

THE VILLAGE OF ELWOOD, ILLINOIS

COMPREHENSIVE PLAN

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TABLE OF CONTENTS

INTRODUCTION

THE NEED FOR A PLAN.....	1
DESCRIPTION OF THE PLANNING AREAS.....	3

COMMUNITY PROFILE

HISTORICAL PERSPECTIVE.....	6
EXISTING DEMOGRAPHIC CONDITIONS.....	8
Population Growth Pattern.....	8
Age Distribution.....	10
Households and Housing Units.....	11
Housing Stock.....	12
Income.....	13
EXISTING PHYSICAL CONDITIONS.....	14
Land Use.....	14
Environmental Conditions and Physical Features.....	16
Transportation.....	19
Community Facilities.....	21

OVERALL GOALS AND OBJECTIVES

COMMUNITY GROWTH AND CHARACTER.....	23
RESIDENTIAL DEVELOPMENT.....	25
ECONOMIC AND BUSINESS DEVELOPMENT.....	26
COMMUNITY FACILITIES.....	27
OPEN SPACE AND RECREATION.....	28
TRANSPORTATION.....	29

THE LAND USE PLAN

TRADITIONAL TOWN SECTOR.....	31
SUBURBAN CORRIDOR SECTOR.....	32
RURAL EDGE SECTOR.....	33
NORTHWEST INDUSTRIAL SECTOR.....	33
SOUTHWEST INDUSTRIAL SECTOR.....	34

THE TRANSPORTATION PLAN

GENERAL.....	37
MAJOR THOROUGHFARES.....	39
SECONDARY THOROUGHFARES.....	39
COLLECTOR THOROUGHFARES.....	40

IMPLEMENTATION

MAINTAINING THE PLAN.....	41
POLICY RECOMMENDATIONS.....	42

LIST OF TABLES, FIGURES AND ILLUSTRATIONS

TABLES

Table 1. Historical Population Growth.....	9
Table 2. Age Distribution.....	10
Table 3. Persons Per Household in 1990.....	11
Table 4. Units Constructed 1990-1998.....	11
Table 5. Income Measures for Elwood and Other Communities.....	13
Table 6. Hierarchy of Functional Road Classification.....	37

FIGURES

Figure 1. Original Town Plat of the Village of Elwood.....	7
Figure 2. Comparative Chart of Population.....	9
Figure 3. Age Distribution.....	10
Figure 4. Ratio of Owner Occupied to Renter Occupied Units - 1995.....	12

LIST OF ILLUSTRATIONS

Illustration 1. Planning Area and Planning Sectors.....	5
Illustration 2. Existing Land Uses.....	15
Illustration 3. Environmentally Sensitive Areas.....	17
Illustration 4. Land Use Plan.....	35
Illustration 5. Traditional Town Sector Plan.....	36
Illustration 6. Transportation Plan.....	38

INTRODUCTION

The Village of Elwood is a small, but growing community located approximately five miles south of the City of Joliet in Will County, Illinois. The Village is rapidly becoming a part of the urban fringe of Chicago, as Will County continues to maintain its position as the fastest growing county in all of Illinois. The Village's relative location near Interstates 55 and Interstate 80, in addition to the many developments in the Will County region make Elwood a strong candidate for significant growth in the near future.

The Need for a Comprehensive Plan

The Village of Elwood last updated its plan in 1994. At that time, it was estimated that the population of the Village was approximately 1,100 people. Based on population projections, the Village's population in 1999 totals 1,770, an increase of 54% in just 5 years! At the same time, the Village witnessed its total land area nearly double from 640 acres in 1994 to over 1,200 acres today. The Northeastern Illinois Planning Commission (NIPC) estimates the population of the Village to reach 2,905 people by the year 2020. This estimate is highly conservative given the recent trend of development in the Village, but nevertheless represents a 71% increase in population over the twenty year period.

The Village of Elwood has benefitted from the rapid growth in Will County and will continue to do so in the foreseeable future. The decommissioning of the former Joliet Arsenal and its pending release of its public lands to private sector interests will have a profound effect on the Village of Elwood and will continue this positive trend of growth. While this development of the former Arsenal is a virtual certainty, the potential construction of the proposed third regional airport near Peotone is not. However, this potential development must be considered in the drafting of long-range plans for the Village. Inevitably, the Village will continue to experience the development pressures. The Village is in the path of development as its neighbors to the north and west are experiencing unprecedented growth. As a result, the need for comprehensive planning is as strong as ever as the Village moves into the next millennium. The Village has chosen a pro-active approach in determining the future course of the Village in the development of this Comprehensive Plan.

This Comprehensive Plan has several legislative uses that are important to understand:

1. The Comprehensive Plan is a set of goals and objectives that are aimed at guiding the future development of the Village.
2. The Comprehensive Plan serves as a vital tool in assisting the Plan Commission and Village Board in the decision making processes that each of those bodies face. The Comprehensive Plan should help guide decisions regarding such development issues as subdivisions, annexations, map amendments and development agreements.
3. The Comprehensive Plan is the primary tool from which the Plan Commission and its advisors may draw from in addressing the growth pressures facing the Village of Elwood.

4. The Comprehensive Plan clearly provides a unified set of goals and objectives to all of the stakeholders involved in the development process in the Village of Elwood. These parties include the Village Board, Plan Commission, Village staff, outside governmental agencies, developers, the courts and the general public.
5. The Comprehensive Plan is an educational resource that outlines the goals, objectives, development plans and resources associated with the Village of Elwood.

Description of the Planning Areas

The Comprehensive Plan will set forth the development guidelines and implementation strategies for the existing corporate limits of the Village of Elwood, its 1 ½ mile planning jurisdiction and areas outside these jurisdiction that represent strategic planning areas. The Plan has five primary planning sectors within the overall planning area (Illustration 1):

1. The first planning sector is designated as the “Traditional Town”. This area is what most residents would consider the original town. It is made up of slightly more than 160 acres that comprised the Village until very recently with the addition of the lands that resulted from the annexation of the Elwood Energy and Peoples Natural Gas Light and Coke company’s properties. This area represents the bulk of the Village of Elwood’s existing housing stock. The intent and purpose of this sector is to provide guidelines and strategies that are aimed at improving the quality of life for the Village’s residents through long-term infrastructure improvements, downtown redevelopment and streetscape improvements while maintaining the unique historic and traditional character of the sector.
2. The second planning sector is the “Suburban Corridor Sector”. This area is comprised of those properties located within the immediate vicinity of Illinois Route 53. It is the intent and purpose of this sector to serve as the Village’s primary commercial center, interspersed with suburban density residential uses that are essential to assure diversity in the Village’s long-term housing needs.
3. The third planning sector is the “Rural Edge Sector”. This area is comprised of properties that lie outside of the higher density areas of the Suburban Corridor Sector and Industrial sectors. It is the intent of this sector to serve as transitional sector during the life of this plan, providing a rural character buffer between the planned suburban edge and the existing rural residential, agricultural and open land uses outside of the Village. Uses in this sector shall be primarily low density residential and agriculture.
4. The fourth planning sector is designated as the “Northwest Industrial Sector”. This area roughly comprises the properties north of Manhattan Road, west of the railroad tracks to the Des Plaines River and currently includes Elwood Energy, Peoples Gas Light and Coke Company and the Stepan Corporation. The intent and purpose of this area is to encourage and promote heavy industrial uses that are characteristic of those permitted and special uses that comprise the “I-3” Heavy Industrial District found within the Village of Elwood Zoning Ordinance as well as an area of light industrial use to buffer the sector from existing and planned residential uses.
5. The fifth planning sector is the “Southwest Industrial Sector”. This area is comprised of those properties that are located to the west and southwest of the “Traditional Town” and is heavily influenced by the release of those properties that once were a part of the Joliet Arsenal. The intent and purpose of this sector is to provide an area of mixed uses that include light industrial, commercial and open space land uses that reflect a high degree of

creativity in design and environmental quality given this area's location adjacent to the Village's residential areas. This sector also incorporates existing and planned heavy industrial uses consistent with the Village's "I-3" District.

