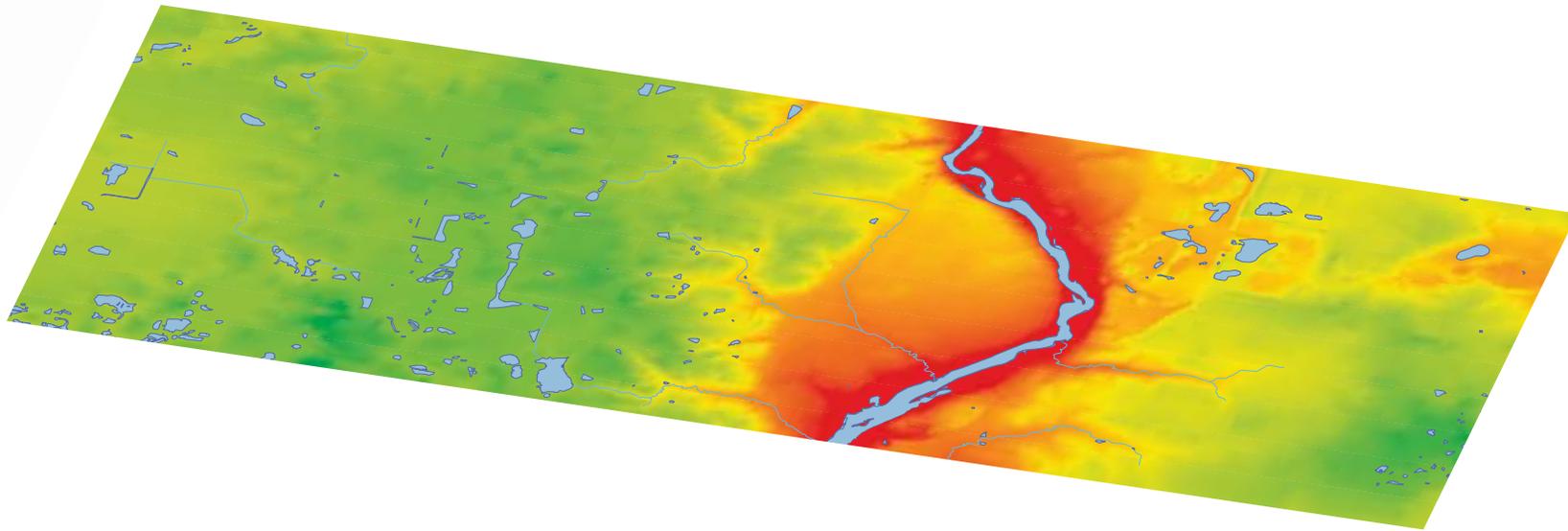


FIGURE 10 SUITABILITY ANALYSIS - HYDROLOGY

Hydrology across the Corridor Study Area is defined by the topography and Fox River. Additionally, several creeks and agricultural drainage areas bisect the corridor. Ultimately, all precipitation flows into the Fox River located on the eastern segment of the Study Area. Hydrology will become an important factor in future engineering studies when weighing options for new infrastructure, especially sanitary sewer and water utilities.

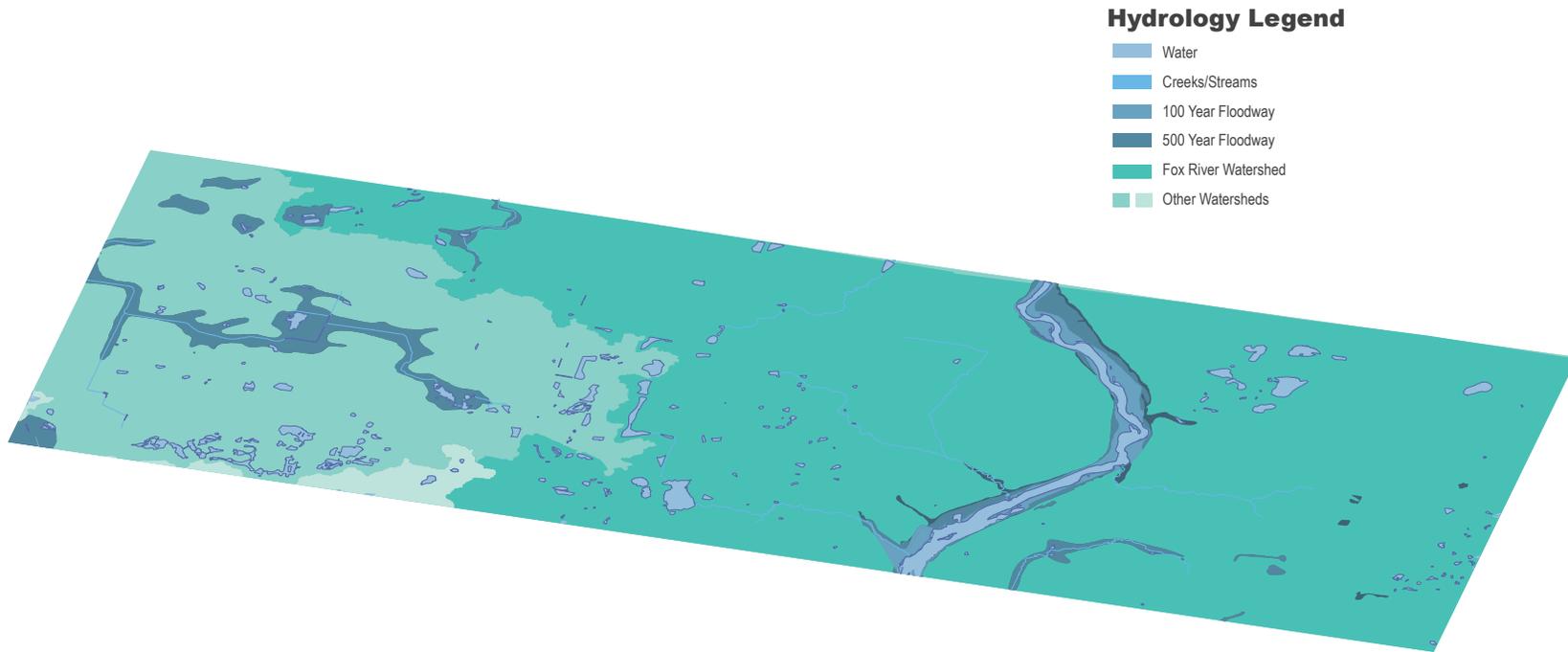
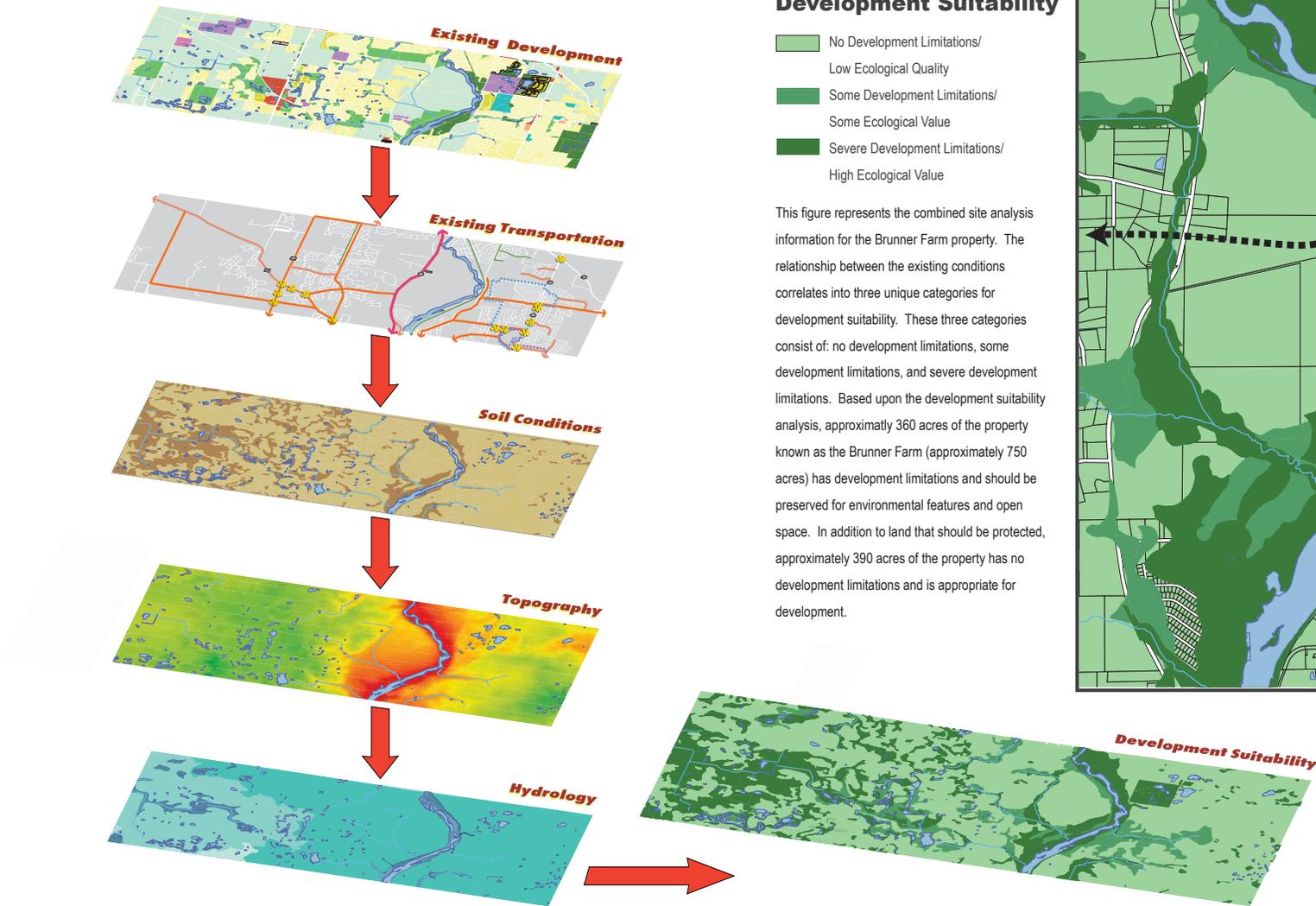


FIGURE 11 SUITABILITY ANALYSIS RESULTS

Using environmental and ecological analysis as a foundation for land use decisions and potential for economic development is an integral step in the planning process.



