



# Planning and Zoning Commission Meeting

Wednesday, March 22nd, 2023 at 7:00 pm

Shorewood Village Hall – One Towne Center Blvd, Shorewood, IL

Board Room (2<sup>nd</sup> Floor)

## AGENDA

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### Planning and Zoning Commission

Stevan Brockman, Chair  
Scott Selfridge, Vice Chair

Tom Amos

Brad Brooks

David Goodale

Kim Gould

Mike Kaminsky

Ellen Kijowski

Michael Sayles

Cheri Susner

- I. Call to Order
  - A. Pledge to the Flag
  - B. Roll Call
- II. Public Comments
- III. Business Items
  - A. Public Hearings
    - i. Petition 23-454  
Adoption of the 2023 Comprehensive Plan Update & Parks and Recreation Master Plan for the Village of Shorewood
    - ii. Petition 23-453  
Request for a Conditional use for a civic building to allow a fire station, fire training building, and fire tower at 748 Jones Road in Seward Township for Troy Fire Protection District
  - B. 2023 Official Zoning Map Review
  - C. Approval of Minutes dated February 1st, 2023
- IV. Reports and Communications
  - A. Staff Updates
    - i. Development Update
    - ii. Other
  - B. Commissioner Feedback
- V. Adjournment

## Community Development Memo

**Petition # 23-454**

TO: Planning & Zoning Commission  
FROM: Economic Development Director Natalie Engel and Village Planner Edgar Lara  
DATE: March 22, 2023  
SUBJECT: Comprehensive Plan & Parks and Recreation Master Plan Update

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### **I. REQUEST**

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Text Amendment to Title 9 – Comprehensive Plan

### **II. HISTORY**

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Shorewood approved Comprehensive Plans in 1993, 2001 and in 2007.

### **III. PROPOSAL**

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Over the last year and a half, the Village has been working with a consulting team headed by Teska Associates to update to the Village's Comprehensive Plan. The Comprehensive Plan Steering Committee, Planning & Zoning Commission, Village Board and staff reviewed information and provided insight throughout the process. Village residents also provided input at pop-up events, open houses, and on the [designingshorewood.org](http://designingshorewood.org) website.

The plan provides a roadmap to planning and development in the Village. It reflects Village goals and values and provides a realistic plan to achieve them. The following executive summary highlights the key findings of the plan.

#### ***Comprehensive Plan Executive Summary***

*The Village of Shorewood pursued an update to their Comprehensive Plan to catalogue what has been achieved, understand market and financial changes that have occurred, identify outstanding tasks, and discover new opportunities to implement.*

*Shorewood is a family-oriented town accessible by multiple interstate highways. As a great place to raise a family, it has a growing residential character with high quality schools and excellent public facilities. The Village has high standards for development and continues to develop to make existing residents comfortable, accommodate prospective residents, and appeals to new business industries.*

*Key findings are highlighted below along with recommendations to pursue.*

- 1. Preserve community's small town, residential character. Shorewood can continue to grow while maintaining its distinctive character of a safe, attractive, community-oriented neighborhood.*
- 2. Expand shopping and dining options in Shorewood. The community already has a wide range of retail and casual restaurants but advocates for a wider selection. Attracting new establishments to key intersections and corridors will strengthen the local economy and bring more people.*
- 3. Build on the DuPage River as a community asset. Shorewood can take advantage of the river and ecosystem to educate residents and foster environmental stewardship as well as take advantage of recreational opportunities and transform the area into an economic driver.*
- 4. Current real estate market strengths are in multi-unit residential and logistics development. Incorporate these land uses into the Village in keeping with its other goals. Shorewood can investigate redeveloping sites within its municipal borders and conceptually plan out the Western Growth Area. Monitoring shifts in the*



*marketplace is also recommended to ensure the village is versatile and easily adapts to the changing economy.*

- 5. Outline sound development plans for areas that will experience development/ redevelopment pressure, including areas west of the current boundary. This is the opportune moment for Shorewood to consider and act on initiatives that may otherwise be a challenge to implement within the village. It can act as the model that other municipalities might follow in the future.*
- 6. Enhance parks and recreation opportunities and expand trail systems. The new parks plan, and other applicable village documents will help with upgrading and expanding parkland within Shorewood and the Western Growth Area. Partnerships and communication are two factors in coordinating a great task.*

*Goals and objectives, as well as programs and policies will be implemented according to land use and subarea recommendations. Actions will be based on priorities since these are Village in on funded actions. For larger scale projects, the Village will seek out funding from 3rd parties (county, federal, grants, etc.).*

In addition to the Comprehensive Plan, Teska has prepared a Parks & Recreation Master Plan component. The plan evaluates the Village's network of parks and recreational facilities, assesses their existing conditions, and provides recommendations for enhancement to the system based on public input, staff input, and site visits. A list of recommended initiatives for the Village of Shorewood was provided by the plan and includes the following:

- 1. Improve access and explore new park locations. This can be done by increasing total acreage of park and open space, plan for potential park areas for undeveloped land in the western expansion area, and striving to make all parks ADA accessible and pedestrian friendly.*
- 2. Expand Shared use path connectivity. The village could choose to eliminate gaps between paths, improve visibility of paths with increased signage, provide pedestrian and bicycle centered amenities, extend the shared use paths along the DuPage River to connect to the village wide path, and increased regional collaboration with other communities.*
- 3. Maintain and upgrade the existing park amenities in the village. Residents would like to see more pickleball courts, a dog park, tennis courts, volleyball courts, more park amenities, replacement of bicycle racks, more lighting and signage.*
- 4. Develop more program offerings. Monitor the performance of existing programs and evolve offerings more efficiently and get more involvement from local organizations for village events and recreational sports activities.*
- 5. Review and update, as needed, the regulations for Dedication of Park Lands and Payment of Fees in the Village Code of Ordinance (Title 1, Chapter 9)*
- 6. Optimize administrative collaboration and management.*

#### **IV. STAFF COMMENTS AND REVIEW**

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Village staff has been directly involved with the planning process and supports the plan. We feel that it stays true to Shorewood's character as a family-friendly, safe, distinctive community that balances it with opportunities for recreation and shopping.

The plan spells out Shorewood's vision for development. This is important to developers as they prefer to rely on an approved document to guide decisions and often consider it too risky to spend money on concepts that the Village has not officially supported.

As staff, we are frequently asked questions that are now answered by the plan. Following are some examples.

*What type of housing can I build?* Primarily single family development with denser housing in appropriate areas.

*Where can I build an industrial building?* In the southwest quadrant of the Village provided that it is buffered from the housing and the trucks are obviously directed to I-80 via Ridge Road.

*What do we do with the Shorewood Industrial Park? The houses are so close.* The plan calls for mixed use development along Jefferson Street and suggests denser housing as a buffer from residential lots. It also speaks to supporting existing industrial uses while transitioning to non-industrial uses such as fitness centers.

*Help me find a lot on IL 59.* The plan includes drawings of potential residential and strip retail developments along Cottage Street. It includes a sketch of potential development at the Old Public Works site – which will be used by our broker as he markets the site.

*What's the plan for growth?* Most growth will be single-family residential with limited some higher density housing. The plan addresses how to serve the properties west of the tracks and shows some options for mixed-use development at Ridge and Jefferson.

*I like Shorewood as it is. Will it change?* We are at the edge of the Chicago area so growth is inevitable. Having a clear plan is key to growing responsibly. The plan provides guidance on how to preserve Shorewood's character with quality design, trails, access to parks, buffering business uses, and celebrating Hammel Woods and Aux Sable Creek.

*The 2007 plan was a great plan. How is this different?* We like the 2007 plan too! Over the last 15 years there have been However, in the years since the 2007 plans, there have been several significant changes.

- The great recession caused people to reconsider their spending habits; the housing boom ended;
- lending practices became more stringent;
- the STAR rail line plans were abandoned;
- online shopping impacted in-store sales;
- there was a shift towards spending money on experiences instead of things;
- and, there were generational shifts in preferences that have impacted housing choices.

Although the community values have remained consistent, the plan had to shift to adapt.

The plans were reflective of their time periods and markets. The 2007 plan was done during a very optimistic time when there was a lot of demand for land to build high-end single-family housing and large retail developments and consequently had a strong design focus. The 2023 plan was done during a time of more conservative growth and focuses on providing a fiscally-sound balance of land uses.

Edge of Development: The 2007 plan called for development up to the Wikaduke Trail during the life of the plan and spoke about housing in the Aux Sable Creek Area. The 2023 plan predicts that development will extend to the Aux Sable Creek but that the land west of the creek will remain agricultural for the foreseeable future.

Ridge Road Development: The face of retail has changed dramatically in the last 15 years which has impacted our future land use program. The 2007 plan called for arterial retail along most of Ridge Road. The 2023 plan calls for only a mixed use cluster at the intersection of Ridge & Jefferson.

West of Towne Center: The 2007 plan called for a transit-oriented development clustered near the Metra station and 100+ acres of retail. This is not realistic in today's market (and without the commuter rail) so the 2023 plan calls for single-family residential development with some commercial at County Line and Jefferson and mixed use along Jefferson.

Industrial: Although there has been a shift away from retail development, industrial development is hot. No new industrial land was contemplated in the 2007 plan but the 2023 plan proposes industrial south of Mound Road.

Residential: Residential preferences are trending towards attached and multifamily housing. With this in mind, the 2023 plan identified appropriate locations for multi-family and attached housing while specifically calling for predominately single-family detached development.

Updated Information: The 2023 plan uses updated demographic information and provides a current analysis of planning documents and efforts, community character, housing, community facilities and services, economic

development, and infrastructure. The 2023 plan was developed with extensive resident input, detailed in the plan.

Themes: There were some differences in the themes or topics of the plans. The 2007 plan’s goals revolved around “Community Growth Management”, “Village Character, Design and Identity”, “Transportation, “Economic Development” and “Natural Resources, Parks and Recreation”. For the 2023 plan, the focus was on “Community Character”, “Housing”, “Community Facilities & Services”, “Economic Development”, “Natural Resources & Sustainability”, “Transportation & Mobility”, and “Infrastructure”

Subarea Plans: The 2023 plan included detailed subarea plans for the Western Growth Area, the Interstate 55 Gateway Corridor, the Shorewood Industrial Park, the Cottage Street Corridor, the Southwest Expansion Area and the Ridge Road District. Each subarea plan provides specific “findings”, “goals”, and “objectives”. Although the plan does include paragraphs about key locations, subarea plans were not done in conjunction with the 2007 plan.

Implementation: Based on the Village Board input, the 2023 plan was designed to be a working plan, not one that will be left on a shelf. The plan includes 26 specific actionable goals and 103 objectives. It provides a detailed implementation strategy that explicitly ties goals to actions. Furthermore, it details which stakeholders should be involved and the magnitude of the associated costs.

### **Findings of Fact**

Staff finds that the text amendment meets the following standards.

1. The amendment promotes the public health, safety, comfort, convenience and general welfare and complies with the policies of the Village.
2. The proposed language is more suitable than what is permitted under the current regulations.
3. The amendment, if granted, will not alter the essential character of the neighborhoods and will not be a substantial detriment to properties.

## **V. RECOMMENDATION**

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Staff recommends approval of Petition 23-454 for a Text Amendment to the Shorewood Village Code Title 9 – Comprehensive Plan.

### Suggested Motion for Approval:

I move that we (1) adopt the findings of fact included in the staff memo dated March 22, 2023 as the findings of the Planning and Zoning Commission and (2) recommend approval of Petition 23-454 for a Text Amendment to the Shorewood Village Code Title 9 – Comprehensive Plan.

## **VI. ATTACHMENT(S)**

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1. Proposed Comprehensive Plan & Parks and Recreation Master Plan



VILLAGE OF SHOREWOOD

# COMPREHENSIVE PLAN



PUBLIC HEARING DRAFT | MARCH 1, 2023



# ACKNOWLEDGMENTS

## VILLAGE BOARD

Clarence C. DeBold, **Mayor**  
Stevan A. Brockman, **Trustee**  
Donald Carroll, **Trustee**  
Richard E. Chapman, **Trustee**  
Lona Jakaitis, **Clerk**  
Barbara J. Kirkland, **Trustee**  
Anthony M. Luciano, **Trustee**  
Scott R. Selfridge, **Trustee**

## VILLAGE STAFF

Natalie Engel, **Economic Development Director**  
Aaron Klima, **Village Administrator**  
Edgar Lara, **Village Planner**  
Isabel Bohanek, **Economic Development & Communications Assistant**

## CONSULTANTS



Michael Blue, **FAICP**  
Benito Garcia, **LEED AP BD+C**  
Francie Sallinger Lawrence, **AICP**

## PLAN STEERING COMMITTEE

Kathryn Drey  
Jen Dylík  
Angie Margliano  
Matt Persicketti  
Mary Robinson  
Bob Ruchala  
Kala Saunders  
Bill Savarino  
Scott Selfridge  
Jamie Stevenson  
Rod Tonelli  
Tom White



Joshua Harris, **P.E., PTOE**  
Lou Haussmann, **P.E., PTOE**  
Peter Kozak, **P.E.**



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# DESIGNING SHOREWOOD: Our Comprehensive Plan

## Executive Summary

The Village of Shorewood pursued an update to their Comprehensive Plan to catalogue what has been achieved since the 2007 Plan, understand market and financial changes that have occurred, identify outstanding tasks, and discover new opportunities to implement.

Shorewood is a family-oriented town located on the DuPage River and accessible by multiple interstate highways. As a great place to raise a family, it has a growing residential character with high quality schools and excellent public facilities. The Village has high standards for development and continues to develop to make existing residents comfortable, accommodate prospective residents, and appeal to new business industries.

Key findings are highlighted below along with recommendations to pursue.

1. **Preserve the community's small town, residential character.** Shorewood can continue to grow while maintaining its distinctive character as a safe, attractive, community-oriented place.
2. **Expand shopping and dining options in Shorewood.** The community already has a wide range of retail and casual restaurants but advocates for a wider selection. Attracting new establishments to key intersections and corridors will strengthen the local economy and bring more people.
3. **Build on the DuPage River as a community asset.** Shorewood can take advantage of the river and ecosystem to educate residents and foster environmental stewardship as well as take advantage of recreational opportunities and transform the area into an economic driver.
4. **Current real estate market strengths are in multi-unit residential and logistics development.** Incorporate these land uses into the Village in keeping with its other goals. Shorewood can investigate redeveloping sites within its municipal borders and conceptually plan out the Western Growth Area. Monitoring shifts in the marketplace is also recommended to ensure the village is versatile and easily adapts to the changing economy.
5. **Outline sound development plans for areas that will experience development/ redevelopment pressure,** including areas west of the current boundary. This is the opportune moment for Shorewood to consider and act on initiatives that may otherwise be a challenge to implement within the village. It can act as the model that other municipalities might follow in the future.
6. **Enhance parks and recreation opportunities and expand trail systems.** The new parks plan, and other applicable village documents, will help with upgrading and expanding parkland within Shorewood and the Western Growth Area. Partnerships and communication are two key factors in coordinating this major initiative.
7. **Goals and objectives of this plan, as well as programs and policies, will be implemented according to land use and subarea recommendations.** Actions will focus on priorities for near-term Village implementation tasks. For larger scale projects, the Village will seek funding from third parties (county, federal, grants, etc.).





# CHAPTER 1

# Shorewood's Journey

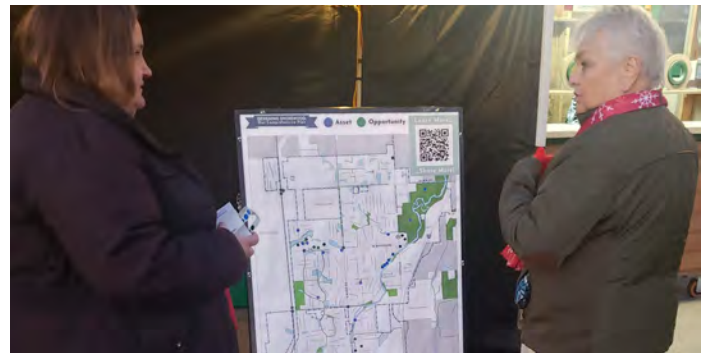
## WHY PLAN?

The Village of Shorewood has much to offer its residents, business community, and visitors. The community enjoys a small town, residential character that also has great access to the rest of the Chicago metropolitan region and ample opportunities to enjoy commerce, recreation, and open spaces. Residents who participated in this planning process were eager to share why they felt Shorewood is a special place and their desire to preserve its character. This ultimately becomes the charge in preparing this (or any) comprehensive plan: charting a course to maintain and expand those elements that contribute to the Village's quality of life.

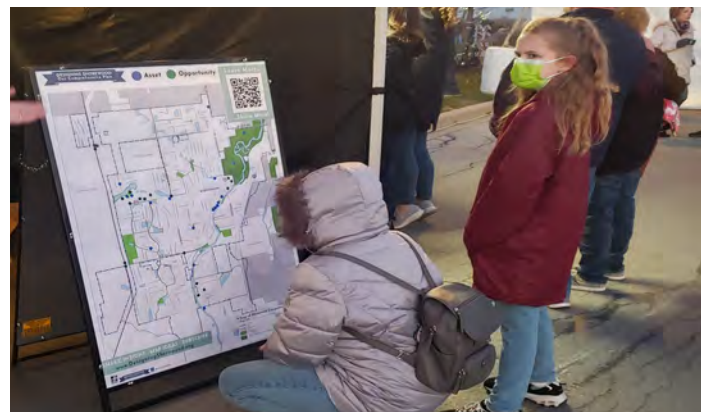
Preserving Shorewood's quality of life is an active, not passive endeavor. Maintaining the quality of life for residents and visitors will not happen unless proactive planning is taking place. A comprehensive plan is a roadmap to identify priorities, help municipalities establish common goals, and shape the future of the community. This can include the ups and downs of economies, difficult land use questions, or major happenings in nearby communities out of the Village's control. Plans to preserve the quality of life in Shorewood must be aspirational, seeking to create the most desirable and sustainable place possible. For this reason, plans are also built around goals and objectives reflective of the values of residents and the business community. Plans must also be realistic. Plan implementation must be connected to factors of the marketplace and the many other regional and local influences that impact communities. When those factors change, the community and its plan must respond.

