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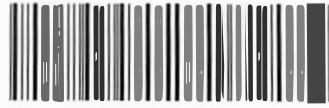
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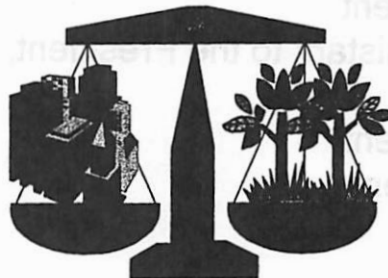


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GREEN COMMUNITIES VISION
VILLAGES OF
MONEE, PEOTONE AND UNIVERSITY PARK
AND
GOVERNORS STATE UNIVERSITY

JUNE 2004



**GREEN COMMUNITIES VISION
JUNE 2004
GREEN COMMUNITIES VISION PARTICIPANTS**

The Green Communities Stakeholders Group has included many participants since September 2002. The Stakeholders want to thank *all* those who participated at any time in the process. The following includes the participants of the past year and a half during which the Green Communities Vision was developed; we apologize in advance for anyone's name that has been inadvertently omitted.

Tom Adamsick, Resident
Dennis Baran, President, Village of Peotone
Erwin Bogs, Resident
Karen D'Arcy, Professor, Governors State University
David Deutche, Will/South Cook Soil and Water District
Charles Dieringer, Resident
Tim Good, Forest Preserve District of Will County
Geo Gossard, Russell Publications
George Grey, Village Administrator, Village of Peotone
Michael Grubermann, Village Manager, Village of Monee
Sherry Marnell
Debbie Militello, Office of U.S. Representative Jerry Weller
Timothy P. O'Donnell, President, Village of Monee
Brian Radner, Planner, Will County
Elbert Shaw, Village Manager, Village of University Park
Lou Sinel, Resident
Minnie Sinel, Resident
Al Sturges, Resident
Ed Thompson, Resident
Jerome Wicker, Resident
Michael Wortham, Assistant to the President, Governors State
University
Steve Zeschke, Resident
Anne Zeschke, Resident

**GREEN COMMUNITIES VISION
JUNE 2004
GREEN COMMUNITIES VISION PARTICIPANTS**

Green Communities Project Steering Committee

Steering Committee members received periodic reports on Stakeholders' progress, and many also participated as Stakeholders.

Ron Banford, Chair, Planning Commission, Village of University Park
Dennis J. Baran, President, Village of Peotone
Ron Bean, Executive Director, South Metro Regional Leadership Center
Ty Bell, Chair, Planning Commission, Village of Monee
Dr. Stuart Fagan, President, Governors State University
George Grey, Village Administrator, Village of Peotone
Michael Grubermann, Village Manager, Village of Monee
Senator Debbie Halvorson, Illinois Senate District 40
Dr. Peter March, Chair, Planning and zoning commission, Village of Peotone
Al McCowan, President, Village of Univeristy Park
Timothy P. O'Donnell, President, Village of Monee
Edward W. Paesel, Executive Director, south Suburban Mayors and Managers Association
Steven A. Quigley, Executive Director, will County Governmental League
Representative George F. Scully, Jr., House District 80
Elbert Shaw, Village Administrator, Village of University Park
Tyson Warner, Planning Director, will County Land Use Department
Michael Wortham, Assistant to the President, Governors State University

Granting Agency

Illinois Environmental Protection Agency

Participating Governmental Agencies

Village of Monee, Lead Agency
Village of Peotone, Partnering Agency
Village of University Park, Partnering Agency
Governors State University, Partnering Agency



Green Communities Project Staff

Efraim Gil, Gil and Associates, Inc., Project Director
Dr. Robert Mark, Visioning Facilitator
Enid Gil, Gil and Associates, Inc., Researcher/Writer
William Sawyer, Gil and Associates, Inc., Website Development and Activities Coordinator.

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PURPOSE

The Green Communities Project was funded by the Illinois Environmental Protection Agency to address the environmental concerns of the region located at the entry side of the proposed Peotone airport, as well as projected increased growth and development in that area. The Village of Monee was the Lead Agency, and its Partnering Organizations were the Villages of Peotone and the University Park, and Governors State University. Stakeholders Groups, made up of area residents, representatives of government agencies and local officials, met over the past year to develop a Green Vision and a Green Communities Plan for the region. The Green Vision Plan balances the projected growth and development of the entry-side to the proposed Peotone airport with measures to maintain a high degree of environmental quality in the area.

ISSUES

Green Communities Stakeholders examined several issues relating to maintaining environmental quality in a rapidly developing area, with or without the airport. In either case, extensive growth is projected for this region. In the case of airport development, experience shows that the most intense development occurs at the entry side of the airport. Similarly, intense development is expected at the entry side of the Peotone airport. In addition, the municipalities and the University are currently surrounded by open space and farmland, with creeks and nature preserves that should be protected to the greatest extent possible. The challenge is to preserve open space, air quality and the management of stormwater runoff, floodplain management, and to develop accessible recreational facilities in the midst of a rapidly developing region. Consequently, it is important to engage in measures to preserve open space and environmental quality at the entry-side of the airport.

Stakeholders discussed issues of transportation, ecology, recreation, development and education of residents about the purpose of the Green Communities Project and its concerns. They analyzed possible sources and amounts of water that would be required by the airport, the return of water to its source in its original condition, aquifer recharge, environmentally friendly measures for handling runoff and pollutants and the disruption of streams. Stakeholders also discussed maintaining wetlands, prairie, forests and agricultural land uses. Transportation issues

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centered on continued access throughout the area in view of the roads that would be cut off by the airport, bike and walking trails, public transportation, rail and bus, and handling of construction traffic on existing roads during the airport building process.

