



Mayor's Message....



Spring has officially arrived, although the first week of spring weather was challenging. Just a reminder that with the change in the seasons and daylight savings time, please be more aware of children playing outside.

Our Easter Egg Hunt was held on a cold and windy Saturday, March 24. Despite the less than comfortable weather, we had a great turnout and everyone went home with several eggs. I want to thank Marie Rodgers, Program, Events Coordinator and Julie Friebele, Executive Administrative Assistant, for the great job they did co-ordinating the event and making it a success.

As our lawns, gardens and trees begin to awaken from their winter sleep, yard clean-ups begin. Please dispose of your yard wastes properly. See the yard waste article on Page 6.

The Village Board will be considering the annexation request from NorthPoint in the near future. We have included an insert with this newsletter to provide information from the Village regarding the annexation request which has resulted from many months of work.

I encourage you to read the information we have provided. We hope that it addresses your questions and concerns. By no means is this a done deal. The next step will be to hold a public hearing with the Village Board to learn about and receive public comment regarding the annexation agreement. The date, time and location will be posted on the Village's website at www.villageofelwood.com.

Will County is in transition. Many of us remember when US Steel, the Elgin, Joliet & Eastern Railway and the Army Ammunition Plant were the largest employers in the County and steel production was the main industry.

With the construction of the intermodal facilities by BNSF and the Union Pacific, we now have the largest inland port in North America and are the hub for the distribution of products and goods for the Midwest and beyond.

In their annual report, the Will County Center for Economic Development stated that 28 new distribution facilities totaling more than 14,000,000 square feet, opened in Will County in 2017 creating thousands of jobs and a significant increase in the tax base for a number of communities.

They also noted that already, another 4,000,000 square feet is planned for 2018. We have seen that the expansion of our intermodal facilities has resulted in many more distribution centers.

These topics are addressed in greater detail in the NorthPoint Development Fact Sheet included in this newsletter.

If you have any questions, please contact me at the Village Hall at 815-423-5011.

Mayor Doug Jenco

Upcoming Meetings

Planning and Zoning Commission - April 24, 7:00 PM

Village Board of Trustees - May 2, 7:00 PM

Park Committee - May 23, 6:30 PM

April 2018

Village of Elwood
401 E. Mississippi Avenue
Elwood, IL 60421
815-423-5011

Village President

Doug Jenco

Village Trustees

Darryl Lab

Don LaPaglia

Dean Lowrance

Mary Matichak

Jasen Melahn

Village Clerk

Julie Friebele

Village Administrator

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Code Enforcement & Permit Technician

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Events Coordinator

Marie Rodgers

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villageofelwood.com

facebook.com/Elwood.IL
twitter.com/elwood_il

Route 66 Red Carpet Festival on May 5th

The Annual Route 66 Red Carpet Corridor festival will be held on May 5th with activities along the route from Joliet to Towanda, including Elwood.



In Elwood you can follow the original Route 66 from Mississippi Avenue to Douglas Street and inspect and take pictures of the antique tractors.

Elwood's unique farming history will be on display in the Village Hall at 401 E. Mississippi.

When you travel down Douglas Street you will see the Arsenal display which features "Rosie the Riveter" and an

arsenal worker. This stretch of the route holds a section of the original Route 66 pavement.

Stop at the Midewin National Tallgrass Prairie's Welcome Center and Iron Bridge Trailhead for a special Midewin button and information. You can also visit their natural resources expo and explore the prairie. While the bison herd has grown to large too move them closer to the trail-head, you may see them in the adjacent pasture.



Collectible Route 66 Elwood magnets will be given out at the Village Hall, while supplies last. The festival will run from 8 AM to 5 PM.

Waste Management Spring Clean-up Day Monday, May 7



Items that will be accepted include white goods (refrigerators, water heaters, washers, dryers, etc.) and up to 4 automobile tires (rims removed) per residential unit.