Section Three:

Existing Transportation

As a foundation in the development of the future land use and local transportation needs of the Longmeadow Parkway Corridor, the existing transportation network was evaluated. The following sections present an overview of existing roadway and traffic conditions in and around the corridor focusing on the key subareas in the vicinity of the proposed river crossing. This generally encompasses the area between and including Illinois Route 25 and Illinois Route 31 and includes the Brunner Farm. Also, the following presents potential opportunities for improvements within the study area and identifies specific transportation concerns. These are consistent with the objectives and goals set forth by the Village of Carpentersville.

As a base for the analysis of existing conditions, field studies were conducted to collect data on the roadway system. These included recordings of roadway cross sections, intersection traffic control devices, speed limits, regulatory information, truck routes, and bicycle and pedestrian systems. Also included in this analysis is an extensive download of travel forecast models and roadway information provided by the Village of Carpentersville, Kane County Division of Transportation (KDOT), and Illinois Department of Transportation (IDOT). The data from these jurisdictions covered the areas of traffic volumes, transportation system plans, Fox River crossing bridge plans and traffic forecasts, pedestrian and bicycle plans, planned intersection improvements, land-use projections and other previous studies.

Roadway System

The characteristics of the existing key roadway system within the study area is illustrated in Figure 7 and described below. Additionally, concerns and opportunities as related to transportation planning are presented with the roadway description.

Illinois Route 25 (IL 25) (Kennedy Drive) is a north-south major arterial roadway that has a five-lane cross-section providing two lanes in each direction as well as a center painted/mountable median which accommodates a left-turn lane at intersections. The roadway is approximately 65 feet wide and has a posted speed limit of 45 mph. The roadway is under the jurisdiction of IDOT and is classified as a Strategic Regional Arterial (SRA). According to counts conducted by IDOT in 2007, the road carries approximately 22,200 vehicles per day through its intersection with Bolz Road. Approximately five percent of the daily traffic volumes on IL 25 are trucks. Nearest to Bolz Road, IL 25 is signalized at its intersections with IL 62 (Algonquin Road) and Helm Road which are approximately $\frac{3}{4}$ and $\frac{1}{2}$ -mile north and south of Bolz Road, respectively.

With the development of the corridor, Longmeadow Parkway will intersect IL 25 and be under traffic signal control. IL 25 will be widened at the intersection to provide dual left-turn lanes and a separate right-turn lane. Longmeadow Parkway will provide a single left-turn lane, two through lanes, and a separate right-turn lane at the intersection as proposed. The preliminary plans show Longmeadow Parkway providing enough pavement width to provide another left-turn lane if future traffic volumes dictate.

Opportunity: The IL 25 corridor has well controlled access which lends itself favorably to serving as a primary north-south access to the Longmeadow Parkway corridor and river crossing. It is part of the regional and state roadway network which will appropriately link the parkway corridor (a proposed SRA) into the broader roadway network consequently providing links to local and collector roads as well as the Interstate system to the south thus limiting intrusion into established neighborhoods. The current daily traffic volumes are adequately accommodated by the existing lane capacity with reserve capacity. The proposed signalized intersection at Longmeadow Parkway is appropriately spaced and can be interconnected to existing signals to maintain traffic flow progression. Additionally, the width of the roadway and right-of-way could be designed to link pedestrians and bicycles to the Longmeadow Parkway crossing. This is important to serve the residential areas to the north, south and east wishing to travel

to public areas or other uses around the crossing.

Illinois Route 31 (IL 31) (Western Avenue) is a north-south two-lane arterial roadway with 12-foot lanes and a narrow paved shoulder or soft shoulder. The posted speed limit is 50 mph in the vicinity of the proposed Longmeadow Parkway. The roadway is under the jurisdiction of IDOT and according to counts conducted in 2007, the road carries approximately 16,400 vehicles per day in the study area. Approximately seven to eight percent of the daily traffic volumes on IL 31 are trucks. North of the study area, IL 31 widens to a three-lane cross-section through Algonquin, accommodating a center left-turn lane and serving as the Village Main Street. It has a signalized intersection with IL 62 which is approximately two miles north of the proposed corridor.

According to preliminary intersection engineering, with the development of the corridor, Longmeadow Parkway will intersect IL 31 under traffic signal control. IL 31 will be widened at the intersection to provide dual left-turn lanes, two through lanes, and a separate right-turn lane. Longmeadow Parkway will provide a single left-turn lane, two through lanes, and a separate right-turn lane at the intersection as proposed. The preliminary plans show Longmeadow Parkway providing enough pavement width to provide another left-turn lane if future traffic volumes dictate. Furthermore, according to the Carpentersville Comprehensive Plan, the widening of IL 31 is recommended from just north of Huntley Road north through the study area to the Village limits and a pedestrian/bike path is proposed along the roadway.

Concern: With the introduction of a signalized access point at Longmeadow Parkway and the expected increase in traffic as a result of the river crossing and corridor development, existing lane capacity along IL 31 is inadequate for the future. The 2013 traffic projection for the Longmeadow Parkway corridor is 11,000 vehicles per day with a toll and the 2020 traffic projection is 28,000 vehicles per day without a toll. IL 31 will need to be widened as a part of the Longmeadow Parkway project in order to accommodate the projected daily traffic and to reflect its function as a regional arterial roadway providing access to the parkway.

Opportunity: Future restrictions on IL 31 access can be implemented to control the number and spacing of access points. In addition, with development of the Brunner Farm property and the acquisition of right-of-way for the widening of IL 31, space can be preserved to create special treatment of the Longmeadow Parkway/IL 31 intersection and adjacent approaches including widening and streetscaping improvements and implementation of multi-modal travel options along the roadway in the form of a pedestrian/bike path.

Bolz Road is an east-west two-lane local roadway that extends from its unsignalized intersection with IL 25 to its terminus at its intersection with Williams Road/Sandbloom Road. It is under stop sign control at both of these intersections. The roadway is approximately 33 feet wide and does not provide separate turning lanes. It has a posted speed limit of 35 mph and is under the jurisdiction of the Village of Carpentersville within city limits and Dundee Township outside of those limits. As proposed, the Longmeadow Parkway corridor will parallel the existing Bolz Road which will remain as a frontage road along the south side of the new corridor.

Opportunity: Bolz Road will act as a frontage road – distributor to preserve limited access along the Longmeadow Parkway corridor with minimal disturbance to the existing residential subdivisions south of Bolz Road. Ultimately, according to the Carpentersville Comprehensive Plan, a new north-south road will be developed connecting Bolz Road and Silverstone Drive and will intersect the Longmeadow Parkway at a signalized intersection. The placement of the intersection is appropriate in preserving limited access along the corridor and will serve as a transportation benefit for future commercial development. In addition to pedestrian crossings at the intersection, pedestrian viaducts or overpasses bridging the corridor may be appropriate to maintain neighborhood connectivity.

Williams Road/Sandbloom Road is a north-south two-lane minor collector roadway with gravel shoulder that extends from its signalized intersection with IL 62 into downtown Carpentersville via Williams Street. The roadway does not provide separate turning lanes at intersections in the study area. It is generally under the jurisdiction of Dundee Township ex-

cept within city limits where the Village of Carpentersville has jurisdiction. North of the study area, Sandbloom Road is under the jurisdiction of the Village of Algonquin within its city limits. According to counts conducted by IDOT in 2006, it carries approximately 4,250 vehicles per day.

Concern: Due to the proximity of Williams Road/Sandbloom Road to the river edge at the proposed location of the river crossing bridge, the roadway will not be able to intersect Longmeadow Parkway at its current placement. Considering safety standards and engineering restrictions, a clear approach of ¼ to ½-mile will be required which may necessitate diversion/realignment or a terminus point to the roadway.

Illinois Route 62 (IL 62) (Algonquin Road) is a northwest-southeast four-lane arterial roadway between its signalized intersections with IL 25 and IL 31. The roadway varies in width between 55 and 70 feet providing separate turning lanes at intersections. The posted speed limit is 45 mph. This roadway is under the jurisdiction of IDOT and is designated an SRA. According to counts conducted by IDOT in 2007, IL 62 carries approximately 21,600 vehicles per day east of IL 25 and 29,500 vehicles per day west of IL 25. Approximately seven to eleven percent of the daily traffic volumes are trucks. According to preliminary engineering, the Longmeadow Parkway corridor will terminate at its intersection with IL 62 east of the study area.

Truck Route System

The truck route system in the area includes IL 25, IL 31 and IL 62 which are designated as State/U.S. Class II truck routes. The designated truck route system within the study area is consistent with IDOT roadway classifications designed to accommodate heavy vehicles and connect with the interstate and state highway system.

Opportunity: With development of the river crossing, Longmeadow Parkway can provide a new major east-west truck route efficiently and directly connecting the existing routes of IL 25, IL 31, and IL 62, helping to distribute the truck traffic. Since the Main Street Bridge is not a truck route, the

area is lacking any truck routes crossing the Fox River between the I-90 corridor and IL 62.

Concern: Even with the need for a truck route, it is important for Longmeadow Parkway to be designed to accommodate all modes including pedestrians and other non auto. This will be a challenge and preliminary thoughts are to separate the non auto from the auto.

Bicycle / Multi-Use Paths

The Fox River Trail is located on the east side of the study area along the east side of the Fox River and is used for hiking, biking, cross-country skiing and jogging. The trail is an approximately 45 miles stretching from Crystal Lake to Aurora. The surface is both asphalt and crushed stone. It connects with local and regional recreational areas and paths including the Illinois Prairie Path, and the Great Western Trail.

According to the Carpentersville Comprehensive Plan, bike/shared-use routes are proposed along key roadways within the study area. These paths are typically shared by cyclists and pedestrians. As proposed in the plan, the routes will extend along the following roadways in the study area: Longmeadow Parkway/Bolz Road, IL 25, IL 31, and Sandbloom Road. A route is also proposed along the west bank of the Fox River throughout the study area.

Opportunity: The Brunner Farm property consists of an extensive stretch of undeveloped river frontage which presents an opportunity for the expansion of the existing regional trail system and public recreation areas to the west side of the river. Trails and trailheads were cited by many residents during public workshops as important amenities. Furthermore, as previously mentioned, the improvement/widening of IL 31 provides the chance to implement multi-modal travel options along the roadway in the form of a pedestrian/bike path.