The discussion of issues laid the groundwork for the development of the Mission, Goals, Objectives and Strategies and the Overall Implementation Strategy which are the heart of the Green Communities Vision. The Vision is organized in the following manner:

1. Introduction including the Purpose and Issues
2. Mission Statement
3. Goals and Objectives
4. Strategies (the Action Plan, provided for each Objective)
5. Overall Implementation Process
6. Appendix A: Letter to FAA
Appendix B: Description of Communities
Appendix C: Visioning Process
Appendix D: Glossary

MISSION STATEMENT

**TO PROMOTE AND IMPLEMENT AN
ENVIRONMENTALLY FRIENDLY PLAN
FOR TRANSPORTATION, LAND USE
AND QUALITY OF LIFE WITH CONCERN
FOR THE ECOSYSTEM AND CONSERVATION
INCLUDING INFRASTRUCTURE AND
PRESERVATION OF NATURAL RESOURCES,
WHILE RECOGNIZING THE NEED
FOR SUSTAINABLE DEVELOPMENT
WITHIN THE BOUNDARIES OF THE
GREEN COMMUNITIES VISION**

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Based on the Mission Statement, Stakeholders developed goals and objectives for the following categories: Transportation, Natural Resources, Recreation, Development, and Education.

TRANSPORTATION

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GOAL 1: PROMOTE ENVIRONMENTALLY FRIENDLY ROADS

**OBJECTIVE A: IMPROVE THE FLOW OF TRAFFIC WITHIN AND AROUND
THE MUNICIPALITIES**

- STRATEGIES:**
- 1. Encourage the provision of strobe or flashing lights to warn motorists of approaching emergency vehicles**
 - 2. Incorporate In-pavement lighting at cross-walks and in school zones**
 - 3. Promote the establishment of truck routes by the State**
 - 4. Restrict truck traffic during morning and afternoon rush hours.**
 - 5. Create additional walking and bicycle paths**

OBJECTIVE B: CONTROL ACCESS TO MAIN ROADS

- STRATEGIES:**
- 1. Provide weight limit signs and one-way roads to restrict access to main roads**
 - 2. Create frontage roads wherever feasible**
 - 3. Place traffic lights at main intersections and highways with heavy cross traffic**
 - 4. Encourage municipalities to include access regulations in local ordinances**

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OBJECTIVE C: ENFORCE ROAD AND LANE LIMITS AND USES

- STRATEGIES:**
- 1. Encourage IDOT, and State and local police to promote enforcement of car pool lanes, restricted truck lanes, and weight limit roads**
 - 2. Create bicycle lanes on existing roads**

GOAL 2: INCREASE PUBLIC TRANSPORTATION SERVICES

OBJECTIVE A: EXTEND PUBLIC RAIL TRANSPORTATION TO ACCOMMODATE THE AIRPORT AND SURROUNDING COMMUNITIES

- STRATEGIES:**
- 1. Extend commuter rail south to Kankakee**
 - 2. Extend AmTrak to provide airport service**

OBJECTIVE B: DEVELOP A PLAN TO ACCOMMODATE INCREASED TRAFFIC THROUGH IMPROVED PUBLIC TRANSPORTATION SERVICES

- STRATEGIES:**
- 1. Provide regional parking for car pools**
 - 2. Encourage the State to establish special lanes for car pools**
 - 3. Provide parking lots with monorails to all airport terminals**
 - 4. Encourage the Airport Authority to explore possibilities for increasing airport safety in delivery of materials to the airport**

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OBJECTIVE C: EVALUATE NEED FOR SENIOR PUBLIC TRANSPORTATION

- STRATEGIES:**
- 1. Encourage the Senior Centers to increase bus service as needed**
 - 2. Work with County and local governments to assist Senior Centers in providing adequate transportation**

GOAL 3: PROMOTE PUBLIC TRANSPORTATION

OBJECTIVE: IMPROVE PUBLIC TRANSPORTATION FACILITIES

- STRATEGIES:**
- 1. Provide properly lighted and heated shelters for Commuters**
 - 2. Accommodate handicapped persons and senior citizens on all public transportation modes and stations**
 - 3. Provide special parking areas for shuttle cars to transport people between the airport terminals and the rail stations**
 - 4. Provide appropriate and handicapped accessible shuttle cars**
 - 5. Add bicycle carriers on public transportation**
 - 6. Add secured bicycle racks at public transportation stations**

NATURAL RESOURCES

GOAL 1: PROTECT GROUND WATER RESOURCES

OBJECTIVE A: MAINTAIN AND RESTORE WETLANDS

- STRATEGIES:**
- 1. Encourage the State to mitigate all wetland impacts by the airport within or immediately adjacent to the "full build-out" facility boundary**
 - 2. Revise Municipal and County ordinances to require wetland mitigation within the same watershed in which the wetlands have been impacted**
 - 3. Encourage the use of watershed mapping tool at <http://space4.itcs.uiuc.edu/~website/rmms>**
AGFC31-AGELON RMMS.ILLINOIS.EDU/

OBJECTIVE B: PROVIDE TAX CREDITS FOR RESTORING OR ESTABLISHING WETLANDS

- STRATEGIES:**
- 1. Include natural stormwater management elements as green infrastructure in Tax Increment Finance Districts**
 - 2. Establish public or private wetland mitigation banks for impacts within the same watershed**
 - 3. Promote development of a Conservation Easement Program by agencies and not-for-profit organizations**

