West Bartlett Road Corridor Plan

Village of Bartlett, Illinois

Submitted by Teska Associates, Inc.

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Section I

Introduction

Introduction

The West Bartlett Road Corridor, in the Village of Bartlett, Illinois, represents an important opportunity for the future growth and development of the Village. The Corridor stretches for approximately five miles from east to west along West Bartlett Road, from downtown Bartlett to IL. Route 25, and encompasses territory as far south as Stearns Road and as far north as Lake Street (U.S. Highway 20). This Corridor Plan, once adopted by the Village of Bartlett as an Amendment to the Comprehensive Plan, will serve as the blueprint for the potential use of the land and its design characteristics.

Purpose and Intent of the Corridor Plan

This West Bartlett Road Corridor Plan is intended to provide the Village of Bartlett with a successful strategy for the development and redevelopment of its lands in the western area of the Village along West Bartlett Road. The Corridor Plan does so by providing solutions that take advantage of the area's natural amenities, mitigate its inherent weaknesses, and plan in tandem with local demographic characteristics and economic conditions. In addition, the Corridor Plan provides design direction on the character and quality of the West Bartlett Road right-of-way as well as specific elements of the built environment. Streetscape and other urban design exhibits promoting good design and a corridor overlay zoning tool regulating landscape and building designs will enhance future development and redevelopment while strengthening the Corridor's image and forging stronger links with downtown.

The purpose of the existing conditions analysis is to construct a framework for addressing the Corridor's future development and redevelopment. The analysis informs the plan for the future use of the land while also highlighting needed public investments and interventions. The purpose of the design guidelines and the overlay zoning district ordinance is to provide more detailed guidelines and regulations governing building architecture, landscape architecture and other improvements to public streetscapes along West Bartlett Road. The guidelines serve as tools for communicating the design intent for future development and redevelopment in the Corridor.

The overall goals of the Corridor Plan are to create a well-designed and aesthetically-pleasing Corridor, to integrate existing and future developments in the Corridor with the remainder of the Village, and to foster a vibrant mix of high-quality developments in the Corridor. These goals will be accomplished by assessing the existing conditions in the Corridor, constructing a plan for the future use of the land, and implementing streetscape and urban design regulations along West Bartlett Road. The Plan consists also of development and land use policy, public investment strategies, and other proposed interventions.

The successful implementation of this Corridor Plan will update the planned future land use of the Corridor based on local demographic and economic trends, and will provide a more detailed set of design tools and regulations for shaping both public and private developments in the West Bartlett Road Corridor.

Organization of the Corridor Plan

The Corridor Plan consists of an Existing Conditions Analysis and a Development Plan. The Existing Conditions Analysis provides an overview of existing land uses, discusses the state of utilities and public facilities, highlights local demographic and economic trends, and supplies an analysis of the Corridor's strengths and weaknesses as well as its development potential.The Development Plan overviews the particular goals and objectives for the development and redevelopment of the Corridor, proposes a plan for the future use of the land, offers a package of design guidelines, and makes a recommendation for an overlay zoning district ordinance that would utilize a higher degree of regulation over urban design as well as building and landscape architecture along West Bartlett Road. Maps, land use plans, images, sample site plan diagrams and sample cross-section diagrams are integrated throughout the Existing Conditions Analysis and the Development Plan.

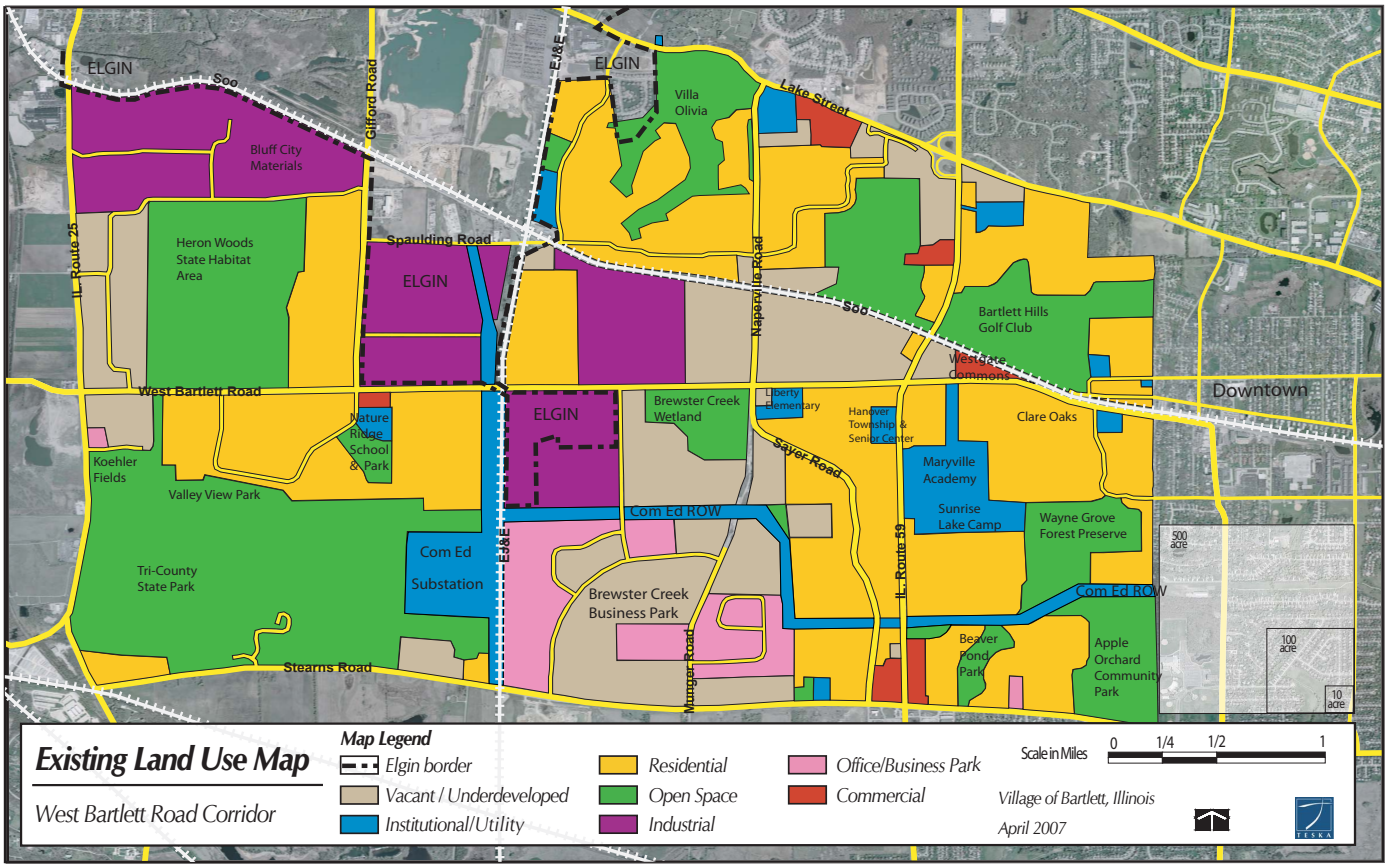
Section II

Existing Conditions Analysis

Existing Conditions Analysis

Land Use Inventory

A variety of land uses currently make up the West Bartlett Road Corridor. These uses include active and passive open space, parks and other protected natural lands; mining and industrial activities; business park, commercial and office uses; institutional uses such as schools and churches; residential uses; and undeveloped land. See *Existing Land Use Map* below.



- **Active and Passive Open Space, Parks and Other Protected Lands**
  The open spaces in the Corridor range from small neighborhood parks in residential areas and near schools to large tracts of land protected as County Forest Preserve and as State Park. Some open spaces are passive in nature and protect environmental features such as wetlands, forests and special flora and fauna; others represent active spaces used for golf, baseball and other athletic and recreational pursuits. Notable open spaces in the Corridor (but not an all inclusive listing) include the Tri-County State Park, the Heron Woods State Habitat Area, the Brewster Creek Wetland, Nature Ridge Park, the Koehler Fields, the Bartlett Hills Golf Club and the Wayne Grove Forest Preserve.

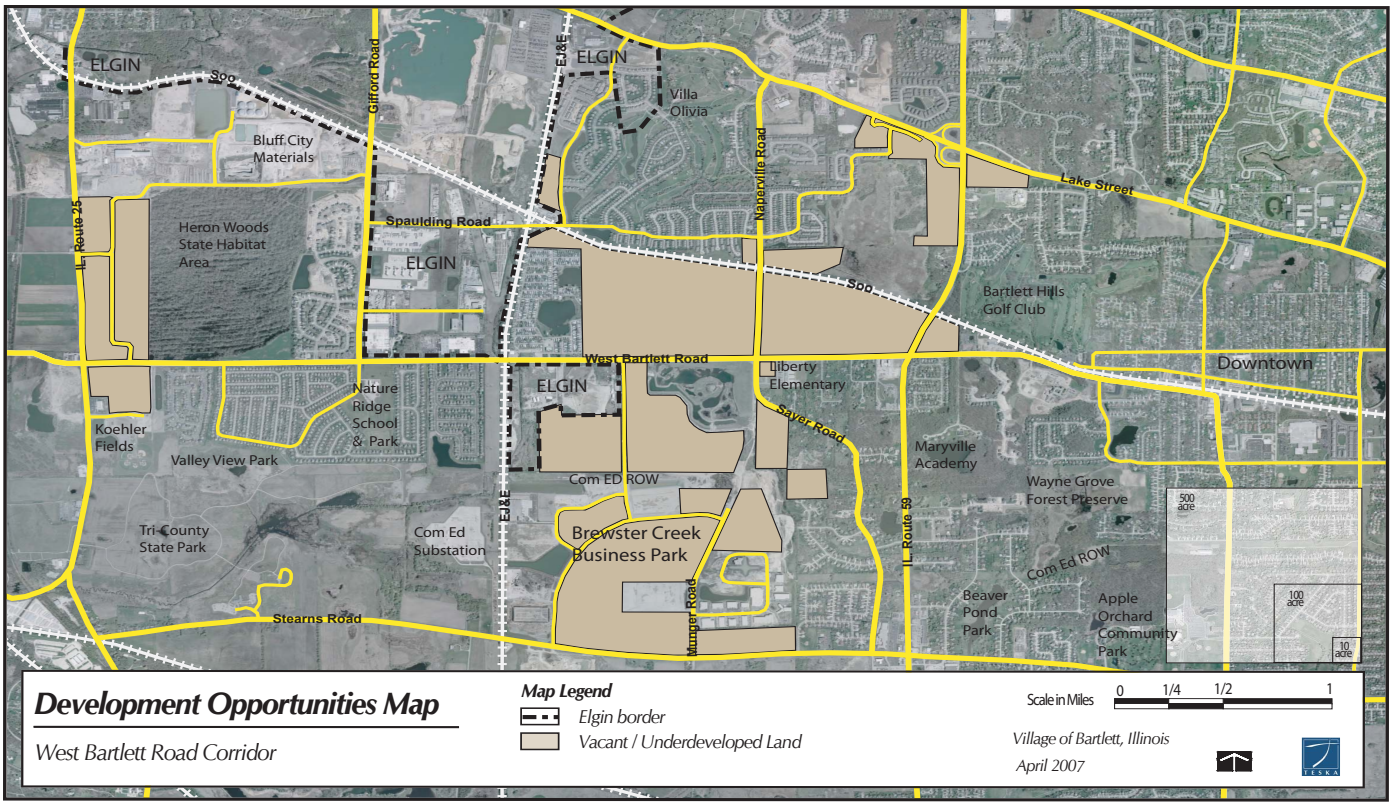
- **Mining and Industrial Activities**
  Mining and industrial activities take place in the Corridor west of IL. Rt. 59. The largest and most prominent site of active mining in the Corridor is the underground Vulcan Mine located to the west of Gifford Road, north of the Heron Woods State Habitat Area and south of the Metra Soo rail line. Mining and extraction activities have taken place along both the north and south sides of West Bartlett Road west of Naperville Road. Light industrial and heavy commercial uses, including manufacturing and warehousing activities, take place in the Elgin industrial property east of the railroad tracks, Brewster Creek Business Park, Bluff City Industrial Park, and the Tameling Ct. unincorporated business park.

- **Business Park, Commercial and Office Uses**
  Business Park, commercial and office uses generally are located in the central and eastern sections of the Corridor. The 670-acre Brewster Creek Business Park is the largest. The Westgate Commons development provides a combination of commercial and office space, while the Burch Professional Center offers office space. The Westgate Commons and Burch Professional Center are located along West Bartlett Road between IL. Rt. 59 and downtown.

- **Institutional Uses**
  Institutional uses are found throughout the Corridor, including Liberty Elementary School, the Hanover Township Hall, Maryville Academy, the Jain Society, Clare Oaks and Clare Woods Academy, the Village Church of Bartlett, the World Overcomers Church, the Bethel Baptist Church and the Nature Ridge Elementary School.

- **Underdeveloped Land**
  Some areas in the Corridor can be characterized as underdeveloped. These lands, generally located on the north side of West Bartlett Road between Naperville Road and Gifford Road, contain uses such as auto recycling facilities, rock crushing/mining, railroad switching yards, and individual single-family homes. Underdeveloped lands can be included with currently undeveloped lands as lands having the most favorable development opportunities in the Corridor. See *Development Opportunities Map* below.

- **Undeveloped Land**
  Large areas of land in the Corridor are yet undeveloped. This includes a large section of the land set aside for the Brewster Creek Business Park, the land set aside for the Blue Heron Business Park, the land just north of the Koehler Fields, and land on the north side of West Bartlett Road from Westgate Commons to about one quarter-mile west of Naperville Road. Other undeveloped lands are located along the south side of the Metra Soo line in the vicinity of the proposed future Metra station, along the south side of Lake Street east of Naperville Road to about one quarter-mile east of IL. Route 59, unincorporated properties along Tameling Ct., and Elgin properties east of the railroad tracks. A few smaller parcels of undeveloped land also dot the Corridor landscape. See *Development Opportunities Map* below.



- **Residential Uses**
  Residential uses are spread throughout the Corridor, including Bartlett Pointe, Westridge of Bartlett, Heron's Landing, Lakewood Mill, Park Place West, Regency Oaks, Clare Oaks Retirement Community, Victory Centre and Spring Lake Estates. The mix of housing in the Corridor consists of single-family homes, townhomes, mobile homes and senior housing units. Residential uses stretch from Stearns Road in the southern part of the Corridor to Lake Street in the northern part of the Corridor, and from downtown Bartlett on the eastern edge of the Corridor to within a half-mile of IL. Route 25 in the western part of the Corridor.

- **Railroad Rights-of-Way**
  Two train lines cross through the corridor zone: the east-west Metra Soo commuter line connecting the western suburbs with downtown Chicago and the north-south E.J. & E. line. The E.J. & E. line is the proposed Metra STAR line, which would serve as a suburb-to-suburb line and would intersect other Metra lines radiating away from Chicago. A new Metra transfer station would be located where the Soo and STAR commuter lines intersect; this is less than one mile north of West Bartlett Road between Naperville Road and Gifford Road.

- **Utility Rights-of-Way**
  Two utility rights-of-way also cross through the corridor zone: the north-south ROW roughly parallels the Metra Star line and is operated by the Public Service Company of Illinois. The east-west ROW runs from one-half to one mile north of Stearns Rd. starting from the Commonwealth Edison Substation to the west and running through the Village; it is operated by the Commonwealth Edison Company.