VILLAGE OF ELWOOD COMPREHENSIVE PLAN PLANNING AREA AND PLANNING SECTORS

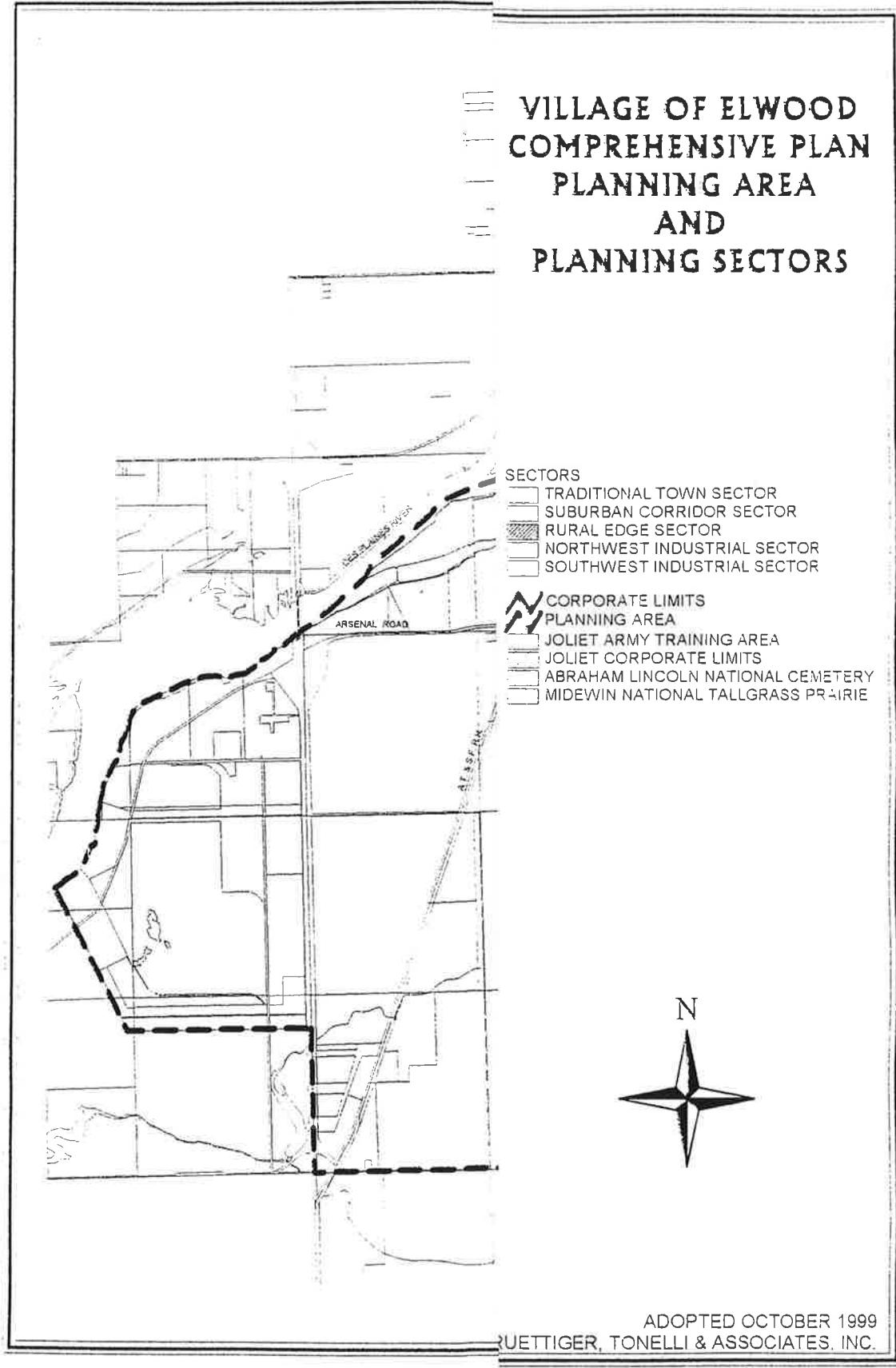


ILLUSTRATION 1 - PLANNING AREA AND PLANNING SECTORS

COMMUNITY PROFILE

Historical Perspective

The early settlement of Elwood and Jackson Township occurred in 1854 upon completion of the then Chicago and Mississippi railroad whose line connected Joliet and Bloomington. The town was surveyed (Figure 1) and lots were offered for sale in late 1854 and 1855 by three gentleman named Spencer, Gardner and Myers. The area surrounding the railroad soon prospered with many businesses locating along what is today Mississippi Street. Original businesses included a blacksmith shop, drug store, hotel and post office. In addition to the merchants who located on Mississippi Street, Elwood was once home to a brick and tile manufacturer and a cheese factory.

The Village was formerly incorporated in 1869 with William Muhlig serving as its first President. In 1873, the Village was reorganized under State legislation. John H. Bridge served as President of the Village under the new system, along with five trustees, a clerk and a treasurer created under the system. This form of government, with minor revision, remains in effect today.

On the night of May 28, 1874, a fire swept through the business district of the Village destroying all but one store and the hotel. The fire stunted the once bustling Village's growth, as property losses totaled \$30,000, with not more than \$1,000 being insured. Many proprietors were permanently put out of business as a result of the fire and the Village suffered deeply as a result.¹

Elwood remained a small farming and railroad town throughout the late 1800s and early 1900s with its population remaining steady at approximately 400 people. Shortly before World War II, the federal government acquired several thousand acres of property for the construction of a munitions facility. Once complete, the facility totaled 23,000 acres. The facility at its peak, employed several thousand people, including many residents of the Village of Elwood.

The population grew to nearly 800 people by 1970. The Village continued to experience very moderate growth through the 1970s and 1980s, reaching a population of 951 people in 1990. In 1993, the Arsenal was closed, but the Village did not look back. By 1996, the population of the Village had swelled to 1,423, an increase of nearly 50% from 1990. This era of unprecedented growth for the Village appears to be continuing as the Village moves into the next millennium. Today, the Village's population is estimated to be 1,777 people. This figure represents an increase of 87% of 1990 totals and over 25% during the three year time period since 1996.

There are no signs that growth in the Village will slow. The Village's location relative to Interstates 55 and 80 allow its residents to easily travel to employment centers in Joliet, Chicago and the southwest suburbs. As Will County continues to hold its position as the fastest growing County in Illinois, the Village of Elwood will continue to benefit. The addition of the NASCAR facilities to the north and the redevelopment of the Arsenal, are just two of the many developments either in or near the Village, that will have long-term effects on the Village's expansion. The Village now has the occasion to effectively plan in order to assure an environment of balanced growth that includes a high quality of life for its residents while creating the necessary tax base that commercial and industrial development provide.

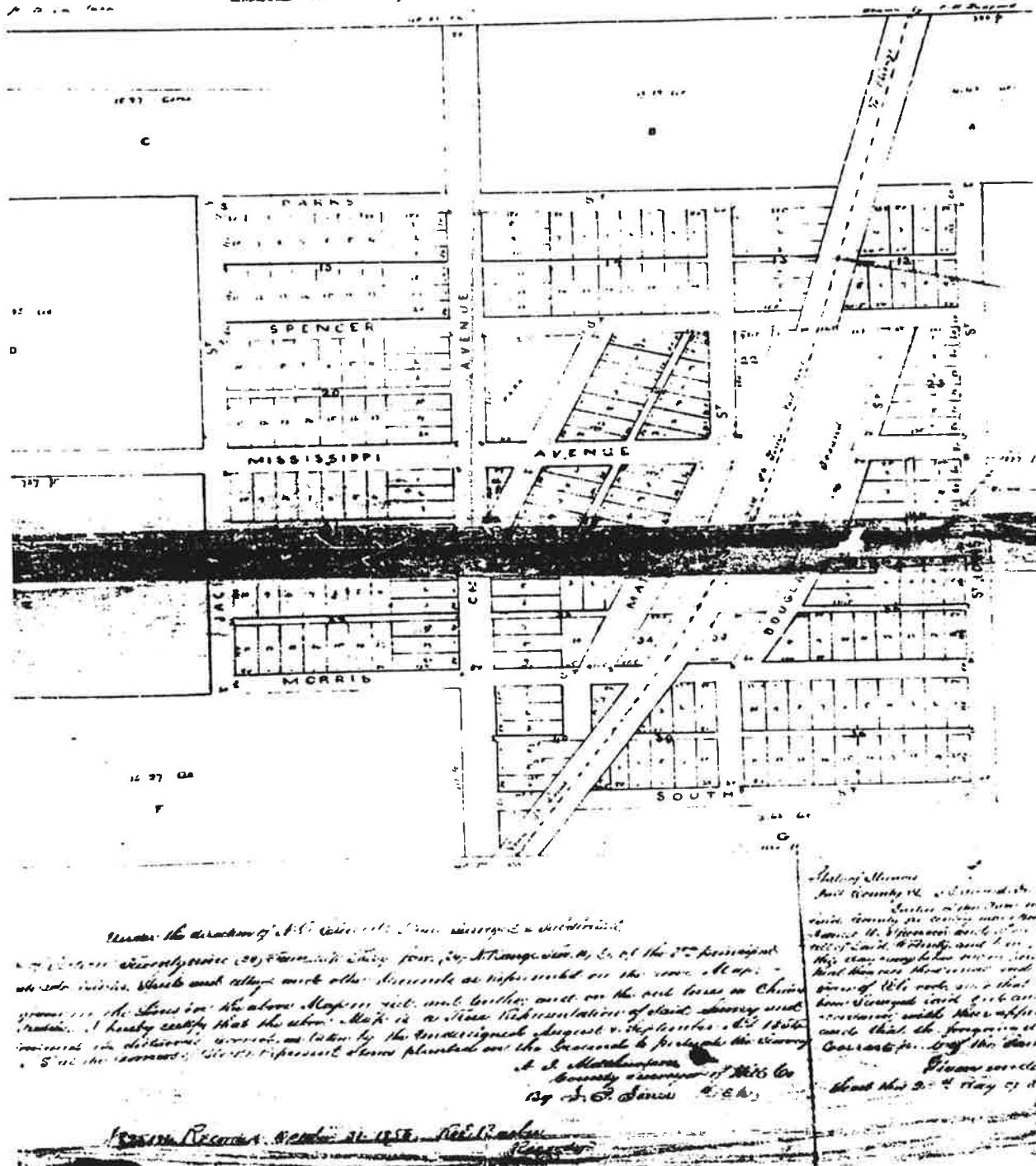


Figure 1. Original Town Plat of the Village of Elwood

Existing Demographic Conditions

Demographic and economic data are important in determining an area's growth potential. Trends can be identified that may be able to identify a community's future planning needs. For example, if population data indicate a large conglomeration of residents of a community in the upper age categories (50+ / also indicated by an increasing median age), it would likely be prudent to begin planning for the future needs of the aging population, such as health care or senior housing. On the other hand, if there are an above average number of persons age six and under, it would be wise for school districts to develop plans for the construction of a new school or the addition of more teachers. The following section describes the demographics of the Village of Elwood and the surrounding areas with a brief analysis of these statistics.

Population Growth Pattern

The population of the Village of Elwood has grown steadily since 1970 when it stood at 794 (Table 1). Between 1970 and 1990, the Village grew by 157 people to 951, an increase of 17%. Between 1990 and today, the Village increased by an estimated 826 persons to a total of 1,777 persons. The cumulative increase in population between 1970 and today is estimated at 124% or 983 people. The estimates for the period between 1990 and the present is based on multiplying the total number of residential units permitted by 2.7 people, which is the average number of people per household in the Village as of the last Census in 1990 (Table 1).

The Village's exceptional growth is primarily a result of the opening of new employment centers in Joliet, southern DuPage County and the southwest suburbs. The rapid growth in Will County has also been a contributing factor. The relative ease of commute with Interstate 80 and Interstate 55 in the near vicinity makes the Village an ideal place of residence for those who work in these new employment centers.

The availability of land in Elwood, the relative ease of development and the redevelopment of the former Arsenal property will play important factors in the Village's population growth. The addition of the proposed Third Regional Airport could also have significant impacts on the Village's growth (Figure 2) The Northeastern Illinois Planning Commission (NIPC) has estimated that the population of Elwood could exceed 2,900 people by 2020 if the airport is built. It is likely that this number is extremely conservative. If current development trends continue, the Village could easily surpass 5,000 residents by 2020.

As the Chicago metropolitan region continues to grow, the Village will be a beneficiary. Though there will likely be ups and downs in the local, regional and national economies, which will mean periods of rapid growth or recession, the Village of Elwood is well positioned to continue its current experience of moderate and controlled growth well into the next century.