## CONTEXT FOR PLANNING

Comprehensive plans require updating because economic forces are always shifting, and those impacts ripple down to local communities, leading to local changes or challenges. However, while economies and perhaps the expectations of residents and stakeholders change over time, the fundamental values of a community remain; these become the underpinnings of the community. With this plan update, the Village sought to understand current community needs, recognize community assets with new eyes, and learn about new prospects that have come to light since past plans were conducted. With this updated understanding of local conditions, Shorewood can be proactive with budget and policy decisions by addressing issues before they arise and implementing them to actualize desired changes. Although there will always be unforeseen circumstances, the values, goals, objectives, and quality of life directions remain the foundation for future decision making.



Staff and residents having a discussion about Shorewood's future planning.



Youth providing their ideas and recommending areas to focus on by placing color coded dots.



## BUILDING UPON PREVIOUS EFFORTS

Shorewood's previous comprehensive plan was adopted in 2007. In the approximately 15 years since that plan was written, much has changed in the national, regional, and local economies. Land use trends and pressures for various types of development are very different. More importantly, residents' needs and expectations evolve over time. Therefore, the Village of Shorewood concluded it was necessary to update the comprehensive plan to regroup, to catalogue achievements, identify pending tasks, define new priorities and concerns, and recognize other opportunities and initiatives.

The Village has not been idle about planning between the 2007 Comprehensive Plan and this plan update. Significant effort has gone into considering issues and opportunities ranging from development of Towne Center to highlighting the DuPage River as a community amenity. This comprehensive plan update acknowledges and builds upon past plans, actions, and decisions to reflect on current community, economic, and technological changes.

## DEVELOPING THE VISION

A broad understanding of Shorewood was gained through extensive discussions with community leaders and stakeholders, many opportunities for residents to share ideas and concerns, and the support of a Comprehensive Plan Steering Committee that offered diverse perspectives. The vision of this plan and future is described below. It was developed by understanding community goals and applying best planning practices and current conditions.

*“The Village of Shorewood is a thriving, family friendly community that provides amenities for its residents and businesses, including excellent regional access and open spaces. A comfortable and safe community, Shorewood continues to evolve and grow with options for residents to dine, shop, reside, gather, and recreate. The Village works to enhance its local assets, create opportunities with public and private partners, and continuously improves natural and recreational areas available to its residents.”*

## COMPREHENSIVE PLAN THEMES

Each chapter in this plan represents a theme that corresponds to needs, priorities, and ambitions conveyed by the Village. They are based on existing conditions in the community, accompanied by professional deliberations on local, regional, and national economic conditions. In addition, residents, Village leaders, the Steering Committee, Village Staff, and the consultant team played a role in identifying planning approaches right for Shorewood within that greater context, and how to appropriately bring about desired changes. These are conveyed by the following themes, each one a chapter of this plan.

## PLANNING & DESIGNING SHOREWOOD:

The most visible and potentially impactful changes to a community are when new development happens – whether on unbuilt land or as redevelopment of existing structures. This activity is not in and of itself a good or bad occurrence, but it should relate to community goals and defined characteristics. Much of the consideration in this comprehensive plan relates to this development and redevelopment, including concepts for growth opportunities beyond its current western boundary. Future growth west of the existing boundary is a significant opportunity for the Village and one it has been contemplating for years. While it is impossible to predict what will happen and when, this plan sets out concepts to be applied when that time comes. Chapter 3 communicates where various land uses are best suited within Shorewood and its planning area, some of which are presented for specific subareas spanning from Interstate 55 on the east to Ridge Road on the west. Recommendations reflect each area's context and how future uses support Shorewood's goals for growth.

## COMMUNITY CHARACTER

Physical and environmental characteristics, building styles, quality of life, and how various places in the community are used all combine to form community character. While a somewhat vague concept, it is important in defining how people use and enjoy the community. Often, it is approached by asking how a community “feels.” Shorewood's primary character is a single-family community, but other uses and characteristics exist too. Parts of IL Route 59, along Brook Forest Avenue, have a regional commercial character. Several areas around the DuPage River present a calm, attractive, passive recreation character. Ultimately, character refers to the assets a community offers. Chapter 4 provides recommendations that focus on the look and feel of public and private spaces.



*Aerial view of Shorewood's built environment.*



*Towne Center (Village Hall)*



*Shorewood's natural environment and amenities.*



*Communal gathering place at Towne Center.*

*Image Credit (above) | Vill. of Shorewood*

## HOUSING

Maintaining and preserving an array of high-quality homes and safe neighborhoods are the focus of this theme. Single-unit residential is the primary housing type in Shorewood and will continue to be. The planning process considered how different housing types (like townhomes and low density multiple-family buildings) can fit into Shorewood to help keep it vibrant, advance business expansion, support a range of people, business uses like shops and restaurants, and provide fiscal resources to the village to meet infrastructure and service costs. Chapter 5 describes an approach to meeting this balance. This recommendation will ensure it remains within the established community context. Shorewood's strong residential character of single-family detached homes is emphasized in this plan.



*An example of single-unit housing in Shorewood.*

## COMMUNITY FACILITIES AND SERVICES

Essential services that provide physical, health, safety, leisure, and social needs of the community are considered in Chapter 6. The Village provides a range of established public services: public works, police, finance, planning, and recreation. Shorewood is also served by a variety of local services provided by other jurisdictions such as the school, library, and fire protection district.



*New public works facility on Mound Rd.  
Image Credit | Baxter & Woodman*

## ECONOMIC DEVELOPMENT

A diverse tax base, meeting public service needs, and providing desirable activities for the community are all part of economic development. This theme is defined and advanced differently in every community. In Shorewood, its location in a high growth part of the Chicago region helps advance opportunities for supporting its tax base and community functions. Its long-term sustainability and vibrancy are defined by places for commerce such as shopping, dining, recreation, and employment. How these activities can be supported in the Village are described in Chapter 7.



*Small commercial complex on Jefferson St. & Brook Forest Ave.*

## NATURAL RESOURCES AND SUSTAINABILITY

Shorewood is located amid environmental areas that include the DuPage River and Will County Forest Preserve. They present opportunities for residents to connect with nature, increase physical activity, and enhance quality of life. The notion of sustainability is thought of as a global issue but the topic is also relevant at a local level for Shorewood and its long-term future. Ways to preserve and enhance these resources are described in Chapter 8.



*West Shore Park and the DuPage River.  
Image Credit | Vill. of Shorewood*



## TRANSPORTATION ACCESS AND MOBILITY

For residents and businesses to safely access areas in and beyond the Village is essential to community sustainability. Shorewood is located with access to interstates, regional arterials, and within local and regional trails, which are also part of the overall transportation system. How this transportation network can best expand and continue to provide safe travel options for (drivers, pedestrians, and bicyclists) as the Village grows is described in Chapter 9.

## INFRASTRUCTURE

While much of public infrastructure is maintained out of view (underground), it remains a significant operation for a Village and livability of the community. Shorewood will focus on infrastructure needs for the Western Growth Area in terms of how and when that area develops. In addition, the Village must adequately serve its own current boundaries as growth occurs. This two-pronged approach to managing Village systems is addressed in Chapter 10.

## PARK AND RECREATION

Residents' enjoyment of their community is advanced by access to parks, open spaces, and recreational facilities. In Shorewood, this service is a Village function. Consideration of this activity during the planning process included a high desire for recreational activities and facilities. A parks and recreation element of this plan was prepared simultaneously but as a separate document. It focuses on local needs and opportunities for enhancement of current and potential recreation areas. The Park and Recreation Plan is included in Appendix A.



*West Shore Park and the DuPage River.  
Image Credit | Vill. of Shorewood*



*Pump Station on Black Rd  
Image Credit | Baxter & Woodman*



*Little Coyote Park*

## USING THE PLAN

This document will assist in making the plan come to fruition in a few different ways. The first is selecting projects or actions that have a high priority or a time sensitive agenda. The Village would then include those items in their annual budget to be enacted in the near future. Another method to administer the plan's program is by reviewing proposals from developers. With this approach, any development can elicit participation from other entities such as non-profits, government bodies, private organizations, and property owners to identify whether a particular project fits with Shorewood's plan. Unforeseen circumstances or spur of the moment events can also trigger the plan into action. This opportunity can involve grant funding, private investment, or cooperation from other external parties. A comprehensive plan overall works in favor of a municipality because it shows thought and logic has been placed into

how the area will take shape. Also, most grant funding opportunities require or prefer to see municipalities have a plan.

Shorewood may face some obstacles. As the community develops, not everything will follow the road map outlined in this plan. At times, the Village will have to make difficult decisions on unexpected or controversial projects. When this occurs, the goals, objectives, policies, and implementation process identified in this plan can provide direction.

## IMPLEMENTATION

Once adopted, the comprehensive plan becomes a tool for long range, ongoing Village management. The plan is also a resource for assessing and considering decisions related to budgets, development, and community policies. Chapter 11 summarizes the recommendations in the plan and indicates their relative priority, cost, and approach for implementation.

## PLANNING FACTORS

The chapters describing each theme follow a consistent structure to convey purpose, context, and relevant recommendations. The themes are presented in terms of:

### Intent

Relevance to both general and specific planning in Shorewood.



### Characteristics

Key findings about Shorewood and factors considered in developing relevant plan recommendations. Opportunities or challenges to accomplishing plan goals are also discussed.



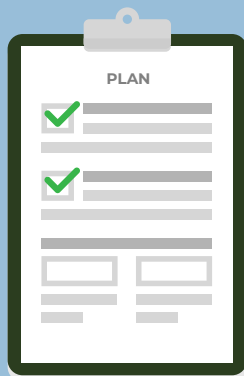
## Goals & Objectives

Goals and objectives are aspirational statements about how a community sees its future and the actions to take to move toward that desired future. These statements may be general or more specific. In some cases, they describe current Village functions or characteristics that should be maintained. Other instances may describe new directions for Shorewood policies and action.

The goals and objectives were developed based on past planning efforts, market considerations, best practices as applied to Shorewood, identifying challenges and opportunities, and feedback from the community. They were reviewed and refined by the Steering Committee, Village Board, and Planning and Zoning Commission. Together, the goals and objectives paint a picture of Shorewood's values, intentions, and expectations for the future; however, they are different types of statements.

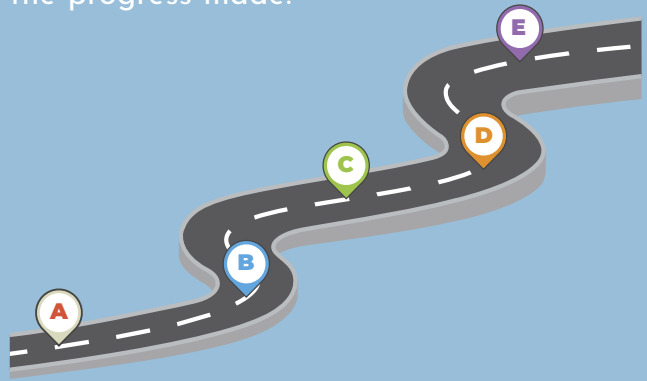
### Goals are...

aspirational statements of Village ambitions for the future. They are not measurable or guaranteed to become achievable; they act as an outline of what Shorewood seeks to preserve, change, and become.



### Objectives are...

actions that define programs, policies, or investments that the Village will pursue to move forward with the related goal. In some cases, they also serve as metrics, observing the progress made.



## Plans, Programs, & Policies

Specific actions recommended by this plan to advance goals and objectives from each theme.

A blueprint strategy with short and long-term policy directions and actions for the community.

Includes opportunities to coordinate and partner with other units of government.







## CHAPTER 2

# What's Happening in Shorewood

## VILLAGE HISTORY

Will County and Shorewood have historically been agricultural with active farming dating back to the 1800s. In 1834, a sawmill development was built by Jedediah Wooley Jr. along the DuPage River.

In 1926, Albert H. Bruning bought farmland and divided the property into small lots for residential use. The first subdivisions were built as summer homes near the river and used as weekend retreats by people from Chicago and Joliet. Hammel Woods added to the beauty of the area and made it into a popular spot for fishing and picnicking.

In 1931, the Shorewood Beach Improvement Association was formed to manage residential properties. Development continued to be focused on the river, as main roads were built nearby. The Village incorporated in 1957 to make additional improvements to the beachfront area and attempted to establish a legal governing body that could begin setting building requirements appropriate for the area.

In the late 1950s, early 1960s, Shorewood began seeing residential growth, including homes in the Brook Forest and Shorewood Park Subdivisions. There was a significant residential surge in the 1970s, with development attracted by the accessibility of Interstate 55 and Interstate 80. The Village's population increased from 1,749 in 1970 to 7,686 in 2000<sup>1,2</sup>. Based on the 2020 Census, Shorewood is home to a total of 18,186 people.

<sup>1</sup>Shorewood, IL. (n.d.). In Encyclopedia of Chicago. Retrieved November 2022, from <http://www.encyclopedia.chicagohistory.org/pages/1143.html>.

<sup>2</sup>Hammel Woods: A Miller's tale. Accelerator. (n.d.). Retrieved November 2022, from <https://www.reconnectwithnature.org/news-events/big-features/hammel-woods-a-miller-s-tale/>

## RECENT VILLAGE PLANNING EFFORTS

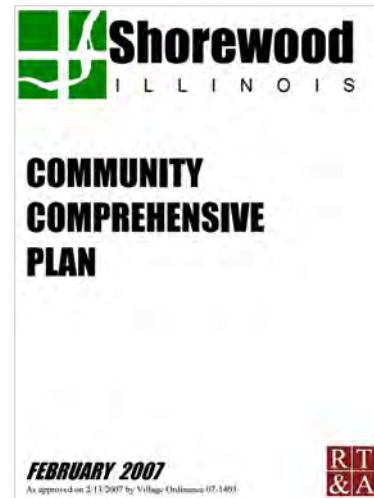
This plan builds on Shorewood's previous plans and policy documents. Each work provides a historical understanding of the community, presents concepts for community improvements, recognizes challenges, and ultimately sheds light on practical solutions in the form of recommendations and strategies. In some cases, recommendations of these plans that have not yet been implemented and remain relevant to the community are carried forward to be implanted as part of this update.

Below are key findings from past plans:

### 2007 Comprehensive Plan

The 2007 Comprehensive Plan was a policy document outlining the future growth of Shorewood based on changing development patterns and conditions. The plan focused on communicating a vision for Shorewood with core elements that still apply and are expressed in this update. The plans seek to create a "community of exemplary design and a high quality of life for Village residents."

- Future residential uses were envisioned as having exemplary land planning and architectural design that creates identifiable character and a sense of place.
- Large areas of land were identified for retail/service/employment center uses (in part, associated with the anticipated STAR line circumferential community rail program, which did not come to fruition).
- Commercial, residential, community facilities, open space areas, and recreation uses were organized around "Design Sectors" to emphasize the importance of quality development in the community.
- Commercial development was encouraged at strategic locations serving major corridors and neighborhood needs, with key urban design standards.
- The US Route 52 and IL Route 59 intersection was envisioned as a prime gateway to the Village that would serve as a focal point of community activity.
- Black Road was identified as a major collector corridor road with commercial oriented development and residential land use.
- Preserving and enhancing natural resources while promoting open space for recreational use (passive and active) was a focus of the plan.
- Development occurred west to/and including the WIDADUKE Trail and its arterial development potential.





## 2007 Park Facility Study & Land Acquisition Plan

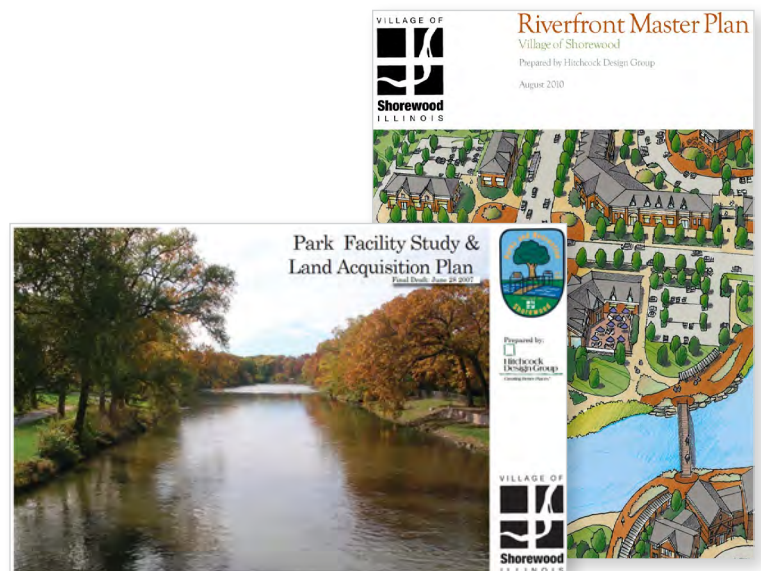
Performed by Hitchcock Design Group, the 2007 Park Facility Study & Land Acquisition Plan was developed in response to the growing population in Shorewood. The plan inventoried existing parks, trails, open space, and natural resource areas so that the Village could determine status of those assets and identify a path to meet current and future resident needs. The consultant concluded Shorewood should “utilize resources wisely, identify acquisition opportunities, and redeveloping existing facilities.”