- **Multi-Use Trail**
  An intermittent multi-use trail along West Bartlett Road provides recreational and connectivity purposes. In the western part of the Corridor, trails connect the Kohler Fields and the Valley View Park with the Tri-County State Park. Another path extends from West Bartlett Road south along the Bartlett Pointe retention pond to the park in that subdivision. There is a path connection to the Kohler Fields and to all the subdivisions from the E.J. & E. railroad to just west of Bartlett Pointe Drive. In the eastern part of the Corridor, the bike path is continuous from Rt. 59 to downtown. Extending the trail and adding connections between the eastern and western parts of the Corridor while linking open spaces, residential areas, retail centers and other trails will facilitate the creation of a viable trail network and an important amenity for area residents.

Utility and Facility Analysis

- **Water Supply and Distribution**
  Existing water supply and distribution capacities suggest adequate water infrastructure systems are in place. Water pipes range from 8 inches near IL. Rt. 59 and the downtown area to 12 inches in the vicinity of Naperville Rd, Munger Road and Spaulding Rd. A water tower has been constructed near IL. Rt. 25 and Southwind Boulevard, and a second is proposed in the Brewster Creek Business Park.

- **Wastewater Collection and Treatment**
  Existing wastewater collection and treatment capabilities suggest that some sewer infrastructure investments might be needed to adequately serve future growth and development in the Corridor. Sanitary sewer has been extended south to West Bartlett Road to the west of Naperville Road from Amber Grove to serve Liberty Elementary School. The property on the north side of West Bartlett Road between Rt. 59 and Naperville Road, when it is developed, will need a sanitary line to be serviced. The portion of the Brewster Creek Business Park located in DuPage County is served already by a sanitary line; but the portion in Cook County will need an extension of the sanitary line west to Spitzer Road.

- **Existing and Future Public Facility Needs**
  - o Schools: School District Elgin Unit 46 serves the Village of Bartlett and vicinity. There are two elementary schools located within the Corridor, Nature Ridge Elementary and Liberty Elementary. There is one high school in Bartlett; however, it is not located in the Corridor.

  - o Parks and Recreation: Numerous parks and dedicated recreational/green space areas dot the area in and around the corridor. These include the Tri-County State Park, the Heron Woods State Habitat Area, the Glen A. Koehler Fields, Valley View Park, Nature Ridge Park, the Bartlett Hills Golf Club, Villa Olivia Country Club and several wetlands and isolated water bodies. A multi-use path for walking, biking and other non-motorized means is in need of being built along West Bartlett Road connecting the existing paths in the eastern and western parts of the Corridor. Ideally, this path would serve as both a means of recreation and of transportation, serving as a connector between residential, commercial and open space areas. As such, paths would also be built along Naperville Road, the future Munger Road, Spaulding Road, Brewster Creek Boulevard, and other streets and rights-of-way in the area, enhancing the connectivity of the existing network and serving as a desirable amenity for area residents.

  - o Library: The Corridor lies in two library districts. The Village as a whole is served by the Bartlett Library located on South Bartlett Road. The western portion of the Corridor falls within the Gail Borden Library District, served by the Gail Borden Library located eight miles to the northwest.

  - o Fire Protection: The Bartlett Fire Protection District serves most parts of the Village and currently has three stations located within the corporate limits. The Department is staffed by 17 full-time firefighters/paramedics and 50 trained paid-on-call personnel. A future fire station is planned for the southeast corner of West Bartlett Road and Spitzer Road. In addition, the South Elgin & Countryside Fire Protection District serves that portion of the Village located in Kane County.

  - o Law Enforcement: The Bartlett Police Department is located in the Village Center and has 41 sworn police officers, four community service officers and 18 civilian employees. Future growth of the Brewster Creek Business Park and residential growth as a result of development in the Corridor would likely alter the ratio of police to the Village population; therefore, more law enforcement personnel may be needed in the future. A new police beat has been added in the growing Brewster Creek Business Park situated in the middle of the Corridor.

  - o Forest Preserves: The Pratts Wayne Woods Forest Preserve (3,462 acres) is located to the south of the Corridor. The Hawk Hollow Forest Preserve is also located within the corporate limits of the Village of Bartlett; however, it is not within the Corridor area.

  - o Civic and Cultural Facilities: The Bartlett Community Center and the Aquatic Facility located at the Apple Orchard Community Park offer a variety of cultural, civic and recreational facilities.

Demographic Analysis

Demographic data for the population living within the Corridor and vicinity paints a picture of the area's socio-economic characteristics. Taken together with land use, economic and public facility analyses, a broader understanding of the Corridor emerges. Demographic trends and projections highlighted in this section will be used to make predictions for future development demands and to inform future land use recommendations for the Corridor.

Table 1 below highlights demographic data from the heart of the corridor: the intersection of West Bartlett Road and IL. Rt. 59. This assessment highlights market and socio-economic conditions in the Corridor. This knowledge is useful for identifying transportation, housing, and market patterns in the Corridor.

Table 1: Demographic Data at the Heart of the Corridor (W. Bartlett Rd. and IL. Rt. 59)

	1-mile radius	3-mile radius	5-mile radius
Projected Population Growth, 2006-2011	5.87%	1.28%	1.64%
Projected Household Growth, 2006-2011	5.05%	1.21%	1.63%
Median Age	36.48 years	34.09 years	33.43 years
2006 Average Household Size	2.82 persons	3.07 persons	3.0 persons
2006 Average Number Vehicles per Household	2.02 vehicles	2.0 vehicles	1.92 vehicles
2006 Average Travel Time to Work	38.4 min.	34.8 min.	33.3 min.
DWELLING UNIT CHARACTERISTICS			
1-unit Detached	67.7%	68.5%	60.4%
1-Unit Attached	19.5%	17.7%	20.8%
Multi-Unit	2.9%	10.6%	17.4%
Mobile Home	9.9%	3.2%	1.4%
2006 Median Owner-Occupied Housing Value	$307,773	$250,506	$230,182
2006 Median Year Dwelling Built	1992	1983	1980
EDUCATIONAL ATTAINMENT			
Bachelor's Degree	27.5%	22.2%	20.1%
Master's / Professional / Doctorate Degree	12.6%	8.1%	7.3%
2006 Median Household Income	$96,187	$80,928	$72,921
2006 LABOR FORCE			
Sales and Office	33.8%	30.9%	30.6%
Management, Business, Finance	24.6%	18.3%	16.3%
Professional	20.4%	18.2%	17.5%
Production and Transportation	9.8%	13.9%	15.9%
Construction, Extraction, Maintenance	5.7%	8.2%	8.2%
Service	5.7%	10.5%	11.3%
Farming, Fishing, Forestry	0.0%	0.1%	0.1%

Source: Claritas, 2006

The demographic data for the 1-mile radius around the intersection of IL. Route 59 and West Bartlett Road is most relevant for assessing the demographic character of the Corridor due to its location at the heart of the Corridor. According to Claritas, over the next five years this node is projected to experience a population growth of 5.9 percent, to see an increase in the median age from 36.5 to 37.9, to see the number of households increase by 5.0 percent, and to have average household income increase by 11.1 percent. Regarding the local labor force, 78.8 percent are involved in Sales/Office, Management/Business/Financial Operations and other Professional activities. At the same time, 40.1 percent have a bachelor's degree or higher and 95.3 percent reside in owner-occupied dwelling units.

- **Transportation Patterns**
  The majority (83%) of people living in the corridor (as signified by the data in the 1-mile node centered on West Bartlett Road and IL. Rt. 59) drive alone for trips to work. Some residents use a car pool (6.5%). Public transportation lags behind at 5.3%. The most likely form of public transportation used by residents in this area is Metra, and most likely serves those residents commuting to Chicago for work. Meanwhile, the average travel time to work is 38.41 minutes. The high usage of the automobile for travel to work probably suggests suburb-to-suburb commuting patterns. It also highlights the high demand for roads and auto-oriented uses in the Corridor. In addition, IL. Rt. 59, which has an Average Daily Traffic count above 41,000 in the vicinity of West Bartlett Road, is identified as a Strategic Regional Artery by IDOT.

- **Housing Patterns**
  Median household income is relatively high ($96,187) at the heart of the Corridor (1-mile radius) compared to those living in the 3-mile ($80,928) and 5-mile ($72,921) radii of West Bartlett Road and IL. Rt. 59, as well as compared to the Village of Bartlett as a whole ($91,066). Household incomes tend to correlate with housing values, which itself is often a function of building size, quality and location, among other factors. The dominant housing unit is the owner-occupied single-family house, although townhomes, senior housing and mobile homes are also prevalent housing types in the Corridor. With an increasing population, new housing units are expected to remain in demand in this area.

- **Market Patterns**
  Business activities (commercial, retail, office and industrial) are concentrated along IL. Route 59 and Lake Street. The presence of undeveloped and underdeveloped land along West Bartlett Road west of IL. Route 59, along with the planned widening and improvements to be made to West Bartlett Road, will provide the central area of the Corridor with enhanced conditions for business activities.

This data translates into a local Corridor population that is affluent, highly-educated, and employed in dynamic sectors of the labor market, and also to a greater degree than people living in the larger 3-mile and 5-mile radii around West Bartlett Road and IL Rt. 59. The median housing value of $307,773 gives an idea of the local residential real estate market for new homes, and disposable incomes may indicate the potential for growth in upscale commercial retail activities.

Market Analysis

Since Bartlett is embedded within a larger regional economy, it is insightful to examine market and economic data and trends at the metropolitan level in addition to the particularities of such activity within the Village itself.

- **Office Market Trends**
  According to suburban Chicago market data compiled by Colliers, Bennett and Kahnweiler and CB Richard Ellis, the office market has seen steady improvements through 2006.

Table 2: Suburban Chicago Office Market Data

SUBURBAN MARKET SUMMARY	4TH QUARTER 2006
Total Office Space	98.86 million square feet
Number of Buildings	1,068
Average Class A Gross Rent (multi-story)	$14.42 / square foot
Average Class B Gross Rent (multi-story)	$11.73 / square foot
Average Class C Gross Rent (multi-story)	$10.71 / square foot
Available Rate	15.7%
Available Space	15.52 million square feet
Net Absorption	215,000 square feet

Source: www.worldbusinesschicago.com, 2007

The direct vacancy rate at the end of the 4th Quarter of 2006 sits at 15.7 percent, down from 16.6 percent in the 1st Quarter. The suburban office market absorbed 2.2 million square feet of space during 2006. According to Transwesterern, the entire metro Chicago office market is expected to experience continued expansion through 2008. Demand for office space is expected to increase, the vacancy rate is expected to decrease, and rents are expected to increase.

- **Industrial Market Trends**
  Within the Chicago metropolitan region, the Village of Bartlett is located several miles south of I-90/Northwest Tollway, a few miles southeast of the City of Elgin, a few miles east of the Fox Valley, and about 20 miles west of O'Hare International Airport. Suburban industrial market data for the following suburban sub-markets indicates existing conditions surrounding Bartlett.

Table 3: Suburban Chicago Industrial Market Data, 4th Quarter 2006

MARKET	INVENTORY	AVAILABLE S.F.	VACANCY RATE	NET ABSORPTION
Elgin I-90 Corridor	25.7 million S.F.	2.3 million S.F.	8.98%	+319.000
Fox Valley	85.3 million S.F.	9.26 million S.F.	10.85%	- 65,000
Northwest Suburbs	32.7 million S.F.	2.23 million S.F.	6.82%	+673,000

Source: www.worldbusinesschicago.com, 2007

- **Economic Trends**
  In the suburban Chicago region, the most dynamic economic sector is professional and business services, which, according to a recent report by Transwestern Commercial Services and Delta Associates, added 19,500 jobs in 2006 and will continue to drive growth in 2007. Manufacturing activity continues to lose jobs due to productivity increases and the off-shoring of jobs related to increasing globalization. Financial services, leisure/hospitality and distribution/transportation sectors remain strong. Unemployment in metro Chicago fell from 5.6% in January 2006 to 5.1% in January 2007, and economic expansion is expected for the next few years. (www.transwestern.net).

These office market and economic trends suggest that the Village should plan for some of its developable land to be devoted to office and business park uses. The presence of three principal arterial routes in the Corridor (IL. Route 59, IL. Route 25, and U.S. Highway 20) means that this area is highly accessible. This is important for attracting businesses to the Village, since the presence of quality transportation infrastructure is directly related to the efficient conduct of business activities. In addition, transportation infrastructure enhances a locale's ability to develop itself economically and physically. Raw land ripe for development is also a necessity, a commodity that the Corridor has in abundant supply.

Existing Conditions Summary

- **Weaknesses/Threats**
  The following challenges face the Corridor: several jurisdictions exercise control over the development of the land; under-utilized and poorly-maintained parcels present disincentives for investment; railroad crossings and heavy truck traffic movements create safety and noise concerns; and a combination of industrial images and visual disunity disrupt the natural positive attributes of the Corridor. Taken together, these problems not only diminish the Corridor's aesthetic appeal but also hinder the area's quality of life.

- **Opportunities/Strengths**
  The following opportunities also await the Corridor: large areas of vacant and undeveloped land present good potential for development; the proposed Metra station and new STAR line offer opportunities for transit-oriented development; an affluent and growing residential base translates into opportunities for higher-end commercial retail development; and high-quality transportation infrastructure already in place, along with planned improvements to West Bartlett Road from IL. Route 59 to the E.J.&E. tracks, will enhance the marketability for business park, office, commercial and residential developments.

- **Trends**
  The following trends are also impacting the Corridor: a population that continues to grow, is increasingly affluent, aging modestly, and highly educated; and a local labor force heavily employed in professional services and other high-end sectors of the economy. The Village of Bartlett is committed to the underground mining activities at the Vulcan Mine occurring in the Bluff City Industrial Park. Surface mining and extraction activities, meanwhile, are slowly transitioning to other uses, such as warehousing, light manufacturing, heavy commercial and office uses. Growth pressures which drove development in the past two decades may have shifted west to seek lower-cost land. The attraction for proximity and accessibility, however, will begin to strengthen the marketability of sites in the Corridor for additional development.

- **Public Interventions**
  Recommended interventions include making public investments in the corridor's streetscapes, including such aspects as lighting, signage and landscaping; creating gateway areas at entry points into the Village; upgrading and expanding public utilities to serve future development in the Corridor and burying all utilities; and developing design criteria to govern the quality and appearance of future developments.

- **Development Potential**
  Development sites most suitable for commercial uses are located along West Bartlett Road at its intersections with IL. Route 25, Naperville Road and IL. Route 59. Relatively large undeveloped areas exist without severe physical constraints, although some remediation of brownfield sites might be necessary before redevelopment can occur. Lands within the corridor already have access to urban services and infrastructure, and large parcels make development of the land more economically feasible.

  Local and regional economic assessments suggest that there is market availability for industrial, business park and office uses; land is set aside already for the Brewster Creek Business Park, Blue Heron Business Park and the Bluff City Industrial Park. The area along the north side of West Bartlett Road between Naperville Road and the Spring Lake Estates would also make a favorable location choice for these types of land use activities. Existing TIF districts will attract additional business investments in the Corridor. Several smaller pieces of land adjacent to existing residential areas would be ideal for new residential uses, while new mixed-use retail and commercial uses would work best in the immediate vicinity of the future Metra station at the intersection of the Metra Soo and STAR lines.