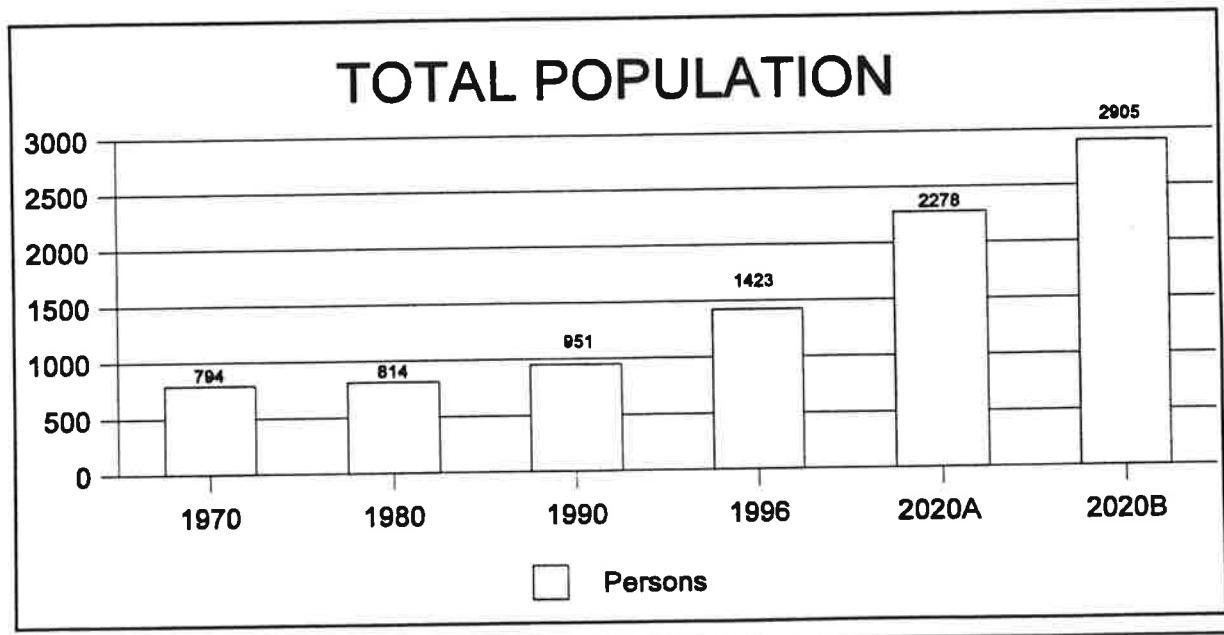
Table 1. Historical Population Growth

Year	Population	Percent Change
1970	794	-----
1980	814	2.52%
1990	951	16.83%
1996	1,423	49.63%
1997*	1,636	14.97%
1998*	1,708	4.40%
1999*	1,777	4.04%
2020A	2,278	28.19%
2020B**	2,905	63.5%

**Source: Northeastern Illinois Planning Commission
Bureau of the Census**

*Estimates based on the number of building permits issued multiplied by 2.7, the average number of persons per household in 1990.

**This projection assumes construction of the proposed Third Regional Airport in Peotone

Figure 2. Comparative Chart of Population

Age Distribution

The median age of a resident of the Village of Elwood in 1990 was 29.7 (Table 2). During the same time period, the average age in Will County was 31.1, and in Jackson Township 31.5. These figures indicate that the Village of Elwood has a relatively young population. Nearly one-third of the Village's population is under the age of 18. Oddly, the so-called Baby-Boomers (35 to 54) constitute only one-quarter of the population.

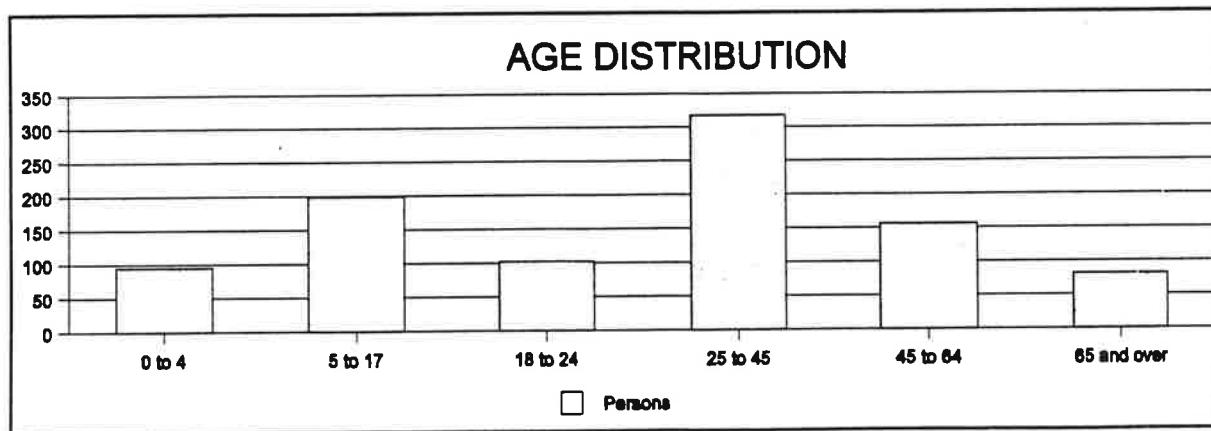
Table 2. Age Distribution

Age Group	Village of Elwood
0 to 4	95
5 to 17	199
18 to 24	102
25 to 44	318
45 to 64	156
65 and over	81
Total	951
Median Age	29.7

Source: Bureau of the Census, Census of Population and Housing

Figure 3. Age Distribution

Source: Bureau of the Census, Census of Population and Housing



Households and Housing Units

The total number of households in the Village of Elwood in 1990 was 352 out of a total of 362 available housing units. These figures yield an occupancy rate of 97.2%. At the same time, the average number of persons per household was 2.7 (Table 3). This figure is generally in line with national averages. Since 1990, the Village has permitted the construction of 301 residential units, bringing the total number of housing units to 663 (Table 4).

Table 3. Persons per Household in 1990

Persons in Household	Village of Elwood
1 person	88
2 persons	97
3 persons	64
4 persons	54
5 persons	38
6 persons	7
7 persons or greater	4
Total Households	352

Source: Bureau of the Census

Table 4. Units Constructed 1990-1998

Year	Units Constructed	Total Units in the Village
1990	-----	362
1990-1994	128	490
1995	47	547
1996	79	616
1997	24	640
1998	23	663
Total	301	663

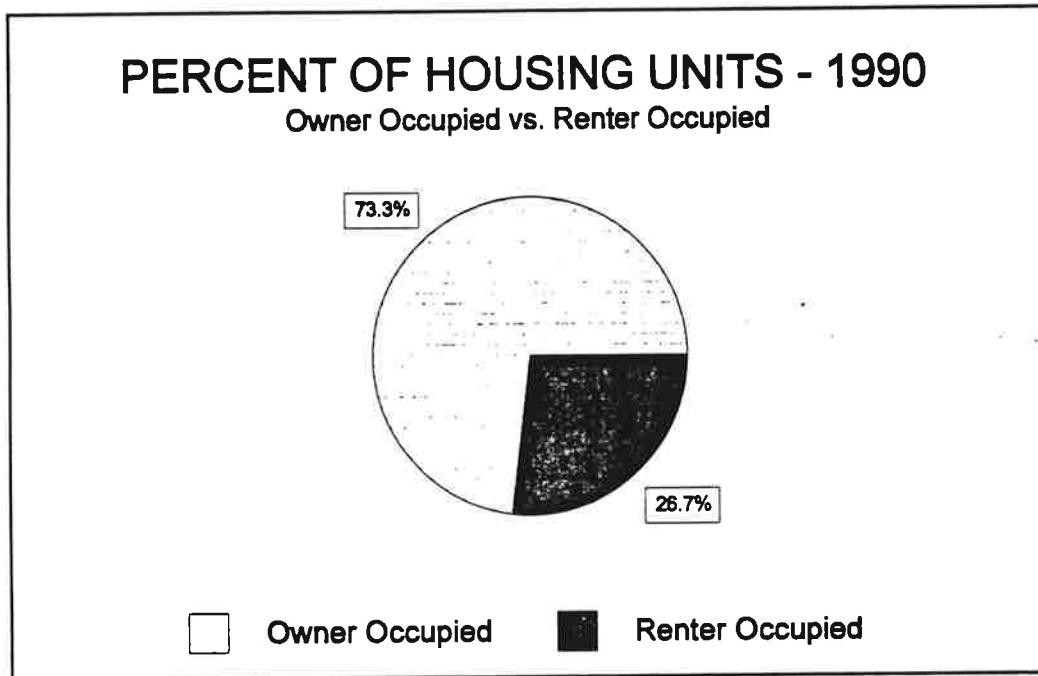
Source: Northeastern Illinois Planning Commission

After evaluation of both population, households and building permits, it becomes clear that nearly all of the population growth occurring results from migration to the Village of Elwood, rather than any changes in the birth/mortality cycle.

Housing Stock

The number of occupied housing units in 1990 in the Village of Elwood totaled 362 units. Of this total, 265 (73.3%) were owner occupied, with the remainder (97) in renter occupied units. It is likely that this ratio has changed over the past eight years, as the majority of building permits that have been issued since 1990 have been for single-family dwelling units. Since 1995, only four multi-family units have been constructed in the Village of Elwood.

Figure 4
Ratio of Owner Occupied to Renter Occupied Units - 1990



Source: Bureau of the Census - 1990

Income

In 1990, the median household income in the Village of Elwood was \$37,350. The median family income was \$37,750. The table below represents the median household income for the Village of Elwood as well as neighboring communities. As is shown, the Village is very near the middle one-third of median incomes for municipalities in Will County.

Table 5. 1990 Income Measures for Elwood and Other Communities

Municipality	Median Household Income	Median Family Income	Per Capita Income
Frankfort	\$60,449.00	\$64,489.00	\$23,817.00
New Lenox	\$43,073.00	\$45,860.00	\$15,459.00
Mokena	\$42,602.00	\$46,575.00	\$15,143.00
Peotone	\$39,643.00	\$42,191.00	\$14,908.00
Manhattan	\$38,108.00	\$42,071.00	\$14,079.00
Elwood	\$37,750.00	\$41,103.00	\$13,452.00
Monee	\$31,061.00	\$37,750.00	\$13,873.00
Joliet	\$30,967.00	\$37,198.00	\$13,091.00

Source: Bureau of the Census, Census of Population and Housing

EXISTING PHYSICAL CONDITIONS

In developing a comprehensive plan, future land development patterns must be considered. However, in order to properly plan for the future, an assessment of current conditions must be made. This includes an analysis of existing land uses, environmental conditions, transportation systems, and community facilities. The following section provides a comprehensive analysis of the Village of Elwood. It is this comprehensive view that will provide the basis for the establishment of the Village of Elwood's goals and strategies for the future.

