



## THE VILLAGE OF ROMEOVILLE COMPREHENSIVE PLAN

### THE ROMEOVILLE VISION

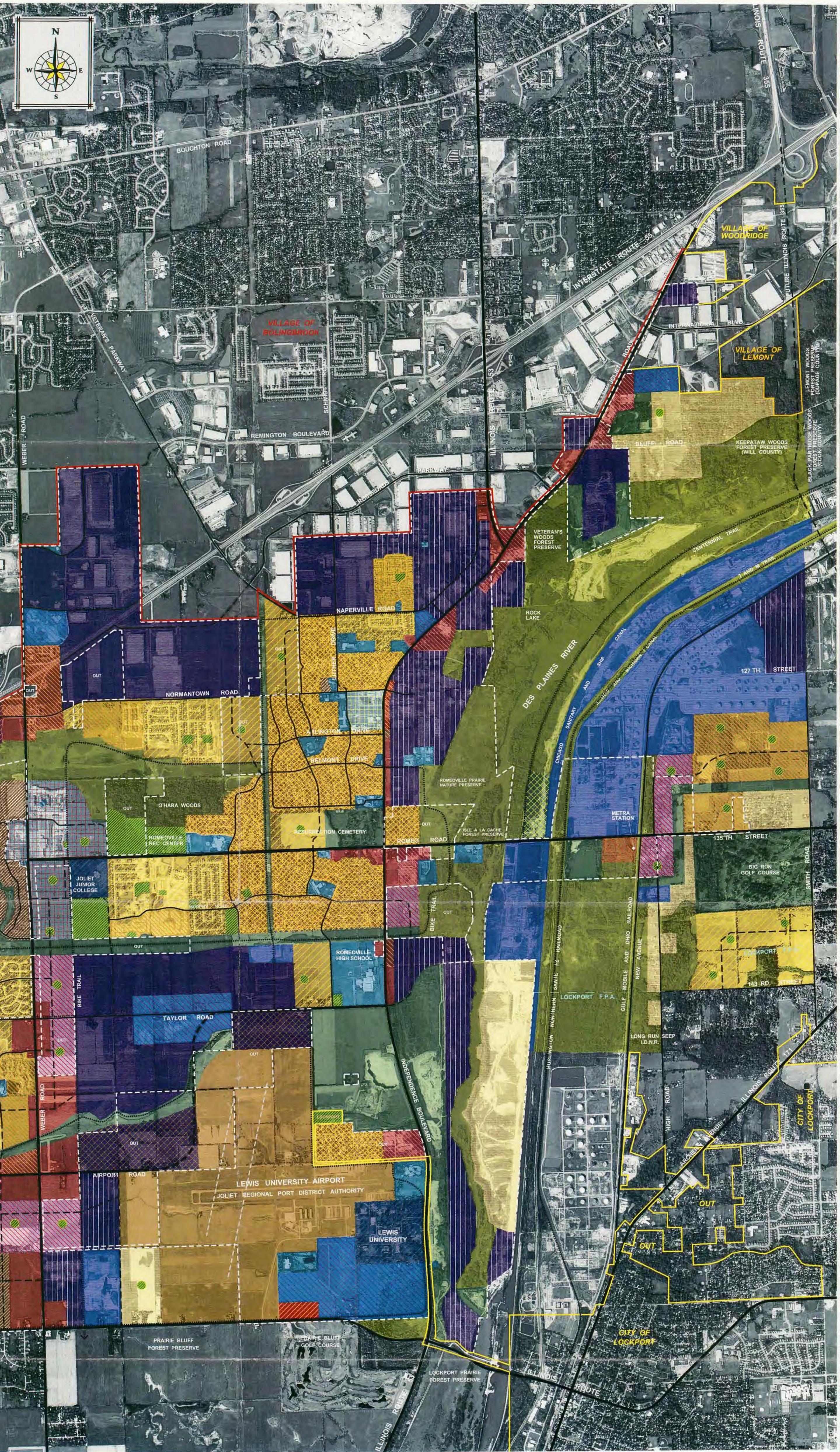
IT IS THE GOAL OF ROMEOVILLE RESIDENTS TO CREATE A COMMUNITY WHEREIN FAMILIES CAN BE PROVIDED A SAFE AND SECURE NEIGHBORHOOD; WHERE THERE IS DIVERSITY AND RESPECT; WHERE CHILDREN ARE PROVIDED OPPORTUNITIES FOR GROWTH AND DEVELOPMENT; AND WHERE RESIDENTS CAN BE ASSURED THAT THE VALUE OF THEIR PROPERTY 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 THE RESIDENTS, OWNERS AND GOVERNMENT; WHERE THE LOCAL GOVERNMENT IS FINALLY RESPONSIBLE, YET ATTENTIVE TO THE COMMUNITY'S NEEDS FOR EXPANDING SERVICES; AND WHERE THEY CAN BE FILLED WITH PRIDE ABOUT CALLING ROMEOVILLE HOME.

