

Relationship to Community Plans

SECTION 2

As residential and commercial development boomed on the Romeoville's West Side in and around the Weber Road corridor during much of the first half of the 2000's, this planning process marks the first comprehensive evaluation of the development potential of the Village's East Side. While the proposed Metra station is the primary impetus for the East Side Plan, this area is also significant because it was the location of the original Romeo settlement and serves as the eastern gateway into Romeoville.

To ensure the East Side Plan carefully considers past planning efforts and ideas, it is important to assess existing

community plans, particularly from the dual perspective of revitalizing Downtown Romeoville and guiding the evolution of the proposed Metra area and overall East Side. This section summarizes Romeoville's development policies as expressed in its Comprehensive Plan, Downtown Master Plan, and other relevant planning documents.

Comprehensive Plan

Romeoville Vision Statement

As shown in Figure 2-1, the second paragraph of the Romeoville Vision statement, which is a core component of



Source: Village of Romeoville Comprehensive Plan.

“ *It is the goal of Romeoville residents to create a community wherein families can be provided a safe and secure neighborhood; where there is diversity and respect; where children are provided opportunities for growth and development; and where residents can be assured that the value of their property will be maintained.*

*The vision for Romeoville includes **providing residents with choices and options for housing, travel, recreation, cultural activities and employment opportunities**; providing for their basic personal needs; and where **the community is visually attractive and appealing.***

*Residents want Romeoville to be a place where there is an open exchange of information among its residents, business owners and government; where **the local government is fiscally responsible, yet attends to the community's needs for expanding services**; and where they can be filled with pride about calling Romeoville home.*

”

FIGURE 2-1
Romeoville Vision Statement

Comprehensive Plan recommendations support the overarching notion of creating linkages within the community, which for Romeoville will likely be the defining characteristic of establishing a TOD on the East Side and forging a connection to Downtown Romeoville.

the Romeoville Comprehensive Plan, provides a perfect encapsulation of the objectives of the East Side Plan to revitalize Downtown Romeoville and explore the development potential of the proposed Metra area and overall East Side. “Providing residents with choices and options for . . . travel” is highly notable as it supports the prospects to establish a new Metra station and expand Pace bus service.

Comprehensive Plan Recommendations

The Comprehensive Plan reinforces the Romeoville Vision statement by outlining a series of recommendations



The Village continues to add landscaped parkways along IL Route 53 to enhance Romeoville’s visual appearance, which ranked as the most important community aspect to improve, per the Comprehensive Plan.

designed to guide the community in achieving its vision. Figure 2-2 highlights the core recommendations that specifically support revitalization of Downtown Romeoville and the development potential of the proposed Metra area and overall East Side. While some recommendations are very specific to supporting these objectives (e.g. “Work with Metra to provide convenient commuter train service to the proposed 135th Street station”), others are more general but support the overarching notion of creating linkages within the community (e.g. “Develop an interconnected network of thoroughfares in the Village and throughout Village neighborhoods”), which for Romeoville will likely be the defining characteristic of establishing a TOD on the East Side and forging a connection to Downtown Romeoville.

In addition, the recommendation to “incorporate pieces of Romeoville’s heritage” identifies the opportunity to integrate the historical and physical elements of the original Romeo settlement into the potential TOD along 135th Street near the proposed Metra station.

Building Support for Downtown, Transit & the East Side

In addition to the Romeoville Vision statement and plan recommendations, an Attitude & Preference Survey associated with the Comprehensive Plan provided various points of support for objectives of the East Side Plan. In particular, survey respondents indicated support for the following:

- ❑ A “central business district with pedestrian friendly streets,” which was among the top 10 most popular community characteristics would like to see in Romeoville now and in the future.
- ❑ “A downtown area where people could walk along streets lined with shop windows and trees and outdoor dining areas,” which was supported by 75% of respondents.
- ❑ Use of new Metra rail service.
- ❑ Bike paths and trails, which were ranked the highest priority for new land use or development.
- ❑ Enhanced visual appearance, which was rated the most important community aspect to improve.
- ❑ Enhanced appearance of pedestrian and public realms, which scored higher than land or building uses in terms of imagery that reflects the community’s values and expectations of the visual appearance of Romeoville.

Although these responses were expressed several years ago, much of the same sentiments and thoughts continued to gain momentum and prevail today.

Future Land Use Plan

Excerpts of Romeoville’s overall Future Land Use Plan are provided in Figure 2-3, specifically illustrating the land use recommendations for Downtown Romeoville and the East Side. Downtown Romeoville is designated as Spartan Plaza Redevelopment, which generally calls for traditional mixed use development in a pedestrian-scaled environment with public spaces and amenities.

