

# Appendices

## APPENDICES

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





Source: Tekoa Associates, Inc.

## APPENDIX A: COMMUNITY SURVEY FINDINGS

## Romeoville East Side Plan - Community Survey



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

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

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

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

If you selected Other, please specify:

36

answered question

325

skipped question

2

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## APPENDIX A: COMMUNITY SURVEY FINDINGS

(CONTINUED)

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

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4. If improvements were made to your top three priorities from the previous question, how would they impact the frequency at which you shop/dine/visit in Downtown Romeoville?			
		Response Percent	Response Count
Major Impact (I would shop/dine/visit a lot more)	<div></div>	81.3%	261
Minor Impact (I would shop/dine/visit a little more)	<div></div>	15.9%	51
No Impact (I would shop/dine/visit at about the same frequency)	<div></div>	2.8%	9
answered question			321
skipped question			6

5. The second focus area of this project is the East Side of Romeoville, which is shown in the map provided. The East Side will include the proposed Metra station and potential transit-oriented development (TOD). Please select the statement below that best describes your awareness of the East Side/Metra TOD site.			
		Response Percent	Response Count
I know about the East Side and the potential plans for a Metra station	<div></div>	52.2%	169
I know about the East Side but did not realize there are potential plans for a Metra station	<div></div>	17.6%	57
I don't know much about the East Side but know the potential plans for a Metra station	<div></div>	11.7%	38
I don't know much about the East Side or the potential plans for a Metra station	<div></div>	18.5%	60
answered question			324
skipped question			3

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**APPENDIX A: COMMUNITY SURVEY FINDINGS**

(CONTINUED)

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

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

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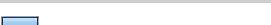

**7. When you select your next home (regardless of location), how likely is it that you will choose each of the following housing types?**

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




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## APPENDIX A: COMMUNITY SURVEY FINDINGS

(CONTINUED)

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

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9. If you currently use Metra in another community, how would the proposed new Metra station in Romeoville impact your choice in stations?		Response Percent	Response Count
I would switch to the Romeoville station		87.6%	155
I would remain with my current station		4.5%	8
I would alternate between my current station and the Romeoville station		7.9%	14
answered question			177
skipped question			150









10. If you take Metra to commute to work, please indicate your origin and destination stations below.					
	Lockport Station	Lemont Station	Chicago Union Station	Other Station	Response Count
Origin Station	24.0% (25)	34.6% (36)	3.8% (4)	37.5% (39)	104
Destination Station	2.1% (2)	5.2% (5)	81.4% (79)	11.3% (11)	97
If you selected Other Station, please specify:					32
answered question					105
skipped question					222

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**APPENDIX A: COMMUNITY SURVEY FINDINGS**

(CONTINUED)

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

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

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

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

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**APPENDIX A: COMMUNITY SURVEY FINDINGS**

(CONTINUED)

13. In an average month, how often do you take transit (for work or other trips)?			
		Response Percent	Response Count
5 or more days per week		12.2%	37
3-4 days per week		4.9%	15
1-2 days per week		1.3%	4
Occasionally (a few times per month)		15.5%	47
Only on weekends or for special events		34.2%	104
Never		31.9%	97
answered question			304
skipped question			23

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

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**APPENDIX A: COMMUNITY SURVEY FINDINGS**

(CONTINUED)

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







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

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

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

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





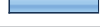




	Response Percent	Response Count
Area 1: East of New Avenue 	2.2%	7
Area 2: Between Route 53 and New Avenue 	0.9%	3
Area 3: North of Normantown Road between Weber Road and Route 53 	13.2%	42
Area 4: Near Downtown (between Weber Road and Route 53 and between Normantown Road and Romeo Road/135th Street)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

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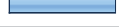





**APPENDIX A: COMMUNITY SURVEY FINDINGS**

(CONTINUED)

18. How long have you lived in Romeoville?			
		Response Percent	Response Count
Less than 1 year		0.9%	3
1 to 5 years		13.3%	43
6 to 10 years		32.5%	105
11 to 20 years		19.5%	63
More than 20 years		21.1%	68
My entire life		10.5%	34
I don't live in Romeoville		2.2%	7
answered question			323
skipped question			4
19. What is your gender?			
		Response Percent	Response Count
Male		43.3%	139
Female		56.7%	182
answered question			321
skipped question			6

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20. How old are you? (please choose 1)							
						Response Percent	Response Count
17 and under						0.0%	0
18 to 24						1.2%	4
25 to 34						18.9%	61
35 to 44						25.8%	83
45 to 54						25.2%	81
55 to 64						16.1%	52
65 to 74						9.3%	30
75 and over						3.4%	11
answered question							322
skipped question							5
21. Including yourself, how many people live in your household?							
	0	1	2	3	4	5 or more	Response Count
Total People in Household	0.3% (1)	10.4% (33)	40.6% (129)	16.4% (52)	21.1% (67)	11.3% (36)	318
Children in Household	48.5% (115)	17.7% (42)	22.8% (54)	8.9% (21)	1.7% (4)	0.4% (1)	237
answered question							319
skipped question							8

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## APPENDIX A: COMMUNITY SURVEY FINDINGS

(CONTINUED)

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

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

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

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

If you work in another community, please specify:








answered question

skipped question

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## APPENDIX A: COMMUNITY SURVEY FINDINGS

(CONTINUED)

24. Which range below best describes your total household income (before taxes)?			
		Response Percent	Response Count
Less than \$35,000		6.3%	20
Between \$35,000 and \$49,999		11.9%	38
<b>Between \$50,000 and \$74,999</b>		<b>20.9%</b>	<b>67</b>
Between \$75,000 and \$99,999		19.4%	62
Between \$100,000 and \$149,999		13.8%	44
\$150,000+		7.2%	23
I do not wish to answer		20.6%	66
answered question			320
skipped question			7
25. If you have any additional comments relating to Downtown Romeoville and/or the Village's East Side, please provide them below.			
		Response Count	
		116	
answered question			116
skipped question			211
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## APPENDIX B: STAKEHOLDER INTERVIEW SUMMARIES