- Identified Shorewood’s existing parks, natural resource areas, and evaluated their condition and quality.
- Needed repairs, replacement and/or new facilities to meet the National Park & Recreation Association (NPRA) standards and goals were identified.
- Existing parks provide a range of activities and are appropriately located throughout the Village.
- The plan found Shorewood has adequate park and open space lands (by area) according to NPRA standards, but much parkland is within the DuPage River floodplain.
- The DuPage riverfront was described as a valuable natural resource but is limited to a passive park space due to chronic wet conditions.
- Recommended acquisition, maintenance, and preservation of natural areas along the floodway and floodplain of the DuPage River as an open space corridor.
- The current trail system serves Shorewood well, but additional connections would provide residents with alternative transportation and recreational use.
- Suggested acquisitions should be considered and anticipated as development pressures continue westward.

## 2010 Riverfront Master Plan

Reminiscent of how Shorewood first developed and later incorporated, the 2010 Riverfront Master Plan directs creating a “Third Place” meant for residents and visitors. Still a work in progress today, the plan focuses on land adjacent to the DuPage River (between Hammel Woods Forest Preserve & I-80) and the vicinity of Jefferson Street and Route 59. Here, local businesses and natural amenities would generate a distinctive riverfront experience that speaks to Shorewood’s “forward thinking, involved and thoughtful citizens.” The plan conceptualized a riverwalk trail linked to the regional trail systems: DuPage River, Rock Run, the I&M Canal, and American Discovery.

- This plan focuses on preserving and protecting the natural resources along the DuPage River and recommended improvements.
- Align planning efforts with those already underway, specifically working together with partners of the DuPage River Trail to advance this regional link.
- Strategies for enhancing the study area are intended to be incremental, which can include advisory groups offering insight for improvements that represent different land use and ownership interests; partnerships with opportunities to connect with public/private entities; and property owners to create events that benefit businesses and promote social equity.



## 2018 Towne Center Plan Update & 2018 Tax Increment Financing (TIF) Core Area Plan

As a revision to better serve Shorewood's economic development goals, the 2018 Towne Center Plan Update & 2018 Tax Increment Financing (TIF) Core Area Plan focused on two points. The 2018 Towne Center Plan responded to changing market trends and explored practical options to fill vacancies along Jefferson Street, Towne Center, and residential areas. The 2018 TIF Core Plan was revisited to evaluate Jefferson Street and IL Route 59 in greater detail so as to leverage opportunities at that time. This integrated previous plans relevant to the area and noted potential improvements.

- In 2004, the Village adopted a plan for developing 136+ acres of vacant land on US Route 52 into a new "Towne Center", to create a municipal core surrounded by homes, retail, open space, and trails. Market trends and the 2008 recession forced Shorewood to reevaluate the area and create the 2018 update, recommending commercial lots on US Route 52 with residential behind.
- A new Village Hall and Towne Center Park were constructed with detention ponds, parking, and single-unit homes built to the north with more housing approved for Towne Center II to the east.
- The update also called for a framework of public streets that create smaller walkable blocks, with smaller parcels allowing development to occur in viable phases.
- The plan considered enhancements at the US Route 52 and IL Route 59 intersection (the heart of the TIF area and the area referred to as Shorewood's crossroads), known as the Jefferson Street & IL Route 59 TIF District.

- The plan demonstrated opportunities for a visible gateway to the DuPage River, showing concept plans for redevelopment of the US Route 52 and IL Route 59 intersection.
- A development with multi-unit residential buildings and commercial uses facing US Route 52 was recently reviewed and approved by the Village (Fall 2022) in keeping with the spirit of the updated Towne Center Plan.



## 2021 - 2023 Shorewood Strategic Plan

To achieve near-term targeted goals, the 2021 - 2023 Shorewood Strategic Plan lists four strategic priorities the Village is pursuing. Each priority has contextual information, a concentrated effort in accomplishing goals, desired results, and metrics to assess effectiveness.

- A strategic plan defines community values, mission, and actions needed to accomplish specific short and long-term objectives.
- The Shorewood Strategic Plan lists targets and objectives (see chart below). Four strategic priorities were identified. The plan notes that actions may be refined based on new information, changing assumptions, financial limitations, and other variables.

Village of Shorewood Strategic Plan	
Priority	Key Concepts
Economic Development	Housing, small business, diversified land use & tax base diverse, TIF, marketing-business development, tax base expansion
Infrastructure Sustainability	Water, aging infrastructure, inadequate facilities, annual MFT, Seil Rd Bridge, 55 improvements, 52/59 improvements
Communicate Strategically	2-way community engagement, education, methods, facts, externally focused, transparency, open, consistent
Trained Sustainable Workforce	Succession, retention, levels/additional, training & development, competitive pay & compensation, addressing demand & expectations



## 2021 Economic Development Strategies

Gruen Gruen + Associates Economic Development Strategies report (market study) was published in 2021. It distinguished market conditions and proposed recommendations according to Shorewood's role in the regional market. The market study served as an auxiliary document to inform the findings and recommendations of this comprehensive plan update.

The assessment noted existing demographics and conditions, determined Shorewood's demand for products and services to understand where the Village stands in the marketplace, and offered insight into prospective strategies. The report provided detailed insight into markets and the potential for various land uses in Shorewood. Key takeaways include the following:

### Retail Use Opportunities

- Shorewood captures more sales from nonresidents than it loses from residents spending on retail goods and services outside of Shorewood.
- Consider mixed use developments to incorporate multi-family residential, office, healthcare, and entertainment uses.
- Meet regularly with property owners as well as property managers and leasing agents to be mindful of current occupancy, rental rate, sales trends, consumer shopping patterns, issues and concerns, and potential tenanting.
- Capitalize on enhancement opportunities as they become available in the IL Route 59 corridor.
- Leverage opportunities that attract commercial development (i.e., accessibility to Interstate 80 & Interstate 55).



### *Housing Mix: Residential Needs/Opportunities*

- Locate multi-family residential uses near major transportation access and retail nodes.
- Increase multi-family rental development in mixed-use development sites.
- Commercial and residential mixed uses are attractive to young professionals/small sized households.
- Consider the inclusion of multi-family housing along the IL Route 59 corridor.



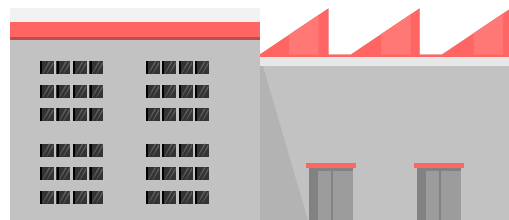
### *Office Opportunities*

- Appropriate locations for office uses would be along the IL Route 59 Corridor or highly visible areas with access to Interstate 55 and Interstate 80.
- Multi-family residential development with “remote work hubs” integrated could be a new shared space to work outside the office.
- Enhanced building features promoting health, safety, and ease of access are needed to create competitive advantages in attracting and retaining users.



### *Industrial Opportunities*

- Encourage development of incubators, traditional, flexible, and light assembly uses with office, showroom, and storage spaces geared to smaller users.
- Create an inventory of space to serve existing users requiring additional room as well as new businesses.
- Facilitate development of vacant commercially zoned properties with recreational sport, and fitness uses which utilize industrial or flex space.
- Coordinate site visits with businesses/property owners in older industrial/business parks to identify current needs and issues; conduct surveys or set up task force to evaluate and implement preferred changes that are feasible and beneficial.
- Improve the public realm and create attractive buffers between industrial/business park areas and nearby residential neighborhoods.
- Plan for healthcare demand in contemporary settings and building spaces; be proactive in communicating with major hospitals and healthcare practices to see if they may consider opening or expanding branches in Shorewood and help with planning and securing appropriate locations.



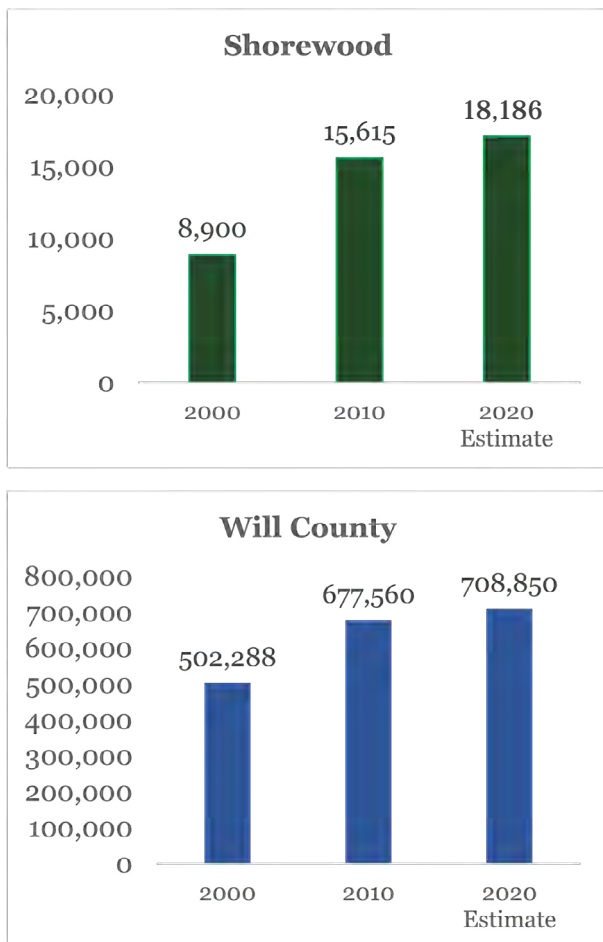
## EXISTING CONDITIONS

The following data comes from the 2021 Gruen Gruen + Associates Economic Development Strategies study, 2016 - 2020 American Community Survey Estimates, and Esri 2021 data.

### Population

Shorewood has experienced consistent population growth, with the most significant occurring between 2000 and 2010 over which time the Village grew by 43%. Approximately 18,186 people reside in Shorewood based on 2020 Census estimates. Will County has also seen consistent population increases, growing 26% from 2000 to 2010.

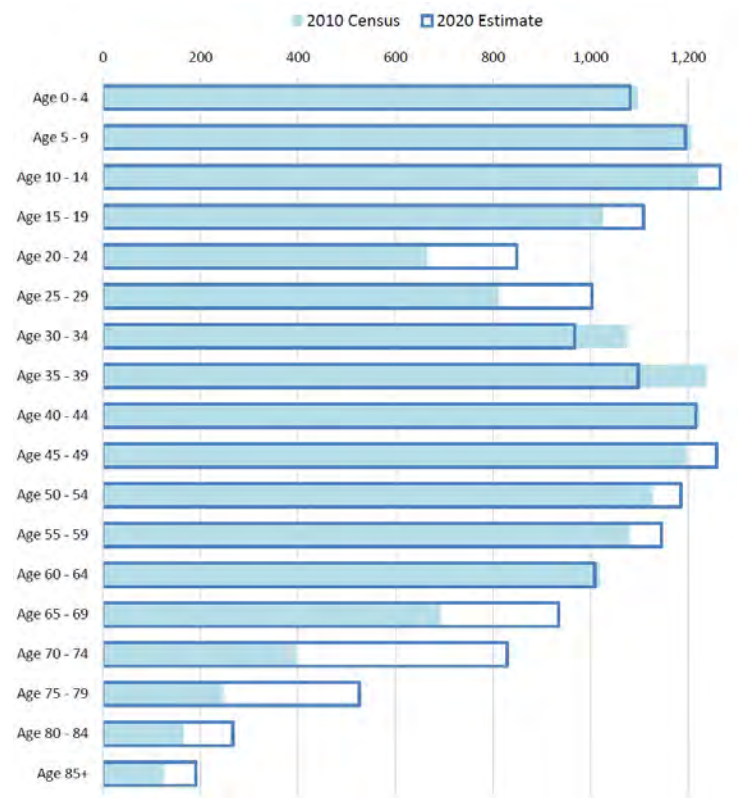
Figure 1 & 2: Population



### Age Cohort

The median age in Shorewood is 42, slightly higher than the County's median age of 39. Shorewood is a family-oriented community which is reflected in the large share of residents in the age groups between 10 - 14 and 45 - 49. The most common age cohorts in the Village are toddlers, children, and middle-aged individuals.

Figure 3: Shorewood Age Cohorts



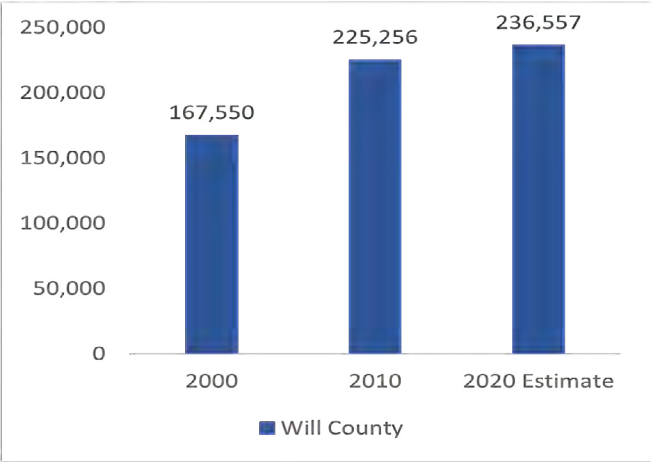
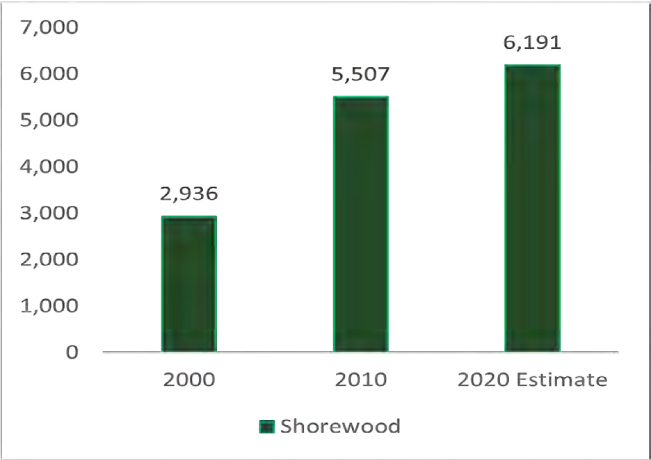


Households

The number of households in Shorewood grew by 2,571 between 2000 and 2010, a 47% increase. Estimates show the Village had 6,191 households in 2020.

Will County also saw a large growth in number of households, rising 27% from 2000 to 2010. The County’s household growth began to slow between 2010 and 2020, with only a 5% increase. Overall, the average growth rate for Shorewood and Will County is 3.8% and 1.7%, respectively from 2000 to 2020.

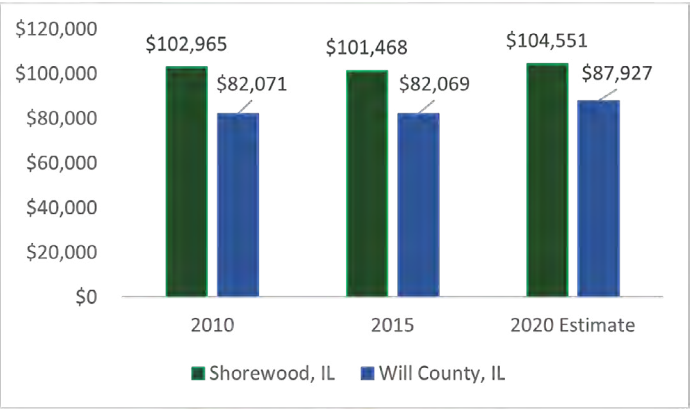
Figure 4 & 5: Households



Median Household Income

Median household incomes for both Shorewood and Will County have remained relatively steady in the past decade. In 2015, Shorewood’s median household income was \$101,468 and increased in 2020 to \$104,551. Will County saw a similar household income trend, and 2020 estimates showed median income at \$87,927.

Figure 6: Median Household Income



## Ethnicity & Race

According to the 2021 census data, 84% of Shorewood residents are White, 6% are African American, and 2% identify as two or more races. 16% of all residents identify as having Hispanic or Latino origin. About 72% of the population in Will County are White, 12% are African American and 3% are two or more races.

**Table 1: Ethnicity & Race (Shorewood)**

Race & Ethnicity	Shorewood, IL (%)
White Alone	84%
African American Alone	6%
American Indian Alone	.2%
Asian Alone	2%
Two or More Races	2%

Hispanic or Latino Origin	Shorewood, IL (%)
Hispanic or Latino	16%

Source: Esri U.S. Census Bureau, Census 2010

**Table 2: Ethnicity & Race (Will County)**

Race & Ethnicity	Will County, IL (%)
White Alone	72%
African American Alone	12%
American Indian Alone	.3%
Asian Alone	6%
Two or More Races	3%

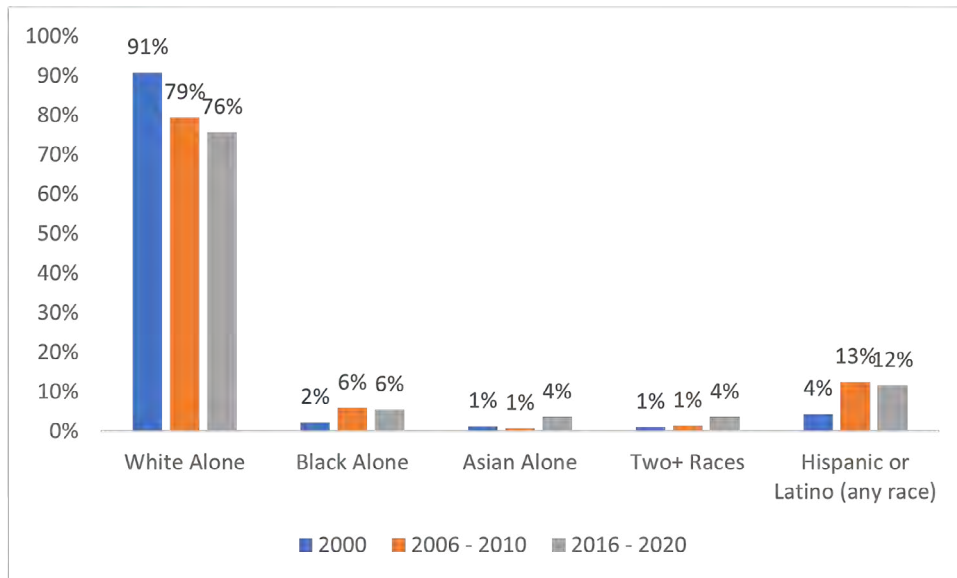
Hispanic or Latino Origin	Will County, IL (%)
Hispanic or Latino	19%

Source: Esri U.S. Census Bureau, Census 2010

The figure below demonstrates different races and ethnicities fluctuating over time. White population has slowly decrease while Hispanic or Latino of any race has increased since 2000, from 4% to 12% in 2016 - 2020. African American, Asian, and two or more races have also experienced a small increase over the years.

