

2020 BRADLEY COMPREHENSIVE PLAN



Public Open Space along Kankakee River

Village of *Bradley*

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INTRODUCTION



East Broadway

Section 1

Comprehensive Plan Description

A comprehensive plan is the primary vision of the municipality adopted by ordinance and recognized by Illinois law. It is a tool to guide decisions regarding development and redevelopment using sound planning principles. A comprehensive plan is written in consideration of existing conditions, trends and proposed scenarios, establishing a blueprint for the future. It includes goals to achieve the municipality's vision, along with general policies that reinforce those goals.

The comprehensive plan process brings several benefits to the community. Data is collected to allow for a shared understanding and perspective of the community. It provides a shared understanding of community values so that a general consensus is achieved. The comprehensive plan process helps to set priorities. It also provides predictability and demonstrates Village commitment. This is important in drawing investment to the community.

The comprehensive plan process started with a survey of existing conditions and Village programs, traveling throughout the Village to observe all neighborhoods, reviewing reports and collecting data, and interviewing officials and staff in Bradley and Kankakee County. Public hearings were held in 2012 and 2013, including a charette to define and prioritize assets and challenges.



Public Open Space along the Kankakee River

Community Background

LOCATION

Bradley is a community of almost 16,000 people in 7.25 square miles located just south of the Chicago Metropolitan Area in the scenic Kankakee River Valley of Illinois. It is part of a larger urban area that includes the City of Kankakee and the Village of Bourbonnais in Kankakee County. These three communities are contiguous and function as one larger community in many ways, yet maintain their own individual identities.



DEMOGRAPHICS

Bradley's population was 12,784 in 2000 and increased 24.3% to 15,895 in 2010. This followed a relatively stagnant growth period between 1980 and 2000. Kankakee County's population was 103,833 in 2000 and 113,449 in 2010. When compared to statewide averages, Bradley had significant differences in the following areas:

Bradley had a faster population growth rate from 2000-2010—24.3% for Bradley and 3.3% for Illinois.

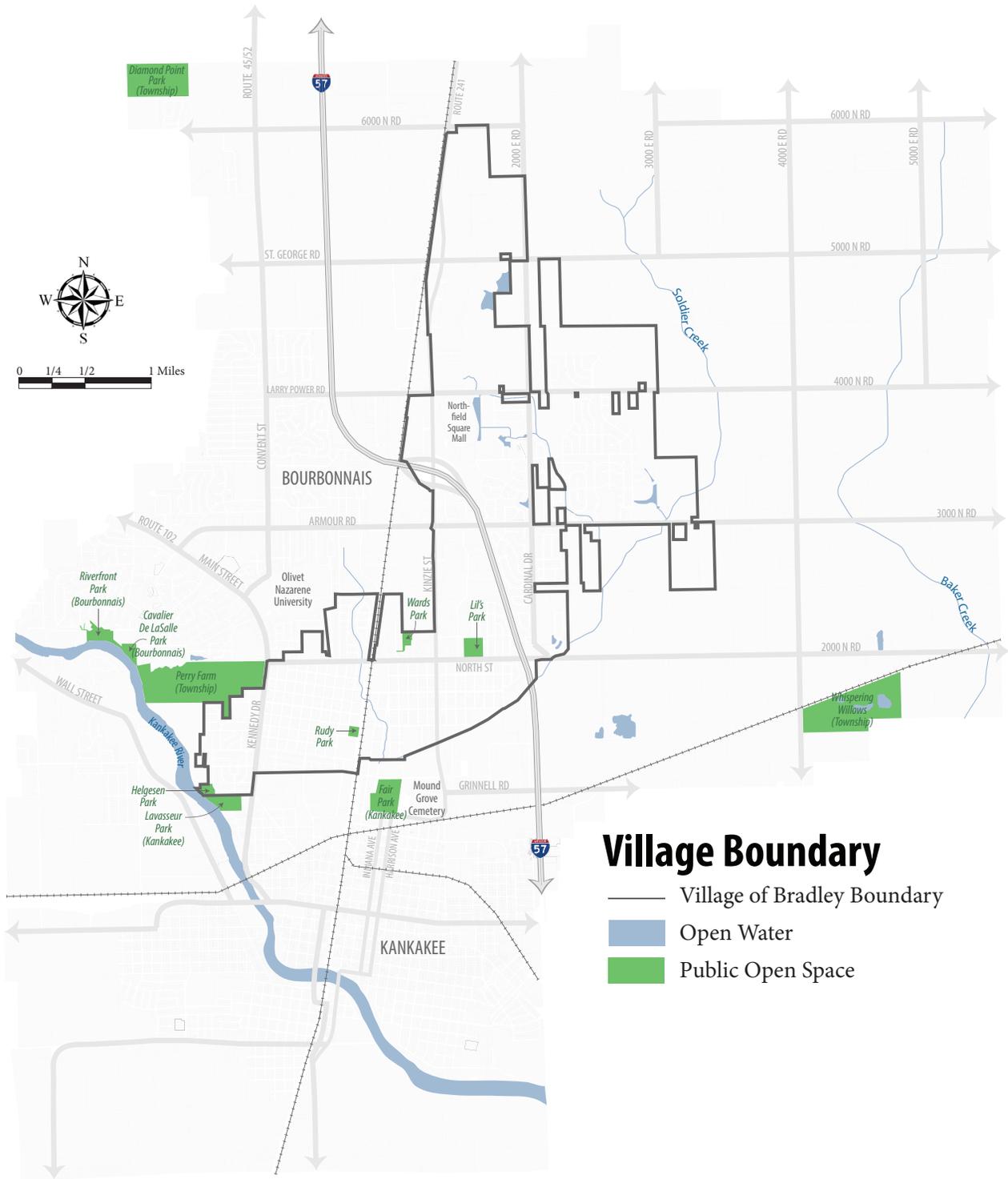
Bradley had a higher white percentage in 2010—87.3% for Bradley and 71.5% for Illinois. Bradley had less than half the population percentages for blacks, Asians, and Hispanics. The foreign-born percentage in Bradley is 1.5% vs. 13.6% for Illinois. Overall, the population is significantly less diverse than the state average, with native-born whites being the large majority.

Those holding a bachelor's degree or higher constitute 17% of Bradley residents, compared to 30.3% for Illinois.

The home ownership rate in Bradley is slightly lower than that for Illinois—64.9% vs. 69.2%. Yet the percent of housing units in multi-unit structures is only 22.5% in Bradley compared to 33% for Illinois, implying a significant number of single-family home rentals. The median home value of owner-occupied units is \$141,200 in Bradley compared to \$202,500 in Illinois. Median household income is \$49,222 in Bradley vs. \$55,735 in Illinois, yet the percentages below poverty level are 8.5% in Bradley and 12.6% in Illinois.

The older parts of Bradley have aging households and that trend is expected to continue while the newer areas will continue to attract younger families.

The largest ethnic background is German, followed by Irish, French, English and Polish. Newer ethnic groups include Mexican immigrants who have primarily settled in the older areas, many drawn here by local agribusiness. Also, African-Americans have recently settled in apartment areas near Northfield Square.



Community Background

HISTORY

The first Europeans arrived in the area in the 1670s and at that time the Illini and Miami Indians lived along the Kankakee River. In subsequent years the Kickapoo and Mascouten Indians were also in the region. Potawatomi Indians hunted along the river in the 1760s and by the 1770s, the Potawatami, Ottawa and Chippewa nations dominated the area. The last great Indian council was held in 1832 near the mouth of Rock Creek in present day Kankakee River State Park. This is an archaeological site of a Potawatomi village. Following the Black Hawk War of 1832, the Potawatomi ceded all of their land along the Kankakee and Illinois Rivers to the United States and most left the area to be replaced by European/American settlers.

Bourbonnais and Momence were the first established towns in the area, originally populated by French Canadian fur traders. French influence remained and today can be seen in the Letourneau House in neighboring Bourbonnais. Agriculture followed with settlers establishing farms and small towns. The Perry Farm, located adjacent to Bradley, includes a house and barn built in the 1830s.

The Illinois Central Railroad brought the first train to Kankakee County in 1853 and created the City of Kankakee. The early economy centered around a Kankakee River dam for milling of flour and then water power-based manufacturing. By the 1880s, Kankakee was a thriving city with hotels, an opera house and resorts along the Kankakee River. Two Frank Lloyd Wright homes, the Bradley House and the Hickox House, were completed in Kankakee in 1901.

Bradley was planned as a new industrial town for the Kankakee area along the Illinois Central Railroad, incorporating in 1892. The manufacture of furniture, farm implements and appliances dominated the early days. This manufacturing heritage has largely formed the Village's character as a productive, blue-collar town with strong unions. These unions contributed significantly to civic life with efforts such as building an open-air pavilion on the west side of Vasseur Avenue and sponsoring dance contests.

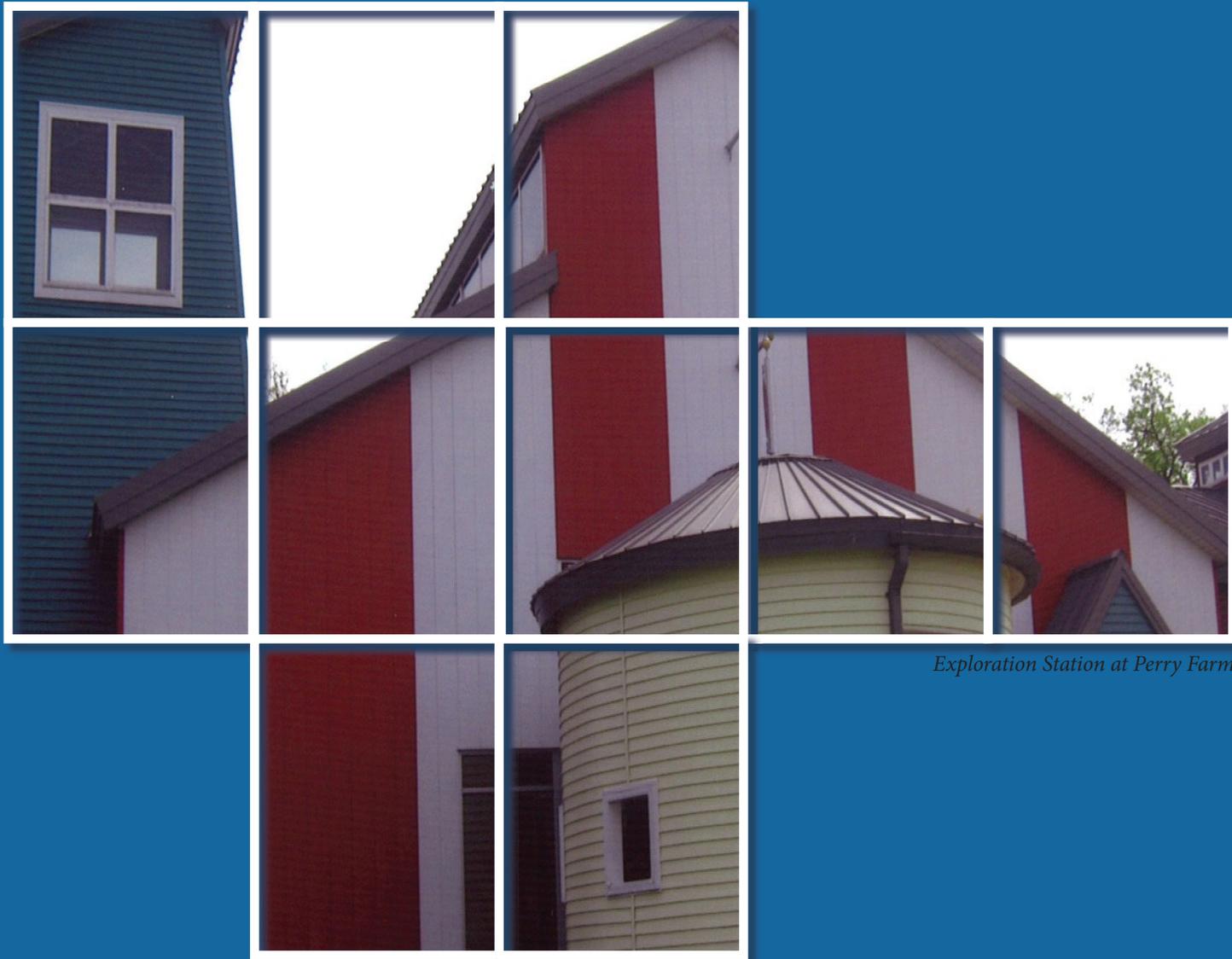
In the early 1900s, Kankakee's electric trolley system extended from downtown into Bradley via Schuyler and Broadway.

In the 1930s, the federal government employed local workers to build sidewalks, curbs and gutters, as well as improve Bradley's streets. Bradley has several Sears catalog homes built in the 1930s, including the Walter Brumitt home. The 1940s brought WWII-related increases in manufacturing and a housing boom. The late 1950s saw construction of a new Village Hall and library while flooding damaged the south side. Interstate 57 was built in the 1960s with an exit at Bradley's Kinzie Street. The 1980s saw the loss of major manufacturing employers Kroehler and Bradley-Roper, leading to high unemployment rates. In the 1990s the Northfield Square Mall opened and Village boundaries expanded with new subdivisions. Since the recession that began in 2008, Bradley has had little development activity.



The Bradley House, Frank Lloyd Wright

EXISTING NATURAL AND BUILT ENVIRONMENT



Exploration Station at Perry Farm

Section 2

Existing Natural Features

RIVERS AND CREEKS

Bradley is in a broad valley along the Kankakee River, a major river that drains 5,165 square miles in Illinois and Indiana. The Kankakee River originates near South Bend, Ind., and runs about 130 miles to Wilmington, Ill., where it joins the Des Plaines River to form the Illinois River. The river was largely channelized in Indiana in 1918 and a 400,000-acre wetland area called the Grand Kankakee Marsh was largely drained along with the channelization. (This has been called the “Everglades of the North”.) Despite the wetland draining and channelization in Indiana, the river in Illinois is relatively clean. In Illinois, the river mostly follows its natural meandering course and runs over bedrock with a thin layer of sand and gravel. The dam on the river in the City of Kankakee provides flood control and hydroelectric power. Kankakee River State Park, with thousands of acres of scenic woods and riverfront, is just west of Bradley.

Soldier Creek generally flows from the northeast to the southwest through Bradley to the Kankakee River in the City of Kankakee. It has been altered over the years by agricultural interests and a large percentage of its length has been changed from a meandering stream to channelized sections. Baker Creek is east of Soldier Creek and has a similar history, also flowing into the Kankakee River.

FLOODPLAIN

A mapped floodplain area runs through Bradley along the north branch of Soldier Creek on the west side of the Canadian National Railway tracks from the north end of the municipality about twelve blocks to Perry Street where it turns east under the tracks and widens south of Liberty Street. A retention pond was built in this area to minimize flooding. Beyond the municipal limits to the east, a very large floodplain exists along Soldier Creek south of Armour Road. Both Soldier Creek and Baker Creek have significant floodplain areas running the length of them. The Kankakee River at the west end of Bradley has a narrow floodplain area along its shore.

WETLANDS

The National Wetland Inventory Map shows several designated isolated wetlands located east of incorporated Bradley. The most significant wetlands in the region are east of Momence along the Kankakee River. A portion of them is protected in a State Natural Area. These wetlands help to protect the river’s water quality, which is important because this is Bradley’s water supply source. It is also the last remnant in Illinois of the Grand Kankakee Marsh.

TOPOGRAPHY

The U.S. Geological Survey maps show most of the terrain to be gently rolling to relatively level except for creek beds and related floodways. A significant drainage ridge is at approximately 6000E Road, where drainage flows generally to the east on the east side of the road.

Existing Natural Features

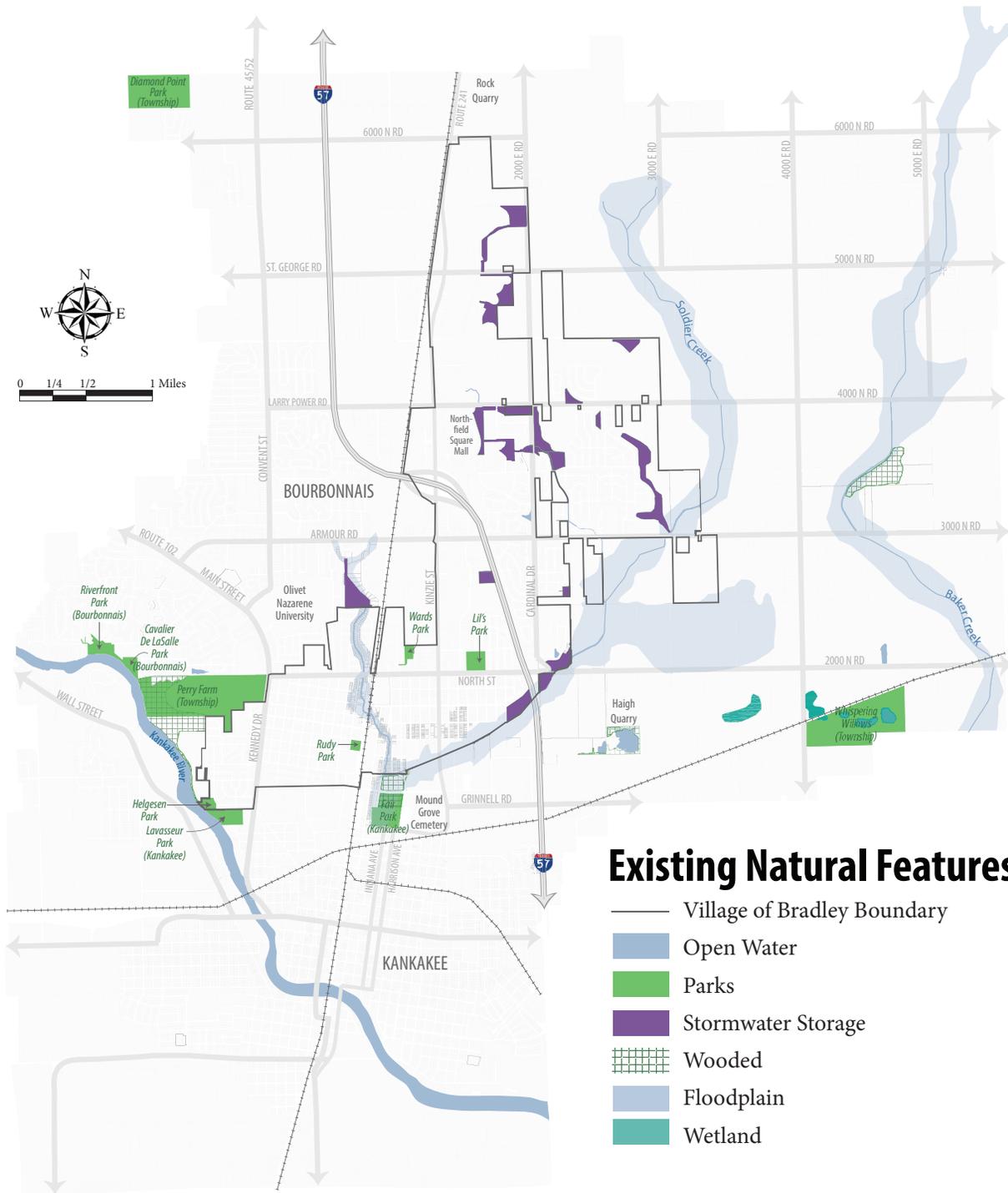
SOILS

Many of the soils of the Kankakee River Basin are well suited to agriculture, while others have serious limitations. Sandy soils in the area often provide fast drainage. Intensive management is required to maintain soil moisture, increase fertility, and minimize wind erosion. Thin, stony soils on bedrock are difficult to work and often suffer poor internal drainage. Thin, loessal soils on impermeable till have poor underdrainage and are subject to water erosion. Artificial drainage works have been required on significant acreage in the basin where the natural drainage system was poor. Ditches and field tiles have displaced large areas of wetlands and have converted these soils into excellent agricultural land. The area east of Bradley includes significant amounts of this prime agricultural land.

Some of the area's underlying limestone rock was mined and a legacy of this mining is the 12-acre Haigh Quarry now filled with water, just east of Bradley. An operating gravel pit is located on 6000N Road north of Bradley. Also, an area of dolomite limestone and small caves is preserved along Bourbonnais Creek in the Perry Farm.

WOODS

Wooded areas are relatively scarce away from the river since the area is agricultural. One wooded area is located north of Brookmont and east of Dearborn. It is bounded by Soldier Creek and the Norfolk Southern Railroad. There is another wooded area along Baker Creek north of Armour Road. The Village's parkway trees and public land trees vary in size and health. Some areas are lacking parkway trees.



Existing Land Use

Bradley is primarily a residential community with a significant industrial and retail base. The current land-use status will be examined. A major component of the comprehensive plan is the proposed land-use map. Land-use categories are defined as follows:

RESIDENTIAL

This category includes single-family detached houses, single-family attached houses (duplexes, rowhouses, townhomes) and multi-family housing (condominiums, apartments, senior housing).

COMMERCIAL

This category includes retail, office, restaurants, hotels, services and entertainment. Commercial/Residential Mixed-Use. This category includes combined commercial and residential uses.

INDUSTRIAL

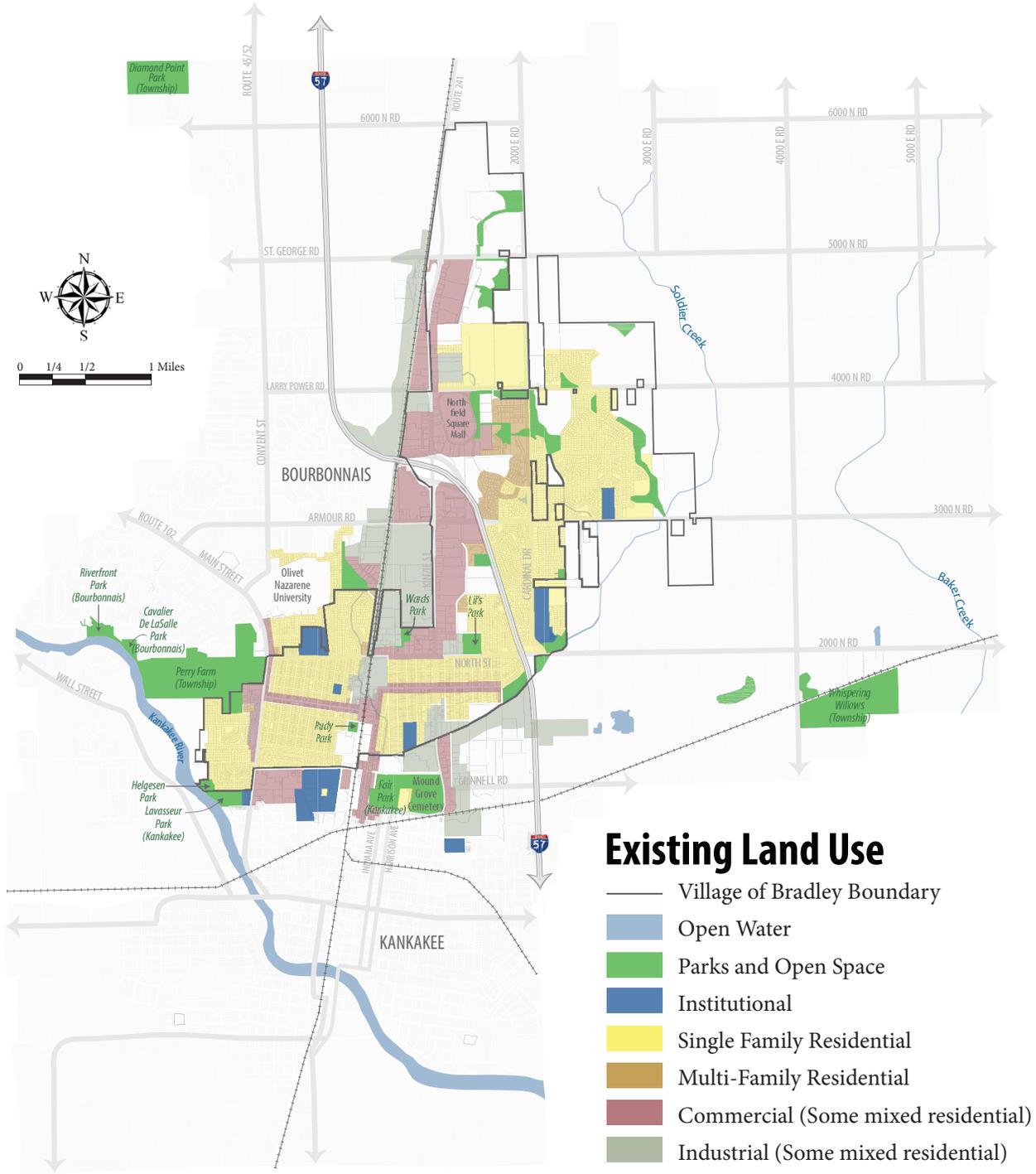
This category includes manufacturing, assembly, processing and distribution. Streets and Infrastructure. This category includes public rights-of-way, private streets, utility rights-of-way and sewage treatment.

PARKS AND OPEN SPACE

This category includes parks, forest preserves, golf courses, natural areas, and public plazas.

INSTITUTIONAL

This category includes schools, places of worship, civic uses and entities with large public access, such as museums and hospitals.



Existing Transportation

TRANSPORTATION

The framework of the Comprehensive Plan is primarily made up of the transportation and open-space networks. Within the framework lie the remaining land uses.

STREET NETWORK

Bradley generally has a street grid tied to neighboring Bourbonnais and Kankakee, interrupted by a railroad and I-57. The older south portion of the Village primarily has a well-connected grid, while newer areas in the east and north have less-connected meandering streets with some cul-de-sacs and dead-end streets.

PRIMARY NORTH SOUTH ROUTE

Kinzie Avenue (Illinois Route 50) is the main street through Bradley that links the Village's neighborhoods. It is a major arterial road of four lanes with turn lanes. It lacks sidewalks along some areas, lacks parkways with trees, and lacks pedestrian/bicycle design features. However, a bike path is planned for much of the east side of the street.

Kennedy Drive (U.S. Routes 45 and 52) is a five-lane urban arterial road and provides quick access to Olivet Nazarene University and downtown Kankakee. Its interchange with I-57 is being reconstructed for safety purposes. There will be no increase in level of service.

SECONDARY NORTH SOUTH ROUTES

Cardinal Drive is a four-lane road between North Street and Armour Road in Bradley, but is a two-lane rural road north of that and links to Manteno.

TERTIARY NORTH SOUTH ROUTES

Center Avenue is a two-lane collector road, connecting Bradley-Bourbonnais High School to Kankakee's Meadowview Shopping Center. Washington Avenue is a two-lane collector road connecting Armour Road to Brookmont Boulevard. Schuyler Avenue is a two-lane collector road that connects Bradley's East Broadway area to downtown Kankakee and Kankakee Community College. It is widely used as a convenient alternative to Routes 45 and 50. Christine Drive is a two-lane collector road and connects North Street to Armour Road. Skyline Drive (4000E Road) is a two-lane rural-area collector road.

PRIMARY EAST WEST ROUTES

North Street is a four-lane collector starting at Kennedy Drive on the west, proceeding east on an at-grade crossing of the Canadian Pacific Railway, intersecting with Kinzie Street and going over I-57 on a two-lane overpass without sidewalks. IDOT is in the final engineering stage for an upgrade to a four-lane overpass including a lighted 8-foot-wide pedestrian way on the north side of the bridge. Construction is planned for 2014/2015. North Street continues east into agricultural areas.

Armour Road is a four-lane road coming out of Bourbonnais over the Canadian Pacific Railway on an overpass. It continues to Kinzie Avenue where it goes through Bradley over I-57 on a bridge that has protected sidewalks on each side. Armour Road continues east to Momence. Brookmont Boulevard is typically a four-lane collector road that is the border between Kankakee and Bradley. It connects Kennedy Drive with Kinzie Avenue via a two-lane underpass beneath the Canadian Pacific Railway. Momence.