Romeoville East Side TOD Plan  
Stakeholder Interviews Summary

## Stakeholder Interviews Summary

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

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

**BUSINESSES & USES****Business/Use Types (existing)**

- CITGO refinery
  - Operations solely focus on oil refinery.
  - Established in the 1920s and most recent major expansion occurred on the south end of the property, and the plant has been recently upgraded to enhance sulfur removal.
  - Most oil received via pipelines from Canada (80%).
  - Employ 750 people full time (inclusive of contractors) 24 hours/7 days/week. Employment increases by 1,500 – 2,000 people for major maintenance operations every 3 years.
  - Support a local bus for employees, however ridership from the plant is limited as most people drive from diverse locations.
  - 
  - No major capital projects or expansions planned in the near term.
  - Do not support residential uses adjacent to property, but supportive of housing in general area with appropriate buffering and transitional uses, which has occurred at 127<sup>th</sup> and Smith Roads in Lemont.
  - As members of the OAN (Order Alert Network) the plant works with local residents to monitor environmental impacts. The prevailing NE winds limit the potential negative affect of the plant on the study area.
- Big Run Golf Course.
  - Established in the early 1920s, the 198 acre golf course provides a potential long term development opportunity.
  - Approximately 20 acres of the property along Long Run Creek is in floodplain and non-buildable.
  - Current plans call for the expansion north of 135<sup>th</sup> Street for a golf driving range on 10 acres. Improvement plans for 135<sup>th</sup> will provide for the construction of a pedestrian underpass to the driving range parcel.

Romeoville East Side TOD Plan  
Stakeholder Interviews Summary**Business/Use Types (potential)**

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

**Housing**

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

**Community Resources/Public Facilities**

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

## APPENDIX B: STAKEHOLDER INTERVIEW SUMMARIES

(CONTINUED)

*Romeoville East Side TOD Plan  
Stakeholder Interviews Summary*

### ENVIRONMENTAL

#### Open Space/Wildlife Preservation.

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

### TRANSPORTATION

#### 135<sup>th</sup> Street

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

#### Public Transit

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

#### Other Transportation Issues

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

*Romeoville East Side TOD Plan  
Stakeholder Interviews Summary*

### PEDESTRIANS & BIKES

#### Access & Circulation

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

#### Trails/Paths

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

### OTHER PLANNING ISSUES

#### Intergovernmental Cooperation

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

## APPENDIX C: COMMUNITY WORKSHOP MAPPING EXERCISE RESULTS

### Community Design Mapping Exercise Results

Community Workshop | September 28, 2011  
Romeoville East Side Plan

#### Common Themes

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

1. The groups had a clear understanding that many of the improvements and developments will have a long-term time horizon.
2. Little to no development foreseen around the Metra station. However, streetscape improvements along 135<sup>th</sup> Street and bus access would enhance the appearance and accessibility of the Metra site.
3. Potential for a community gateway near the Metra site to announce the entrance into the East Side TOD area.
4. The CITGO refinery would remain as is in the near and long terms, but there were some thoughts on the very long-term potential for how the site could be reused, particularly maintaining its function as a key employment generator for the community.
5. Residential development would be introduced in moderation, with highest density uses (e.g. condominiums, apartments, and senior housing) concentrated closer to the Metra station, and then transitioning to lower density uses eastward towards Smith Road and southward towards 143<sup>rd</sup> Street.
6. Landscaped buffering would be utilized to help screen residential uses from adjacent non-residential uses.
7. Limited commercial development is anticipated, generally keeping to convenience retail and restaurant uses at the 135<sup>th</sup> Street/New Avenue intersection.
8. Developing the area between New Avenue and High Road could help advance the East Side's industrial heritage by establishing itself as an employment corridor for Romeoville, providing for new industrial uses and business/office parks.
9. Vocational training facilities and a school could be established to provide educational opportunities for the enhanced employment base or an emerging student population as the East Side grows and/or local school districts require new facilities.
10. Public parks would be provided to serve the recreational needs of new residents and employees.
11. Outdoor recreation would serve similar needs as public parks, particularly capitalizing on the natural corridors created by Long Run Creek, the ComEd right-of-way, the river, and dense woodlands.
12. Trails would be established along 135<sup>th</sup> Street, New Avenue, and the ComEd right-of-way to provide connections to uses within the East Side, as well as provide connections to the western portion of Romeoville, including the Route 53 corridor and the downtown area.

Romeoville East Side Plan | Community Workshop | September 28, 2011 | Community Design Mapping Exercise Results



## APPENDIX C: COMMUNITY WORKSHOP MAPPING EXERCISE RESULTS

(CONTINUED)

### Group 1 Summary

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

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

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

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

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

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

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





## APPENDIX C: COMMUNITY WORKSHOP MAPPING EXERCISE RESULTS

(CONTINUED)

### Group 2 Summary

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

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

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

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

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



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

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

**APPENDIX C: COMMUNITY WORKSHOP MAPPING EXERCISE RESULTS**

(CONTINUED)

**Group 3 Summary**

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

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

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

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

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

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





## APPENDIX C: COMMUNITY WORKSHOP MAPPING EXERCISE RESULTS

(CONTINUED)

### Group 4 Summary

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

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

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

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

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



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

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

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## APPENDIX D: IMAGE PREFERENCE SURVEY RESULTS

## Romeoville East Side Plan

## Community Workshop

Wednesday, September 28, 2011

## Image Preference Survey Findings

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

Below is a more detailed breakdown of findings:

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

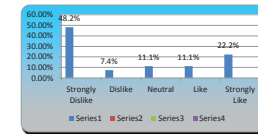
Turning Graphical Results by Question  
Session Name: Romeoville Community Workshop 9-28-2011 7:04 PM  
Created: 9/28/2011 8:00 PM

1.) Practice image- test your keypads! (multiple choice)

Responses	
Strongly Dislike	13 48.15%
Dislike	2 7.41%
Neutral	3 11.11%
Like	3 11.11%
Strongly Like	6 22.22%
Totals	27 100%

Strongly Dislike OR Dislike	15 55.56%
Neutral	3 11.11%
Strongly Like OR Like	9 33.33%
Totals	27 100.00%

