



# THE VILLAGE OF ROMEOVILLE COMPREHENSIVE PLAN

## THE ROMEOVILLE VISION

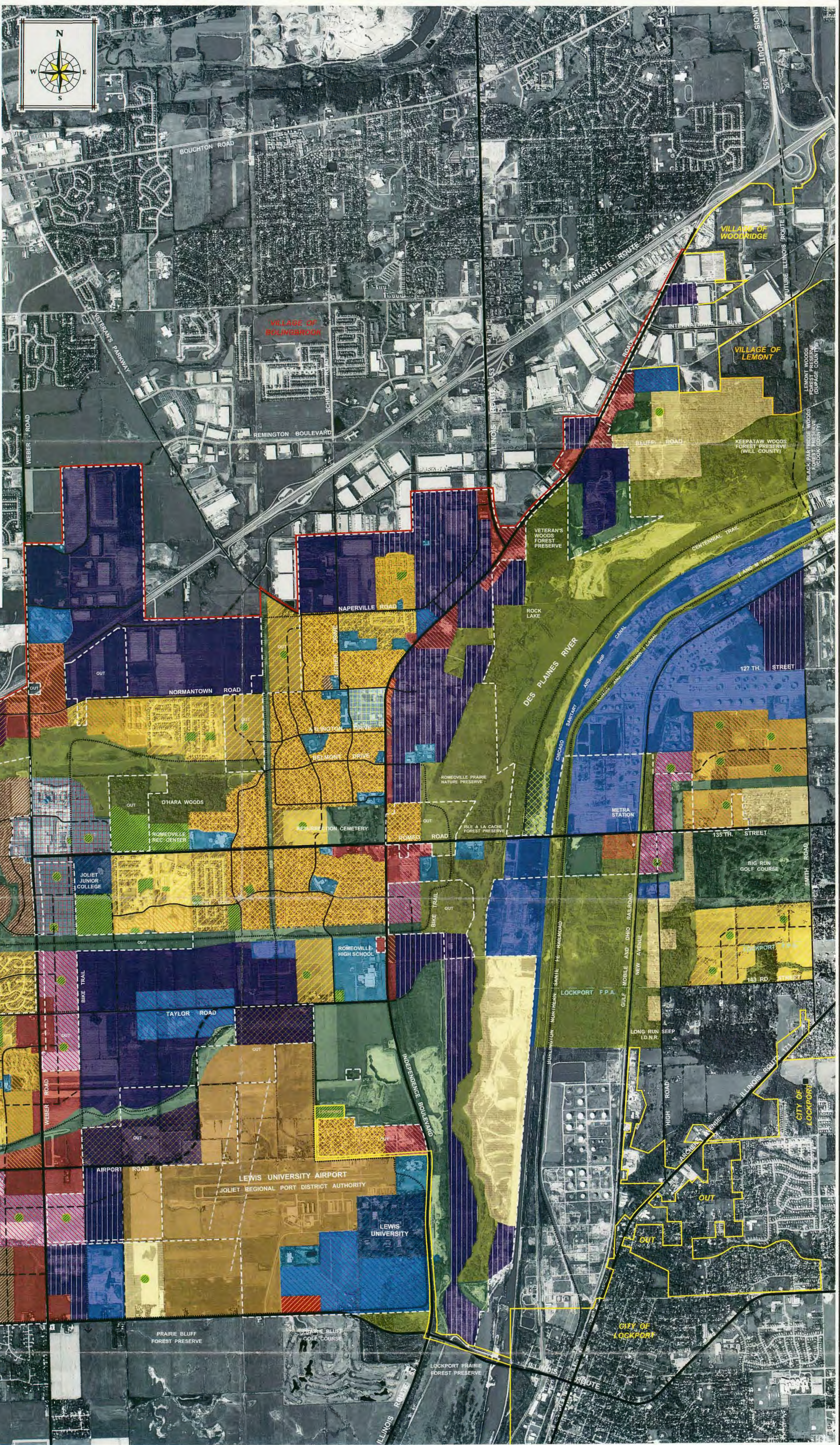
IT IS THE GOAL OF ROMEOVILLE RESIDENTS TO CREATE A COMMUNITY WHEREIN FAMILIES CAN BE PROVIDED A SAFE AND SECURE NEIGHBORHOOD, WHERE THERE IS DIVERSITY AND RESPECT, WHERE CHILDREN ARE PROVIDED OPPORTUNITIES FOR GROWTH AND DEVELOPMENT, AND WHERE RESIDENTS CAN BE ASSURED THAT THE VALUE OF THEIR PROPERTY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