Existing Transportation

SECONDARY EAST-WEST ROUTES

West Broadway Street is a 4-lane road connecting Kennedy Drive and Schuyler Avenue with a two-lane underpass beneath the Canadian Pacific Railway. A jog north two blocks along Schuyler Avenue connects to East Broadway Street, which intersects Kinzie Street and continues to Van Buren Avenue. Larry Power Road is mostly a three-lane collector road but comes out of Bourbonnais on a two-lane at-grade crossing at the Canadian Pacific Railway. It intersects Kinzie Avenue, then becomes a two-lane road east of Cardinal Drive east to Momence.

TERTIARY EAST-WEST ROUTES

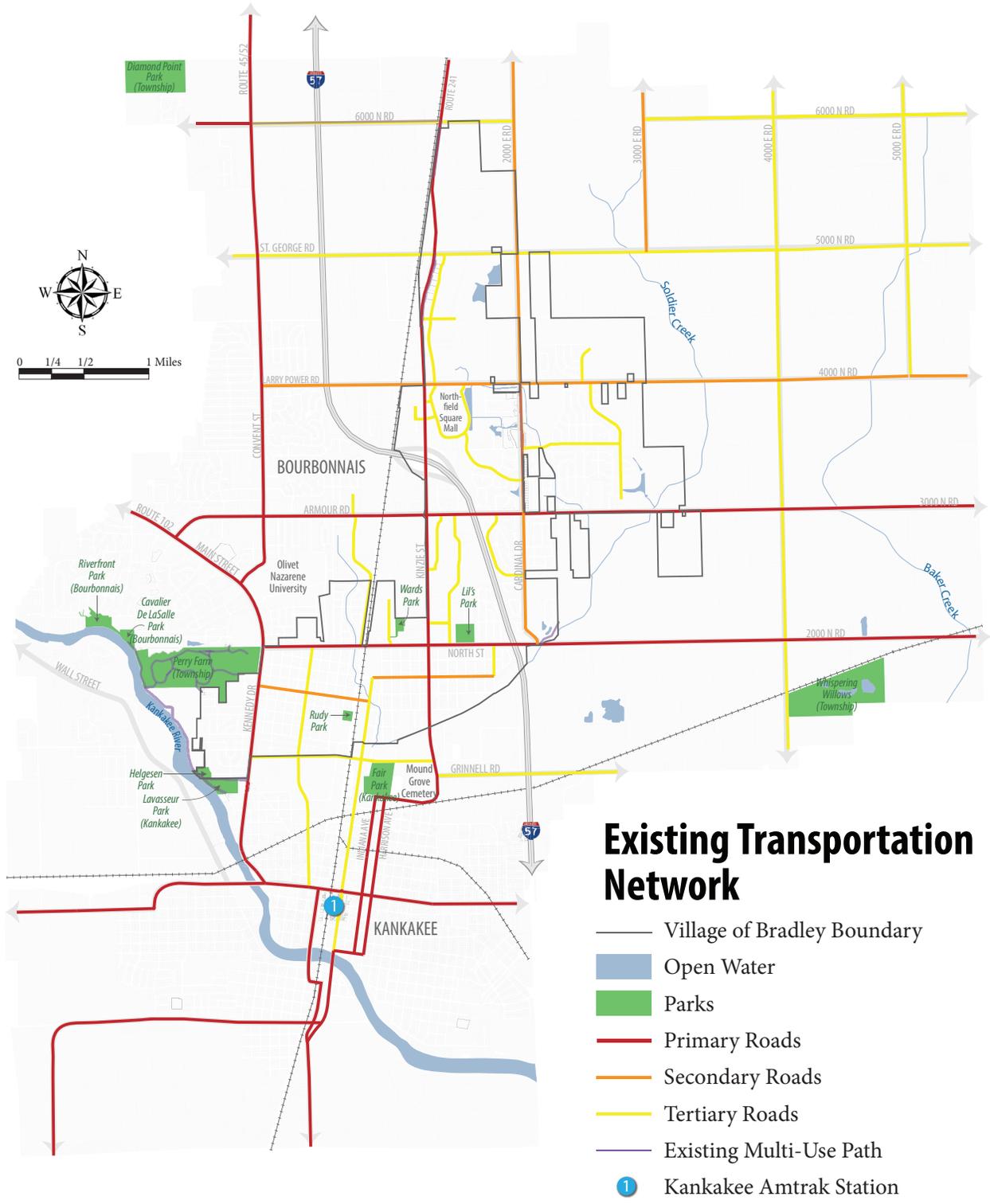
St. George Road is a two-lane collector road that comes out of Bourbonnais crossing the Canadian National Railway at grade, then intersecting Kinzie (Route 50), intersecting Cardinal Drive, then heading east to Momence. 6000N Road is a two-lane rural road that is the future northern boundary of Bradley in an agreement with Manteno. It crosses the Canadian Pacific Railway at grade and proceeds east to Cardinal Drive. It picks up a mile east of Cardinal Drive and continues east to Route 1 north of Momence. A new interchange at I-57 at 6000N Road is funded for 2015/2016 and will serve Bourbonnais, as well as Bradley to a lesser extent.

PEDESTRIAN/BICYCLE NETWORK

Pedestrian accommodations primarily include sidewalks along most streets, but significant street sections lack them in various areas, particularly in Evergreen Acres north of North Street and west of the Canadian Pacific National Railroad.

The most significant trail is the Riverfront Trail that goes through Helgeson Park along the Kankakee River to Perry Farm. Cardinal Drive has a 10-foot concrete path from Larry Power Road to Meadows. Another trail is along Soldier Creek northeast of the North Street/Cardinal Drive intersection.

Bradley has a major multi-use path planned along Kinzie Street to link Northfield Square. This will be an 8-foot-wide path along the east side of Kinzie from Armour to the interchange, then under the interchange. Grants will be sought for extensions north to Larry Power Road and south to North St. Another pedestrian connection planned is along Jonette Avenue to link Olivet Nazarene University to West Broadway.



Existing Public Transportation

RAIL SERVICE

Amtrak service is available about a mile-and-a-half south of Bradley in downtown Kankakee. This line connects Chicago to New Orleans, with some trains originating in Carbondale and connecting to Chicago. More reliable and regular Metra commuter service to downtown Chicago is about 20 miles north in University Park. The Canadian National Railway provides options for railroad freight service, as does the Norfolk and Southern Railroad east of Bradley that can potentially serve the North Street industrial area. A rail spur serves Ken Hayes Industrial Park and the area west of Kinzie Avenue between Armour Road and North Street (including Bunge Edible Oils and CSL Behring).



Kankakee Amtrak Station

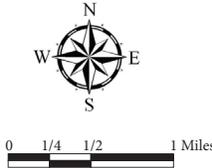
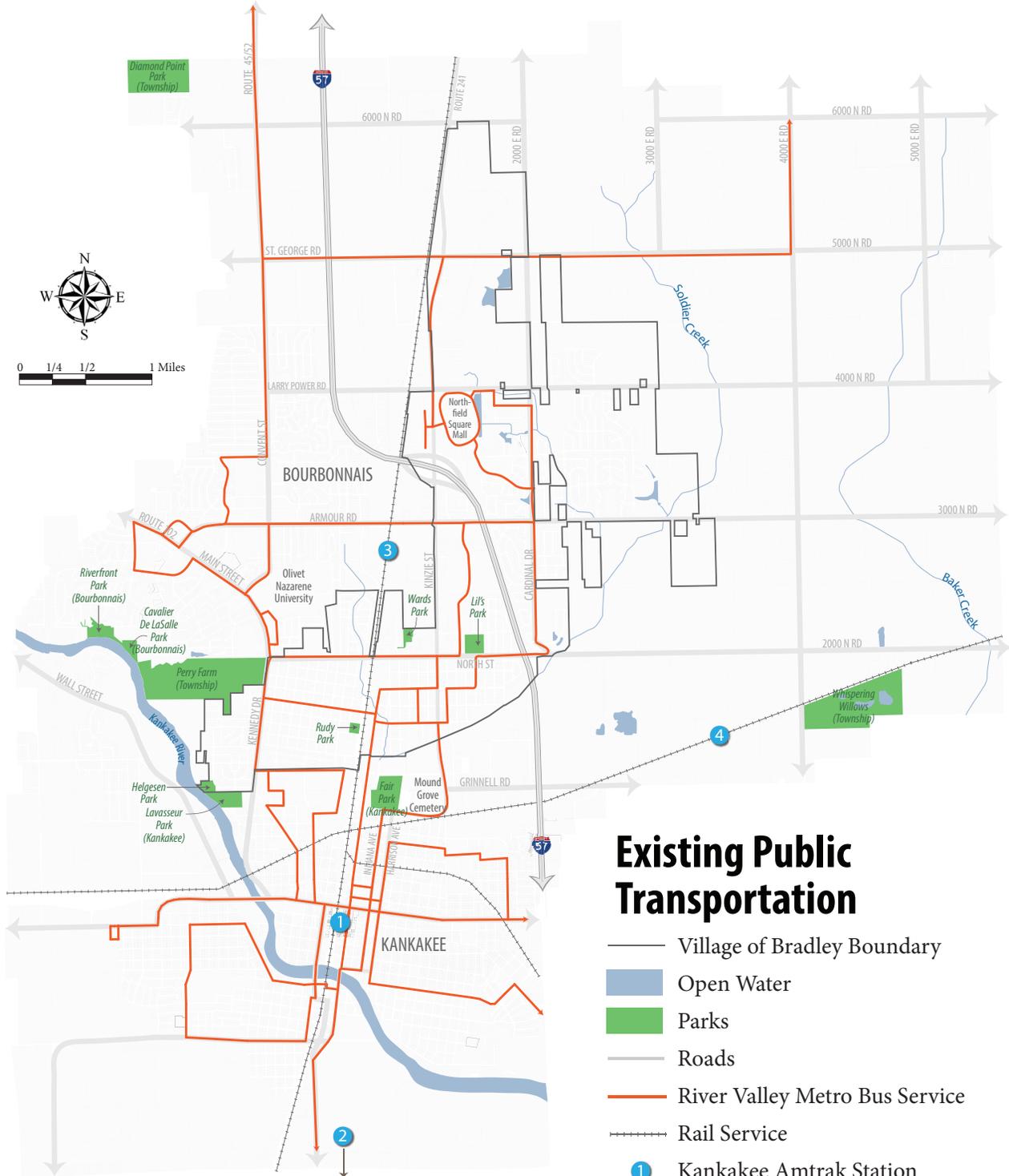
BUS SERVICE

Bus service is provided as part of the River Valley Mass Transit District bus system. This system has eleven local routes and one route serving the University Park Metra station that provides access to downtown Chicago. One of three transfer centers is at Northfield Square Mall and one is near the Perry Farm. The Bradley Bus route loops through the Village within an area roughly bounded by West Broadway, Armour, Kennedy and Cardinal. It connects to downtown Kankakee via Schuyler. Routes 2 and 3 take 55 minutes each and serve Bradley, providing connections to schools, institutions and commercial areas in Bradley, Bourbonnais and Kankakee. Fares are generally \$1 each way.

AIRLINE SERVICE

Commercial airline service is available at Chicago's Midway and O'Hare Airports, 52 miles and 73 miles north respectively. The Greater Kankakee Airport is a regional airport open to the public and located about six miles south of Bradley near I-57 exit 308. The airport's runways are 5,979 feet and 4,399 feet, however there is an issue with adequate runway thickness for certain planes. It has about 102 aircraft based at the field. The National Guard recently established a presence at the airport.

The state has been planning the Peotone Airport, 20 miles north of Bradley, for many years and has made some land purchases toward that goal. However, its viability is uncertain and it is unclear whether it would be cargo only or include passenger service. The Gary-Chicago Airport Authority is upgrading the Gary-Chicago Airport, about 50 miles northeast of Bradley, by extending runways to accommodate more jets and apparently the intent is to add passenger service.



Existing Public Transportation

-  Village of Bradley Boundary
-  Open Water
-  Parks
-  Roads
-  River Valley Metro Bus Service
-  Rail Service
-  1 Kankakee Amtrak Station
-  2 Greater Kankakee Airport
-  3 Canadian National Railway
-  4 Norfolk Southern Railway

Existing Open Space and Recreation

VILLAGE PARKS

The Village of Bradley has 16 parks totaling 42 acres. Lil's Park is Bradley's largest park with 16 acres, followed by Helgeson Park at just under 6 acres, Ward Park/R.O. Martin Sports Complex at a bit over 5 acres, and Rudy's Park with just under 3 acres. All other parks are less than 2 acres and as small as 0.22 acre.

All parks except two have playgrounds and seven have pavilions. Basketball and tennis courts are available at Blatt, Ponikvar and Quail Parks. Glenn's Park has basketball only. Baseball fields are at Lil's Park, Quail Park, Rudy's Park and R.O. Martin Sports Complex. Rudy's Park has football fields. Soccer fields are not provided at any park.

TOWNSHIP AND PARK DISTRICT

The 170-acre Perry Farm borders the west end of Bradley and is owned by the Bourbonnais Township Park District. It is a regional recreational attraction. Perry Farm has Kankakee River frontage and includes a children's museum, historic homestead, agriculture-related entrepreneurial programs, nature area and trails. The Park District also owns and operates the 120-acre Whispering Willows Park about two miles east of Bradley on 4000E (Skyline) Road. It has trails and wildlife areas as well as a nature center. As previously discussed, an open 120-acre parcel on Larry Powers Road in northeast Bradley is owned by the Bradley Bourbonnais Community High School District. Originally slated for the construction of a new high school, the site's future is now uncertain. Bradley Bourbonnais High School has public use hours at its indoor pool for a fee.

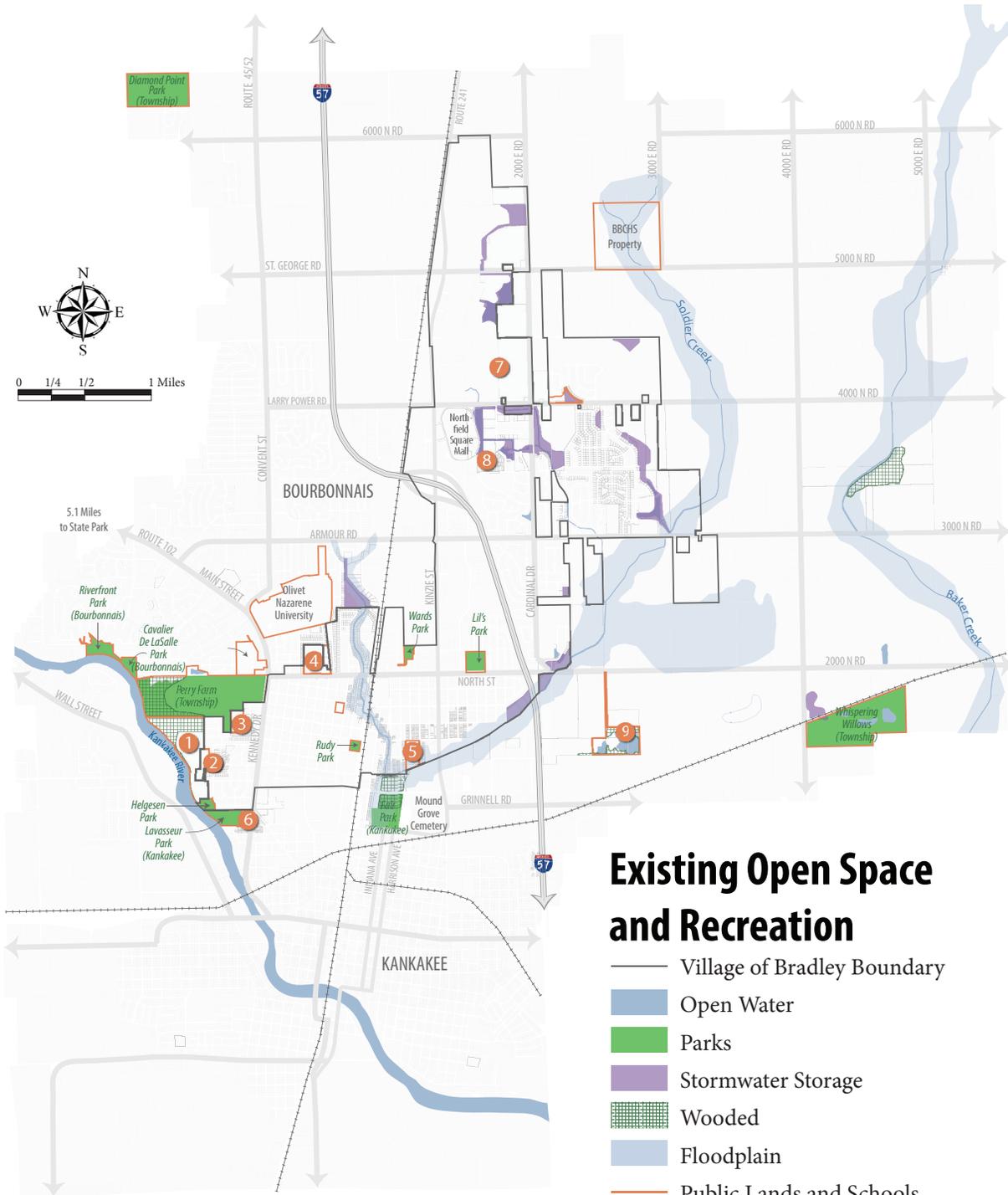
Hidden Cove Sportsplex is a private 47,000-square-foot facility near Northfield Square offering indoor space for volleyball and basketball, as well as a 12,000-square-foot turf arena for soccer and other activities. The Bourbonnais Township Park District indicated it will purchase this facility for public use, however, it was purchased at the end of 2012 by a private party. The District owns a baseball/softball complex called Diamond Point, at the north end of Bourbonnais.

KANKAKEE VALLEY PARK DISTRICT

This District offers the Ice Valley Centre Ice Arena, Splash Valley Pool and PNC Bank Softball Complex and they are all located south of downtown Kankakee near Kankakee Community College.

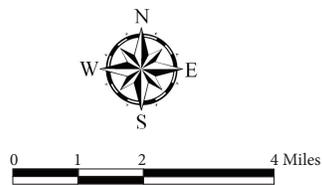
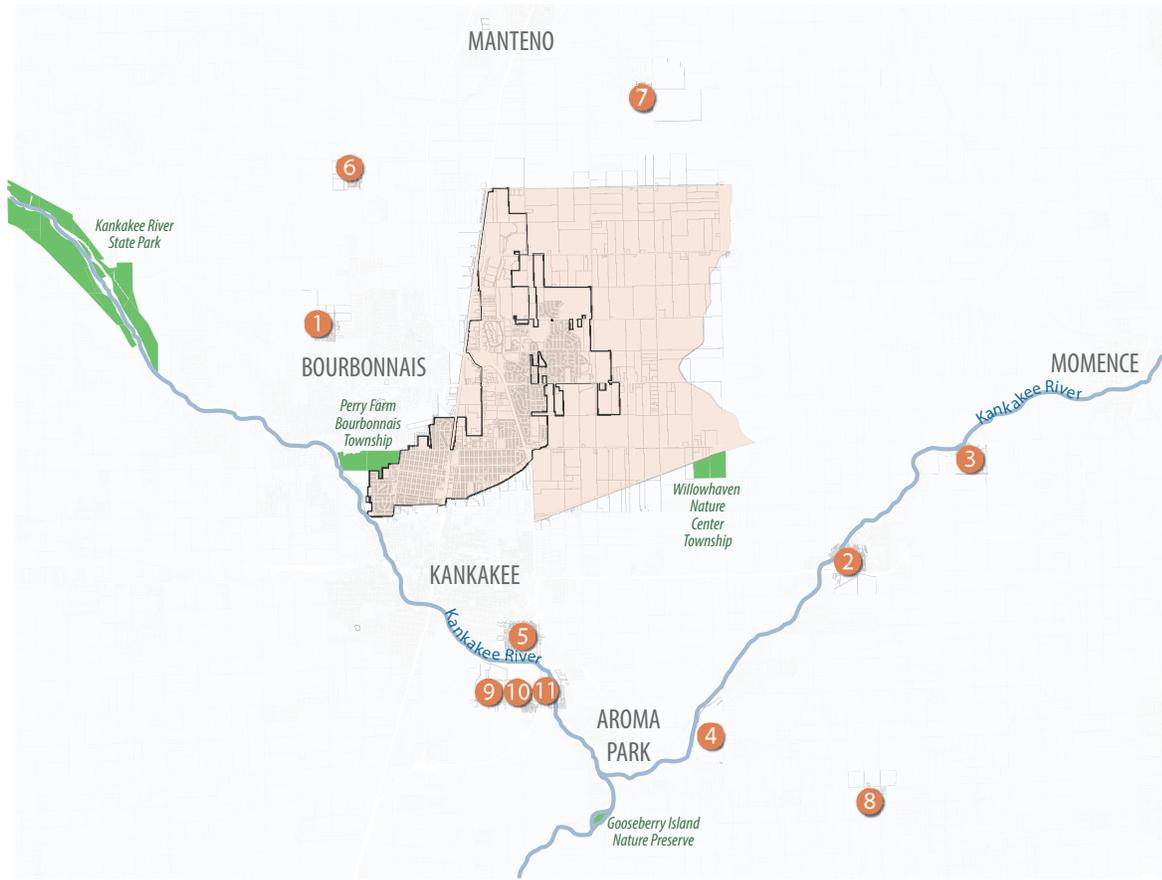
PRIVATE FACILITIES

Aspen Ridge, a privately owned 18-hole golf course is open to the public and located just northeast of Northfield Square Mall. A YMCA is located on Kennedy Drive just south of Bradley's boundary in Kankakee. The privately owned Haigh Quarry is less than a mile southeast of Bradley and offers scuba diving and other activities. At the north end of Bourbonnais is the former Bon Vivant Golf Course; however, it has closed and currently sits unused. Shamrock Golf Club, South Shore Golf Course, Kankakee Elks Golf Club and Kankakee Country Club are just south and east of Bradley.



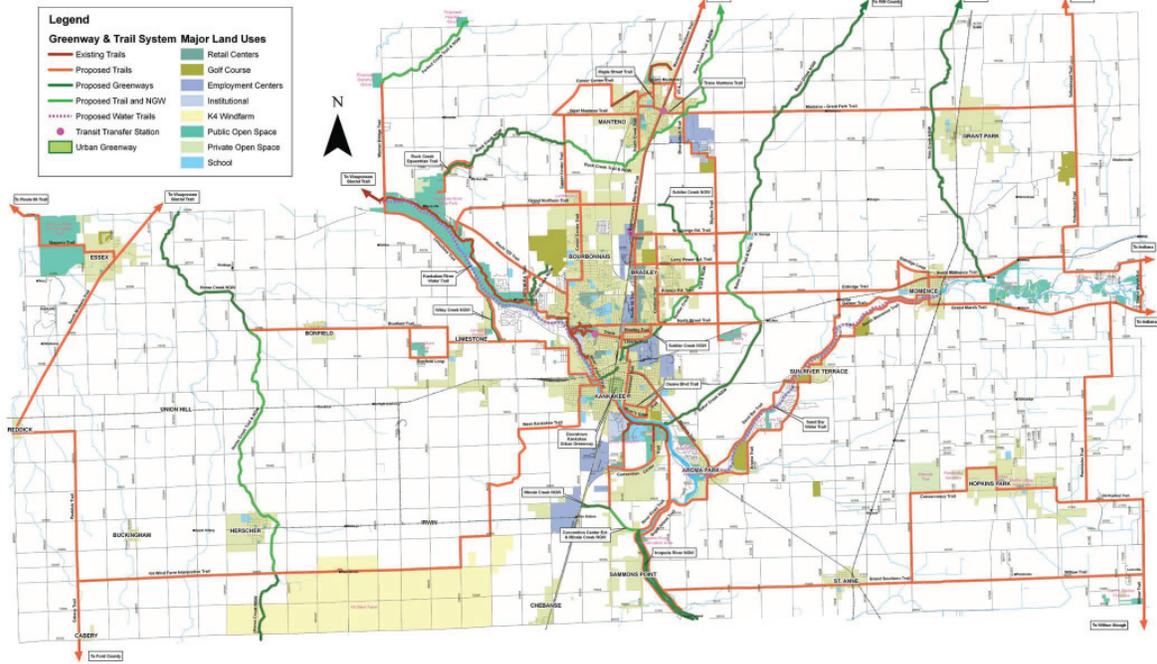
Existing Open Space and Recreation

- Village of Bradley Boundary
- Open Water
- Parks
- Stormwater Storage
- Wooded
- Floodplain
- Public Lands and Schools
- ① Sewage Treatment Facility
- ② Bradley Elementary School
- ③ Bradley West Elementary School
- ④ Bradley Bourbonnais High School & Pool
- ⑤ Bradley East Elementary School
- ⑥ YMCA
- ⑦ Aspen Ridge Golf Course
- ⑧ Hidden Cove Sportsplex
- ⑨ Haigh Quarry



Existing Regional Open Space and Recreation

-  Village of Bradley Boundary
-  Planning Boundary
-  Open Water
-  Major Public Open Spaces
-  Bon Vivant Golf Course (Closed)
-  Shamrock Golf Course
-  South Shore Golf Course
-  Kankakee Elks Golf Club
-  Kankakee Country Club
-  Diamond Point Park
-  Manteno Municipal Golf Course
-  Oak Springs Golf Course
-  Ice Arena
-  Splash Valley
-  PNC Softball Complex



NOTE: THE KANKAKEE RIVER IS A DESIGNATED GREENWAY FOR ITS ENTIRE LENGTH THROUGH KANKAKEE COUNTY.



KANKAKEE COUNTY REGIONAL PLANNING DEPARTMENT
189 E. COURT STREET, ROOM 201
KANKAKEE, IL 60901

PH: 815.937.2940
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Kankakee County Greenways and Trails



Public Open Space along the Kankakee River

Existing Housing

CURRENT MARKET

The Village of Bradley is a predominantly single-family-home community with some apartments, townhomes and condos. Home values range from \$60,000 to \$200,000 in the 2012 market. Most home sales are listing in the \$80,000 to \$160,000 price range. Housing sizes range from small, older cottages of approximately 1,000 square feet to the newer three- and four-bedroom homes of 1,700 square feet plus. Real estate data estimates that less than 10% of the real estate stock is currently vacant. The existing housing stock varies in quality and upkeep.

Old Bradley has many frame homes dating back to the first half of the 1900s. The mid-1900s saw a lot of brick ranch homes. Newer subdivisions from the late 1990s and the 2000s vary in style and construction methods. Overall, housing in Bradley is affordable, with annual mortgage expenses less than 30% of household income.

Kankakee County's Comprehensive Plan states that in good economic times Bradley averaged 30 new housing starts per year. Peak years in the 1990s saw more than 100 housing starts. However, there has not been a significant number of housing starts in the last few years in Bradley or surrounding communities.

By comparison, the Village of Bourbonnais has home values ranging from \$70,000 to \$350,000 in the single-family market. Most sales are listing in the \$100,000 to \$200,000 range. Of the three contiguous communities, Kankakee constitutes the largest portion of locally available housing and is the most distressed real estate market. Home sales are listed as low as \$10,000 and as high as \$350,000, with a concentration in the less-than-\$60,000 price range.

Multifamily buildings are primarily apartments. They are concentrated east and south of Northfield Square. There is a nursing home along Kinzie and subsidized senior apartments along Christine Drive south of Armour.



Single Family Home in Bradley



Single Family Home in Bradley

Existing Community Facilities

MUNICIPAL COMPLEX

Village Hall is located on West Broadway at Michigan. A building across West Broadway was purchased to house the Building Department. The police station is part of Village Hall and a fire station is just south of Village Hall. The post office building is across Michigan from Village Hall.