  Improvements to the local transportation network, such as new and improved roads and additional transit service make for a more conducive environment for private-sector investment. In addition, Cook County will be making improvements to West Bartlett Road, with plans to widen it to four lanes with a landscaped 16-foot median and turn lanes. The improvement will extend from IL. Rt. 59 to the E.J.&E. tracks, including an improved rail crossing. The widened road will make the addition of new commercial areas on the north side of West Bartlett Road at its intersection with IL. Route 59 a more feasible and desirable undertaking and will allow it to better handle the potential influx of users from future residential development in the Corridor.

Section III

Development Plan

Development Plan

Values, Goals and Objectives, Policy Statement

- **Values**
  Values and principles guide the formation of this Corridor Plan, including a desire for high-quality development, a strong sense of place with distinct neighborhood characteristics, strong property marketability with viable planned land uses, a sustainable built environment, village inter-connectivity, recreational and open space amenities and linkages, and a dynamic mix of residential, institutional, commercial, office, and business/industrial park uses.

- **Goals and Objectives**
  - o Attractive Roadway Character: The West Bartlett Road Corridor should be aesthetically-pleasing. The objectives designed to meet this goal include proposing streetscape design elements, including access management, context sensitive street design, reducing vehicular speeds, and adding streetscape improvements such as sidewalks, mid-block pedestrian crossings, landscaped medians, street furniture, lighting and gateways; proposing specific landscaping standards for the Corridor, such as regulating landscaping treatments in order to enhance the sense of place in the Corridor; and encouraging a strong architectural character for the Corridor by requiring the use of high-quality building elements, designs, features and building materials for all new construction.

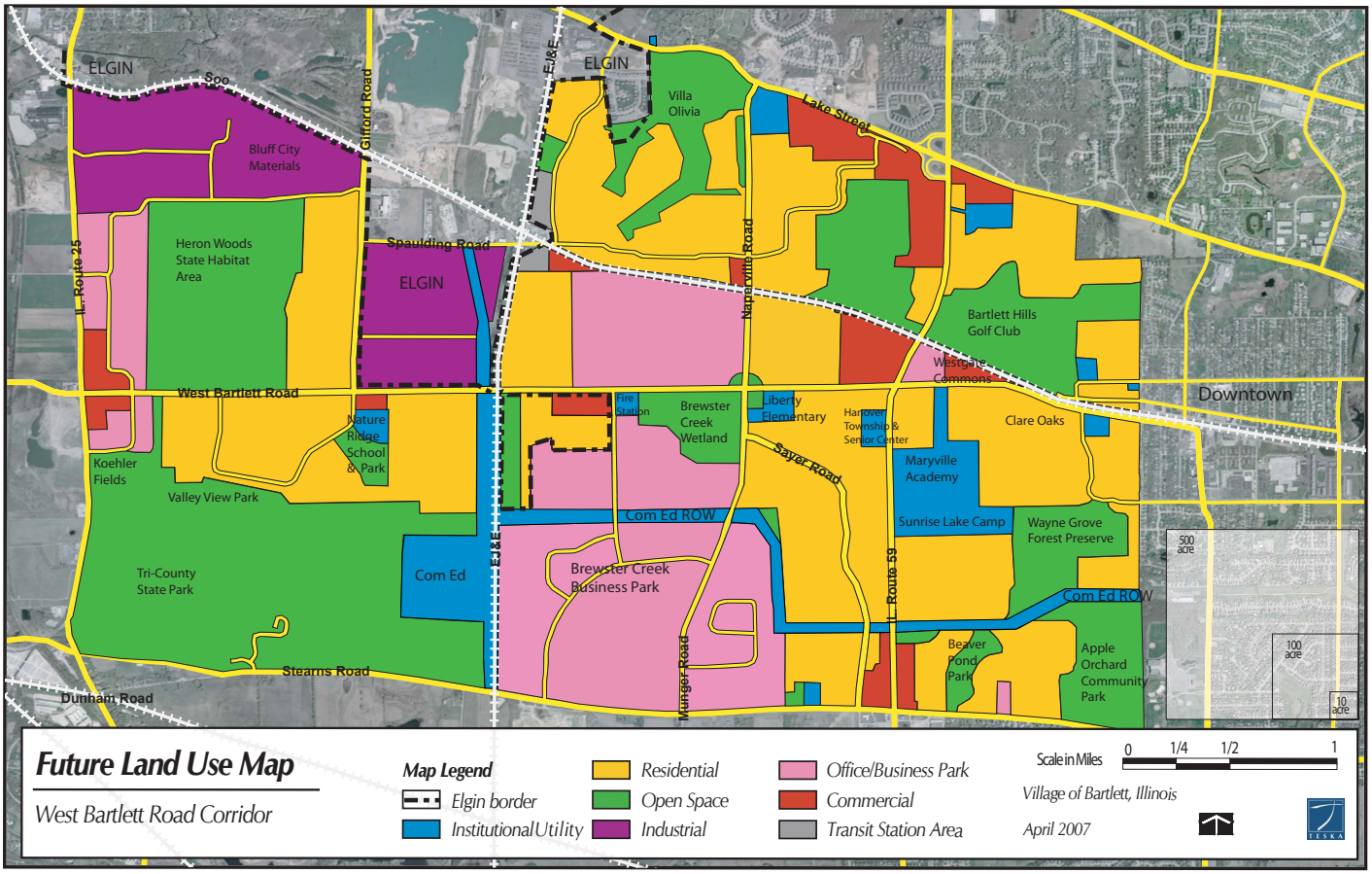
  - o A Visual Connection to Downtown Bartlett: The future development of the Corridor should be integrated with downtown. The objectives designed to meet this goal include establishing sample site plan diagrams for potential development sites along West Bartlett Road and linking them to the planned image districts established in the Plan; connecting the Corridor to downtown via trail and road linkages; exploring the Bartlett Park District's suggested pedestrian/bike path overpass over IL. Rt. 59; and connecting recreational areas with green corridors where practical and accessible. An existing bike path plan shows trail linkages being made.

  - o High Value Land Use Development: The use of land within the Corridor should be a vibrant mix of high-quality new developments. The objectives designed to meet this goal include promoting the marketability of properties to foster desired development; promoting walkability within new developments, preparing a future land use map for the Corridor to reflect development patterns, market trends, goals and objectives; encouraging LEED (Leadership in Energy and Environmental Design) certified buildings, and ensuring that the potential new Metra station is accessible and has a positive influence on the quality and character of development within the Corridor.

- **Statement of Policy Intent**
  This Development Plan for the West Bartlett Road Corridor offers a statement of development policy for this area. With the exception of areas designated as Open Space uses, all other areas are considered appropriate for development. The Plan includes maps of future land use, future linkages, and future design guidelines, while at the same time proposing public investments for utilities, public facilities and other infrastructure. Finally, the Plan calls for the adoption of a design overlay ordinance for the purpose of providing a higher level of regulation over future developments in the Corridor.

West Bartlett Road Corridor Future Land Use Plan

The plan for the future use of the land in the Corridor is represented on the *Future Land Use Map* below. The plan calls for the addition of land dedicated for business/office park, industrial, transit, residential and commercial uses. The most dramatic changes between existing and future land uses pertain to those lands which are currently vacant, undeveloped and underdeveloped. It is these lands that offer the most potential for fostering new growth and development in the Corridor.



At the southeast corner of IL. Route 25 and West Bartlett Road, the future land use scheme calls for a combination of commercial and business park uses. At the northeast corner of the same intersection, the plan calls for commercial uses around the intersection, and the remainder of the site to the north is to be dedicated to the Blue Heron Business Park. These uses take advantage of access to IL. Route 25 and will create a strong commercial activity center at the Western Gateway to the Corridor.

Starting approximately ¼ mile east of the above intersection until the E.J. & E. tracks, most of the land on the south side of West Bartlett Road will remain the same as the existing land uses, with the exception of the parcel of land adjacent to the Nature Ridge School which will be developed for commercial uses and will serve primarily local residents. Land on the north side of West Bartlett Road will also remain as it currently exists, including the open space area dedicated to the Heron Woods State Habitat Area and the adjacent residential development, as well as the industrial uses (located witin the corporate limits of the City of Elgin) located between Gifford Road and the E.J. & E. tracks. Most of this section of the Corridor is either developed or falls outside of Bartlett's jurisdiction; therefore, future land use closely resembles existing land use.

Between the E.J. & E. tracks and Naperville Road, most of the land on the north side of West Bartlett Road will be dedicated to business/office park uses, while smaller sections are classified as open space (to preserve existing wetlands and water bodies), transit station area (for the proposed Metra station facilities), and commercial (to provide for small retail development opportunities associated with the future Metra station). In addition, the existing residential area (Spring Lake Estates) will remain residential in the future land use plan. Meanwhile, the land along the south side of this section of West Bartlett Road will be dedicated to open space, residential and commercial uses along West Bartlett Road with residential uses in the interior of the property (located within the corporate limits of the City of Elgin) and to business/office park and open space uses. A small open space area is reserved for the intersection of West Bartlett Road and Naperville Road. These proposed land uses will transition quasi-industrial and underutilized lands on the north side of the roadway to more intense, higher-quality development in the form of a business and office park as far north as the Metra Soo tracks, while at the same time

matching the development pattern of the Brewster Creek Business Park on the south side of the roadway. The open space node around the intersection will create an attractive green intersection and create a small extension of the Brewster Creek Wetland.

Between Naperville Road and IL. Route 59, most of the land along the south side of West Bartlett Road will remain as it currently exists with its mix of open space, institutional and residential uses. Along the north side of this stretch of West Bartlett Road, the future land use scheme calls for two significant land uses: residential and commercial, plus a small open space area at the intersection with Naperville Road. The new areas set aside for residential use on the north side of the roadway represents the largest area of land set aside for new residential development in the Corridor. This important opportunity should help establish a High-Quality Suburban Image Zone and help meet future residential demand. The new commercial land use designation will take advantage of its prime location along IL. Route 59 and of a convenient access point off of West Bartlett Road, while benefiting from close proximity to residential developments around it.

East of IL. Route 59, the future land use scheme calls for office/business park and open space uses along the north side of West Bartlett Road, and for residential, open space and institutional uses along the south side of West Bartlett Road. This part of the future land use plan does not call for any radical departures from the status quo and remains consistent with development trends and Village objectives. A mid-block pedestrian crossing may become desirable at the Westgate Commons area. This mostly developed area already serves as an attractive and convenient approach to downtown Bartlett. Infill and redevelopment opportunities of former institutional uses will offer additional residential development prospects for this part of the Corridor.

Summary of Future Land Use Plan, West to East along West Bartlett Road:

- **At IL Rt. 25**: New commercial and business park/office uses on both north and south sides of West Bartlett Road, to create a strong commercial activity center at the start of the Picturesque Western Gateway.

- **Heron Woods to E.J. & E. railroad**: Primarily the same as existing land use, with new commercial uses on south side of West Bartlett Road in vicinity of Nature Ridge School.

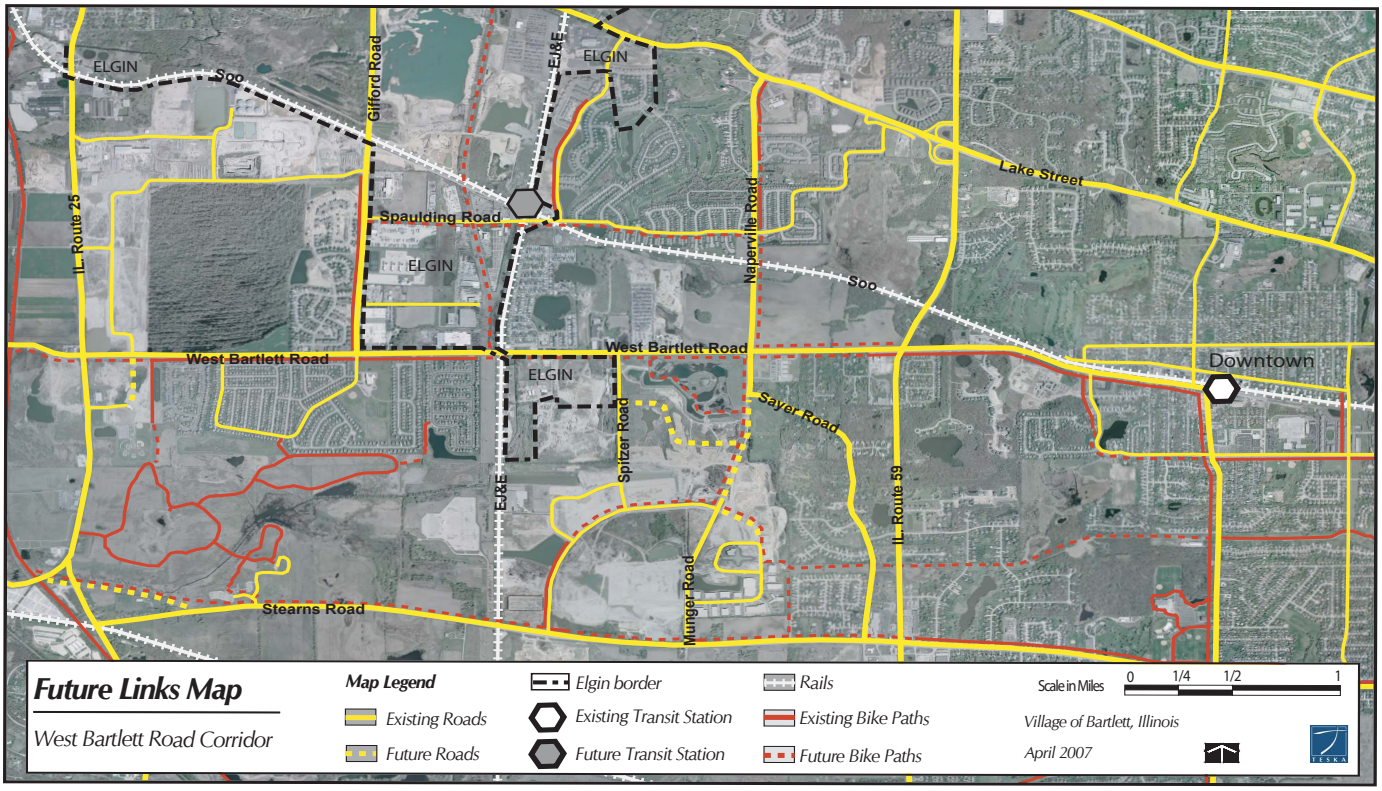
- **E.J. & E. railroad to Naperville Road**: New business park/office uses on both sides of West Bartlett Road, and new open space area (Brewster Creek Wetland). The land under Elgin jurisdiction on the south side of West Bartlett Road will likely transition to commercial and residential uses.

- **At Naperville Road**: An open space node will create a picturesque intersection and strengthen the High-Quality Suburban Image Zone.

- **Naperville Road to IL Rt. 59**: The south side of West Bartlett Road will primarily remain the same as existing land uses, while the north side will be divided between residential and commercial uses. The new commercial area NW of the intersection of West Bartlett Road and IL Rt. 59 will be a significant node of commercial activity.