### VILLAGE OFFICIALS

VILLAGE BOARD	MAYOR: FRED DEWALD TRUSTEE: LINDA S. PALMTER TRUSTEE: DENNIS VESLYSKY TRUSTEE: THOMAS WEINRICK, SR.	CLERK: PRUDENCE PUKULA TRUSTEE: DR. EDWARD McCARTAN TRUSTEE: STEVE SPANDONIDI TRUSTEE: MARTY DUFFLES
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<b>CONSULTANTS</b>		
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# IMPLEMENTING THE VISION

In order to achieve the Romeoville Vision, citizens prepared recommendations and ideas that fulfill the vision. These recommendations represent specific actions to be undertaken by the Village, directions to influence future decisions, and ideas to stimulate creativity among landowners, developers and investors wishing to do business in Romeoville.

The recommendations are divided into five categories: circulation; community development; recreation, civic and cultural development; community appearance; and, economic development.

## CIRCULATION

Work with IDOT to develop a new interchange at I-55 and Airport Road

Work with state representatives, IDOT, and Will County highway officials to program and expedite construction of necessary road network improvements in Romeoville

Continue to support local efforts to construct the I-355 extension from Bolingbrook to New Lenox

Connect neighborhoods to one another with streets, sidewalks and paths

Work with the RTA to develop the proposed Metra commuter station at 135th Street into the hub of a village-wide transit system

Develop intergovernmental partnerships to initiate and complete the reconfiguration of the I-55-Weber Road interchange to improve traffic flow and accommodate increasing traffic volumes on both traffic arterials

Encourage transit-oriented development along the Weber road and IL 53 corridors in the Village

Establish a continuous north-south local collector street system parallel Weber Road from Normantown Road to Renwick Road

Keep truck traffic out of Village neighborhoods

Redesign Airport Road to connect to Taylor Road near IL 53

Work with Metra to provide convenient commuter train service to the proposed I-355 Street station

Encourage the application of traffic calming techniques on Village streets

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

Help build and maintain a coalition among the I-55 corridor communities to lobby for expedited programming and priority funding of improvements to I-55

Make village thoroughfares bicycle- and pedestrian-friendly

## COMMUNITY DEVELOPMENT

Renovate and transform the Spartan Plaza into the new Town Center

Renovate the IL 53-Joliet Road Corridor, incorporating the historic US 66 theme into such redevelopment

Promote a youth-oriented environment in the Village

Revise Village land use and development regulations to be consistent with the Romeoville Vision and Comprehensive Plan recommendations

Exploit the proposed Metra commuter station by developing a transit-oriented neighborhood east of New Avenue

Develop and implement a systematic infrastructure repair and replacement program, focusing on curb and gutter and sidewalk repair and replacement in the Hampton Park neighborhood