### VILLAGE OFFICIALS

<b>VILLAGE BOARD</b>	MAYOR: FRED DIMWALD TRUSTEE: LINDA S. PALMER TRUSTEE: DENNIS VESELSKY TRUSTEE: THOMAS WENKICK, SR.	CLERK: PRUDENCE RUKLA TRUSTEE: DR. EDWARD MCCARTAN TRUSTEE: STEVE SPANDONDIS TRUSTEE: MARTY DUFFELS
<b>DEPARTMENT HEADS</b>	WILLIAM TAYLOR, VILLAGE MANAGER ANDREW BARTO, POLICE CHIEF STEPHEN GULDEN, RECREATION DIRECTOR	MICHEL THYFAULT, FINANCE DIRECTOR CARL CHURILLO, FIRE CHIEF PAUL GORTE, COMMUNITY DEVELOPMENT DIRECTOR
<b>CONSULTANTS</b>	RAYMOND MEADER, VILLAGE ATTORNEY JOSEPH WYMAN, VILLAGE ENGINEER	RICHARD VOGEL, VILLAGE ATTORNEY JIM BOSMA, VILLAGE ENGINEER
<b>STAFF</b>	DAWN ERICKSON, DEPUTY VILLAGE CLERK LISA LYNCH, OFFICE MANAGER	NATALIE HIBBY, PLANNER JOHN SVALENKA, PLANNER
<b>PLANNING &amp; ZONING COMMISSION</b>	DON RICKARD, CHAIRMAN LEA RYDER, VICE-CHAIRMAN DENISE AMBRUSTER PHILIP WILT JOHN BERGANT JOE YACKO, FORMERLY	STEVE KUCZKOWSKI STEVE PYLE WILLIAM CARON EBBIE CLANCY ED WISNIEWSKI, FORMER RUTH SANECKI, FORMER
<b>ECONOMIC DEVELOPMENT COMMISSION</b>	WAYNE DRALDT, CHAIRMAN BRIAN ANDERSEN, VICE-CHAIRMAN LINDA SANFILIPPO, SECRETARY CHRIS LAWSON RALPH SCHOBERT DAVID VAN WINKLE ROGER CONNOR BRUNO BOTTARELLI, FORMER	TOM DASSE RON MUDERHOTT MARTIN HANLEY NICKI LADAS SUSAN PENNENGA JOHN FROST, FORMER WARREN JENSEN, FORMER DAVE JOHNSON, FORMER