Figure 7: Ethnicity & Race Over Time in Shorewood

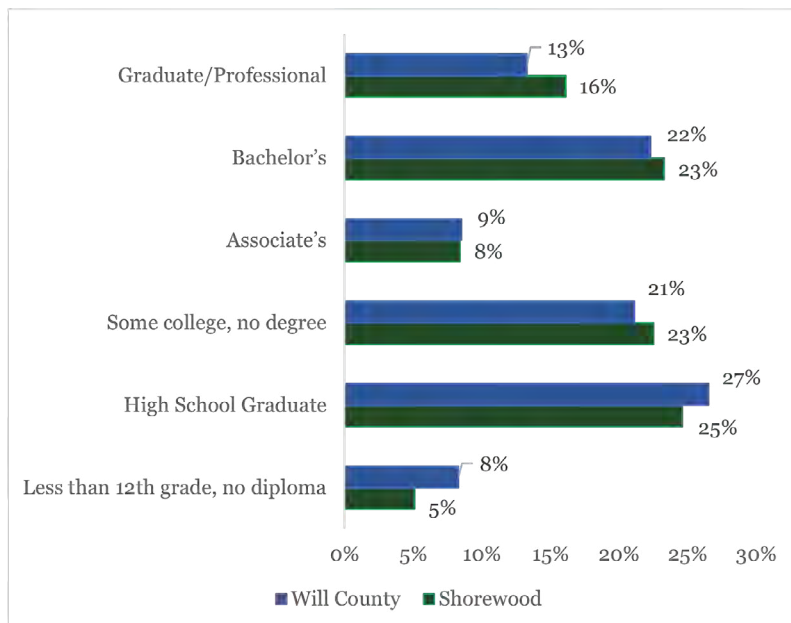
### Educational Attainment



Source: CMAP - 2000 Census; 2006-2010 and 2016-2020 American Community Survey five-year estimates.

Approximately 23% of residents in Shorewood have acquired a Bachelor's degree and 16% hold a graduate/professional degree. Shorewood's levels of educational attainment are very similar, though slightly higher, than Will County's.

Figure 8: Educational Attainment



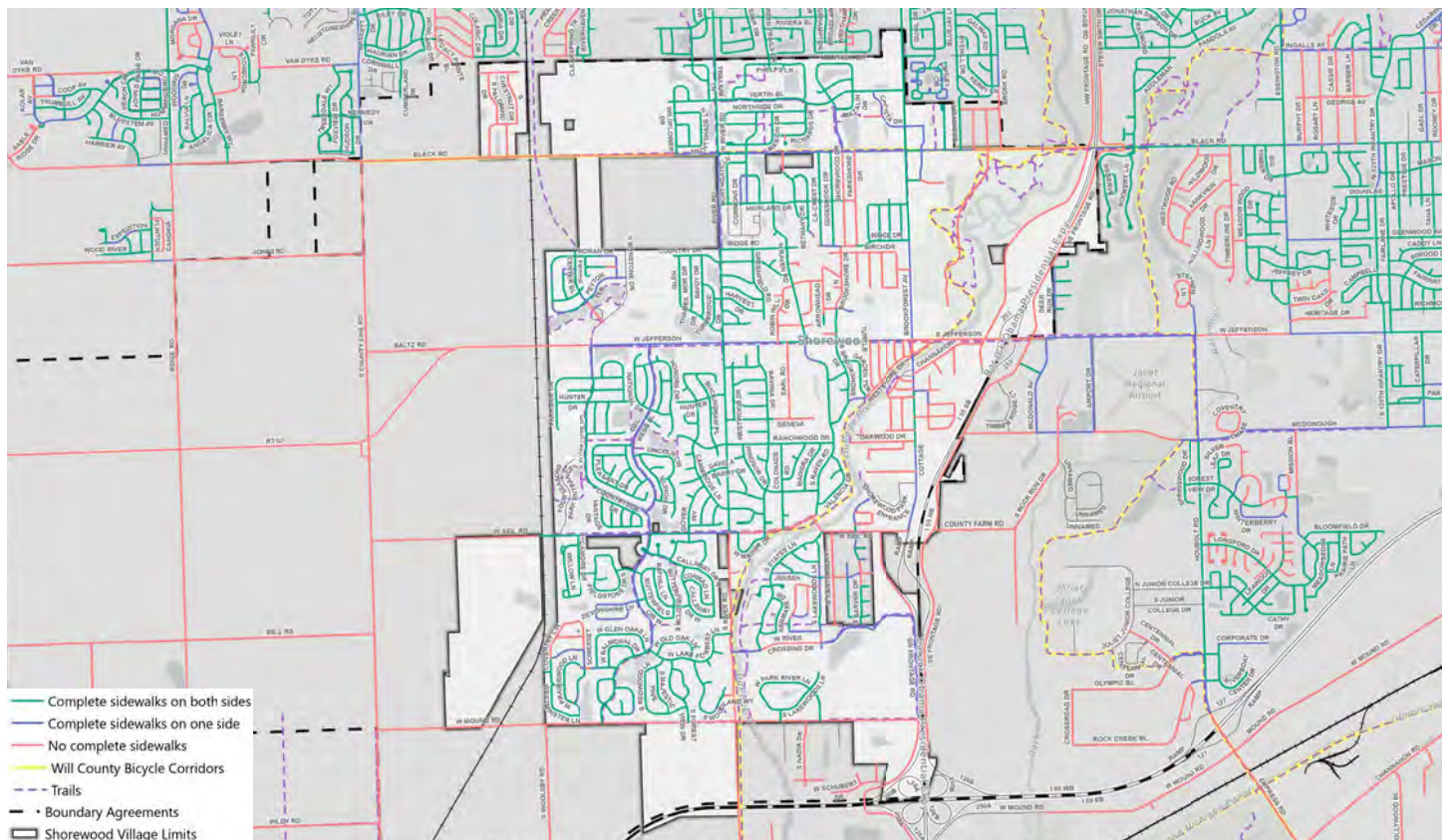
## Zoning & Land Use

Shorewood's Zoning Map similar to today's current land uses. The Village is predominantly zoned as R-1 medium density single family, which defines its character as a quiet, residential community. A variety of commercial zoning districts and uses are located along the main arterials of US Route 52, IL Route 59 and are clustered at the key intersections of IL Route 59 and Black Road and US Route 52 and River Road. Industrial zones and uses are situated at the center of the Village and at the southeast quadrant.

## Village Infrastructure Boundaries

The map below shows the sidewalk and bike path network for Shorewood. Most of the Village is well served by sidewalks on both sides of the street, in green, mostly in the central section of the municipality where newer subdivisions are located. Only a few areas have sidewalks on one side of the street, represented in blue. Closer to Interstate 55, sidewalks are less common, in red, and create disconnections. Trails, dashed lines, are generally accessible throughout, however, some areas such as parks and neighborhoods remain divided.

Figure 9: Shorewood Sidewalk & Bike Path Map



## Transportation

Shorewood is served by an extensive system of roadways classified as Local Collector Streets, Minor Collector Streets, Major Collector Streets, or Arterial Streets.

- **Local Collector Streets:** primarily serve as access-ways between neighborhoods and nearby destinations. They connect with other collectors and arterials.
- **Minor Collector Streets:** used to collect and distribute medium volume traffic between other minor, major, and local collectors and abutting property.
- **Major Collector Streets:** also known as secondary thoroughfares, they collect and distribute medium volume traffic between arterial and minor collector streets and often include section line roads.
- **Arterial Streets:** All State and US designated highways connecting between designated highway and freeway interchanges and other heavily traveled streets described as primary thoroughfares.

The existing road network consists of a collector street grid system approximately one mile apart. The Village is adjacent to Interstate 55, which serves as a connection to Chicago and downstate Illinois, and Interstate 80, which extends east through Indiana to New York and west through the Quad Cities to California. Shorewood is also regionally served north and south by IL Route 59, and east and west by US Route 52 which intersects in the east end of the community. IL Route 59, US Route 52, and Interstate 55 are under the jurisdiction of the Illinois Department of Transportation (IDOT). IDOT plans improvements for these roads and the intersections with their connecting roadways with the assistance of adjacent communities, including Shorewood, Joliet, and Minooka.

Bicycle and pedestrian systems are established at various levels throughout the Village. The DuPage River Trail extends from US Route 52 to Black Road. Newer neighborhoods have sidewalks on both sides of the road, while older neighborhoods do not. Recent developments and roadway improvements have included sidewalk and trails along most Village roads. These bicycle and pedestrian systems link neighborhoods to local destinations such as trails, parks, schools, community facilities, and shopping areas. Additional information about trails can be found in the Shorewood Parks and Recreation Plan, which works in conjunction with the Will County Bikeway Plan.





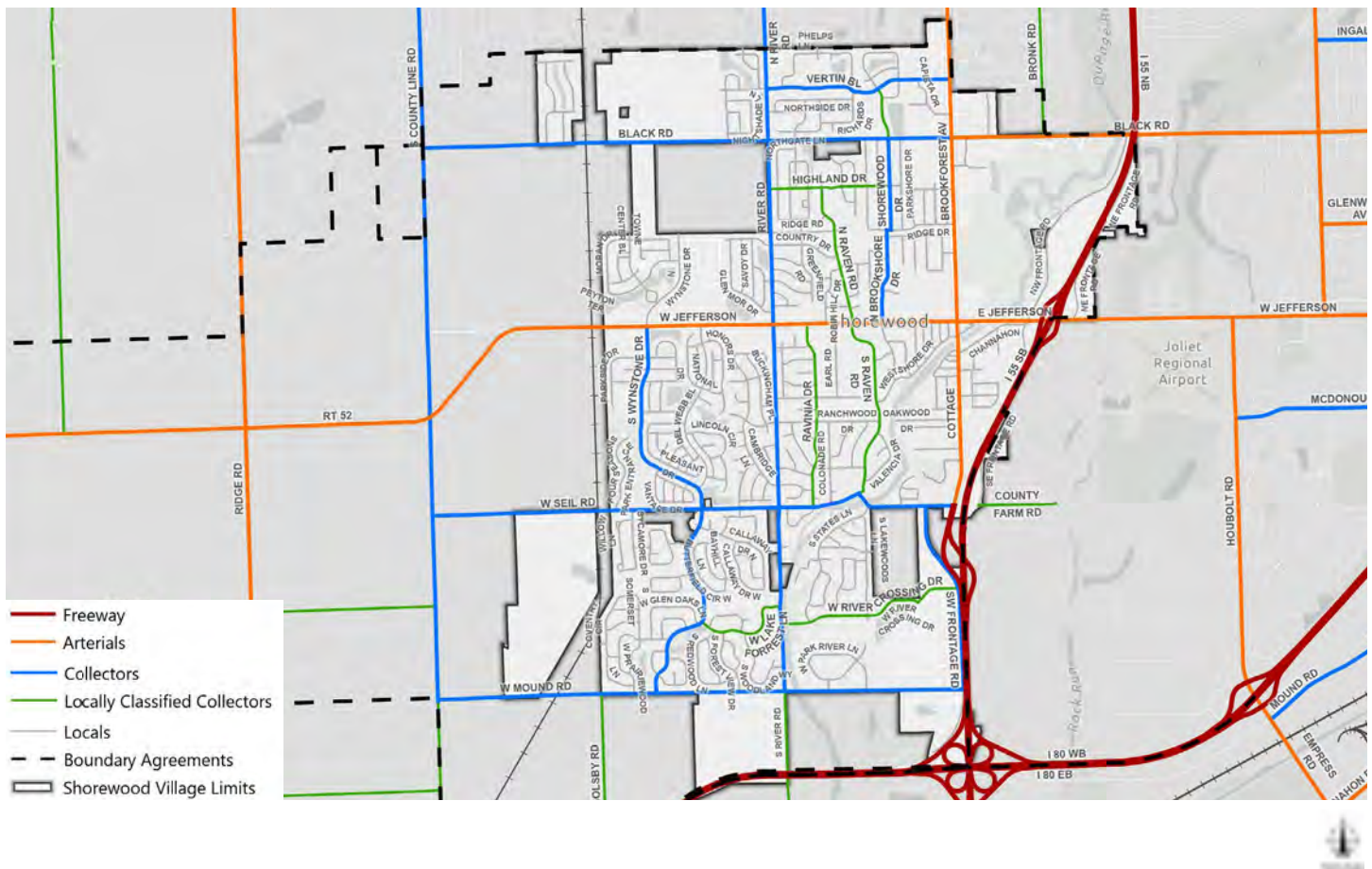
PACE Bus Route 501 travels east-west along US Route 52 from the park and ride at the US Route 52 and IL Route 59 interchange east to the Joliet Metra commuter rail station. An on-call ride share program is also available to Shorewood residents.

The CN/EJ&E Railroad extends north and south through the Village's planning area, just to the west of the incorporated limits carrying freight traffic. The closest east-west rail and station is in downtown Joliet, providing access to Amtrak regional and METRA commuter trains.

The Joliet Regional Airport is located within one mile of Shorewood's eastern boundary, along US Route 52.



Figure 10: Shorewood Roadway Classifications Map



## Infrastructure

Shorewood's existing water distribution system is supplied by 6 wells, 2 of which are deep while 4 are shallow. The distribution system consists of one pressure zone with water mains that range in size from 6-inch to 16-inch diameter and features 3 elevated storage tanks: Mound Road (1.5 MG), Walnut Trails (1.0 MG), and Black Road (0.5 MG). The water system currently provides about 1.28 MGD of water on an average day. During the summer months, water demand can increase to over 2.6 MGD. The peak hourly demand, defined as the maximum volume of water delivered to the system in a single hour, has been determined to be 3.8 MGD.

Pressures within the distribution system are primarily within the Ten State Standards recommended range of 35 psi minimum working pressure and 50-80 psi average working pressure. Available fire flows within the system vary significantly by locations and water main size, but generally meet Insurance Services Office (ISO) recommended fire flows by land use type.

Existing water mains within the system are adequately sized and designed with the intent for westward expansion. However, additional water storage is recommended for the current system, as the existing storage does not meet requirements from the Peak Hourly, Fire Flow, and Emergency Reserve analysis. This assessment ensures water storage facilities can provide water to meet peak hourly demands, fire protection, and contain a reserve capacity for emergencies such as periods when the supply system is inoperable.

The Village's wastewater is conveyed to and treated by the City of Joliet through an existing Intergovernmental Agreement (IGA). The IGA provides a total of 4.08 MGD of wastewater treatment capacity at Joliet's West Wastewater Treatment Plant (WWTP). The Village is currently utilizing approximately 1.4 MGD of that wastewater treatment capacity.

A large portion of Shorewood's collection system, the area south of Black Road, is conveyed to Joliet's West WWTP. This area features a primary 36-inch transmission main that conveys water to the Mound Road Pump Station and 24-inch transmission main that conveys water to the Seil Road Pump Station. Pump stations push wastewater east to the Joliet interceptor sewer, which ultimately terminates at the West WWTP.

Wastewater from the northeast portion of the Village, north of Black Road, is conveyed to the Black Road Pump Station. This wastewater is then pumped west along Black Road to Joliet's Aux Sable WWTP where it is then treated.

The Village has existing water and sanitary infrastructure west of the railroad tracks along Mound Road and Black Road, at the current western boundary of village development. Additional infrastructure will be required west of the tracks as development occurs.



Figure 11: Water Distribution System

The sanitary collection map shows gravity (green) and force (magenta) mains in Shorewood as well as the location of pump stations. Several wastewater treatment plants and sewer lines are in Joliet, which serve Shorewood.