Exploit the 135th Street access to the proposed I-355 tollway extension

Develop and implement a stormwater management plan for the Hampton Park neighborhood

Develop a mixed-use Town Center at Weber Road and 135th Street that would exploit its commercial development potential and its proximity to Joliet Junior College and the proposed community festival park

Develop transit-oriented development along Weber Road

Develop on aviation-related residential neighborhood southwest of the Lewis University Airport

Develop, estate neighborhoods north of Donavan Road, and in the vicinity of Big Run Golf Course on 135th Street

Disperse or scatter multiple family housing throughout neighborhoods and across the Village. Avoid large concentrations of attached housing

Investigate the community benefits of annexing unincorporated subdivisions in the Village's planning area

Encourage mixed-use neighborhoods, development, and buildings in the Village

Provide the widest choice of housing opportunities possible in the Village

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

Help build and maintain a coalition among the I-55 corridor communities to lobby for expedited programming and priority funding of improvements to I-55

Make village thoroughfares bicycle- and pedestrian-friendly

## RECREATION, CULTURAL & CIVIC

Develop a new civic center

Develop relationships with Lewis University to increase the exposure of the University's cultural and educational arts programs to the community, generally, and particularly oriented to the community's youth

Physically link Romeoville neighborhoods to Heritage Corridor recreation trails

Investigate the feasibility of flooding the 18th & M Canal to allow canoeing or paddle boating on the canal

Develop a public marina on the Chicago Sanitary and Ship Canal at 135th Street

Assemble and acquire land to establish and maintain a community festival area

Preserve and protect the natural areas in the Village.

Identify sites for developing specialized recreational facilities, such as ice rinks, swimming pools, indoor soccer, golf courses, and skateboard parks

Develop an extensive interconnected off-street recreational trail system linking regional recreation facilities and Village neighborhoods

Identify an appropriate location for developing a sports complex

Provide more park space in individual neighborhoods

Encourage the inclusion of cultural amenities in new development throughout the Village

Make use of the water filled quarries in the Village for recreation purposes

Increase the village's park contribution requirement

Increase the amount of ballfields and soccer fields in the community

Integrate pieces of Romeoville's heritage in public and private development, buildings, and public spaces

Exploit the tourism opportunities presented by the recreational facilities and environmental resources in the Village

Develop transit-oriented development along Weber Road

Develop on aviation-related residential neighborhood southwest of the Lewis University Airport

Develop, estate neighborhoods north of Donavan Road, and in the vicinity of Big Run Golf Course on 135th Street

Disperse or scatter multiple family housing throughout neighborhoods and across the Village. Avoid large concentrations of attached housing

Investigate the community benefits of annexing unincorporated subdivisions in the Village's planning area

Encourage mixed-use neighborhoods, development, and buildings in the Village

Provide the widest choice of housing opportunities possible in the Village

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

Help build and maintain a coalition among the I-55 corridor communities to lobby for expedited programming and priority funding of improvements to I-55

Make village thoroughfares bicycle- and pedestrian-friendly

Make neighborhoods more visually appealing by controlling the location of garages, parking and signs, and by requiring more landscaping

Develop and implement design guidelines for new developments to improve improvements in the Weber Road and IL 53 corridor

Develop, transited-oriented development along Weber Road

Develop a uniform Romeoville identification program that can be applied to all Village neighborhoods to reinforce people's attachment to the community and project a positive community image

## ECONOMIC DEVELOPMENT

Maintain a reliable level of quality of water, sanitary, road maintenance, police and fire protection services

Search for ways and means to overcome the disparities among the multiple municipal service providers (fire, township, schools, cable television, parks and library) in the Village

Exploit the economic development opportunities of Lewis University Airport

Develop the eco-tourism opportunities in Romeoville by the natural areas cultural and recreation amenities in and near the Village

Provide a wide variety of housing choices in the Village

Develop land around the I-55-Weber Road interchange for travel, entertainment and commercial recreation purposes