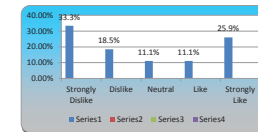


2.) How appropriate is this land use type to the East Side/Metro Station Area? (multiple choice)

Responses	
Strongly Dislike	9 33.33%
Dislike	5 18.52%
Neutral	3 11.11%
Like	3 11.11%
Strongly Like	7 25.93%
Totals	27 100%

Strongly Dislike OR Dislike	14 51.85%
Neutral	3 11.11%
Strongly Like OR Like	10 37.04%
Totals	27 100.00%

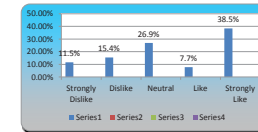


3.) How appropriate is this land use type to the East Side/Metro Station Area? (multiple choice)

Responses	
Strongly Dislike	3 11.54%
Dislike	4 15.38%
Neutral	7 26.92%
Like	2 7.69%
Strongly Like	10 38.46%
Totals	26 100%

Strongly Dislike OR Dislike	7 26.92%
Neutral	7 26.92%
Strongly Like OR Like	12 46.15%
Totals	26 100.00%

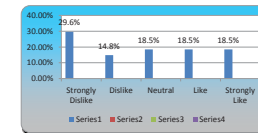


4.) How appropriate is this land use type to the East Side/Metro Station Area? (multiple choice)

Responses	
Strongly Dislike	8 29.63%
Dislike	4 14.81%
Neutral	5 18.52%
Like	5 18.52%
Strongly Like	5 18.52%
Totals	27 100%

Strongly Dislike OR Dislike	12 44.44%
Neutral	5 18.52%
Strongly Like OR Like	10 37.04%
Totals	27 100.00%

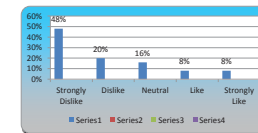


5.) How appropriate is this land use type to the East Side/Metro Station Area? (multiple choice)

Responses	
Strongly Dislike	12 48%
Dislike	5 20%
Neutral	4 16%
Like	2 8%
Strongly Like	2 8%
Totals	25 100%

Strongly Dislike OR Dislike	17 68.00%
Neutral	4 16.00%
Strongly Like OR Like	4 16.00%
Totals	25 100.00%

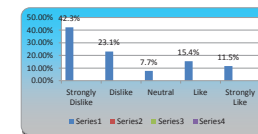


6.) How appropriate is this land use type to the East Side/Metro Station Area? (multiple choice)

Responses	
Strongly Dislike	11 42.31%
Dislike	6 23.08%
Neutral	2 7.69%
Like	4 15.38%
Strongly Like	3 11.54%
Totals	26 100%

Strongly Dislike OR Dislike	17 65.38%
Neutral	2 7.69%
Strongly Like OR Like	7 26.92%
Totals	26 100.00%



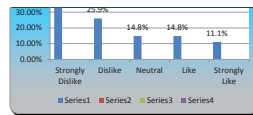
7.) How appropriate is this land use type to the East



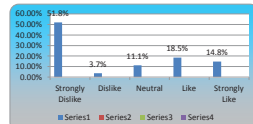
## APPENDIX D: IMAGE PREFERENCE SURVEY RESULTS

(CONTINUED)

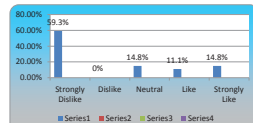
Side/Metra Station Area? (multiple choice)	Responses
Strongly Dislike	9 33.33%
Dislike	7 25.93%
Neutral	4 14.81%
Like	4 14.81%
Strongly Like	3 11.11%
Totals	27 100%



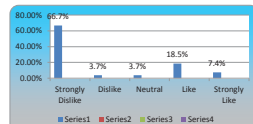
8.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)	Responses
Strongly Dislike	14 51.85%
Dislike	1 3.70%
Neutral	3 11.11%
Like	5 18.52%
Strongly Like	4 14.81%
Totals	27 100%



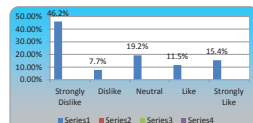
Strongly Dislike OR Dislike	Responses
Strongly Dislike	15 55.56%
Dislike	3 11.11%
Strongly Like OR Like	9 33.33%
Totals	27 100.00%



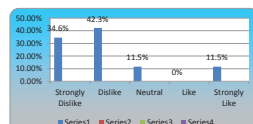
9.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)	Responses
Strongly Dislike	16 59.26%
Dislike	0 0%
Neutral	4 14.81%
Like	3 11.11%
Strongly Like	4 14.81%
Totals	27 100%



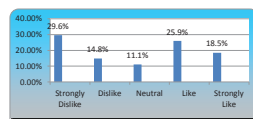
Strongly Dislike OR Dislike	Responses
Strongly Dislike	16 59.26%
Dislike	4 14.81%
Strongly Like OR Like	7 25.93%
Totals	27 100.00%



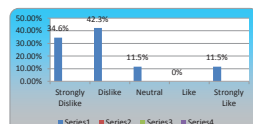
10.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)	Responses
Strongly Dislike	18 66.67%
Dislike	1 3.70%
Neutral	1 3.70%
Like	5 18.52%
Strongly Like	2 7.41%
Totals	27 100%



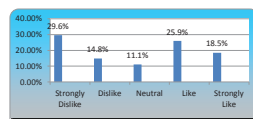
Strongly Dislike OR Dislike	Responses
Strongly Dislike	19 70.37%
Dislike	1 3.70%
Strongly Like OR Like	7 25.93%
Totals	27 100.00%



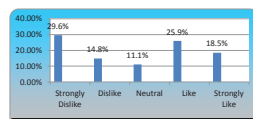
11.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)	Responses
Strongly Dislike	12 44.44%
Dislike	2 7.69%
Neutral	5 19.23%
Like	3 11.54%
Strongly Like	4 15.38%
Totals	26 100%