OBJECTIVE C: DEVELOP GROUNDWATER RESOURCES

- STRATEGIES:**
- 1. Encourage Airport Authority, municipalities and The County to acquire land for restoration of wetlands**

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- 2. Revise Municipal and County Plans to promote the utilization of artificial wetland bio-filters to polish effluent water quality from public or private utility water treatment facilities prior to outlet into waterways or natural wetlands**
- 3. Revise Subdivision Ordinances to provide options for wet-bottomed stormwater detention facilities using native wetland vegetation and other Best Management Practices in residential, commercial and industrial developments.**
- 4. Local government should work together to form a Groundwater Guardian Community.**

GOAL 2: MAINTAIN AND DEVELOP NATURAL RESOURCES

OBJECTIVE A IDENTIFY, PROTECT AND DEVELOP PRAIRIE AREAS

STRATEGIES:

- 1. Encourage Public agencies to cooperate with private associations for land preservation to acquire prairie land for restoration of prairies**
- 2. Encourage the use of native prairie vegetation in industrial, commercial and governmental landscaping, drainage buffers**
- 3. Encourage State, County and local highway departments to use prairie wildflower plants along roadsides**
- 4. Encourage drainage districts to promote and develop buffer prairie strips in accordance with guidelines established by Will-South Cook Soil and Water District**

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OBJECTIVE B: IDENTIFY, PROTECT AND RESTORE FORESTED AREAS

- STRATEGIES:**
1. Promote land acquisition and restoration of forested areas by forest preserve districts.
 2. Encourage developers to protect and buffer woodlands, savanna, riparian and fence-row treelines
 3. Encourage adoption of tree preservation ordinances by municipalities and the County
 4. Encourage the County and municipalities to participate in the Tree City Program
 5. Encourage the Airport Authority to minimize airport related tree removal, or when preservation is impossible, to mitigate tree loss locally
 6. Encourage Municipal and County Plans to promote replacement of trees destroyed in development within the Green Communities boundaries
 7. Work with farm and soil agencies to promote reforestation of buffer zones along water ways where appropriate

OBJECTIVE C: DEVELOP CONNECTION OF WATERWAYS

- STRATEGIES:**
1. Encourage the Airport Authority to provide four connected perimeter lakes connected to the Drainage District at Walnut Creek, Exline Slough, Marshall Slough and Rock Creek, connected by a canoe path to accommodate

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storm water runoff from the airport and other developments, as indicated on the Green Communities Proposed Land Use Map.

- 2. Include linkages between waterways by including green belts and/or trail connections in all municipal and County plans**
- 3. Protect the perimeter lakes and water connections by public acquisition or developer set-asides**

OBJECTIVE D: DEVELOP CONNECTION OF GREENSPACE

- STRATEGIES:**
- 1. Include plans to remove gaps in greenways or to connect existing public open space in all municipal and County comprehensive plans**
 - 2. Protect greenways by public acquisition or developer set-asides**

GOAL 3: PROTECT AGRICULTURAL AND CULTURAL RESOURCES

OBJECTIVE A: PROMOTE CONSERVATION EASEMENTS ON FARMLAND

- STRATEGIES:**
- 1. Encourage Intergovernmental partnership between the Will/South Cook Soil and Water Conservation District, the Airport Authority and Will County and municipalities within the Green Communities boundaries to develop, fund, and implement an agricultural conservation easement program to**

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protect significant, sensitive or highly erodable soils and farmland to promote the continuation of farming in the area

- 2. Encourage the purchase of development rights funded from the sale of farmland for development**
- 3. Encourage the establishment of a Conservation Reserve Program (CRP) to include reforestation, stream bank stabilization projects and other governmental programs**

OBJECTIVE B:

DEVELOP AND IMPLEMENT POLICIES FOR PRESERVATION OF AGRICULTURAL LAND

STRATEGIES:

- 1. Strengthen and enforce soil erosion control ordinances**
- 2. Protect functionality and quality of water and drainage resources and infrastructure**
- 3. Educate new residents and other landowners, recreation enthusiasts and others about agricultural practices, trespassing, nuisance complaints, right-to-farm, vandalism and other issues utilizing brochures and restrictive covenants in new developments adjacent to or within agricultural areas**
- 4. Encourage cooperation between policing agencies and landowners to protect crops and soils from off-road recreational activities and other forms of trespass**

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- 5. Encourage municipalities and the County to preserve agricultural zoning in the area for as long as possible**
- 6. Encourage municipalities and the County to adopt a minimum acreage for agricultural zoning**
- 7. Create sub-soil conservation districts to address local environmental issues**

OBJECTIVE C: DEVELOP POLICIES FOR AGRICULTURAL ECONOMIC DEVELOPMENT

STRATEGIES:

- 1. Promote agri-business concerns by municipal economic development personnel, local chambers of commerce and other similar programs**
- 2. Provide incentives to promote equestrian businesses and recreational opportunities**
- 3. Promote and encourage diversified agri-business such as produce farms, organic crops, alternative crops and livestock**
- 4. Encourage intergovernmental and public/private partnerships to develop and promote an agri-tourism plan for the area**
- 5. Encourage private, not-for-profit, or public ownership and operation of an agricultural history and/or science museum or other education facility**