LIBRARY

The Bradley Public Library is located on North Street just east of the Canadian National Railway. It is in a relatively new building and there are no plans in the near future to move or enlarge it.

ARTS

The Community Arts Council of Kankakee County has opened an arts center in Northfield Square Shopping Center and has a gallery in the Metro Transit Center in Bourbonnais. There are also organized arts activities housed in a downtown Kankakee building. Olivet Nazarene University in Bourbonnais and Kankakee Community College in Kankakee have art and cultural facilities and activities.

INSTITUTIONS OF HIGHER EDUCATION

Bradley-Bourbonnais Community High School District 307 has one high school that is located on North Street a couple blocks north of West Broadway. In addition to the high school campus, District 307 has athletic fields in Bourbonnais and a 120-acre site on Larry Power Road east of Cardinal Drive. As mentioned above, this 120-acre site was purchased for a proposed future school; however, the existing school has been improved recently so another school is unlikely in the near future.

The high school's feeder districts are Bradley District 61, Bourbonnais District 53 and St. George District 258, all of which serve areas of Bradley.

Bishop McNamara High School is a private Catholic high school located across the southern municipal boundary on Brookmont in the City of Kankakee. Olivet Nazarene University is a private Christian institution located just outside Bradley's municipal limits in neighboring Bourbonnais. It has 4,600 students, including 2,600 undergraduates, and offers bachelor's degrees, master's degrees and doctorates. The university also serves as the Chicago Bears preseason training facility.

Kankakee Community College is a public two-year college located about five miles south of Bradley on the south side of the Kankakee River in Kankakee. Total enrollment is 3,764, including 1,537 full-time undergraduates.

Bradley's location near the Chicago metropolitan area offers access to University of Chicago, University of Illinois at Chicago, Northwestern University, DePaul University, Loyola University and the Illinois Institute of Technology. Universities such as Valparaiso and Purdue Calumet are located nearby in Indiana. However, outside of Olivet Nazarene University, Governors State University is the only senior college within a reasonable commuting distance. There are also many trade-related institutions available in the region.



Bradley Fire Department

Existing Community Facilities

MEDICAL

Bradley is served by two major medical institutions. Provena St. Mary's Hospital is located in downtown Kankakee and is a 186-bed acute-care facility with a Level II Emergency/Trauma Center.

Located just across the river from downtown Kankakee is the Kankakee Campus of Riverside Medical Center, a 325-bed hospital that provides a full scope of inpatient and outpatient care. The Emergency Department is designated as a Level II Trauma Center and a Resource Hospital by the Illinois Department of Public Health. Kankakee is also home to Riverside's senior living community featuring active independent living, assisted living, 24-hour skilled nursing care and Alzheimer's care.

UTILITIES

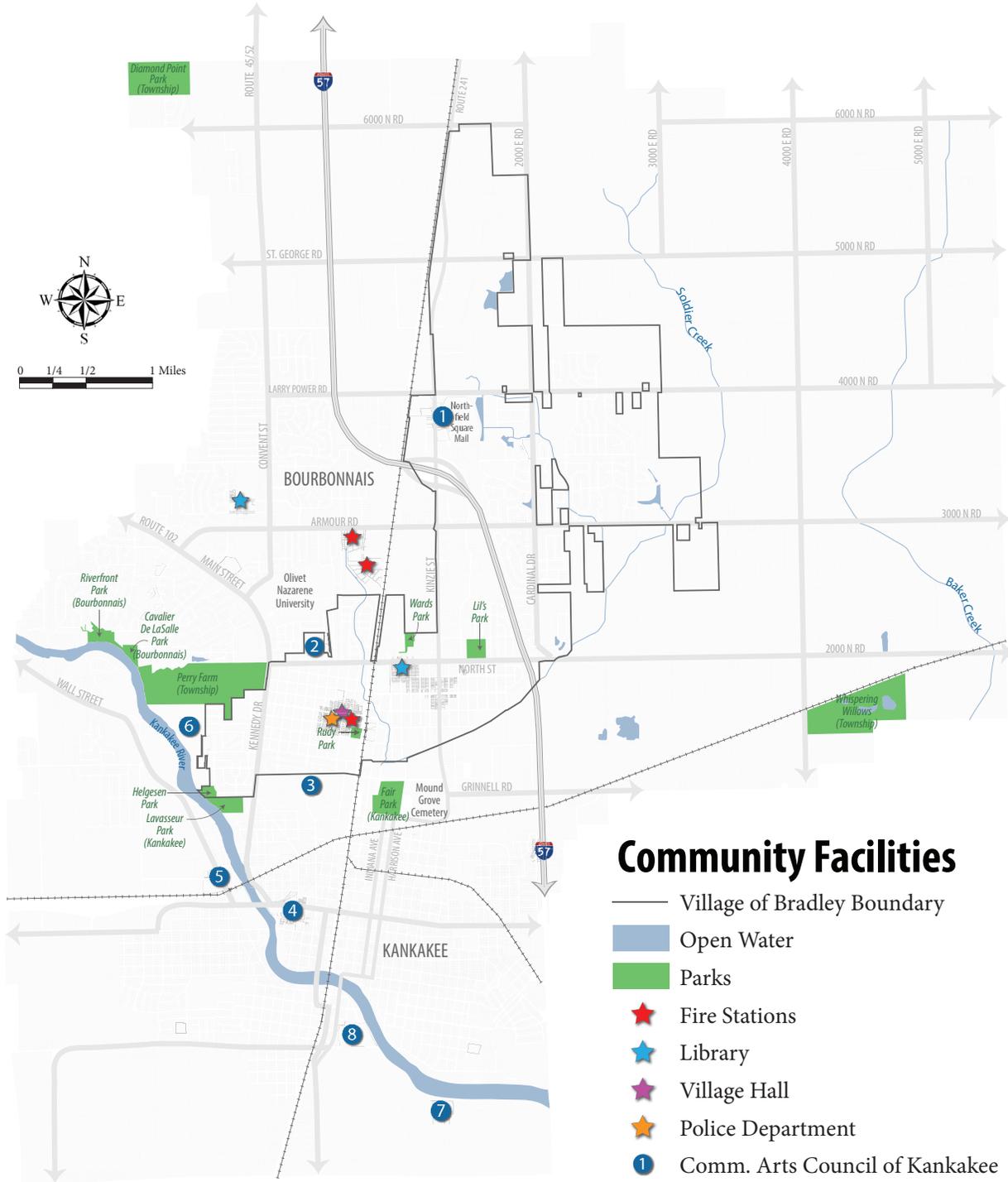
Water. Aqua Illinois supplies water from the Kankakee River to Bradley, Bourbonnais and Kankakee. Average daily consumption is 9 million gallons, while the daily river flow contains 2 billion gallons.

Sanitary. Kankakee River Metropolitan Agency processes the wastewater of Bradley, Bourbonnais and Kankakee. The total plant capacity is 24.9 million gallons per day. The treatment plant lies along the Kankakee River adjacent to the far west end of Bradley, and is slated for expansion. Bradley's sewer system consists of gravity mains and two major lift stations with several minor lift stations.

Electricity. Exelon/Commonwealth Edison generates electricity and maintains the distribution infrastructure for Bradley, as well as for most of northeastern Illinois. Nuclear and coal plants are located in Will and Grundy Counties just to the west and north of Kankakee County.

Natural Gas. Northern Illinois Gas Company provides natural gas distribution to Bradley and to much of northeastern Illinois, except the City of Chicago.

Stormwater. Bradley has a mixed system. Generally, older areas utilize storm sewer pipes while newer areas rely more on retention basins and swales. Water is diverted into Soldier Creek and its north branch into the Kankakee River.



Community Facilities

- Village of Bradley Boundary
- Open Water
- Parks
- Fire Stations
- Library
- Village Hall
- Police Department
- 1 Comm. Arts Council of Kankakee
- 2 Bradley Bourbonnais High School
- 3 Bishop McNamara High School
- 4 Provena St. Mary's Hospital
- 5 Riverside Medical Center
- 6 Kankakee River Metro Agency (Sewage Treatment Plant)
- 7 Kankakee Community College
- 8 Aqua Illinois

BOUNDARIES AND DISTRICTS



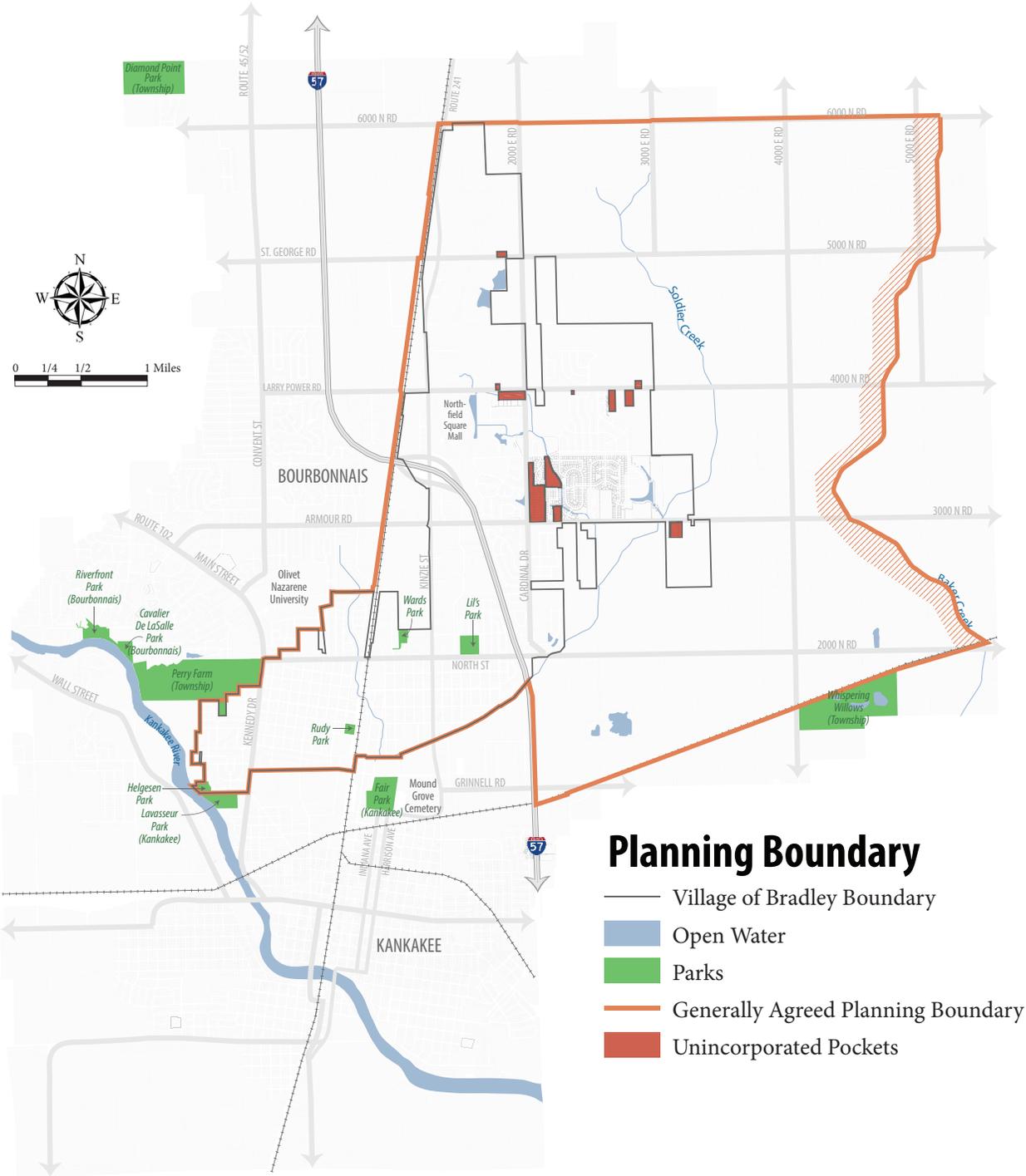
Park Pavilion

Section 3

Planning Boundaries

Bradley has boundary agreements with Manteno at the 6000N Road to the north and with Bourbonnais to the west. The Kankakee border to the south is largely set. It is to the east where Bradley can grow. Momence is about six miles to the east. Land is primarily agricultural between the two municipalities, and the Kankakee River lies west of Momence before it bends south. The 2030 Kankakee County Comprehensive Plan includes a recommendation to stay west of Baker Creek for development—mostly at 4000E Road, preserving agricultural areas east of that. A major ridge exists east of here toward 6000E Road. This would present difficulties and added expense if sewer and water lines were extended beyond the ridge.

The Baker Creek boundary will therefore guide formation of the area into Village Districts to reflect both existing development and future growth. An appropriate transition from urban to rural will be a goal for the area east of Bradley, preserving prime agricultural land and incorporating advantages of a rural location into plans.



Planning Districts

OVERVIEW

To plan for the community on the neighborhood level, the existing Village and surrounding area within the planning boundaries can be divided into individual districts. The districts are set up by similar land use, and borders are formed by major streets or features that form clear physical separations. They help to provide an identity for each neighborhood and can be used to establish plans to enhance the unique qualities of each area.

OLD BRADLEY WEST

This area lies between the Kankakee River and Kennedy Drive. It includes many brick ranches and other types of single-family homes in good condition. The neighborhood benefits from its proximity to the Perry Farm recreational opportunities, Helgeson Park, the Kankakee River trails and the Kennedy Drive commercial corridor. It is within walking distance of Bradley West Elementary School and within bicycling distance of the Bradley-Bourbonnais High School. One drawback is the close proximity of the sewage treatment plant, which occupies almost the entire riverfront.

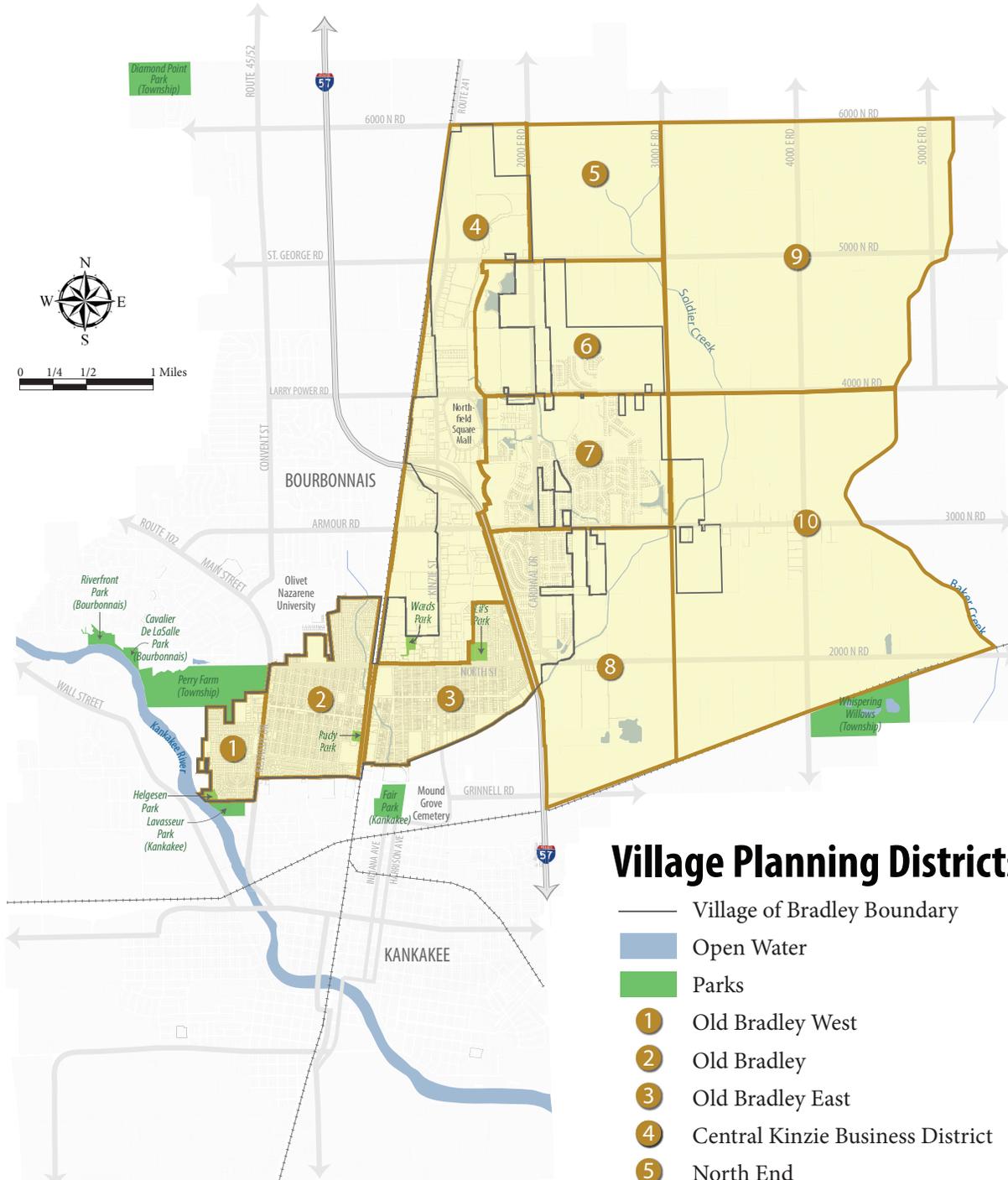
OLD BRADLEY

This area lies between Kennedy Drive and the Canadian National Railway, along which sit several industrial properties. It is a very walkable neighborhood of tree-lined streets and affordable single-family homes, with the West Broadway downtown at its heart and the Kennedy commercial corridor on the west end. Some newer housing is at the north and south ends, and those street patterns do not follow the original grid.

Much of it is also within walking distance to Bradley-Bourbonnais High School, Bishop McNamara High School and the Perry Farm. Bradley Central Elementary School is here, as is St. Joseph Catholic Elementary School. Olivet Nazarene University is immediately to the north, and the university is expanding west of Kennedy Road and north of Perry Farm onto a 16-acre site. The Municipal Center is located in the Old Bradley District.

OLD BRADLEY EAST

This area lies between the Canadian National Railway and I-57. It is also a very walkable neighborhood of tree-lined streets and affordable single-family homes, and there is some newer housing on the east end along I-57. The East Broadway corridor has a very limited commercial presence. Kinzie Street has some small commercial uses at the neighborhood's south end with larger-scale commercial uses farther north. The neighborhood is defined by more industrial character around its perimeter, but it does have Soldier Creek along the south boundary where Bradley East Elementary School and an open space are located. Interstate 57 is a source of air and noise pollution, impacting the east end. The area of Kankakee that lies just to the south is suffering from disinvestment and deferred-maintenance issues, but it does have a large amenity in Fair Park.



Village Planning Districts

- Village of Bradley Boundary
- Open Water
- Parks
- ① Old Bradley West
- ② Old Bradley
- ③ Old Bradley East
- ④ Central Kinzie Business District
- ⑤ North End
- ⑥ Aspen Ridge
- ⑦ Northfield Square
- ⑧ Soldier Creek
- ⑨ St. George
- ⑩ Baker Creek

Planning Districts

CENTRAL KINZIE DISTRICT

This area lies between the Canadian National Railway and I-57, south of the interchange and north of North Street, as well as north of the interchange to Larry Power Road to include Northfield Square. This area is primarily commercial and will be discussed later as part of the business districts. It is categorized as a Village District due to its large geographic area and several newer multifamily housing units located on the east end near I-57. Soldier Creek and its north branch traverse this area.

NORTH END

This area lies between 6000N Road and St. George Road, east of the Canadian National Railway to 3000E Road. It is primarily agricultural, bordering a gravel pit to the northwest.

ST. GEORGE

This area lies between 6000N Road and Larry Power Road, between 3000E Road and Baker Creek. It is primarily agricultural but does include a section of Soldier Creek and Baker Creek borders the east side. Just east of 5000E Road and Baker Creek on St. George Road are St. George Catholic Church and St. George Cemetery.

BAKER CREEK

This area lies between Larry Power Road and the railroad south of North Street, between 3000E Road and Baker Creek. It is primarily agricultural but does include a section of Soldier Creek and Baker Creek borders the east side. A small number of large lot single family homes are in this area. A small wooded area exists east of 4000E (Skyline) Road and north of Armour Road. The Whispering Willow Nature Center is on the south end, south of the railroad and east of 4000E (Skyline) Road.

ASPEN RIDGE

This area lies between St. George Road and Larry Powers Road, east of Kinzie Avenue to 3000E Road. It includes commercial development along Kinzie and some single family residential subdivisions on the south end. Most of the rest of the area is agricultural. The privately owned Aspen Ridge Golf Course provides a large recreational amenity. West of the Canadian National Railway, outside Bradley's boundaries, is an area of heavy industry.

NORTHFIELD SQUARE

This area lies between Larry Power Road and Armour Road, east of Northfield Square Mall to 4000E Road. This neighborhood has many newer subdivisions with disconnected street patterns, as well as agricultural land. A number of newer multifamily housing units are located on the east end near I-57. Soldier Creek and its north branch traverse this area.

SOLDIER CREEK

This area lies south of Armour Road and East of I-57 to 4000E Road. It is primarily newer residential subdivisions with some churches, and agricultural areas stretching to the east. The dominant feature is Soldier Creek, which meanders through the area. Interstate 57 is a source of air and noise pollution, impacting the west end.

Commercial Districts

OVERVIEW

The Village of Bradley has a diverse economic base with industrial, regional and local commercial, and institutional land uses. Commercial development has been a mainstay of the local economy for Bradley since the late 1980s. It has a strong regional retail base that draws shoppers from the neighboring communities and the region. Bradley has successfully attracted many national retailers. These range from car dealers to department stores to smaller goods and services to restaurants. Its service sector includes small- and medium-sized offices. Local industrial development provides a full range of employment opportunities. Bradley's local base of business is further enhanced by its regional setting with Kankakee and Bourbonnais. Historically, businesses, particularly manufacturing, located along main transportation routes and rail lines. This has resulted in many older manufacturing facilities being clustered along the railroad. Bradley's current economy is primarily based upon retail and manufacturing. Bradley's location on an interstate highway has been key in drawing retailers and, in combination with the railroad, is important for industry and distribution. The connectivity to the Chicago metropolitan area, the state of Illinois and the nation is a valuable local asset.

Bradley's daytime population increases by almost 700 persons due to its job base and almost 1,600 persons employed in Bradley also live in Bradley. However, the unemployment rate remains above the state average.

CENTRAL KINZIE BUSINESS DISTRICT

This area is the geographic center of Bradley, with Kinzie Street providing the main linkage among the Village's neighborhoods and providing access to I-57. The district has been the Village's focus of commercial development in recent years. Its diverse business base ranges from auto dealers to restaurants to hotels. Just south of the I-57 interchange are large, unincorporated industrial facilities set back from the street by expansive lawns. This area includes major facilities of Bunge Edible Oil and CSL Behring. Just north of the I-57 interchange is Northfield Square Mall. This 559,000-square-foot regional mall has about 75 stores on one level, and draws customers from throughout the Kankakee region. It opened in 1990 and anchor stores include Carson Pirie Scott, Sears, JCPenney, and a 10-screen Cinemark Theater. The mall is surrounded by surface parking lots with a perimeter ring road. It has spun off many familiar chain retail stores, restaurants and hotels along or near Kinzie Road.

WEST BROADWAY

This area is built on a walking scale and has two main public focal points—Village Hall/Post Office and the Veterans Square. Also, the attractive Bradley Evangelical United Methodist Church is located at the corner of West Broadway and Center. West Broadway includes offices, services, restaurants and some retail. Village celebrations are typically conducted here, including the Christmas parade, fish fry, and Memorial Day service.

Commercial Districts

EAST BROADWAY

This stretch of Broadway appears to have developed as a secondary commercial area to West Broadway. This area lacks diversity and quantity to qualify as a commercial corridor. Auto-related uses dominate commercial space that is interspersed among residential uses. It does have important intersections at Kinzie Avenue and at Schuyler Avenue, and is therefore very accessible to northern Bradley and to Kankakee.

KENNEDY

Bradley shares this retail corridor with Bourbonnais and Kankakee. It is a convenience local shopping destination. This area includes small shopping centers, grocery stores, fast food chains and other similar establishments. The Perry Farm provides a focal point where West Broadway meets Kennedy Drive.

SCHUYLER

In general, the east side of the street has a diverse mix of small businesses at various levels of maintenance and consumer affordability. The west side has large parcels dominated by large expanses of asphalt and out buildings. It is an important connector street to downtown Kankakee.

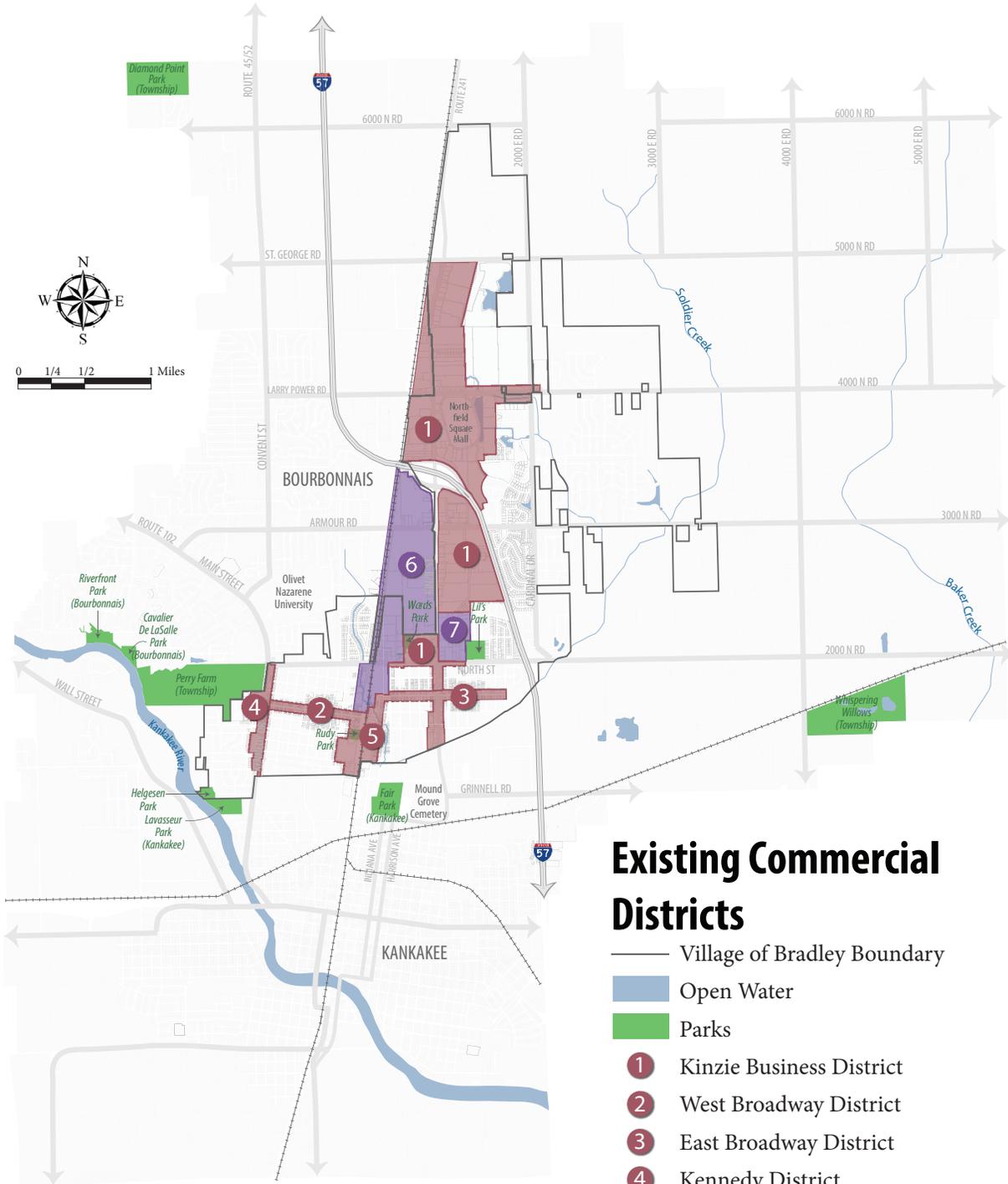
CANADIAN NATIONAL RAILWAY INDUSTRIAL CORRIDOR.