Land Use

The following section describes the existing land use pattern in the Village of Elwood and its surrounding area (Illustration 2). In order to properly determine the pattern of future land uses, the influence of the current pattern of land use and development must be considered.

The total land area within the Village of Elwood is approximately 1,200 acres (~2 square miles). Of all developed land within the Village's corporate limits, residential uses are the most prominent. Existing commercial development is limited to Mississippi Avenue. Some light industrial uses are interspersed in the traditional town area.

Land uses surrounding the community vary greatly. An area of heavy industrial use lies West and Northwest of the Village along I-55 and the Des Plaines River. The former Joliet Army Ammunition Plant (Arsenal) lies south of the Village. Redevelopment plans for the arsenal call for a 1300 acre industrial park and a national veteran's cemetery lying southwest of the Village. The remainder of the arsenal property within the Villages planning area is being reused as the Midewin National Tallgrass Prairie and is under the jurisdiction of the National Forest Service. Within the corporate limits of Joliet, north of the Village of Elwood, lies the Route 66 Raceway and the future site of a proposed NASCAR Raceway. The remainder of the planning area is predominantly agricultural with pockets of rural residential development interspersed in the landscape.

VILLAGE OF ELWOOD COMPREHENSIVE PLAN EXISTING LAND USE



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ILLUSTRATION 2 - EXISTING LAND USE

Environmental Conditions And Physical Features

A general environmental assessment was made for the Village of Elwood and its planning area. This provided information on environmental conditions which significantly influence the use of the land. Such an analysis assists in the determination of the appropriate location for various land uses such as residential, industrial, commercial, and open space.

Soils

Using the soil surveys produced by the United States Soil Conservation Service (now the Natural Resource Conservation Service), the soils within the planning area were examined. The capability of these soils for development was considered in this analysis.

Several soil types are found within the planning area in and around Elwood. The most prevalent soil types are the Elliott Silt Loam (146A&B) series, the Morley Silt Loam (194) series, the Varna Silt Loam Series (223) and the Ashkum Silt Loam (232) series. These soils are considered moderately permeable, are gently sloping and somewhat poorly drained soils.

The relatively poor suitability of the predominant soils for construction in the Village of Elwood is a problem that should be considered. The limitations of the soil will not necessarily slow development in the Village of Elwood. However, special care should be taken to avoid situations that could negatively affect the Village. Therefore, during subdivision review, specific attention should be payed to developments within areas of poor soils and special care taken to overcome the soil limitations associated with the predominant soils.

Floodplains

Another environment feature of any community is the floodplain (See Illustration 3). The Illinois Department of Transportation (IDOT) provides the following explanation of a floodplain:

“Rivers and streams are part of nature’s systems for carrying water from high ground to lakes and oceans. Floodplains are the part of the system that nature made for carrying large amounts of water: floods. Flooding is a natural process and floodplains are a vital part of that process.”

A floodplain is comprised of two elements: the floodway and the flood fringe. In general, the floodway includes a stream’s channel and the immediate area on either side of the channel which facilitates the greatest amount of water movement downstream. The flood fringe is the remaining area of the floodplain where the water rises.

VILLAGE OF ELWOOD COMPREHENSIVE PLAN ENVIRONMENTALLY SENSITIVE AREAS



EXISTING CORPORATE LIMITS

WETLANDS

FLOODPLAINS



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Several streams are within the Village of Elwood's planning area. Jackson Creek is the primary water source in Jackson Township. Grant Creek and Prairie Creek to the south and east of the Village is also aid in draining the planning area. There are also several smaller unnamed streams and swales that drain the area. Overall, it is these streams and swales that provide a runoff system for surface water in the area, eventually to the Des Plaines River, which serves as the western boundary of the Village's planning area, in addition to the Kankakee River to the south. The general topography of the Village's planning area slopes from east to west toward the Des Plaines River.

As urbanization takes place and more impervious surface is created, surface drainage will become increasingly more critical. Discouraging encroachment into the floodplains now will eliminate many potential problems in the future.

Wetlands

Wetlands are delineated according to the wetland inventory maps prepared by the U.S. Fish and Wildlife Service (See Illustration 3). Special care should be given when development is proposed in these areas.

Transportation

Transportation has been an important factor in the development of the Village of Elwood. The construction of the old Joliet and Bloomington railroad ultimately was the catalyst for the establishment of the Village. Illinois Route 53 has grown from a dirt trail used by settlers and Native Americans to what was once a portion of the famed Route 66, which served as one of the nation's primary highways until the construction of the interstates. A portion of the original Route 66 still runs through downtown Elwood. Transportation again will be a key factor in the future of Elwood.

Several developments will begin to test the existing road networks capacity. The first is to the north with the development of the Route 66 Speedway. Although in Joliet, it is likely that Illinois Route 53 and Manhattan Road will likely see significant amounts of traffic generated as a result. The events planned for the Speedway will likely bring hundreds of thousands of people to the area. The road network in and around the Village will bear a good portion of this traffic.

The second development that will have long term repercussions on the Village's road network is the redevelopment of the Arsenal. The addition of the national cemetery will add thousands of visitors to the area in and around Elwood. The likely development of the remainder of the former Arsenal property for industrial and commercial uses will also impact the Village's road networks.

Finally, the construction of the proposed Third Regional Airport could have a tremendous impact on the Village and its current and future infrastructure.

Road Network

These longer term transportation developments will test the existing road networks in and around the Village of Elwood. The township roadway network is adequate for the current levels of traffic volume. However, traffic volumes will begin to increase in the near future as current development trends continue in the Village and surrounding areas.

Interstates: the Village of Elwood has convenient access to both Interstate 55 (west of the Village) and interstate 80 (north of the Village). Access to Interstate 55 is provided by Arsenal Road while access to Interstate 80 is provided by Illinois Route 53.

Arterial Roads: Arterial roads are roadways which accommodate interregional trips. The Villages of Elwood's arterial roads include Illinois Route 53 and Manhattan Road.

Minor Arterial/Township/Collector Roads: Township collector roads are generally located along section line roads and serve to move local traffic to local destinations and major arterials. While these roads are not necessarily improved to urban standards, they form the framework of the future collector system. Examples of these types of roads are Mississippi Avenue, Brandon Road and Hoff Road.

Minor Collector Roads: Minor collectors serve to move a very limited amount of local traffic to larger collectors or arterials. Minor collectors are streets within a specific development or serving a limited number of developments, connecting them to other collectors and arterials. In the rural and agricultural areas, minor collector roads tend to be longer in length than in the suburban areas because the adjoining lands produce a lower traffic demand per acre.

Railway

Elwood is not currently connected to Chicago by passenger rail service. Many Village residents work in Chicago or other suburban employment centers served by Metra. Currently, the majority of these people drive to the Metra Station located in Joliet. It does not appear likely that Metra will provide service to the Village of Elwood in the near future.

Due to the presence of the former Arsenal, there are several major railways that are within Elwood's planning area and ready to serve the Village's industrial needs. The St. Paul, Chicago and St. Louis Railroad (S.P.C.S.L.) Runs directly through downtown Elwood, while the A.T. & S.F. is located west of town and currently offers service to the Mobil Refinery and the Stepan facility.

Bicycles and Pedestrians

Many streets within the Village are without sidewalks. A concerted effort should be made to mitigate this condition and all new developments should be required to provide pedestrian friendly facilities. This is especially needed in areas near school and parks. As traffic volumes rise, the desire for safe, pedestrian friendly facilities will also increase.

The Village should provide for bicycle paths or lanes to tie residential land uses to schools, recreation areas and commercial developments. Paths can be provided in the greenbelts and open space created by streams, creeks, pipelines and utility rights-of-way. Portions of the collector street network should also be delineated for exclusive bike lanes.

Community Facilities

Schools

The Village of Elwood is served by Elwood School District 203 and includes Elwood Elementary School, which provides education for children in grades kindergarten through eighth grade. There are a total of 462 children within Elwood School District 203. Out of this total, 403 are enrolled in Elwood Elementary, with the remaining 59 attending private or home schools. The average expenditure per student is \$2,682.

High school aged children (grades 9 through 12) attend Joliet Central High School.

Fire Protection

The Village of Elwood is served by the Elwood Fire Protection District which is located on Mississippi Street on the far western edge of the original town limits.

Police Protection

Police protection is provided by the Village of Elwood Police Department which is located in the Village Hall on Mississippi Avenue. Police protection outside the Village of Elwood is provided by the Will County Sheriff's Department.

Utility Systems

The Village of Elwood is served by four wells which provide water services. Wastewater treatment is provided by a treatment plant located adjacent to Jackson Creek. The Village of Elwood is nearing maximum capacity at this time and an expansion the existing facility or construction of an additional treatment facility is crucial to the immediate and future plans of the Village.

Parks and Recreation

The Village is well served with its existing parks. The park located in the downtown area has served the community since the Village was first established. The park was established as the "town square" or "village green" when the original town was platted. The park has served the community for nearly 150 years and is a true amenity to the Village.

The Village is also well served by the Erickson regional park located on its northwest side. The park is located on the west side of Brandon Road, north of the elementary school. The park is over 80 acres in size and includes a children's garden and a driving range.

The Village Board has established a Parks Commission to serve as an advisory board. This group will help in overseeing the provision of parks and recreation that is required in all new development. Further efforts should be made to protect and enhance natural resources such as

woodlands, wetlands, and watercourses. These resources are identified in this plan and should be integrated into future development plans. The Parks Commission will aid the Village Board in making this a reality.

OVERALL GOALS AND OBJECTIVES

Goals and objectives are used to provide a framework for the implementation of the Comprehensive Plan. Goals describe the desired results of the Comprehensive Plan's implementation. Objectives are the specific purposes that advance action toward the goal.