Public Transportation

The study area is serviced by Pace Suburban Bus Route Number 803. The northern portion of the route operates eastbound along Bolz Road to southbound IL 25 and/or Cherokee Road. Route 803 operates Monday through Saturday from approximately 7:00 A.M to 6:00 P.M. and serves area residential with service to IL 72, Spring Hill Mall and nearby businesses, Meadowdale Shopping Center and the Village Hall. Regional connections to commuter rail are via Route 552 for service to the Elgin Terminal (Pace Bus) and Metra Station.

Opportunity: Additional bus routes can be developed in the future to provide a better east-west transit connection within the Village. The corridor and river crossing bridge will also allow more direct inter-community transit service, connecting the Village to neighboring towns.

Right-of-Way

The existing and future right-of-way (ROW) of key roadways is of great importance in design and modification of a roadway system. With adequate ROW, capacity improvements can be made as traffic demand increases and multi-modal travel options implemented. An adequate ROW will also allow for improved streetscape and pedestrian/bicycle improvements along the roadways. As the new corridor develops and roadway improvements are needed, new ROW should be acquired especially along IL 25, IL 31, and Longmeadow Parkway

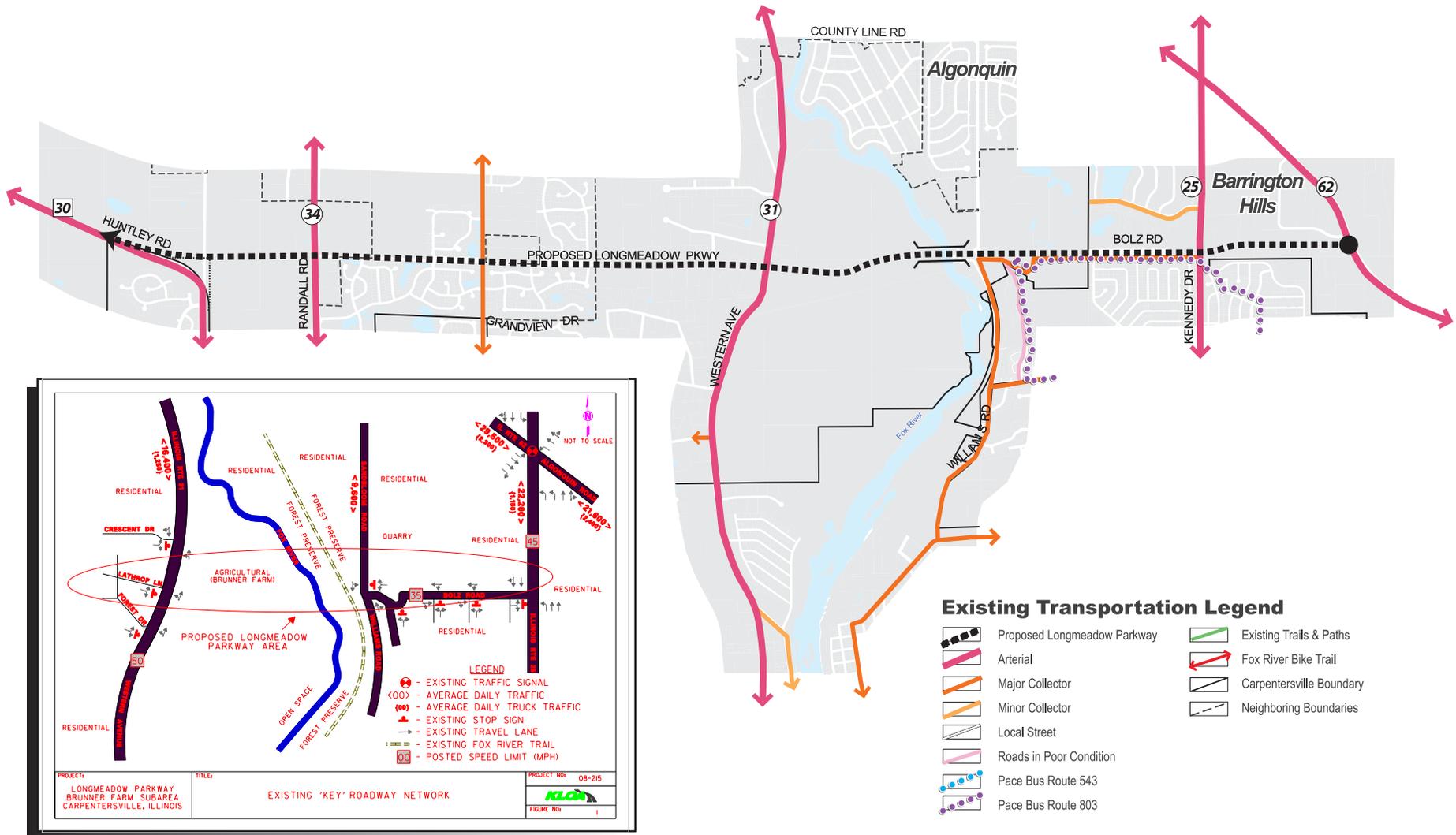
Access Control

Considering on the hierarchy of the roadway system, land access characteristics vary depending on the classification of a roadway as a regional arterial, community arterial, major collector, minor collector, and local roadway. Generally, an arterial roadway will have a primary function of the movement of inter-community and intra-metro traffic. They have a secondary function of land access. Regional arterials have limited direct land access and permit major traffic generators only. Community arterials

have restricted direct land access with some movements prohibited and the number and spacing of driveways controlled. Both major and minor collector roadways have limited regulations but with safety controls.

Opportunity: The Longmeadow Parkway Corridor project should protect the overall roadway hierarchy. The corridor will function as a regional arterial roadway with access limited to ¼-mile spacing.

FIGURE 12 EXISTING TRANSPORTATION



Section Four:

Community Outreach

Residents will have several ways to participate in the planning process for the Village's Longmeadow Parkway Corridor Plan. Community outreach activities have already been undertaken to promote community involvement and encourage citizen participation early in the process. So far, Stakeholder Interviews have been conducted and are summarized below.

Stakeholder Interviews

Stakeholder Interviews were held with representatives of the business community, residents, landowners, developers, adjacent communities, elected and appointed officials, State Representatives, and members of Kane County and the Kane County Forest Preserve District.

Ten Interviews were conducted with 16 interviewees on September 17th, 24th, and 25th lasting between 20 and 45 minutes each. Those interviewed were asked questions regarding the future of the Longmeadow Parkway Corridor. Responses gathered to this series of questions are summarized on the following pages.

What do you believe are the primary assets and advantages of the Longmeadow Parkway?

Most interviewees believed a primary advantage to the construction of the Longmeadow Parkway would be the improved flow of traffic throughout the Village of Carpentersville and Kane County. Interviewees identified the importance of constructing another east-west arterial road through the community to relieve traffic congestion and provide another route across the Fox River. Many hoped that traffic in Old Town Carpentersville and along IL Route 72 would be improved with the opening of the new bridge. Those interviewed also acknowledged the construction of the Longmeadow Parkway would have the potential to bring new commercial opportunities to the Village of Carpentersville. Interviewees also discussed how this new corridor would improve the property values in the

area that will be served by the new river crossing. Some also stated that the Corridor being outside of the high Cook County sales tax jurisdiction was a major advantage for future development in the Study Area.

Others envisioned the corridor as an exciting and vibrant mixed-use town center development. This development would incorporate the river and environmental features in its design while adding commercial and residential uses into the area. These interviewees added that future commercial uses could include boutique shops and restaurants to create a new town center for Carpentersville.

The environmental features, primarily the Fox River and the water recharge area were cited as primary assets of the Corridor. New open space in this area should provide recreational amenities as well as bicycle and pedestrian connections to the Fox River Trail and the existing Forest Preserve land holdings in the area.

What do you believe are the primary weaknesses and disadvantages of the Longmeadow Parkway?

The location of the Longmeadow Parkway was one of the weakness/disadvantage acknowledged by interviewees. The plan currently calls for construction to take place over the Fox River and through Brunner Farm. Some interviewees would like to see this area remain preserved and left untouched while others would like to see it developed with a mixture of commercial, retail, institutional and potentially residentially uses. Some stated that if the entire Brunner Farm was preserved as open space that the Village and the area would lose potential economic development opportunities including jobs and sales tax revenues.

Some interviewees also identified new sources of air and noise pollution as two other disadvantages of the Longmeadow Parkway Corridor Plan. The new cars, trucks, and other forms of traffic attracted to the corridor could be the primary sources of new pollution. Some interviewees expressed concern over existing local industries that they still believe pollute directly into the Fox River.

Some questioned whether the bridge was needed at all, especially if it was planned to be a toll bridge. Others preferred a more local bridge crossing closer to Old Town Carpentersville such as near Lake Marion Road.

Concerns were also expressed about the cost of the Longmeadow Parkway Corridor and the County's ability to finance the project. Interviewees also identified a concern that the Longmeadow Parkway might act as a barrier between areas north and south of the Longmeadow Parkway Corridor and may effectively split the Village of Carpentersville in two between the north and the south. Some interviewees expressed their desire to see IL Route 31 widened to handle the projected increase in traffic in the area with the opening of the new bridge.

Interviewees also provided their thoughts and input on the current planning process for the bridge. Currently, the County is still undertaking many studies including projected traffic reports and the feasibility of a toll bridge. The idea of a toll bridge (including how much, and how long of a segment of the Corridor), and potential construction phasing plans for implementing the bridge construction were discussed throughout the interviews. Other questions raised included where will future access points be located along the corridor and which will be signalized intersections.

What future land uses do you envision in the following areas? East of the Fox River? West of the Fox River?

East of the River. Some interviewees envisioned recreational, commercial, and industrial uses east of the Fox River while others focused more on their desire to see the wetland and floodplain areas protected from development. Of those envisioning commercial uses east of the Fox River, one interviewee additionally identified a desire to construct walkable commercial areas as part of a greater walkable community. According to this interviewee, constructing commercial areas in this manner will reduce the use of the personal automobile, improve air quality, and enhance the overall quality of residents in the surrounding areas. Others discussed the relatively high-density homes east of the river in the Study Area and their desire to improve the character of these residential neighborhoods.