Elwood Family Fun Night



**April 13
6:30 to
8:00 PM**

**Elwood Village Hall
401 E. Mississippi Avenue**



251 N. Center Street,
Joliet, IL 60435
815-723-9713

Compass Business Park Information - Special Edition

The following information is being provided as a summary of the key points of the proposed annexation agreement between the Village of Elwood and NorthPoint/Compass Business Park. The Village Board has not made a decision on the request and will be seeking public input at a public hearing.

Introduction to the Agreement

In order to understand the rapid expansion of distribution facilities in and around Will County it is important to understand the intermodal business model. There are two intermodal yards in the Elwood/Joliet area making this the largest inland port in North America: the Union Pacific yard in Joliet and the BNSF intermodal yard in Elwood. For our purposes we will focus on the Elwood BNSF intermodal yard.

In 2000, the Village was approached with several development concepts at the location of the current rail yard. These included a landfill, a coal fired energy plant and the intermodal rail yard. Encouraged by State and Will County officials the Village officials decided to pursue the CenterPoint Intermodal Center. (See Elwood Bond Difficulties Article in this Insert)

What does it mean to have the largest inland port in North America? It means that many products to be delivered to the Midwest and beyond travel here by train from west coast seaports such as the Port of Long Beach, California and are then loaded onto trucks and delivered to distribution facilities. From the distribution facilities, goods are packaged for local delivery. Most of this traffic is initiated by online purchases of goods or e-commerce. As the largest inland port, this entire inland port area accommodates more than 1,500,000 transfers of goods from truck-to-rail and rail-to-truck annually. Each movement from one mode of transportation to the other is referred to as a "lift".

In addition to the traffic generated by the intermodal operations, there is significant freight movement on the interstate system which passes through the county. The recently completed Will County Community Friendly Freight Mobility Plan (WCCFFMP) states, "65% of all the trucks that travel through Will County do not originate or terminate here". The Plan goes on to say, "3% of the Gross Domestic Product travels through Will County." This is an impressive statistic and demonstrates how critical Will County is to the national economy. (See BNSF Business Model Article in this Insert)

The current scattered site distribution developments greatly impact local roads and interstates. NorthPoint's Compass Business Park model, with a closed truck loop and direct access from the bridge into the intermodal facility, is an ideal layout that should be followed by distribution facilities. (See Annexation Agreement-Financial Considerations Article in this Insert) Since the NorthPoint development was intro-

duced to the public in June 2017, approximately 7,500,000 square feet of warehousing has been completed, county-wide, by other developers. This includes Bolingbrook (3 facilities), Romeoville (4 facilities), Lockport (6 facilities), Joliet (4 facilities), Wilmington (2 facilities). There was an additional 7,000,000 square feet that opened at a variety of sites in 2017 prior to the NorthPoint announcement. According to the WCCFFMP there are 14 freight distribution clusters county wide which will continue to grow. (See BNSF Business Model Article in this Insert)

The NorthPoint 851-acre development proposes 9,000,000 square feet to be added over the next five years. Future distribution developments should be encouraged to have direct access to the intermodal network. An estimated 30% of NorthPoint's truck traffic will never exit their park onto local roads but will be channeled directly between the NorthPoint Development and the BNSF yard via the closed road network and the bridge.

Distribution developments will continue to locate as close to the intermodal facilities as possible due to the cost savings for the transportation of the goods. NorthPoint and other developers are approaching area landowners so that they can create easy access to the intermodal facility. The NorthPoint development plan emerged from the sale of land by area landowners. At the Elwood Zoning Public Hearing, NorthPoint officials said that should their property not be annexed by the Village of Elwood, they will seek another municipality to approve their project.

The future growth of the Village of Elwood's tax base is limited primarily to the area east of Route 53 with the ability for some growth to the north of the Village.