- **IL Rt. 59 to downtown**: The south side of West Bartlett Road will primarily remain the same as existing land uses, with the exception of new residential uses and re-uses. The north side will feature new business park/office and commercial uses along the Downtown Approach.

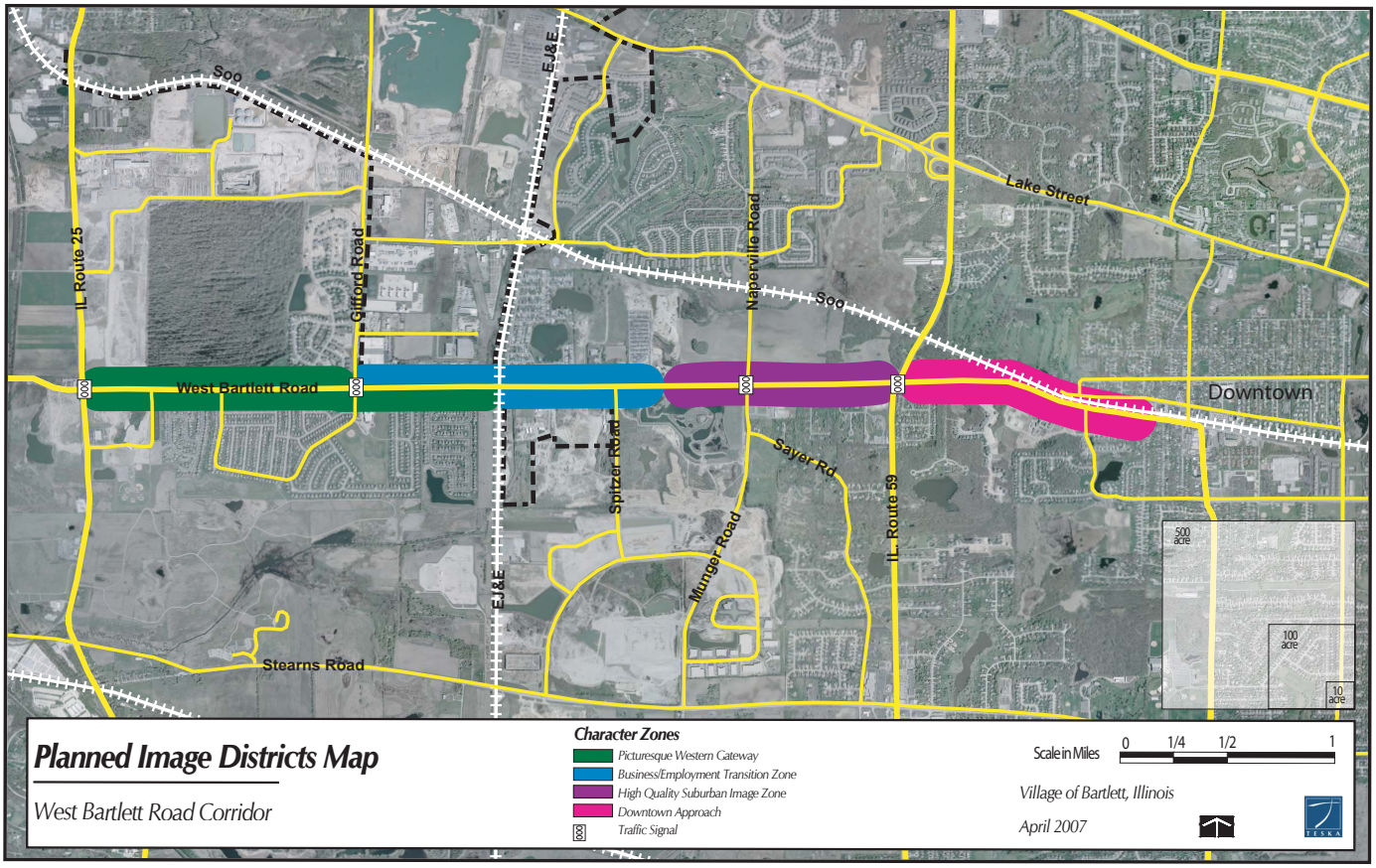
The Corridor Development Plan also includes recommendations for the expansion of the bike path system. The existing components of the path along the south side of West Bartlett Road should be connected into a single continuous path connecting downtown Bartlett to the east with the Prairie Path to the west. Other proposed east-west and north-south bike paths would create opportunities for connectivity among neighborhoods, parks, schools, commercial areas, transit areas, employment centers and the downtown area. In addition, the Village should explore the Bartlett Park District's suggested pedestrian/bike path overpass over IL. Rt. 59. The establishment of a diffuse network of bike paths would enable local residents to utilize their bicycles as a viable, efficient and safe mode of transportation around the Village. See *Future Links Map* below.



Design Guidelines

The West Bartlett Road Corridor Design Guidelines are intended to put into place specific standards that reflect the value-derived goal relating to the design goals of the West Bartlett Road Corridor. The goal is to integrate the West Bartlett Road Corridor into downtown Bartlett in an attractive, functional and market-oriented fashion. Doing so will promote the vitality, economic health, livability and sense of place of the corridor district by enhancing its design elements and its physical appearance.

Before this overall design goal can be translated into specific design standards, it is helpful to identify distinct planned image districts for the Corridor. This is necessary because the corridor is long and the roadway and land uses contain divergent characteristics. At the western end of the Corridor the roadway is characterized as the Picturesque Western Gateway because of its natural and environmental amenities and its function as a primary entry point into the Village. Moving east, the next part of the roadway is characterized as the Business/ Employment Zone because of the existing higher intensity commercial uses and the plans that will convert some of those uses to residential, business and office uses. The next roadway section is characterized as the High-Quality Suburban Image Zone because of existing and future residential uses that will dominate this section, along with integrated institutional and commercial uses. The final roadway section is characterized as the Downtown Bartlett Approach because of its role connecting the Corridor to the downtown area. See *Planned Image Districts Map* below.



The particular design principles and guidelines that follow are intended to ensure that new development and redevelopment enhance the visual quality and identity of the West Bartlett Road Corridor. It establishes architectural principles and urban design standards for the built environment and rights-of-way so as to create a recognizable corridor district with an appealing atmosphere that reflects harmony and continuity in building design and streetscape improvements based on each of the four image districts that demarcate the roadway corridor. The design guidelines described herein are intended as tools for communicating the design intent for future developments, redevelopments and streetscape improvements.

Picturesque Western Gateway: To protect and promote existing views from the roadway to commercial, business/office park, open space and residential landscape buffers. The principles of the Picturesque Western Gateway are to:

- Create a Gateway to the Village at West Bartlett Road and IL. Route 25
- Preserve views of natural areas and environmental amenities
- Integrate commercial and business/office park areas into the Gateway
- Enhance landscaped buffers separating residential areas from the roadway

Table 4: Design Guidelines for the Picturesque Western Gateway

ENHANCEMENTS OF PRIVATE DEVELOPMENTS FRONTING PUBLIC R.O.W.	
BUILDING FORM	
Orientation	Residential, commercial and office buildings should be placed near to the landscape buffer along the street, should share parking access drives, and should have attractive front facades facing both the street and the shared parking.
Setbacks	Buildings should be set back from the Corridor behind a large landscaped buffer.
Proportion, Size, Scale	Residential, commercial and office buildings should be proportioned such that they are viewed as structures nestled into the landscape, rather than as dominant features on the site.
EXTERIOR BUILDING TREATMENTS	
Façade Treatments and Materials	Residential, commercial and office building types should express attractive façades on all exposed faces of the buildings. Building materials should combine a mixture of materials, such as stone masonry, brick masonry, siding, and glazing.
Roofing Treatments and Materials	Residential, commercial and office roof types should be expressed at all façades of the buildings utilizing gable, hipped or gambrel roofs. Roof materials should be selected such that they are visually subdued, such as neutral color selections of wood, asphalt, or fiberboard shingles.
SITE ENHANCEMENTS	
Parking	Residential parking should be provided in garages, which should express similar building proportions, façades and rooflines as those mentioned above and should be located such that they are set back from the residential access road. Limited on-street visitor parking may be provided on the residential access roadways. Commercial and office parking and service areas should be screened from view of the corridor with bufferyard landscaping. Truck docks and loading areas should be screened from view of the corridor or be fully enclosed.
Landscaping	Landscape areas and plantings should be organized such that they reflect the native landscape features found in the conservation areas throughout Bartlett. ▪ Parkway areas should include groves of mixed-size native canopy and understory tree plantings. ▪ Open space areas should include naturalized groupings of mixed-size evergreen and understory tress and shrub plantings. ▪ Gateway entry areas should emphasize main entrances to development sites through the use of ornamental trees, shrubs, and perennial and annual plantings including ornamental/native grasses. ▪ Bufferyard areas should include naturalized groupings of mixed-size native canopy trees, evergreen trees, understory trees and shrubs planted on berms. ▪ Detention areas should express curvilinear forms, which invite wildlife habitat and resident use. The edges of the detention areas should express shallow grades, planted with a variety of native grasses and groundcovers, such that a variety of landscape and wildlife will be attracted to the area.

Signage	▪ Entry, wayfinding and directional signage should be organized and selected such that text and graphics are clearly visible and understood. ▪ Development site entry signage should promote West Bartlett Road as an extension of the downtown area. ▪ Signage materials should be selected such that they are visually subdued, such as neutral color selections of stone, wood, and/or metal. ▪ Signage should architecturally match or complement the building/ development to which it belongs.
Lighting	▪ Pole-mounted lighting in the residential parkway areas should be selected so as to minimize glare or light spillage onto residential properties. ▪ Light fixtures should be upgraded from the standard light pole/fixtures to the light pole/fixtures designated for the Corridor west of IL. Rt. 59 as shown in *Exhibit 6*.

ENHANCEMENTS WITHIN PUBLIC R.O.W.	
Barriers and Wayfinding Signage	▪ These elements should contribute to a unified Corridor appearance. ▪ Barrier railings of wood or black aluminum or barrier walls constructed of stone or other masonry should be included to represent the native landscape features found in the conservation areas throughout Bartlett. ▪ Entry, wayfinding and directional signage should be strongly pronounced in this area to promote the western edge of the corridor as a significant gateway. Signage should be organized and selected such that text and graphics are clearly visible and understood, and banners attached to light poles should be utilized when appropriate. ▪ Signage materials should be selected such that they are visually subdued, such as neutral color selections of stone, wood and/or metal.
Roadway Lighting and Signage	Decorative vehicular-scale light poles should be selected along the roadway area. Where continuous pedestrian pathways occur, vehicular scale light poles should be augmented with pedestrian scale fixtures (see Exhibit 6). Banners attached to light poles should be included to promote a unified Corridor appearance. Utility lines should be buried.
Landscaping	▪ Landscape plantings within the right-of-way should reflect the native landscape features found in conservation areas throughout Bartlett. ▪ Parkway plantings should include groves of mixed-size native canopy and understory tree plantings. ▪ Bufferyard plantings, which abut residential, commercial and office uses, should include a medium-height landscaped berm planted with naturalized groupings of mixed-size native canopy, evergreen, and understory trees.
Intersections and Pedestrian Crossings	The intersections at IL Route 25 and Gifford Road, both signalized intersections, should be enhanced to promote safe pedestrian crossings. Enhancements should include decorative paving at the intersection corners, decorative paving at widened pedestrian crosswalks, bollards, timed traffic signals, plantings, and additional lighting.
Pedestrian Walkways	The existing bike path/pedestrian walkway along the south side of West Bartlett Road should be protected and promoted as a significant pedestrian linkage between the Picturesque Western Gateway and downtown to the east. Enhancements such as directional and wayfinding signage, additional parkway plantings, additional bufferyard plantings, decorative lighting, and accent paving would reinforce the bike path/pedestrian walkway as a safe and attractive access route to and from the downtown area.

Business/Employment Transition Zone: To create an attractive landscaped buffer area separating the roadway from adjacent industrial and higher intensity commercial land uses. The principles of this Zone are to:

- Create an attractive landscaped buffer to shield non-residential uses from roadway
- Enhance landscaping features around non-residential structures
- Improve roadway-railway crossing and improve the pedestrian environment

Table 5: Design Guidelines for the Business/Employment Transition Zone

ENHANCEMENTS OF PRIVATE DEVELOPMENTS FRONTING PUBLIC R.O.W.	
BUILDING FORM	
Orientation	Non-residential buildings should be placed near to the landscape buffer along the street, should share parking access drives, and should have attractive front facades facing both the street and the shared parking.
Setbacks	Buildings should be set back from the Corridor behind a large landscaped buffer.
Proportion, Size, Scale	Residential and non-residential buildings should be proportioned such that they are viewed as structures nestled into the landscape, rather than as dominant features on the site.
EXTERIOR BUILDING TREATMENTS	
Façade Treatments and Materials	Non-residential building types should express attractive façades on all exposed faces of the buildings. Building materials should combine a mixture of materials, such as stone masonry, brick masonry, siding, and glazing.
Roofing Treatments and Materials	Non-residential roof types should be treated such that they diminish the overall appearance of the structures. Recommended roof types include gable, hipped, gambrel or flat roofs. Roof materials should be visually subdued, such as neutral color selections of wood, asphalt, or fiberboard shingles. All rooftop mechanicals should be screened appropriately.
SITE ENHANCEMENTS	
Parking	Parking and service access should be provided in common areas internal to the development site. Parking areas should be screened from the view of the Corridor. Truck docks and loading areas should be screened from view of the Corridor or be fully enclosed.
Landscaping	Landscape areas and plantings should be organized such that they reflect the native landscape features found in the conservation areas throughout Bartlett. ▪ Parkways should include groves of mixed-size native canopy and understory trees. ▪ Open space areas should include naturalized groupings of mixed-size evergreen and understory trees and shrub plantings. ▪ Gateway entry areas should emphasize main entrances to development sites through the use of naturalized water features and incorporation of ornamental trees, shrubs, and perennial and annual plantings. ▪ Bufferyard areas should include naturalized groupings of mixed-size native canopy trees, evergreen trees, understory trees and shrubs planted on berms, and perennial and annual plantings including ornamental/native grasses. ▪ Detention areas should express curvilinear forms, which invite wildlife habitat and employee use. The edges of the detention areas should express shallow grades, planted with a variety of native grasses and groundcovers, such that a variety of landscape and wildlife will be attracted to the area.
Signage	▪ Entry, wayfinding and directional signage should be organized and selected such that text and graphics are clearly visible and understood. ▪ Site entry signage should promote West Bartlett Road as an extension of the downtown area. ▪ Signage materials should be selected such that they are visually subdued, such as neutral color selections of stone, wood, and/or metal. ▪ Signage should architecturally match or complement the building/development to which it belongs.

Lighting	Building-mounted lighting, pole-mounted lighting and uplighting should be oriented such that light is directed only towards designated areas to be lit. Lighting fixtures and their placement should be selected so as to minimize glare or light spillage onto surrounding properties. Light fixtures should be upgraded from the standard light pole/fixtures to the light pole/fixtures designated for the Corridor west of IL. Rt. 59 shown in *Exhibit 6*.