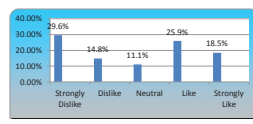
Strongly Dislike OR Dislike	Responses
Strongly Dislike	14 53.85%
Dislike	5 19.23%
Strongly Like OR Like	7 26.92%
Totals	26 100.00%



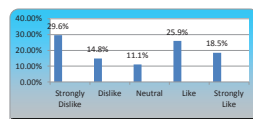
12.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)	Responses
Strongly Dislike	9 34.62%
Dislike	11 42.31%
Neutral	3 11.54%
Like	0 0%
Strongly Like	3 11.54%
Totals	26 100%



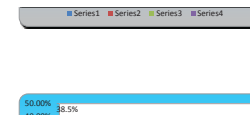
Strongly Dislike OR Dislike	Responses
Strongly Dislike	20 76.92%
Dislike	3 11.54%
Strongly Like OR Like	3 11.54%
Totals	26 100.00%



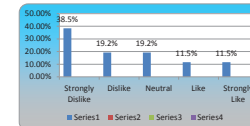
13.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)	Responses
Strongly Dislike	8 29.63%
Dislike	4 14.81%
Neutral	3 11.11%
Like	7 25.93%
Strongly Like	5 18.52%
Totals	27 100%



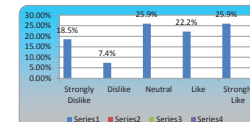
Strongly Dislike OR Dislike	Responses
Strongly Dislike	12 44.44%
Dislike	3 11.11%
Strongly Like OR Like	12 44.44%
Totals	27 100.00%



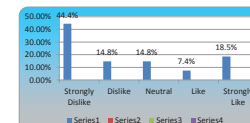
14.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)	Responses
Strongly Dislike	10 38.46%
Dislike	5 19.23%
Neutral	5 19.23%
Like	3 11.54%
Strongly Like	3 11.54%
Totals	26 100%



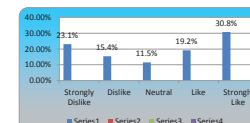
Strongly Dislike OR Dislike	Responses
Strongly Dislike	15 57.69%
Dislike	5 19.23%
Strongly Like OR Like	6 23.08%
Totals	26 100.00%



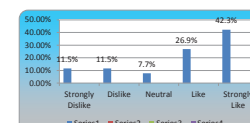
15.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)	Responses
Strongly Dislike	5 18.52%
Dislike	2 7.41%
Neutral	7 25.93%
Like	6 22.22%
Strongly Like	7 25.93%
Totals	27 100%



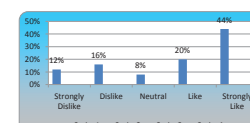
Strongly Dislike OR Dislike	Responses
Strongly Dislike	7 25.93%
Dislike	5 19.23%
Strongly Like OR Like	13 48.15%
Totals	27 100.00%



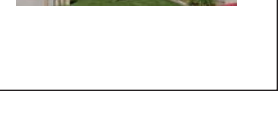
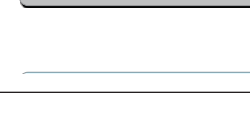
16.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)	Responses
Strongly Dislike	12 44.44%
Dislike	4 14.81%
Neutral	4 14.81%
Like	2 7.41%
Strongly Like	5 18.52%
Totals	27 100%



Strongly Dislike OR Dislike	Responses
Strongly Dislike	16 59.26%
Dislike	4 14.81%
Strongly Like OR Like	7 25.93%
Totals	27 100.00%



17.) How appropriate is this land use type to the East Side/Metra Station Area? (multiple choice)	Responses
Strongly Dislike	6 23.08%
Dislike	4 15.38%
Neutral	3 11.54%
Like	5 19.23%
Strongly Like	8 30.77%
Totals	26 100%