Some interviewees stated that commercial in the eastern portion of the Study Area has been struggling and would like to see these uses improved and succeed. Interviewees discussed how if done correctly, this corridor could spur new commercial development along IL Route 25 and improve the appearance and character of the corridor all the way south through the Village. Some interviewees also stated that they would like to see commercial developed in the outlot in front of Silverstone Lakes along IL Route 25. During the same interview, another responded that although they would like to see commercial on that property, that there has been no interest from developers for that location.

Interviewees also expressed their desire for future development in the Corridor, east of IL Route 25 to IL Route 62. A goal was stated to lessen traffic along IL Route 62, while at the same time providing an appropriate connection with the Longmeadow Parkway Corridor. The intersection should be designed to be efficient to continue to move traffic without the need to widen IL Route 62. Other interviewees expressed a desire to explore the future widening of IL Route 62 to improve traffic flow. In addition, as the future Longmeadow Parkway passes by residential properties in these areas, appropriate screening and buffering is also desired.

West of the River. Those interviewed also envisioned a variety of land uses west of the Fox River, however, the majority of interviewees saw Forest Preserve property on Brunner Farm. Interviewees also stated however, that some portions of the Brunner Farm could be used for retail, commercial, and institutional uses. Some interviewees added that more residential, mixed-use, and a town center development would be appropriate in this area. Some noted the desire to see the Village of Carpentersville place commercial development in areas designated for such development in its Comprehensive Plan, specifically at the intersection of Route 31 and the Longmeadow Parkway. Some stated that property near that intersection, and especially west of IL Route 31, would be appropriate for commercial development. Other respondents thought the construction of a new hotel and/or medical center/hospital would also be a positive future land use west of the Fox River, especially designed as part of a campus like setting that used green construction techniques. Some suggested a

development similar to Prairie Crossings in Greyslake as a model for future green development. Multiple interviewees expressed their desire to see land uses west of the Fox River kept as natural areas or open space. Converting some of these natural areas into more pedestrian-oriented uses like parks or recreational areas was also suggested.

What do you consider the single most important issue confronting the Longmeadow Parkway?

Most respondents identified finances/cost as the single most important issue confronting the Longmeadow Parkway. Many interviewees do not want to see taxes increase to pay for this project and many question whether Kane County can raise enough funds to construct the Longmeadow Parkway. Recent developments in the credit market also had respondents wondering if appropriate financing can be arranged to build the Longmeadow Parkway. In addition to construction costs, some interviewed were concerned with the bridge being a potential toll bridge and what the toll amount would be. Others were concerned on if the bridge would lessen the traffic on current river crossings in the area.

Uncertainty was a word used often by interviewees when answering this question. The uncertainty about the future of the bridge, and the future of the ultimate land use for the Brunner Farm property are major disadvantages for development and preservation in the area.

If you had the power to undertake one project or improvement within the Longmeadow Parkway, what would it be?

Ensuring the construction of an environmentally friendly road and ensuring the protection of the Fox River, surrounding wetlands and plants would be the project a number of interviewees would undertake within the Longmeadow Parkway. These steps would help make certain that area groundwater would remain pollutant free and the environment would be protected. Others would undertake the project of collecting all of the necessary funding and coordinating all project initiatives to ensure the successful construction of the Longmeadow Parkway. In addition,

others would oversee all actions taking place to the Brunner Property to make certain that the land is respected and developed appropriately. Others expressed the desire to improve the residential areas east of the river in the Study Area by improving the housing stock and lessening the current density to a more appropriate level. It was suggested that a future public/private partnership may be an option to improve these residential neighborhoods.

How would you describe the desired character of the Longmeadow Corridor?

All respondents described the desired character of the Longmeadow Corridor to make the most of the scenic vistas provided by the Fox River Valley. All respondents desired to see the construction of a bridge that compliments the surrounding environment and provides for pedestrian uses as well. Multiple respondents desired to see a pedestrian/bicycle trail included in the construction of the bridge over the Fox River. Some interviewees expressed the desire for the bridge to include brick and decorative elements in its design. Others described the corridor as being similar to Golf Road through Barrington, similar to a thoroughfare. Some described the character of the Corridor as being a master planned, mixed-use development that could be better than The Glen in Glenview, Illinois.

Do you have any other comments or suggestions regarding our work on the Longmeadow Parkway Corridor Plan?

When asked for any additional comments or suggestions, interviewees expressed a general desire for cooperation among different governing bodies and different groups so a consensus can be reached and action can be taken. Working out differences and coming to an agreement among various groups and stakeholders was desired by all respondents. Specific elements one respondent desired to see included in the construction of the Longmeadow Parkway includes a pedestrian walkway and amenities necessary for use by bicycles and buses. Some would like to see the County and the Village pursue the construction of a more local river crossing near Lake Marion Road.

Interview Summary and Main Questions

The stakeholder interviews provided a very good mixture of viewpoints and ideas concerning the future planning for the Corridor. Throughout all of the interviews, there were typical questions that came up during most of the conversations. The majority concerned many unanswered questions or unknown variables that exist today. Main issues and questions discussed during the interviews included: Will the bridge be a toll? What will be the segment of the Corridor that will be a toll (i.e.: restricted access)? What will be the elevation changes (i.e.: landing points) for the new bridge? and, if the Forest Preserve District purchases Brunner Farm, what, if any, of the property will they be willing to sell-off?

Considerations Moving Forward

The following are considerations that should be addressed as the planning process for the Longmeadow Parkway Corridor continues.

- How does the Kane County Forest Preserve District maximize its benefits through acquisition of property at Brunner Farm between Route 31 and the Fox River?
- What must be done to complete the proposed Longmeadow Parkway Corridor including the bridge and connections to existing local streets?
- What approach would allow the Village of Carpentersville to realize the development opportunity it desires to assist the community in revitalization, jobs, and revenue?
- What is the opportunity for the Forest Preserve District to sell off a portion of the Brunner Farm Property for development, based on a determination of which areas of the property are of the most value to the Forest Preserve? Would such a sale of a portion of the property strengthen the District's finances and/or allow the District to fund the addition of amenities on other areas of the property or elsewhere in the District?
- What is the most appropriate type of development to be located within the area with frontage along Illinois Route 31 and the new Longmeadow Parkway that will accommodate and promote infrastructure improvements such as the widening of Route 31?
- Is there an opportunity to partner with a private developer to either fund or construct public infrastructure improvements up front or as part of a recapture agreement in exchange for development opportunities on a portion of the Brunner Farm property?

Section Six:

Brunner Farm Developable Land Acquisition

Planning Objectives

As stated earlier in the Interim Report, the Village of Carpentersville is moving forward in the planning for the Longmeadow Parkway Corridor with these three primary planning objectives:

- 1. To ensure orderly and appropriate design, engineering, and construction of the Longmeadow Parkway Corridor including the roadway, bridge over the Fox River, and connections to the existing road network, consistent with the environmental and ecological objectives for the area.*
- 2. To ensure that the Kane County Forest Preserve District has the acreage and lands necessary to preserve environmentally sensitive and desirable land and features that strengthen their land holdings in this area.*
- 3. To accommodate and support appropriate development of key areas within the Study Area for potential commercial, retail, residential, institutional, open space or other land uses that would improve the character, job opportunities, and resources of the Village while still meeting the two primary planning objectives stated above.*

Realizing the development of a portion of the Brunner Farm property is important for a number of reasons. The construction of the Longmeadow Parkway and the creation of a new east-west arterial road through the Village of Carpentersville will bring numerous commercial and other development opportunities to the area. These development opportunities will help diversify the economy of Carpentersville and enhance the underdeveloped commercial sector of the local economy. This can be achieved while preserving and protecting the more environmentally valuable and desirable land for Forest Preserve District purposes.

Village's Comprehensive Plan

The Land Use Plan section of the Village of Carpentersville's Comprehensive Plan identifies key areas adjacent to the new Longmeadow Parkway extension as appropriate for commercial development. Commercial uses are called for west of the Fox River, including all four corners of the IL Route 31 intersection. Industrial land uses are also called for in the Village's Land Use Plan. These uses are to be located south of the Longmeadow Parkway along IL Route 31, adjacent to existing light industrial/business park uses.

Environmental Protection

The Village of Carpentersville understands the importance of the environment in and around the Longmeadow Parkway Corridor. The Fox River and the surrounding wetlands are environmental gems and should be preserved. Necessary steps will be taken to ensure the protection of these and other environmentally significant areas during the development process. A suitability analysis, including environmental and ecological analyses has been conducted for the Brunner Farm site. Analyses of existing development, existing transportation, soil conditions, topography, and hydrology were conducted to determine development suitability. This suitability analysis is a critical step in the planning process and will serve as a foundation for land use and economic development decisions for the area. To further limit the impact any development taking place along the Longmeadow Parkway Corridor has on the surrounding environment, LEED-Neighborhood Design principles will be incorporated throughout all developed commercial and industrial areas. Implementing the LEED Neighborhood Design and Development principles will make the Village of Carpentersville a leader in "green" development practices.

The Planning for the area will involve an ecologically based suitability analysis that will identify areas for preservation as well as potential development. The suitability analysis process involves taking an inventory of the various ecological, physical, and cultural attributes of the area and overlaying them to determine relationships between the different attributes that can begin to establish both opportunities and constraints within

the planning area.

Although the area has been identified by the Village as a location to handle potential future growth, issues exist to developing the property including: topographic issues such as steep slopes, environmental features, existing vegetation, a lack of municipal services such as water and sewer, expected transportation improvements, and the costs associated with providing municipal services. Future development must be cognizant of the existing topographic changes, Fox River, creeks, vegetation and soils that create the character of the Brunner Farm property. Proposed new land uses should be appropriate for the area and should strive to create the community's overall vision for the area and the Village as a whole.

Developable Parcels

As identified in the Suitability Analysis, the Village of Carpentersville should begin negotiations with the Kane County Forest Preserve District to set aside for future development the approximately 390 acres identified in Figure 8 of the Interim Report.