# FUTURE LAND USE MAP

<p><b>ESTATE NEIGHBORHOODS</b> DESIGNATES LAND AREAS SUITABLE AND APPROPRIATE FOR LARGE ESTATE LOTS TO PRESERVE NATURAL LANDSCAPE FEATURES AND TO PROVIDE AN ALTERNATE HOUSING CHOICE IN THE VILLAGE.</p>	<p><b>SPARTAN PLAZA REDEVELOPMENT</b> THIS DESIGNATION APPLIES TO THE SPARTAN PLAZA SHOPPING CENTER AND SURROUNDING COMMERCIAL LANDS IN THE GENERAL VICINITY OF SURNANTOWN ROAD AND INDEPENDENCE BOULEVARD (ILLINOIS ROUTE 55). LAND IN THIS CLASSIFICATION IS INTENDED TO BE REDEVELOPED AND TRANSFORMED INTO A TRADITIONAL MIXED-USE COMMERCIAL NEIGHBORHOOD WITH MIXED-USE BUILDINGS, PEDESTRIAN-SCALED BUILDINGS, ROADS AND AMENITIES, AND GENEROUS AMOUNTS OF PUBLIC AMENITIES AND PUBLIC SPACES. THIS AREA IS ALSO TARGETED AS A LOCATION FOR THE NEW CIVIC CENTER.</p>	<p><b>MANUFACTURING / PRODUCTION / ASSEMBLY</b> DESIGNATES LAND SUITABLE AND APPROPRIATE FOR MANUFACTURING, PRODUCTION, PROFESSIONAL, ASSEMBLY USES, AND ACCESSORY OFFICE AND WAREHOUSE SPACE.</p>	<p><b>PARKS</b> APPLIES TO PUBLIC AND PRIVATE OPEN SPACE INTENDED AND USED FOR ACTIVE AND PASSIVE RECREATION, BUT NOT CONSERVATION PURPOSES.</p>
<p><b>DETACHED RESIDENTIAL NEIGHBORHOODS</b> DESIGNATES LAND WHERE THE PREVAILING BUILDING TYPE IS DETACHED RESIDENTIAL DEVELOPMENT. PROVISIONS FOR PUBLIC PARKS, CIVIC BUILDINGS AND NEIGHBORHOOD-SCALE COMMERCIAL LAND USES ARE CONSIDERED INTEGRAL TO DETACHED RESIDENTIAL NEIGHBORHOODS AND ARE PERMITTED IN THIS LAND USE, PROVIDED THEY ARE IN APPROPRIATE LOCATIONS IN THE NEIGHBORHOOD. ATTACHED RESIDENTIAL DEVELOPMENT IS APPROPRIATE IN THIS CLASSIFICATION ONLY WHEN IT IS CLUSTERED THROUGHOUT THE NEIGHBORHOOD.</p>	<p><b>MIXED-USE</b> DESIGNATES LAND SUITABLE AND APPROPRIATE FOR DEVELOPMENT OF A COMPACT MIX OF RESIDENTIAL, COMMERCIAL, AND OFFICE USES IN MIXED-USE BUILDINGS, USUALLY AT DENSITIES TO SUPPORT PUBLIC TRANSPORTATION.</p>	<p><b>BASIC INDUSTRY</b> DESIGNATES WHERE MINERAL EXTRACTION, REFINING, RESOURCE RECOVERY, STEEL MILL OPERATIONS AND SIMILAR BASIC INDUSTRIAL ACTIVITIES ARE APPROPRIATE.</p>	<p><b>OPEN LANDS</b> DESIGNATES LAND USED FOR OPEN SPACE PURPOSES, BUT NOT PARKS OR CONSERVATION LANDS, AND MAY OR MAY NOT BE USED FOR RECREATION PURPOSES. SUCH LANDS INCLUDE UTILITY RIGHT-OF-WAY, MINERAL EXTRACTION, CEMETERIES, GOLF COURSES AND FARMLANDS.</p>