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OBJECTIVE D: PRESERVE CULTURAL AND ARCHAEOLOGICAL RESOURCES

- STRATEGIES:**
- 1. Identify farms, structures and landscapes of historic and/or social significance by a partnership between the municipalities, IDOT and the Will County Historic Preservation Commission.**
 - 2. Establish, by ordinance, an Historic Preservation Commission in each municipality**
 - 3. Identify eligible historic structures, farmsteads, landscapes, and historic or pre-historic archaeological sites for County or Municipal Landmark Status**
 - 4. Encourage the State to conduct a detailed archaeological investigation of every portion within the full build-out facility boundary of the proposed airport**

RECREATION

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GOAL 1: PROVIDE RECREATIONAL TRAILS

OBJECTIVE A: INTERCONNECT AND EXPAND TRAIL SYSTEM TO INCLUDE CANOE PATHS, BICYCLE PATHS AND WALKING TRAILS WHERE FEASIBLE

- STRATEGIES:**
- 1. Promote the development of a multi-use Trail System, including bike paths, in Eastern Will County in line with Will County's "Open Space Element" of The Land Resource Management Plan**
 - 2. Develop walking trails**
 - 3. Develop bike paths**
 - 4. Develop Canoe paths**
 - 5. Acquire existing utility and abandoned railroad right-of-ways and public roads for the trail systems**
 - 6. Work with appropriate roadway authority to locate trails within the right-of-ways**
 - 7. Connect recreation areas with the walking and bicycle paths**
 - 8. Encourage municipalities and the County to update comprehensive plans to recommend trail development**
 - 9. Encourage developers to provide trails in any new plan**

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- 10. Encourage municipalities and the County to provide incentives for building trails**
- 11. Encourage the Airport Authority, municipalities and the County to develop trails along waterways and to acquire the appropriate rights-of-way**

**OBJECTIVE B: CONNECT ALL BICYCLE AND WALKING PATHS
WHEREVER FEASIBLE AROUND THE AIRPORT PERIMETER**

- STRATEGIES:**
- 1. Identify areas where such connections are feasible**
 - 2. Explore methods of design and construction**
 - 3. Explore sources of funding**

**OBJECTIVE C: COORDINATE SECURITY OF THE TRAIL SYSTEM
UTILIZING AVAILABLE TECHNOLOGY TO PROVIDE
PERSONAL SECURITY AND TO MEET HOMELAND
SECURITY GUIDELINES**

- STRATEGIES:**
- 1. Identify Homeland Security guidelines applicable to the airport perimeter**
 - 2. Identify available technology for provision of personal security along trails**
 - 3. Identify commonly used and feasible methods of financing personal security on trails**
 - 4. Work with Homeland Security In the trail planning phase**

GOAL 2: DEVELOP RECREATION AREAS

OBJECTIVE A: CREATE A REGIONAL PARK DISTRICT

STRATEGIES:

- 1. Identify areas appropriate for the location of additional parks in the region**
- 2. Discuss with existing park districts the feasibility of developing a regional park district**
- 3. Coordinate the development of a Regional Park District between municipalities, the County, Governors State University and existing park districts**

OBJECTIVE B: PROVIDE A VARIETY OF RECREATIONAL SERVICES

STRATEGIES:

- 1. Develop an outdoor amphitheater**
- 2. Provide recreation areas**
- 3. Provide for non-motor boating on perimeter lakes**
- 4. Develop children's parks and picnic areas**

DEVELOPMENT

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GOAL 1: CREATE REGIONAL TAX AUTHORITY

OBJECTIVE A: ESTABLISH A REGIONAL DEVELOPMENT DISTRICT WITH TAXING AUTHORITY

- STRATEGIES:**
- 1. Create a Comprehensive Development Plan for the Green Communities area**
 - 2. Devise a system for dividing tax revenue among the surrounding Villages within the development area**
 - 3. Promote cooperation among Villages, Governors State University and Will County regarding commercial development**

GOAL 2: PROMOTE OPEN DEVELOPMENT

OBJECTIVE A: ENCOURAGE COMPATIBLE ZONING CLASSIFICATIONS BETWEEN THE AUTHORITY AND COMMUNITIES

- STRATEGIES**
- 1. Incorporate surrounding communities' comprehensive plans into the Comprehensive Development Plan for the Green Communities area**
 - 2. Use the Comprehensive Development Plan as the basis for the development of compatible zoning for the Green Communities area**

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OBJECTIVE B: IDENTIFY AND RESERVE SENSITIVE AREAS

- STRATEGIES:**
- 1. Identify sensitive areas**
 - 2. Encourage municipalities and the County to pass ordinances that limit and/or prohibit development in sensitive areas**

OBJECTIVE C: ENCOURAGE GREEN DEVELOPMENT

- STRATEGIES:**
- 1. Encourage Villages and the County to revise ordinances to make green development the preferred development**
 - 2. Provide density bonuses for all types of green development**
 - 3. Provide tax incentives for all types of green development**
 - 4. Encourage the Villages and the County to revise comprehensive plans to make cluster development the preferred form of development**
 - 5. Encourage the Villages and the County to revise zoning ordinances to make cluster development more attractive to developers**

OBJECTIVE D: ENCOURAGE SIMILAR DESIGN STANDARDS FOR DEVELOPMENT TO PROMOTE MINIMAL IMPACT

- STRATEGIES:**
- 1. Encourage the Villages and the county to adopt design guidelines that provide uniform standards throughout the development area**

- 2. Encourage the Villages and the County to regulate new development requiring developers to provide sufficient quantities of high quality open space**

OBJECTIVE E: AVOID URBAN SPRAWL

- STRATEGIES:**
- 1. In the regional development plan, promote Infill development, contiguous development, and rehabilitation of existing housing and other building stock**
 - 2. Promote concentration of commercial development in designated commercial areas**
 - 3. Encourage Villages and the County to avoid creating corridors of commercial development along the roads**
 - 4. Encourage Villages and the County to limit strip malls**