BNSF Business Model

In the early 1980's there was a drastic decline in the rail industry nationwide. By the year 2000 a resurgence in rail transportation began. BNSF and Union Pacific railways found Will County to be an ideal location to create hubs for their transportation networks. (Continued on Page 4)



Compass Business Park Information Special Edition

BNSF Business Model Continued

(Continued from Page 3)

The recently completed Will County Community Friendly Freight Mobility Plan (WCCFFMP) states “the county’s Midwest location, with strong connections to Chicago, has made it a target for regional freight connections and interstate through traffic. Between 2005 -2015 intermodal lifts (transfer of goods between rail and truck) in the county more than tripled from approximately 450,000 to 1,500,000.”

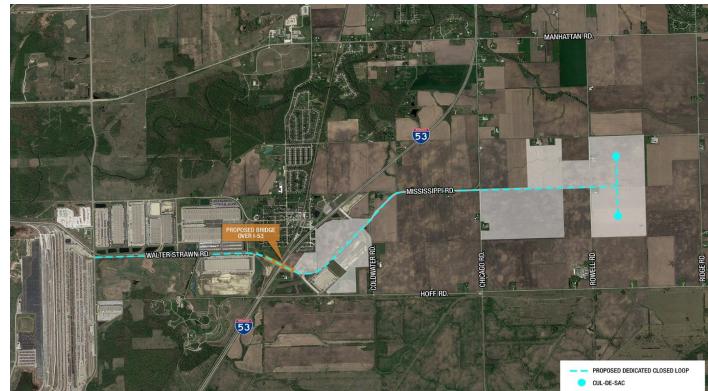
In 2017, the BNSF intermodal rail yard alone reached an unprecedented 1,000,000 lifts annually. At the same time, BNSF business leaders were finalizing the expansion of the rail yard to accommodate an additional 500,000 lifts, a 50% increase. The BNSF intermodal facility is federally regulated, not controlled by the Village of Elwood. The BNSF Elwood yard can accommodate significant additional lift expansions in the future.

The WCCFFMP goes on to say, “Warehouse and distribution facility square footage in Will County has grown at a similarly high rate, doubling from 76,000,000 square feet to 152,000,000 between 2000 and 2016.” For each 10,000 lifts at the rail yard, the industry standard dictates a need for 1,500,000 square feet of distribution space. Therefore, the 500,000 additional BNSF lifts in 2017 necessitate 75,000,000 square feet of new distribution space to support the increased delivery of goods coming through the Elwood intermodal yard.

The 152,000,000 square feet of distribution space available in Will County is spread over 14 freight distribution clusters county wide. This includes distribution facilities in Channahon, Wilmington, Romeoville/Bolingbrook, New Lenox, Frankfort, University Park, Mokena, Lockport, Crete, Joliet (Houbolt Road), Crest Hill, Plainfield, Romeoville Airport and Elwood/Joliet. What they all have in common is, that trucks from each of these facilities travel to and from the Elwood BNSF Intermodal facility. Residents in Elwood will continue to see substantial growth in truck traffic well into the future.

Comments have been made that facilities located along the area interstates encourage traffic safety by keeping trucks off of local roads. However, traffic from the outlying facilities must access our interstates and local roads to pick-up or drop-off goods at the BNSF yard in Elwood. Distribution facilities that are constructed within close proximity and with direct access to the intermodal yard actually reduce traffic on local roads and interstates which benefits Elwood and the neighboring communities. Therefore, no matter where distribution facilities are located, their trucks are coming to the Elwood BNSF facility. (See Traffic Safety Article in this Insert)

Truck traffic accessing the intermodal yard will do so via Elwood International Port Road. Once within the yard, truck access to the Compass Business Park is via the bridge spanning Route 53. (See illustration)



The NorthPoint Compass Business Park model includes a closed loop road system which keeps truck traffic confined to internal roadways within the business park. Approximately 30% of the NorthPoint

Elwood Bond Difficulties

Between 2000 and 2006, Village leaders approved significant infrastructure improvements of approximately \$46,000,000. These funds were used for a number of large projects designed to overhaul aging infrastructure to support anticipated development and growth.