The Village of Elwood will achieve these goals and objectives by employing appropriate policies and plans, including the Zoning Ordinance and Subdivision Ordinance. The Comprehensive Plan assists in outlining the process and strategies of implementation for advancing the general goals and more specific policies set forth by the Village of Elwood.

Community Growth and Character

Goal: Maintain a well balanced Village environment of residential, commercial, industrial, public and open lands that develops within the scope of the Village's plans and services.

Objectives:

- Insure that new development is compatible with existing development.
- Insure that new development is consistent with the goals, policies, and guidelines of this Comprehensive Plan.
- Define community edges and growth limits.
- Continue the establishment of boundary agreements with neighboring communities.
- Annex land planned for inclusion within the Village's ultimate boundaries.
- Establish a strong relationship with County staff in order to continue exercising effective control of the Village's 1 ½ mile planning jurisdiction.
- Prepare a Village master sewer and water plan that will meet the needs of the Village's ultimate boundaries.
- Ensure that all land uses are effectively screened and buffered from the negative attributes of neighboring or adjacent uses.

Goal: **Ensure that new development contributes to and enhances the small town, rural character of the Village.**

Objectives

- Establish guidelines that will foster a rural character in areas of new development.

- Establish specific design guidelines addressing such issues as setbacks, landscaping, impervious coverage and signage along major and minor arterial and collectors, etc.
- Utilize links with the community's past as cultural and design elements in the community's future growth.
- Encourage growth consistent with the density and intensity that provides the Village's present character.
- Ensure that planning becomes a continuous and evolutionary process that engages the Village to strive toward a vision for the community.
- Develop and adopt development regulations that promote community goals through the use of sophisticated and creative design guidelines.

Goal: To maintain and enhance the traditional village downtown.

Objectives

- Ensure that any new construction or re-development within the limits of the traditional town center are consistent with the character of that district.
- Develop design guidelines and Village controls that allow and encourage traditional town design.
- Enhance the appearance of the traditional village center (specifically Mississippi Street) through streetscaping and building improvements.

Goal: Magnify the role of open space and natural resources in the Village's planning and development actions.

Objectives

- Utilize open space as a major design component within new developments to maintain the rural character of the Village.
- Preserve natural resources such as woodlands, wetlands, and watercourses from unnecessary disturbance.
- Integrate natural resources into development plans.

Residential Development

Goal: **To provide and maintain housing and neighborhoods that reflect the planned character of the Village and meet the Village's goals for the integration of neighborhoods through a hierarchical open space/recreation network.**

Objectives

- Preserve existing neighborhoods.
- Improve the quality of existing residential areas where necessary and possible through both building improvements and infrastructure improvements (curb, gutter, sidewalks, etc.)
- Establish design, density, and open space criteria for all future development areas.
- Interconnect neighborhoods visually by roads, walkways and open space.
- Adopt appropriate zoning and subdivision controls to ensure high quality residential development that is compatible with the existing character and goals of the Village.
- Encourage new residential development to occur in a pattern contiguous to existing neighborhood limits.
- Provide pedestrian oriented transportation options such as bicycle and walking paths in all residential neighborhoods.
- Ensure that new residential development is compatible with nearby existing housing in terms of character and scale.
- Encourage all residential development to occur in master planned neighborhoods which incorporate creative site planning, creative housing design, open space systems, pedestrian systems and high quality landscape design.
- Provide open space within future development areas that will enhance each neighborhood as well as the Village as a whole.

Goal: **To provide a variety of housing types and densities which satisfy the varied needs of existing and future residents of varying ages, family size and lifestyles.**

Objectives

- Encourage the provision of housing suitable to a variety of lifestyles, family sizes and income levels.

- Encourage a mixture of housing types and price ranges as part of master planned traditional neighborhoods.
- Discourage the concentration of multi-family residential into a single area that is not an integral part of an overall mixed neighborhood plan.
- Encourage the location of multi-family housing as a component within planned neighborhoods.

Economic and Business Development

Goal: **To develop an environmentally compatible industrial and business base that enhances the Village's tax base and provides employment opportunities to Village residents.**

Objectives

- Identify suitable areas for major employment center industries and control neighboring land uses that would reduce the economic marketability of these lands.
- Maximize industrial development potential that is associated with the Village's location along I-55 and the former Arsenal properties.
- Identify truck routes that provide convenient access to industry and minimize conflicts with local traffic.
- Strongly encourage industrial development in established or planned industrial areas.
- Promote the development of industry that exceeds environmental performance standards.
- Encourage business park development in planned business park areas.

Goal: **To provide a wide range of service and retail uses within the Village that meet both the neighborhood and regional needs of Village residents and are consistent in location, scale and function with the planned character of the Village.**

Objectives

- Incorporate daily needs shopping and services into commercial development areas.
- Provide multi-modal (i.e., walking, biking, auto, etc.) access to neighborhood

commercial areas.

- Cluster unified highway commercial development at arterial intersections.
- Incorporate standards that command a high degree of performance standards that encourage uniqueness and creativity in site design, landscaping and architecture promoting the community's image along the Illinois Route 53 commercial corridor.

Goal: **Maximize the “main street” character of Mississippi Street in providing residents and visitors with goods, services and employment opportunities.**

Objectives

- Reinforce and improve the operational conditions of existing commercial areas of this downtown district.
- Development and adopt development regulations that uniquely deal with the requirements of “main street” businesses.
- Prepare a “Main Street Streetscape Plan” for Mississippi Street that includes plans for connecting the pedestrian system of the Village and the Village’s open space hierarchy.
- Promote that traditional role of the “main street” through development and rehabilitation that respects the district’s traditional character.
- Provide efficient and safe means of access to the “main street” to all Village residents.
- Provide adequate parking that is consistent with the traditional character of a main street.
- Enhance the “curb appeal” of Mississippi Street.

Community Facilities

Goal: **To provide quality facilities and service to every resident and business within the Village without unnecessary increases in the burden on the Village’s property tax base.**

Objectives:

- Develop a capital improvement plan that includes the Village's planned infrastructure improvements and land acquisitions.
- Utilize the availability of community services and facilities to guide the location of new development.
- Coordinate Facility Planning Area Expansion with development policies put forth in this comprehensive plan.
- Ensure adequate utilities to uses promoting economic development.
- Provide effective and efficient law enforcement and fire protection to all residents of the Village.
- Ensure that developers assume the expense of infrastructure improvements that outweigh the immediate measurable benefit of the Village.
- Ensure that new developments provide adequate lands needed for public purposes.
- Aid the efforts of all social service agencies to provide the necessary services for community residents of all ages.

Open Space and Recreation

Goal: **Magnify the role of open space and natural resources in the Village's planning and development actions.**

Objectives

- Utilize open space as a major design component within new developments to maintain the rural character of the Village.
- Create a hierachal open space network comprised of neighborhood parks and village wide lands.
- Establish open space linkages that will create a "green" network between open space and park destinations as well as other important destinations such as public uses and neighborhood shopping.
- Establish equations or ratios that balance the development area of a site with a required provision for open space.
- Utilize utility rights-of-way as open space linkages between parks and other Village destinations.

- Establish neighborhood parks that are appropriately located and sized to be a functional element of the neighborhood they serve.
- Use neighborhood parks and open space as the focal point of new neighborhood designs.

Goal: **Maintain and protect natural resources located in the Village's planning area.**

Objectives

- Preserve natural resources such as woodlands, wetlands, and watercourses from unnecessary disturbance.
- Integrate natural resources into development plans.
- Preserve the Jackson Creek Corridor as a major element of the Village's open space system.
- Promote the retention of agricultural land beyond the Village edge so as to maintain this land for its value in maintaining the Village's rural character.

Transportation

Goal: **To develop and maintain a balanced transportation system which provides for the safe and efficient movement of people and goods by all modes of transport.**

Objectives

- To integrate the transportation system plans of the Village, the County and the State.
- Continue to develop a transportation hierarchy that relates to the Village's land use policies.
- Preserve rights-of-way necessary for future elements of the roadway system.
- Ensure that site designs are such that the functions of adjacent roadways are not impeded.
- Encourage the development of commuter rail service to the Village.
- Ensure adequate access to I-55 for all village residents and businesses.
- Separate business and industrial traffic from residential traffic.

- Reduce the possibilities for conflicts between various types of traffic and modes of transportation.
- Promote linkages between village destinations via bicycle and pedestrian systems.

THE LAND USE PLAN

The land use plan for the Village of Elwood is broken into two components designed to cooperatively achieve the overall goals of the community as applied to each distinct planning sector. The first component of the plan is a land use element (Illustration 4) which establishes fundamental land uses and intensities for all lands within the Village's planning area. The second component is a set of broad planning and design guidelines for each of the five identified planning sectors.

Traditional Town Sector

Policy

The proposed land use plan for the Traditional Town Sector (Illustration 5) envisions the continued traditional neighborhood function of this sector anchored by the restoration of the Village's "main street". The plan for this sector calls for central business district commercial along Mississippi Avenue anchored by the Village Square and the Village Hall. Some areas of light industrial uses will remain adjacent to the railway. The remainder of the sector shall be comprised of predominantly traditional, single-family residential homes.

Planning and Design Guidelines

- Preserve the historical, traditional neighborhood character and function of the sector.
- Any development or redevelopment in the sector should be at a human scale oriented toward pedestrian activity.
- Site and structure requirements in this sector should strengthen the traditional neighborhood character by requiring smaller front yard setbacks and narrower traditional neighborhood lots.
- Architectural and landscaping elements should be provided that are consistent with the historic and traditional character of the neighborhood - this includes residential, commercial and institutional uses.
- Sidewalks should be established throughout the sector to strengthen the pedestrian connection of the residences to the main street.
- The Village square should be redeveloped to provide a civic square function to the neighborhood in addition to its current recreational function..
- A new Village Hall should be constructed on the site of the existing hall. The new Village hall should serve as an anchor in the central business district. The new hall should be designed to be architecturally consistent with the character of a historic main street.
- A streetscaping plan should be implemented along Mississippi that incorporates the new Village Hall and the redevelopment of the Village Square. The streetscaping plan should

create a unified character to the “main street”.

Suburban Corridor Sector

Policy

The land use plan for the suburban Corridor Sector calls for a mix of typical suburban uses and intensities. Specifically, the plan designates areas along Route 53 for arterial commercial uses. These community and highway commercial uses are generally shown in the plan to be buffered from single-family areas by areas of higher density residential use. The remainder of the sector is planned for detached single-family residential use.