Assorted industrial facilities are located along the railroad where Bradley's original strong industrial base developed. Industrially zoned parcels of varying sizes generally are found along the railroad all the way south to Brookmont Boulevard. In many instances, the industrial uses are interspersed with housing. Originally developed due to proximity to rail service, this area no longer depends so heavily on that transportation mode.

Within this corridor is the Renaissance Business Incubator and the Peddinghaus Complex, which has been growing its skilled job force in steel fabrication technologies. Also within this corridor is the Ken Hayes Industrial Park at North Street. A very large area east of Cardinal near North Street was previously designated as an industrial park; however, development has not occurred. Much of that area is in a designated floodplain. It was referred to as Bradley Industrial Park.



Panera Bread Commercial Development



Existing Commercial Districts

— Village of Bradley Boundary

Open Water

Parks

① Kinzie Business District

② West Broadway District

③ East Broadway District

④ Kennedy District

⑤ Schuyler District

⑥ Industrial District

⑦ Light Industrial District and Office Park

⑧ Area with some heavy industry

COMMUNITY EVALUATION



St. Joseph Church

Section 4

Assets and Challenges

OVERVIEW

After a review of the natural and built environments, and of the Bradley community in general, it was time to bring in public participation for guidance. Discussions were held with Village staff, elected officials and residents, including at public meetings. Following is a prioritized list (highest to lowest) of assets and challenges garnered from these public meetings. This list was utilized in all subsequent evaluations and incorporated into the recommendations:

ASSETS

- Good schools
- Perry Farm
- I-57 access
- Low crime rate
- Proximity to Chicago
- Affordable housing
- Olivet Nazarene University
- Northfield Square/Kinzie Corridor
- Available open land
- Neighboring towns as a community
- Farmland setting
- Bradley Historic Society
- Regional sewer/water systems
- Amtrak nearby
- Freight access
- Major employers
- Small-town ambiance
- Area golf courses
- West Broadway
- Kankakee River
- Creeks
- Aspen Ridge Golf Course
- Lil's Park
- Metro bus system

CHALLENGES

- Vacant storefronts
- Underutilized industrial sites
- Spot zoning
- Traffic on Washington
- Downtown parking
- Lack of open space
- Sewer plant
- Lack of identity
- Aging housing/increasing rentals
- Alley houses
- Negative impact of adjacent declining area
- Disconnected subdivisions
- North Street appearance
- Red tape for permits
- Flooding
- Garbage transfer station
- Lack of central gathering place



Veterans Memorial on West Broadway

Proposed Projects and Goals

Findings from the public meetings include the below list of proposed projects to pursue, with the first listed being highest priority.

PROPOSED PROJECTS AND GOALS

1. Add open space, parks and greenways
2. Focus on West Broadway Redevelopment
3. Reuse/demolish older industrial properties
4. Upgrade I-57/Kinzie area as gateway
5. Increase tourism/create local tour
6. Upgrade riverfront
7. Screen unsightly areas with trees
8. Encourage agribusiness
9. Develop intermodal facilities
10. Reinforce neighborhood identity
11. Upgrade Northfield Square
12. Downzone East Broadway
13. Enhance Schuyler corridor
14. Preserve natural assets
15. Expand retention
16. Add senior housing
17. Add young adult housing

Results of the above discussion will be integrated into the Goals and Recommendations section.

Review of Relevant Plans

BRADLEY COMPREHENSIVE PLAN 2007

The previous comprehensive plan for Bradley was adopted in 2007. Its major points and recommendations included a designation of districts in Old Bradley to facilitate future planning, revitalization of West Broadway, designation of Soldier Creek and Baker Creek floodplains as open space, an interconnected trail system, residential development growth limits east of Baker Creek, large industrial area east of Bradley, creation of regional stormwater retention facilities, and reduced residential density as a transition to rural areas.

Other recent plans and studies include the following:

2030 KANKAKEE COUNTY COMPREHENSIVE PLAN

Recommends 4000E Road as east limit south of Larry Power Road and 3000E Road north of Larry Power Road for Bradley residential expansion. Recommends Kinzie at St. George as a commercial hub. Recommends ratings of road segments for right-of-way widths. Recommends large area for industry north of St. George Road between Kinzie and 3000E Road, and north of the I-57/Kinzie interchange between I-57 and the Canadian National Railway.

CITY OF KANKAKEE COMPREHENSIVE PLAN 1997

Recommended upgrading city entrances on Kennedy and Schuyler, and landscaping I-57 interchanges. Recommended upgrades to Kennedy and Schuyler to address congestion. Neighborhoods bordering Bradley include Riveredge, Bird Park, Old Fair Park (recommended social services, code enforcement and job training) and Marycrest (recommended social services, code enforcement and job training).

DOWNTOWN MASTER PLAN UPDATE, KANKAKEE 2008

Recommended linear park and trails along Canadian National Railway from Kankakee River north to Locust, a few blocks south of Bradley. Recommended enhancement of tourist attractions, including a Frank Lloyd Wright campus and riverfront village. Recommended a civic campus on Schuyler, train depot block redevelopment, and new housing downtown, including along Schuyler.

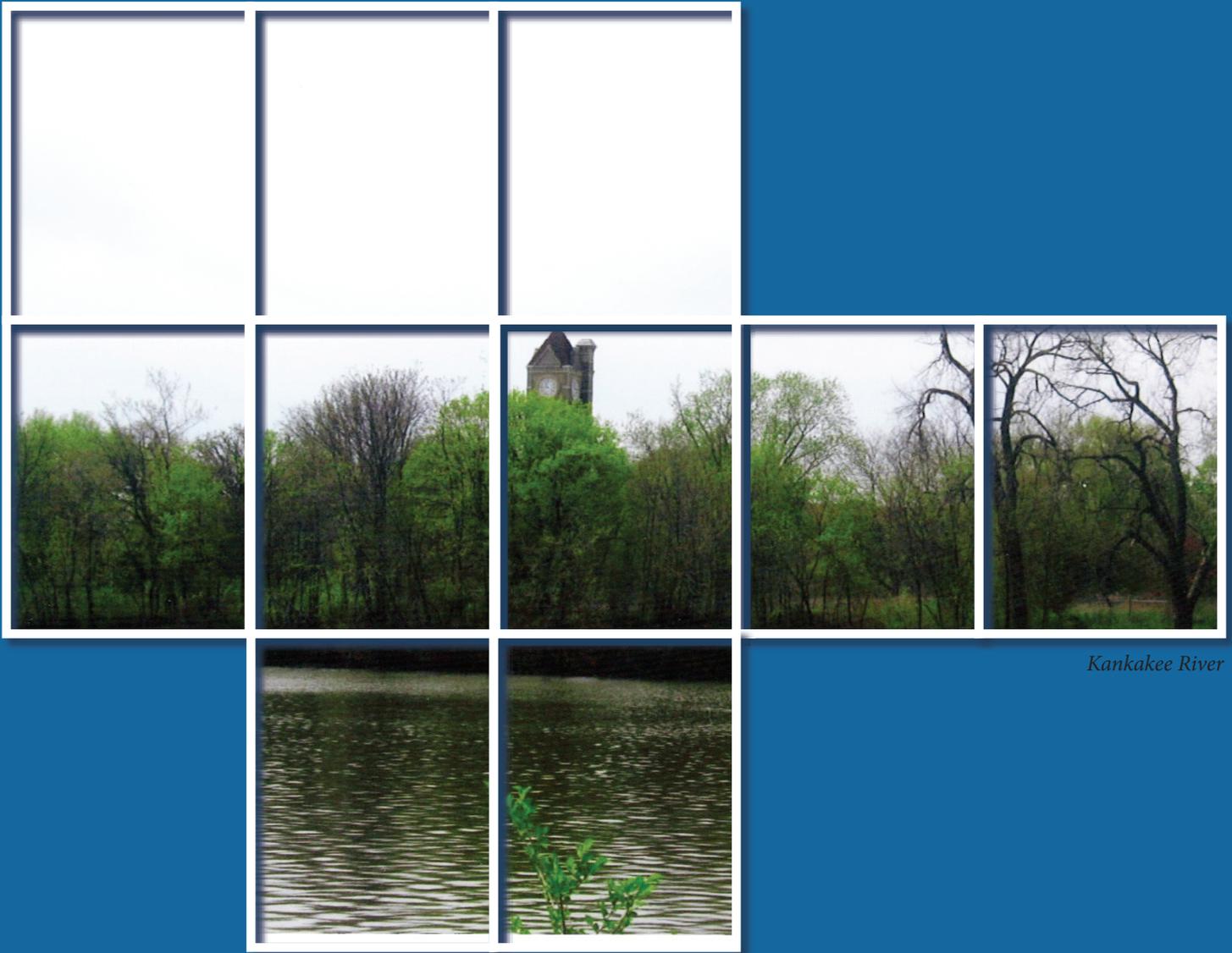
BOURBONNAIS COMPREHENSIVE PLAN 2006

Recommends a large industrial park between I-57 and the Canadian National Railway, north of Larry Power Road. It also shows several areas in Bradley as part of Bourbonnais, including Northfield Square Mall. More discussions between the two municipalities regarding boundary agreements may be indicated. Bourbonnais is in the early stages of updating its comprehensive plan.



Kankakee County Courthouse

PROPOSED NATURAL AND BUILT ENVIRONMENT



Kankakee River

Section 5

Area Transportation

STREET NETWORK

The 2030 Kankakee County Comprehensive Plan identifies a four-tier classification of major roads. Within the plan, the Kankakee County Total Tier Concept Plan designates major roads with corresponding minimum right-of-way widths. These roads are referred to as collector/arterial (138 feet), collector (110 feet), neighborhood collector (96 feet), and local road (70 feet). Consistency is desirable since Bradley's streets continue into neighboring municipalities and unincorporated areas, so in general the county plan should be followed.

GENERAL NETWORK

The major street network is roughly spaced one mile apart with some half-mile spacing in the older sections. A more complete grid is needed for efficient traffic distribution in the newer areas, with a goal of mile spacing for primary roads and half-mile spacing for secondary roads.

Existing north-south primary roads to the east include Skyline (4000E) Road, 5000E Road north of Larry Power Road and 5500E Road south of Larry Power Road. A new 3000E Road would extend south of St. George Rd. East-west roads are in place to serve the east area with 6000N Road, St. George (5000N Road), Armour (4000N) Road, Larry Power (3000N) Road and North (2000N) Street. However, 6000N Road has a gap between Cardinal (2000E) Road and 3000E Road. This gap should be addressed particularly with the planned I-57 interchange. Rights-of-way should be reserved to accommodate up to 5-lane roads for the future.

Half-mile-spaced secondary roads include Willow Brook Drive, and this could be extended north. Yorktown Drive can be extended east as a local collector. Other new secondary roads can be established, some running along the edge of the Soldier Creek floodplain, taking advantage of creek views and linking open space.

There are issues with the lack of connectivity within the street pattern. The community is faced with increasing costs of street maintenance and additionally burdened with the cost of underutilized streets built in undeveloped areas. Cul-de-sacs cost more to maintain and should be minimized in future street planning. The Village should concentrate on connectivity, safety and cost containment of road construction and maintenance.

SPECIFIC STREET PROJECTS

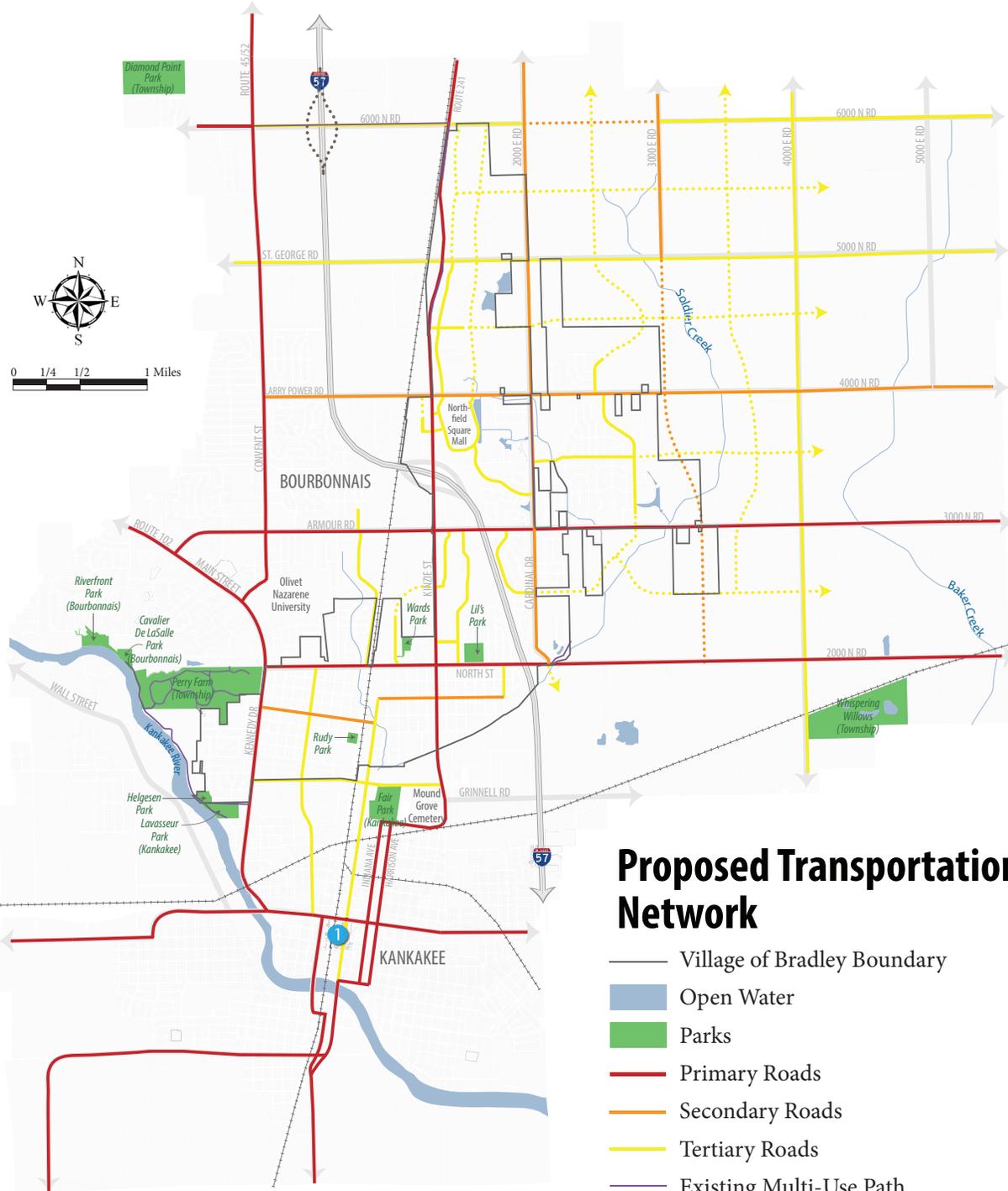
There are some more specific transportation and mobility issues within Bradley that should be addressed separately.

West Broadway. This street is the traditional center of the Village with the government center, services, restaurants and some multifamily housing. To enhance the redevelopment and livability of this area, a landscaped median and complete street treatment (emphasizing pedestrian and bicyclist accommodation) should be considered.



Complete Street

Roundabouts can be considered at the Center and Michigan intersections. Center is about the midpoint between Kennedy and the railroad, and has an attractive church building on one corner. Also on Center is St. Joseph Church and School a block north and Bradley-Bourbonnais High School four blocks north. Michigan is where the municipal complex and post office are located. So both corners are important and warrant roundabouts to highlight and improve them.



Proposed Transportation Network

-  Village of Bradley Boundary
-  Open Water
-  Parks
-  Primary Roads
-  Secondary Roads
-  Tertiary Roads
-  Existing Multi-Use Path
-  Kankakee Amtrak Station
-  Proposed Interstate Interchange
-  Proposed Secondary Roads
-  Proposed Tertiary Roads

Area Transportation

East Broadway. This area can be considered for an appropriate level of streetscape improvement. An overall program of beautification can add landscape elements, and parkway trees would serve as an area improvement. This would include continuous sidewalks and more tree-lined parkways. A comprehensive complete street treatment can also be considered to accommodate bicycles and provide traffic calming.

Schuyler. This street provides a direct connection to downtown Kankakee with its government offices, services, train station, farmers market, arts offerings and planned improvements. It also connects to Kankakee Community College and recreational facilities in that area. The Village of Bradley needs to work with City of Kankakee to upgrade the street to accommodate bicycles, add street trees, and address property maintenance and safety. Possibly some key land-parcel acquisitions could be made by Kankakee to expand Fair Park to Schuyler, providing an attractive setting, preserving Soldier Creek floodplain, and providing more recreation for the area. Also, the three-way intersection at Broadway should be upgraded with a roundabout, as the east gateway to the town center along West Broadway. The intersection is currently unsightly.

Kennedy. This street is shared with Bourbonnais and Kankakee and is an important commercial street linking Olivet Nazarene University, Perry Farm, and the riverfront/Provena St. Mary's Hospital in Kankakee. Upgrades in safety, congestion reduction and streetscaping are needed.

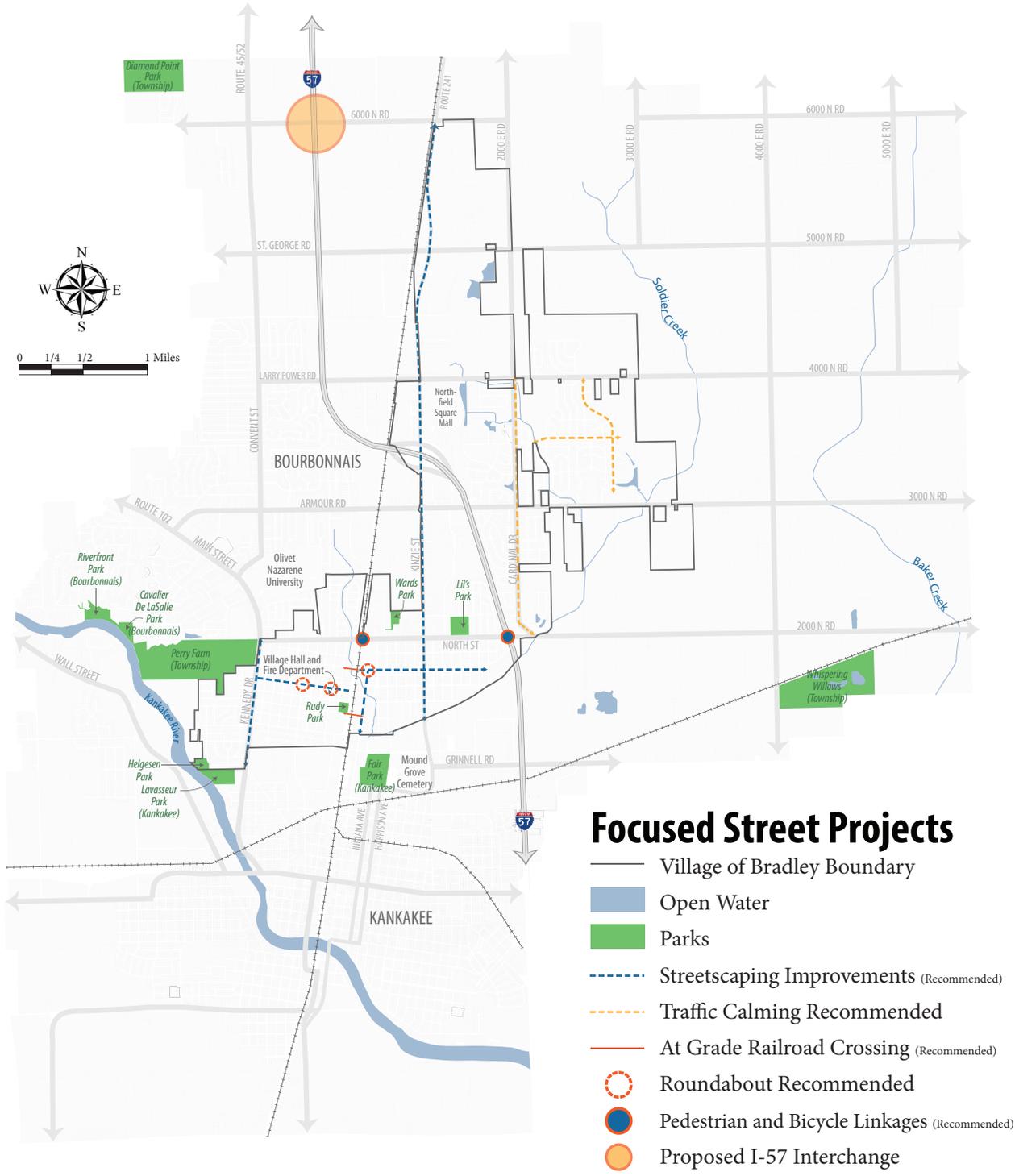
Connections across Barriers. Connections across barriers of railroad and I-57 can be enhanced. Pedestrian and bike linkages are needed on the North St. overpass and the Village is addressing this with IDOT. At-grade railroad crossings connecting Grove to East Broadway, and Goodwin to Erie (or South St. to South St.), should be considered.

Traffic Calming. Several streets have long straight-of-ways and have speeding issues. Traffic-calming measures such as traffic circles and narrowing of pavement at certain locations can be implemented. In addition to West Broadway and East Broadway, streets that could use traffic calming include Cardinal Drive, Yorktown Drive and Willowbrook Drive.

New I-57 Interchange. A new interchange at 6000N Road is in IDOT's plans. If this is built, Bradley will have to plan for the diversion of traffic away from the Kinzie exit to Bourbonnais. A strategy to improve the Kinzie interchange area to draw people is discussed later in this report. An improved 6000N Road would serve as a new east-west truck route, decreasing the number of trucks passing through Bradley.

Kankakee River Bridge. Although a new Kankakee River bridge has been discussed over the years, there are no formal plans or potential funding for this project.

Illiana Expressway. The Illiana Expressway is planned to connect I-55 to I-57 and then continue east into Indiana to I-65. The road corridor is about nine miles north of Bradley, just north of the Kankakee County line in Will County. This will provide an important new convenient access to these interstates from Bradley. It will also help to alleviate heavy east-west truck traffic occurring in Kankakee County, caused by drivers trying to avoid the congested I-80/I-94 corridor. There is also a proposal to bundle new freight rail lines along the proposed Illiana expressway. This would benefit any intermodal business parks in North Bradley or Bourbonnais.



Public Transportation

RAIL SERVICE

The focus should be on strengthening connections to University Park for access to reliable Metra service. This would be in the format of Metro bus service to University Park. There was a reference in the previous comprehensive plan to a Metra station in Bradley. The likelihood of this coming to fruition is small because metro Chicago's Regional Transportation Authority (RTA) is not planning to extend service to Kankakee County, and it is not within the RTA jurisdiction. The RTA has no political basis and no revenue to finance this.

BUS SERVICE

The bus service itself is good in this area. However, existing roadway improvements, as well as new streets, should be designed with improved bus accommodations. Bus stops should be clearly identified with signs having route information and shelters with sidewalk access. There should be support for the county to include bus accommodations in all future improvements under county jurisdiction.

AIRLINE SERVICE

O'Hare and Midway Airports will remain the primary local passenger airports for the foreseeable future. The timing and level of passenger service for Gary/Chicago Airport and the planned Peotone Airport are unknown. Convenient linkages to O'Hare and Midway are the relevant issues for Bradley and this is likely to be private shuttle service. Kankakee Airport is a private aircraft facility serving the corporate executive market.

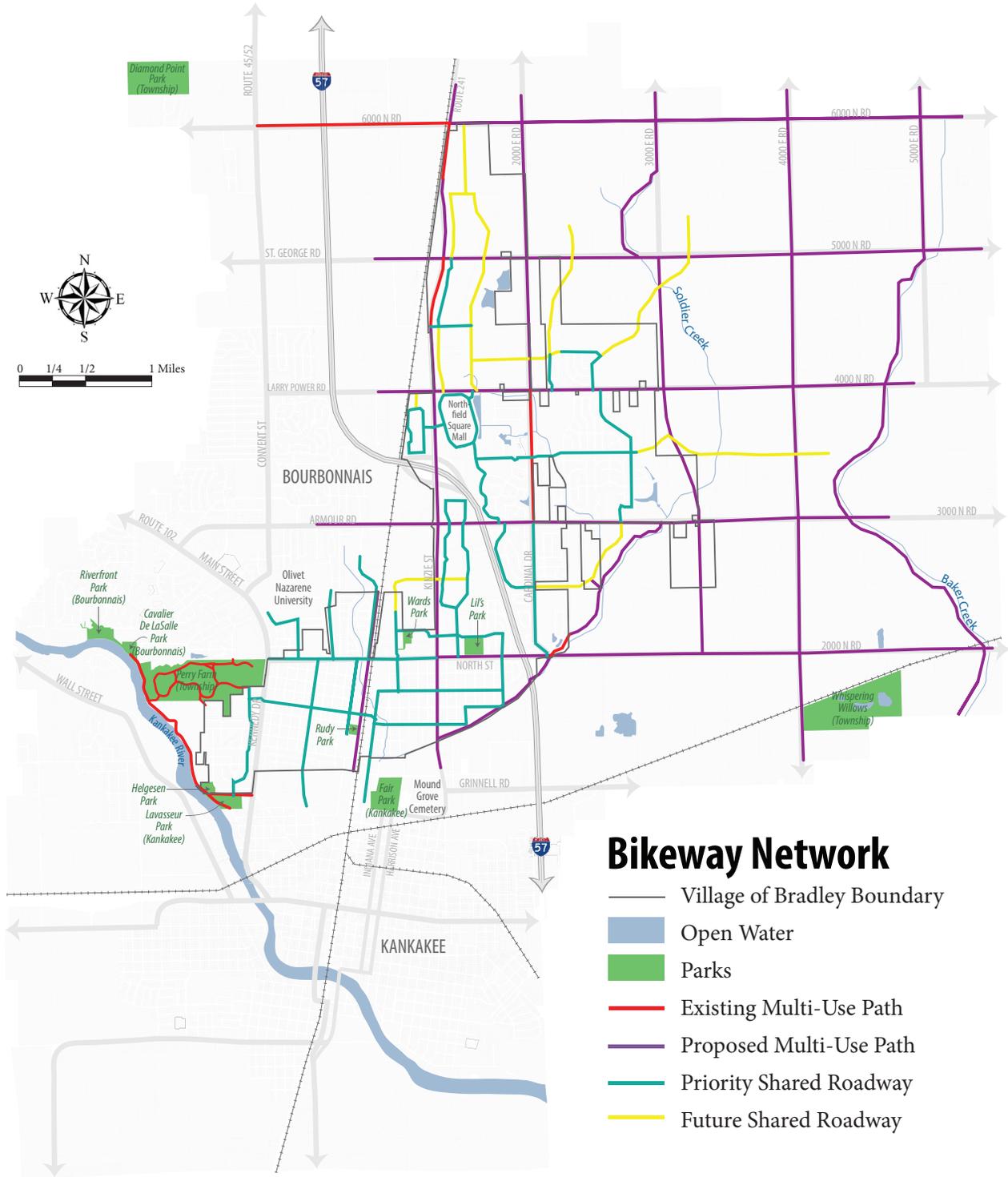
PEDESTRIAN AND BICYCLE LINKAGES

The focus should be on safe access for all age groups to schools, institutions, parks and major commercial destinations with sidewalks and safe crossings.

A primary bicycle/pedestrian path is needed to connect neighborhoods efficiently to major activity generators. Generally, this route should start at the Kankakee River in Perry Farm, and head east along West Broadway as a marked street route, preferably as part of a complete street design.