Some of this debt was structured as General Obligation Bonds. These bonds are the responsibility of all property owners in the Village of Elwood and use the Village’s ability to increase property taxes as the guarantee of repayment. It was anticipated that when the CenterPoint tax increment finance (TIF) district expires in 2023 payments on the bonds would be supported due to the growth in the tax base that was expected to occur during that time. The growth did not materialize as was expected and therefore, bond payment obligations cannot be met without a significant increase in property and other taxes and fees.

The Village currently faces \$26,000,000 in debt if we were to pay off all the outstanding principal and interest today. In January, Village trustees heard a presentation by Ehlers, who were retained to prepare a financial management plan that would provide a road map for the Village to address this debt. Three scenarios were presented by Ehlers. The first would be that the Village do nothing. Under this scenario the Village would not be able to meet its debt obligation based on the current revenues being collected and the county would be required to increase property tax bills to support repayment of the debt.

Compass Business Park Information Special Edition

Elwood Bond Difficulties

(Continued from Page 4)

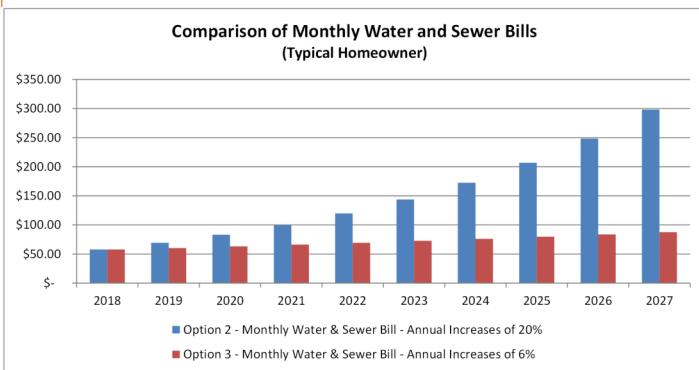
all of its debt. In order to meet the refinancing payments, property owners would be subject to annual water and sewer rate increases of 20% for at least 10 years. This would mean a property owner, who currently pays a water and sewer bill of \$60 per month, could see bills in excess of \$300 a month. Additionally, property taxes, paid to the Village for an average homeowner could increase from \$300 a

costs, at no more than \$55M plus 3% interest, a minimum savings of 30% of the total cost of the infrastructure.

Another limit involves the rate of tax distribution to the developer and to taxing bodies that encompass the project. The property is currently taxed as farm land. Some of the new Will County business park developments, have allowed 100% of the infrastructure costs to be recovered, by the developer, through a TIF, based on the growth in new property taxes of the development. As the value of the property increases, due to construction of the proposed business park, the Village has insisted that the taxing bodies will share in the additional taxes generated. 40% of the new property taxes will be distributed to the taxing bodies with the developer receiving 60% until the repayment has been reached.

The total amount of anticipated estimated property taxes to be distributed to all taxing bodies, based on current information, during the life of the abatement is shown on the chart below. Also included in the chart is the estimated average annual taxing body share and the current amount of taxes received with the property taxed as farmland.

If at any point the revenues generated by the development exceed the needs of any taxing body, rebates could be distributed to property tax payers by that taxing body. For example, some school districts and municipalities have



year to more than double that.

The third option would be to require NorthPoint developers to pay off all of the Village's existing debt, up front, as one of the financial incentives to the Village for annexation of their project. (See **Annexation-Agreement Financial Consideration Article in this insert**) Village repayment to NorthPoint comes from revenues generated by their project. If the economy falters and the project stalls, repayment is not required. This option removes the general obligation of the repayment of these bonds from property owners in the Village of Elwood and would reduce the water rate increase to approximately \$87 a month.

This option could also help stabilize water and sewer rates due to additional users on the system. Property taxes would also be positively affected by the increase in assessed value generated by the Compass Business Park development.

Taxing Body Revenue

NorthPoint has proposed to develop 851 acres east of Route 53 in the Village of Elwood. The Village and NorthPoint negotiated the establishment of a tax increment financing district (TIF). The developer initially proposed to recapture 100% of the future property taxes generated by the project for 23 years. However, the Village negotiated a tax increment sharing structure between the developer and all involved taxing bodies.