Mutual Benefits

Both the Kane County Forest Preserve and the Village of Carpentersville will benefit from both entities having land holdings within the Study Area. Benefits the Longmeadow Parkway will bring to the Village of Carpentersville including the potential for economic development in the area, increased community exposure, and the creation of a new major arterial road through the community which will relieve existing traffic congestion. Benefits for the Kane County Forest Preserve District would also result by selling portions of the Brunner Property to the Village of Carpentersville. These benefits would include acquiring cash to construct and maintain their new land holdings (Brunner Farm) and developing recreational opportunities in the area (trails, fields, etc.) for all community members to enjoy.

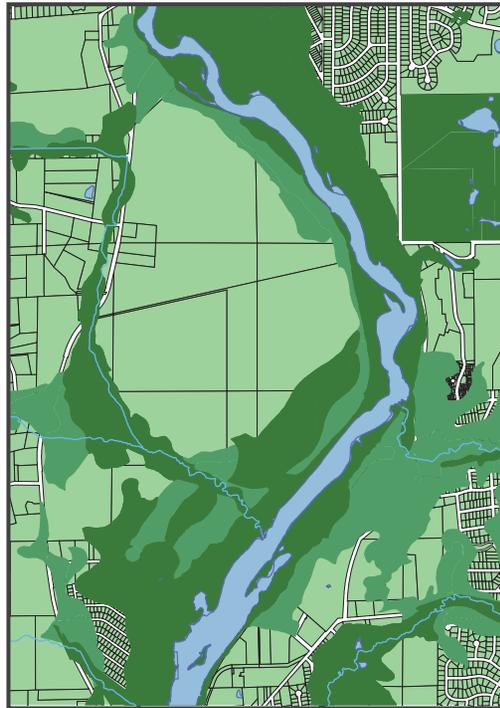
Those areas of the Brunner Farm property that are most valuable to the Forest Preserve District should be designated for the Forest Preserve,

including Fox River frontage, wetlands, wooded areas, and more. Those areas of the Brunner Farm property that are adjacent to IL Route 31 and the Parkway, and which are existing agricultural lands lacking any wooded areas or water features, should be designated for future development.

FIGURE 13 DEVELOPMENT SUITABILITY

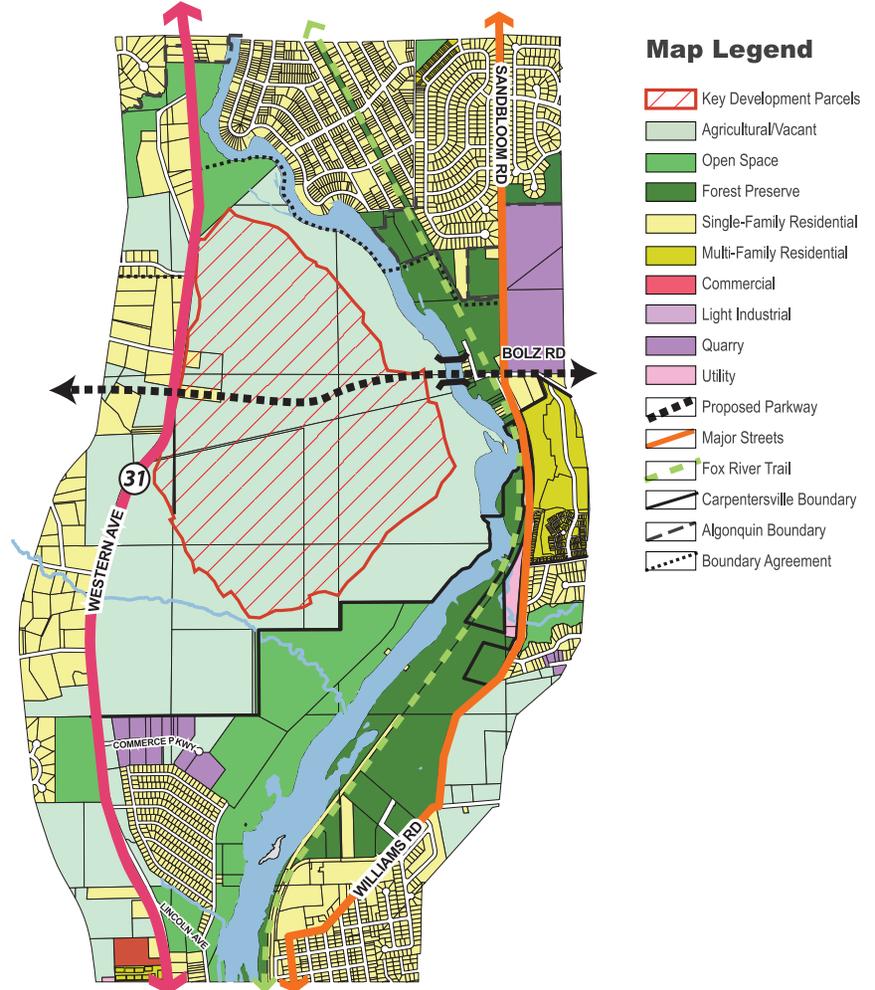
Brunner Farm Development Suitability

This figure represents the combined site analysis information for the Brunner Farm property. The relationship between the existing conditions correlates into three unique categories for development suitability. These three categories consist of: no development limitations/low ecological value, some development limitations/some ecological value, and severe development limitations/high ecological value. Based upon the development suitability analysis, approximately 360 acres of the property known as the Brunner Farm has development limitations and should be preserved for environmental features and open space. In addition to land that should be protected, approximately 390 acres of the property has no development limitations and is appropriate for development.



- No Development Limitations/Low Ecological Value
- Some Development Limitations/Some Ecological Value
- Severe Development Limitations/High Ecological Value

Key Development Parcels Over Existing Land Use



- ### Map Legend
- Key Development Parcels
 - Agricultural/Vacant
 - Open Space
 - Forest Preserve
 - Single-Family Residential
 - Multi-Family Residential
 - Commercial
 - Light Industrial
 - Quarry
 - Utility
 - Proposed Parkway
 - Major Streets
 - Fox River Trail
 - Carpentersville Boundary
 - Algonquin Boundary
 - Boundary Agreement

Appendix B:

Market Review

Prepared by Business Districts Inc.

It is important to stress that since the time of the Market and Demographic Analysis was completed for the Existing Conditions Report in September 2008 that the economy has worsened. Although the market continues to change, it is also important to note that the information within the Market and Demographic Study is still important and useful, especially due to the long term nature of the recommendations of this Plan.

Market Review

A potential Fox River bridge is proposed for the Long Meadow Parkway in the Village of Carpentersville, Illinois. The Village seeks to capitalize on the opportunity for commercial development associated with the increased traffic resulting from this highly sought transportation improvement. Achieving this goal requires identifying land use plans and setting standards that take advantage of the existing and potential markets for investors and consumers. Although this project will be at least 10 and could be as many as 15 years in the future, adjacent land is under acquisition pressure today. This market review examines existing conditions and development potential based on approved plans and comprehensive plan authorizations to better understand development pressure. It also examines conditions surrounding previously developed new bridges that may be models for traffic and development possibilities.

Comprehensive Plan Study Area Land Use Plan

As the map and the uses definitions illustrate, Carpentersville's recently adopted comprehensive plan proposes a mix of uses for the study area.

Corridor Commercial (maroon)

This area is to be predominantly retail stores that are intended to serve Carpentersville residents, nearby communities, and passing motorists.

Neighborhood Commercial (salmon)

These areas are to serve the day-to-day convenience retail and service needs of nearby residents.

Light Industrial/Business Park (violet)

These areas are to provide for business parks, offices, high-tech campuses, research centers, distribution and logistics facilities, and other business and light industrial uses.

Light Industrial/ Business Park uses are typically compatible with adjacent residential areas.

Estate Residential (pale yellow)

These areas are for detached single-family homes on lots greater than 20,000 square feet in size.

Single-Family Detached Residential (yellow)

These areas are for residential development occupied predominantly by detached single-family homes on lots typically range from 8,750 square feet to 20,000 square feet.

Single-Family Attached Residential (olive)

These areas are for attached single-family homes, including townhomes and duplexes

The challenge for this study is using current and projected market conditions to recommend timing and modifications that fully address the potential inherent in the Longmeadow Parkway. Although the comprehensive planning process synthesized the interests of the residents with planning principles, the market may present other opportunities. It is also important to note that the Kane County Forest Preserve has begun acquisition of

600-acre parcel including all of the study area west of the Fox River. This study assumes that the Village can work cooperatively with the Forest Preserve Board to allow resale for development of some of that property.

Current Market Conditions

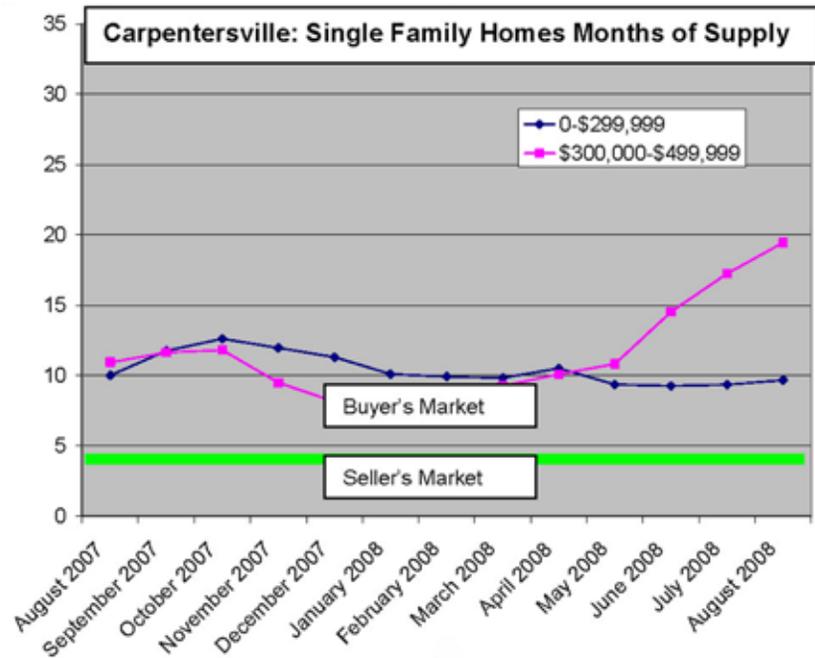
Although debate continues about whether a recession began in 2008, there is no debate about the abysmal state of the real estate market. The collapse of an overheated residential real estate market caused a decline in shopping for goods and services and decreased demand for office space associated with residential development. The increase in fuel costs added to market woes by increasing both consumer and developer costs. These conditions slowed residential and commercial growth and promise to change the balance of residential, retail, office, and industrial development that occurs in Carpentersville.