GOAL 3: PROTECT AGAINST NOISE POLLUTION

OBJECTIVE A: PROTECT THE RESIDENTS IN THE AREA SURROUNDING THE AIRPORT FROM EXCESSIVE NOISE POLLUTION

- STRATEGIES:**
- 1. Create green buffer zones, including trees and bushes, as part of the regional development plan**

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- 2. Encourage the airport authority to create controlled noise zones within the airport footprint**
- 3. Encourage the airport authority to control over-flight patterns over existing and planned future residential areas**
- 4. Encourage the airport authority to institute vehicular traffic controls**
- 5. Encourage the airport authority to institute construction noise control measures**
- 6. Encourage the airport authority to control speed of takeoff to reduce noise**
- 7. Coordinate with the airport authorities policies for soundproofing buildings and homes where needed**

GOAL 4: IMPROVE SEWER AND WATER

OBJECTIVE A: MITIGATE ANY NEGATIVE EFFECTS ON SEWER AND WATER IN THE REGION THAT MIGHT RESULT FROM DEVELOPMENT OF THE AIRPORT

STRATEGIES:

- 1. Create a Regional Sanitary District**
- 2. Develop policies aimed at replenishing and protecting the aquifer**
- 3. Provide appropriate storm water control and treatment**

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- 4. Encourage the airport authority to ensure the natural flow of streams during construction of the proposed airport**
- 5. Replace water used for airport operations with treated sanitary water and return water close to its point of removal**

EDUCATION

**GOAL 1: EDUCATE COMMUNITIES ABOUT THE GREEN
COMMUNITIES VISION**

**OBJECTIVE A: DEVELOP THE APPROPRIATE TOOLS TO EDUCATE
COMMUNITIES ABOUT THE GREEN COMMUNITIES VISION**

- STRATEGIES:**
- 1. Make copies of plan available to high schools, libraries, and environmental agencies**
 - 2. Work with the regional development district to develop brochure/handout**
 - 3. Educate teams to present the Green Communities Plan on local cable and on any other public access available**
 - 4. Present plans to schools and encourage the teachers to support the Green Communities Plan by classroom discussion and sending materials home with students**
 - 5. Supply newspapers with Green Communities project plans and have periodic updates**
 - 6. Publish and circulate a newsletter about Green Communities Activities**
 - 7. Place Green Communities Information on bulletin boards in train stations and update periodically**
 - 8. Prepare educational materials in cooperation with other agencies such as the University of Illinois Extension Service.**

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- 9. Present programs that will attract bird watchers, fishermen, conservation groups and others interested in preservation of the environment**
- 10. Present programs on the use of the watershed mapping tool at
<http://space1.itcs.uiuc.edu/website/rmms>**
- 11. Present programs to encourage understanding of groundwater resources utilizing resources such as the Groundwater Foundation at
www.groundwater.org**

OVERALL IMPLEMENTATION STRATEGY

**GREEN COMMUNITIES VISION
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In order for this Vision to be implemented, the following process will be followed:

- 1. Approval of the Green Communities Vision by the Stakeholders Group**
- 2. Approval of the Green Communities Vision by resolution of the Villages of Monee, Peotone and University Park, Governors State University and Will County**
- 3. Request for approval of the Green Communities Vision by Northeastern Illinois Planning Commission (NIPC), Illinois Department of Transportation (IDOT) and Chicago Area Transportation Study (CATS).**
- 4. Negotiations and adoption of an intergovernmental agreement to create an Oversight Committee charged with implementation of the Green Communities Vision. Parties to the intergovernmental agreement would include the Villages of Monee, Peotone and University Park, Governors State University and Will County and the Will County Forest Preserve District. Other governmental entities could be added as needed.**
- 5. The appointment of representatives to the Oversight Committee from the parties to the intergovernmental agreement.**
- 6. Definition of the responsibilities of the Oversight Committee.**

APPENDICES

- APPENDIX A: LETTER TO FAA**
- APPENDIX B: COMMUNITY DESCRIPTIONS**
- APPENDIX C: VISIONING PROCESS**
- APPENDIX D: GLOSSARY**

**GREEN COMMUNITIES PLAN
JUNE 2004
APPENDIX A: LETTER TO FAA**

November 18, 2003

**Mr. Denis R. Rewerts
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, Illinois 60018**

Dear Mr. Rewerts:

The following is a "written scoping comment" to be entered in the official EIS record, as part of the South Suburban Inaugural Airport EIS process.

The Green Communities Project is funded by the Illinois Environmental Protection Agency to address the environmental concerns of the area in the face of increased growth and development, and to balance the projected growth and development of the entry-side to the South Suburban Airport with measures that will maintain an inter-linking system of green open spaces and a high degree of environmental quality. The Green Communities Project's purpose is to provide a plan for maintaining green space in the region bordered by Governors State University and University Park on the north, IL45 on the west, the Will/Kankakee County Line on the south and the boundaries of the South Suburban Airport on the east.

The Green Communities Project is headed by the Village of Monee, in association with the Villages of Peotone and University Park, and Governors State University. Stakeholders, meeting over the past year to develop the Green Communities Project Plan, include representatives of the Villages of Monee, Peotone and University Park, Governors State University, Will County Land Use Department, Forest Preserve District of Will County, Will County Governmental League, Will/South Cook Soil and Water District, and residents from the area. The Steering Committee of the Green Communities Project

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APPENDIX A: LETTER TO FAA**

includes representatives from the South Suburban Mayors and Managers Association, Chicago Southland Alliance, South Metropolitan Regional Leadership Center, Senator Debbie Halvorson, Representative John Phillip Novak, Representative George F. Scully, Jr., and representatives from the Villages of Monee, Peotone, University Park and Governors State University.