Throughout the negotiations, the Village insisted on the imposition of limiting the financial return to the developer. One of the limits is a cap on the infrastructure required to support the 851-acre development. It is anticipated that the infrastructure (sewer, water, roads and a bridge that

Taxing Body	% of total tax bill	Current Taxes Received	Estimated Average Annual Taxing Body Share for 23 years	Estimated Cumulative Share of Property Taxes over 23 years
Will County	7.26%	\$5,287	\$503,414	\$11,578,518
Will County Forest Preserve	2.31%	\$1,679	\$159,882	\$3,677,281
Will County Bldg Commission	0.03%	\$22	\$2,138	\$49,182
Jackson Township Town	1.21%	\$884	\$84,135	\$1,935,112
Jackson Township Road	2.18%	\$1,585	\$150,917	\$3,471,096
Elwood Fire District	7.94%	\$5,782	\$550,539	\$12,662,407
Elwood School District 203	32.53%	\$23,680	\$2,254,712	\$51,858,366
High School District 204	33.26%	\$24,211	\$2,305,291	\$53,021,703
Community College Dist. 525	3.68%	\$2,677	\$254,873	\$5,862,086
Manhattan-Elwood Library	2.53%	\$1,845	\$175,673	\$4,040,469
Village of Elwood & Elwood Road	7.07%	\$3,865	\$489,761	\$11,264,511
Total Current Farmland Taxes		\$71,517		
23 Years of Estimated Farmland Taxes		\$1,644,891		
Total Taxes With Development			\$6,931,336	\$159,420,732

rebated taxes to property tax payers.

Annexation Agreement-Financial Considerations

An annexation agreement is a contract between the Village and a party wishing to annex to the Village. The 2018 Illinois Municipal Handbook states, "an annexation agreement typically includes all of the terms and conditions of the development of the property that have been negotiated between the parties, including annexation of the property to the municipality, zoning of the property, approval of subdivision and development plan, restrictions on the development of the property, construction of the required improvements . . . and dedication of property or payment of fees in lieu of dedication. An annexation agreement must be approved by either resolution or ordinance and must be passed by a vote of 2/3 of the corporate authorities (Village Board members) then holding office." (Continued on Page 6)

Annexation Agreement-Financial Considerations

(Continued from Page 5)

The following is a summary of the financial terms which were negotiated between the Village of Elwood representatives and NorthPoint officials:

- ◆ The developer would pay the Village a fee of approximately \$26,100,000 upon the approval of the annexation agreement and the creation of the TIF (Tax Increment Financing) district which would be used to pay the Village's existing general obligation debt. **(See Elwood Bond Difficulties Article in this Insert)**
- ◆ Construction, by the developer, of a \$20,000,000 bridge spanning Route 53 to restrict truck access on Route 53 and local roads.
- ◆ Construction, by the developer, of a closed loop truck routing network which includes truck barriers to prohibit trucks from entering or exiting the business park while allowing the free flow of automobile traffic.
- ◆ Property Tax Revenue – Over the life of the TIF agreement (23 years) the cumulative total taxing district share of property taxes will be more than \$159,000,000. **(See Taxing Body Revenue Article in this Insert)**
- ◆ Cargo Container Site Revenue - A site, no greater than 33 acres, will be set aside for storage and stacking of cargo containers (limited to three containers in height). The developer will pay \$15,246 per acre annually. For example, a 20-acre site would generate nearly \$305,000 annually for the Village.
- ◆ A five-acre site will be donated for a future public works facility.
- ◆ A five-acre site will be donated for a future fire station location.
- ◆ Construction, by the developer, of an additional water tower - This would provide redundancy and improve public safety.
- ◆ Donation to the Village of 27 acres of commercially zoned property, currently owned by the developer, as incentive for retail development on the east side of Route 53.
- ◆ Off-site infrastructure improvements of \$6,500,000 which include traffic signals at Mississippi and Route 53.
- ◆ There will be a special service area designated to cover the cost of police enforcement and public works maintenance within the development.
- ◆ A bike path will be constructed, by the developer, from Archer Park to the Midewin Tallgrass Prairie.
- ◆ A \$160,000 donation for Village park improvements.
- ◆ Construction, by the developer, of a Learning and Career Center for career enhancement, work force training, job placement and general continuing education.
- ◆ There is a provision for homes within a certain-

proximity of the business park to be purchased, at 125% of their appraised value, if property owners desire to move.