Residential Market

New homes bring new residents and opportunities for existing residents to improve their housing without leaving the friends, commercial, school, and employment relationships they have built as residents of Carpentersville. Although nearly any suburban land near parks and accessible to transportation is suitable for residential development such a use strains municipal resources unless well balanced with planned revenue-producing uses.

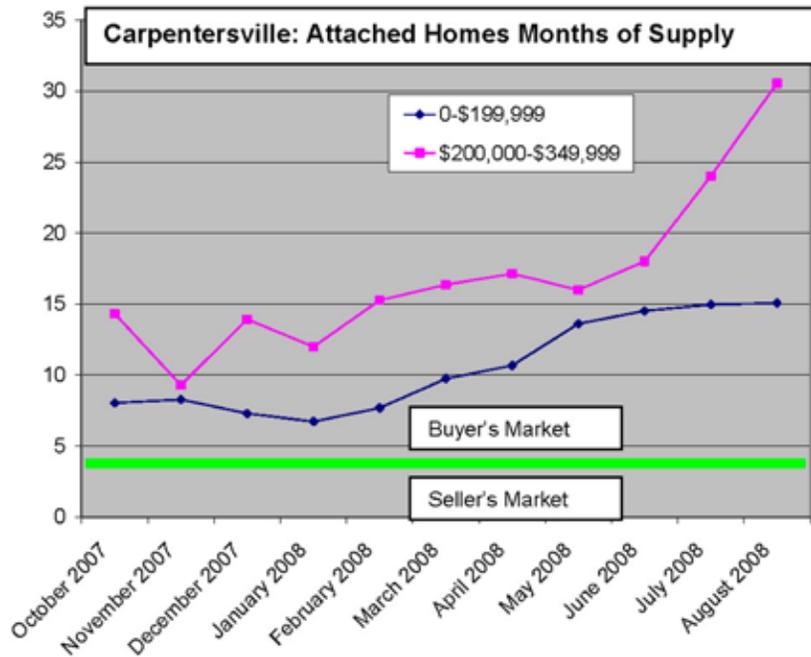
Local Market Conditions

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



New development approved but not built and builder product not listed with the multiple listing service is not included in this chart. As of August 1, 2008 there are 285 single family detached homes listed. As noted in the chart by a green line, new development picks up when the market is expected to become a seller’s market at approximately four months supply.

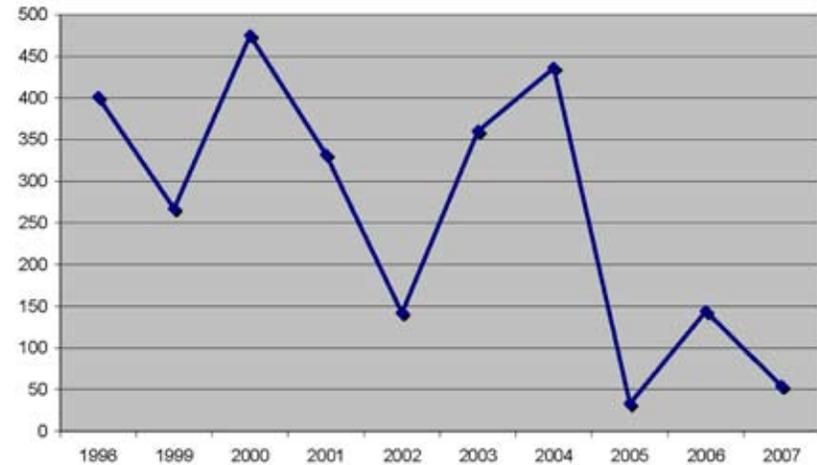
The following chart takes a similar look at the attached equity market’s townhomes and condominiums.



Although this chart illustrates a significantly deteriorating situation with the number of homes available for sale, it is only 146 units so small product movements have a significant impact on month's supply.

New housing starts in Carpentersville have declined significantly in recent years. The chart on the following page illustrates the decline in residential building permits.

Single Family Residential Building Permits



No attached or multifamily units have been constructed since 1999.

Implications for Carpentersville's Longmeadow Parkway Development

With a long-term time horizon and the added amenity of quick access to a river crossing, residential development would be a logical use for property in the study area. Capturing the benefit of quick access suggests relatively dense, attached housing. Projects creating neighborhoods of at least 50 units allow for a sense of community. Adding relatively dense housing products in the study area supports the development of retail shopping centers and provides housing for employees that work in nearby offices and light industry.

Retail Market

Retail development is important to the community because it not only serves nearby populations; it also provides sale tax revenue necessary to fund municipal services.

Local Market Conditions

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

MARKET OUTLOOK

...the coming quarter vacancy rates can be expected to trend up, but perhaps at a less drastic pace than shown from first quarter to second. We also anticipate asking lease rates to remain stable, while under-construction activity will continue to temper over the course of the year.

Another trend worth mentioning pertains to retail developments. We expect retail participants to begin shying away from lifestyle center investments in favor of those involving mixed-use and urban in-fill facilities. We anticipate the more diverse product offering available in mixed-use facilities will be more attractive to investors looking to protect their interests in the bearish market.

This table documents the Chicago region submarket containing Carpentersville:

CB Richard Ellis, Chicago Retail, MarketView, 2Q 2008

The Kane County vacancy rate exceeds the regional market and there is significant construction underway suggesting little immediate opportunity for retail space construction.

Implications for Carpentersville’s Long Meadow Parkway Development

There is no immediate opportunity for retail development. As the Fox River Bridge becomes a reality over the next 10 to 15 years, a growing population and aging centers needing replacement will provide retail development opportunities.

Shopping Center Classifications

To understand retail development opportunities, one must recognize that consumers expect to visit different types of centers for different shopping needs. For example, when grocery shopping, consumers expect to park where they can conveniently load groceries while consumers shopping for apparel expect the opportunity to visit several stores of similar type to compare their offerings, the definition of “shopping.” These underlying shopping behaviors support shopping clusters of different sizes and character. A community is well served when its residents have various types of shopping within appropriate distances from their homes. For example, each resident can buy groceries within a quick 5-minute drive but must drive 15-minutes to complete comparison shopping for clothing or furniture. The International Council of Shopping Centers (ICSC), a shopping center executives’ trade group, classifies shopping centers based on matching shopping behavior and the size, tenants, and character of shopping centers.

SUBMARKET	GROSS BUILDING SF	VACANCY RATE	UNDER CONSTRUCTION (SF)	AVG. NET ASKING LEASE RANGE (\$/PSF/YR)*	
				LOW	HIGH
Kane County (14)	9,710,056	16.40%	1,616,000	\$14.81	\$19.85
TOTAL	124,217,421	8.65%	10,401,865	\$16.08	\$20.49

This table below reports the key characteristics of these classifications.

Table 1 ICSC Categories

TYPE OF SHOPPING CENTER	CONCEPT	SQUARE FEET (INCLUDING ANCHORS)	ACREAGE	TYPICAL ANCHOR(S)		ANCHOR RATIO*	PRIMARY TRADE AREA**
				NUMBER	TYPE		
MALLS							
Regional Center	General merchandise; fashion (mall, typically enclosed)	400,000-800,000	40-100	2 or more	Full-line department store; jr. department store; mass merchant; discount department store; fashion apparel	50-70%	5-15 miles
Superregional Center	Similar to regional center but has more variety and assortment	800,000+	60-120	3 or more	Full-line department store; jr. department store; mass merchant; fashion apparel	50-70%	5-25 miles
OPEN-AIR CENTERS							
Neighborhood Center	Convenience	30,000-150,000	3-15	1 or more	Supermarket	30-50%	3 miles
Community Center	General merchandise; convenience	100,000-350,000	10-40	2 or more	Discount department store; supermarket; drug; home improve- ment; large specialty/ discount apparel	40-60%	3-6 miles
Lifestyle Center	Upscale national chain specialty stores; dining and entertainment in outdoor setting.	Typically 150,000-500,000 but can be smaller or larger	10-40	0-2	Not usually anchored in the traditional sense but may include book store; other large-format specialty retailers; multi-plex cinema; small department store.	0-50%	8-12 miles
Power Center	Category-dominant anchors; few small tenants	250,000-600,000	25-80	3 or more	Category killer; home improvement; discount department store; warehouse club; off-price	75-90%	5-10 miles
Theme/Festival Center	Leisure; tourist-orient- ed; retail and service	80,000-250,000	5-20	N/A	Restaurants; entertainment	N/A	N/A
Outlet Center	Manufacturers' outlet stores	50,000-400,000	10-50	N/A	Manufacturers' outlet stores	N/A	25-75 miles

Fitting the acreage and square feet criteria are important to developers because top quality tenants design their operating and merchandising policies to fit a specific shopping center category. That process results in higher sales and higher customer satisfaction. For example, a neighborhood center restaurant needs to offer carry-out, a convenience, while regional center restaurants need to offer an unusual menu to be most successful. While the neighborhood restaurant can offer the unusual menu and the regional center offer carry-out, those approaches are not the keys to their success.

Implications for Carpentersville’s Long Meadow Parkway Development

As this map documents, there are two regional shopping clusters, Algonquin Commons and Spring Hill Mall, within 5-miles of the proposed Long Meadow Parkway bridge.



There are accessible community centers anchored by Wal Marts and Targets. Randall Road power centers cover other value retailers. Jewel recently built a new store nearby at Sandbloom and Algonquin Roads. With this coverage, there is no retail category needing immediately development. In the future, as existing properties age and fall from tenant favor there will be opportunities to develop along a Long Meadow Parkway linking populations east and west of the Fox River. The challenge is keeping easily accessible, right acreage parcels from succumbing to other types of development.

Retail Development Principles

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

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

Implications for Carpentersville’s Long Meadow Parkway Development

The table that follows documents the quality of the existing residential population near the proposed Long Meadow Parkway Bridge. The 1, 3, and 5-mile radii are typical populations examined to compare area’s market strength. Combining the east and west 5-minute drive times illustrates the convenience shopping population available to the area once the two sides are joined by the bridge.