Reserve land around Lewis University Airport for airport-related and time-sensitive enterprises to exploit the airport infrastructure

Reserve land near the entrance to Lewis University Airport for airport-related and travel-related commercial uses

Maintain capacity in the sanitary waste treatment and water distribution systems for commercial and industrial uses

Maintain a dialogue with the business community to remain responsive to the needs and requirements of business operations in the Village

Reserve land south of Lewis University for expansion of the University or development of University-related uses

Exploit Weber Road for commercial and industrial development

Exploit the economic development opportunities that lie along the IL 53 corridor, particularly in connection with the Heritage Corridor and the historic US 66 scenic byway

Exploit the economic development opportunities connected to the proposed Metra commuter station and other land lying east of the waterways

## COMMUNITY APPEARANCE

Renovate the Spartan Plaza into a new Town Center with retail, office and civic uses and public spaces on pedestrian friendly streets

Develop gateways for the Village at I-55-Weber Road interchange area, Joliet Road and IL 53 intersection, Weber Road and Renwick Road, IL 53 or Renwick Road, to provide an sense of arrival in Romeoville and a positive community image

Develop corridor improvement plans for each of the primary corridors into Romeoville to address building placement, landscaping, signs and overall corridor improvements along Weber Road, IL 53, Joliet Road, 135th Street, Normantown Road, Airport Road, Taylor Road, and Rockwood Road

Provide property maintenance codes and ordinances. Provide resources to increase the effectiveness of the program

Recognize property owners who exhibit high standards of property maintenance. Search ways to increase participation and interest in this program

Encourage the provision of prominently displayed public art and monuments in new development and in connection with public uses in the Village

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.

Exploit Weber Road for commercial and industrial development

Exploit the economic development opportunities that lie along the IL 53 corridor, particularly in connection with the Heritage Corridor and the historic US 66 scenic byway

Exploit the economic development opportunities connected to the proposed Metra commuter station and other land lying east of the waterways

## ACKNOWLEDGEMENTS

The preparation of this document is the result of many hours of time and effort by many Romeoville citizens, officials and staff. Special recognition is given to the following individuals:

■ The hundreds of residents who participated in the Image Preference Survey and the Attitude and Preference Survey.

■ Charette participants:

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■ All of the members of Romeoville Public Television who videotaped and broadcast all of the community participation events, and particularly the Image Preference Survey: Doug McAdaly, Mike Mihavics, Dr. Jerry McNally, Rick Armbruster, Joe Yacko, Matt Berling, Jack Haley, Brian Armbruster, Vic Bolczak, Rex Jennings, Harry Armbruster, Denise Armbruster.

■ Steve Guldin for the use of the Romeoville Recreation Center.

■ Tim Schloriger, Assistant to the Village Administrator, for transferring much of the planning process to the Village's web site.

## THIS IS ROMEOVILLE

Throughout the 18th and 19th centuries, areas in close proximity to the Des Plaines River-including the area now known as Romeoville-became popular spots for explorers and fur traders. When plans were made to connect Lake Michigan and the Illinois River, a number of communities were laid out along what is now known as the Illinois and Michigan Canal. Two towns were named after the Shakespearean characters, Romeo and Juliet. Several years after farmers from communities in New York and Ohio settled the town of Romeo in 1832, the City of Joliet changed its name to Joliet in order to honor one of the area's more famous explorers, Louis Joliet. In 1895, residents of Romeo decided to change the town's name to Romeoville, and the community was later incorporated.

Having continued to grow and prosper through the years, Romeoville now ranks as one of the largest communities in Will County. The Village has the second highest industrial tax base per capita in the Chicagoland area due to its excellent location advantages. The Village's location on the Chicago Sanitary and Ship Canal and the proximity of rail lines and the natural resources of the area made it a desirable location for mineral extraction and basic industries such as oil refining, electric generation, and steel production. In fact, Romeoville is the terminus for numerous transcontinental pipelines, including the Trans-Canadian pipeline.