In addition to the financial components of the project,

Traffic & Public Safety

Will County's transition to be the distribution center for the Midwest and beyond has brought to the forefront a number of challenging issues that must be addressed.

Many of the issues confronting area leaders are transportation related. When I-80 was constructed more than 60 years ago, the growth in the county could not be forecasted. Over the last 20 years Will County has ranked as one of the fourth largest growth areas in the United States. Since 1970 the county's population has grown from 147,801 to almost 700,000 residents today. Now as we turn from heavy industry to distribution and warehousing, transportation issues have come to the forefront.

While 65% of truck traffic moving through the area neither originates or terminates here, it does have an impact on the flow of all transportation. The WCCFFMP states, that one of the best ways to reduce truck traffic and keep it off local roads is to adopt dedicated truck routes that separate freight and passenger vehicles. Federal, State, and local leaders must also work together to improve the highway system in our area.

I-80 and I-55 need additional lanes to move traffic more efficiently through the area. Recently the Illinois Department of Transportation (IDOT) held an open house to introduce plans for the expansion of I-80 from Ridge Road in Grundy County to Harlem Avenue in Cook County. These plans included widening of the lanes and repairs to a number of bridges along the route. The Will County Community Friendly Freight Mobility Plan states that traffic through Will County supports 3% of nation's gross domestic product therefore Federal funds should be sought for these improvements.

A proposal by the State of Illinois, Will County, City of Joliet and CenterPoint developers for a bridge at Houbolt Road would have a significant impact on traffic to the intermodal facilities. Proponents of the bridge explain that it would have a significant and positive impact on the truck traffic moving from I-80 and I-55, creating safer travel through the greater Joliet area. This project is currently under design and review by IDOT.

Additional alternatives should be explored to insure safety for motorists in the area. These improvements could include dedicated truck lanes, an alternative interstate construction and specifically identified truck routes.

The safety of motorists in and around the area, must be paramount as the area continues to grow. Traffic congestion and safety is a regional issue that will

Elwood Students Recognized for Achievements

Four Elwood School students were recognized at the March Village Board meeting for their achievements.



Angelo Garcia

The Village has created a STAR program to recognize scholastic and athletic achievement of community students.

Mayor Jenco said, "The Board understands the hard work our students put in and want to recognize them for that

work".

Amy Vollmer was the runner-up in the art contest hosted by the Abraham Lincoln National Library and History Museum.

Angelo Garcia placed second in the Conference Spelling Bee.

Clint Olsen was the top speller at the school and Clay Olsen finished second.



Amy Vollmer

Easter Egg Hunt Success



There was a large turnout for the annual Easter Egg Hunt despite the threat of snow. There were plenty of eggs for all.



Yard Waste Collection Begins

Waste Management started yard waste collection on April 2nd. Yard waste will be collected on the same day as the refuse collection.

Yard waste materials must be placed in Kraft paper bags which are designed and sold specifically for the collection and disposal of yard waste. Waste Management has available for rent or purchase of a 96-gallon cart.

Branches and brush will also be collected. The material must be bundled and tied with string or twine. Branches must be cut in lengths no greater than 4-feet and branches are to be no greater than 4 inches in diameter. Bundles should not weight more than 50 pounds.

Yard waste items placed for collection must be at the curb or alley no later than 6 AM on the day of collection.



FOIA Information On Village Web Site

New information is now available on the Village's website, under presentations (www.villageofelwood.com).

Freedom of Information Act (FOIA) requests and responses are available on website for 2017 & 2018. It has been openly posted to provide easy access to documents requested under the act.