<p><b>ATTACHED RESIDENTIAL NEIGHBORHOODS</b> DESIGNATES LAND WHERE THE PREVAILING BUILDING TYPE IS ATTACHED RESIDENTIAL DEVELOPMENT. PROVISIONS FOR PUBLIC PARKS, CIVIC BUILDINGS AND NEIGHBORHOOD-SCALE COMMERCIAL LAND USES ARE CONSIDERED INTEGRAL TO ATTACHED RESIDENTIAL NEIGHBORHOODS, AND ARE PERMITTED IN THIS LAND USE, PROVIDED THEY ARE IN APPROPRIATE LOCATIONS IN THE NEIGHBORHOOD. DETACHED RESIDENTIAL DEVELOPMENT IS APPROPRIATE IN THIS CLASSIFICATION ONLY WHEN IT IS CLUSTERED IN THE NEIGHBORHOOD.</p>	<p><b>CIVIC</b> DESIGNATES LAND USED FOR CIVIC AND MUNICIPAL USES, INCLUDING BUT NOT LIMITED TO SCHOOLS, LIBRARIES, COMMUNITY BUILDINGS, POLICE STATIONS, FIRE STATIONS, PUBLIC WORKS FACILITIES, MUSEUMS, CULTURAL FACILITIES, DAY CARE FACILITIES AND CHURCHES.</p>	<p><b>WAREHOUSE AND DISTRIBUTION</b> DESIGNATES AREAS SUITABLE FOR LOGISTICS USES INVOLVING HIGH FLOOR AREAS AND HIGH CUBIC AREA WAREHOUSE AND DISTRIBUTION FACILITIES, AND THEIR ATTENDANT OPERATIONS.</p>	<p><b>CONSERVATION</b> DESIGNATES PUBLIC OR PRIVATE LANDS HAVING WETLANDS, FLOODPLAIN, WOODLANDS OR OTHER NATURAL FEATURES TO BE PRESERVED AND PROTECTED FROM DEVELOPMENT ON LANDS CONTROLLED BY THE WILL COUNTY FOREST PRESERVE DISTRICT, ILLINOIS DEPARTMENT OF NATURAL RESOURCES, OR OTHER CONSERVANCY AGENCY.</p>
<p><b>HERITAGE NEIGHBORHOODS</b> THIS DESIGNATION APPLIES TO THE ORIGINAL NEIGHBORHOODS DEVELOPED IN THE VILLAGE: HAMPTON PARK, MIKAN, AND COLLEGE VIEW. IT IS INTENDED TO DIFFERENTIATE THESE NEIGHBORHOODS FROM OTHERS IN THE VILLAGE DUE TO THEIR AGE AND PHYSICAL CHARACTERISTICS, AND THE NEED TO APPLY AGE AND DIFFERENT NEIGHBORHOOD REDEVELOPMENT AND PRESERVATION TECHNIQUES TO MAINTAIN AND IMPROVE PROPERTY VALUES IN THE LONG RUN.</p>	<p><b>METRA STATION DEVELOPMENT</b> DESIGNATES LAND SUITABLE AND APPROPRIATE FOR DEVELOPMENT OF A COMPUTER STATION AND ANCILLARY FACILITIES, AND A LIMITED SELECTION OF OTHER USES THAT WOULD CONTRIBUTE TO THE CONVENIENCE OF COMMUTERS, INCLUDING PARKING, CONVENIENCE STORES AND SHOPS, PERSONAL SERVICES, AUTO MAINTENANCE SERVICES, PEDESTRIAN SHELTERS AND OTHER TRANSIT USES.</p>	<p><b>AIRPORT</b> APPLIES TO THE LAND OCCUPIED BY THE LEWIS UNIVERSITY AIRPORT AND ITS ANCILLARY FACILITIES.</p>	<p><b>ROMEOVILLE CORPORATE LIMITS</b> EXISTING COLLECTOR STREET PROPOSED COLLECTOR STREET EXISTING ARTERIAL STREET PROPOSED ARTERIAL STREET EXISTING BOUNDARY AGREEMENTS BIKE / PEDESTRIAN TRAILS</p>