ENHANCEMENTS WITHIN PUBLIC R.O.W.	
Barriers and Wayfinding Signage	▪ These elements should contribute to a unified appearance along the Corridor. ▪ Barrier railings of wood or black aluminum or barrier walls constructed of stone or other masonry should be included to represent the native landscape features found in the conservation areas throughout Bartlett. ▪ Wayfinding and directional signage should be less pronounced in this area. The purpose of wayfinding signage would be to guide motorists and pedestrians toward significant destinations, such as downtown. The signage should be organized and selected such that text and graphics are clearly visible and understood, and banners attached to light poles should be utilized when appropriate. ▪ Signage materials should be selected such that they are visually subdued, such as neutral color selections of stone, wood and/or metal.
Roadway Lighting and Signage	Decorative vehicular-scale light poles should be selected along the roadway area. Where continuous pedestrian pathways occur, vehicular scale light poles should be augmented with pedestrian scale fixtures (see *Exhibit 6*). Banners attached to light poles should be included to promote a unified corridor appearance. Utility lines should be buried.
Landscaping	▪ Landscape plantings within the right-of-way should reflect the native landscape features found in conservation areas throughout Bartlett. ▪ Parkway plantings should include groves of mixed-size native canopy and understory tree plantings. ▪ Bufferyard plantings, which abut non-residential properties, should include a medium-height landscaped berm planted with naturalized groupings of mixed-size native canopy, evergreen, and understory trees. ▪ Landscaped median plantings should be integrated where access roads and driveways allow, and should be planted with groves of mixed-size native canopy and understory plantings. Significant landscaped median endpoints should be highlighted with groupings of ornamental shrubs, perennials, and grasses.
Intersections and Pedestrian Crossings	▪ Road & rail intersections should aid connectivity via enhanced pedestrian crossings ▪ The E.J.&E. railroad crossing should be enhanced to promote safer vehicular and pedestrian crossings, including pedestrian safety gates, pedestrian paving where the bike path exists, and additional vehicular and pedestrian-scale lighting. ▪ The Spitzer Road crossing, a non-signalized intersection, should be enhanced to promote safer pedestrian crossings, including decorative paving at the intersection corners and at widened pedestrian crosswalks, bollards, plantings, and additional lighting. Cook County's plan includes underground facilities for the future signaling of the intersection, which would enhance traffic flow. ▪ Explore the possibility of an overpass for vehicular and pedestrian traffic along West Bartlett Road over STAR line to improve emergency access and traffic flow.
Pedestrian Walkways	The existing bike path/pedestrian walkway along the south side of W. Bartlett Rd. should be promoted as a significant pedestrian linkage between this Zone and downtown to the east. The Village should partner with the City of Elgin to provide a continuous pathway linkage along the south side of West Bartlett Road between the E.J.&E. railroad, Spitzer Road and to points east. Enhancements such as directional and wayfinding signage, parkway plantings, bufferyard plantings, decorative lighting, and accent paving would reinforce the bike path/ pedestrian walkway as a safe and attractive access route to and from the downtown area.

High-Quality Suburban Image Zone: To encourage and establish attractive views from the roadway toward new residential developments. The principles of the High-Quality Suburban Image Zone are to:

- Establish attractive views along roadway by utilizing naturalistic landscape techniques
- Encourage use of high-quality materials for new residential and commercial structures
- Enhance the pedestrian environment at key intersections
- Promote high-quality commercial and office/business park developments and integrate with surrounding land uses

Table 6: Design Guidelines for the High-Quality Suburban Image Zone

ENHANCEMENTS OF PRIVATE DEVELOPMENTS FRONTING PUBLIC R.O.W.	
BUILDING FORM	
Orientation	Residential, commercial and office buildings should be placed near to the landscape buffer along the street, should share parking access drives, and should have attractive front facades facing both the street and the shared parking.
Setbacks	Buildings should be set back from the Corridor behind a large landscaped buffer.
Proportion, Size, Scale	Residential buildings should be proportioned such that they are viewed as structures nestled into the landscape, rather than as dominant features on the site.
EXTERIOR BUILDING TREATMENTS	
Façade Treatments and Materials	Residential, commercial and office building types should express attractive façades on all exposed faces of the buildings. Building materials should combine a mixture of materials, such as stone masonry, brick masonry, siding, and glazing.
Roofing Treatments and Materials	Residential, commercial and office roof types should be expressed at all façades of the buildings utilizing gable, hipped or gambrel roofs. Roof materials should be visually subdued, such as neutral color selections of wood, asphalt, or fiberboard shingles. All rooftop mechanicals should be screened appropriately.
SITE ENHANCEMENTS	
Parking	Residential parking should be provided in garages, which should express similar building proportions, façades and rooflines as those mentioned above and should be set back from the residential access road. Limited on-street visitor parking may be provided on the residential access roadways, while townhome developments should provide guest parking spaces. Commercial and office parking and service areas should be screened from view of the Corridor with bufferyard landscaping. Truck docks and loading areas should be screened from view of the Corridor or be fully enclosed.
Landscaping	Landscape areas and plantings should be organized such that they reflect the native landscape features found in the conservation areas throughout Bartlett. ▪ Parkway areas should include groves of mixed-size native canopy and understory trees. ▪ Open space areas should include naturalized groupings of mixed-size evergreen and understory trees and shrub plantings. ▪ Gateway entry areas should emphasize main entrances to development sites through the use of ornamental trees, shrubs, and perennial and annual plantings including ornamental/native grasses. ▪ Bufferyard areas should include naturalized groupings of mixed-size native canopy trees, evergreen trees, understory trees and shrubs planted on berms. ▪ Detention areas should express curvilinear forms, which invite wildlife habitat and resident use. The edges of the detention areas should express shallow grades, planted with a variety of native grasses and groundcovers, such that a variety of landscape and wildlife will be attracted to the area.

Signage	▪ Entry, wayfinding and directional signage should be organized and selected such that text and graphics are clearly visible and understood. ▪ Development site entry signage should promote West Bartlett Road as an extension of the downtown area. ▪ Signage materials should be selected such that they are visually subdued, such as neutral color selections of stone, wood, and/or metal. ▪ Signage should match or complement the building to which it belongs.
Lighting	▪ Pole-mounted lighting in the residential parkway areas should be selected so as to minimize glare or light spillage onto residential properties. ▪ Light fixtures should be upgraded from the standard light pole/fixtures to the light pole/fixtures designated for the Corridor west of IL. Rt. 59 as shown in *Exhibit* 6.

ENHANCEMENTS WITHIN PUBLIC R.O.W.	
Barriers and Wayfinding Signage	▪ These elements should contribute to a unified Corridor appearance. ▪ Barrier railings of wood or black aluminum or barrier walls constructed of stone or other masonry should be included to represent the native landscape features found in the conservation areas throughout Bartlett. ▪ Entry, wayfinding and directional signage should be organized and selected such that text and graphics are clearly visible and understood, and banners attached to light poles should be utilized when appropriate. Wayfinding and directional signage should be less pronounced in this area. The purpose of wayfinding signage is to guide motorists and pedestrians toward destinations, such as the downtown. ▪ Signage materials should be selected such that they are visually subdued, such as neutral color selections of stone, wood and/or metal.
Roadway Lighting and Signage	Decorative vehicular-scale light poles should be selected along the roadway area. Where continuous pedestrian pathways occur, vehicular scale light poles should be augmented with pedestrian scale fixtures (see *Exhibit* 6). Banners attached to light poles will promote a unified Corridor appearance. Utility lines should be buried.
Landscaping	▪ Landscape plantings within the right-of-way should reflect the native landscape features found in conservation areas throughout Bartlett. ▪ Parkway plantings should include groves of mixed-size native canopy and understory tree plantings. ▪ Bufferyard plantings, which abut residential uses, should include a medium-height landscaped berm planted with naturalized groupings of mixed-size native canopy, evergreen, and understory tree plantings. ▪ Landscaped median plantings should be integrated where access roads and driveways allow, and should be planted with groves of mixed-size native canopy and understory plantings. Significant endpoints of the landscaped medians should be highlighted with groupings of ornamental shrubs, perennials and grasses.
Intersections and Pedestrian Crossings	The intersection at Naperville Road, a signalized intersection, should be enhanced to promote safe pedestrian crossings. Enhancements should include decorative paving at intersection corners and at widened pedestrian crosswalks, mid-block pedestrian crossings, bollards, timed traffic signals, naturalized plantings, and additional lighting.
Pedestrian Walkways	The existing bike path/pedestrian walkway along the south side of W. Bartlett Rd. should be promoted as a significant pedestrian linkage between this Zone and downtown. In addition, a bike path would be added to the north side of W. Bartlett Rd. from Naperville Rd. to Il. Rt. 59 to provide a connection from Naperville Rd. to the future Commercial at the Il. Rt. 59 intersection. Directional and wayfinding signage, parkway plantings, bufferyard plantings, decorative lighting, and accent paving would reinforce the bike path/ pedestrian walkway as a safe and attractive access route to and from the downtown area.

Downtown Bartlett Approach: To visually and functionally link the corridor with downtown Bartlett. The principles of the Downtown Bartlett Approach are to:

- Link downtown with the corridor via unity in signage and lighting design
- Integrate major landscaping elements along corridor roadway to downtown
- Enhance and expand pedestrian/bike path connections between corridor and downtown

Table 7: Design Guidelines for the Downtown Bartlett Approach

ENHANCEMENTS OF PRIVATE DEVELOPMENTS FRONTING PUBLIC R.O.W.	
BUILDING FORM	
Orientation	Residential, commercial and office buildings should be placed near to the landscape buffer along the street, should share parking access drives, and should have attractive front facades facing both the street and the shared parking.
Setbacks	Residential buildings should be set back from the Corridor behind a large landscaped buffer. Commercial and office buildings should be set back behind a small landscaped buffer.
Proportion, Size, Scale	Residential, commercial and office buildings should be proportioned so they are viewed as structures nestled into the landscape, rather than as dominant features on the site.
EXTERIOR BUILDING TREATMENTS	
Façade Treatments and Materials	Residential, commercial and office building types should express attractive façades on all exposed faces of the buildings. Building materials should combine a mixture of materials, such as stone masonry, brick masonry, siding, and glazing.
Roofing Treatments and Materials	Residential, commercial and office roof types should be expressed at all façades of the buildings utilizing gable, hipped or gambrel roofs. Roof materials should be visually subdued, such as neutral color selections of wood, asphalt, or fiberboard shingles. All rooftop mechanicals should be screened appropriately.
SITE ENHANCEMENTS	
Parking	▪ Parking and service areas should be screened from view of the Corridor. ▪ Residential parking should be provided in garages, which should express similar building proportions, facades and rooflines as those mentioned above and should be located such that they are set back from the residential access road. Limited on-street parking may be provided on the residential access roadways. ▪ Short term commercial and office parking should be provided between the roadway corridor and building frontage. Long-term parking should be provided in shared parking areas located toward the interior or rear of the site such that they are screened from the view of the roadway corridor. ▪ Truck docks and loading areas should not face or front on the Corridor; if not possible, then docks should be fully enclosed.
Landscaping	Landscape areas and plantings should be organized such that they reflect the native landscape features found in the conservation areas throughout Bartlett. ▪ Parkway areas should have groves of mixed-size native canopy and understory trees. ▪ Open space areas should include naturalized groupings of mixed-size evergreen and understory trees and shrub plantings. ▪ Gateway entry areas should emphasize main entrances to development sites through the use of ornamental trees, shrubs, and perennial and annual plantings. ▪ Bufferyard areas should include naturalized groupings of mixed-size native canopy trees, evergreen trees, understory trees, shrubs planted on berms, and perennial and annual plantings including ornamental/native grasses. ▪ Detention areas should express curvilinear forms, which invite wildlife habitat and resident use. The edges of the detention areas should express shallow grades, planted with a variety of native grasses and groundcovers, such that a variety of landscape and wildlife will be attracted to the area.

Signage	▪ Entry, wayfinding and directional signage should be organized and selected such that text and graphics are clearly visible and understood. ▪ Site entry signage should promote W. Bartlett Rd. as an extension of downtown. ▪ Signage materials should be selected such that they are visually subdued, such as neutral color selections of stone, wood, and/or metal. ▪ Signage should match or complement the building/development to which it belongs.
Lighting	▪ Pole-mounted lighting in the residential parkway areas should be selected so as to minimize glare or light spillage onto residential properties. ▪ Building-mounted lighting, pole-mounted lighting and uplighting in the commercial and office areas should be selected and oriented such that light is directed only toward designated areas to be lit. Lighting fixtures and their placement should be selected so as to minimize glare or light spillage onto surrounding properties. ▪ Light fixtures used for residential, commercial and office developments should be upgraded from the standard light pole/fixtures to the Village's Downtown light pole/fixtures which has been designated for the Corridor east of Il Rt. 59. See *Exhibit* 6.

ENHANCEMENTS WITHIN PUBLIC R.O.W.	
Barriers and Wayfinding Signage	▪ These elements should contribute to a unified Corridor appearance. ▪ Barrier railings of wood or black aluminum or barrier walls constructed of stone or other masonry should be included to represent the native landscape features found in the conservation areas throughout Bartlett. ▪ Entry, wayfinding and directional signage should be organized and selected such that text and graphics are clearly visible and understood, and banners attached to light poles should be utilized when appropriate. Wayfinding and directional signage should be more pronounced in this area to announce the proximity to downtown. ▪ Signage materials should be selected such that they are visually subdued, such as neutral color selections of stone, wood and/or metal.
Roadway Lighting and Signage	The Village's Downtown street light fixture on decorative vehicular-scale light poles should be placed along roadway areas. Vehicular scale light poles should be augmented with pedestrian scale fixtures along continuous pedestrian pathways (see *Exhibit* 6). Banners attached to light poles will promote a unified appearance. Utility lines should be buried.
Landscaping	▪ Landscape plantings within the right-of-way should reflect the native landscape features found in conservation areas throughout Bartlett. ▪ Parkway plantings located along internal residential, commercial and office access road should include groves of mixed-size native canopy and understory trees. ▪ Bufferyard plantings, which abut residential uses, should include a medium-height landscaped berm planted with dense naturalized groupings of mixed-size native canopy, evergreen, and understory tree plantings. ▪ Bufferyard plantings, which abut commercial and office uses, should include a low-height landscaped berm planted with less dense naturalized groupings of mixed-size native canopy, evergreen, and understory tree plantings.
Intersections and Pedestrian Crossings	The intersections at IL Route 59 should be enhanced to promote safe pedestrian crossings, including decorative paving at intersection corners and at widened crosswalks, mid-block pedestrian crossings, bollards, timed traffic signals, naturalized plantings, and more lighting.
Pedestrian Walkways	The existing bike path/pedestrian walkway along the south side of West Bartlett Road should be protected and promoted as a significant pedestrian linkage between this Zone and downtown to the east. The Village should continue to provide bike path linkages where they are lacking to the east. Enhancements such as directional and wayfinding signage, parkway and bufferyard plantings, decorative lighting, and accent paving would reinforce the bike path/pedestrian walkway as a safe and attractive access route to downtown.