Planning and Design Guidelines

- Arterial Commercial areas are intended to provide sites for both highway oriented uses and community shopping uses.
- Commercial areas should have limited curb cuts onto both Route 53 and intersecting collectors.
- Shared entrances, frontage roads, and cross access points should be provided throughout the arterial commercial areas.
- Appropriate setbacks, screening and landscaping should be provided on all commercial properties on both the arterial highway side and the adjoining residential sides.
- Special attention should be given to the architectural and landscape appearance of all developments along Route 53 as it serves as the gateway to the Village.
- Residential development plans for sites with environmentally sensitive areas should not only preserve such areas but utilize them creatively in the design process.
- Multi-family residential areas should be developed as Planned Unit Developments to promote design excellence and integrity to these highly visible properties.
- Multi-family areas should be comprised mainly of attached single-family dwellings not exceeding a gross density of six (6) dwelling units per acre.
- Detached Single-family developments should be planned in conformance with the Village’s zoning requirements.
- Detached single-family developments should not exceed a gross density of three (3) dwelling units per acre.
- All residential developments shall provide residents with access to neighborhood parks.

- All developments within the Suburban Corridor Sector shall provide open space, trail, and roadway linkages to other properties and destinations.

Rural Edge Sector

Policy

The land use plan for the Rural Edge Sector calls for rural residential uses abutting the Suburban corridor sector and agricultural uses for the remainder of the sector.

Planning and Design Guidelines

- Rural residential development areas within this sector should not exceed a gross density of two (2) dwelling units per acre.
- All rural residential developments should be served with municipal sewer and water.
- Residential development plans for sites with environmentally sensitive areas should not only preserve such areas but utilize them creatively in the design process.
- All residential developments shall provide residents with access to neighborhood parks.
- All developments within the Rural Edge Sector shall provide open space, trail, and roadway linkages to other properties and destinations.
- Rural residential development within the sector should occur in a pattern of contiguity to existing residential developments in order to prevent the premature intrusion of non-agricultural uses into productive agricultural areas.
- Productive agricultural lands should be preserved for both the economic vitality and their role in the aesthetics of the rural edge landscape.

Northwest Industrial Sector

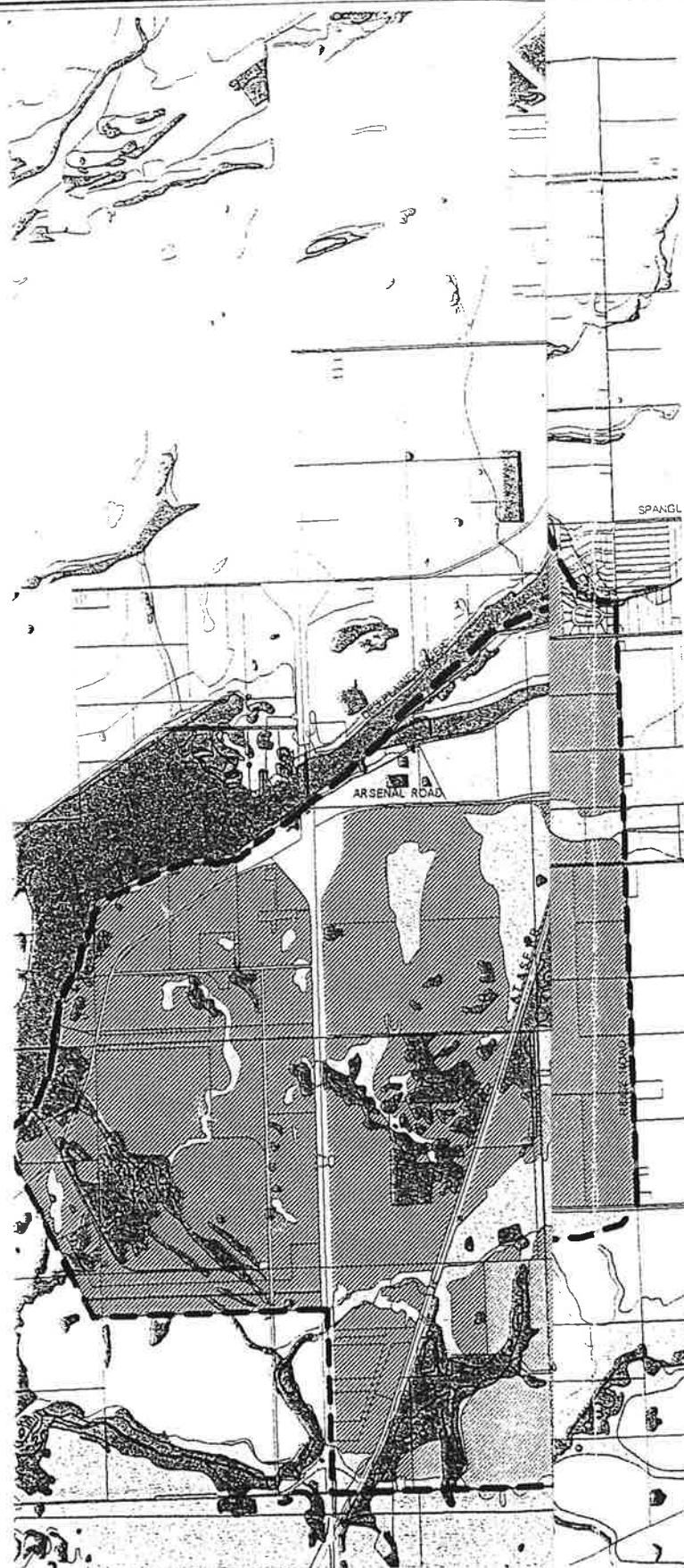
Policy

The land use plan for the Northwest Industrial Sector calls for predominantly Modern Industrial/Manufacturing uses with a small area of Office, Research and Light Industrial serving as a buffer to the residential neighborhoods of Elwood.

Planning and design Guidelines

- The Modern Industrial/Manufacturing designation allows for traditional manufacturing, distribution and warehouse uses that are to be operated in a clean and non-obtrusive manner and are substantially buffered from existing and planned residential uses in the Village.

VILLAGE OF ELWOOD COMPREHENSIVE PLAN LAND USE PLAN



	PLANNING AREA
	EXISTING CORPORATE LIMITS
	ENVIRONMENTALLY SENSITIVE AREA
	PROPOSED LAND USE
	AGRICULTURE
	RURAL RESIDENTIAL
	SINGLE FAMILY
	MULTI FAMILY
	NEIGHBOR COMMERCIAL
	HIGHWAY COMMERCIAL
	OFFICE, RESEARCH, LIGHT INDUSTRIAL
	MODERN INDUSTRIAL/MANUFACTURING
	OPEN SPACE
	MUNICIPAL
	JOLIET ARMY TRAINING AREA
	ABRAHAM LINCOLN NATIONAL CEMETERY
	MIDEWIN NATIONAL TALLGRASS PRAIRIE
	JOLIET CORPORATE LIMITS



ADOPTED OCTOBER 1999
PREPARED BY RUETTIGER, TONELLI & ASSOCIATES, INC.

- Office, Research and Light Industrial uses are characterized as clean and non-obtrusive uses conducted wholly in enclosed facilities with limited outward signs of industrial usage.
- Office, Research and Light Industrial shall have a high level of design quality.
- Office, Research and Light Industrial developments should be developed in a business park or campus environment.
- High levels of screening and buffering should be provided for all properties in this sector that abut non-industrial properties.
- This sector is a key component in the economic development goals of the Village.
- Transportation access for truck and employee traffic should be provided in such a manner as to not conflict with the daily function of the remainder of the Village.

Southwest Industrial Sector

Policy

The land use plan for the Southwest Industrial Sector calls for predominantly Modern Industrial/Manufacturing uses with an area of Office, Research and Light Industrial serving as a buffer to the residential neighborhoods of Elwood. This sector of the planning area includes some of the existing heavy industrial uses along I-55 and the DesPlaines River as well as that portion of the Joliet Arsenal to be redeveloped for industrial use.

Planning and design Guidelines

- The Modern Industrial/Manufacturing designation allows for traditional manufacturing, distribution and warehouse uses that are to be operated in a clean and non-obtrusive manner and are substantially buffered from existing and planned residential uses in the Village.
- Office, Research and Light Industrial uses are characterized as clean and non-obtrusive uses conducted wholly in enclosed facilities with limited outward signs of industrial usage.
- Office, Research and Light Industrial shall have a high level of design quality.
- Office, Research and Light Industrial developments should be developed in a business park or campus environment.
- High levels of screening and buffering should be provided for all properties in this sector that abut non-industrial properties.
- Transportation access for truck and employee traffic should be provided in such a manner as to not conflict with the daily function of the remainder of the Village.
- This sector is a key component in the economic development goals of the Village.

VILLAGE OF ELWOOD COMPREHENSIVE PLAN TRADITIONAL TOWN SECTOR LAND USE PLAN

* VILLAGE HALL
✓ SECTOR BOUNDARY

- C.B.D.COMMERCIAL
- LIGHT INDUSTRIAL
- MUNICIPAL/INSTITUTIONAL
- VILLAGE SQUARE
- TRADITIONAL NEIGHBORHOOD
- SINGLE FAMILY
- TRADITIONAL NEIGHBORHOOD
- MULTI FAMILY

MISSISSIPPI



ADOPTED OCTOBER 1999
PREPARED BY RUETTIGER, TONELLI & ASSOCIATES, INC.

ILLUSTRATION 5 - TRADITIONAL TOWN SECTOR

TRANSPORTATION PLAN

General

To date, the Village of Elwood has been very fortunate not to experience the traffic problems that plague many rapidly growing communities. However, as the Village continues to develop, proper attention should be given to the planning of the transportation networks that will serve the expanding population. There are several important classifications of roads in the Village's Subdivision Ordinance that primarily compose the transportation plan. These roads are collector thoroughfares, secondary thoroughfares, and major thoroughfares. The characteristics and standards of design of these streets are found below (Figure 15).