The Broadway underpass would be used and it could intersect with Schuyler where a marked street route to downtown Kankakee could be done with the City of Kankakee. Bradley's primary path would go north on Schuyler, then continue along East Broadway to Van Buren to North St. It should cross over I-57 on a rebuilt North St. bridge and head north on Cardinal Drive/N2000E Road to St. George Road. Kinzie is also an important north-south pedestrian route with its heavy concentration of businesses. Linkage across the I-57 interchange at Kinzie is important to access Northfield Square Mall and connect neighborhoods separated by I-57. This has been funded and is planned for 2013.

Bradley is linked to the regional Riverfront Trail, which will connect Splash Valley Aquatic Center south of Kankakee to Kankakee River State Park.



Public Transportation

Other trails discussed in the Kankakee County Greenways and Trails Plan include the Armour Road Trail from Cardinal Drive east 2.5 miles to Baker Creek; Baker Creek Trail from North Street 3.5 miles to St. George Road; Larry Power Road Trail from the Canadian National Railway 3.75 miles to Baker Creek; Liberty Trail from Schuyler 1.5 miles to Broadway & Van Buren; North Street Trail from Perry Farm 6 miles to Baker Creek; Skyline Trail from Whispering Willows Park 6 miles to Diversatech Trail north of Manteno.

Other potential options include the Canadian National Railway right-of-way. It has potential to connect to Kankakee's planned linear park and trails along the railroad, providing a connection to downtown Kankakee. (The previous comprehensive plan showed a new Washington Street extension along the railroad; however, it appears that Kankakee is not pursuing this and it would diminish potential for the trails and green space.)

Use of Soldier Creek would involve many different parcels and the great expense of building new bike paths. This could be part of the long-term plan but it does not serve the Village in the near term.

WAYFINDING AND GATEWAYS

Wayfinding signs can be provided at key intersections. These signs not only provide directions, but help to establish an identity by presenting the Village's amenities and attractions to the public. Below is a sign example of a specific recreational destination that could be used to direct people to the Kankakee River.



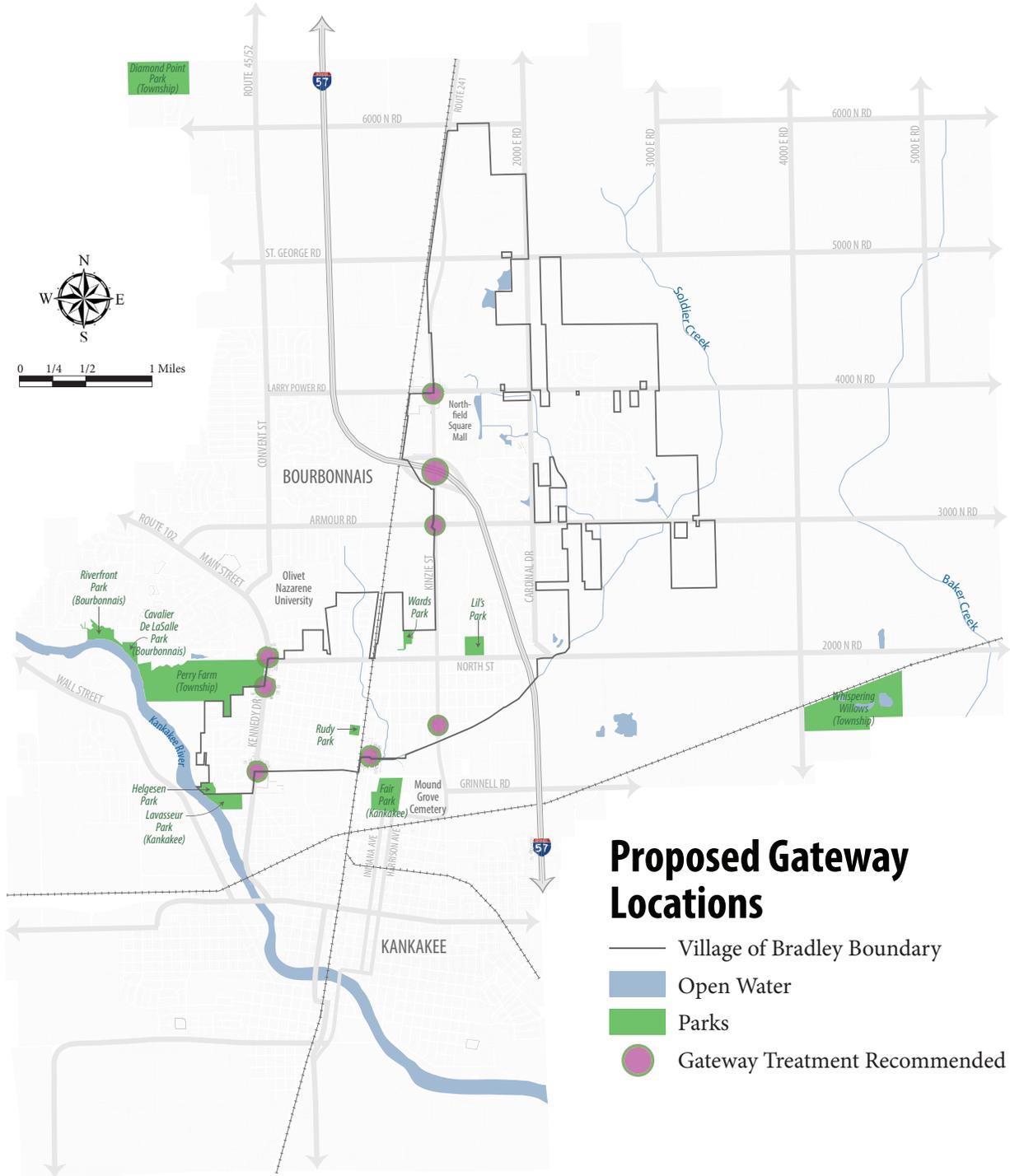
Wayfinding Sign Example

GATEWAYS

Gateways into Bradley give a first impression as well as potentially improve the Village's everyday appearance. The I-57 interchange is clearly the most important gateway and is discussed separately due to that fact. However, there are several other key gateways that can be improved in the short term at potentially minor cost.

Northbound Schuyler. The northeast and northwest corners of Schuyler and South should be landscaped with gateway features. A parkway tree-planting program would also be a significant improvement to Schuyler from South St. to East Broadway, where a landscaping treatment is needed for an unsightly but prominent corner.

Northbound Kinzie. This area calls for more than just an entry feature. It is on the north side of Soldier Creek and the land has environmental issues and is unsightly. At a minimum, screening and landscaping is needed along the street. In the long term, it may require an environmental remediation and may be converted into open space along the creek.



Proposed Gateway Locations

- Village of Bradley Boundary
- Open Water
- Parks
- Gateway Treatment Recommended

Public Transportation

Northbound Kennedy. The northeast corner of Kennedy at Brookmont should be landscaped with an entry feature.

Southbound Kennedy. The northwest corner of Kennedy at Perry should be landscaped with an entry feature.

Eastbound North St. The southeast corner of North at Kennedy should be landscaped with a gateway feature.

Eastbound Armour. This location is the intersection of Armour at Kinzie and the northeast and southeast corners should be improved. The west side is unincorporated. The stretch of Armour between Kinzie and the Canadian National Railway should be designated for future annexation into Bradley or Bourbonnais, based on mutual agreement. Otherwise, this part of Armour may suffer from neglect.

Eastbound Larry Powers. A large scrap yard greets motorists entering Bradley here, which is only blocks from Northfield Square Mall. In addition to an entry feature, screening and landscaping is needed. In the long run, this property will have to be cleaned up and redeveloped.

DESIGN AND IMPLEMENTATION OF GATEWAY FEATURES

A relatively simple and inexpensive approach will facilitate implementation in a short time. An example of one approach would be a grouping of three to five trees in a bed of low evergreen shrubs. Conditions at corners are harsh, with salt spray and pollution. The planting bed should be bordered by curbing to prevent runoff of salt and oils into the planting bed. Seagreen juniper is a hardy salt-tolerant evergreen shrub and is readily available. Callery pears and crabapples are hardy medium-sized flowering trees and are readily available. They could be purchased en masse and planted by Public Works. Simple entry signs might also be purchased en masse and installed by Public Works. The same approach could be used for parkway tree planting in designated key areas such as Schuyler.

TRANSPORTATION IMPLEMENTATION

The Kankakee Area Metropolitan Planning Organization (MPO) has authority to plan for transportation needs in Bradley and surrounding communities. Bradley's mayor sits on the Policy Committee and Bradley's engineer sits on the Technical Advisory Committee. These committees determine which projects get funded. Recent large Bradley projects have included North Street and Cardinal Drive. Brookmont Boulevard in Kankakee was another major project. The MPO will have to approve major transportation projects in Bradley and it will have to make sense in the larger context of the Kankakee urban area. Therefore, connectivity is vitally important in planning all modes of transportation.



Gateway Sign Concept

Parks, Recreation and Environment

UNDERLYING STRATEGY

Parks and open space function to benefit the community in many ways. They can provide both active and passive recreation to accommodate all age groups and interests. They can provide a sustainable natural environment that alleviates flooding, accommodates wildlife and filters stormwater runoff. Parks and open spaces also provide a sense of well-being, adding to quality of life and enhancing property values.

With these multiple functions in mind, a framework of parks and open spaces can be formulated. The goal is to provide access to active and passive recreation for all age groups, preferably within walking or bicycling distance. At the same time, another goal is to preserve the area's natural features and bring nature into each community. These two goals can be combined to form the basis for the open-space framework.

Plantings of native tree groves, prairie patches and restoration of floodplains could all be done on public land to add to the natural experience in each neighborhood.

In addition to parks and recreation on a local level, connectivity to regional amenities is needed. This is something to address for those not within walking distance to the Perry Farm and other township and county parks and forest preserves. Regional access to the Kankakee River and bikeways and greenways should also be supported and developed.

LAND ACQUISITION

The long-time minimum industry standard for park acreage is ten acres per 1,000 persons, so Bradley should have a minimum of about 160 acres in its

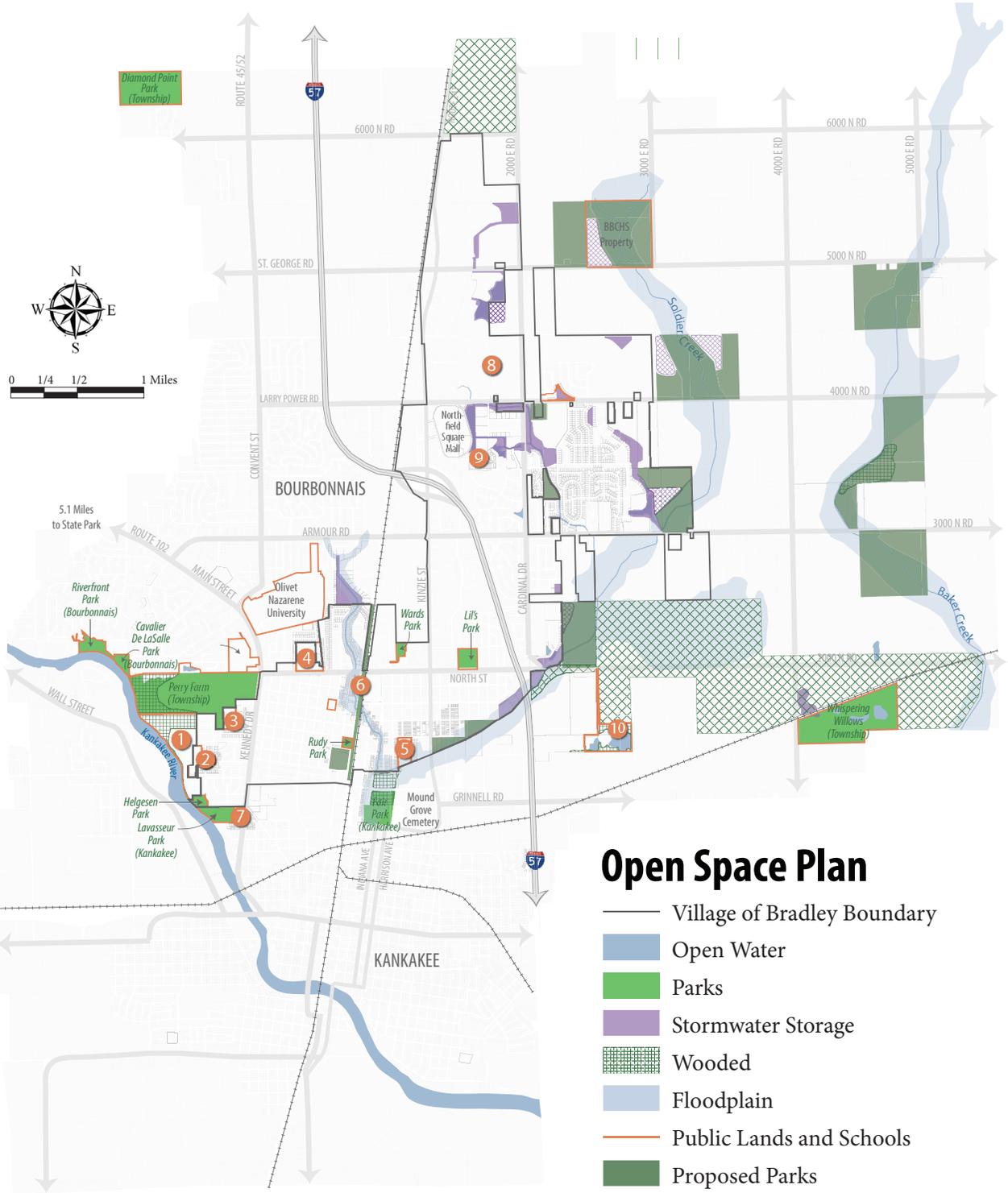
park system. Currently it has 42 acres, a shortage of 118 acres. It appears that every neighborhood has a shortage except perhaps Old Bradley West, mainly because it is adjacent to Perry Farm on the north and has Helgeson Park on the south. Helgeson Park's almost 6 acres on the river is adjacent to Levasseur Park in Kankakee, forming a larger usable public open space.

Bradley's largest park, Lil's Park, is centrally located on North St. east of Kinzie St. in the northeastern part of Old Bradley East. More extensive tree planting around the picnic shelter is warranted and facilities that cater to every age group should be integrated into the park design, including a trail.

A parcel along Soldier Creek south of Franklin Street provides an opportunity to serve much of Old Bradley East south of North St., while taking advantage of the area's most important natural feature.

An area just west, along Soldier Creek, south of Liberty St. and east of Kinzie Ave., is another possibility. The current land use is primarily vehicle storage with a couple of small buildings. Most of its northern border is residential. Another area just east of Van Buren along Soldier Creek (currently detention and open) has potential for park usage.

These three areas would create a greenway, help with flooding prevention and improve the quality of the residential area. The Village can talk to Kankakee about the wooded area south of Soldier Creek and north of Brookmont Blvd. as potentially park space. This could be an extension of Kankakee's large Fair Park south of Brookmont Blvd.



Open Space Plan

- Village of Bradley Boundary
- Open Water
- Parks
- Stormwater Storage
- Wooded
- Floodplain
- Public Lands and Schools
- Proposed Parks
- Proposed Preserves
- Proposed Regional Stormwater

- | | |
|-----------------------------------|-------------------------------|
| ① Sewage Treatment Facility | ⑥ Potential linear park/trail |
| ② Bradley Elementary School | ⑦ YMCA |
| ③ Bradley West Elementary School | ⑧ Aspen Ridge Golf Course |
| ④ Bradley Bourbonnais High School | ⑨ Hidden Cove Sportsplex |
| ⑤ Bradley East Elementary School | ⑩ Haigh Quarry |

Parks, Recreation and Environment

Rudy's Park is the only significant recreation space in the Old Bradley neighborhood and it is barely 3 acres. An underutilized larger parcel is adjacent to the south. Current land use appears to be primarily vehicle storage, with some small metal buildings as well as a large, old, industrial building being used for storage. It is surrounded by residential areas on three sides. This potentially could become a significant park for the west part of Bradley with an additional 10 or more acres. The building might be considered for senior housing, which would be compatible with the surrounding residential area. A new park would be an attractive setting for the residents. Demolition is another consideration if adequate upkeep of the building cannot be maintained.

Future acquisitions would best be focused along the Soldier Creek Corridor, including its branches. This greenway is recommended in the Kankakee County Greenways and Trails Plan. Park acreage can be augmented by adding a scenic creek floodplain and connecting to the existing park system. This can be done at little or no cost. Prohibiting development in the floodplain and within a minimum setback of 150 feet from the creek edge would preserve such areas by code. Many of these soils are poor for development anyway.

Stormwater management can further leverage the Soldier Creek open-space greenway with adjacent retention ponds. They should be designed in a naturalistic manner and consolidated so that they become an attractive part of Bradley's landscape. Larger retention ponds can provide recreational opportunities such as fishing and boating. Stormwater facilities should also include wetlands and settling ponds to improve water quality. This is in contrast to numerous dry basins that receive

direct stormwater runoff from storm sewers that are more expensive to maintain and do not offer opportunities for water quality, wildlife and recreation. The Village might consider setting up a stormwater management fund, to be augmented with grants. This would allow the establishment of larger retention ponds that developers could pay into.

Conservation easements can be established to ensure that no disturbance or development occurs indefinitely. More localized recreational facilities can be developed with each subdivision, providing a playground and natural area within walking distance of each resident. The Village's trail system should provide access to all major parks. The proposed loop discussed previously would largely accomplish this.

OTHER AREAS TO CONSIDER FOR ACQUISITION INCLUDE:

Haigh Quarry/Soldier Creek Floodplain. This unique amenity for the area could be acquired by Bourbonnais Township Park District or Kankakee Valley Forest Preserve District. Possibly the adjacent huge salvage yard could be acquired and cleaned up, particularly because it has high visibility along I-57. It is also fairly close to Soldier Creek and a very large floodplain area, and all could be linked into one contiguous open space. The east edge of the floodplain area is less than a mile from Whispering Willows Park and could be combined in one large open-space reserve. This reserve would be very close to Kankakee County's population center, further warranting serious consideration.



Perry Farm

Parks, Recreation and Environment

Northfield Square Neighborhood. It lacks a significant park, and a central location would be south of Larry Power Road and east of Cardinal. It is also adjacent to detention facilities so more contiguous open space would be provided. Just south of this site is a triangle shaped parcel along the wooded Soldier Creek north branch. It is isolated from accessible roads, however, the connection of Yorktown Road at its north end will provide public access. This site can be a neighborhood green space and possibly serve stormwater needs if necessary.

Soldier Creek Neighborhood. It lacks a significant park and a central location would be between North and Armour along Soldier Creek. This includes a very large floodplain area for additional open space. Because the area is so large, this might be a joint venture with the Bourbonnais Township Park District, especially since the land may not be valuable for development and therefore have a relatively low cost.

North End Neighborhood. It has potential for a park along Soldier Creek north of St. George Rd. The Aspen Ridge neighborhood lacks a significant park; a potential location for a new park is along Larry Powers Road and Soldier Creek.

It includes a site owned by Bradley-Bourbonnais High School District. It is already publicly owned. The size of this parcel north of Larry Power Road along Soldier Creek lends itself to a large recreational facility that could accommodate several organized sports venues, as well as natural areas and trails. If the district wants to hold the parcel indefinitely, it may make sense to design playing fields and other facilities so they would fit into a high school site plan. It is public land regardless of specific ownership and recreational use of the property for public use makes sense now, particularly in light of Bradley's park acreage deficit.

The Proposed St. George and Baker Creek Neighborhoods. These could focus on Baker Creek for future open-space acquisition. This greenway is recommended in the Kankakee County Greenways and Trails Plan. The wooded area north of Armour Road might be a key parcel for an attractive natural area. Other potential park sites would be south of Armour along Baker Creek, south of Larry Power along Baker Creek, and south of St. George along Baker Creek. Little detention would be needed if the area were 5-, 10- and 15-acre lots.

The Village might also encourage Kankakee Valley Forest Preserve to acquire more land along the Kankakee River. A priority should be set on getting the state of Illinois to add to the existing acreage of the Momence Wetlands State Natural Area. These acquisitions would serve as open space and would promote water-quality improvement. This is important, as it is Bradley's drinking water source. Park set-asides in new developments should be worked into development agreements.

RECREATIONAL FACILITIES

In addition to land acquisition, recreational facilities should be provided at an adequate level. It seems that playgrounds are provided in almost all neighborhoods, most being within walking or bicycling distance of residents. Many other recreational facilities are typically provided. According to the National Parks and Recreation Standards, a population of 16,000 should have the following facilities:



Kankakee River Bike Trail

Parks, Recreation and Environment

Outdoor Basketball. One full court per 5,000; one half court per 3,000. Bradley has basketball courts at three parks. This translates to about three full courts and five half courts. It appears that there is a need for one full court and one half court.

Ice Hockey. Outdoor, one rink per 3,000; indoor, one rink per 20,000. The Kankakee Valley Park District's ice arena should suffice for the near term.

Free Skating. Not specified. Bradley has access to an indoor facility in Kankakee.

Tennis. One court per 2,000. There appear to be about four courts, so four more would be needed.

Sand Volleyball. One court per 7,500. Bradley has none; two would be needed.

Field Hockey. One field per 20,000. Bradley has none; one would be needed.

Football. One field per 20,000. Bradley needs one and has one in Rudy's Park.

Baseball Official. One field per 5,000; Lighted, one per 15,000. There appears to be a shortage of three fields and one lighted field.

Baseball Little League. One field per 5,000. Bradley has one lighted field and two fenced-in fields, so this appears to be met.

Softball. Adults, one field per 5,000; youth, one field per 2,500. There would seem to be a need for three adult fields and six youth fields.

Indoor gym courts for public use. One per 20,000. Hidden Cove will likely be sufficient for the near term.

Swimming Pool. One per 20,000. The high school and Kankakee Valley pools are likely sufficient for the near term.

Soccer. Full-size field, one per 7,500; Youth-size field, one per 4,000. There is a need for two full-size fields and four youth-size fields.

The largest recreational need appears to be playing fields. This ties in well with the proposed land acquisitions.

KANKAKEE RIVER

Bradley's greatest recreational asset should be the Kankakee River. Unfortunately, the sewage treatment plant occupies most of the river frontage. However, strong consideration should be given to a boat ramp, fishing pier, birding lookouts and overlook along the Kankakee River. This might be done in conjunction with the sewage plant expansion. Since Bradley bears the burden of living with odors and unsightly views from the sewage plant, the sewage plant should mitigate this impact by providing such facilities, as well as water-quality improvement in the form of an aerating waterfall, similar to those provided by the Greater Metropolitan Water Reclamation District along the Calumet Sag Channel. This would provide more of a focus on the river and encourage recreational activities there, allowing Bradley to take proper advantage of the region's greatest amenity—the Kankakee River.

Parks, Recreation and Environment

OTHER ENVIRONMENTAL CONSIDERATIONS

In addition to park, nature and recreational facilities, there are other ways to improve the natural environment in the Village. Trees are lacking in many parkways. The most visible locations of the Village, such as main intersections, should be targeted with tree planting to maximize visual impact. Screening industrial sites, major roadways such as I-57, rail facilities and the sewage treatment plant could be accomplished by tree planting. A 50/50 parkway tree program could be made available for residential areas with emphasis on native trees that withstand parkway conditions. Native species should be emphasized to increase survival rates and to reflect the area's natural heritage, providing habitat for native animals and insects.

In general, as part of the development review process, the Village can take better advantage of retention basins, creeks and other stormwater facilities to leverage open-space opportunities. Combining public park space with these features is a simple yet effective approach. Future subdivision design should avoid lots backing up to public open space; ideally the open space would be separated by a street. This would avoid conflict between residents and public use of adjacent open space, and provide maximum views and access to open spaces.



*Greater Metropolitan Water Reclamation District
Waterfalls at Worth*

Housing

HOUSING ANALYSIS

The economic crisis has affected the housing market significantly, lowering values, increasing foreclosures, minimizing new construction and impacting home maintenance.

The strength of the housing market depends on availability of household income. Higher salaried jobs and training/education are needed to support a healthy economy that will in turn create housing demand. This is addressed in the section on the economy.

EXISTING HOUSING

Housing trends in Bradley include aging households, increase in numbers of persons in some households, and increasing numbers of properties being rental. Some of the older areas have many affordable homes that may have deferred maintenance issues. Existing older housing stock often needs modernization and remodeling. Stepped-up code enforcement and assistance with home repair would help both the elderly and new larger, younger households, helping to stabilize older neighborhoods. Language-appropriate literature may be developed to assist in informing residents about property rehabilitation and maintenance. This can also include improved energy efficiency standards for rehabilitation and new construction. The Village can work with utility companies and other groups to get energy conservation assistance to owners of older homes.

Reinvestment in the older homes can be encouraged by providing residents with information to expand and remodel instead of moving. The Village could commission architects to draw up stock expansion plans for typical housing types for free use by

residents. They can also draw up small architectural improvements for typical homes. The Village could partner with outside groups, i.e., Habitat for Humanity to rehab the worst housing. Local large employers could be asked to provide their employees incentives to buy homes in Bradley. The influx of new ethnic groups in a relatively homogeneous community may lead to some misunderstanding or conflict. The Village might consider a human relations commission, neighbor mediation task force or some similar entity. Citizens serving on such groups can help to minimize problems and promote stronger communities, maintaining Bradley's tradition of a peaceful and safe place to live.

RENTALS

Increases in the number of rental units, including single-family homes formerly occupied by owners, should be addressed. A crime-free rental program can be established, subject to limitations to non-home-rule communities. The main focus of such programs is required education of rental unit owners and background checks of potential tenants. Bradley recently enacted a rental property registration and inspections ordinance. Although the Village has addressed property maintenance, it may want to address tenant backgrounds and crime subject to non-home-rule limitations.

ELDERLY

Older persons can be helped to remain in their homes with adaptations prescribed in building codes. Contractors could be licensed by the Village to do such work and churches and volunteers could help in cases where the homeowner cannot afford it. Many elderly persons will choose to age in place in their long-time homes.



Summerfield Single Family Home Development in Bradley

Housing

However, this becomes difficult for many people and they need alternative housing options. These include four senior-housing options:

- Full independence
- Assisted living
- Supportive living facilities that offer onsite support amenities
- Nursing homes that are full-care facilities

As with other age groups, the elderly desire locations near shopping, medical facilities, churches and public transportation. Even with those who are immobile in full-care facilities, the locations near amenities help to draw more visitors who can combine errands with their visits to the elderly residents, improving quality of life. It is also better for employees to have transportation options and have other services nearby. These locations should be targeted with zoning for higher residential density for all demographic groups.

Many of the elderly are on limited incomes and need affordable housing. It is important to note that affordable housing is not necessarily subsidized housing. A local housing market could include both subsidized and unsubsidized housing. Tax breaks are available for developers to provide lower-cost housing.

YOUNG ADULTS

Retention of young adults and professionals in the community is a consideration in a housing analysis. Trends in housing for young professionals require products that offer higher-end amenities. An apartment complex with amenities such as fitness center, pool, barbecue areas, social centers, etc., is one option. (Because the job market is

now very volatile, rental units have become more attractive. Projections show that a person entering the marketplace today will change jobs, and often residences, from 8 to 12 times.) Nearby amenities in the community are also important. These include restaurants, bars and other opportunities of social interaction. Bike trails and recreation are other amenities in demand by this group.

This demand could be accommodated by an upscale apartment complex adjacent to the Kinzie commercial district near Northfield Square. It could also be accommodated by redevelopment of smaller properties along West Broadway, in conjunction with other redevelopment there.

An emerging trend in the housing field is the live/work housing concept. With the emergence of new technologies, employers are allowing employees to work from home. Additionally, artists and individual entrepreneurs are looking for spaces in which to live, work and conduct business in the same unit. Often these kinds of opportunities arise in underutilized commercial and industrial areas. This is another market share that the Village of Bradley could consider targeting with housing opportunities, particularly along West Broadway.