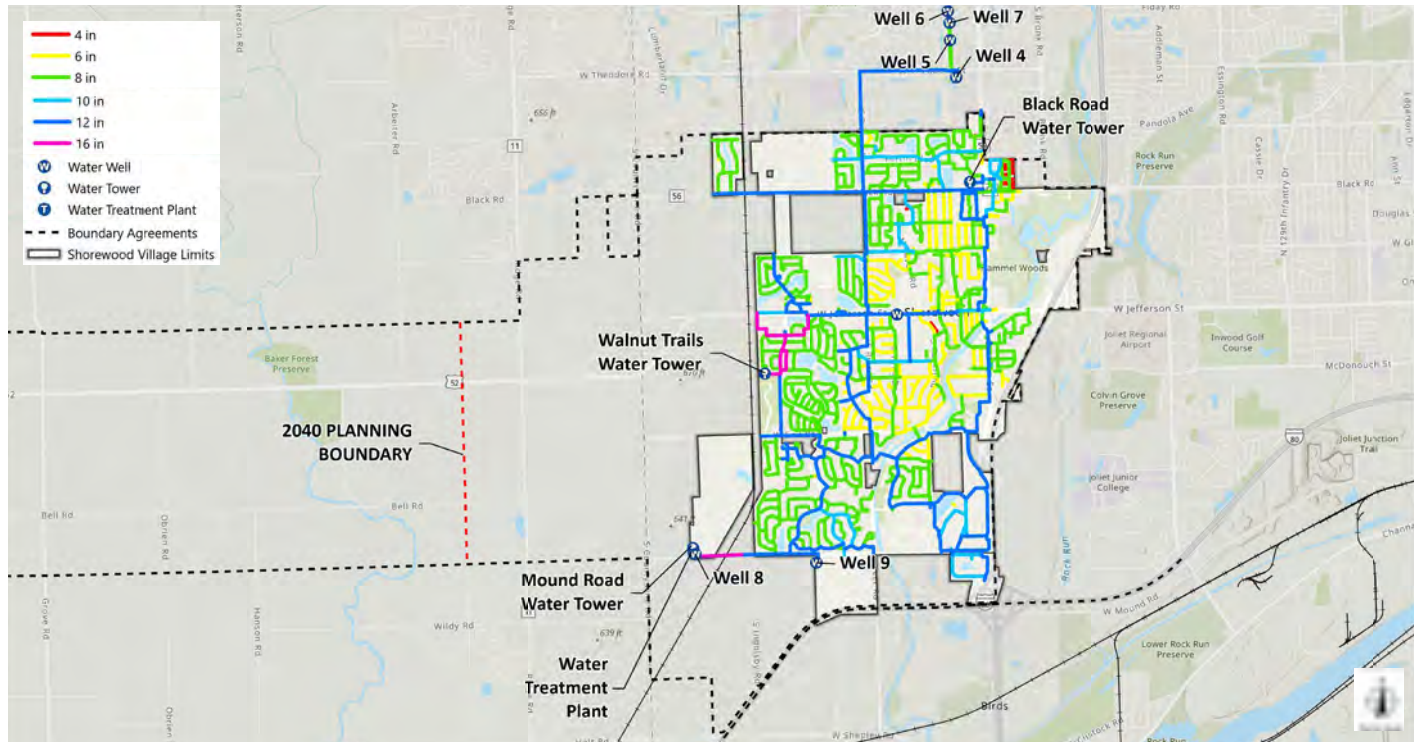
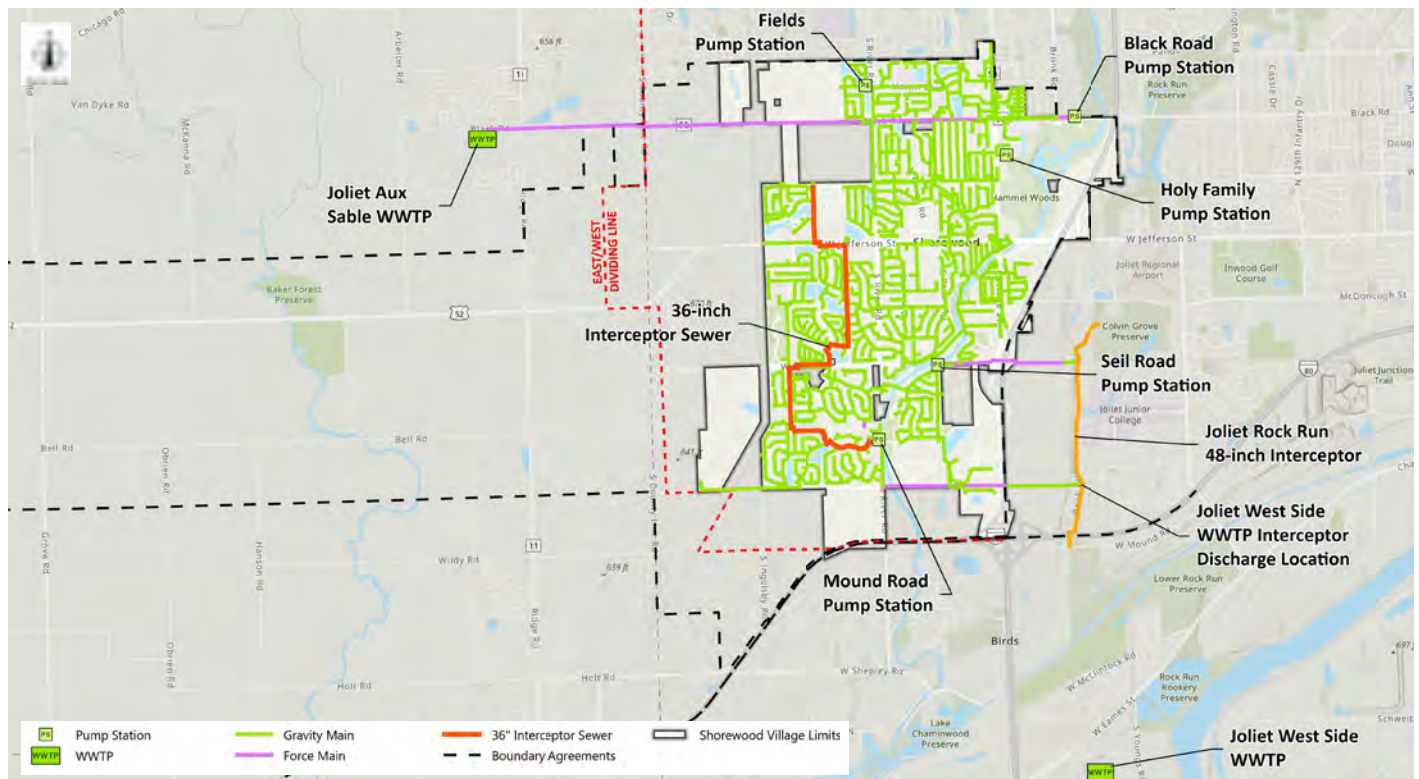


Figure 12: Sanitary Collection System





## COMMUNITY ENGAGEMENT

### *Purpose of Community Engagement*

This Comprehensive Plan is the community's plan, developed with and for the people who live, work, and spend time in Shorewood. Both the planning process and outcome are an opportunity to understand and express the collective vision for Shorewood's future – from residents, business owners, and Village officials.

The engagement and visioning process took many forms, but sought to learn from the community:

- Where are we now?
- Where do we want to be in the future?
- How do we get there?

The vision, goals, and objectives described in this plan are largely shaped and informed by the ideas and priorities the planning team heard when asking the community, the above questions.

For this plan to be implemented and actively used as a long-range policy guide for Shorewood, it must also support and reflect Shorewood values, ensuring the future we are working towards is one that reflects community ideals and expectations.

### *Engagement Activities*

There is not one singular way to approach community engagement. The most effective and wide-reaching engagement must be a multi-pronged approach that provides many avenues for communication, learning, idea sharing, and refining. The following activities were integrated into this planning process and yielded findings that helped develop this plan.

### *Steering Committee*

The Designing Shorewood Committee was composed of 13 individuals representing different segments of the community: residents at different life stages, local business owners, and representatives from other taxing bodies/local jurisdictions. This body met four times over the course of the project to provide unique perspectives, review and provide feedback on plan ideas, and suggest recommendations.

The steering committee also participated in a visioning exercise, answering a few short live-polling questions, see below. Larger words are those that were entered multiple times by different people. The first question, which applies to the top right image, was asking to describe Shorewood in three words. The second question asked participants to describe how they would like to see Shorewood in 10 - 15 years.



*Steering Committee discussing plan themes & priorities.*

## Project Website & Comment Map

The project website served as an essential virtual hub for the planning process. The website facilitates two-way communication, as it provides a means for the project team to share information with website subscribers (draft materials, documents, event announcements, etc.) and tools for the community to share ideas and feedback. A general comment form allowed users to share broad, open-ended ideas, while the ideas map allowed users to place comments on an interactive map of Shorewood for place-based thoughts.

The website included a subscribe feature that allowed visitors to sign-up to receive project updates via email. At every stage of the planning process, new users learned about the plan, subscribed, and shared their ideas. Over the course of the project, the website had over 11,000 views, 3,500 visitors, and nearly 400 subscribers.

Above: Results from a quick poll taken by the steering committee

DESIGNING SHOREWOOD:  
Our Comprehensive Plan

Drag to comment > ! Issue + Opportunity Idea Things I Love

The screenshot displays the 'Project Website' interface on the left and an interactive 'Comment Map' on the right. The website has a sidebar with 'About', 'Activity', and 'Project Website' links. The 'Activity' section shows two posts: 'Bike path for safe passage along River Road.' and a detailed idea about downtown development. The map on the right shows a map of Shorewood with various colored icons (blue for 'Idea', orange for 'Issue', green for 'Opportunity', and purple for 'Things I Love') placed at specific locations. A legend at the top of the map explains these icons.

**Activity**

Sort: Recent Popular

**Bike path for safe passage along River Road.**

Idea | a year ago Like +57 Dislike -0

**A downtown Shorewood area with cafes, boutiques, fitness center, coffee shop (not Starbucks or dunkin, a small biz one), ice cream shop, etc. like Plainfield or Naperville. Solicit already successful small businesses like Steve Buresh's cheesecake shop, Hazel Marie's, Fit Foundation, Mora Asian fusion, Mauve Nosh (they'll need a bigger place by then) Get these biz to commit to a new location so we have more leverage with financing the project.**

Idea | a year ago Like +49 Dislike -9

**Comment Map Legend:**

- Drag to comment >
- ! Issue
- + Opportunity
- Idea
- Things I Love

**Map Labels:** Dakton Run, Theodore St, River Rd, Brook Rd, Frontage Rd, W Jeff, Hammel Woods Forest Preserve, Joliet Junior College, Rock R, W Mound, W Seil, Ingolsby Rd, County Line Rd, Jones Rd.



## Stakeholder Focus Groups

The planning team held a series of focus groups with local stakeholders, representing taxing bodies, the local business community, regional partners, property owners, and residential builders and realtors. In sum, 22 individual stakeholders shared important insights about Shorewood's key assets, needs, opportunity, and challenges (summarized below).



## Pop-Up Event

As an informal kick-off to raise awareness about the plan, the project team had a pop-up tent at Shorewood's Holiday Market in December 2021. A map poster and stickers for identifying "assets" and "opportunities" helped introduce the community to the process and reach people at an event which they were already attending.



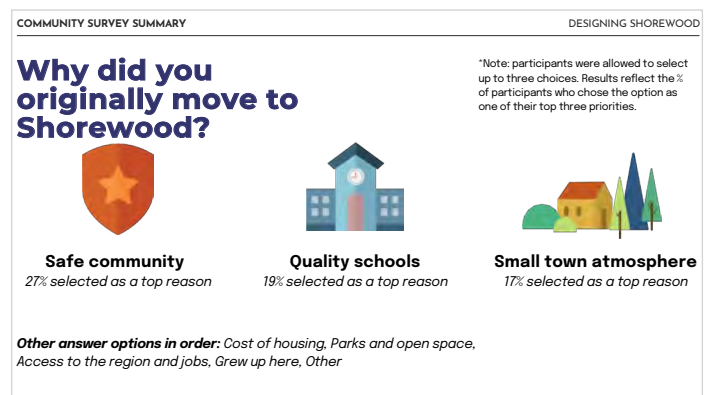
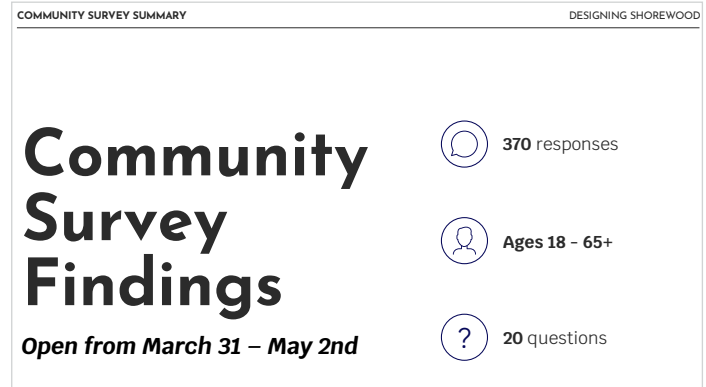
Shorewood Ideas Map



## Community Survey

An online community-wide survey was open for just over a month, with questions that asked about the overall experience in Shorewood as well as questions focused on parks and recreation. In total, the 20-question survey collected 370 responses from a wide range of ages, new and longtime residents, and people who live, work, and visit/shop in Shorewood. Select highlights and key takeaways are listed below:

- Top three reasons respondents originally moved to Shorewood: safe community, quality schools, small town atmosphere.
- Community elements that meet or exceed expectations include housing options, schools, auto access + connectivity, parks, and Village services.
- Community elements that need improvement: bike/pedestrian access + connectivity, shopping, and restaurant options in Shorewood.
- Biggest needs in Shorewood include more restaurants/retail, more connectivity of sidewalks + bike trails, and more recreational facilities.
- The focus for Shorewood's parks and recreation efforts should be on maintenance, adding more paths + trails, providing youth activities + indoor recreational facilities, and recreational programming for all ages.
- #1 priority for improving open space, parks, and recreation in Shorewood: 46% of respondents said the emphasis should be on developing new trails and better trail connections.



Above: A sample of the results from the survey



*Attendees participating by asking questions to village staff, consultants, and interacting with the display boards.*

## Community Workshops

Two community-wide workshops were held at key points in the comprehensive planning process. The first was early on and focused on gathering resident perspectives about their vision for Shorewood's future. Workshop #1 took place in-person at Village Hall on March 31, 2022, with nearly 200 attendees. This was followed by a virtual open house which replicated the same activities online to reach more people. Activities included: a Visual Preference Survey focused on different characteristics of development; an activity on the "West Side Story" which asked participants to imagine the future of Shorewood's Western Growth Area; a Letter to the Mayor and a Shorewood-themed Mad Libs which guided participants in describing a vision for Shorewood's future. See Appendix B for workshop #1 and #2 summaries.

Workshop #2 came later in the planning process, intended to gather review and feedback on preliminary plan recommendations. On October 19, 2022, at Village Hall, residents came together once more and commented on land use recommendations and opportunities for the five planning subareas, provided suggestions for amenities and improvements related to existing parks and trails, voted in a live polling exercise to prioritize proposed programs and policies, and worked in small groups to plan for the future of the Western Growth Area.



*Attendees visiting the Parks & Trails station.*



*Residents providing their insight for the Western Growth Area.*

### Workshop Key Findings

The goal of a community engagement process is not seeking consensus on plan recommendations, but to collect the range of community sentiments and values on the plan's themes and use those insights as a guidepost to test and refine plan recommendations.

Key messages that emerged from this engagement process include:

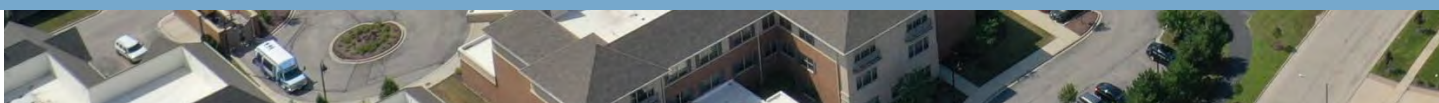
- ❑ A strong desire to maintain the “**small town**” and single-family residential character of Shorewood; as many people live here because of the quiet, relaxed setting and want to preserve this (do not want to see urbanization or a large increase in population density, traffic, etc.). There were concerns that multi-family and townhome development might change the existing character of Shorewood.
- ❑ A smaller segment of participants shared a desire to see more people and **increased density** in town, which could help generate more shops, restaurants, and vibrancy.
- ❑ Most who wish to preserve the small-town and single-family residential feel would also still like to see **more dining, recreation, and shopping** in the Village.
- ❑ The appearance and design in residential and commercial areas in town is important to residents. Continued emphasis on architecture, landscaping, streetscaping, and maintaining **high standards for development** is desired.
- ❑ Natural resources, outdoor recreation, and the **proximity to the forest preserve, parks, and open spaces**, are key assets that should continue to be strengthened.
- ❑ **Better connectivity** and access for all transportation modes—especially bikes—to local and regional destinations was a common expressed desire.
- ❑ Many respondents would like more opportunities to use the **riverfront as an asset**, amenity, and destination for residents and visitors.
- ❑ Respondents would like to see **more community-wide events**, increase a sense of community pride in Shorewood, and **enhance central gathering places** like Towne Center and the potential for future additional public spaces (along the riverfront, in business districts, etc.).





# CHAPTER 3

## Planning & Designing for Shorewood



## WHAT IS LAND USE?

Land use is another way of thinking about the economic and functional uses or activities of land in a community. Those land uses help define the look, feel, and function of a given place. They can influence people's decisions to visit or reside somewhere. Land use can also preview the type and quantity of development that contributes to Village character, which will be elaborated upon in Chapter 4. The relationship between land and function is another key consideration important to understanding potential impacts between dissimilar uses (i.e., how to transition from residential to business districts or open spaces). Finally, land use can serve as an economic growth indicator—for example, new and rejuvenated business districts signal that Shorewood is thriving. This section of the comprehensive plan reviews the current land use pattern in the Village and plans for future development and redevelopment.

Shorewood's range of land uses currently serves the community well with a mix of residential areas for people and businesses to serve their needs. To build on this structure, the comprehensive plan provides the opportunity to evaluate the land use pattern, see where there are market pressures for change, define what changes are in keeping with community

goals, and outline an approach to managing that change. As Shorewood continues to develop within its municipal boundaries, the Village—along with stakeholders and residents—is also laying the groundwork for the future of the Western Growth Area to ensure long-term stability and quality of life for Shorewood generations to come.

## CHARACTERISTICS

Shorewood's land use composition is primarily single-family residential, with commercial districts at key intersections and major corridors, various open space types dispersed throughout, and assorted industrial uses in established business parks. This pattern is seen in Figure 13: Existing Land Use. That figure also shows that:

- **Single-unit residential areas** are typically developed in modern subdivision formats with curvilinear roads and cul-de-sacs. These neighborhoods are linked by connector and collector roads.
- The **primary commercial areas** are found at Black Road and IL Route 59 and US Route 52 and IL Route 59. The northern portion of IL Route 59 provides larger scale regional commercial use, and merges into an area of similar uses across the Shorewood border into Joliet. Commercial uses around US Route 52 and IL Route 59 serve a more local market, and this area is notably close to the DuPage River. River Road and US Route 52 host a local commercial hub for retail and dining options that primarily serves residents and draws in visitors. Other commercial activities are found near the US Route 52 interchange with Interstate 55.