Target Market Demographics	1 Miles:	3 Miles:	5 Miles:	East 5-Minutes	West 5-Minutes
Population	8,538	74,561	125,640	22,739	13,743
Average Household Size	3.45	3.28	3.14	3.32	3.1
Households	2,477	22,696	40,039	6,855	4,431
Population Density	2,717.87	2,637.06	1,599.70	4,133.93	1,988.89
Total Population Median Age	28.93	31.11	32.58	31.03	32.84
% In Current Residence 5 Plus Years	35.38	35.5	37.03	39.85	32.48
Household Average Income	\$55,622	\$78,635	\$85,476	\$67,997	\$89,055
Median Household Income	\$64,441	\$78,684	\$83,988	\$74,394	\$93,919
Total Employees	939	17,277	40,193	2,990	4,225
Total Retail Expenditure	\$49,008,073	\$568,119,228	\$1,063,536,150	\$155,362,727	\$121,627,239

Demographic data © 2007 by Experian/Applied Geographic Solutions.

With a combined population of more than 34,000 people spending more than \$275 million, the 5-minute drive population resulting after a bridge construction will support a neighborhood and possibly a community level shopping cluster. Incomes in these populations significantly exceed suburban regional averages, making them attractive opportunities for stores and restaurants of all types. It is not necessary to add more housing to create a market but it is necessary to have the bridge because the east and west side populations alone do not support a strong shopping center.

The maps that follow illustrate these areas.

Today's population east of the river is marginally large enough to support a modest neighborhood shopping center that capitalizes on the high average daily traffic on Route 25 and could service neighborhoods within a 5-minute drive time. The chart below lists neighborhood serving businesses, the space they occupy, and their expected sales.



SUBMARKET	GROSS BUILDING SF	VACANCY RATE	UNDER CONSTRUCTION (SF)	AVG. NET ASKING LEASE RANGE (\$/PSF/YR)*	
				LOW	HIGH
Kane County (14)	9,710,056	16.40%	1,616,000	\$14.81	\$19.85
TOTAL	124,217,421	8.65%	10,401,865	\$16.08	\$20.49

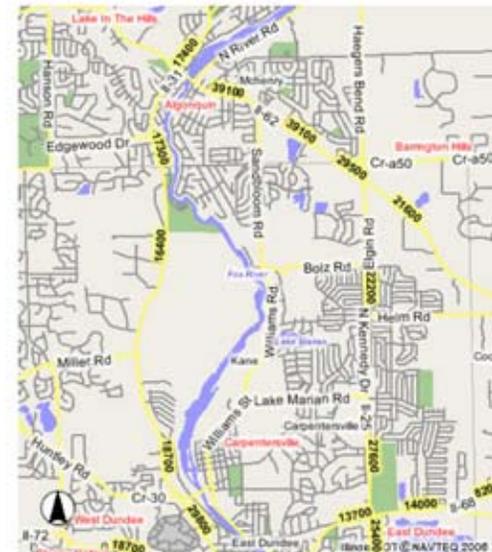
Develop stores and restaurants adjacent to high traffic streets. Stores must be visible to a large enough pedestrian and/or vehicular population. Although repeat customers are the lifeblood of any business, there also must be a steady flow of new customers. Those customers are much easier to attract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

Implications for Carpentersville’s Long Meadow Parkway Development

As this map reports, IL-25 exceeds the 20,000 ADT minimum however IL-31 to the west is currently below that threshold. Although not noted on this map, IDOT counts currently report Sandbloom Road at 4,200 cars. By the time the Long Meadow Parkway Bridge is constructed it is expected that traffic counts on Boltz, Sandbloom, and IL-31 would support high volume convenience retailing. The retail development would lag other development until these counts are realized. Independent of the bridge, today’s counts on IL-25 would support commercial construction at that signalized intersection with Bolz.

Tenant Classification	Rank*	Median GLA (Square Feet)	Median Sales Volume per Sq. Foot of GLA
Supermarket	1	44,094	472.63
Medical and dental	2	1,924	345.43
Unisex hair	3	1,222	184.45
Nail salon	4	1,200	96.82
Pizza	5	1,462	196.33
Restaurant with liquor	6	3,212	308.18
Dry cleaner	7	1,500	146.53
Sandwich shop	8	1,400	289.57
Chinese fast food	9	1,400	127.15
Women's hair salon	10	1,371	181.25

Ranked by Total Number of Tenants, ULI



Village of Carpentersville Longmeadow Parkway Corridor Study

Houseal Lavigne Associates • Business Districts Inc. • KLOA

Office Market

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

With little new class A office construction in the past seven years, aging A space is beginning to compete in the class B market. This product is often targeted to the small and medium size, privately owned businesses that tend to weather economic challenges. National trends have less impact on the small office market because the medical and personal service

businesses that occupy this space respond to local needs and are relatively stable under all economic conditions. The underlying development demands less capital and can be built to suit, further reducing the risk of small office projects.

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

SUBMARKET	Rentable Area SF	Direct Vacant SF	Direct Vacancy Rate percent	Sublease Vacancy Rate percent	Overall Vacancy Rate percent	Net Absorption SF	Under Construction SF	Asking Lease Rates Gross/SF
Northwest Suburbs	27,875,918	4,930,658	17.7%	3.5%	21.2%	(42,833)	95,005	\$21.92
Class A	14,565,486	1,931,039	13.3%	4.7%	18.0%	76,073	95,005	\$24.82
Class B	7,355,800	1,486,047	20.2%	2.0%	22.2%	(12,645)	-	\$20.71
Class C	5,954,632	1,513,572	25.4%	2.4%	27.8%	(106,261)	-	\$18.24
Suburban	106,492,296	17,719,546	16.6%	2.5%	19.2%	(1,063,495)	386,361	\$22.27
Class A	42,395,965	5,453,140	12.9%	3.7%	16.5%	(300,541)	195,005	\$26.65
Class B	40,998,070	7,492,758	18.3%	2.1%	20.3%	(209,710)	51,200	\$21.16
Class C	23,098,261	4,773,648	20.7%	1.3%	22.0%	(553,244)	-	\$17.72

Implications for Carpentersville’s Long Meadow Parkway Development

The regional position of the study area far from Interstates and distant from regional financial centers offers little opportunity for Class A or multi-tenant Class B office. Class B build to suit properties that offer Carpentersville’s growing businesses a place to expand without relocating are an opportunity. Commercial condominiums that offer space for owners of service businesses to make real estate investments are another opportunity.

Light Industrial/ Flex Space Development

With its excellent access and business friendly history, Carpentersville serves an important entrepreneurial business niche. This map illustrates the regional submarkets for suburban Chicago industrial space:



With a history of welcoming job creating businesses, Carpentersville competes in the North Kane submarket. As this table reports the submarket vacancy rate exceeds the Metro Market Subtotal.

CB Richard Ellis, Chicago Retail, MarketView, 2Q 2008

SUBMARKET	GROSS BUILDING SF	AVAILABILITY RATE	YTD USER SALE & LEASE ACTIVITY	UNDER CONSTRUCTION (SF)	AVG. ASKING LEASE RANGE (\$/PSF/YR)*
N Kane County (5)	24,997,657	12.6%	591,039	0	\$4.30 to \$5.60
METRO SUBTOTAL	1,075,357,201	9.6%	23,277,039	5,225,541	

Implications for Carpentersville’s Long Meadow Parkway Development

Like the office market, Carpentersville has a history of hosting successful light industrial businesses like Otto Engineering. The challenge is keeping those businesses as they become successful and need more space. Land in the study area is adjacent to existing light industrial development and therefore could be logical expansion space if property values are low enough to accommodate light industrial per square foot values derived from \$4 to \$6 rents. That lower price can occur when densities allowed on other areas of the property average with light industrial values to meet the overall parcel price.

Mixed-Use Trends

Beginning in the 1990’s, suburban communities began authorizing projects that combined residential and commercial uses on single sites or within single buildings. This was a significant departure in development practice since the concept of zoning was introduced. This change came from an understanding that without close association to residential development, urban commercial areas were eight-hour environments that could not support the stores and restaurants that commercial employees need as daily amenities. This trend solved two problems, first it found a use, residential, for buildings that no longer met the needs of modern office users, and second, it added a 24-hour population that could support a shopping and dining cluster that could be an amenity to both residents and the remaining employees. The concept is nothing new. This typology with shops at street level, and residential above, has been found in cities throughout history. The rediscovery of this building type is seen as a critical point in the recent urban revitalization experienced in communities throughout the United States, under the label of ‘neo-traditional planning’ or ‘new urbanism.’

Increasingly, new development is mixing uses by placing retail on the ground floor and residential or office on upper floors or a variation where separate commercial and residential buildings are mixed within a site. Mixed-use, new urban projects are “hot” in the development industry, yet they require far more skill to pull off successfully than does the typical suburban shopping center, office park, or residential complex. The first challenge is not overestimating the volume of retail supported by other uses on the site. Shops generally must draw from a wider area and consequently cars and regional access must be accommodated. Secondly, financing is much more challenging because mixed-use projects often include short-term, equity housing and long-term, leased retail space. This challenge is often met by combining apartments or offices with leased retail space or selling retail space as condominiums in equity residential projects.

Implications for Carpentersville’s Long Meadow Parkway Development

Suburban, greenfield mixed-use developments require sufficient acreage to satisfy size requirements for each use and allow multiple developers to participate. Generally, they involve sequential development of over 100 acres. That size parcel would allow retail with upper story apartments and offices and surrounding commercial and equity residential uses that create a community.

Market Overview Summary

With difficult market conditions facing all types of development, locations like the study area with enhanced access from a new river crossing are a special opportunity. The challenge is creating a development-sequencing scheme that capitalizes on today’s limited market to begin the larger development process. This overview of the match between existing study area conditions to the core principles of commercial development identifies the Long Meadow Parkway area as well suited for various future commercial developments. In the short-term commercial development, including a convenience/restaurant cluster at Bolz and IL-25 could serve the existing neighborhood. As the surrounding population grows and

bridge use increases, it is expected that equity residential, restaurants, and services would join that commercial cluster. The planning process currently underway is critical to reserving the best sites for each use and thereby maximizing the value of the station area to the community of Carpentersville.