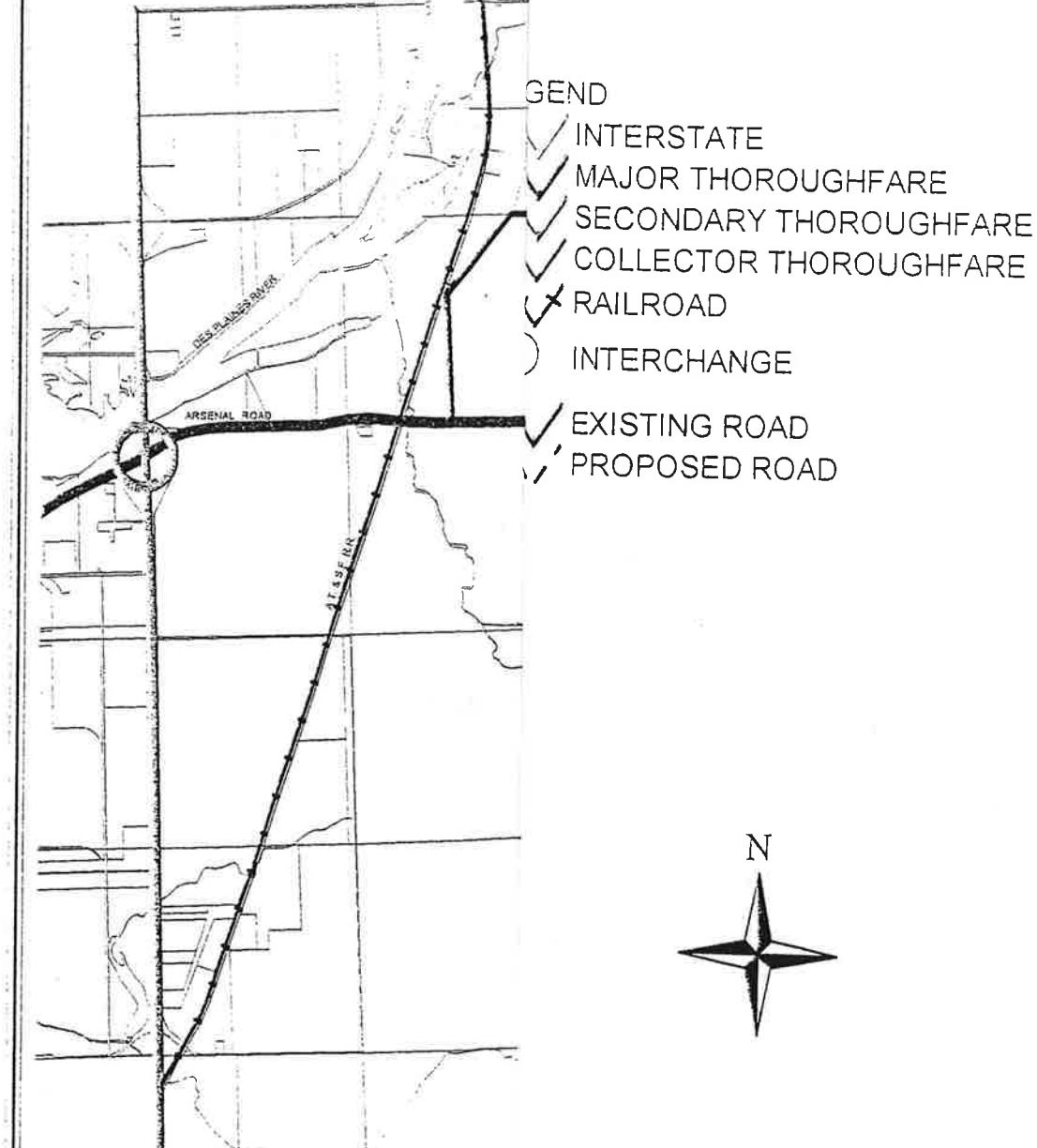
Table 6. Hierarchy of Functional Road Classification

Road Class	Minimum R-O-W	Minimum Pavement Width	Traffic Volume (ADT)*	Desired Level of Service
Collector Thoroughfare	80'	37'	5000-15000	C**
Secondary Thoroughfare	80'-100'	40' + median	15000+	C**
Major Thoroughfare	100'-200'	State Standards	15000+	C**

* Annual Average Daily Traffic - The total volume passing a point or segment of a highway facility in both directions for one year divided by the number of days in a year.

** Level of Service (LOS) is a measure of traffic density that quantifies the proximity of vehicles to each other within the traffic stream and indicates the degree of maneuverability within the traffic stream. The LOS for a level C classification is characterized by an average vehicle spacing of 189 feet for a maximum density of 28 passenger cars per mile per lane. An LOS of A allows a car to travel freely at the speed limit without any delays. An LOS of F is the equivalent of traveling in a crowded parking lot.

VILLAGE OF ELWOOD COMPREHENSIVE PLAN TRANSPORTATION PLAN



ADOPTED OCTOBER 1999
ED BY RUETTIGER, TONELLI & ASSOCIATES, INC.

ILLUSTRATION 6 - TRANSPORTATION PLAN

Major Thoroughfares

The plan outlines two major thoroughfares for longer term development and upgrade. Major thoroughfares in the Village of Elwood should ultimately be designed to handle in excess of 15,000 vehicle trips per day. These roads provide regional access to neighboring communities and frequently have access to interstate highways. Overall access to these roads should be greatly limited. Under the plan, Illinois Route 53 serves as a major north-south thoroughfare for the Village and Arsenal Road serves as a major east-west thoroughfare.

Major Thoroughfare Planning Guidelines

- Limit the number of curb cuts on Illinois 53.
- Use shared entrances, frontage roads and cross-access connections between properties along Route 53 to limit access points on Route 53.
- Straighten the intersection of Mississippi Avenue and Illinois Route 53.
- Provide signalization at Route 53 intersections as warranted by demand.
- Obtain necessary right-of-way during annexation and development review processes.

Secondary Thoroughfares

Secondary thoroughfares are designed to handle traffic flows in excess of 15,000 vehicle trips per day. A typical cross section would include five or more lanes of traffic. These roads provide access and circulation for all land uses within the Village. Secondary thoroughfares are not intended to serve regional travel, but may connect adjacent municipalities on a limited basis. Mississippi Avenue (Drummond Road and Brown Road Connection) and Hoff Road are designated as secondary thoroughfares in the plan to serve as sub-regional connectors to major destination point in the Village's planning area..

Secondary Thoroughfare Planning Guidelines

- Realign Mississippi Avenue and Drummond Road intersection to eliminate turn.
- Align Mississippi Avenue/Wood Road with Brown Road to provide continuous east-west route through the planning area
- Straighten the intersection of Mississippi Avenue and Illinois Route 53.
- Obtain necessary right-of-way during annexation and development review processes

Collector Thoroughfares

Collector thoroughfares are designed to accommodate between 5,000 and 15,000 vehicle trips per day. Typically, the design of collector thoroughfares requires a minimum right-of-way width of 80 feet. These streets collect local neighborhood street traffic and connect to the greater arterial system. These streets require a high degree of mobility, as a result, driveway access should be prohibited whenever possible. Proposed collector thoroughfares include Rowell Avenue, Brandon Road, Tehle Road (re-routed), Ridge Road, Millsdale/Sharp/Bernhard Roads alignment, Noel Road, Patterson Road, other section line roads of limited length and the proposed frontage road and quarter section line roads.

Collector Thoroughfare Planning Guidelines

- Obtain necessary right-of-way during annexation and development review processes.
- Develop plans and financing options for widening of Brandon Road bridge.
- Realign Tehle Road to eliminate jogs and sharp turns.
- Realign intersection of Tehle Road with Route 53.
- Reconnect Tehle Road and Diagonal Road.
- Develop continual alignment for Millsdale, Sharp and Bernhard Roads eliminating jogs and sharp turns.
- Develop quarter section road alignments between Route 53 and Rowell Avenue
- Develop frontage road along Route 53 commercial areas.

IMPLEMENTATION

This section of the Village of Elwood Comprehensive Plan has been developed for two purposes:

- To provide insights into the ongoing process of decision-making using this plan; and
- To provide suggestions of “next steps” that the Village can take to bring the vision of this plan to reality.

The majority of the land within the plan is vacant. However, as has been seen with recent annexations and development proposals, much of the land is ripe for development. In any instance, it will likely take 20 years or more for this area to reach its full development potential. During this period, this comprehensive plan should be viewed as a flexible, dynamic document that evolves and adapts to new issues that may face the Village in the future.

Maintaining the Plan

As was discussed earlier, this plan should be viewed as a guideline to the future development of the Village of Elwood, based on an analysis of where the Village is today. Conditions in the Village are dynamic, that is, they are constantly changing. Changes in these conditions may involve land use changes in the Village or public policy changes that arise out of a turnover in the Plan Commission or Village Board.

Proposals which may alter the Village’s long term development pattern should be weighed carefully. Modifications to the plans should not be made arbitrarily. To ensure that future changes to the plan are appropriate, the following criteria for evaluation should be considered:

- The proposed amendment promotes the goals and objectives of the plan;
- The amendment does not adversely impact surrounding uses in the area or damage the viability of the proposed future use of surrounding properties;
- The amendment is warranted if data used as the basis for the formulation of the plan was erroneous or outdated;
- The amendment is warranted because new issues or needs have arisen that are not addressed satisfactorily in this Plan.

In any instance, the Comprehensive Plan should come under review from time to time. During rapid growth cycles, the Plan should be reviewed annually with necessary modifications being made at that time. In slow to static development periods, the annual review may be shelved in favor of a two to three year review.