- **Industrial uses** are primarily found in three focused areas of the Village. The Shorewood Industrial Park is located along Earl Road near the center of the Village and is surrounded on three sides by residential uses (built after the industrial area was established). The complex was developed in 1972. A second area is found on IL Route 59 at Armendodge Drive, which formed in 1977. Both are older districts with a variety of business uses and limited screening from adjacent areas. Modern format industrial buildings that accommodate logistics operations are located at the south end of the Village along Interstate 55, which began developing in 2006.
- **Parks and various open spaces** are found throughout the community. Among the most notable is the section of Will County's Hammel Woods Forest Preserve (HWFP) within the municipal boundaries at the northwest corner of the Village. Much of the area surrounding the DuPage River is flood prone yet remains an integral part of open space/recreation for the community. While some open spaces along the river are formal parks (Shorewood Park and Seil Road Park), passive areas along the river also exist – in part due to acquisition and removal of buildings in areas of severe flooding.
- **Agriculture** is an active business in this part of the Chicago region. While not found in the existing Village boundaries, this is the primary land use in the Western Growth Area.



*Aerial view of commercial areas.  
Image Credit | Vill. of Shorewood*



*Aerial view of industrial businesses along I-55.  
Image Credit | Vill. of Shorewood*



*Shorewood Park entrance.  
Image Credit | Vill. of Shorewood*



*Aerial view of agricultural land  
Image Credit | Vill. of Shorewood*



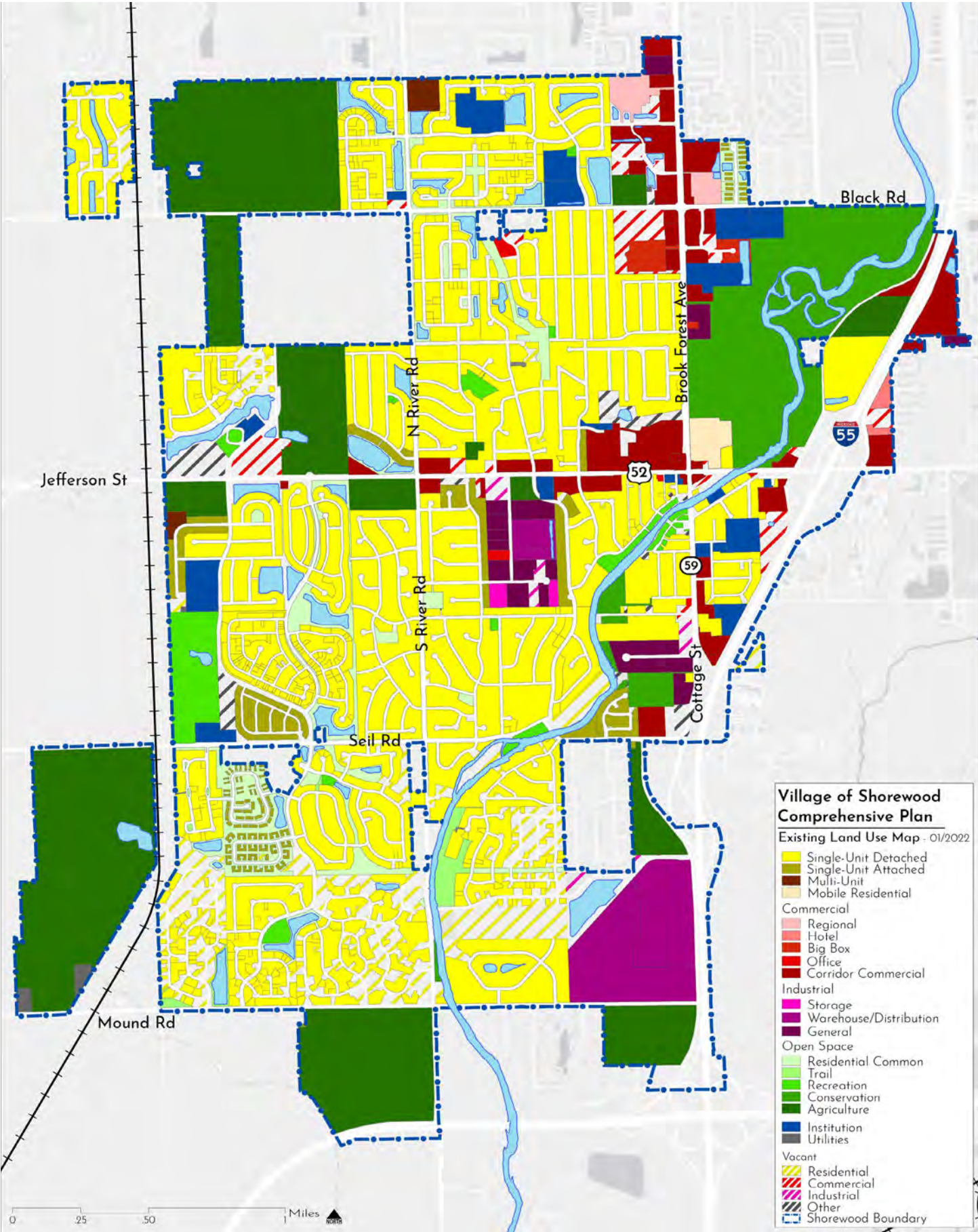
## EXISTING LAND USE

Definitions of the land use categories in Shorewood are provided below and note the nature of activities associated with them. Each category is represented on the land use map with a different color classification in Figure 13 for the existing Village boundaries, and in Figure 14: Existing Land Use & 1.5 Mile Planning Area.

### *Land Use Definitions*

- **Agriculture** – Land dominated by row & field crops, fallow field farms.
- **Single-Unit Detached** – Includes single-family detached homes.
- **Single-Unit Attached** (Townhomes) – This housing category includes duplexes and multiple single unit dwellings connected by a common wall.
- **Multi-Unit Residential** – Housing that includes multiple units within a single building and may be apartments or condominiums.
- **Commercial** – A range of retail, personal, and business activities/services.
- **Institutional** – Schools, government, community service buildings and similar activities.
- **Industrial** – Manufacturing/warehousing operations and properties where the manufacturing of goods is the principal on-site activity.
- **Open Space** – Publicly owned land such as forest preserve and Village parks.
- **Vacant land** – Land currently undeveloped or not occupied and not used for agriculture.

Figure 13: Existing Land Use



## Goals & Objectives

Land use goals identified through the planning process for the Village of Shorewood are shown below.

**Goal 1: A land use pattern that protects the quality of life in residential areas, both for existing and future development.**

### Objectives

1. Separate and or buffer residential from commercial and industrial uses to ensure residents are not adversely impacted by such operations (vehicle/truck noise, views, other activities).
2. Support a land use pattern that allows for growth and development of the community and minimizes adverse impacts on properties of dissimilar land uses.

**Goal 2: A mix of land uses that continues to support, stabilize, and advance the local economy within the Village and as population grows.**

### Objectives

1. Recognize the importance of having a variety of small and large businesses in developing retail clusters.
2. Ensure commercial developments that incorporate access and amenities such as connected sidewalks, trails, bike paths, and open space recreation/conservation areas to enhance enjoyment of visitors.
3. Establish design standards to ensure residential, commercial, open space, and services are accessible, attractive, and safely used by everyone.
4. Develop the Western Growth Area as an extension of Shorewood that does not compromise the character, ambiance, or quality of the Village
5. Seek grants or other infrastructure improvement assistance as alternatives.

**Goal 3: A land use pattern that preserves the natural environment and features as new development progresses.**

### Objectives

1. Establish regulations that require development to preserve and incorporate the natural environment in the Village.
2. Leverage the existing natural assets and features and make them accessible to residents and visitors.



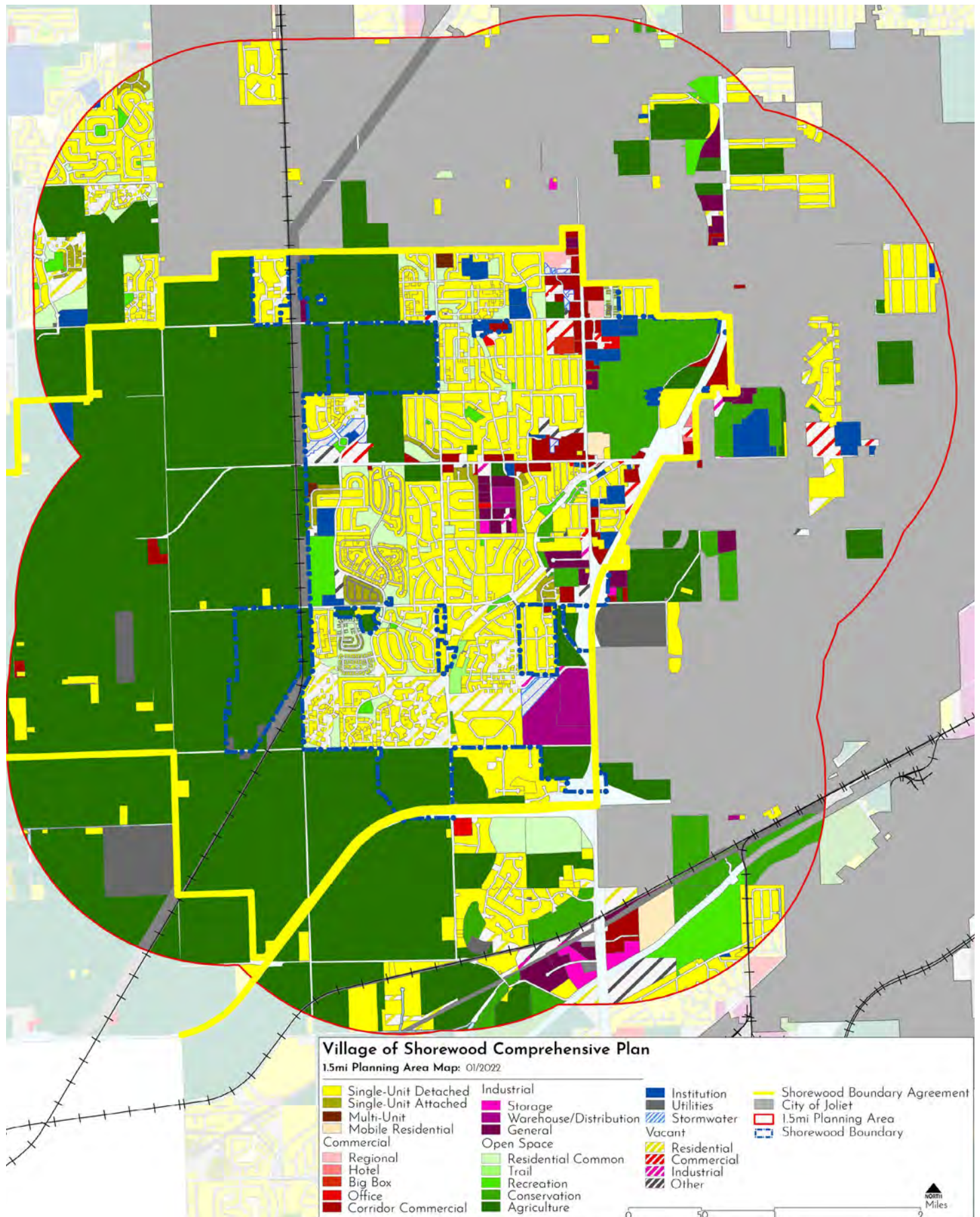
## ***Plans for Future Land Use***

Most of the land within Shorewood's current boundaries will experience limited change from its existing land use. However, land that is currently classified as vacant or agricultural is expected to develop over time. Planning for this future development must consider the context of surrounding areas and be attentive to land planning and environmental considerations. Future growth planning also needs to be mindful of boundary agreements with nearby municipalities. These planning approaches can be best understood by the following series of maps.

1. **Planning Jurisdictions:** Under Illinois statute, (65 ILCS 5/11-12-5 from Ch. 24, par. 11-12-5), municipalities have planning jurisdiction within their corporate limits and for subdivision of land use in unincorporated areas within 1.5 miles of their municipal boundary. This standard helps to ensure that areas likely to be part of the Village in the future will reflect the community's character and development criteria for subdivisions. These boundaries are shown in Figure 14: Jurisdictional Boundaries (1.5 mi planning area).

In Figure 14, a 1.5 mile planning area is represented by the interior of the red boundary. In some cases, it overlaps with jurisdictional boundaries of other nearby municipalities (Joliet). In those cases, the jurisdictional overlap and boundary agreements limit Shorewood from having a specific development policy for the areas – although it is expected that future development in these areas do not adversely impact the Village's residents and businesses. For this plan, Shorewood will focus on near and long-term Village planning on unincorporated land within the planning area, shown in yellow.

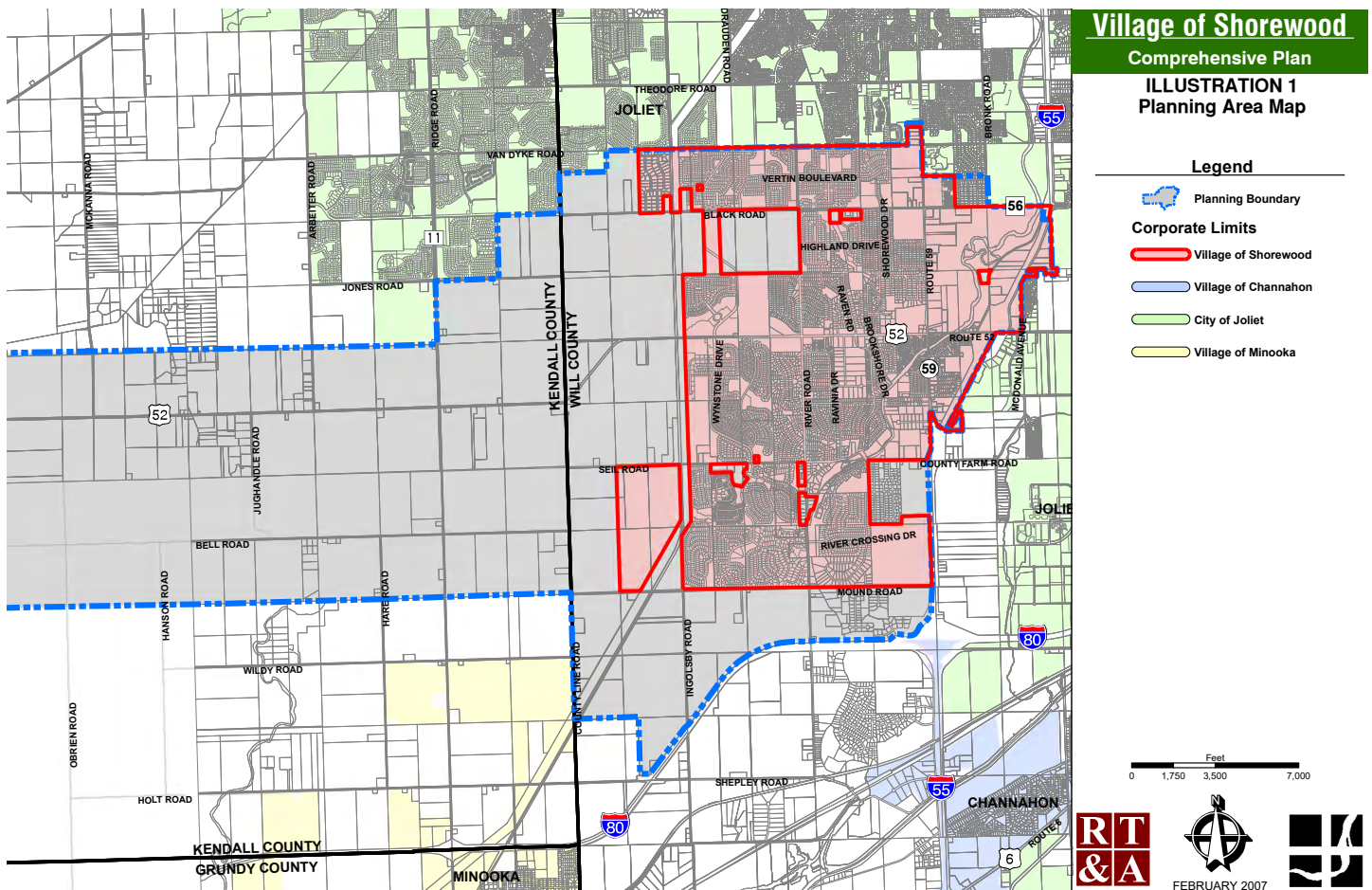
Figure 14: Existing Land Use &amp; 1.5 Mile Planning Area





2. **Planning Area:** Consistent with the 2007 Comprehensive Plan, and different from the Planning Jurisdiction boundary, planning for the future of Shorewood will extend west, beyond the current jurisdictional boundary, and within the boundaries established by existing agreements with the City of Joliet (2011 - 2031), the Village of Minooka (2019 - 2039), and Village of Channahon (2022 - 2042). The blue highlighted area within the dashed lines in Figure 15 depict this. Future development in Shorewood will be within these borders moving west. Planning to the north and south of the blue highlighted area is conducted by Joliet, Minooka, and Channahon.