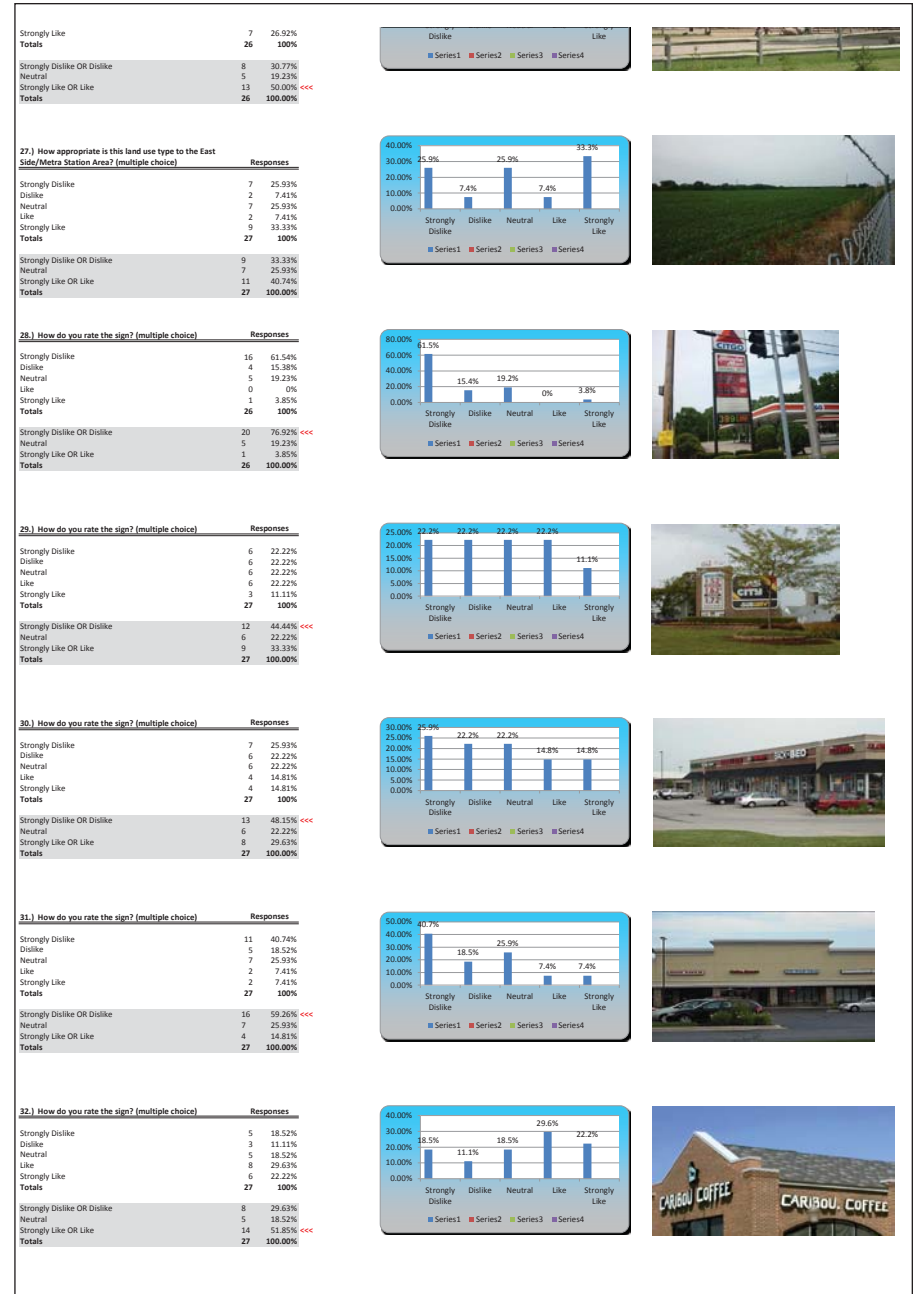
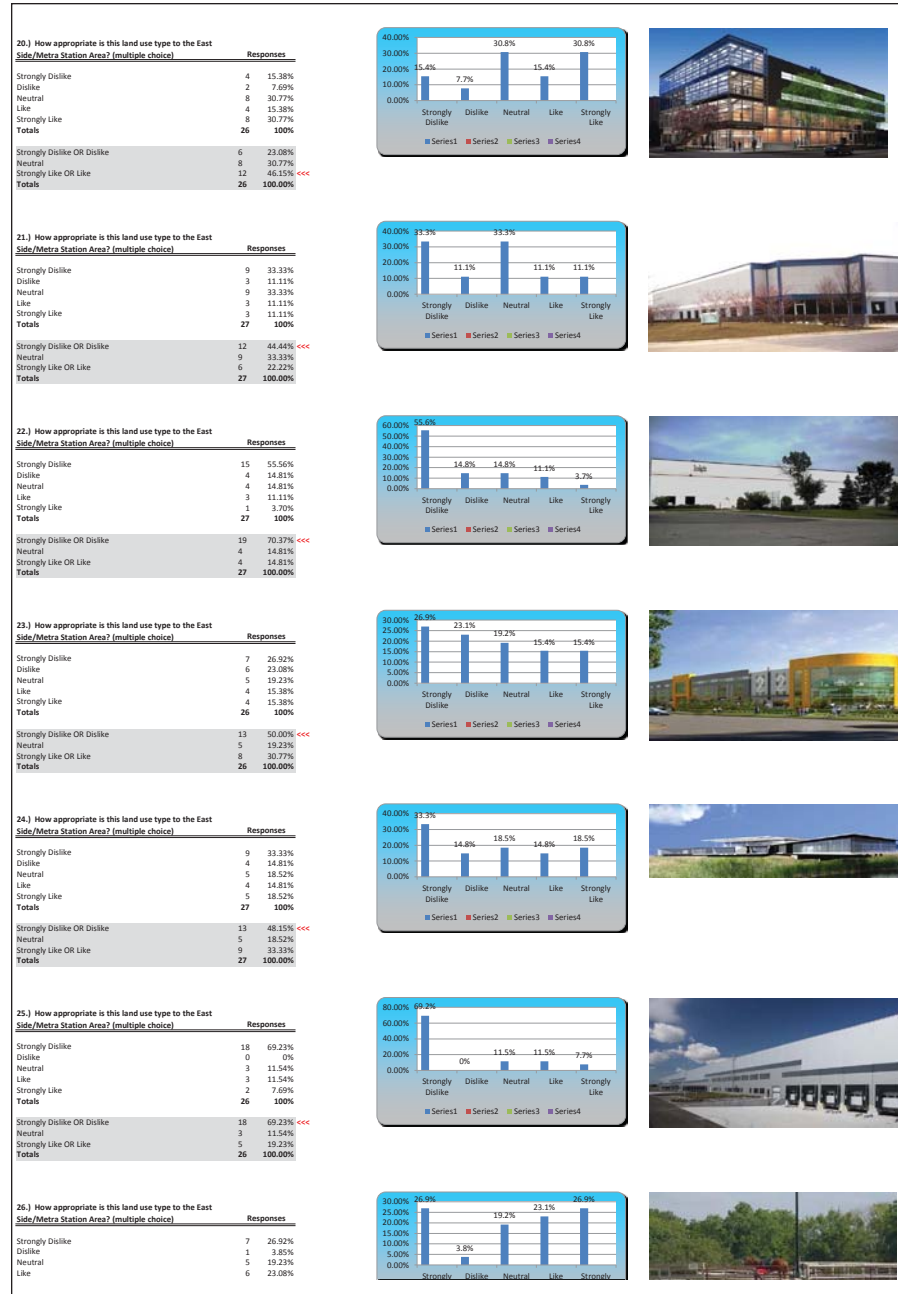


Strongly Dislike OR
---------------------



## APPENDIX D: IMAGE PREFERENCE SURVEY RESULTS

(CONTINUED)



## APPENDIX D: IMAGE PREFERENCE SURVEY RESULTS

(CONTINUED)