COUNTRYSIDE HOUSING

Bradley has an advantage that many communities do not have in the large expanses of agricultural land to the north and east. It has a long history and identity with agriculture and agribusiness. A new developing market could be large-lot, rural, residential home sites combined with the opportunity to allow horses and agricultural uses. This type of housing could attract upper-income households due to its unique and attractive setting. A small number of such homes are currently scattered about the area.



Single Family Home in Bradley

Housing

This area would be part of a transition from the newer suburban-style neighborhoods to the country. Minimum lot sizes near developed areas on the west end of this area could start at 5 acres and increase going east toward Baker Creek to 10 to 15 acres. (It should be noted that Kankakee County requires 20 acres per new farmhouse in agriculturally zoned areas.) The residential setting could be enhanced with trails and a greenway along Soldier Creek and Baker Creek as the neighborhood’s organizing design features. The proposed open-space reserve at the south end would also enhance the setting for such development.

An example of zoning for this is:

“Miami Township, Montgomery County has a Planned Agriculture District that permits agricultural uses, single-family dwellings, recreation and open-space uses on tracts of land of at least 20 acres that must be developed according to a development plan. At least 50% of the plan must be dedicated to open space for agriculture, and the remainder may be developed as conventional development or as clustered development.

Conventional, nonclustered housing must abide by a five-acre-lot minimum. Cluster developments have no minimum lot size requirement, and can receive a housing density bonus of up to 35% over conventional developments according to the clustering and open space design.

Bonuses are awarded for minimizing fragmentation of open space and disturbances to resources, creating riparian buffers and connecting to other open-space projects.”

It is more likely that larger agricultural lots have potential for wineries/vineyards, orchards, corn mazes, and other agritourism attractions. Minimum urban infrastructure and services would be needed

for these areas. This is also more in keeping with the 2030 Kankakee County Comprehensive Plan (adopted in 2005) and its “Town and Country” scenario, that encourages most development in existing towns and preservation of the rural character to minimize development impacts on rural services and facilities.



Multi-Family Housing in Bradley

Community Facilities

MUNICIPAL COMPLEX

Bradley's administrative facilities are located in what is the traditional downtown area. The post office building has the strongest architectural presence in the downtown. Should this building be made available, it is worth preserving for adaptive reuse. A possible use could be part of a municipal campus. The existing municipal parking lot could become a town square with parking around the perimeter of the buildings. Michigan St. could be incorporated into the town square between Village Hall and the post office; however, this is an issue with the nearby fire station. In the future, the fire station may move to public land on Industrial Drive north of North St., so utilizing Michigan St. for the town square would not be an issue. A fire station exists on Armour Road west of the Canadian National Railway. Another fire station may be needed in the future at or north of Larry Power Road and east of the Canadian National Railway.

Ideally, the police would remain at the civic campus. If the post office moves, it may be an option for a new police station. Ideally, at least a post office retail store would be retained on West Broadway to reinforce the area as an activity center and meeting place. Moving the post office truck traffic elsewhere, such as to the Central Kinzie Business District, may be beneficial. Other future municipal uses would ideally be concentrated around the town square on West Broadway.

LIBRARY

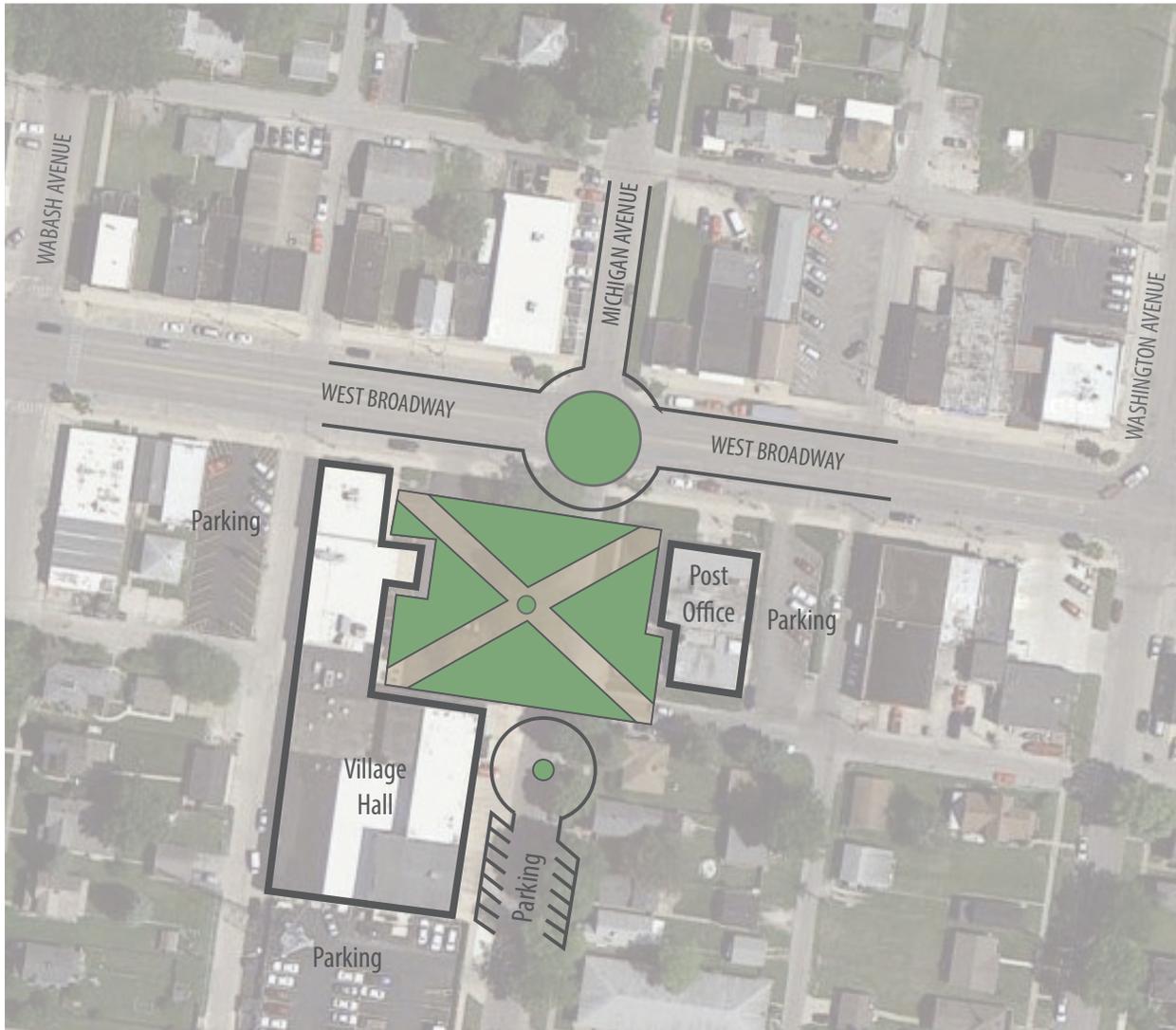
As previously mentioned, the library is relatively new. In the more distant future, moving it into a municipal campus setting could be considered.

ARTS

Bradley may be best served by combining efforts with Kankakee and Bourbonnais to have space and programs for the arts. The recently opened Community Arts Council of Kankakee County arts facility in Northfield Square Shopping Center provides a base to build from. A larger arts movement could be facilitated by linking Council efforts with Olivet Nazarene University and Kankakee Community College, as well as with arts efforts in downtown Kankakee. A coordinated effort among all the institutions and groups with West Broadway building owners and the Village of Bradley will produce best results. A good example of this is the collaboration of Wright in Kankakee and the Community Arts Council of Kankakee County to produce a fine art show in the Bradley House designed by Frank Lloyd Wright. More specific to Bradley, art galleries, antique shops and live/work facilities on West Broadway could be encouraged, since space is available and relatively inexpensive.



Example of Town Square



Potential Municipal Complex, Village Green *(Assumes Firehouse moves)*

- Borders civic buildings.
- Faces West Broadway.
- Use Michigan south of green for parking.
- Reconfigure parking east of post office.
- Add parking along alleys.
- Roundabout reinforces location importance.
- Gathering space for civic events.
- Identity for Village.
- Similar in size to Veterans Park.
- Could have bandshell, gazebo, fountain, etc.

Community Facilities

INSTITUTIONS OF HIGHER LEARNING

The central location of Bradley-Bourbonnais High School allows many students to walk, bicycle and easily get to school. This location contributes to the local businesses and generates activity in the area. It also potentially contributes to civic life with the possibility of walking to nearby West Broadway where the Village's center of town can potentially accommodate special events and activities such as band concerts, plays and parades. The need for more athletic fields could be handled by the property that was purchased originally to build a new school, although it would be an inconvenient distance. Another option might be to expand existing nearby parks or create new ones out of nearby underutilized industrial space. The area along the Canadian National Railway south of North St. is only a few blocks east of the high school and borders residential areas. A playing field could improve property values and provide a recreational asset, eliminating potentially incompatible uses. Possibly a shared field or space arrangement could be worked out with Olivet Nazarene University since they are expanding west of Kennedy, a few blocks west of the high school. Continued annexation of conventional residential subdivisions will clearly impact school enrollment and this brings up the need for more facilities.

Based upon enrollment projections and finances, the school district will have to decide whether a new school is likely in the foreseeable future. A decision would have to be made about the status of the parcel already acquired for a new high school.

Olivet Nazarene University generates a lot of local activity and business and is a significant local

resource, despite its location in another community. It is just outside Bradley's border and has potential for many linkages in education, culture and athletics. Local schools and civic organizations may benefit from sponsorships and student volunteers. It may be possible to repurpose industrial areas along the railroad near Olivet Nazarene or utilize space on West Broadway for their expansion—offices, classrooms, etc. It may also be possible for schools such as DeVry, ITT and Kankakee Community College to establish satellite facilities here.

HISTORIC/LABOR/MANUFACTURING MUSEUM

A rented storefront on West Broadway could accommodate artifacts, narratives and photos of Bradley's past. Also, the local cable channel can be used to produce programs on Bradley's history.

MEDICAL

Adjacent Kankakee provides adequate facilities and is in close proximity.

UTILITIES

Water. Water supply is provided by Aqua Illinois. Aqua Illinois is private so the Village's role is to work with the company on sensible upgrades with reasonable rates. Clean water is a priority. Any potential major users upstream of Kankakee River water need to be identified and monitored. Pollution sources could include industrial wastes and agricultural runoff. It would be advantageous to work with state and regional agencies to protect the Momence Wetlands to ensure good water quality and acquire buffers of vegetation on the Kankakee River. County zoning should address a vegetative buffer zone along the Kankakee River, as well as its feeder creeks.



Olivet Nazarene

Community Facilities

Stormwater. Prevention of flooding is of highest priority. The natural landscape can provide opportunities to achieve flood prevention and enhance the quality of life in the community's natural environment. The Village should consider more use of swales, ponds and wetlands as alternatives to pipes and mechanical treatment. This contributes to sustainability, as well as potentially lower costs for infrastructure and maintenance. Such facilities also add to Bradley's open-space amenities.

Sanitary. Two issues arise in review of the sanitary sewage treatment plant serving Bradley—location and capacity. The current location—immediately adjacent to the Village—restricts access to the river and produces odors. Amenities are needed to offset this and were previously discussed. As Bradley, Kankakee and Bourbonnais expand, as well as outlying areas of Manteno and Chebanse, capacity issues may become a problem. The planned expansion will provide adequate capacity for the next several years. A long-term view should include the option of moving this facility elsewhere where it would have less negative impact on residents.

Electricity. Exelon/Commonwealth Edison should be involved in maintenance upgrades and involved in the service planning for new areas. Energy supply, demand and losses are major issues in business management, competition and sustainability. There is growing consciousness about environmental impact related to energy consumption, both local and distant locations. The Village can work with Exelon and the Economic Alliance of Kankakee County to have energy audits done for local businesses. They can also facilitate access to federal and state programs for energy

efficiency, retrofitting and investment in new equipment. The Village can revise building codes for increased energy conservation.

Natural Gas. Northern Illinois Gas should be engaged by the Village to monitor and improve aging infrastructure. The above suggested measures also apply here.

LAND USE ANALYSIS



Bradley Bourbonnais High School

Section 6

Village Planning Districts

OLD BRADLEY WEST

Mitigation of the impacts of the sewer treatment plant should be discussed. In the long run, it would be advantageous to move it to a nonresidential area. In the short term there is an opportunity with the planned expansion. Bradley bears the brunt of the plant's negative impact and should negotiate added landscaping, berming, improved treatment/odor control, boat ramp, and an aeration station along the river with viewing/fishing platforms (see photo opposite, of Worth SEPA station). A stronger linkage between the river and Old Bradley West is needed with wayfinding signs down Broadway. The center of activity is around Bradley West Elementary School, the Perry Farm entrance and Kennedy Drive commercial uses. A focus could be placed around Lions Park as a neighborhood center. It is also planned for a major bus transfer point.

In general, land uses would not change with the exception of mixed uses around Kennedy and Broadway, including commercial and multifamily housing. Perry Street is the gateway to Perry Farm and the trail to the Kankakee River. However, it is unfortunate that Perry St. is lined with an unsightly large wall of a strip mall and unlandscaped parking spaces. At a minimum, the Village might want to talk to the property owner about installing landscaping in some of the parking spaces to mitigate the negative visual impact of the wall on what should be an attractive setting for people going to the Perry Farm and the river.



Waterfalls Along Cal Sag Channel at Worth

OLD BRADLEY

West Broadway can be conceived as the city center with government, services, restaurants and antiques/arts. This area would accommodate multifamily housing and senior housing as it is convenient to many services and transportation. The neighborhood center is the Village Hall and nearby Broadway commercial uses. A stretch of two blocks (Michigan to Grand or Center) could be targeted for more dense development and a town square for public events such as high school band performances. An underutilized industrial area south of Rudy's Park could be acquired to enlarge Rudy's Park as the area is short of adequate open space.

West Broadway can be physically transformed into a boulevard complete street with bike lane and linkage to the Kankakee River. In general, land uses would remain with the exception of mixed uses along Broadway, including higher-density housing. Elimination of an industrial pocket in a residential area to expand Rudy's Park would also be a land-use change.



Old Bradley West and Old Bradley Districts

Village Planning Districts

OLD BRADLEY EAST

East Broadway should be reconsidered due to excess commercial space in the area. East Broadway could revert to all-residential, including limited multifamily dwellings, such as townhomes and rowhouses. Some nonresidential uses that have limited impact on adjacent neighbors might be considered, including small offices and live/work facilities. Legal automobile uses could be allowed to continue, subject to improved compatibility with next-door neighbors by screening with landscaping and fencing. Or, possibly, all such uses could be required to get special-use permits, with deadlines stating when the use expires.

Soldier Creek should be looked at to provide more of an amenity to the neighborhood. The previously discussed parcels along the creek could create a wonderful greenway for parks, trails and stormwater management. Old Bradley East is short of park space, so these areas could be acquired. The stormwater management aspect may provide more opportunities for funding with related grant opportunities. In general, this helps to change the neighborhood from an industrial feel to one of open space and recreation, highlighting the area's premier natural asset—Soldier Creek.

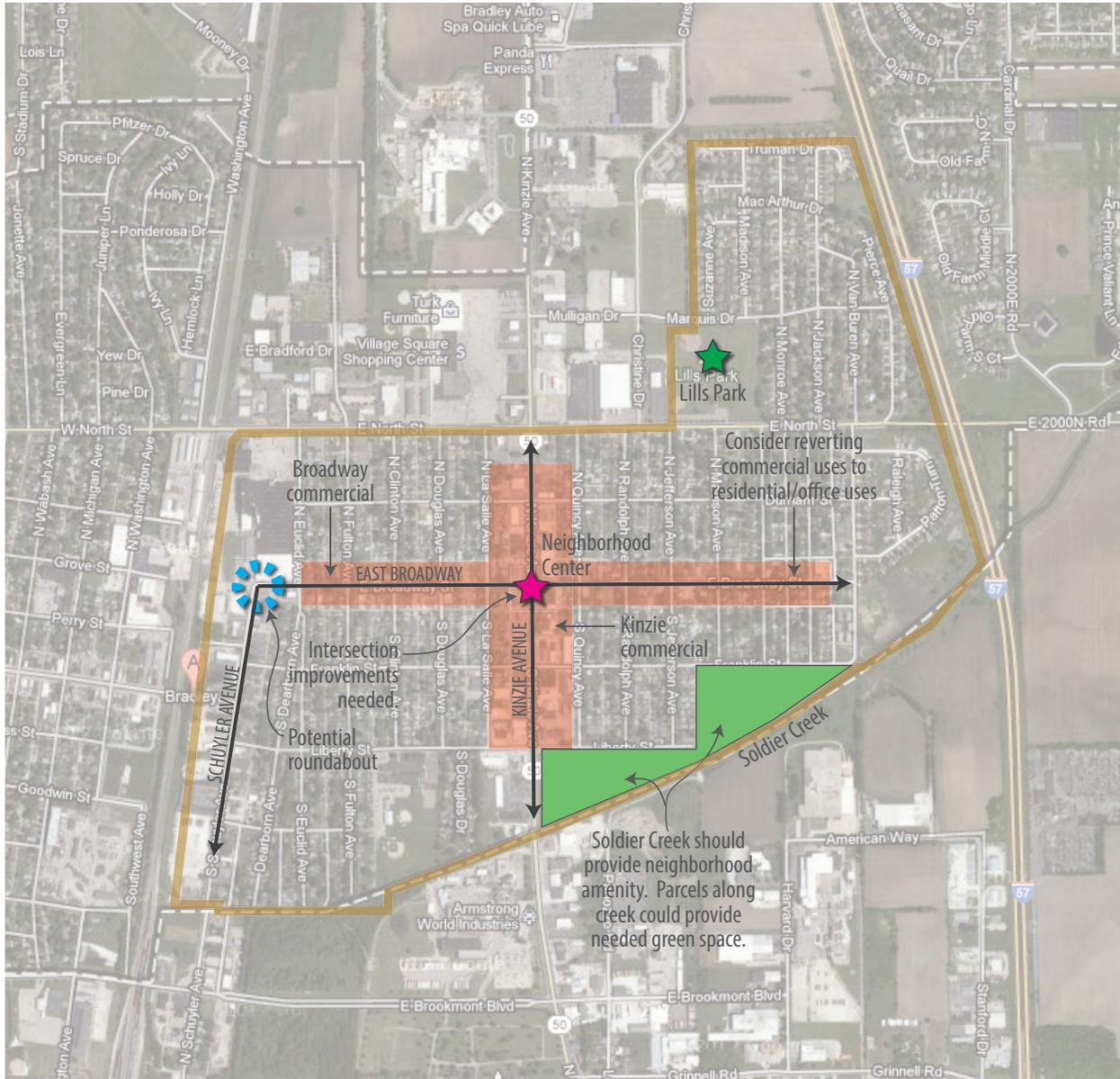
A streetscaping improvement is needed where West Broadway connects to Schuyler, such as a landscaped roundabout. This neighborhood's center is most likely East Broadway at Kinzie. A traffic circle and/or corner landscape architecture treatments are options to highlight the corner. Denser development could be targeted here, including mixed-use land use with higher-density housing.

NORTHFIELD SQUARE

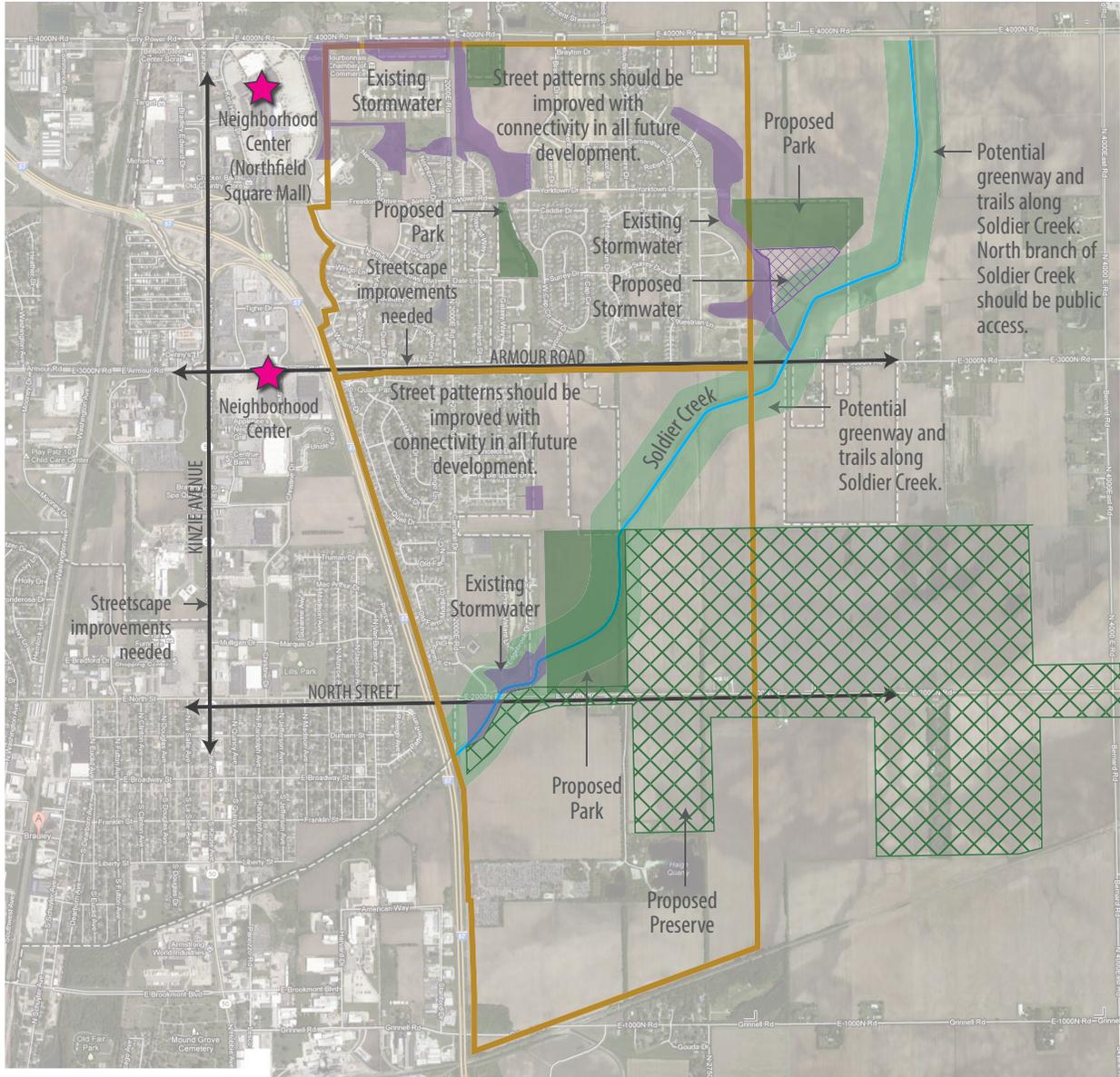
The north branch of Soldier Creek should be public space with access, not inaccessible and hidden behind residential lots. The street pattern should be improved with more connectivity in all future development. The neighborhood center is Northfield Square Mall. A new outdoor gathering space as part of a mall addition would provide a major amenity for the neighborhood, as well as for the entire Village. Just south of this site is a triangle shaped parcel along the wooded north branch of Soldier Creek. It is isolated from roads, however, the connection of Yorktown Road at its north end will provide road access. This site could be a neighborhood green space and possible serve stormwater needs if necessary.

SOLDIER CREEK

The actual creek should be featured more with a greenway and trail, connecting new park space along the creek. The street pattern should be improved with more connectivity. The neighborhood center is really just outside the district on Armour between I-57 and Kinzie.



Old Bradley East District



Northfield Square and Soldier Creek Districts

Village Planning Districts

NORTH END

The gravel pit adjacent to the north should be looked at as a future recreational amenity. It could be a wildlife refuge with ponds for fishing. This could be part of an agreement with Manteno, since it is within its planning area. Soldier Creek is in the east end of this district and parks and stormwater facilities can form a greenway here. Also, a smaller drainage channel in the west could be the focus of a greenway. The neighborhood center is an area along St. George between Kinzie and Cardinal that could be targeted as a walkable mixed-use area.

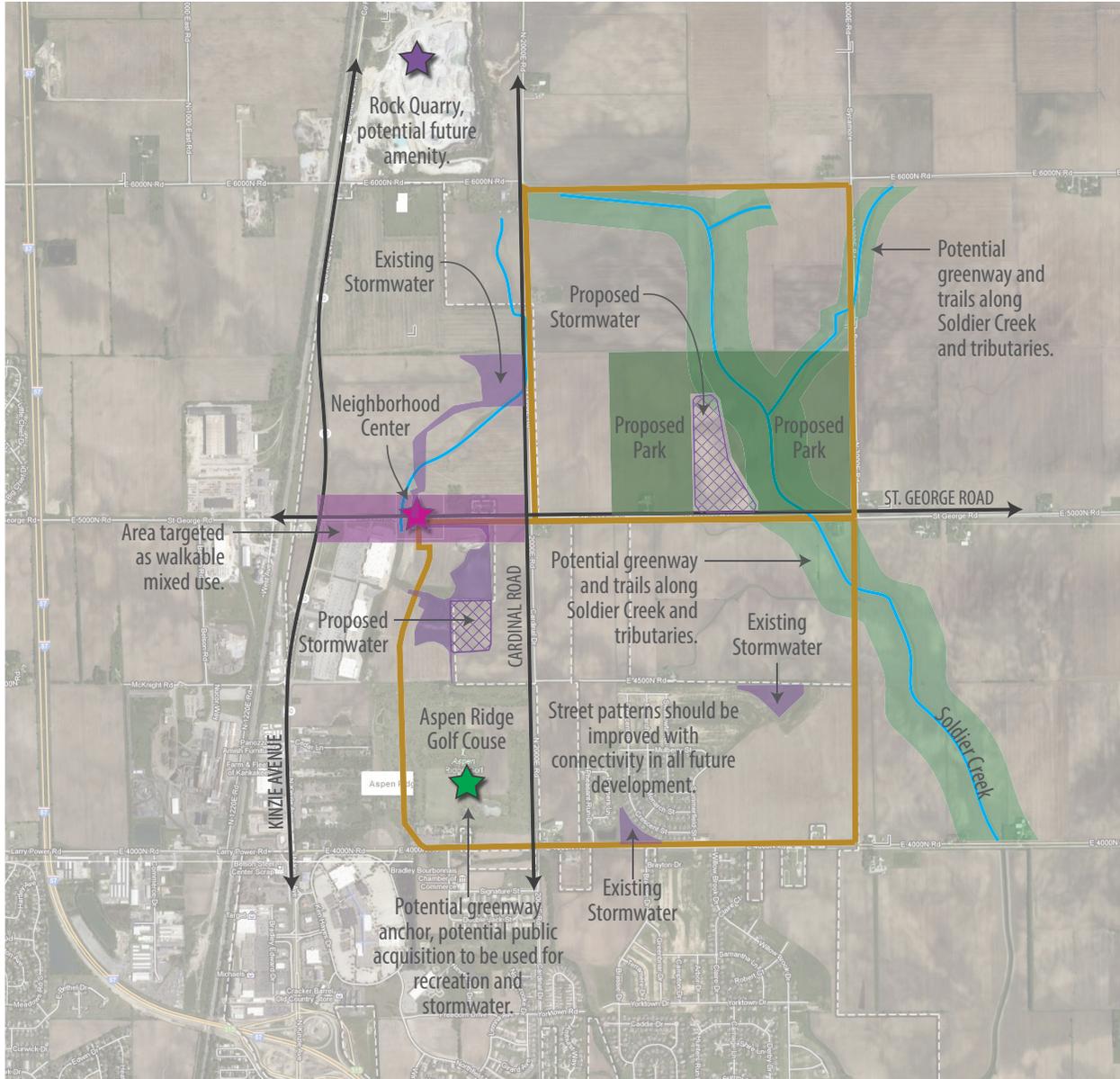
ASPEN RIDGE

Aspen Ridge Golf Course is a major open-space amenity, although privately owned. It has potential to be an important part of the area's greenway system. Possible public acquisition would provide retention of the land as open space under public control for both recreation use and possibly stormwater retention. If funding is lacking and the course is sold, the Village can require housing development with a downsized golf course, stormwater retention and park. The street pattern should generally be improved with more connectivity. The neighborhood center is an area along St. George between Kinzie and Cardinal that could be targeted as a walkable mixed-use area, sharing it with North End.