RECOMMENDATIONS RELATING TO DOWNTOWN, TRANSIT & THE EAST SIDE

21 OUT OF 77 TOTAL RECOMMENDATIONS OUTLINED IN THE COMPREHENSIVE PLAN

Source: Village of Romeoville Comprehensive Plan.

- ❑ Work with the RTA to develop the proposed Metra commuter station at 135th Street into the hub of a village-wide transit system.
 - ❑ Encourage transit-oriented development along the Weber Road and IL 53 corridors in the Village.
 - ❑ Work with Metra to provide convenient commuter train service to the proposed 135th Street station.
 - ❑ Develop an interconnected network of thoroughfares in the Village and throughout Village neighborhoods.
 - ❑ Make travel through Romeoville a pleasant experience by increasing the efficiency of the network and improving the physical environment along thoroughfares.
 - ❑ Redevelop and transform the Spartan Plaza into the new Town Center.
 - ❑ Exploit the potential Metra commuter station by developing a transit-oriented neighborhood east of New Avenue.
 - ❑ Develop estate neighborhood north of Donovan Road, and in the vicinity of Big Run Golf Course on 135th Street.
- ❑ Encourage mixed-use neighborhoods, development, and buildings in the Village.
 - ❑ Provide the widest choice of housing opportunities possible in the Village.
 - ❑ Physically link Romeoville neighborhoods to Heritage Corridor recreation trails.
 - ❑ Preserve and protect the natural areas in the Village.
 - ❑ Develop an extensive interconnected off-street recreational trail system linking regional recreation facilities and Village neighborhoods.
 - ❑ Incorporate pieces of Romeoville's heritage in public and private development, buildings, and public spaces.
 - ❑ Redevelop the Spartan Plaza in a new Town Center with retail, office, and civic uses and public spaces on pedestrian friendly streets.
 - ❑ Encourage the design and construction of commercial and industrial development to provide a hospitable pedestrian environment, mixed-use buildings, public amenities, and more visually attractive appearance.
- ❑ Develop corridor improvement plans for each of the primary corridors into Romeoville to address building placement, landscaping, signs and general appearance of development and thoroughfare improvements along Weber Road, IL 53, Joliet Road, 135th Street, Normantown Road, Airport Road, Taylor Road, and Renwick Road.
 - ❑ Make Village thoroughfares more attractive by requiring landscaping, landscaped medians, attractive lighting, and other visual amenities.
 - ❑ Provide a wide variety of housing choices in the Village.
 - ❑ Exploit the economic development opportunities that lie along the IL 53 corridor, particularly in connection with the Heritage Corridor and the historic US 66 by-way.
 - ❑ Exploit the economic development opportunities connected to the proposed Metra commuter station and other land lying east of the waterways.



Source: Teska Associates, Inc.



Source: Teska Associates, Inc.



Source: Teska Associates, Inc.

FIGURE 2-2

Recommendations for Implementing the Romeoville Vision Statement

LAND USE KEY

AS DEFINED BY THE COMPREHENSIVE PLAN

- (A) Spartan Plaza Redevelopment
 - (B) Metra Station Development
 - (C) Mixed Use
 - (D) Estate Neighborhoods
 - (E) Detached Residential Neighborhoods
 - (F) Attached Residential Neighborhoods
 - (G) Heritage Neighborhoods
 - (H) Active Adult Neighborhoods
 - (I) Commercial
 - (J) Business Services
 - (K) Basic Industry
 - (L) Manufacturing / Production / Assembly
 - (M) Conservation
 - (N) Open Lands
 - (O) Parks
 - (P) Civic
-
-  Proposed Metra Site (as shown in Comp Plan)
 -  Downtown Romeoville



Source: Village of Romeoville Comprehensive Plan.

FIGURE 2-3

Excerpts from the Romeoville Future Land Use Plan

While it is anticipated that the Spartan Plaza Redevelopment concept is still desired in some form, the market assessment in Section 5 and existing redevelopment proposals in the Village's pipeline will ultimately dictate how Downtown Romeoville will evolve.

The East Side has a greater likelihood of diverging from the land use recommendations outlined in the Comprehensive Plan. The Future Land Use Plan outlines a diverse set of land use designations for the East Side, calling for the Metra site development, mixed use near the Metra site, open lands and conservation areas, and a mix of residential uses at different types and densities. Development of the Metra site will still be pursued; however, this planning process for the East Side will explore in greater detail the coverage character, and intensity of transit oriented development near the Metra site. Residential and open space/conservation opportunities will also be evaluated, but may follow an altered configuration to be more supportive of the development and linkage concepts to be explored for the TOD.



Source: Teknia Associates, Inc.

Serving as a local landmark for the community, the High Road Bible Church in the original Romeo settlement is the only institutional use located on Romeoville's East Side.