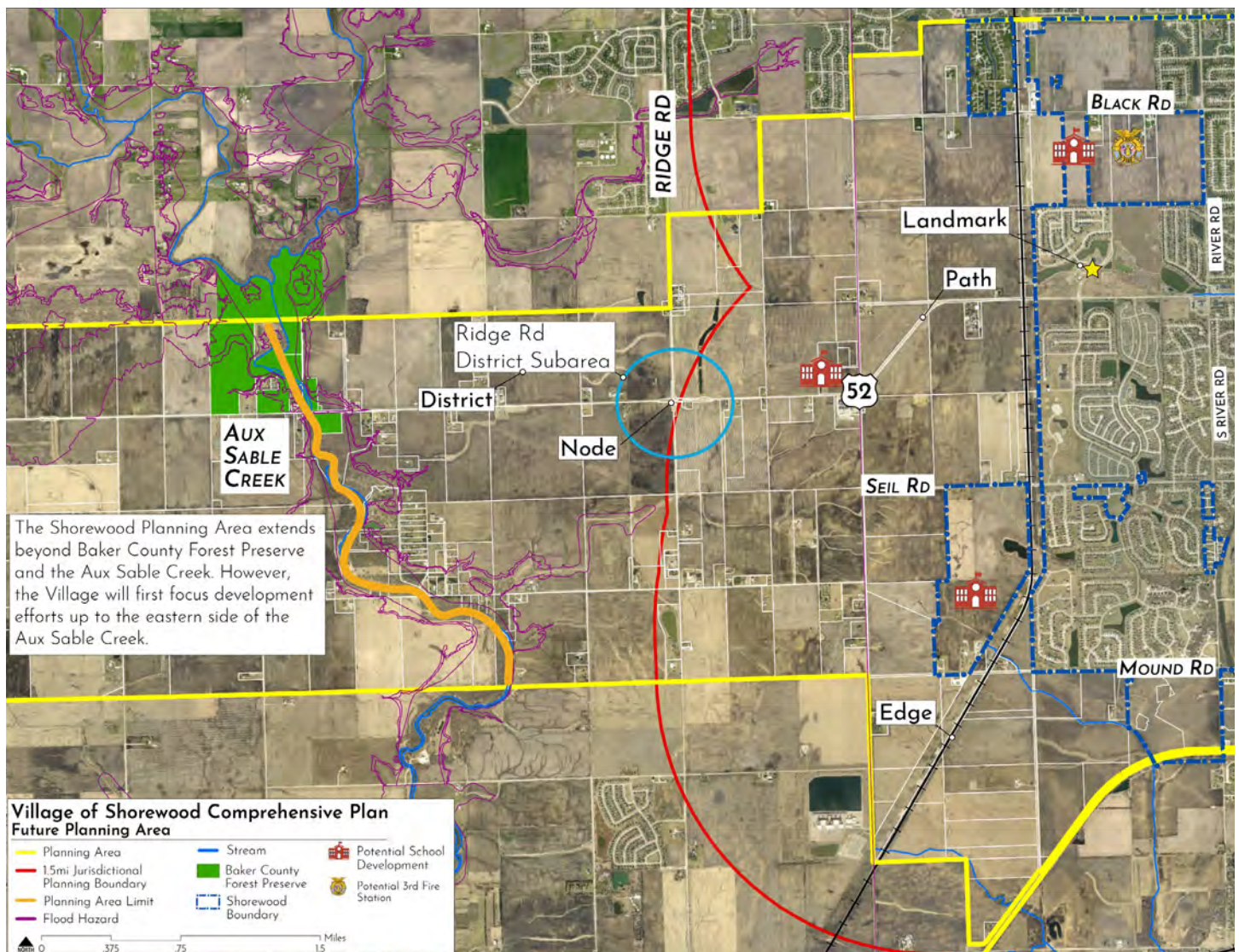
Figure 15: Planning Area (2007 Comprehensive Plan)





3. **Western Growth Area:** The Western Growth Area raises the question of how far west to plan for. Today, the area is essentially open ended; but what is the logic of planning for areas far away from the current boundary? Environmental and practical considerations are key to identifying where and how planning is most logical for Shorewood's growth. The Western Growth Area is large and will require significant utilities, public services, and roadway improvements. Serving development here is best done in proximity to established municipalities. Therefore, it is the intent of this plan to focus consideration of development up to the Aux Sable Creek, as expanding beyond this point is impractical within the longevity of this plan. This plan will therefore concentrate on land between the creek and the existing Village boundary near County Line Road, see Figure 16. Land use west of the creek is anticipated to be agricultural.

Figure 16: Western Growth Area

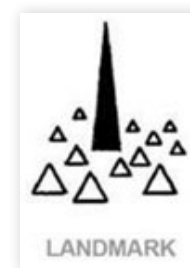
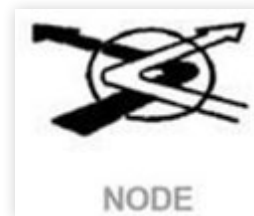


## Western Growth Area: Planning Approach

Part of the intent for future land use planning is to add structure to how the community will grow and develop. This helps provide predictability and an understanding of the overall format of growth for residents, Village officials, property owners, and developers. Within the existing boundaries of the Village, this structure is defined by existing land uses, roads, and zoning regulations. However, the Western Growth Area does not include these underlying structures – it is generally undeveloped agricultural land.

The methodology for planning the Village's Western Growth Area applied an approach that created structure, framed by ideas defined by Kevin Lynch. Lynch was an urban planner who defined how communities developed and how local environments were perceived by people who lived and worked in them. He breaks down his theory into five imageability elements (presented in his book: *The Image of the City*) summarized below, with examples of these concepts. Examples of current and future characteristics are shown in Figure 16: Western Growth Area.

- **Node** – a strategic location noted when traveling through the community. These are junction points, breaks in transportation, crossing or meeting of paths, shifts from one structure to another. (Ex. areas around US Route 52 & IL Route 59 or Black Road & IL Route 59 intersections).
- **Path** – channels along which one commonly moves through the community. These may be streets, walkways, transit lines, canals, or railroads. (Ex. paths are Wynstone Boulevard or the DuPage River Trail).
- **Edges** – linear fixtures that are not defined or used as paths. These can be boundaries between places or breaks in continuity: shores, railroads, edges of development, or walls. (Ex. EJ & E rail line at the west edge of the Village, Interstate 55, and Interstate 80).
- **District** – medium-to-large section of a community that one might enter and be inside of. The area will typically have a common identifying character. (Ex. Towne Center and IL Route 59 Commercial Area).
- **Landmark** – an object, building, sign, store, or other structure or natural element. (Ex. Village Hall).



In planning for the Western Growth Area, the five elements were applied to Shorewood's further context and anticipated to be exemplified by:

- Node – Ridge Road and US Route 52
- Path – Future bikeway connections
- Edges – Aux Sable Creek or railroad
- District – Ridge Road and US Route 52 "Village Center"
- Landmark – Towne Center

See Figure 16 for Shorewood examples.

### *Fiscal Impact*

The fiscal impact of various development forms was assessed as part of considering expansion for the Western Growth Area. These are long-term potential impacts and not the only factors to be mindful of in determining land use. The revenues generated by various development formats shed light on the type of land use mix to be considered in the area.

Four development prototypes and their relative financial impact were evaluated with the findings incorporated into land use recommendations. These prototypes are: 1 – 100% Single Family, 2 – Mixed Residential (50% Single Family + 50% Townhomes), 3 – Mixed Use (75% Residential + 25% Commercial), and 4 – Residential and Industrial. The analysis showed that:

- Single family development generates less revenue due to its low density.
- Sales tax revenue is attractive but today's markets limit potential.
- Not all uses in shopping centers generate sales tax.
- Initial and ongoing costs (i.e., infrastructure) have higher costs per unit at lower densities.
- Townhomes generate greater service demand (people per acre) while also increasing revenue.



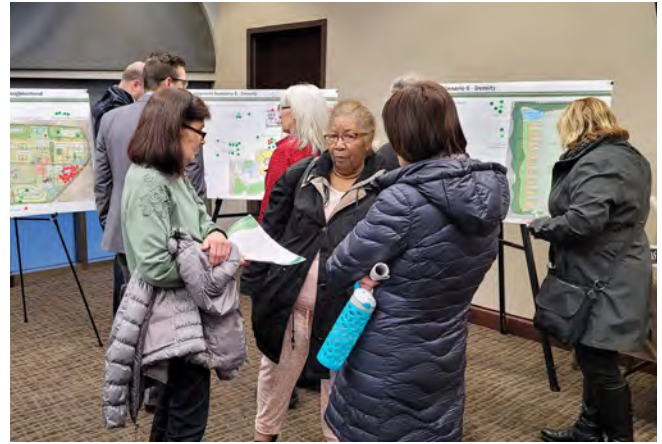


### *Residential Development*

The Western Growth Area is a large portion of land that will develop over time and will cycle through market changes, buyer preferences, and technology shifts. Therefore, the specific type of residential development that could appear between Aux Sable creek and current municipal boundary is almost impossible to predict. However, with guidance from the plan update, market and demographic analysis, and best practices, it is possible to define several elements to coordinate development responsibly and efficiently.

To understand community goals for the area, it was considered as part of the public engagement process. During the first community open house in March 2022, several possible residential development scenarios were presented to identify resident preferences for various elements of such developments. These included curvilinear streets and large lot rural development, residential with private amenities, mixed-use neighborhood cluster, mixed density with single-family detached, and single-family detached pocket neighborhood.

Many participants favored the larger lot residential sites, reflective of the current Shorewood housing stock. These scenarios consisted of an internal sidewalk & trail network, multiple entryways, conservation open space, and a buffer from main roads. The image boards on the next page show green and red dots that represent general impressions of preferences.



*Residents discussing different development scenarios.*



*Residents & staff engaging with one another.*

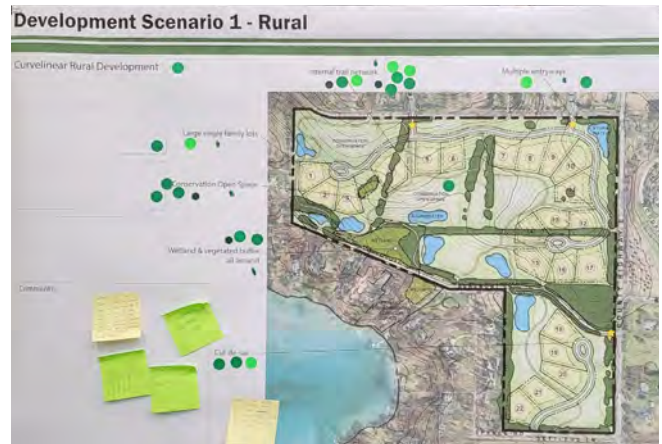


*Residents contributing their thoughts, likes, & dislikes with community goals & recommendations.*

Of the six development examples (conceptual) presented, people interacted the most with scenarios 1, 2, and 6. Scenario 6, the single-family detached pocket neighborhood format highlighted the notion of a moderate size lot, shared common open space, recessed attached garages, with a single-entry way, and cul-de-sac. The example was generally well received except for a few site details which were narrow roadways, and a single entry/exit way were not supported by residents.

Scenarios 1 and 2 received positive comments due to their estate and mid-size property characteristics. These examples displayed larger lots than scenario 6, increased buffer between the property and roadways, natural amenities, common open space, internal trail and sidewalk network, and overall good site planning. Comments also showed people's mindfulness of environmental impacts, leaving notes about preserving the tree canopy and or re-purposing them in a sound way.

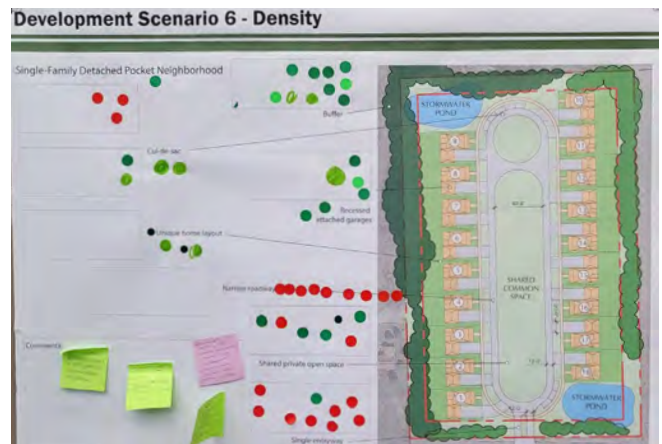
The different scenarios painted a picture of residential development that could occur in the Western Growth Area. Except for a few key locations, the area will primarily see residential development take form. Residential will continue to mirror Shorewood's housing character and will integrate other types of housing that support the needs of a much wider range of households.



Community workshop feedback on sample development scenario 1.



Community workshop feedback on sample development scenario 2.



Community workshop feedback on sample development scenario 6.



Areas that are logical or have potential to support denser housing (townhomes or multi-unit buildings) are indicated on the future land use map (and described in this section). They are not intended as the precise location of development but indicate places that reflect how such residential uses are best integrated into the growth area and incorporated into Shorewood's community character. Overall considerations for residential development in the Western Growth Area includes:

**Subdivisions:** Residential subdivisions will be developed following the guidance from the goals and objectives. For the most part, subdivision development will be single unit detached structures and....

- will include sidewalks, trails, and roadway connectivity that creates safe and easy movement around neighborhoods and the regional network,
- establish communal places for people, with amenities and an array of open space types AND,
- coordinate development in a manner that does not isolate or limit other prospective residential subdivisions.

**Single-Unit Attached (Townhomes):** Townhomes create a variety in housing stock and provide density of living that supports community facilities and commerce. In the growth area, townhome characteristics are...

- duplexes and other forms of single unit dwellings connected by a common wall,
- located generally near activity areas or collector roads to maximize access to amenities and the transportation network (as shown on the future land use map),
- designed as neighborhoods that include recreational and trail amenities, or as part of a single unit detached neighborhood to create a variety of housing types for the community AND,
- used as an opportunity to be in clusters and established as planned developments to create larger open spaces or park areas in new developments.



*Aerial view of residential subdivisions.*

*Image credit | Vill. of Shorewood*



*Mellody Farm in Vernon Hills, example of single-unit attached housing.  
Image Credit | The Atworth at Mellody Farm*



**Multi-Unit Residential:** This development form includes multiple units within a single building and may be apartments or condominiums. In the growth area, housing would be....

- located generally near activity areas or collector roads to maximize access to amenities and the transportation network (as shown on the future land use map),
- developed as part of mixed use or infill development sites,
- designed in such a way as to reflect established Village design guidelines AND,
- connected to other developments, road networks, and trail systems in a safe and efficient manner.



Multi-unit residential example in Park Ridge, IL.  
Image Credit | Google Maps

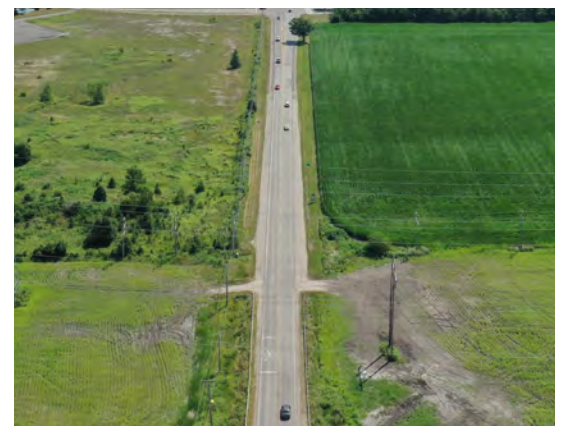
## Land Use and Transportation Pattern

**Development:** As noted, the land use pattern for the Western Growth Area will be predominately residential. However, Village documents, current and future road infrastructure, goals and objectives, and best planning practices, indicate several sites in these boundaries are logical for commercial, mixed-use, and institutional uses. Areas with each proposed future development type are shown in Figure 17 and discussed further in the Future Land Use section on page 49. Suggested land uses are not exact locations for any type of development but are meant to convey future activity nodes that are feasible and appropriate: at key intersections, along roadways between activity hubs, or unique locations with potential to serve the community.

Part of this rationale is to not have intermittent development sprawled along every frontage of collector or arterial roads in the western area, such as commercial. Building irrational commercial is contrary to a high-quality community character and can limit the success potential for a particular site. As the Western Growth Area begins to take form and land is annexed, Shorewood will be prioritizing a strategic and thoughtful development process that is financially responsible and feasible.

**Roadways:** The road network for the growth area will be formed as annexation and development

opportunities occur. To lay out the entire roadway network now, in this plan, is premature. Roadway connections recommended in the 2007 future land use map are considered a base, they should be evaluated and modified as the area develops. They remain consistent with the direction of the plan update in terms of approximate locations of where collector/arterial roadways would serve western development and concentrating efforts closer to Shorewood.



Jefferson St (Route 52). | Image credit: Vill. of Shorewood

### *Growth Through Annexation*

Land acquisition and future development in the Western Growth Area will happen through annexation of properties. While the area is assigned to the Village based on boundary agreements with other communities, incorporating property into Shorewood occurs through agreements with property owners. The procedure involves discussion to define mutually beneficial terms between Shorewood and property owners.

The pace and order of annexing land into the Village is not specified in this plan, although annexation of a property requires it be contiguous to the Village boundary. Also, it is feasible for the Village and property owners to discuss annexation prior to such contiguity, perhaps even entering into a pre-annexation agreement that sets terms for when the property is contiguous. Each of these discussions will have a unique, specific tenor and points for consideration. However, to be thoughtful, fiscally responsible, and protective of its community character, fundamental starting points for Village annexation discussions will be consistent with the direction of this plan. These include but not be limited to:

- The Village intends to actively pursue annexation in the western area but will do so responsibly in terms of fiscal and community character considerations.
- The Village acknowledges agricultural use as an important part of the regional economy and character, and this is an area with high quality soil for farming. If properties are annexed or not, the Village notes their highest and best use may continue to be agriculture until such time development can occur.
- Development proposals should reflect designations of the future land use plan. If they do not, the annexing property owner should justify any alternative proposal considering this plan's findings, recommendations, goals, and objectives. Proposals for deviating from this plan should include a proposed amendment to the comprehensive plan by the applicant showing how the alternate land use designation is in keeping with the intent of this document and other Village development objectives.
- Roadways should be publicly owned and designed to Village specifications. Complete Streets that connect to the existing street network and reflect the planned road network should be provided.
- Parks and open space dedications should be considered as part of each annexation pursuant to the standards of the Park and Recreation Plan. Each annexation should designate where parks, open spaces, and trails will be incorporated. If the annexation area is too small, a contribution in lieu of land may be provided at the Village's discretion.