<p><b>ACTIVE ADULT NEIGHBORHOODS</b> DESIGNATES LAND WHERE THE PREVAILING BUILDING TYPE IS MANAGED, DESIGNED AND INTENDED TO BE OCCUPIED BY ADULTS OVER FIFTY-FIVE YEARS OF AGE, AND AREA MAY OR MAY NOT RESTRICT CHILDREN IN THE DEVELOPMENT. PROVISIONS FOR PUBLIC PARKS, CIVIC BUILDINGS AND NEIGHBORHOOD-SCALE COMMERCIAL USES ARE CONSIDERED INTEGRAL TO ACTIVE ADULT RESIDENTIAL NEIGHBORHOODS, AND ARE PERMITTED IN THIS LAND USE, PROVIDED THEY ARE IN APPROPRIATE LOCATIONS IN THE NEIGHBORHOOD.</p>	<p><b>COMMERCIAL</b> APPLIES TO LAND APPROPRIATE FOR A BROAD RANGE OF RETAIL, FOOD SERVICE, BUSINESS AND PERSONAL SERVICE BUSINESSES.</p>	<p><b>AIRPORT COMMERCIAL</b> DESIGNATES LAND ADJACENT TO THE LEWIS UNIVERSITY AIRPORT INTENDED TO BE USED FOR OFFICE, RETAIL, FOOD SERVICE, LOGGING, AND PERSONAL AND BUSINESS SERVICE BUSINESSES THAT ARE RELATED TO OR WOULD SUPPORT AIRPORT OPERATIONS.</p>	<p><b>LAND PLANNING SERVICES, INC.</b> 116 WEST MAIN STREET, SUITE 208 ST. CHARLES, IL 60174 (630) 584-0591 FAX: (630) 584-0592</p>
<p><b>TOWN CENTER</b> DESIGNATES LAND SUITABLE AND APPROPRIATE FOR DEVELOPMENT OF A MIX OF LAND USES IN A TRADITIONAL COMMERCIAL ENVIRONMENT WITH MIXED-USE BUILDINGS, PEDESTRIAN SCALED BUILDINGS, ROADS AND AMENITIES, COMPATIVELY HIGH DENSITIES, PROXIMITY TO TRANSIT OPPORTUNITIES, AND GENEROUS AMOUNTS OF PUBLIC AMENITIES AND PUBLIC SPACES.</p>	<p><b>BUSINESS SERVICES</b> APPLIES TO LAND SUITABLE FOR BUSINESS SERVICES, RETAIL AND FOOD SERVICE USES. THIS LAND USE MAY INCLUDE BUSINESSES THAT SUPPORT NEAR BY INDUSTRIAL, WAREHOUSE AND RESEARCH USES.</p>	<p><b>AIRPORT INDUSTRIAL</b> DESIGNATES LAND ADJACENT TO THE LEWIS UNIVERSITY AIRPORT INTENDED TO BE USED BY MANUFACTURING, OFFICE AND RESEARCH BUSINESSES THAT REQUIRE OR WOULD BENEFIT FROM THE PROXIMITY TO THE AIRPORT FACILITIES.</p>	
	<p><b>HIGHWAY COMMERCIAL</b> DESIGNATES LAND APPROPRIATE FOR AUTOMOBILE AND TRAVEL-RELATED COMMERCIAL AND SERVICE USES.</p>	<p><b>TRAVEL, ENTERTAINMENT &amp; RECREATION</b> DESIGNATES AREAS WHERE TRAVEL, ENTERTAINMENT AND COMMERCIAL RECREATION USES OF REGIONAL IMPACT ARE THE PREVAILING USE. THE LAND USE IS INTENDED TO ACCOMMODATE A CONCENTRATION OF LODGING, RESTAURANT, COMMERCIAL RECREATION ENTERTAINMENT USES SUCH AS LIVE PERFORMANCE, THEATERS, MOTION PICTURE THEATERS AND VIDEO, COMPUTER AND VIRTUAL REALITY VENUES.</p>	
	<p><b>OFFICE AND RESEARCH</b> DESIGNATES LAND USED PRIMARILY FOR BUSINESS AND PROFESSIONAL OFFICES, RESEARCH AND DEVELOPMENT, AND RELATED MANUFACTURING AND WAREHOUSE ACTIVITIES.</p>	<p><b>MARINA</b> DESIGNATES LAND SUITABLE FOR DEVELOPMENT OF A MARINA FACILITY AND ACCESSORY USES AND LIMITED COMMERCIAL SUPPORT SERVICES AND FACILITIES.</p>	
		<p><b>COLLEGE</b> DESIGNATES LAND SUITABLE FOR DEVELOPMENT OF A COLLEGE FACILITY AND ACCESSORY USES AND LIMITED COMMERCIAL SUPPORT SERVICES AND FACILITIES.</p>	