The table that follows summarizes the short-term and long-term development opportunities.

	Next 5-years	6 to 15 years
<i>Fox River West (note that Forest Preserve acquisition precludes all of this development)</i>		
Mixed-use: Apartments and Office over Retail		Restaurant/Entertainment Theme Center Tenants: 6 to 8 restaurants, movie theater, bowling center Acreage: 30 Retail Square Feet: 200,000 Office Square Feet: 50,000 Luxury Rental Units: 150
Light industrial/ business Park	Build to suit projects from 5,000 to 30,000 each	Tenants: successful small to medium sized local, expanding businesses Acreage: 30 Building Square Feet: 400,000
Townhomes		400 units on 40 acres
<i>Fox River East</i>		
Convenience Cluster	IL-25 and Bolz Convenience Center Tenants: anchored by small grocery or relocating drug store. Acreage: 3 Square Feet: 30,000	IL-25 and Bolz Expansion to 10 acre Neighborhood Center Tenants: additional food/drug anchor, quick serve restaurants, bank, personal care services Acreage: 10 Square Feet: 100,000

Market Review Action Recommendations:

1. Review the recommendations throughout the Market Review and reach Village consensus on the potential development opportunities by development sector: retail, residential, office, mixed use and light industrial. Recognize that each recommendation is oriented to longer term development as the bridge becomes a reality and other opportunities mature.
2. Discuss the residential development recommendations. While the existing population density in the study area is more than adequate to support further retail development (when both sides of the river are combined via the bridge) additional residential density further enhances future retail development. This suggests that Carpentersville consider higher price point townhomes or condominiums with construction quality that meet the vision of the Village. Pending further discussion, this would be contrary to the current zoning preference for estate type homes.
3. Recognizing that the most successful development will occur in the future (after the current slump; after the current retail market ages; and, after the bridge) the importance of patience and land conservation become obvious. The Village should identify the development opportunities identified in each sector and begin to identify potential land uses which support these opportunities. This will involve individual meetings with property owners to determine their plans and a full discussion with the Village Board relative to the long term nature of achieving the best development opportunities.
4. Potential office opportunities were identified with emphasis on Class "B" type office. While opportunities for new businesses in Carpentersville will certainly occur, it is assumed that the ongoing growth of existing business and the related need for service businesses as the population grows (i.e. accounting, legal, etc) will be a particularly good opportunity. Accordingly, an ongoing outreach to all current Carpentersville businesses to best determine current and future space needs would be most helpful.

While this exercise is advised on an annual basis as good municipal policy it is particularly advisable given the long term planning nature of the land uses along the Parkway.

5. In similar fashion, Carpentersville has an excellent reputation as a friendly business climate for light industrial/flex space. Again, while new business opportunities will certainly develop over time, the existing business base and their ongoing expansion needs will be the primary force behind opportunities in the early years. Accordingly, similar to the office segment, an annual outreach to existing business to better determine their future needs will be most helpful.

6. While the concept of mixed use is currently "hot," as pointed out in the Market Analysis it is a difficult development type to do correctly when considering tenant requirements; parking requirements, land uses, financing and market issues. Communities have had some success in this area. On the other hand, multiple mistakes have been made when mixed use was "forced" in a manner which did not serve the market. Carpentersville would be well served to take some time to tour various mixed use developments in communities and talk with municipal officials about the success of the development. This reconnaissance will allow the Village to be highly prepared when opportunities develop in the future.

7. This Market Analysis identifies an immediate retail "convenience cluster" opportunity at Ill. 25 and Bolz Road. If the Village would like to pursue this opportunity when the current slump has passed, (hopefully by late 2009) it should begin the process by evaluating land use opportunities at this intersection and begin reviewing developers who have demonstrated and ability to build well but more importantly secure the tenants which are necessary to make these centers successful. It is also important to plan a phased center that can be expanded as the future bridge expands the center's drive time market.

8. After full consideration and consensus, the Village should review these recommendations with IDOT such that decisions which may be made concerning engineering and construction of the Parkway support the market potential to the greatest extent possible.

9. After full consideration and consensus, the Village should review these recommendations with its' comprehensive plan consultant in order that the long term zoning requirements for the study area are matched with the market potential to the greatest extent possible.

Appendix C:

**Kane County Forest Preserve
District**

Meeting Minutes April 2, 2009

MEETING MINUTES

Date: April 2, 2009

Time: 4:00 pm to 5:00 pm

Location: Conference Call

Project: Brunner Family Forest Preserve

Present:

Monica Meyers, Kane County Forest Preserve District (MM)

Trevor Dick, Houseal Lavigne (TD)

John Houseal, Houseal Lavigne (JH)

Craig Anderson, Village Manager, Village of Carpentersville (CA)

Cindy McCammack, Comm Dev Director, Village of Carpentersville (CM)

Bill Sarto, President, Village of Carpentersville (BS)

Scott Marquardt, Village Engineer, Village of Carpentersville (SM)

Janice Murphy, Econ Dev Director, Village of Carpentersville (JM)

John Svalenka, Senior Planner, Village of Carpentersville (JS)

Tom Mammoser, Exec Director, Dundee Township Park District (TM)

Sherry Dobson, VOC Planning and Zoning Commission (SD)

Purpose: Interagency Coordination Meeting and Discussion of Kane County Forest Preserve District and other agency short term and long term plans and goals for the Brunner Family Forest Preserve property

- CM provided a summary of the purpose of the meeting stressing the mutual benefits of communication and cooperation between the Village of Carpentersville (VOC), Dundee Township Park District (DTPD), and Kane County Forest (KCFP). She also provided an overview of the draft Longmeadow Corridor Study being prepared by Houseal Lavigne Associates (HL).
- MM stated that the plans for the “Brunner Family Forest Preserve” (herein referred to as “the property”) are at the concept level.
- MM noted that the KCFP’s 1st priority will be an Intergovernmental Agreement (IGA) with the county for the LMPY roadway/bridge. Their 2nd priority will be the IGA with DTPD.
- MM explained planned path connections to other locations, including to Raceway Woods (RW), Fox River Shores, etc. INFO
- MM - KCFP rec’d \$1.5M Clean Energy Grant; this will be utilized to build trail systems to connect with Buffalo Park to the North, and Fox River Shores to the East.
- KCFP’s general lay out for trails will connect to RW with potential bridge to go over/under Rt. 31
- MM - KCFP is currently improving fen at south end of property; Main focus this year is on river front; need to fix culvert under small bridge near house and other improvements to the existing entrance at the homestead property, and installing trails to the river. The trails will be grass with some areas and multi-purpose in other areas (limestone base.)
- MM – KCFP is working with IDOT to expand Rt. 31 near Buffalo Park and KCFP will be responsible for a stop light at the DTPD access.
- TM mentioned DTPD plans for about 36 acres of land south of existing buildings, including athletic fields, day camps, etc. It is not expected that athletic fields will be lighted. The location will primarily be along the RT 31 frontage, north of Miller Road. (CM – the concept boundary map shows at total of 43.1 acres)
- TM continued that DTPD will utilize the existing house (primarily

for office space) and at least one of the existing structures. KCFP may utilize one of the barns for equipment storage.

- TM stated that Kane County is responsible for providing signalized access into the future DTPD property from RT 31. MM said that the County is working w/IDOT for access to the property. Currently, access to the property is the existing driveway leading to the house and other outbuildings located off RT 31 (turning east).
- MM mentioned that KDOT has already purchased Longmeadow Parkway right of way from KCFP and the Forest Preserve is working on an IGA with KDOT.
- MM explained that there are potential licensing/leasing opportunities for uses on the property, but that only recreational uses would be considered.
- SM mentioned that in the IDOT Multi-year plan are intersection improvement and traffic signalization project for the RT 31 / Miller Road intersection. MM stated that the KCFPD is aware of these future improvements
- SM mentioned a possible future VOC intersection improvement and traffic signalization project for the RT 31 and Commerce Parkway intersection. Preliminary IDOT comments indicate that widening of RT 31 to a five lane section will be required with this signalization. Commerce Parkway and Miller Road are at 1/4 mile spacing, so both locations will be permitted by IDOT.
- SM asked about preservation of frontage for future RT 31 right of way to accommodate widening of RT 31 to ultimate 5 lane cross section.
- MM mentioned that the KCFP frequently works with IDOT regarding right of way for highway projects.
- SM mentioned the need to preserve additional frontage parallel to the future RT 31 expanded right of way for utility easements from Commerce Parkway north to Longmeadow Parkway, in order to extend sanitary sewer and water service utilities to service future development on the west side of RT 31 in this area.
- MM – KCFP will accommodate easement needs and mentioned that she would like to obtain information on what is needed.
- SM mentioned that a bike path crossing of the Fox River currently exists on the Main Street Bridge. Long-term concept plans for bike paths include path extension along the west side of the Fox River to the Carpentersville Dam area, along Lincoln Avenue to cross RT 31 to connect into the Raceway Woods path system. From this, connections can go north into the property to connect to the proposed bike path along Longmeadow Parkway, and also go west through RW to Huntley Road, to a future West Dundee bike path projected to head westward to the Randall Oaks Golf Club at Randall and Binnie Roads. INFO
- MM said that the County will maintain farming on the property and transition to prairie in 100 acre increments over the course of a few years.
- MM stated that planned 2009 improvements will include the entry road (current driveway onto property) and habitat restoration along the Fox River.
- MM said that the property is expected to be open to the public within 2 years.
- The group discussed the need for open communication throughout the process of plan implementation for the property, so that the end result optimizes the best interests of all parties.
- MM mentioned that the KCFP will work with the VOC on long term plans, including meetings with village staff and presentations and public hearings in the Carpentersville area.
- BS asked MM if the KCFP currently owns and maintains property similar to the property that we could visit to have a comparable property and project. MM said she would look into it and get back to us.

These minutes are assumed correct unless the author is notified within seven calendar days of publication.

Distribution: All present

By: _____

Scott Marquardt, Village Engineer

Janice Murphy, Economic Development and Special Projects Coordinator

Cindy McCammack, Community Development Director

John Svalenka, Village Planner

Craig Anderson, Village Manager

Bill Sarto, Village President

Sherry Dobson, Planning and Zoning Commission Member

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