If the South Suburban Airport is built as proposed, the Green Communities Project green space planning area will include the land on the entrance side of the airport. Thus, the Green Communities Project Stakeholders have the following comments to make, and questions that they would like the FAA Environmental Impact Assessment, Tier 2, to address:

1. The primary goal of the Green Communities Stakeholders is the **development of a green area along the perimeter of the airport** which contains walking paths, bike trails and other environmental amenities, linking greenspaces throughout the area and connecting to paths within the surrounding municipalities. The purpose is to maintain some of the beauty of the natural area, and to provide a physical environment that promotes air and water quality through careful use of regional plants and environmentally friendly construction of paths.

Since post-9/11 security requires a completely fenced area around the perimeter of the airport footprint, it is our understanding that green space within the footprint would not be accessible to the public. Given this, the use of the area immediately outside of the fenced area as a green area would prevent communities from losing important recreational space. **Therefore, the Stakeholders recommend that a green space area in the 1-mile buffer zone around the perimeter of the airport, outside of the footprint, be included as an integral part of the environmental contingencies of airport development.**

2. The Green Communities Stakeholders have several questions about **water quality**:

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APPENDIX A: LETTER TO FAA**

- (1) **How much water** will the ongoing operations of the South Suburban Airport use per day?
 - (2) **What is the source of the water** to be used by the South Suburban Airport for both construction and ongoing operations?
 - (3) **How will water be returned to its source** in the condition that it was taken?
 - (4) How will the measures instituted to handle storm water runoff contribute to **aquifer recharge**?
 - (5) How will the water used for ongoing operations be **treated to remove pollutants** before it is returned to its source?
 - (6) Will storm water runoff be handled with **environmentally friendly** measures such as wetlands, vegetated swales and other measures designed to recharge the aquifer with clean water?
 - (7) How will **solid waste** generated by ongoing operations be handled?
3. The Green Communities Stakeholders strongly recommend that the guarantees of water quality (e.g., source, return, treatment to remove pollutants, aquifer recharge) be **in place and legally binding prior to the start** of construction of the first phase of the airport.
4. The Green Communities Stakeholders have questions about **noise pollution** potentially rendering existing communities unlivable.
- (1) Will there be any **control over hours of operation or rate of climb** in order to reduce the noise pollution?
 - (2) Will there be any program of **soundproofing** existing buildings most affected by the fly overs?

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APPENDIX A: LETTER TO FAA**

5. What is the plan for mitigating the **roads and streams that will be cut off by the airport?** The streams are an important part of existing watersheds as well as providing environmental amenities to the region. There are already insufficient east-west transportation routes and further interruption of these roads would cause traffic congestion as well as increased economic hardship in the region.
6. What is the plan for providing bike trails for rural roads affected by an increased traffic load that are currently used by cross-country bicyclists?
7. What is the plan for handling construction traffic in the area? It is important not to overload existing streets and municipalities with construction traffic that can cause economic hardship and environmental damage in the region?
8. What are the plans to control building and land use in the area beyond the footprint? What role will Municipal Planning and Zoning play?
9. What are the plans for the area within the airport footprint? Are there any plans to use the land within the footprint for genetically engineered agriculture ventures? If so, how will farms in the surrounding area be protected from air-borne contamination of their crops and resulting seeds?
10. Who is the Airport Authority? How will the Authority be chosen? By whom will the Airport Authority be chosen?

The Green Communities Project Stakeholders urge that **the area of the perimeter of the airport, immediately outside of the airport fence, be designated as a green space** for both recreational and environmental reasons, as described above.

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APPENDIX A: LETTER TO FAA**

In addition, the Green Communities Project Stakeholders further urge that **within the footprint of the airport, the destruction of wetlands, floodplains, streams and natural plants resulting from construction of the area on this site be limited to the maximum extent possible through the use of conservation design methods.**

Sincerely,

Efrain Gil
Project Director

**GREEN COMMUNITIES PLAN
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APPENDIX B: COMMUNITY DESCRIPTIONS**

The Village of Monee

The Village of Monee, the lead agency for the Green Communities Program, is centrally located between Governors State University, University Park and Peotone. The village of Monee is located in Monee Township in eastern Will County, approximately twelve (12) miles west of the Indiana State line. The Village is thirty (30) miles south of the Chicago Loop, and is located on Interstate 57, the main highway between Chicago and Champaign-Urana and points south. In addition, Monee is located on the Illinois Central Railroad, though there is no longer a depot in the Village. The Village is located on the east and west sides of Illinois Route 50, a major north-south state highway. The Monee area is characterized by a gently sloping landscape. The Village itself occupies a small plateau, nearly eight hundred (800) feet above sea level, atop a triple drainage divide, with the result that streams in the area drain away to creeks to the west, south and northeast. The gently rolling terrain provides visual interest without imposing drawbacks to development. The Monee Reservoir, located to the south, was originally created to provide stream water for locomotives, and is fed by Rock Creek. To the east of Monee, a few depressions are present which catch and hold water intermittently where ponding occurs causing some cases of local flooding after heavy rains or snow melts. There are flood plains within the mile-and-a-half (1.5) planning area, to the west and south of the Village. The Village of Monee was incorporated in 1875. At first, the Village's population decreased to 400 residents by 1920, and then grew slowly to over one thousand forty-four (1,044) by 1990. At this point, the Monee area began to grow more rapidly, reaching one-thousand seven-hundred thirty-nine (1,739) by 1997 and two thousand nine hundred and twenty four (2,924) at the 2000 Census. **The Village of Monee is projected to grow by over 308% by the year 2020 with the location of the third airport at the Peotone site. Even without the airport, Monee is projected to grow by 222% by 2020.**