# 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 necessary traffic volumes on both traffic arteries.

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.

Realign Airport Road to connect to Taylor Road near IL 53.

Work with Metra to provide convenient commuter train service to the proposed 135th 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.

Redesign and transform the Spartan Plaza into the new Town Center.

Redevelop 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.

Explore 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.

Explore the I-355 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 an aviation-related residential neighborhood southwest of the Lewis University Airport.

Develop estate neighborhoods north of Donovan 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.

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

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

Incorporate recreational, civic and cultural features and amenities in gateway development and improvement programs in the Village.

Develop a zoo.

Investigate the feasibility of flooding the I&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.

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

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

Incorporate recreational, civic and cultural features and amenities in gateway development and improvement programs in the Village.

Develop a zoo.

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.

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

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

Incorporate recreational, civic and cultural features and amenities in gateway development and improvement programs in the Village.

Develop a zoo.

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.

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

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

Incorporate recreational, civic and cultural features and amenities in gateway development and improvement programs in the Village.

Develop a zoo.

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.

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

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

Incorporate recreational, civic and cultural features and amenities in gateway development and improvement programs in the Village.

Develop a zoo.

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.

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

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

Incorporate recreational, civic and cultural features and amenities in gateway development and improvement programs in the Village.

Develop a zoo.

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.

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

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

Incorporate recreational, civic and cultural features and amenities in gateway development and improvement programs in the Village.

Develop a zoo.

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.

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

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

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 (re)development and thoroughfare improvements in the Weber Road and IL 53 corridors.

Formulate land use regulations that will achieve higher standards of architectural design, landscaping, and urban design in the Village.

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.

Maintain a reliable level and 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.

Explore the economic development opportunities of Lewis University Airport.

Develop the eco-tourism opportunities in Romeoville presented 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.

Explore the economic development opportunities that lie along the IL 53 corridor, particularly in connection with the Heritage Corridor and the historic US 66 scenic by-way.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Explore 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.
- Charrette participants: Sandy Accot, Wayne Draugh, Laurie Manzella, Susan Styczynski, Laurel Chapman, Ron Dzik, Beau McGuire, Bill Taylor, Roland Chapman, Heats Holz, Snehan Rocco, Tabitha Vreeck, Stephen Brasfield, Ashley Pyle, Carl Churilo, Don Hornig, Jason Sergeant, Joe Krasuski, Anna Doman, Mary Lourey and numerous other individuals whose names did not appear on the charrette register.
- 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 Mackley, Mike Mihalic, Dr. Jerry McNally, Rick Armbruster, Joe Yockis, Matt Sealing, Jack Haley, Brian Armbruster, Vic Bolczak, Ron Jennings, Harry Armbruster, Denise Armbruster.
- Steve Gulden for the use of the Romeoville Recreation Center.
- Tim Scholteger, 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 Juliet 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 Chicago land 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 help 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.