Included in this report are several diagrams exhibiting the various character elements within the larger West Bartlett Road Corridor. Seven road section and site plan diagrams offer examples for the arrangement of space, structures and amenities in and adjacent to the West Bartlett Road right-of-way at different points in the Corridor. See *West Bartlett Road Character Corridors (Exhibits 1-7)*. These cross-sections and site plan diagrams make recommendations regarding land use design, building arrangements, landscaping and other features related to site development in the Corridor. *Exhibit 1* shows an example of Light Industrial Site Development; *Exhibit 2* demonstrates desired Business Park Site Development; *Exhibit 3* offers a model for Commercial/Office Site Development; *Exhibit 4* offers options for Residential Site Development; *Exhibit 5* illustrates pedestrian node concepts; *Exhibit 6* reveals the lighting fixtures to be used in the Corridor; and *Exhibit 7* gives ideas about signage options in the Corridor. The exhibits also demonstrate how the mix of uses planned for the Corridor will relate to the roadway itself and how they help to shape the nature of the planned image districts. The redesign and overall enhancement of the West Bartlett Road right-of-way will cause an improvement in the physical appearance and sense of place of the Corridor, while conveying a new sense of purpose and vitality to it.

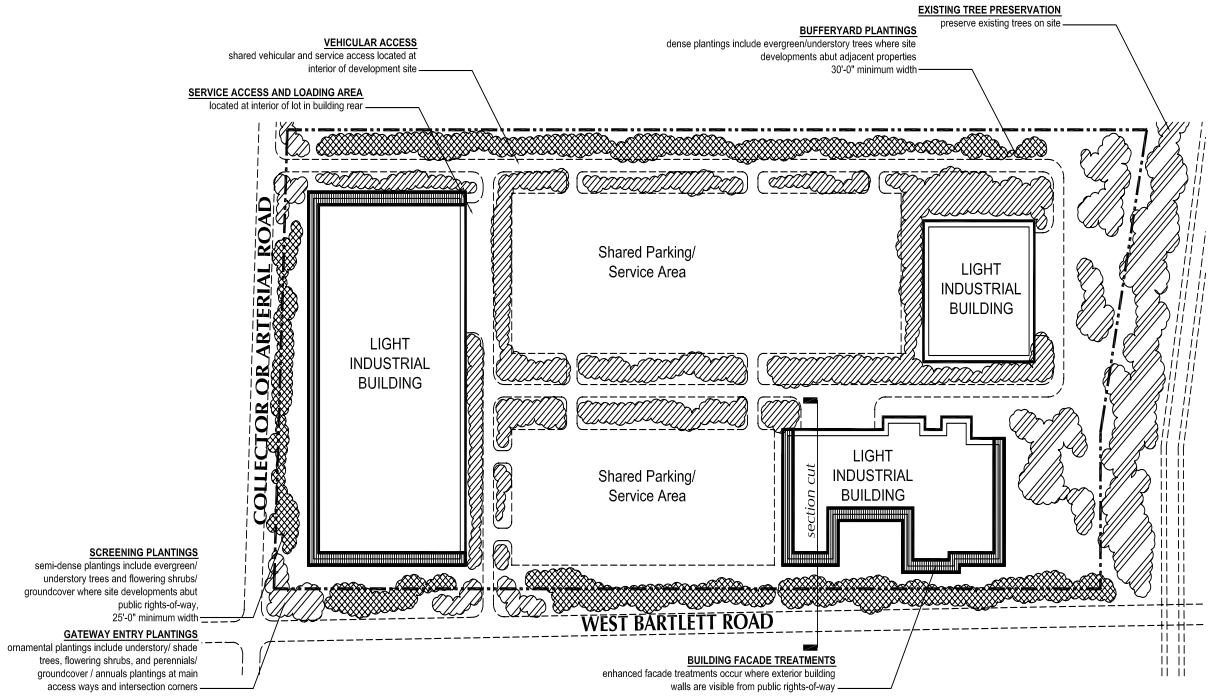
Below are planning tools encompassing the elements of land use, urban design and transportation that pertain to public rights-of-way in the Corridor.

Table 8: Corridor Planning Toolkit

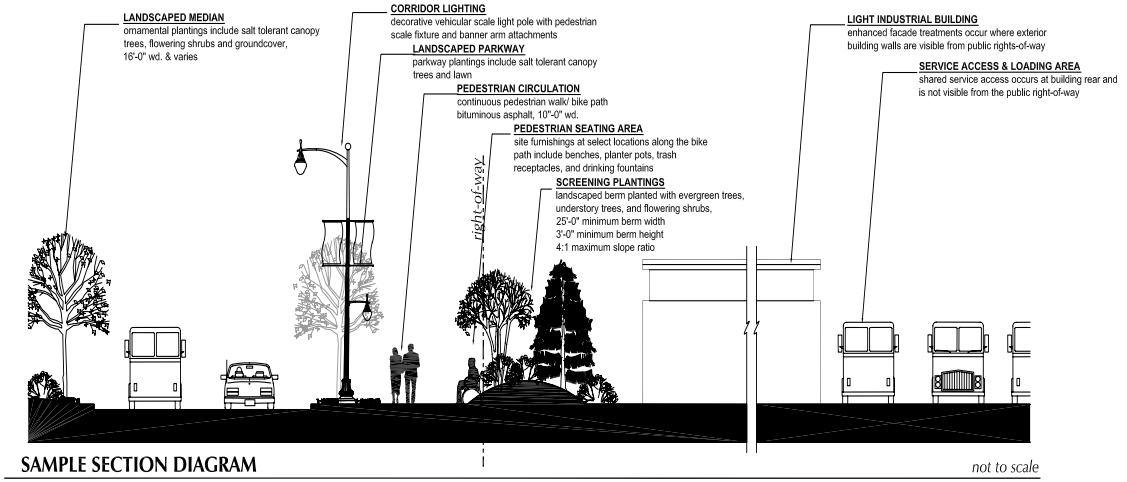
TOOL	DESCRIPTION
Access Management	The process of coordinating, planning, designing and implementing land use and transportation strategies so that the flow of traffic between the road and the surrounding land is efficient and safe.
Traffic Calming	This can be accomplished via decorative pavements at gateways or at intersection cross walks; narrowing lane widths or changing curb lines; round abouts; adding decorative traffic signals or signs; special lighting; and traffic signal timing modifications.
Utility Relocation	Relocating utilities out-of-sight improves aesthetics; requires coordinating the relocation between the planning team and the various utilities.
Pedestrian and Bicycle Improvements	Providing ample room for the pedestrian right-of-way and designating clear, safe areas for pedestrians and bicycles will contribute to a more attractive corridor and will calm vehicular traffic.
Streetscape and Landscaping Improvements	The goal is to bring about a sense of place and positive change within the Corridor while minimizing negative impacts and balancing the competing interests that vie for limited right-of-way width.
Parking Management	The goal is to create a shared parking strategy, which occurs when various land uses with different peak demand times share the same parking facility.
Roadway Cross Sections	Cross-section redesigns can include details such as: number, width and type of travel lanes; landscaping; bike lanes; sidewalk width; transit; traffic-calming features; examination of the cost-benefit of specific utility relocations; and the use of multiple cross-sectional designs that respond to the existing site conditions occurring or planned along the corridor.
Transit Facilities	Plan ahead for future transit facilities including bus shelters, waiting areas, dedicated bus lanes and transit stations.
Mid-block Pedestrian Crossings	Mid-block pedestrian crossings should be located in areas with infrequent intersection crossings in high-pedestrian volume locations. Crosswalks should be no greater than 200-300 feet apart in high-volume areas.

High quality exterior facade materials include metal siding, clerestory glazing and brick masonry. High quality landscape plantings provide for usable outdoor space by employees and visitors.

EXAMPLE PHOTOS



SAMPLE PLAN DIAGRAM *not to scale*



SAMPLE SECTION DIAGRAM *not to scale*

West Bartlett Road Character Corridors

Village of Bartlett, Illinois

Exhibit 1 - LIGHT INDUSTRIAL SITE DEVELOPMENT

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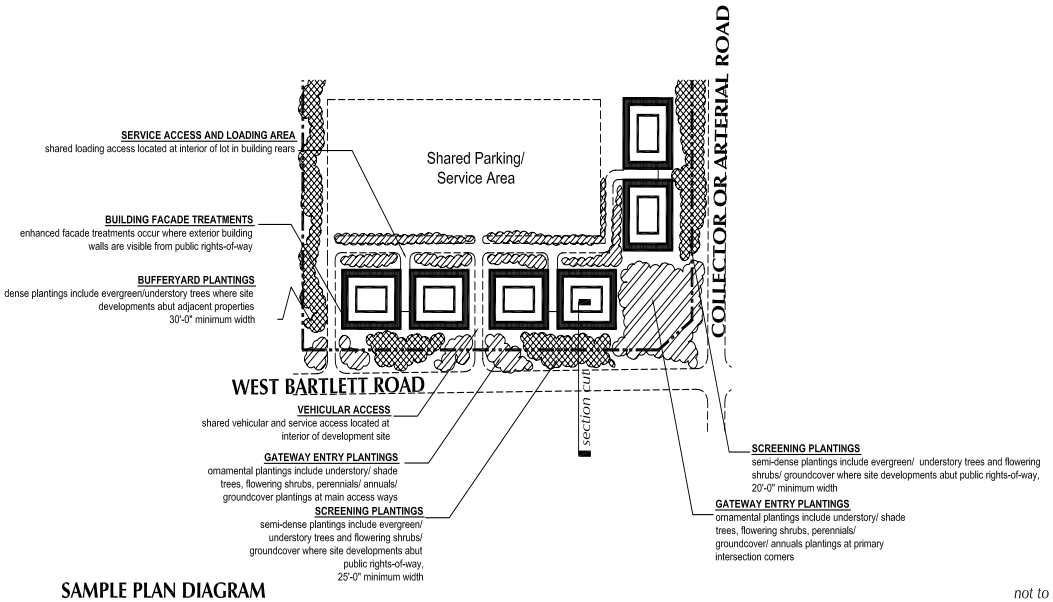
High quality gateway signage at the entrance to the business park directs motorists into the development site. Stone sign structure and landscape plantings represent local forms and materials.

Open space frontage creates an attractive landscaped setback for the development as well as an efficient method to store stormwater runoff.

EXAMPLE PHOTOS



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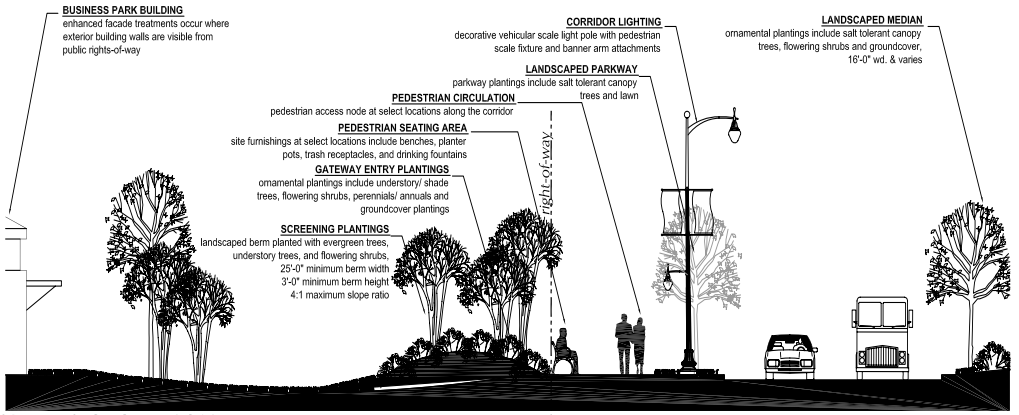

SAMPLE SECTION DIAGRAM *not to scale*

West Bartlett Road Character Corridors

Village of Bartlett, Illinois

Exhibit 2 - BUSINESS PARK SITE DEVELOPMENT

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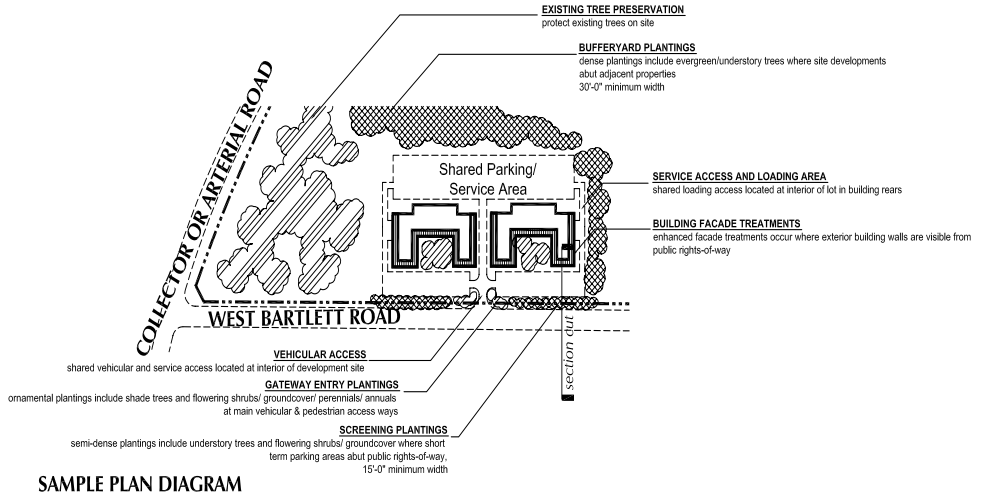
High quality facade and sign materials of Westgate Commons in Bartlett include stone and brick masonry. Variations in roof pitch and the inclusion of landscape plantings contribute to an attractive corridor facade.

Inviting retail shops are accessed by a landscaped parking lot and enhanced with pedestrian spaces.

High quality landscaped entryway provides shared access into the commercial area as well as an attractive frontage to the corridor.

Paved pedestrian pathways bisect a parking area directing pedestrians from their vehicles towards the shopping area.