ST. GEORGE AND BAKER CREEK

Soldier Creek and Baker Creek greenways should be conceptually identified, including public parks along Baker Creek, possibly south of St. George Road, south of Larry Power Road and south of Armour Road. The neighborhood center is an area around Larry Power and Skyline that could be targeted as a walkable mixed-use center for both neighborhoods. It could be the marketplace for agricultural products from the immediate area and serve as the base for agritourism. Orchards, wineries, sustainable farming, mazes, pumpkin patches/hayrides, horseback riding and plant nurseries would all be appropriate in this area. The mixed-use center could reflect these amenities as a charming, unique locale that would draw tourists as well as residents.

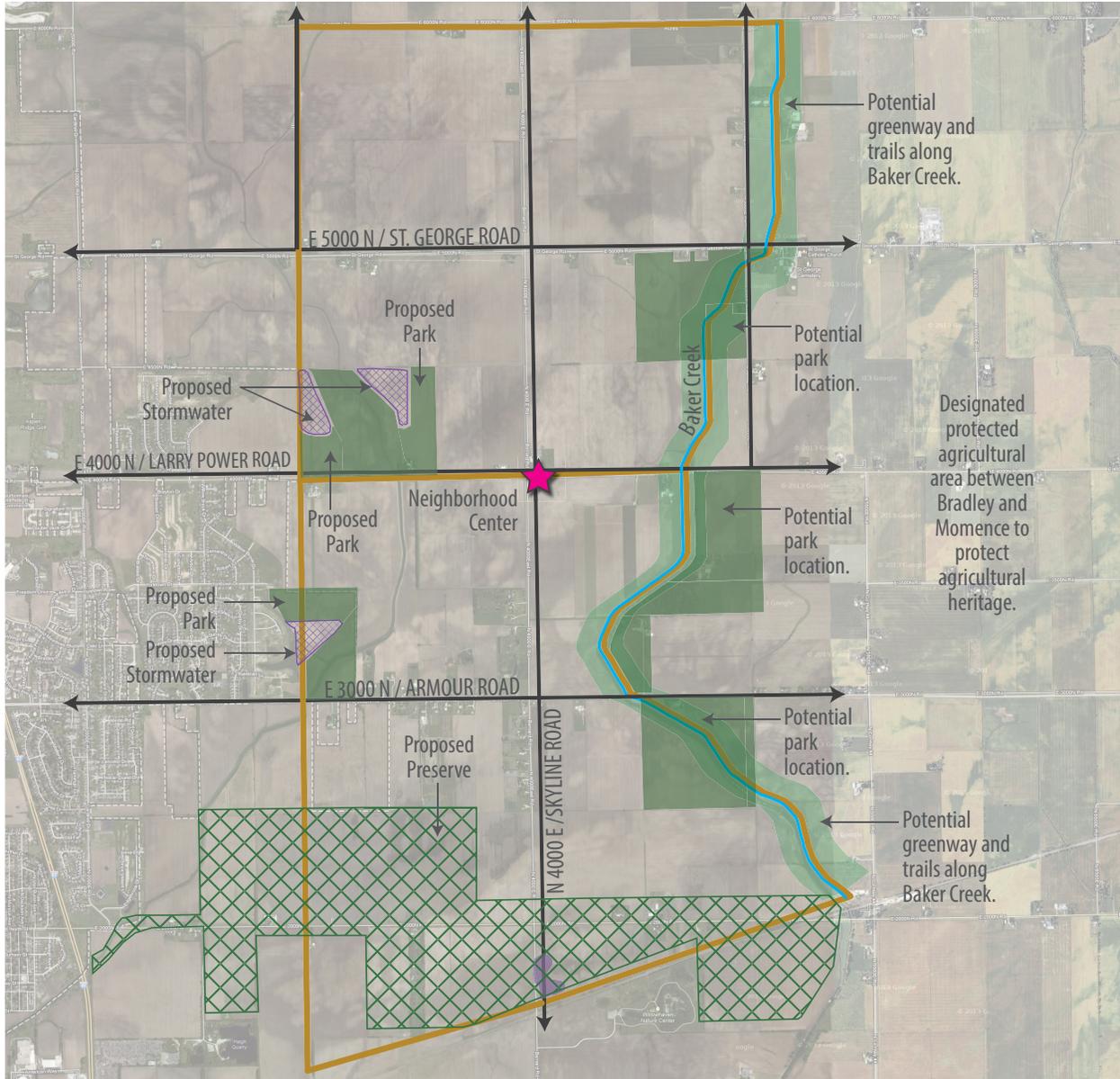
A designated area east of Baker Creek between Momence and Bradley would leave a protected agricultural area between them, per Kankakee County's Comprehensive Plan recommendation. A municipal boundary agreement between the two municipalities should be pursued.



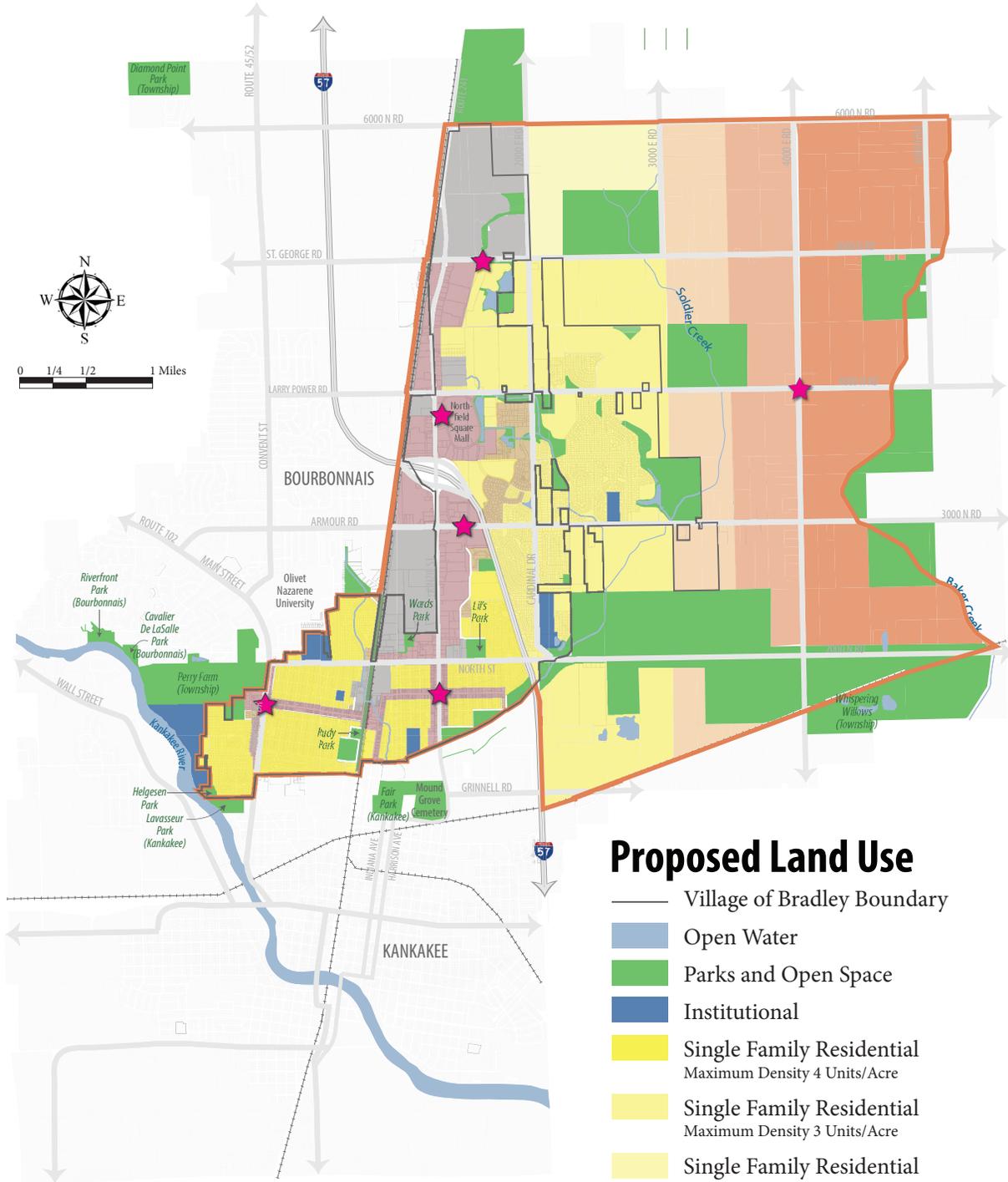
North End and Aspen Ridge Districts



Aspen Ridge Golf Course



St. George and Baker Creek Districts



Proposed Land Use

-  Village of Bradley Boundary
-  Open Water
-  Parks and Open Space
-  Institutional
-  Single Family Residential
Maximum Density 4 Units/Acre
-  Single Family Residential
Maximum Density 3 Units/Acre
-  Single Family Residential
Maximum Density 1 Unit/2.5 Acres
-  Single Family Residential
Maximum Density 1 Unit/5 Acres
-  Single Family Residential
Maximum Density 1 Unit/10 Acres
-  Single Family Residential
Maximum Density 1 Unit/15 Acres
-  Multi Family Residential
-  Commercial with Mixed Use Residential
-  Industrial and Office
-  Neighborhood Center

Economic Analysis

BUSINESS ESTABLISHMENTS

According to the North American Industry Classification System there are 439 reported business establishments in Bradley. The biggest share of businesses reported are in retail (22%) and as a percent exceeds state and national averages. Also higher than state and national averages were manufacturing, education and hospitality. Underrepresented when compared to state and national averages were construction, transportation and professional services. Other business sectors—information, finance/insurance, real estate, management, administrative, health care, art and other nonpublic were represented by a similar percentage as the state and nation.

JOBS

Reviewing actual jobs under the North American Industry Classification System, there are 8,421 jobs in Bradley. The largest category (with 1,835 jobs) is the retail field, at a much higher representation than state and nation numbers. The manufacturing (at 1,295) and education (at 1,380) sectors employ the next-largest groups of employees. Hospitality is also well-represented. Showing less than state and national numbers were construction, wholesale, transportation, professional, information, management, administrative, health care and art. So there is a fairly strong local job market for the gray- (administrative and semiprofessional) and blue-collar (trade) worker. Bradley's local job market includes Bourbonnais and Kankakee and extends to Chicago's southern suburbs.

COMMUTING PATTERNS

It is important to note that Bradley is an automobile-dependent community. The use of public transportation is limited. In 2010 most homes had one or two cars and only 4% reported having no vehicle. Travel-time data for work-related travel indicates that about half of those employed travel less than 15 minutes to work, another 27% drive 15 to 30 minutes and another 14% report home-to-work travel times of up to one hour. Some residents do commute into the Chicago metropolitan area. Average commute times in Bradley are reported at 22 minutes vs. 28 minutes for Illinois. This is an indication that there are local jobs available to local residents.

Out of a reported total population in 2010 of 15,895 residents, Bradley's potential workforce between the ages of 19 and 65 is approximately 9,000.

SALES

The North American Industry Classification System reports local retail sales at more than \$444,000,000. This represents \$164,000,000 in general merchandise sales. This class of sales is at a rate about twice that of state and national statistics. Also doing well were the categories of building materials and sporting goods. Reporting at less than state and national shares were clothing, appliances, food/beverage, food service, gas, health and personal, home furnishings and motor vehicles.



Olive Garden Commercial Development

Economic Analysis

RETAIL

Retailing in general in the United States is changing. Consumers are looking for a price advantage and forgoing the department store experience on bigger purchase items. Large general merchandisers offering good price in generic warehouse locations are a destination for many shoppers. Shopping for some items like music and books is going almost exclusively to the online and download options. The mix of retailers in the regional mall needs some attention to more accurately reflect local shopping preferences. Working with shopping center ownership is crucial to keeping store and merchandise choices up to date and reflective of community wants and needs.

Expansion of the local market in the categories of clothing, appliances, food/beverage, food service, gas, health and personal, home furnishings and motor vehicles would further serve the local consumer needs. For example, in the category of food/beverage targeting a larger food market to cater to the needs of the emerging Hispanic population, as well as serve an existing population. These markets, like Pete's Fresh Markets in the Chicago metropolitan area, have proven to be sources of high-quality meat and fresh produce for local communities, and have shown sensitivity in stocking multicultural products in their stores. The convenience and specialty goods and services markets are a little different. The local smaller item or service-shopping experience calls for smaller stores with personal contact. The convenience shopping experience is one that is built on the relationship with the provider. Many communities try to create a downtown location to cater to that experience.

Bradley has an identifiable local downtown district on West Broadway that can easily be improved to become a destination location for both locals and visitors.

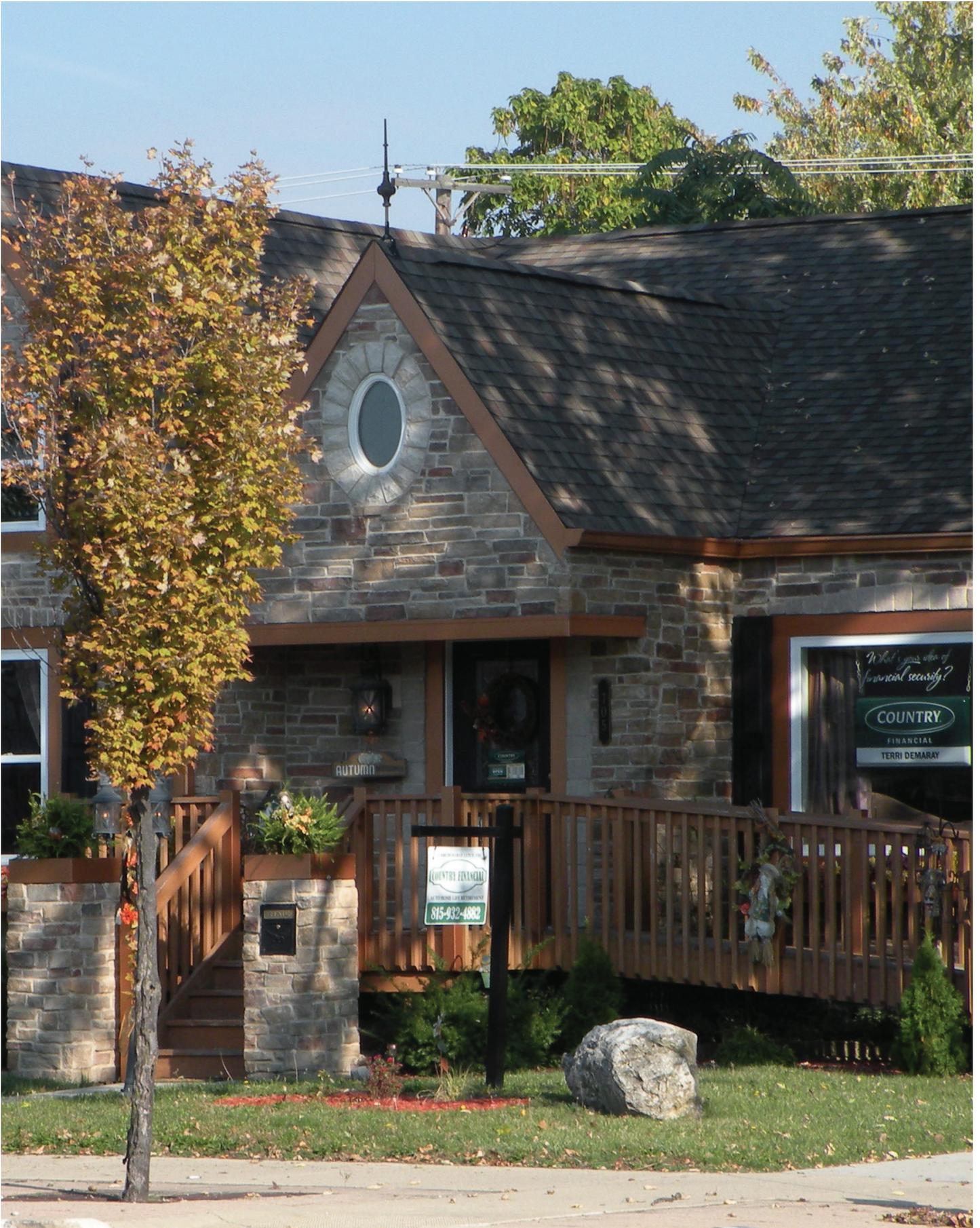
In the village of Bradley, local retail is physically spread out along commercial strips rather than concentrated in walkable neighborhood districts. As new areas of land become developed there will be a need for localized convenience shopping. Local convenience shopping nodes to serve local neighborhoods will be needed. This correlates with the neighborhood focal-point concept and can be included in that design, as described in each neighborhood district evaluation.

RESEARCH AND OFFICES

This is not a significant market at this time as reflected by the below-average numbers for employment and businesses in professional services. Such uses are compatible in all commercial and industrial districts.

COMMUNICATION TECHNOLOGY

An important advantage of a community is its communication technology. Strategic technology planning involves established policies and procedures developed before or without regard to the digital technology revolution. The community should focus on technologies that can strengthen its competitive position and improve public services through fiber optics, wi-fi availability and training. Commercial and industrial land uses can benefit greatly from up-to-date digital technology.



Office in Bradley

Economic Analysis

INDUSTRIAL

Much of Bradley's industrial base is gone; however, there are specialized areas of growth such as Peddinghaus—a manufacturer of structural steel/plate fabricating equipment and computer numerical control systems. Bradley's long history of industry has resulted in a skilled labor pool that is attuned to industrial jobs, and Peddinghaus has taken advantage of that. This is a niche that Bradley can capitalize on by getting appropriate technical training in the curriculum of Kankakee Community College. In general, the changing employment climate means more job changes, requiring more training and retraining to meet local industrial and commercial needs. Cooperation with the state, Economic Alliance of Kankakee County, Bradley-Bourbonnais Chamber of Commerce, Kankakee Community College and unions will help to bring in local training opportunities correlated with industrial needs.

It should be recognized that most industry has adopted a just-in-time mindset in the last decade. Goods and services to support manufacturing must now be available offsite with minimal time loss. A study of existing businesses and their supply chains may reveal a source of businesses to target to locate closer to their end users. The anticipated Illiana Expressway will make this area more valuable as a distribution site. Areas for new industry must be set aside to accommodate growth. This is particularly important in light of Bradley's high percentage of low-paying retail jobs. Areas to the north of Bradley would be appropriate due to land availability and access to major transportation. This growth needs to be phased as to manage growth and provide logical infrastructure installation.

Existing vacant or underutilized sites within the municipal boundaries should be targeted for redevelopment or demolition. Older industrial properties can be devoted to small business incubators, as was done with the Renaissance Incubator Building. This opens opportunities for entrepreneurial activities and preserves existing buildings. However, if a property has been vacant for many years and has deteriorated significantly, it is potentially a hazard as well as an eyesore that brings down property values. It may be appropriate to seek demolition and cleanup of contamination; federal assistance can be obtained in certain cases. Existing industrial sites can be marketed as a cooperative effort among the village, Economic Alliance of Kankakee County, Bradley-Bourbonnais Chamber of Commerce and real estate brokers. Steps include:

- Inventory existing businesses
- Evaluate viability of existing businesses
- Identify available site
- Analyze sites based on access, environmental issues, and use and reuse potential
- Identify industries related to existing businesses for just-in-time potential
- Market sites and community.

Undeveloped areas can be approached in the following manner: (Formulate staged development plans for vacant areas of the municipality incorporated/unincorporated)

- Concentrate on sites with good road and rail access;
- Establish/strengthen border agreements;
- Develop infrastructure and transportation plans;
- Identify available sites;
- Market sites and community.



Light Industry

Commercial Districts

As with the neighborhoods, it is helpful to divide the village into districts for more meaningful discussions and recommendations tied to specific places. First, some general comments are in order.

COMMERCIAL SITE DESIGN

Previously, the village operated with a design standard plan for 300 to 350-foot setbacks along major arterials for retail. It was identified as Arterial Adjacent Retail Development (AARD). This has resulted in streets lined by large asphalt parking lots and little potential for pedestrian connections and street activity. To create a stronger sense of place, a more inviting shopping environment, and a positive visual impact, contemporary design standards call for bringing commercial development closer to the street. Architectural design should provide transparency with windows and doors facing the street rather than large blank walls. Strategically placed landscape would add more visual impact. Improved signs with appropriate sizes and attractive appearances are also needed. This can be addressed with revised zoning codes.

CENTRAL KINZIE DISTRICT

Gateway Entry. The entry into the village from I-57 needs a strong identification. Installation of a welcome monument sign is needed to clearly announce the entrance to Bradley. Additional landscaping would also serve to soften the entry and add to a positive identity. Both the entry welcome sign and the general beautification are crucial with the upcoming construction of an additional I-57 exit at 6000N Road. Motorists get a negative impression of the area from some land uses along I-57 near the Kinzie exit. Ideally, Bradley could work with landowners and local governments to improve the situation with screening and landscaping.

Corridor. Addition of a landscaped median would greatly improve the appearance of Kinzie. Most of Kinzie north of North Street has enough green space on both sides to accommodate significant landscaping. A concept of a linear garden can be applied here. A mix of deciduous trees, flowering ornamental trees and evergreen shrubs would provide a very attractive setting with year-round interest. It would have to be coordinated with the proposed bike/pedestrian path planned for the east side. It would also have to avoid blocking visibility of businesses and signs. As discussed earlier, the corner of Armour and Kinzie would be targeted for streetscaping. The corners at Larry Power and St. George would also be targeted.

South of North Street, there are generally relatively small areas of green space. However, opportunity does exist here because it is built on more of a walking scale and that can be embraced. Landscaped sidewalk connections to building doors can be emphasized, along with corner landscape improvements. As discussed earlier, the corner of East Broadway and Kinzie would be targeted for streetscaping, as well as the village entry at Soldier Creek.

Land Use. Although the Central Kinzie District is virtually all commercial, there are hotels near Northfield Square and there is a senior housing facility. Multi-family housing can be compatible and makes sense since this area has public transportation and has many goods and services within walking distance of where new housing could be built. As retail strip centers age and as vacancies increase, redevelopment of the corridor should include multi-family housing options.



Restaurant on West Broadway

Commercial Districts

NORTHFIELD SQUARE MALL AND ENVIRONS

Northfield Square Mall can be looked at in terms of strengthening its regional draw. Some retail seepage already goes to the Orland Park, Merrillville and Joliet shopping areas. The current layout is from an idea of the 1970s when ring roads were thought to be ideal. Instead, traffic can be better handled by a connected street grid with sidewalks and parkways, adding in traffic circles and/or traffic signals. As future redevelopment occurs, buildings can be placed along the street with parking in back. This would create a walkable place with street activity and interest, while accommodating vehicles more efficiently.

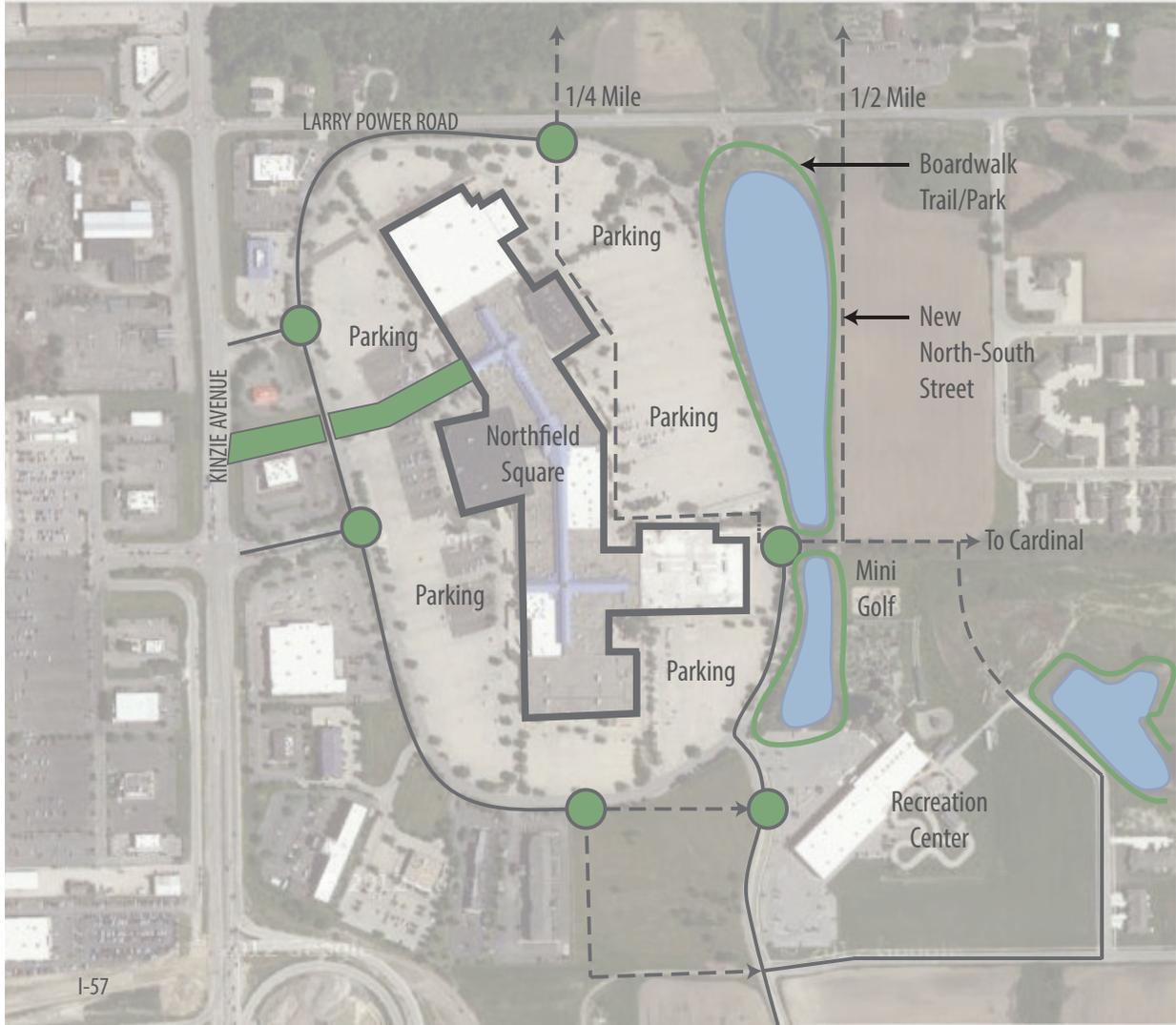
However, Northfield Square needs to reposition itself in the short term. An attractive and unique setting may draw more customers and keep them coming back. Toward that end, creation of a town square facing Kinzie with activity generators such as theaters and restaurants around it would provide that draw. Bayshore Town Center in Glendale, Wis., and Easton Town Center in Columbus, Ohio, were remodeled with public spaces.

One concept for such a space is illustrated in the Northfield Square Mall Concept. The existing surroundings of Northfield Square may offer some opportunity. The area on the southeast corner of Northfield Square includes a significant recreational facility, as well as detention basins. These features can be better incorporated into the shopping mall, adding to the draw of the center. Opportunities for improved street connections also exist.