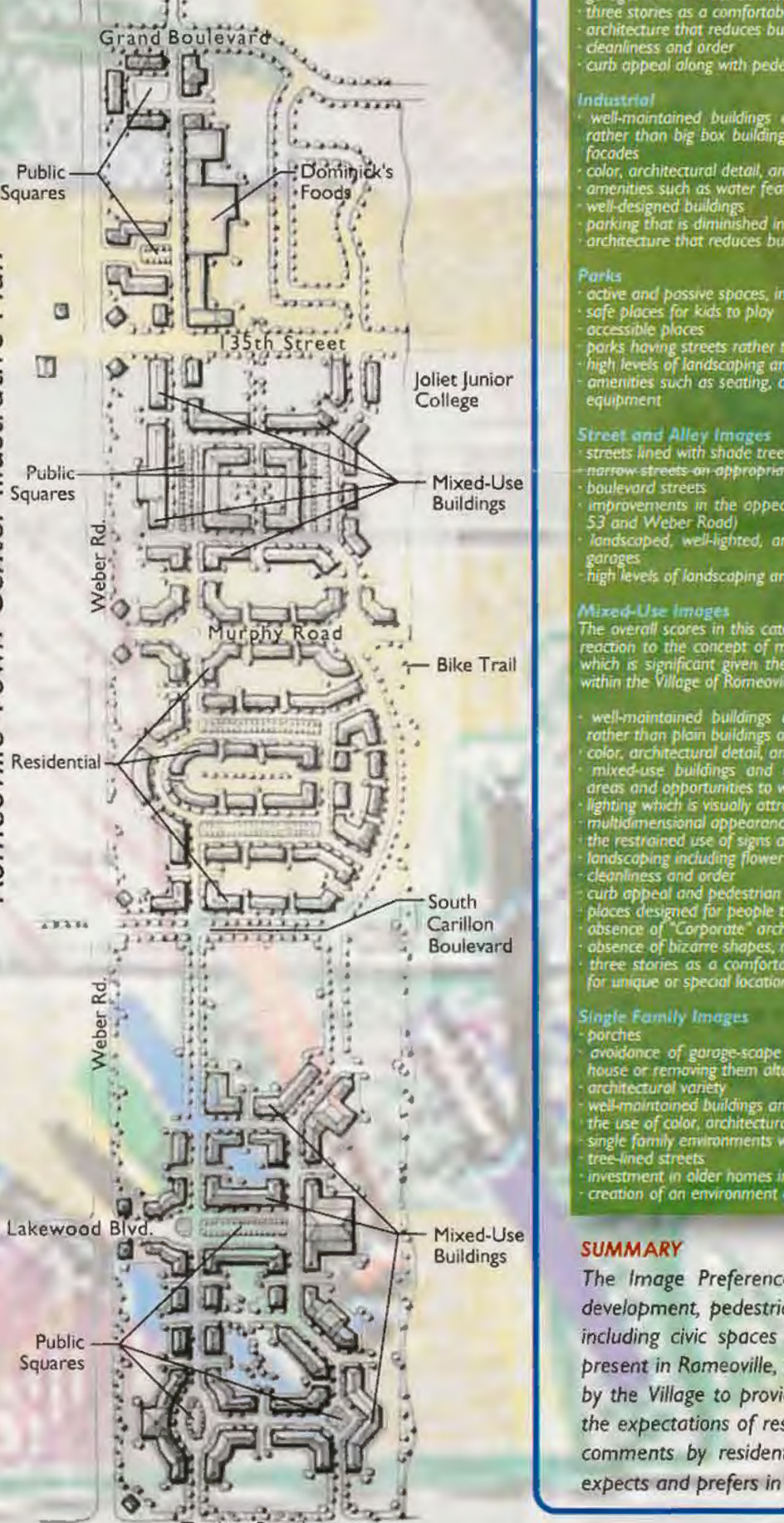
The Comprehensive Plan is not a rigid or static set of rules. Rather, it is fluid, dynamic. The objectives and recommendations are intended to allow flexibility in light of new information or opportunities. The Plan is not an attempt to predict the future; it is an attempt to record the basic, core community 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 shops, windows and trees and outdoor dining areas.

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

Source: Romeoville Attitude & Preference Survey



## SPARTAN PLAZA AREA REDEVELOPMENT ILLUSTRATIVE PLAN



## ZONING MATTERS

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 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.



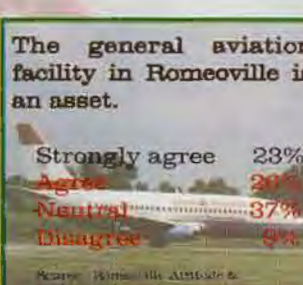
## THE MAYOR'S MESSAGE

We are extremely proud of the effort by Romeoville residents in preparing this Comprehensive Plan, and are excited by the vision residents have for Romeoville in the future. The Comprehensive Plan is truly a product of the residents and business community in Romeoville. The vision reflects their dreams and aspirations.

There was a remarkably diverse mix of resident involvement in the planning process. The ages of participants in the Surveys and the Charrette ranged from 10 years of age to 72 years of age. We had people who've lived in Romeoville for more than 45 years and as little as 11 days participate. The Village Board is grateful for this involvement, and wishes to thank everyone for his or her interest and participation. It was very gratifying to witness the excitement, passion and concern residents had about the future of Romeoville.

However, there is much work to be done after the Plan is adopted. The Village Board is eager, but will need your help, to begin implementing the vision the Plan presents. I ask you to remain involved so that the passion that created the Plan and vision may be transferred to its implementation and that we all may be keepers of the vision.