EXAMPLE PHOTOS



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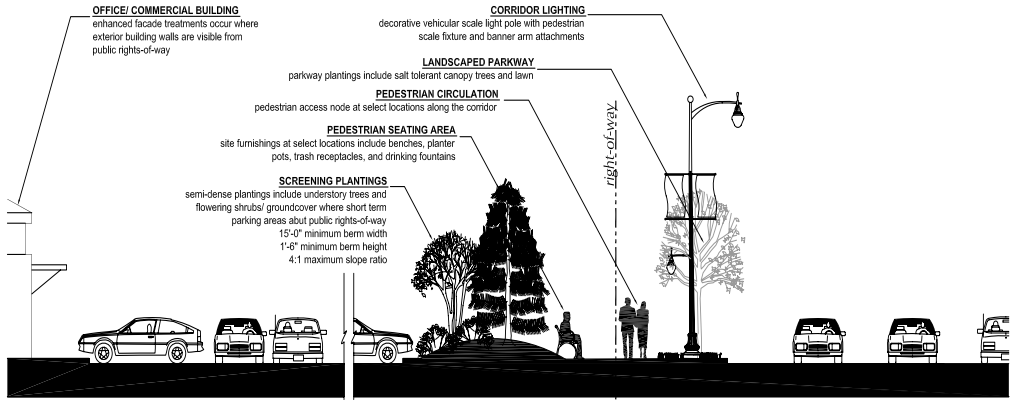

SAMPLE SECTION DIAGRAM *not to scale*

West Bartlett Road Character Corridors

Village of Bartlett, Illinois

Exhibit 3 - COMMERCIAL/ OFFICE SITE DEVELOPMENT

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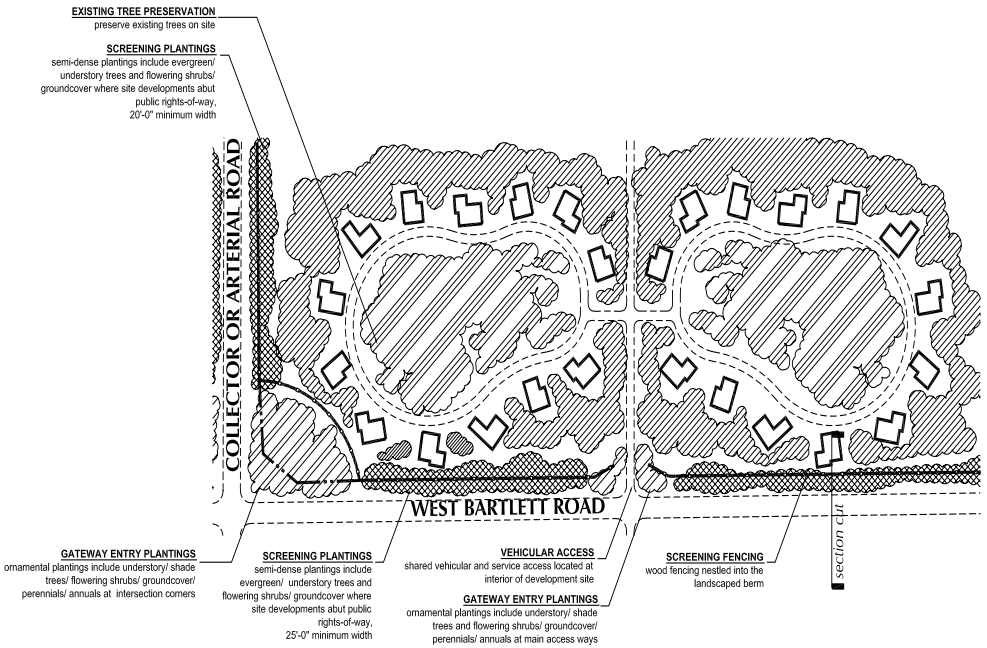
High quality landscape buffers, such as the landscape berm along West Bartlett Road at the Westridge neighborhood provides screening for the residents as well as an attractive edge to the roadway corridor. Landscape plantings include naturalized groupings of deciduous and evergreen trees.

High quality entry gateway feature creates an attractive frontage to the development. Stone sign components and landscape plantings reference native landscape forms and materials.

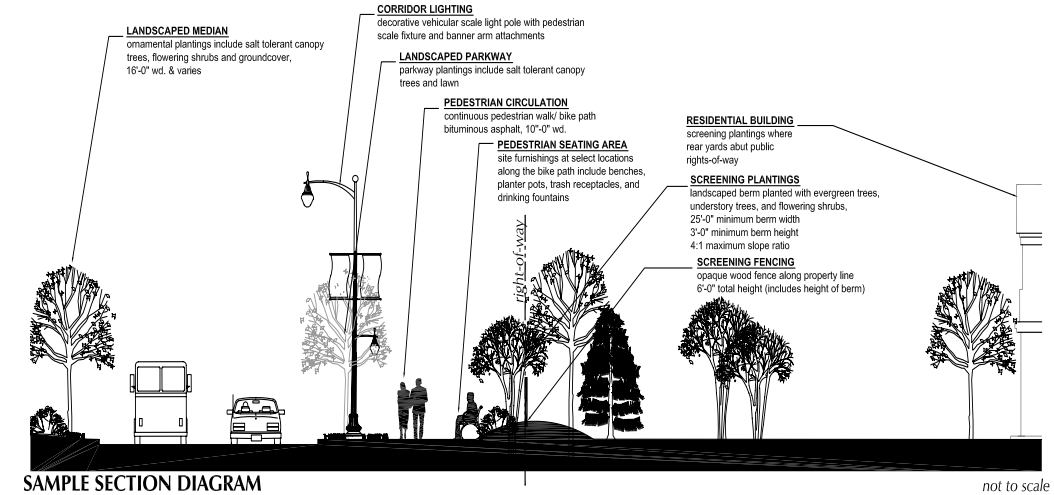
Residential building facades include high quality materials on all exposed faces. Attractively landscaped internal common areas are comprised of stone monuments, rock outcroppings, shade trees, flowering shrubs, perennials and groundcover plantings.

Common area landscape amenities include outdoor seating areas, framed by shade trees, flowering shrubs, ornamental fencing, benches and decorative paving.

EXAMPLE PHOTOS



SAMPLE PLAN DIAGRAM *not to scale*



SAMPLE SECTION DIAGRAM *not to scale*

West Bartlett Road Character Corridors

Village of Bartlett, Illinois

Exhibit 4 - RESIDENTIAL SITE DEVELOPMENT

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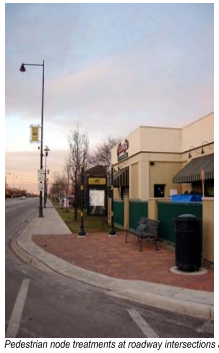
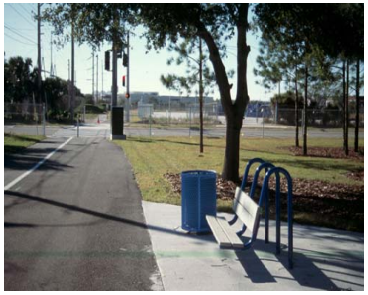
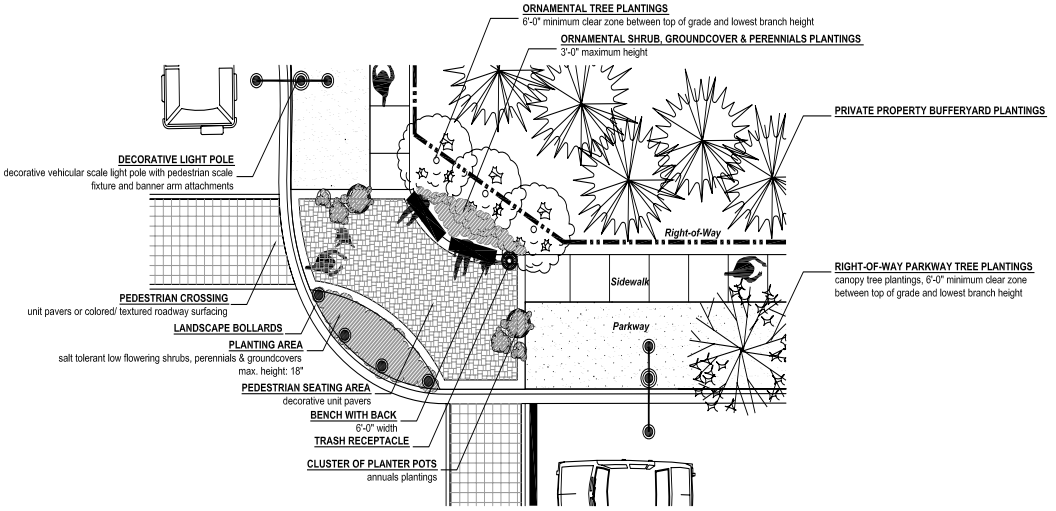


Pedestrian node treatments at roadway intersections are intended to provide safe and attractive pedestrian crossings. Landscape amenities include decorative pavements at pedestrian crossings and at accent corners, benches, trash receptacles, modular planter pots, bollards and ornamental landscape plantings.

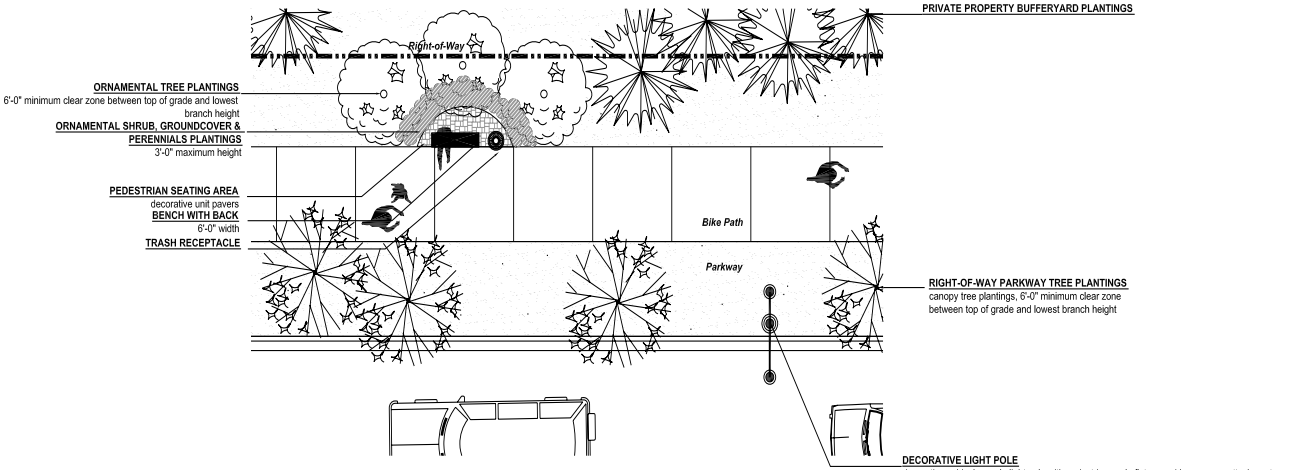


Pedestrian node treatments at select areas along the West Bartlett Road Corridor are intended to provide safe and attractive rest areas along the corridor. Landscape amenities include decorative pavements at seating areas, benches, trash receptacles, drinking fountains and ornamental landscape plantings.

EXAMPLE PHOTOS



INTERSECTION NODE - SAMPLE PLAN DIAGRAM *not to scale*



BIKE PATH NODE - SAMPLE PLAN DIAGRAM *not to scale*

West Bartlett Road Character Corridors

Village of Bartlett, Illinois

Exhibit 5 - PEDESTRIAN NODE CONCEPTS

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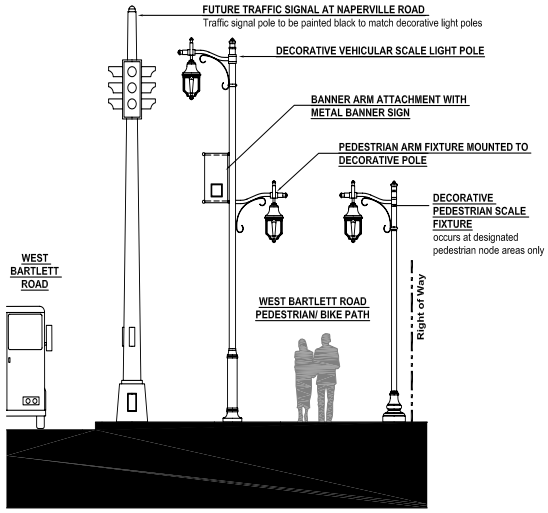
Lumec Harmonia Series

EXAMPLE PHOTOS

CORRIDOR LIGHTING - OCCURS WEST OF ROUTE 59



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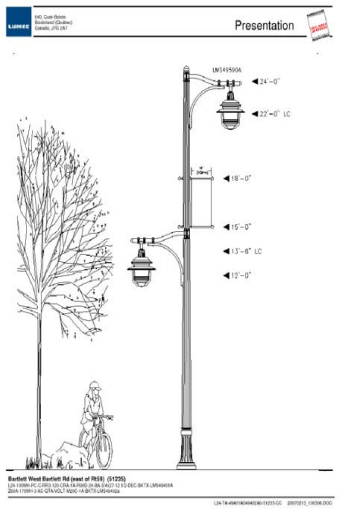


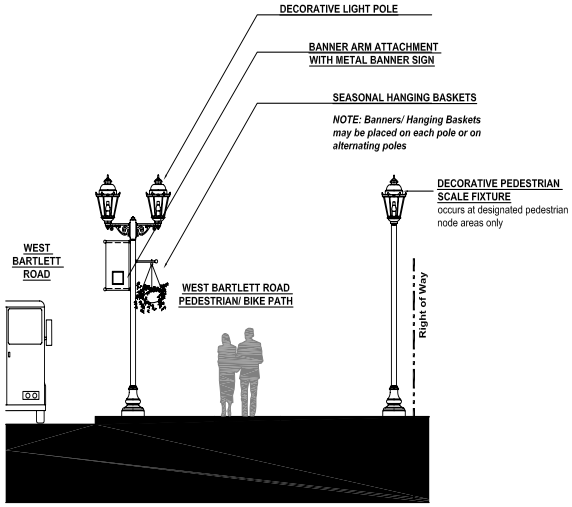
LIGHT POLE ASSEMBLY SKETCH

Provided by Lumec Lighting

Lumec Hexagonal Series

EXAMPLE PHOTOS

TRADITIONAL LIGHTING - OCCURS EAST OF ROUTE 59



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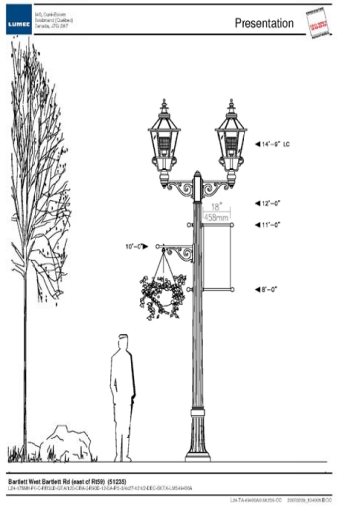

LIGHT POLE ASSEMBLY SKETCH

Provided by Lumec Lighting

West Bartlett Road Character Corridors

Village of Bartlett, Illinois

Exhibit 6 - LIGHTING OPTIONS

NOTE: Light pole schematics provided for discussion purposes only.
Future lighting along West Bartlett Road shall be coordinated with Cook County Highway and existing utility poles.

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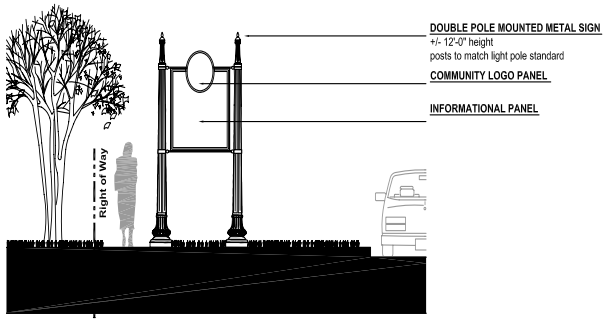
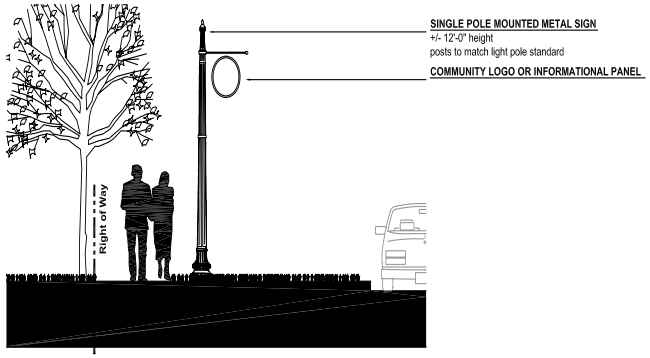
April 2007

DOUBLE POLE MOUNTED SIGNS - PHOTO EXAMPLES



DIAGRAMMATIC SECTION *not to scale*

SINGLE POLE MOUNTED SIGNS - PHOTO EXAMPLES



DIAGRAMMATIC SECTION *not to scale*

West Bartlett Road Character Corridors

Village of Bartlett, Illinois

Exhibit 7 - WAYFINDING SIGNAGE EXAMPLES

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February 2007

Overlay District Tools

Overlay districts are used when a community has a common vision for an area with multiple zoning districts. The creation of the West Bartlett Road Corridor Overlay District is intended to establish the standards that will, over time, result in the fulfillment of that vision. The provisions of the overlay district will attempt to ensure adequate Village control over future development and redevelopment, yet not be overly burdensome for existing property owners and tenants desiring to maintain or improve their businesses. This overlay district will help to ensure that there are similar or uniform characteristics throughout the Corridor to create a strong sense of place and improve interconnectivity within the Village. The following tools should be brought under consideration:

- **Overlay zoning district ordinance**
  The introduction of an overlay zoning district over and along the West Bartlett Road Corridor would provide a higher level of regulation in this district. It would allow for a comprehensive approach to retrofitting the corridor: the overlay district would include provisions regulating land use, urban design and transportation. This would be a specifically defined area. The overlay district itself would include both a mapped boundary and written text, which may be added to or in lieu of the zoning regulations of the underlying zones.