Downtown Master Plan

Originally established in the mid 1960's, the development and redevelopment of Downtown Romeoville have been studied at various points throughout its history, with the 2003 Downtown Master Plan being the most recent complete study conducted. The comprehensive downtown plan identifies the key assets and issues that characterized Downtown Romeoville at the time of the study. Although the plan outlines a series of initiatives and a progressive implementation process (see Figure 2-4), many of the is-

ssues identified in the plan persist. In addition, changes in the local and national economies and the growth of other commercial area competitors, such as the Weber Road corridor, have exacerbated some of the issues in Downtown Romeoville.

With the emergence of Romeoville's municipal campus and the potential to establish a new Metra station and TOD area on the East Side, there is momentum in the community to allocate some of its focus on reviving the downtown redevelopment efforts. With the economy still awaiting a sub-

DOWNTOWN INITIATIVES

AS DEFINED IN THE 2003 DOWNTOWN MASTER PLAN

- Create a more viable, walkable shopping experience
- Introduce additional residents to the area
- Create a compelling space for socializing and community events
- Improve resident and visitor hospitality
- Improve overall appearance
- Program and promote the downtown

IMPLEMENTATION

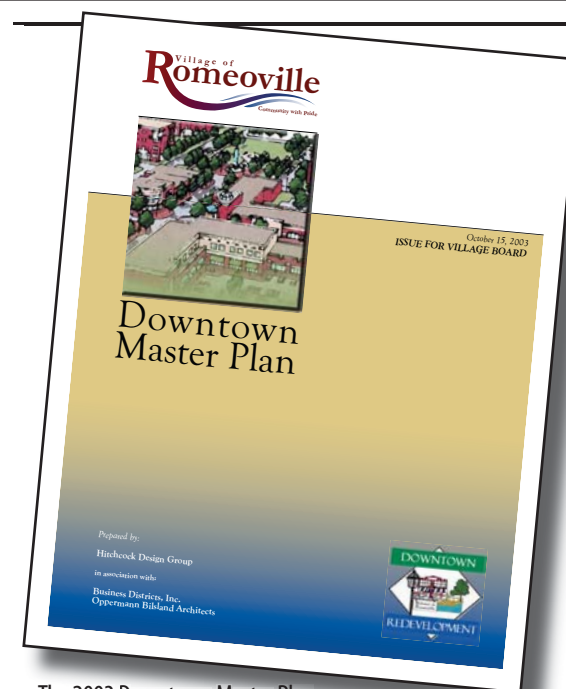
AS DEFINED IN THE 2003 DOWNTOWN MASTER PLAN

- | | |
|--|--|
| <input type="checkbox"/> Public Policy | <input type="checkbox"/> Design, Engineering, Permitting |
| <input type="checkbox"/> Implementation Team | <input type="checkbox"/> Construction Coordination |
| <input type="checkbox"/> Funding | <input type="checkbox"/> Public Relations |
| <input type="checkbox"/> Property Acquisition | <input type="checkbox"/> Evaluation |
| <input type="checkbox"/> Owner / Developer Liaison | |

Source: Village of Romeoville 2003 Downtown Master Plan.

FIGURE 2-4

Downtown Initiatives & Implementation Recommendation Topics



The 2003 Downtown Master Plan is currently being revisited to consider updated redevelopment concepts.

Updated land use development concepts relating to Downtown will be taken into consideration as the present planning process explores potential opportunities for the renewed revitalization efforts of Downtown Romeoville.

stantial positive upswing, the present is the perfect time to prepare renewed ideas for Downtown Romeoville to keep it ready for future redevelopment. The recent proposal for the Land and Lakes Real Estate Company to become the lead developer of the downtown redevelopment project is certainly a strong indicator that the decision to revisit the Downtown Master Plan and formulate updated strategies was sensible and timely.

The consultants who originally drafted the 2003 Downtown Master Plan have maintained their relationship with the Village, having recently submitted a series of draft land use configuration concepts for Downtown. These concepts, along with any other ideas and concepts relating to Downtown, will be taken into consideration as the present

planning process explores potential opportunities for the renewed revitalization efforts of Downtown Romeoville.

The present planning process is not intended to duplicate past or concurrent efforts to formulate strategies for Downtown Romeoville. Rather, the current process will integrate concepts from other entities where appropriate and offer balance by recommending new strategies that have yet to be examined and are deemed feasible in the marketplace.

Transportation-Related Documents

The Transportation Assessment in Section 4 covers the relevant findings from transportation documents that pertain to roadway, rail, bus, and trails access.



The intersection of IL Route 53 and Normantown Road serves as a gateway into the Village and the downtown area. Enhancing this gateway can be a significant part of the Village's ongoing streetscaping efforts.

Source: Teknia Associates, Inc.