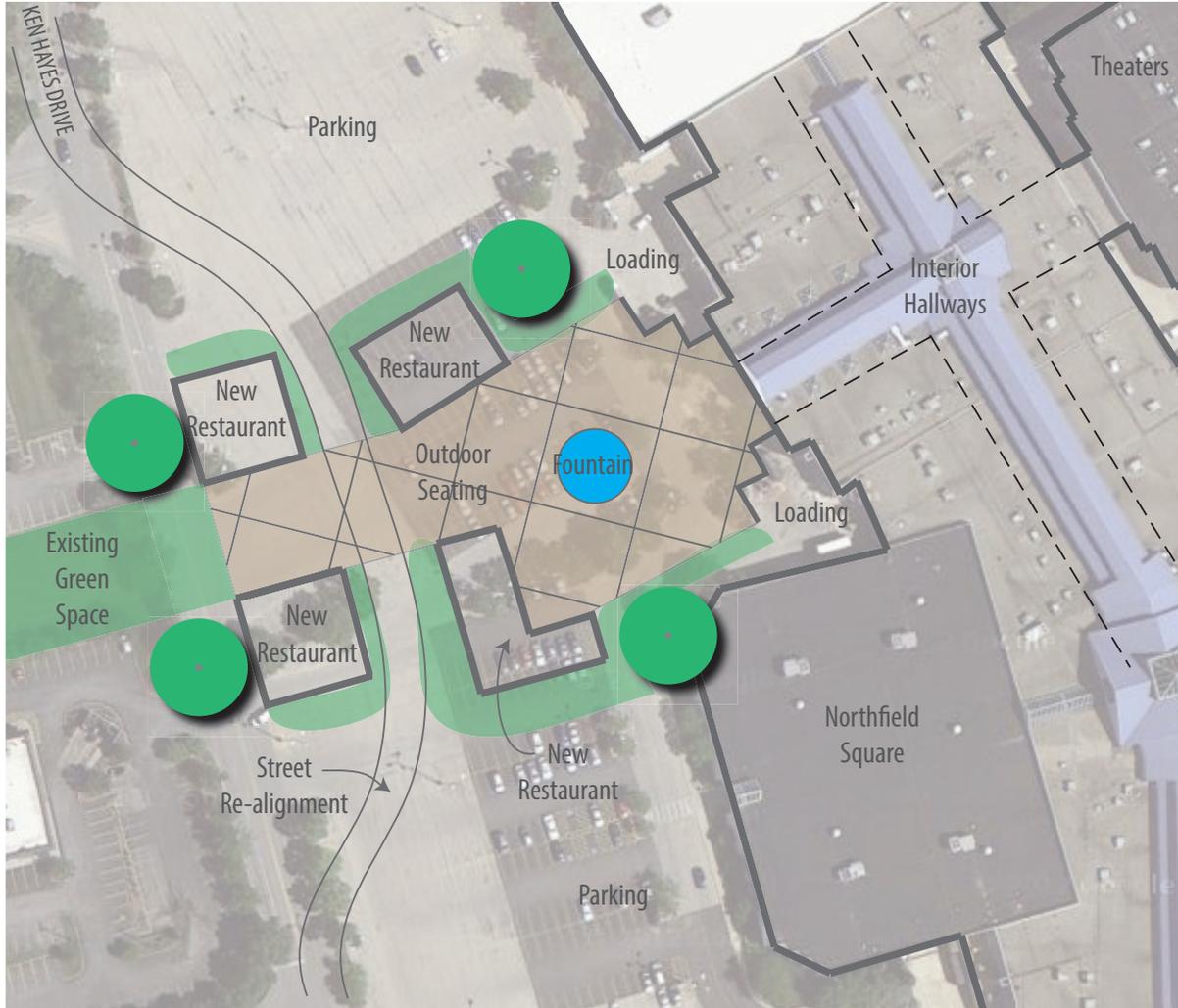
Additionally, consideration should be given to a hotel/banquet facility adjacent to Aspen Ridge Golf Course. The area directly north of Northfield Square on the west side of the golf course is currently underutilized and somewhat unsightly. This location is very close to the I-57 exit and would provide a great place for hotel guests to golf, shop, dine and enjoy views of the golf course. The owners of Northfield Square and Aspen Ridge would both benefit and may be interested in facilitating such a project with village guidance.

BRADLEY AUTO MALL

Motor vehicle sales can be enhanced by designating a concentrated area for vehicle sales. Bradley's concentration of vehicle sales has developed on Kinzie north of Armour. It is constrained from expansion except for a parcel between Kinneman and I-57. That probably makes sense to keep the dealers together if new ones arrive or others need to expand, but it will be costly. In the meantime, a relatively low-cost approach is to have identity signs and landscaping along Kinzie to highlight this concentration of businesses. This is also what motorists first see when exiting I-57 from the north. The northeast corner of Kinzie at Armour would be a good location for a monument and landscaping, with entry signs along Armour at Locke Drive and Kinneman Drive. An association of auto dealers might contribute to a fund to implement this, possibly with a matching contribution from the village.



Northfield Square Mall Concept



Northfield Square Village Green

Attractive park-type space as gathering space.
 Positive identity for major draw in Bradley.
 Space to program activities.
 Activate space with new restaurants/shops.
 Include outdoor seating.
 Connect to Theater.

Axial view from main mall entrance to Kinzie Street through new green space.
 Reinforce axial view with walkway through alley of trees.
 Focal point as fountain.
 Avoids impact on existing loading areas.
 Parking still plentiful.



Northfield Square Mall

Commercial Districts

WEST BROADWAY

The geographic center is about Center Street, with Village Hall and the post office located three streets east at Michigan, and the Veterans Park three streets west at Blaine. This can define the focus area for more intense development and public gathering spaces with traffic generating activities/businesses. A civic square at the village Hall would provide a public gathering space with activity generated by village Hall, the post office and surrounding commercial uses. Additional restaurants and bars could be considered on these blocks, as well as multifamily housing. Inexpensive space is available for artists and antiques, another potential draw for visitors. Roundabouts at Center and Michigan would define the area and slow traffic. Each traffic circle could have a monument/feature set within attractive landscaping.

EAST BROADWAY

This area is primarily residential with auto repair uses that have compatibility issues. A transition to very limited commercial and mixed uses could include home occupations, offices, live/work and residential. There is no underlying basis for East Broadway to function as a commercial district. Residential uses and home occupations would be more compatible and improve property values. Technology now offers diversity of locations for labor, and live/work situations will need to be accommodated.

KENNEDY

This street is the primary daily convenience-shopping destination for local residents. It appears to be healthy economically but could be improved visually with streetscaping.

SCHUYLER

This street provides a direct connection to downtown Kankakee with its government offices, services, train station, etc. Bradley should work with the City of Kankakee to upgrade the street to accommodate bicycles, add street trees and address property maintenance and safety.

Commercial Districts

GENERAL

The village can work with the Kankakee Alliance for Business and utilities to provide upgraded communication network capacity in designated industrial areas.

CANADIAN NATIONAL RAILWAY CORRIDOR ALONG WASHINGTON

This area includes the Renaissance Incubator Building and Peddinghaus. This corridor includes residential blocks and an effort is needed to clearly define the industrial area versus residential. There is potential for strategic expansion of industrial uses, subject to addressing compatibility issues. Village marketing and business-retention programs can be applied here.

CANADIAN NATIONAL RAILWAY CORRIDOR ALONG EUCLID AND SCHUYLER

This includes the Ken Hayes Industrial Park in which the old Sears building is located. It is being used as an incubator for new businesses. Numerous businesses of varying sizes are located in this corridor which contributes significantly to Bradley's economy. Much of it is unattractive and is across from residential areas, so a beautification program along the streets is appropriate. Again, village marketing and business-retention programs can be applied here.

POTENTIAL NORTH SIDE INDUSTRIAL PARK

The proposed new interchange at I-57/6000N Road could serve potential intermodal facilities along the Canadian Pacific Railway and I-57. It is also close to the planned Illiana Expressway to the north. This is mostly an unincorporated area adjacent to Bradley, with some of it being in Bourbonnais.

It already contains some heavy industry, so bringing in intermodal facilities would be compatible. An intergovernmental development and annexation agreement may be appropriate. This potential intermodal facility would have shipping containers transferred between rail and truck. Such facilities are anchors for clusters of industrial and logistical businesses because the items in the containers may be targeted for additional processing, assembly or re-sorting for distribution. Manufacturing can also be drawn to such facilities because raw materials can be delivered in bulk and shipped as finished goods. This location is only more enhanced by the proposed Illiana Expressway, which will provide a bypass around the congested I-18/94 corridor.

Even if this area does not end up in Bradley's corporate limits, such development should be encouraged since the tax base will benefit Bradley's schools and the jobs will benefit Bradley residents. However, environmental impact limitations and landscape buffers should be spelled out in the zoning ordinance, regardless of which municipality annexes it. This will ensure that Bradley and Bourbonnais residents are not negatively impacted. Another logical location for light industrial development is along the east side of the Canadian National Railway to Cardinal, and south of 6000N Road to St. George Road. West of the railroad is heavy industry and area that is ideal for intermodal facilities as discussed above. The new I-57 interchange location at 6000N Road is just a mile west. Also, a light industrial park with offices would be a good buffer and transition from the intermodal distribution industrial area. A substantial landscape buffer should be required along the Cardinal and St. George Street frontages.



Peddinghaus Industrial Complex

Commercial Districts

BRADLEY INDUSTRIAL PARK

Potential additional industrial areas east of I-57 along North Street and east of Cardinal Drive south of 6000N Road were identified in the past comprehensive plan. It may be worth reconsidering having an industrial park next to Bradley's southeast neighborhoods when the area north of Armour between I-57 and the Canadian National Railway offers so much potential for industrial growth. Property taxes from this area will not benefit Bradley's schools; however, industrial development will negatively impact efforts to establish larger-lot residential uses and agritourism uses just to the north. Also, the proposed open-space reserve here would enhance residential development, but may be negatively impacted by industrial development.



Renovated Industrial Building

Agriculture and Tourism

AGRICULTURE

Bradley's agricultural setting provides potential for a number of opportunities. Its location relative to the Chicago area opens up a huge market for day trips to wineries, u-pick orchards, organic farmers markets, pumpkin patches, corn mazes, outdoor meals in rural settings by renowned chefs, and rural experiences such as hayrides. Possibly low-interest loans and infrastructure support from Kankakee County could help establish a more focused regional draw of agriculture-related businesses. Bradley could host festivals associated with different products and activities. Additionally, food processing and nursery and greenhouse businesses could be targeted—possibly specialty organic types of firms. Bradley could be well-known for its comprehensive offerings related to food.

HISTORICAL AND ARCHITECTURAL RESOURCES

Historical resources can be tapped by creating an Historic Bradley Tour. It can include some of the older manufacturing buildings with displays of products from manufacturers over the years such as the David Bradley walk-behind tractor. Perhaps a museum can be established with the help of local unions to feature and honor this important part of Bradley's history. Another option to highlight the agricultural history is to place old plows, etc., on a trail along the Canadian National Railway. Also featured on this tour can be Bradley's Sears houses and the Perry Farm's living history complex. Cooperation with Kankakee and Bourbonnais can enhance the tour's market potential by adding in the county courthouse, the Frank Lloyd Wright homes, the French settler Letourneau historic homestead, and the Rock Creek Potawatomi Indian village site in Kankakee River State Park. Historic markers on a designated tour route would add interest.

FESTIVALS AND REGIONAL SPORTS

Festivals could be established to celebrate the most common ethnic roots of citizens—German, Irish, French, English and Polish.

Another potential draw from the Chicago area is an outdoor sports complex for regional tournaments and training. Again, there is available land in the area. This could be incorporated into the local park system and possibly tie into Olivet Nazarene and the Chicago Bears camp. Such complexes have been developed for soccer in Rockford and for softball in East Peoria.

THE KANKAKEE RIVER

The Kankakee River can be tapped into more as a regional attraction by drawing lodging and food establishments that are near the river and by completing bicycle trails with access to Kankakee State Park. Areas near Kennedy and West Broadway would take advantage of Perry Farm and trails to the river, as well as proximity to potential redevelopment on West Broadway. The planned trail all the way to Kankakee River State Park will be a major draw, as would improvements on Bradley's riverfront such as a waterfall, boat launch and fishing pier. Bed and breakfast establishments could be encouraged with zoning changes. Bradley's proposed wayfinding sign system can help to identify itself with the river.



Perry Farm

GOALS AND RECOMMENDATIONS



Bell

Section 7

Overall Goals Previously Proposed

IMPLEMENTATION PLAN

All plans should include an implementation plan that lists prioritized actions, parties responsible for those actions, available funding sources for individual projects, and any other relevant information needed to help guide the completion of actions/projects.

OVERALL GOALS

1. To provide a high quality of life for residents, workers and visitors to the village.
2. To maintain the safety, health, comfort, convenience and general welfare of inhabitants and the village in its entirety.
3. To strengthen and diversify the economic base, and increase job opportunities.
4. To incorporate natural amenities, environmental enhancement and recreation into a sustainable open-space network.
5. To develop reasonable standards for development in the village to achieve quality of life goals.
6. To provide a diversity of housing, business, recreational and employment opportunities in the village.

Transportation

GOALS

1. To provide a safe, efficient and sustainable transportation system for persons and vehicles in all areas.
2. To provide opportunities, connectivity and enhanced mobility of diverse modes of transportation.
7. Consider at-grade crossings at Grove/East Broadway and at Goodwin/Erie or at South Street to improve connectivity.
8. Consider traffic-calming measures on streets with long, straight runs that encourage speeding. These include Cardinal Drive, Yorktown Drive and Willowbrook Drive.

RECOMMENDATIONS

1. Approve and implement an efficient street network plan based upon the mile and half-mile grid.
2. Plan for extension of 3000E Road south of St. George, extension of Willow Brook Drive north and extension of Yorktown Drive east. New arterial and collector roads can run along the Soldier Creek floodplain boundary where appropriate.
3. Designate complete street status for West Broadway, including roundabouts at Center and at Michigan.
4. Designate an appropriate level of complete street status for East Broadway.
5. Improve Schuyler with bikeways and street trees, in cooperation with Kankakee. Include a roundabout at the Broadway three-way intersection.
6. Improve Kennedy for safety, congestion reduction and streetscaping, in cooperation with Bourbonnais and Kankakee.
9. Support continuation of the Metro bus system, with increased service to the University Park Metra station.
10. Approve and implement an efficient trail-network plan and sidewalk-network plan that connect destinations, including parks, schools and commercial areas. Primary routes include West Broadway, East Broadway, North St., Kinzie and Cardinal Drive. Other routes to consider include Schuyler, the Canadian National Railway right-of-way and alongside creek floodplains.
11. Provide attractive gateways at the I-57 interchange off-ramps onto Kinzie, northbound Schuyler at South, northbound Kinzie at Soldier Creek, northbound Kennedy at Brookmont, southbound Kennedy at Perry, eastbound North Street at Kennedy, eastbound Armour at Kinzie and eastbound Larry Powers at the railroad.
12. Work with the Kankakee Area Metropolitan Planning Organization to get funding.

Parks, Recreation and Environment

GOALS

1. To protect and enhance the area's natural resources.
2. To improve and increase open space and recreation options in every neighborhood—meeting or exceeding national standards.
3. To provide access to open space and recreation for all residents via sidewalks, trails and roads.
4. To provide a sustainable stormwater system that is integrated into the open-space system.
5. To increase property values and provide a positive identity.
4. Work with the township and county to target a new open-space reserve, including Soldier Creek and floodplain, Haigh Quarry, wetlands, Whispering Willows Park and Baker Creek.
5. Work with the township and county to negotiate a future park site at the gravel quarry north of 6000N Road.
6. Provide recreational facilities per national standards with an emphasis on needed soccer, baseball and softball fields in tandem with land acquisition.
7. Negotiate with the Kankakee River Metropolitan Agency to improve the Kankakee River frontage, including an aeration waterfall to improve water quality, boat ramp, fishing pier and overlooks.

RECOMMENDATIONS

1. Create a land acquisition program with revenue sources such as grants, cellular tower revenues and real estate transfer taxes, as well as park donation requirements.
2. Target developed areas lacking adequate open space, including Old Bradley East along Soldier Creek, Old Bradley south of Rudy's Park, and Northfield Square at Larry Power Road east of Cardinal.
3. Designate park areas for future development along the Soldier Creek greenway north of St. George Road, combined with the high school property north of Larry Power Road and north of Armour Road.
8. Establish a parkway tree-planting program and target plantings to screen the interstate and railroad.
9. Develop landscape standards for new development and redevelopment areas to increase the green experience.
10. Protect the local waterways and watersheds by prohibiting development in the floodplain and requiring minimum setbacks of buildings and parking from creeks.

Housing

GOALS

1. To strengthen existing residential areas of the village by establishing distinct housing environments with identifiable unique character.
2. To manage the quality, quantity, location and rate of development of new housing opportunities to integrate with existing housing and development patterns, as well as infrastructure, city services capacity and growth.
3. To encourage development with identifiable unique character and diversity.
6. Target multifamily units in walkable areas near shopping, transportation and entertainment, emphasizing younger adults and persons with disposable income, including the Central Kinzie District.
7. Address zoning codes to permit live/work facilities on West Broadway and East Broadway.
8. Target executives and upper-income families for larger-acreage housing in Bradley's newer areas to the east.

RECOMMENDATIONS

1. Address building-code enforcement and assistance with home repair. Implement the rental-maintenance-and-inspections ordinance and consider a crime-free component.
2. Institute an architectural-assistance program to draw up plans for remodeling and additions on typical housing types that residents can use.
3. Work with utilities and other groups to get energy conservation assistance for owners of older homes, and revise building codes to improve energy efficiency.
4. Partner with groups such as Habitat for Humanity and encourage local employers to provide incentives for employees to purchase homes in Bradley.
5. Target locations for senior housing in walkable areas.
9. Encourage infill in existing neighborhoods that is compatible with abutting housing and character of the neighborhood, as well as other neighboring land uses.
10. Allow for high-quality, safe additions and accessory uses in residential areas that are compatible with the surrounding area.
11. Form a human relations commission or neighborhood mediation task force to address misunderstandings and conflicts among neighbors.

Community Facilities

GOALS

1. Provide adequate services in the areas of government, health, culture and art.
2. Invest in capital improvements to foster economic development and improved quality of life.
7. Work to improve Bradley's riverfront by negotiating with the Kankakee River Metropolitan Agency for improvements such as a water aeration waterfall, boat launch, fishing pier and overlook. Beautification of the sewer plant property and minimization of odors should also be addressed.

RECOMMENDATIONS

1. Create a municipal campus around a new town square at the current village Hall site at Michigan and West Broadway.
2. Consider future fire station locations at Industrial Drive north of North St. and in the vicinity of Armour and Kinzie.
3. If the library needs to significantly expand in the future, consider a location around the municipal complex.
4. Encourage art galleries and live/work facilities along West Broadway in cooperation with the Kankakee Arts Council of Kankakee County, Kankakee Community College and Olivet Nazarene University. Improve transportation linkages to the major medical facilities in downtown Kankakee and across the river.
5. Work with the state of Illinois and Kankakee County to protect Bradley's water supply in the Kankakee River by acquiring open land for preservation and by prohibiting development and erosion within the floodplain.
6. Emphasize stormwater management as an open-space amenity that holds water onsite to recharge aquifers and improve water quality.
8. Incorporate funding and timing of prioritized projects in a multiyear capital improvements plan.
9. Work with unions, industry and the Economic Alliance of Kankakee County to establish a combined historic society and labor/manufacturing/history museum in Old Bradley. Target a vacant storefront on West Broadway.

Commercial Development

GOALS

1. To diversify commercial developments and provide a balance of needed goods and services designed to support the quality of life at the neighborhood, villagewide and regional levels.
2. To manage the quality, quantity, location and rate of development of new commercial opportunities to integrate with existing housing and development patterns, as well as infrastructure and city services capacity and growth.
3. To encourage development with identifiable unique character.

RECOMMENDATIONS

1. Support local neighborhood commercial development. Target neighborhood focal points for capital improvements.
2. Target West Broadway for capital improvements to create a complete street and municipal campus. Revise zoning to permit mixed-use buildings that maintain urban density and walkability.
3. Target East Broadway to eliminate incompatible uses and focus on improving it as a primarily residential street with increased density, as well as live/work and low-impact office uses as options. Target East Broadway at Kinzie for capital improvements to create a neighborhood focal area.
4. Target St. George Road between Kinzie and Cardinal as a neighborhood focal point for Aspen Ridge and North End neighborhoods.

Capital improvements and revised zoning for a walkable mixed-use area would be needed.

5. Target Larry Power at Skyline as a future neighborhood focal point for St. George and Baker Creek neighborhoods as they develop. This should be a walkable mixed-use center that also serves as a marketplace for agricultural products from the immediate area. It could also be the base for agritourism and include a winery/ wine tasting facility, fruit orchard-related food services, organic food sales and restaurants, etc.
6. Support regional commercial development and encourage a diversified retail, office and service mix in concentrated areas of the village. Target the I-57/Kinzie gateway for improvements, as well as the Kinzie corridor.
7. Work with Northfield Square Mall to enhance the property with attractive and unique amenities, such as a town square to draw more customers. Improve traffic circulation by updating the street patterns and connections.
8. Work with auto dealers to highlight the area with landscaping and signs, and evaluate expansion options.
9. Coordinate site plan, urban design, landscape design and circulation concerns, and build commercial areas that reflect the traditional values and aesthetic character of the village.
10. Create design standards.

Industrial Development

GOALS

1. To diversify industrial developments and provide a balance of needed employment, goods and services designed to support the quality of life at the neighborhood, villagewide, and regional levels.
2. To manage the quality, quantity, location and rate of development of new industrial opportunities to integrate with existing housing and development patterns, infrastructure, city services capacity and growth.
3. To encourage development with identifiable unique character.
5. Work with Exelon, Northern Illinois Gas and the Economic Alliance of Kankakee County to have energy audits done for local businesses. Facilitate access to federal and state programs for energy efficiency, retrofitting and investment in new equipment. Revise building codes for increased energy conservation.
6. Work with the Economic Alliance of Kankakee County and utilities to build an upgraded communication network that is faster, increases capacity and allows for other uses of technology and business development. Work with Exelon, At&T, Comcast and the Economic Alliance of Kankakee County to develop a communitywide wi-fi infrastructure, as well as up-to-date product availability. Work with Olivet Nazarene University, Kankakee Community College and the unions to provide high-tech educational opportunities.

RECOMMENDATIONS

1. Cooperate with the state, Economic Alliance of Kankakee County, Bradley-Bourbonnais Chamber of Commerce, Kankakee Community College and unions to bring in local training opportunities correlated with industrial needs.
2. Establish a business-retention program in cooperation with the Bradley-Bourbonnais Chamber of Commerce.
3. Establish a marketing program for existing industrial sites and buildings in cooperation with the Economic Alliance of Kankakee County.
4. Collaborate with Bourbonnais and the Economic Alliance of Kankakee County in creating an intermodal business park north of the I-57/Kinzie interchange, between I-57 and the Canadian National Railway.
7. Designate a light industry/office business park just west of the proposed intermodal area between 6000N Road and St. George Road.
8. Target agricultural products and processing, landscape nurseries and greenhouses, and agritourism.
9. Collaborate with Kankakee and Bourbonnais to establish a tourism trail.
10. Work with local groups to have ethnic and agricultural fairs and celebrations.

IMPLEMENTATION



Bradley Public Library

Section 8

Potential Partner Agencies

- City of Kankakee, Village of Bourbonnais, Kankakee County
- Illinois Department of Transportation District 3, Kankakee Area Metropolitan Planning Organization, River Valley Metro Mass Transit District, Canadian National Railway
- Bourbonnais Township Park District, Kankakee Valley Park District, Kankakee Valley Forest Preserve, Illinois Department of Natural Resources
- Bradley-Bourbonnais Chamber of Commerce, Economic Alliance of Kankakee County, Illinois Department of Commerce and Economic Opportunity
- Major employers
- Olivet Nazarene University, Kankakee Community College, Bradley-Bourbonnais High School, Bishop McNamara High School
- Provena St. Mary's Hospital, Riverside Medical Center
- Aqua Illinois, Kankakee River Metropolitan Agency, Exelon, Northern Illinois Gas
- Community Arts Council of Kankakee County, Wright in Kankakee

Tools

1. Annexation Agreements and Regional Boundary maps with set future borders
2. Regional Marketing Efforts for all sectors, residential industrial commercial retail recreational and tourism
3. Capital budgeting and infrastructure planning
4. Phased development plan
5. Zoning Code and Map
 - Building Codes
 - Conservation Standards
 - Native Vegetation List for Planting
 - Subdivision Regulations
6. Administrative Processes
7. Standardized Review and Permitting
 - Zoning
 - Planning
 - Code Enforcement
8. Housing Study
9. Employee Assisted Housing
10. Vacant Property Registration Program
11. Crime Free Rental Properties Program
12. Public Private Partnerships
13. Retail Market Inventory
14. Business Retention Program
15. Targeted Marketing Program

Funding and Technical Assistance

FEDERAL

- Department Of Transportation - Planning, Infrastructure And Operational
- Environmental Protection Agency - Brownfields Remediation And Prevention department Of Labor - Workforce Training
- Department Of Housing And Urban Development - Community Planning, Housing Development
- Department Of The Treasury - New Market Tax Credits, Community Development Financial Institutions
- Department Of Energy - Conservation, Alternate Energy, Green Manufacturing
- Department Of Commerce/ Economic Development - Infrastructure & Economic Development Grants, Foreign Trade Zones
- American Recovery And Reinvestment Act

STATE OF ILLINOIS

- Department Of Transportation - Planning, Infrastructure And Operational
- Environmental Protection Agency - Brownfields Remediation And Prevention
- Housing Development Authority - Low Income Housing Tax Credits, Multifamily Bond Program
- Department Of Natural Resources - Green Space Preservation, Water Resource Management
- State Treasurer - Low Income Loans, Community Reinvestment Act
- Department Of Commerce And Economic Opportunity - Predevelopment Grants, Enterprise Zones, Workforce Development Incentives, Tax Abatements, Low Interest Loans
- Safe Routes To School

KANKAKEE COUNTY

- Transportation And Land Use Planning
- Conduit For State And Federal Funds And Resources
- Regional Public Transportation Planning And Operations

BRADLEY

- General Tax Revenues
- General Obligation Bonds
- Tax Increment Financing Districts
- Business Improvement Districts

OTHER

- Financial Institutions
- Institutional Investors And Trusts
- Foundations And Other Philanthropic Entities
- Developers
- Brokers
- End User Business Interests

CONCLUSION



Post Office

Section 9

Conclusion

Bradley is a well-established community in the urban area including Kankakee and Bourbonnais. It is strategically located on a major highway and railroads, with good access to the Chicago metropolitan area.

It is situated along the beautiful Kankakee River next to the countryside and has potential for a wonderful open-space system. Bradley has walkable neighborhoods and affordable housing in its older neighborhoods, with an historic downtown. It also has a significant amount of available developable land.

Bradley is home to the metropolitan area's most identifiable regional mall and attracts shoppers from a large area. It also has a strong industrial heritage. Bradley has potential to develop its many assets and overcome its challenges. The purpose of the comprehensive plan and associated document of a Zoning Ordinance is to guide the municipality in doing just that over the next five to ten years.

APPENDIX



Bradley American Legion

Section 10

References

1. Bradley Comprehensive Plan dated 2007. Data collected in the 2007 plan was utilized for analysis and planning recommendations in this edition of the comprehensive plan.
2. 2030 Kankakee County Comprehensive Plan dated 2005.
3. City of Kankakee Comprehensive Plan dated 1997.
4. Kankakee Transportation Initiatives dated 2008.
5. Kankakee County Greenways and Trails Plan dated 2009.
6. Downtown Master Plan Update, Kankakee dated 2008.
7. Bourbonnais Comprehensive Plan dated 2006.



Bradley Bourbonnais High School