- **Multi-jurisdictional overlay district ordinance**
  Since there are two municipalities with jurisdiction over the West Bartlett Road Corridor, there are two devices that could be utilized in order to coordinate future planning and development efforts in the district. The first tool is the multi-jurisdictional overlay district ordinance. This is similar to the overlay zoning district proposed above, only this one would include those lands under City of Elgin jurisdiction as well (needs Elgin approval). The joint overlay would discourage developer-induced competition among jurisdictions for the same projects. In addition, the regulations of this joint overlay ordinance could help create a streetscape in the corridor unlike a typical commercial strip development.

- **Inter-governmental agreement**
  As part of the multi-jurisdictional approach to corridor redevelopment is the inter-governmental agreement. This tool could be used in order to prevent the potential failure of one of the jurisdictions party to the joint overlay ordinance from enforcing the ordinance requirements. Since the joint overlay ordinance itself would lack the legal authority to require jurisdictions to enforce it uniformly, the inter-governmental agreement would make the enforcement of the ordinance legally binding. Together, these tools would strengthen the communities' plans for retrofitting the West Bartlett Road corridor.

The multi-jurisdictional overlay district ordinance, combined with the inter-governmental agreement, should be a first choice for the Village of Bartlett since this method represents the strongest mechanism available for controlling future growth and development along the entire Corridor. This choice would also be the more difficult to put into place, due to the political negotiations and compromises that would need to take place between representatives of the Village of Bartlett and the City of Elgin. The use of the single overlay zoning district ordinance should be a second choice and utilized if the former option proves to be unfeasible. This option would still provide an excellent tool for regulating and controlling future growth and development in the Corridor, but with some limitations related to development coordination and spatial gaps in the corridor overlay.

Framework Components of Overlay District Ordinance

- **Purpose and Intent**
  The purpose and intentions of the overlay district ordinance are to implement the West Bartlett Road Corridor Plan; to promote high-quality development in the district; to create a strong sense of place; to improve inter-connectivity within the Village; to preserve recreational and open space amenities; and to foster a dynamic mix of congruent land uses.

- **Development Standards**
  - o Streets: Roads within the overlay district should conform to the design standards and location criteria set forth in this document. The Corridor Plan calls for the existing roads to promote pedestrian-oriented development by balancing the needs of pedestrians and automobiles. Roads should meet new standards regarding the minimum landscape strip, the minimum sidewalk width, and building setbacks to facilitate pedestrian and Village oriented development.

  - o Landscaping: Specimen trees should be preserved to the greatest extent possible. The landscaping should reflect the rural and suburban context. It should be simple, informal, and naturalistic in design, and should use native and naturalized vegetation.

  - o Sidewalks and Pedestrian Paths: Sidewalks or pedestrian paths are required along all public and private road frontages. Sidewalk/pedestrian paths should connect with existing sidewalks/ pedestrian paths where applicable. They should be made out of a hard surface material such as concrete, brick or pavers, be established with minimal interruption by vehicular circulation, parking lots and service areas, and be designed to minimize automobile and pedestrian interaction. Sidewalks and pedestrian paths should be indicated on site plans.

  - o Street Furniture: The overlay district should have consistent streetscape furniture throughout the corridor area. Within the public right-of-way, street furnishings may be situated in clusters within select nodes, such as at major roadway intersections and along the West Bartlett Road bike path. Within private development sites fronting the corridor, private developers may be encouraged to repeat and maintain Village standard street furnishings at appropriate locations along the corridor. Street furnishings may include benches, trash receptacles, planter pots and bollards.

  - o Streetscape Lighting: A single style and color of light fixtures and poles should be used throughout the overlay district. It should be compatible with the streetscape furniture. Lighting plans for sidewalks should be included on site plans.

  - o Screening: To the extent possible, trash receptacle areas, loading areas, HVAC units and parking lots should be screened by placement to the rear of a building. Dumpsters should be screened from view from adjacent roads, sidewalks and pedestrian paths and be enclosed on three sides with a masonry wall that matches the building materials of the building it is serving and that is itself screened with landscape plantings. Loading and other service areas should be located to the rear or sides of buildings where least visible; if the loading area for industrial or business park/ office uses cannot be accommodated at the rear or on the sides of the building(s) and therefore has to face the corridor, then the loading dock should be fully enclosed and recessed 15 feet from the main elevation of the building. Evergreen trees should be used to screen views of service areas. Parking lots should be curbed and paving should be screened with vegetation plantings and/or landscaped berms. Rooftop and building-mounted mechanical and electrical equipment should be screened from view by a parapet wall that matches the building façade materials.

  - o Fencing: Allowed fencing types and materials include split rail, stacked stone wall or brick columns with horizontal boards, picket, vinyl clad chain link and vegetative hedges. Prohibited fencing materials include unclad chain link, vinyl and PVC.

  - o Parking: Parking lots should be located behind and to the side of a building whenever possible, and should be divided into small contained areas through the use of perimeter landscaping and canopy trees. Parking lots should be surfaced with asphalt or concrete.

  - o Open Space: A minimum percentage of open space should be set aside in each overall development, not including septic fields, detention facilities or landscape islands. To the extent possible, the open space should be clustered as one single open space.

- **Building Setback, Design and Colors**
  Buildings should be designed using historic styles or new and innovative interpretations of local architectural traditions. Setback requirements will vary depending on the planned image district, land use and environmental constraints. In terms of design, buildings should have variety in their size, massing, height and detailing. Visual interest should be achieved through the use of balconies, porches, marquees, or façade off-sets. Building façades facing a right-of-way should have building wall offsets to provide architectural and visual interest and variety. Trim, fenestration, materials and composition should be present on all sides. The building materials applied to the front façade should continue in the same proportion on all exterior elevations; however, block is permissible on rear elevations so long as it is painted to match the brick or stone used on the rest of the building. Windows should be included on elevations facing a sidewalk or street, and on all side elevations. Regarding color schemes, all buildings should meet agreed-upon color standards.

- **Existing Historic Structures**
  Alterations and additions should be consistent and reinforce the historic architectural character of the entire structure and should comply with the standards herein. New additions and exterior alterations should not destroy historic materials that characterize the property. Any new work should be compatible with the massing, size, scale and architectural features of the property.

- **Signage**
  Free-standing signs should match the architecture of the building and should not have changeable copy including scrolling, rotating, or flashing copy. All signage that is illuminated externally should direct the light downwards. The sign structure should be constructed of wood, brick or stone, or the same material as the predominant material of the principal building. Individual channel letter signs should not cover architectural features or details and should not extend beyond the roof line. A business may have wall signs, either flush against the wall or hanging from the building. Window signs are limited to the proprietor's name, business name, address, hours of operation and phone numbers.

- **LEED-Certified Development**
  According to the U.S. Green Building Council (USGBC), the LEED Green Building Rating System promotes "a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality" (www.usgbc.org). USGBC asserts that the principle of sustainability of buildings is important because in the United States, the built environment is responsible for 36% of total energy use, 65% of electricity consumption, 30% of greenhouse gas emissions, 30% of raw materials use, 30% of waste output and 12% of potable water consumption. Utilizing LEED standards in building design, construction and operation can significantly reduce energy, electricity, potable water and raw material consumption while benefiting the environment, the economy and public health. LEED standards can be applied to a range of development projects. Below is a matrix detailing the various LEED rating systems, which could be incorporated into developments within the Corridor.

LEED For...	What it is...
New Construction	"LEED for New Construction and Major Renovations is a green building rating system that was designed to guide and distinguish high-performance commercial and institutional projects, with a focus on office buildings."
Existing Buildings	"LEED for Existing Buildings maximizes operational efficiency while minimizing environmental impacts. It provides a recognized, performance-based benchmark for building owners and operators to measure operations, improvements and maintenance on a consistent scale. LEED for Existing Buildings is a road map for delivering economically profitable, environmentally responsible, healthy, productive places to live and work."
Commercial Interiors	"LEED for Commercial Interiors is the much anticipated green benchmark for the tenant improvement market. LEED for Commercial Interiors gives the power to make sustainable choices to tenants and designers, who do not always have control over whole building operations. LEED for Commercial Interiors is the recognized standard for certifying high-performance green interiors that are healthy, productive places to work, are less costly to operate and maintain, and reduce environmental footprint."
Core and Shell	"The LEED for Core and Shell Rating System is a market specific application which recognizes the unique nature of core and shell development. The LEED for Core and Shell Rating System acknowledges the limited sphere of influence over which a developer can exert control in a speculatively developed building and encourages the implementation of green design and construction practices in areas where the developer has control. Developers can often implement green strategies which indirectly enable future tenants to benefit. Conversely, developers can inadvertently implement strategies which prohibit tenants from executing green fit-out. LEED for Core and Shell works to set up a synergistic relationship which allows future tenants to capitalize on green strategies implemented by the developer. These key building areas, interior space layout, building finishes, lighting, mechanical distribution, and plumbing fixtures, etc, are often outside the direct control of the developer. Thus, the scope of a LEED for Core and Shell project is limited to those aspects of the project over which the developer has direct control. It is the responsibility of the developer/owner to properly identify which LEED rating system to use for the LEED building certification."
Homes	"LEED for Homes is a voluntary rating system that promotes the design and construction of high performance "green" homes. A green home uses less energy, water, and natural resources; creates less waste; and is healthier and more comfortable for the occupants. Benefits of a LEED home include lower energy and water bills; reduced greenhouse gas emissions; and less exposure to mold, mildew and other indoor toxins. The net cost of owning a LEED home is comparable to that of owning a conventional home."
Schools	"The LEED for Schools Rating System recognizes the unique nature of the design and construction of K-12 schools. Based on LEED for New Construction, it addresses issues such as classroom acoustics, master planning, mold prevention, and more. LEED for Schools is currently open for member ballot, which is the final step in the LEED development process."
Neighborhood Development	"The LEED for Neighborhood Development Rating System integrates the principles of smart growth, urbanism, and green building into the first national standard for neighborhood design. LEED certification provides independent, third-party verification that a development's location and design meet accepted high standards for environmentally responsible, sustainable, development."

Source: U.S. Green Building Council (www.usgbc.org)

Implementation Policies

The corridor development and redevelopment process is based on an effective management of the Corridor. It is a systematic program intended to influence the rate, amount, type, location and quality of future development. Effective growth management is the product of combining the objectives and policies outlined in this Plan with the implementation tools described below.

Plan implementation consists of a variety of proactive and reactive activities that will collectively ensure that the Corridor develops into the well-planned district envisioned in this Plan. Proactive policies are those in which the Village initiates actions through a proposal, plan, improvement or regulatory change. Reactive activities are those in which other parties approach the Village with a proposal on which the Village must act. Implementation tools represent proactive activities which the Village should undertake to generate the types and character of development that foster a well-planned district with a high-quality of life. In addition to devising a set of implementation tools, the Village may also need to review and modify existing Village regulations to implement the policies and recommendations outlined in this Plan.

Implementation policies put adopted legislation into practical operation and represent a vital component of the Corridor Development Plan. The implementation stage includes administering and coordinating the various measures of the Plan, monitoring and assessing actual development results, and negotiating development proposals. It also implies the need for concrete public investments and the authorization of new regulatory provisions.

The Village should supply full utility and public facility services to all areas of the Corridor where development is desired and where existing capacity is not sufficient to meet future demand. A series of regulations pertaining to building architecture, landscape architecture, urban design, and streetscape and right-of-way design should be employed via the introduction of an overlay district ordinance. In addition, the Village should consider using policies such as incentives and preferential service provision in order to attract and to steer desirable types of development to targeted areas within the Corridor.

An implementation action plan identifies and defines each planning and community development activity to be carried out during a particular fiscal year, the individual responsibilities of the Village for each activity, and the specific involvement of the Plan Commission where appropriate. The table below is designed to provide a starting point for prioritization and budgeting of actions needed to implement strategies and recommendations outlined in this Plan. The action plan identifies several potential key organizations and governmental agencies that will take part in the implementation process. A timeframe for each activity is also specified to define general phasing for implementation. Further refinement of this table will be needed as details of costs and staff resources are verified and become available. In addition, the Village is encouraged to review and update the action plan on an annual basis to ensure that it stays within the Village's financial ability and resource capacity.

Table 9: Implementation Action Plan

CATEGORY	ACTION ITEM	PURPOSE	TIME-FRAME	PRIMARY AGENT(S)	SECONDARY AGENT(S)
Community Character	Unified design elements, guidelines	To announce a sense of arrival, to develop aesthetic standards, and to create a sense of place	Near Term	Village Board	IDOT; local businesses
Community Character	Inter-connectivity with downtown	To provide multiple avenues of connection with downtown	Near Term	Plan Comm.	
Community Character	Establish a wayfinding signage system	To create a sense of local identity, direction to motorists, pedestrians	Long Term	Village Board	IDOT; Bartlett Park District
Economic Development	Establish a strong business attraction program	To target and attract appropriate commercial and industrial developments for local market	Long Term	Village Board; Econ. Dev. Comm.	Local businesses
Economic Development	Attract unique restaurants and retail stores to new commercial nodes	To provide a variety of quality neighborhood and community retail establishments for local residents	Long Term	Village Board; Econ. Dev. Comm.	
Economic Development	Reserve sites for future commercial and industrial developments	To capitalize on key sites that provide the greatest opportunities for commercial and industrial development	Long Term	Plan Comm.; Econ. Dev. Comm.	
Growth & Development	Overlay District Ordinance	To manage in controlled manner Corridor development	Near Term	Village Board	City of Elgin
Growth & Development	Inter-governmental agreement	To coordinate the planning and development of the Corridor	Near Term	Village Board	City of Elgin; Cook County
Public Facilities & Services	Adopt a capital improvements program	To ensure sufficient financial, physical resources to provide infrastructure improvements	Long Term	Village Board	IDOT; State, County & Town-ship agencies
Environment	Develop resource conservation incentives for future developments	To promote the conservation of natural resources on environmentally sensitive properties	Near Term	Village Board; Park District	Illinois Dept. of Natural Resources
Parks and Recreation	Pursue grants for expanding the bike and recreational trail system	To create an interconnected bike path system for the Corridor that connects with downtown	Long Term	Village Board; Park District	