Policy Recommendations

This section identifies the “next steps” that the Village should take in an effort to facilitate the implementation of this Comprehensive Plan. It is of vital importance to achieve consistency between the vision of the plan and the regulatory and administrative tools that actually control development. The following implementation policies are recommended for achieving the goals and objectives of this Plan:

- Develop an annexation policy that controls the development of lands considered in this Plan
- Develop boundary agreements with neighboring communities
- Expand the Village’s FPA boundaries
- Develop a Master Sanitary and Water Plan as a tool for growth management and efficiency
- Update the Village Zoning Ordinance so that districts are consistent with the goals of the Comprehensive Plan. This would include adding separate zoning classifications for the Traditional Neighborhood Sector and Central Business District proposed by this Plan
- Update the Subdivision Ordinance to ensure consistency with the goals of the Comprehensive Plan
- Develop a Landscape Ordinance
- Develop a stand alone Transportation Plan that provides a broader analysis and future vision that is not necessarily achieved in a Comprehensive Plan
- Encourage the use of Planned Unit Developments to achieve more creative designs of new developments
- Develop a more detailed, stand-alone Parks and Open Space Plan
- Update the Sign Regulations
- Develop programs aimed at enhancing the downtown area and spurring redevelopment of the central business area
- Develop a detailed urban design and streetscaping plan for the Central Business District

- Work with the school districts to develop a school facilities master plan that serves the planned populations of Elwood and aids the Village and School District in site selection
- Prepare a Capital Improvement Program for needed improvements such as streets, sidewalks, and any necessary expansions to the sewer and water treatment facilities
- Prepare a detailed Bike and Pedestrian System Plan
- Prepare a Gateway Plan with design guidelines for arterial entrances to the community
- Work with the Fire Protection District to prepare a Master Fire Protection Plan
- Develop and prepare a Master Park Plan

ORDINANCE 591

AN ORDINANCE ESTABLISHING
AN OFFICIAL COMPREHENSIVE PLAN FOR
THE VILLAGE OF ELWOOD
WILL COUNTY, ILLINOIS

PASSED AND APPROVED BY
THE PRESIDENT AND BOARD OF TRUSTEES
THE 4th DAY OF October, 1999

Published in pamphlet form by
authority of the corporate authorities
of the Village of Elwood, Illinois,
the 5 day of Oct., 1999.

ORDINANCE NO. 591

AN ORDINANCE ESTABLISHING
AN OFFICIAL COMPREHENSIVE PLAN FOR
THE VILLAGE OF ELWOOD
WILL COUNTY, ILLINOIS

WHEREAS, the duly appointed members of the Planning Commission of the Village of Elwood have heretofore prepared an official comprehensive plan for the present and future development of the Village, and;

WHEREAS, said Commission has conducted a public hearing thereon pursuant to notice as provided by law, and pursuant to state statutes 65 ILCS 5-11-12-7(1998), and;

WHEREAS, said Commission has made its final report and recommended to the President and Board of Trustees that the comprehensive plan be approved for the entire municipality, and;

WHEREAS, the Village Board of Trustees has received said Commission's final report and recommendation within the time provided by law, and pursuant to state statutes 65 ILCS 5-11-12-7(1998),

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ELWOOD, WILL COUNTY, ILLINOIS, AN OFFICIAL COMPREHENSIVE PLAN INCLUDING AN OFFICIAL MAP IS HEREBY ESTABLISHED AS FOLLOWS:

Section 1. The proposed Comprehensive Plan attached hereto as Exhibit "A" and incorporated herein by reference be and the same hereby is adopted as the Official Comprehensive Plan of the Village of Elwood, Will County, Illinois.

Section 2. The proposed map attached hereto as Exhibit "B" and incorporated herein by reference be and the same hereby is adopted as the Official Map of the Village of Elwood.

Section 3. All Ordinances of the Village of Elwood found to be in conflict or inconsistent with this Ordinance, to the extent of such inconsistency and no further, are hereby repealed upon the effective date hereof.

Section 4. Should any section, subsection or other provision of this Ordinance for any reason be held invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not effect the validity of the Ordinance as a whole or any part not declared invalid.

Section 5. The Village Clerk is hereby authorized and directed to place the Official Comprehensive Plan and Official Map on file and shall make them available at all times during business hours for public inspection as provided by law, and pursuant to state statutes 65 ILCS 5-11-12-6(1998).

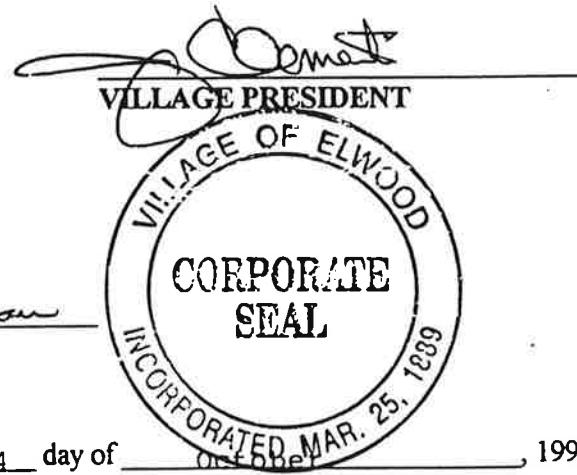
Section 6. This Ordinance shall be in full force and effect upon the expiration of ten (10) days after the date of filing notice of the adoption of the comprehensive plan with the Office of the Will County Recorder.

AYES: 6

NAYS: 0

ABSENT: 0

PASSED and APPROVED this 4th day of October, 1999.



ATTEST:

Patricia Buchanan
VILLAGE CLERK

PASSED: This 4 day of October, 1999.

APPROVED: This 4 day of October, 1999.

PUBLISHED: This 5 day of October, 1999.

SPECIAL MEETING BOARD OF TRUSTEES

June 12, 2000

A Special Meeting of the Board of Trustees, Village of Elwood, was called to order at 7:30 PM, June 12, 2000. Purpose of meeting to pass the ordinances regarding CenterPoint.

All Board Members present.

Others present: Ed Graham, representatives from CenterPoint, Phil McKenna, Dave Silverman, Ken Shepro, representative from Elwood School, Wilmington School and Joliet Township High School, Darcie from Strand, and various residents of the Village.

Full set of minutes taken by a Court Reporter and will be submitted.

A motion by Trustee Strawn that the Board of Trustees for the Village of Elwood approve Ordinance #612, An Ordinance Authorizing Execution of an Annexation Agreement Between the Village of Elwood, Will County, Illinois, CenterPoint/Intermodal L.L.C., CenterPoint Properties Trust, CenterPoint Realty Services, Inc., the United States of America Acting By and Through the Secretary of the Army (for parcels commonly known as the Steffes Farm and the Former Joliet Arsenal). Seconded by Trustee Blum. A voice vote was called: Trustee Bernhard – yes, Trustee Blum – yes, Trustee Ruban – yes, Trustee Sloman – yes, Trustee Strawn – yes, Trustee Walsh – yes and President Clementi – yes. Motion carried.

A motion by Trustee Blum that the Board of Trustees for the Village of Elwood Approve Ordinance #613, An Ordinance Annexing Certain Territory to the Corporate Limits of the Village of Elwood (commonly known as the Steffes Farm). Seconded by Trustee Bernhard. A voice vote was called: Trustee Bernhard – yes, Trustee Blum – yes, Trustee Ruban – yes, Trustee Sloman – yes, Trustee Strawn – yes, Trustee Walsh – yes and President Clementi – yes. Motion carried.

A motion by Trustee Blum that the Board of Trustees for the Village of Elwood Approve Ordinance #614, An Ordinance Annexing Certain Territory to the Corporate Limits of the Village of Elwood (commonly known as the Army). Seconded by Trustee Walsh. A voice vote was called: Trustee Bernhard – yes, Trustee Blum – yes, Trustee Ruban – yes, Trustee Sloman – yes, Trustee Strawn – yes, Trustee Walsh – yes, and President Clementi – yes. Motion carried.

A motion by Trustee Blum that the Board of Trustees for the Village of Elwood Approve Ordinance #615, An Ordinance Annexing Certain Territory to the Corporate Limits of the Village of Elwood (commonly known as the Sikic Farm). Seconded by Trustee Sloman. A voice vote was called: Trustee Bernhard – yes, Trustee Blum – yes, Trustee Ruban – yes, Trustee Sloman – yes, Trustee Strawn – yes, Trustee Walsh – yes. Motion carried.

A motion by Trustee Sloman that the Board of Trustees for the Village of Elwood Approve Ordinance #616, An Ordinance of the Village of Elwood, Illinois, Approving Economic Development Plan for the Deer Run Industrial Economic Development Project Area. Seconded by Trustee Bernhard. A voice vote was called: Trustee Bernhard – yes, Trustee Blum – yes, Trustee Ruban – yes, Trustee Sloman – yes, Trustee Strawn – yes, Trustee Walsh – yes. Motion carried.

A motion by Trustee Bernhard that the Board of Trustees for the Village of Elwood Approve Ordinance #617, An Ordinance of the Village of Elwood, Illinois, Designating the Deer Run Industrial Park Economic Development Project Area. Seconded by Trustee Sloman. A voice vote was called: Trustee Bernhard – yes, Trustee Blum – yes, Trustee Ruban – yes, Trustee Sloman – yes, Trustee Strawn – yes, Trustee Walsh – yes. Motion carried.

A motion by Trustee Sloman that the Board of Trustees for the Village of Elwood Approve Ordinance #618, An Ordinance of the Village of Elwood, Illinois Adopting Tax Increment Allocation Financing Relating to the Deer Run Industrial Park Economic Development Project Area. Seconded by Trustee Ruban. A voice vote was called: Trustee Bernhard – yes, Trustee Blum – yes, Trustee Ruban – yes, Trustee Sloman – yes, Trustee Strawn – yes, Trustee Walsh – yes. Motion carried.

A motion by Trustee Ruban to table Ordinance Approving Rezoning Property to the I-4 Large Scale Industrial Planned Development District and Approving Concept Plan (commonly known as the Steffes Farm and the former Joliet Arsenal. Seconded by Trustee Sloman. All voted in favor of motion. Motion carried. Will be done at the July meeting.

A motion by Trustee Strawn to change the regular meeting date from July 3, 2000 to July 5, 2000 due to the holiday. Seconded by Trustee Ruban. All voted in favor of motion. Motion carried.

A motion by Trustee Strawn to adjourn meeting. Seconded by Trustee Bernhard. All voted in favor of motion. Motion carried.

Pat Buchenau
Village Clerk

CERTIFICATE

I, Patricia L. Buchenau, DO HEREBY CERTIFY THAT I am the Village Clerk for the Village of Elwood, Will County, Illinois and as such Officer, I have the lawful power and duty to keep a record of all proceedings of the Village Board of Trustees of said Village, and of all legal documents approved and or passed by the said Village Board of Trustees.

I DO HEREBY FURTHER CERTIFY that the foregoing document is a true, correct and complete copy of:

Minutes of the June 12, 2000 Board of Trustees Special Meeting.

Minutes were approved on July 5, 2000, is now on file in my office and that the proceedings of the Village Board of Trustees at the meeting duly called and held on July 5, 2000 were in accordance with applicable laws, at which a quorum was present and acting throughout.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Corporate Seal of the Village of Elwood, in the State of Illinois this 21st day of July 2000.



Patricia L. Buchanan
Patricia L. Buchanan
Village Clerk