Below is a screen shot of what you will see under presentations. You simply click on either 2017 or 2018 and you will see a list of requests along with the Village's response.

2018 FOIA Requests and Responses

[Home](#) > [Your Government](#) > Freedom Of Information Act

2017 FOIA Requests and Responses

FREEDOM OF INFORMATION ACT

[2018 FOIA Requests and Responses](#)

You are encouraged, when making a request for documents, to review the website to see if the information has been previously requested.

Elwood/Jackson History Club



Ice is being harvested from Jackson Creek. Locals kept ice on their farms in an ice house covered with ground-up corn cobs. The ice usually remained frozen until mid-summer, to be used in lemonade.

PRSR MKT
ECRWSS
U.S. POSTAGE
PAID
EDDM-RETAIL

Code Enforcement to Review New and Existing Pools

The swimming season is almost here and the Village of Elwood will be sending out a code enforcement officer in May to insure all swimming pools are properly fenced and up to code.

Inground Pools: Requires a safety barrier (fence) completely around the pool that is constructed so as not to have any openings, holes or gaps that would allow a child to climb over the fence. The maximum size of the opening varies based on the style of the fence with the maximum opening of four inches. A dwelling, house or accessory building, may be used as part of such fence. All gates and doors are required to permit locking and shall be kept locked when the pool is not in actual use or when the pool is unattended. They also must be designed to be self-closing, self-latching and swing out from the pool area. The latches shall be placed four feet above the ground elevation or otherwise made inaccessible to small children.

Unobstructed walk areas shall be constructed entirely around in ground pools and shall not be less than 3 feet wide with a 1/4 'slope per foot away from the pool walls or to drains. No diving boards or platforms more than 3 feet above the water level shall be installed.



Above Ground Pools: Requires a safety barrier (fence) completely around the pool (with same requirements as an inground pool) OR they may have a self-

provided fencing standing at least 3 feet and not greater than 6 feet above the pool deck without separate additional fencing. The self-fencing is of sufficient strength and required height to prevent access other than through a gate or door.

The height of the pool and fence shall not exceed 15 feet. All above ground pools shall have stationary ladders, stairs or ramps and shall be equipped with locking devices to prevent unauthorized access. No diving boards are permitted for above ground pools.

Temporary Pools: Limited to 24 inches in height and have limitations on any cord connected pumps and filters. If the temporary pool exceeds 24 inches in depth or has a filtering system, it would have to comply as any other above ground pool.

All Pools: A skilled swimmer of legal age shall be present at all times when the pool is in use. Life-saving equipment shall be provided and maintained so as to be immediately available for use in an emergency. This consists of one or more throwing ring buoys not more than 15" in diameter and having 60 feet of 3/16" manila line attached and one or more light but strong poles with a "shepherds crook" and not less than 12 feet in length or 2/3 of the diameter of circular pools, for making reach assists or rescues.

Fines range from \$50.00 to \$500.00 for each offense, each day.

When is a Permit required?

Examples of items that need permits: Permanent Above-ground or in-ground pools, fence, shed, patio, driveway, siding, addition, demolition of a permanent structure (Ex. garage). If you are having plumbing and/or electrical work done check with your contractor or contact the Village to determine if a permit is required.

The permit process consists of the following steps:

Submit application with scope of work, plat of survey, and materials being used. Applications are available at Village of Elwood or on our website <http://www.villageofelwood.com/154/Permits-Applications>.

The review process for small projects is usually a 2-3-days. Larger scale projects require 8-10 days to process.

Fees, which includes the cost of inspections and plan review, must be paid prior to any work being started and the issuance of the permit.

Frequency of inspections are determined during the review process and are scheduled through the Village of Elwood's building department.

If you have questions, call the Building Department at 815-424-1091.

Let's get back to the basics of recycling.
Remember these three rules each time you recycle:



Recycle all empty plastic bottles, cans, paper and cardboard.



Keep food and liquids out of the recycling.



Empty recyclables directly into your cart - NO bagged recyclables.