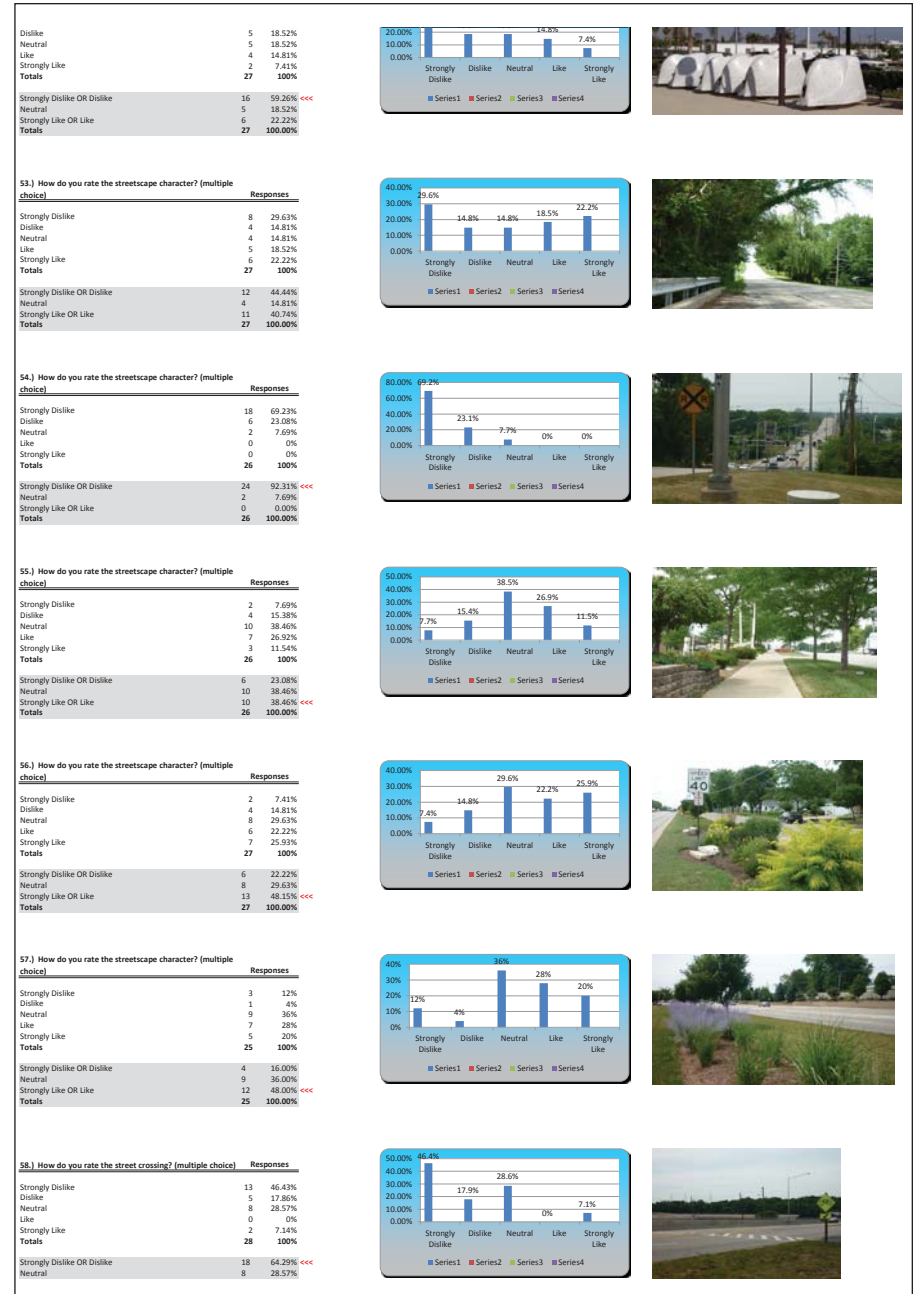


## APPENDIX D: IMAGE PREFERENCE SURVEY RESULTS

(CONTINUED)



Page 8 of 10



## APPENDIX D: IMAGE PREFERENCE SURVEY RESULTS

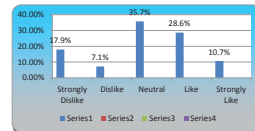
(CONTINUED)

Strongly Like OR Like	2	7.14%
<b>Totals</b>	<b>28</b>	<b>100.00%</b>

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

Strongly Dislike	5	17.86%
Dislike	2	7.14%
Neutral	10	35.71%
Like	8	28.57%
Strongly Like	3	10.71%
<b>Totals</b>	<b>28</b>	<b>100%</b>

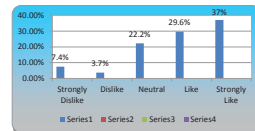
Strongly Dislike OR Dislike	7	25.00%
Neutral	10	35.71%
Strongly Like OR Like	11	39.29%
<b>Totals</b>	<b>28</b>	<b>100.00%</b>



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

Strongly Dislike	2	7.41%
Dislike	1	3.70%
Neutral	6	22.22%
Like	8	29.63%
Strongly Like	10	37.04%
<b>Totals</b>	<b>27</b>	<b>100%</b>

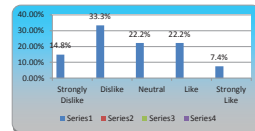
Strongly Dislike OR Dislike	3	11.11%
Neutral	6	22.22%
Strongly Like OR Like	18	66.67%
<b>Totals</b>	<b>27</b>	<b>100.00%</b>



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

Strongly Dislike	4	14.81%
Dislike	9	33.33%
Neutral	6	22.22%
Like	6	22.22%
Strongly Like	2	7.41%
<b>Totals</b>	<b>27</b>	<b>100%</b>

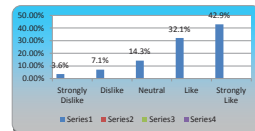
Strongly Dislike OR Dislike	13	48.15%
Neutral	6	22.22%
Strongly Like OR Like	8	29.63%
<b>Totals</b>	<b>27</b>	<b>100.00%</b>



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

Strongly Dislike	1	3.57%
Dislike	2	7.14%
Neutral	4	14.29%
Like	9	32.14%
Strongly Like	12	42.86%
<b>Totals</b>	<b>28</b>	<b>100%</b>

Strongly Dislike OR Dislike	3	10.71%
Neutral	4	14.29%
Strongly Like OR Like	21	75.00%
<b>Totals</b>	<b>28</b>	<b>100.00%</b>



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


**GRUEN GRUEN + ASSOCIATES**  
 MEMORANDUM

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

**INTRODUCTION**

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

**MAP 1: East Side and Proposed Metra Station**



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**DESCRIPTION OF PROPOSED STATION AREA**

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

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

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

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

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

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

(CONTINUED)



- Market responsive product types with appropriate technology capabilities; and as indicated above, and most important,
- Locations within agglomerations or a “critical mass” that help businesses attract and retain labor and operate cost effectively and productively. It is difficult to be productive or innovative if the talented labor companies need is exhausted by long commutes. In an era of globalization and a shortage of well educated, highly-skilled workers, businesses and office development follows the talented labor.