**GREEN COMMUNITIES PLAN
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APPENDIX B: COMMUNITY DESCRIPTIONS**

The Village of Peotone

The Village of Peotone is one of the partnering communities in this project, being located at the southern end of the region covered by this proposal. The Village of Peotone is located in Peotone and Will Townships, in southern Will County, approximately two (2) miles north of the Kankakee County line, six miles south of the Village of Monee. Peotone is located along Interstate 57, a major north-south highway that connects to Interstate 94 to the north and is the main highway between Chicago and Champaign, Urbana, and points south. Illinois Route 50, a north-south route, cuts through the Village connecting Peotone to the Villages of Monee and University Park in the north and Manteno, Bradley, Bourbonnais and the City of Kankakee in the south. The Illinois Central Railroad tracks run through town, west of IL50. Thus, the Village of Peotone is accessible from both north and south points within the region. The Village of Peotone was incorporated in 1869. The population has grown slowly and steadily since that point, reaching one thousand seven hundred eighty-eight (1,78) by 1960, two thousand four hundred seventy-four (2,474) in 1975, and two thousand nine hundred forty-seven (2,947) by 1990. The Village began to grow at this point, reaching three thousand three hundred eighty-five (3,385) by the 2000 Census. **The Village of Peotone is projected to grow by over 130% by the year 2020 with the location of the third airport at the Peotone site, and by 91% without the airport.**

The Village of University Park

The Village of University Park is one of the partnering communities in this proposal. University Park is located in northeastern Will County, immediately adjacent to Interstate 57 which connects to Interstate 80-94, the major east-west highway, and Interstate 394. Illinois Route 50 runs through the Village. As a planned, community, University Park was designed with tree-lined streets and neighborhood parks. The Village is surrounded by forest preserves, a lake, farmland, bike paths and hiking trails. The Village of University Park was founded in 1967 as a planned community. In 1984, the Village changed its name from Park Forest South to University Park to more accurately reflect the link to Governors State University and the Village's Industrial Park. In 1990, the

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population of the Village was six thousand two hundred and four (6,204). During the next ten years the population grew slowly reaching six thousand six hundred sixty-two (6,662) in the 2000 Census. **The Village of University Park is projected to grow by 320% with the location of the third airport at the Peotone site, and by 167% without the airport.**

Governors State University

Governors State University, located in the Village of University Park, is one of the partners in this proposal. Governors State University is located thirty (30) miles south of downtown Chicago, and is easily accessible by METRA commuter trains which stop at the University Park Station, served by a shuttle to the campus. Governors State University is accessible to Interstate 57 by either the Sauk Trail entrance to the north, or the Monee entrance to the south. Governors State University covers a seven hundred and fifty (750) acre area. Sited across the campus is the Nathan Manilow Sculpture Park, creating a large natural area surrounding the University buildings.

**GREEN COMMUNITIES VISION
JUNE 2004
APPENDIX C: VISIONING PROCESS**

INTRODUCTION

The Green Communities Program began by identifying the program participants, i.e., those individuals and/or organizations interested in working together to develop a "green" vision for the region to protect the environment and open space as the region grows and develops.

During 2003-2004, the participants attended both general and focused meetings to identify "green" issues, develop "green" goals and to form an ongoing working group to implement a Green Plan after the conclusion of the grant. The process was implemented by a Visioning Facilitator, a professional with expertise in working with diverse groups on consensus building, goal setting and team building.

The Stakeholders Group was the heart of the process. The Stakeholders Group consisted individuals from a variety of interests and areas within the region. They met at regularly scheduled times over the past year and a half to work with the Visioning Facilitator. The Stakeholders Group was responsible for identifying the Green Vision for the area, and goals, objectives and strategies for implementing that vision within the region. The Stakeholders Group provided an opportunity for area residents who were interested in local environmental issues and were willing to spend the time to participate in shaping the area's Green Vision.

The Steering Committee assisted in identifying potential Stakeholders in the beginning of the process, and were kept apprised of the Stakeholders progress. Several of the Steering Committee members are members of the Stakeholders Group. The Partnering Agencies are now primarily responsible for the ongoing work of implementing the resulting Green Plan.

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APPENDIX C: VISIONING PROCESS**

THE VISIONING PROCESS

The following describes each of the meetings in the Visioning process.

Introductory Meeting

This was a meeting to identify all interested stakeholders. The Introductory Meeting provided an opportunity for potential Stakeholders to learn about the project. At this meeting Stakeholders were encouraged to express their concerns and to learn about their responsibilities in the process.

The Introductory Meeting was held on March 6, 2003 at Governors State University.

Start-Up Meeting

The Start-Up Meeting focused on what each stakeholder group was thinking about. Because Stakeholders came from a variety of interests and groups, each Stakeholder expressed their concerns about the environment in light of development in the region. Stakeholders were encouraged to share their hopes for an ideal situation. The Start-Up Meeting discussion engaged Stakeholders in looking 20, 10 and 5 years ahead, and in thinking about what might have to happen in order to meet their different objectives. At the end of this meeting, Stakeholders formed subgroups for in-depth discussions.