Romeoville is a mere thirty miles southwest of the Chicago Loop and conveniently located along the Stevenson Expressway (I-55) and close to the North-South Tollway (I-355) and I-80. Metra commuter rail service is available on several different lines in and near the community. Scheduled rail freight service is also available on the Burlington Santa Fe, the Elgin, Joliet & Eastern, and the Illinois Central railroads that cross the Village.

Romeoville is located on the Chicago Sanitary and Ship Canal which provides water transportation to Chicago harbors, the Great Lakes, and the Illinois-Mississippi waterways. The Village is in close proximity to O'Hare International and Midway airports. Lewis University Airport, located in the Village, boasts one of the longest runways in northeastern Illinois and serves host to a growing corporate fleet.

The community lies in the Illinois and Michigan Canal National Historic Corridor. The historic US Route 66 runs through town and was, for most of Romeoville's history, its Main Street. The prairies, forests and wetlands in the Des Plaines River valley provide an ecological and recreational wonderland.

In the past four years, the Village has experienced unprecedented growth and development. More than four million square feet of industrial space was added during this period and the Village recently approved plans for a business park that could provide as much as 20 million additional square feet of industrial space. The population swelled from 14,000 persons in 1990 to more than 21,000 in 2000 with a projected population of 40,000 persons by 2020, plus the 10,000 residents of Carillon and Lakewood Falls in unincorporated Will County.

Romeoville is unique in its commitment to both small-town caring and big city development. In Romeoville, residents still believe in old-fashioned concern for their neighbors, and although many of the Village's residents work and socialize in Chicago and surrounding suburbs, they come home to Romeoville to enjoy the area's natural beauty, peace and quiet.

## THE PURPOSE OF THE COMPREHENSIVE PLAN

The Comprehensive Plan is a policy document intended to guide growth and development decisions in the Village. The Plan is an expression of the community's expectations and aspirations and identifies the features and amenities desired for future use by the citizens. It recognizes the community's physical, social, political, cultural and economic characteristics are mutually dependent.

The Comprehensive Plan is not a rigid or static set of rules. Rather, it is fluid, dynamic. The objectives and recommendations are intended to allow flexibility in light of new information or opportunities. The Plan is not an attempt to predict the future; it is an attempt to record the basic, core community development values and principles that citizens of Romeoville share and to use them as guideposts in future decisions concerning growth, (re)development, and improvement in the community. It guides deliberations involving land development, land use regulations, and infrastructure investment.

Its timeframe is both the near and distant future. The Comprehensive Plan has no expiration date but it should be revisited on a regular basis to evaluate it against changes in technology, community values, and development practices and to keep the vision current.

Romeoville should have a downtown area where people could walk along streets lined with shop windows and trees and outdoor dining areas.

**Strongly agree** 51%  
**Agree** 24%  
**Neutral** 15%  
**Disagree** 6%  
**Strongly disagree** 4%

Source: Romeoville Attitude & Preference Survey

## THE MAYOR'S MESSAGE

Some property owners will note that the land use classification on the Future Land Use Map is inconsistent or in conflict with the current zoning and use of their property. The Future Land Use Map does not change the current zoning or limit the current use of the property-if the use is a permitted use in the particular zoning classification. Nor does it change or affect the terms and conditions of any annexation agreements that may apply to property shown on the Future Land Use Map.

The Future Land Use Map is not a zoning map. Nevertheless, it can be used to influence decisions about zoning when a property owner requests zoning change. The Village is authorized by Illinois Statutes to develop a plan for the use of all land within 1/2 miles of its corporate limits, provided that no lands lying within the boundaries of another municipality have been included. In those instances where the Village has no boundary agreement with another municipality or is not coterminous with the boundaries of another municipality, the Future Land Use Map identifies the preferred land use for parcels outside the Village limits.