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

- The absence of an agglomeration or clustering of office uses in the vicinity of the site;
- Proximity to the CITGO refinery which creates a disamenity for office (and other uses). Office space users will not find a location adjacent to a refinery the most desirable or productive site available;
- The lack of a positive image or identity as an office location. Locations are defined or branded by the character and image of the neighboring uses and the neighboring use of a refinery does not increase the locational value and image of the site for office users;
- The lack of proximity to hotel, and other support services; and a
- Location not central or highly accessible compared to alternatives.

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

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

- Near major airports and convenient to major highways and seaports;
- High identity or visibility to/from and convenient access to a major highways;
- Proximity to commercial services and activities;
- Near, but not too close, to housing uses and an appropriately skilled labor base; and
- An image or identity as a well-established place for contemporary industrial businesses.

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

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

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

**I-55 Submarket Trends**

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

<b>TABLE 1</b>				
<b>I-55 INDUSTRIAL SUBMARKET INVENTORY</b>				
Year	Total Inventory # Building Square Feet	Vacancy # Building Square Feet	Vacancy Rate %	Average Annual Rental Rate \$ Per Square Foot
2006 Year-end	66,032,434	9,449,000	14.31	4.71
2007 Year-end	69,746,283	9,394,000	13.47	4.74
2008 Year-end	72,244,737	11,848,000	16.40	3.99
2009 Year-end	72,890,700	11,437,000	15.69	3.95
2010 Year-end	72,990,700	11,365,000	15.57	4.57
2011 Q2	73,022,765	9,340,000	12.79	4.53
Source: Colliers Bennett & Kahnweiler Market Reports				

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

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

(CONTINUED)



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

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

**TABLE 2**

**I-55 INDUSTRIAL SUBMARKET CONSTRUCTION ACTIVITY AND ABSORPTION**

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

Source: Colliers Bennett & Kahnweiler Market Reports

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

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

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

Factors affecting residential locations include the following:

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

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

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

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

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

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

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

(CONTINUED)



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

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## APPENDIX F: CONCEPT PLAN ALTERNATIVE 2

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

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

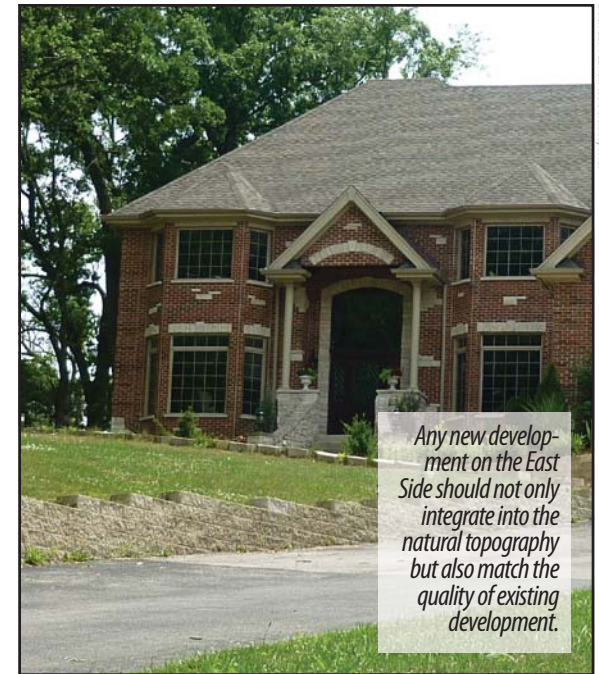


Source: Tekra Associates, Inc.

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

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

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



Source: Tekra Associates, Inc.