The Start-Up Meeting was held on March 27, 2003 at Governors State University.

In-Depth Visioning Subgroups Meetings

The series of In-Depth Visioning Subgroups Meetings provided Stakeholders with opportunities for concentrated and intense discussions related to the future possibilities for the area. At these meetings, Stakeholders identified the issues

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APPENDIX C: VISIONING PROCESS**

they considered to be most important as well as a variety of possible activities they considered necessary for addressing these issues.

The In-Depth Visioning Subgroup meetings were held on April 3 and 10, May 8 and 29.

Stakeholders Meeting with Regional Planners

At the June 19, 2003 meeting, Stakeholders were addressed by a Panel of Planners, representatives of regional agencies influencing planning in the Green Communities region. These agencies included Northeast Illinois Planning Commission, Illinois Department of Transportation South Suburban Airport Project, Will County Land Use Commission and the Chicago Area Transportation Study. Each of the panel members presented their agency's plans for the area, bringing Stakeholders up to date about current and projected activity in the region.

Vision/Goals/Objectives/Strategies Meetings

The final set of Stakeholder meetings produced the Green Vision Plan. Starting in the Fall, Stakeholders met during October and November to develop the Vision/Mission of the Plan. Building on the Vision/Mission, Stakeholders developed the Goals and Objectives.

Stakeholders prepared a statement for presentation by the Visioner to the Federal Aviation Administration Phase II Public Hearing for the location of a third airport at Peotone, Illinois in December, 2003.

Stakeholders continued to meet in February, March and May to complete the Strategies for the Green Vision Plan. In June 2004, the final Green Vision Plan was presented to the public.

GREEN COMMUNITIES VISION

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APPENDIX D: GLOSSARY

AQUIFER. Sand, gravel, or other geologic materials capable of storing and transmitting significant quantities of water. In Illinois, aquifers are commonly found in bedrock (such as sandstone, dolomite and limestone) and/or in overlying unconsolidated deposits (such as sand and gravel).

BEST MANAGEMENT PRACTICES (BMP's). Pollution controls for non-point source pollution. The controls can include structural vegetative, or management systems to prevent water pollution originating from human activity.

BIO-FILTER. A vegetated, open channel designed specifically to treat and attenuate stormwater runoff for a specified water quality volume. Used as an alternative to traditional curb and gutter systems which move stormwater with virtually no treatment, they are designed with wide bottoms, gentle slopes and dense vegetation and hold stormwater flows for ten to twenty minutes to allow sediment and heavy particles to filter out. Also called grassed channels, dry swales, wet swales or vegetated swales.

BUFFER. An area that creates a transition to an area targeted for protection, including but not limited to, areas of predominantly deeply rooted native vegetated land adjacent to channels, wetlands or lakes for the purpose of stabilizing banks, reducing contaminants including sediments in storm water that flows to such areas.

CLUSTER DEVELOPMENT. A residential development design that groups new homes on part of the development parcel so that the remainder of the parcel can be preserved as unbuilt open space.

CONSERVATION EASEMENT. A documented agreement through which private landowners may voluntarily restrict their land from specific activities.

DENSITY BONUS. Provision of increased density in a residential development in return for provision of green infrastructure.

ECOSYSTEM. The interacting system of all living organisms and the physical environment in a geographic area. An ecosystem can be the entire biosphere, an ocean, or a parcel of land.

**GREEN COMMUNITIES VISION
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APPENDIX D: GLOSSARY**

FLOOD PLAIN. That land adjacent to a body of water with ground surface elevations at or below the 100-year frequency flood elevation.

GREEN DEVELOPMENT. Residential, commercial and industrial development which is designed to provide green infrastructure.

GREEN INFRASTRUCTURE. Features provided in an environmentally friendly development, including, but not limited to, stormwater management, wetland mitigation, multi-use trails, preservation of open space and maintenance of air quality,

GREENWAY. Linear corridors of green linking and providing connections to existing and proposed trails and other greenways.

INFILL DEVELOPMENT. Developing existing infrastructure (vacant lots and buildings) within the corporate limits rather than expanding the built area into open space and agricultural land.

OPEN SPACE. An area that is intended to provide light and air. Open space may include, but is not limited to, meadows, wooded areas and waterbodies.

OPEN SPACE, PUBLIC. Land unoccupied by structures, buildings, streets, rights of way and automobile parking lots and designed and/or intended for the use or enjoyment of residents and their guests of a development. Public open space may contain facilities for recreational use such as trails and walkways, but not buildings. Also known as common open space.

RIPARIAN ENVIRONMENT. Land bordering a waterway or wetland that provides habitat or amenities dependent on the proximity to water.

STORMWATER MANAGEMENT. The control of stormwater to minimize the detrimental effects of surface water runoff, utilizing both structural and non-structural measures to directly manage runoff as well as measures to protect natural water features such as streams, floodplains, lakes and wetlands.

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GOVERNORS STATE UNIVERSITY
UNIVERSITY PARK
IL 60466

WATERSHED. All of the area that drains to a particular stream or lake. It is also called a basin or catchment area.

WETLAND. The collective term for marshes, swamps, bogs, and similar areas found in flat vegetated areas, in depressions in the landscape, and between dry land and water along the edges of streams, rivers, lakes and coastlines.

WETLAND MITIGATION. Measures taken to compensate for wetland disturbances such as filing, dredging, draining, impoundment and vegetation removal. Mitigation measures include enhancement of existing wetlands (including the disturbed wetlands) and creation of new wetlands.

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