Fred P. Dewald, Jr.  
Mayor



## IMAGE PREFERENCE SURVEY

As part of the public involvement process for the preparation of the Romeoville Comprehensive Plan, residents participated in an Image Preference Survey to create a consensus about choices that affect the future of the community. The images (and their cumulative scores) indicate core community values and lay the foundation of the vision citizens have for Romeoville. From this vision, principles to guide growth and (re)development strategies are derived. The most positive images, in effect, are the building blocks for the Comprehensive Plan and future investment in Romeoville.

Images that incorporate pedestrian-friendly designs, proportions, amenities, well-designed buildings, and landscaping scored higher than those that did not. Favorable images were not limited to old or "historic" scenes. The use of land or buildings did not influence scores as much as the appearance of the pedestrian or public realm.

During the follow-up workshop after the Image Preference Survey, residents identified the following attributes as particularly desirable:

- Commercial and Office Images:** well-maintained buildings with more traditional architectural styles, rather than big-box stores and unarticulated facades and roof lines; color, architectural detail, and landscaping which add to visual appeal; landscaping areas with pedestrian-friendly areas and opportunities to walk outside and to window shop; lighting which is visually attractive during the daytime and at night; outdoor dining areas along street sidewalks; multi-dimensional appearance of the buildings and "homey-feeling" in commercial settings; restrained use of signs and emphasis on well-designed signs; landscaping including flower beds and shrubbery; places designed for people to gather and linger; absence of "corporate" architecture where the building is a sign obstacle of bizarre shapes, materials, colors; three stories as a comfortable building height limit; with four stories being considered for unique or special locations or purposes; amenities such as benches, fountains, gardens, and sculpture; facilities designed to invite and welcome people.
- Multiple Family Residential Images:** well-maintained buildings and more traditional architectural styles, rather than monolithic structures and unarticulated facades and roof lines; color, architectural detail, and landscaping; parking areas with pedestrian-friendly areas and opportunities to walk outside and to window shop; lighting which is visually attractive during the daytime and at night; outdoor dining areas along street sidewalks; multi-dimensional appearance of the buildings and "homey-feeling" in commercial settings; restrained use of signs and emphasis on well-designed signs; landscaping including flower beds and shrubbery; places designed for people to gather and linger; absence of "corporate" architecture where the building is a sign obstacle of bizarre shapes, materials, colors; three stories as a comfortable building height limit; with four stories being considered for unique or special locations or purposes; amenities such as benches, fountains, gardens, and sculpture; facilities designed to invite and welcome people.
- Industrial Images:** well-maintained buildings and more traditional architectural styles, rather than big-box stores and unarticulated facades and roof lines; color, architectural detail, and landscaping; landscaping areas with pedestrian-friendly areas and opportunities to walk outside and to window shop; lighting which is visually attractive during the daytime and at night; outdoor dining areas along street sidewalks; multi-dimensional appearance of the buildings and "homey-feeling" in commercial settings; restrained use of signs and emphasis on well-designed signs; landscaping including flower beds and shrubbery; places designed for people to gather and linger; absence of "corporate" architecture where the building is a sign obstacle of bizarre shapes, materials, colors; three stories as a comfortable building height limit; with four stories being considered for unique or special locations or purposes; amenities such as benches, fountains, gardens, and sculpture; facilities designed to invite and welcome people.
- Parks:** active and passive spaces, including formal open spaces; safe places for kids to play; accessible places; parks having streets rather than backyards along their edge; high levels of landscaping and park maintenance; amenities such as seating, drinking fountains, shelters and playground equipment.
- Street and Alley Images:** streets lined with shade trees; parking areas with pedestrian-friendly areas and opportunities to walk outside and to window shop; lighting which is visually attractive during the daytime and at night; outdoor dining areas along street sidewalks; multi-dimensional appearance of the buildings and "homey-feeling" in commercial settings; restrained use of signs and emphasis on well-designed signs; landscaping including flower beds and shrubbery; places designed for people to gather and linger; absence of "corporate" architecture where the building is a sign obstacle of bizarre shapes, materials, colors; three stories as a comfortable building height limit; with four stories being considered for unique or special locations or purposes; amenities such as benches, fountains, gardens, and sculpture; facilities designed to invite and welcome people.
- Mixed-Use Images:** The overall scores in this category