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

### NOTES

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

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



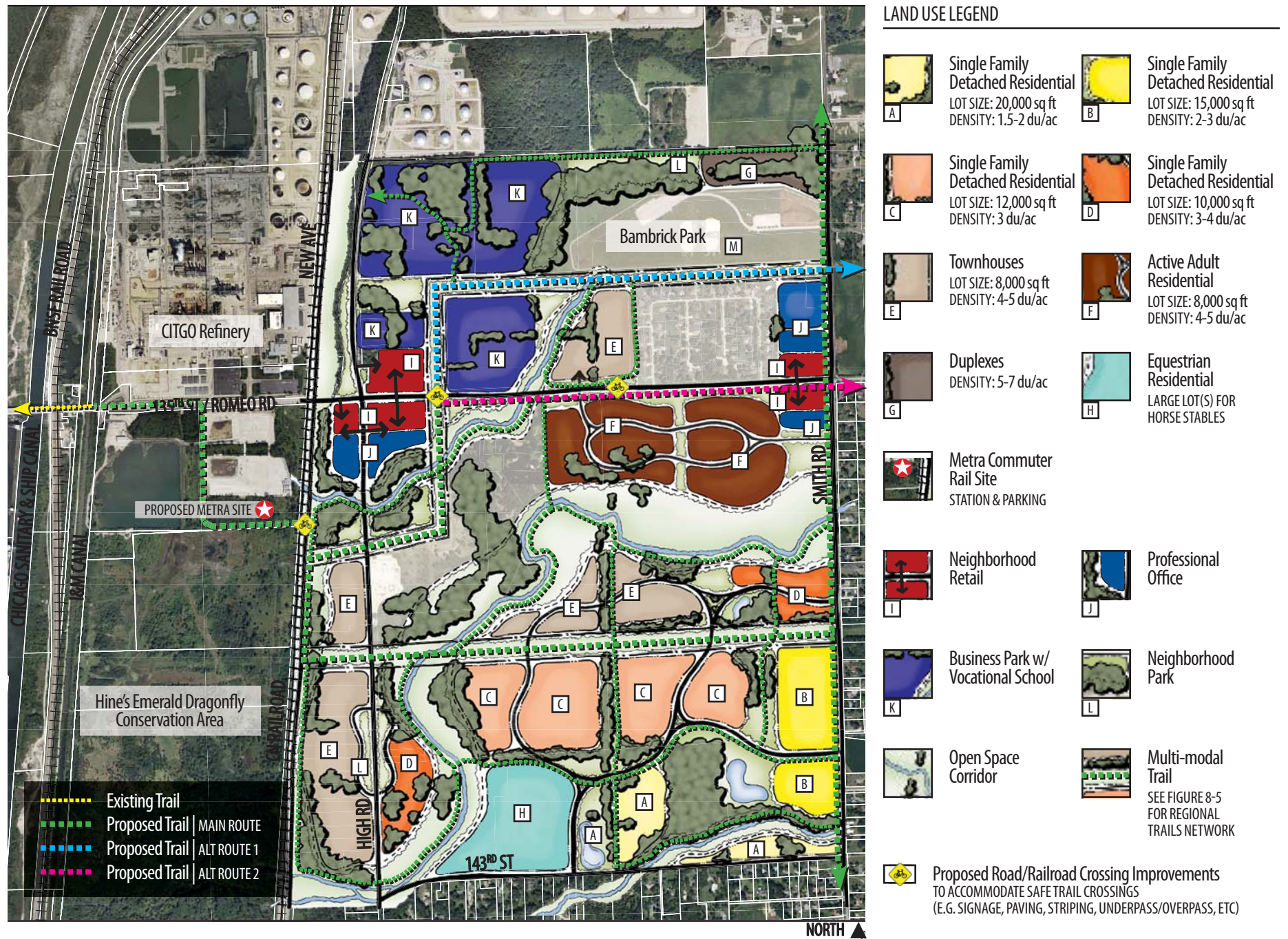


FIGURE 1-2

# Concept Plan | PREFERRED ALTERNATIVE



## APPENDIX G: BONDING CAPACITY ANALYSIS

G-1

## ANALYSIS OF ROMEOVILLE EAST SIDE BONDING CAPACITY

A Memorandum Report to

TESKA ASSOCIATES

From

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

January 2012

C1311



Gruen Gruen + Associates

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**APPENDIX G: BONDING CAPACITY ANALYSIS**

(CONTINUED)

**GRUEN GRUEN + ASSOCIATES****MEMORANDUM**

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

**INTRODUCTION AND KEY ASSUMPTIONS**

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

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

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

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

**PRINCIPAL CONCLUSIONS**

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

1. Assuming an average market value per acre of developed land of \$991,000, and total build-out of 261.9 acres containing approximately 1,461,000 square feet of nonresidential space and 944 housing units over 10 years, the cumulative equalized assessed valuation is estimated to total \$86.6 million at build-out. General Fund property tax revenue estimated to be available to support financing of capital facilities is estimated to total \$1.3 million over 20 years, with annual available revenue ranging approximately \$9,000 (in the initial year following the provision of infrastructure) to just under \$87,000 at full build-out of the East Side. (Note: approximately 10 percent of General Fund property tax revenues are estimated to be available for debt service on a general obligation bond).
2. If infrastructure costs exceed \$670,000, the amount of bonding capacity would be insufficient to fund the extension of infrastructure to the East Side through a general obligation bond while still providing sufficient General Fund property tax revenues to pay for other public services.
3. The total cost to the Village of issuing a general obligation bond in the amount of \$825,000 would be approximately \$1.3 million, or roughly double the net bond proceeds available for capital improvements of \$670,000.
4. In order to support the estimated minimum capital costs of \$10.19 million<sup>1</sup> to extend infrastructure to the East Side, a special assessment district would be required. If the Village were to allocate 100 percent of the incremental General Fund property tax revenue to bond debt service, thereby eliminating sources of revenue to pay for public services, the net bond proceeds would only comprise two-thirds of the necessary capital costs (or approximately \$6.5 million).
5. Assuming a special assessment district was established to finance the delivery of infrastructure to the East Side, a special property tax levy of approximately \$2.35 per \$100 of EAV would be required. This assumes the issuance of a revenue bond with

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

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PAGE 2

## APPENDIX G: BONDING CAPACITY ANALYSIS

(CONTINUED)



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

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

### EAST SIDE LAND USE PROGRAM

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

**TABLE 1**

#### East Side Land Use Program

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

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

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### MARKET AND ASSESSED VALUE ESTIMATES

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

**TABLE 2**

#### Market Value Estimates for Land Use Types Included in Concept Plan

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

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

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

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

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**APPENDIX G: BONDING CAPACITY ANALYSIS**

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

**TABLE 3****Annual and Cumulative EAV of East Side Build-out**

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

Source: Gruen Gruen + Associates

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

**BONDING CAPACITY ASSUMING GENERAL OBLIGATION BOND**

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



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

**TABLE 4****Bond Assumptions and Results****Bond Assumptions:**

Term (Years)	20
Capitalized Interest Period (Years)	3
Coupon Rate	4.0%
Delivery Date Expenses	\$50,000
Debt Service Reserve Fund	None

**Bond Solution:**

Par Amount (Principal)	\$825,000
Capitalized Interest	\$106,920
Debt Service Reserves	\$0
Delivery Date Expenses	\$50,000
<b>Proceeds</b>	<b>\$668,080</b>
Total Project Funds	\$825,000

Source: Gruen Gruen + Associates

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

## APPENDIX G: BONDING CAPACITY ANALYSIS

(CONTINUED)



TABLE 5

## Annual Bond Debt Service and Property Tax Increment Revenue

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

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

Source: Gruen Gruen + Associates

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## BONDING CAPACITY ASSUMING SPECIAL ASSESSMENT DISTRICT

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

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

TABLE 6

## Bond Assumptions and Results

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

Source: Gruen Gruen + Associates

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

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**APPENDIX G: BONDING CAPACITY ANALYSIS**

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

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