#### **Key highlights for Shorewood's growth through annexation:**

- Pursue annexation in a fiscally responsible way
- Have complete streets
- Include parks, trails, and open space as annexation occurs
- Extended and new utility systems needed
- Creative funding

- Utilities will be required for development and be key in annexation discussions.
- Initially, main utilities may need to be extended from the east (the current Village) or from the north (where provided by Joliet). Extensions from the east to the western growth area will require moving beyond (going under) the EJ&E rail lines.
- All utilities should be planned and installed as part of an effective and efficient larger system, including looping of utility lines and oversizing systems as needed.
- Development and construction practices should not interfere with or adversely impact agricultural uses in the area.
- The Village is open to creative funding approaches for utilities such as:

### Recapture

Utility lines that are oversized or extended beyond what is needed for a given development will be considered. It is noted that management of a recapture system and the length of time needed to recover funds are down sides to this technique, but the Village remains open to considering its application.

### Revenue Sharing

Development generates certain fees directly to the Village (such as permits, state reimbursed taxes or utility fees). When necessary to advance the goals and objectives of this plan, there may be potential to share a portion of new revenues accruing to the Village.

### Special Service Areas (SSA)

The practice of establishing an SSA to underwrite the cost of new utilities is not one the Village has applied previously. While this tool does attribute the cost to where demand is created, it passes the impact to future Village residents who would see this cost added to their property tax bill until the expense has been paid off.

### Grants and Economic Development Tools

Resources such as TIF or funding from state, federal, or private entities are viable options to seek out and implement. However, such financial resources may have limitations, be for available only for specific uses, and could be limited and competitive.

## FUTURE LAND USE:

The Shorewood future land use map, Figure 17, displays a land use pattern consistent with the goals and objectives presented in this chapter and the planning approach described above. Much of the village is made up of stable neighborhoods that will not see any changes except for the subarea locations. Unincorporated land in Shorewood is anticipated for annexation. Many factors can occur now and when Shorewood begins to implement the plan and the map does not dictate any final land use decision.



Figure 17: Future Land Use

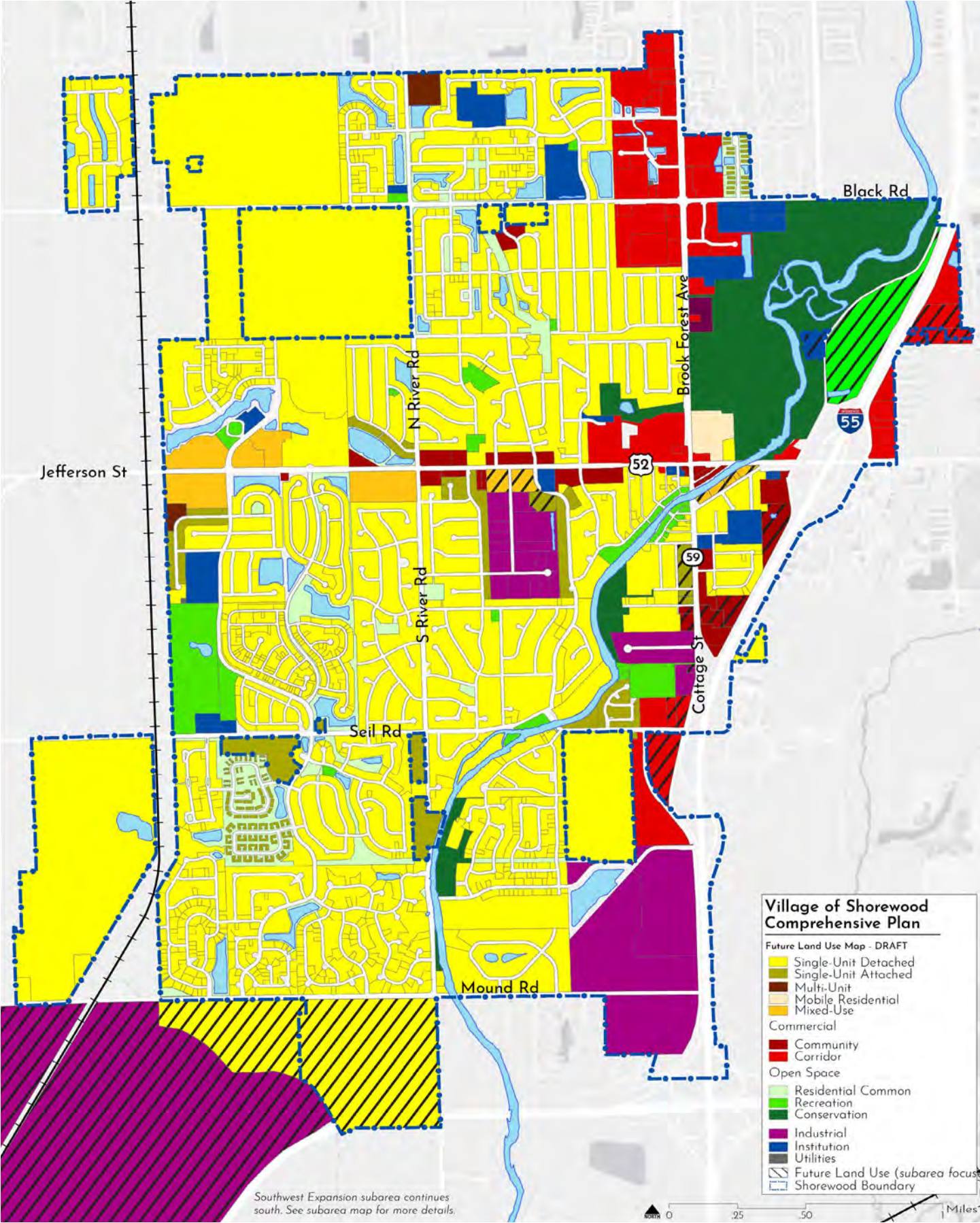
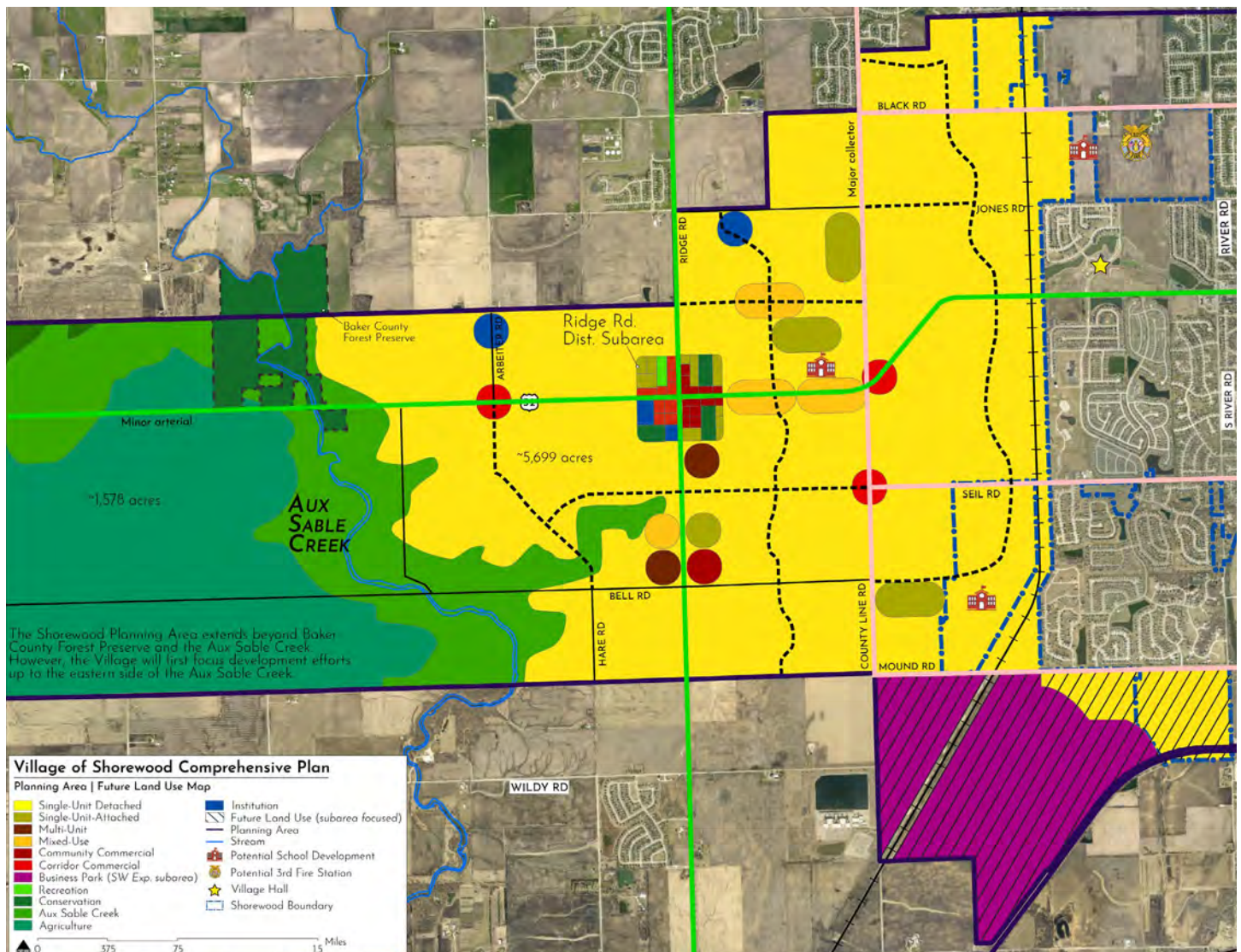




Figure 18 shows the proposed future land use for the Western Growth Area. Outside of the municipal boundaries, most of the area is shown as single-unit residential, which is about 4,900 acres from the village border to Aux Sable Creek and would have a projection of 12,800 dwelling units serving around 37,000 people. Although this is a future map, land east of the creek will remain agriculture until Shorewood is in a better position to determine the best use of the area, which is about 1,578 acres. The Western Growth Area also demonstrates proposed future roads, in dashed lines, connecting to the existing road network, shown by solid lines. Several approximate locations display where potential new schools could be built as well as a new fire station.

Figure 18: Western Growth Area - Future Land Use



Recommended future land uses are suggested at key intersections and along Ridge Road and County Line Road.

- Single unit attached is comprised of about 158 acres, which would incorporate roughly 940 dwelling units and have an approximate population of 2,200.
- Multi-unit residential reaches about 45 acres with an estimated 810 dwelling units and would serve about 1,500 people.
- Mixed-use would include about 157 acres.
- A total of about 68 acres of corridor commercial and roughly 23 acres of community commercial.
- Institution includes about 45 acres.
- Ridge Road District subarea will have about 60 acres of single unit attached residential, for about 360 dwelling units, serving nearly 860 people.

The intent of the future land use map is to stimulate discussions about the predictability of land uses and project the best location for them. This ensures Shorewood is employing all their tools and knowledge to ensure development is prosperous and stable. See Figure 18.

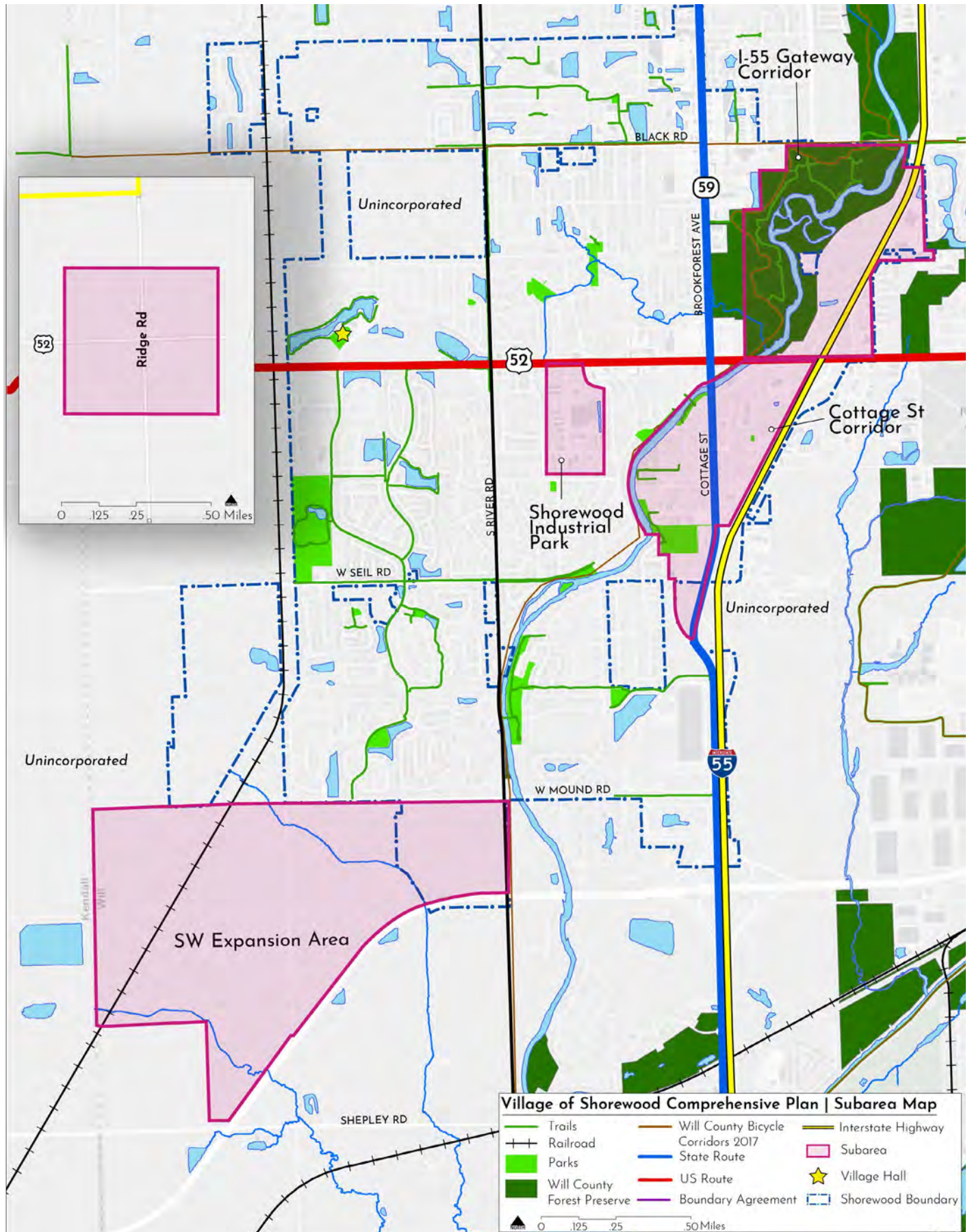
Land uses at intersections and along arterial and collector roads are meant to be activity hubs, attracting people and investment. These are initial development sites that will begin to build out the Western Growth Area.

### ***Subareas + Growth & Development***

The subareas represent future land uses and development in key locations most likely to experience development pressure or present opportunities for Shorewood. These areas contribute to the character, quality of life, and economic stability of the Village. Recommendations, development concepts, and proposed amenities/design features are conceptual to help support thoughtful development. If the use or scale of a proposed development in the subarea varies from the plan, it is significant to determine if it meets the underlying goals, objectives, and development intent described in this update. See Figure 19 for the overall Subarea Map, followed by individual detailed subareas.



Figure 19: Subarea Map



## Interstate 55 Gateway Corridor Subarea

Interstate 55 (I-55) was selected as a subarea due to its high visibility and unique physical attributes. As a unique natural area, Hammel Woods presents a major opportunity for community use. The US Route 52 interchange with Interstate 55 makes this area a primary entryway to the Village. Findings related to this subarea and proposed improvements are discussed below.

### Findings

The Interstate 55 corridor is the main discernible entryway for Shorewood. A mix of hotels and retail businesses (car and motorcycle dealerships) are located east of the highway. Some industrial uses, like manufacturing services, are also in this area. Single-family residential, a truck yard, and vacant lots are situated on the west side of the interstate. The Village owns property just south of the truck yard. A religious establishment is on unincorporated land and adjacent to Hammel Woods and the DuPage River.

The Hammel Woods Forest Preserve is the primary land use on the west side of the subarea. It has three access points, which are approximately located on Black Road, east of IL Route 59 and Black Road, and north of US Route 52/IL Route 59. Kayak launching points are located throughout along with hiking, cross-country skiing, snowshoeing, biking, in-line skating, and dog park amenities.

Properties on the west side of Interstate 55 are in the 1% annual chance flood hazard (100-year). The Federal Emergency Management Agency (FEMA) defines this as the likelihood a flood event will inundate the area in any given year. FEMA also tracks flood hazards on a Flood Insurance Rate Map called Special Flood Hazard Area and labels them as zones that define the 100-year flood.

Hammel Woods is within the regulatory floodway, which is the channel of the river and adjacent land areas that must be reserved to accommodate moving water during a flood event. Some properties east of Interstate 55 are under the 0.2% annual chance (500-year) flood, for which FEMA uses a different zone classification than the 100-year flood. Costs for utility installation near a floodplain are



View looking north on I-55 with HWFP on the left and commercial & industrial businesses on the right. | Image Credit: Will County



Flood indications withing HWFP & properties. Image Credit | FEMA Flood Map Service Center



impacted by the type of construction proposed and proximity to the floodplain, with costs and permitting requirements often increasing the closer the proposed utilities are to the floodplain.

Utility infrastructure is in place near IL Route 59 and US Route 52 but no existing infrastructure within this development area. Extensions from the present water and sanitary systems must be installed to service this area.

Currently, IDOT has an active capacity improvement project in progress on US Route 52 from River Road to Houbolt Road in Shorewood and Joliet. Other enhancements will include adding connectivity to sidewalks and existing trails, widening US Route 52 from two to four lanes from River Road to IL Route 59, and intersection improvements at US Route 52 with IL Route 59, Interstate 55 interchange ramps, and at Houbolt Road. This improvement is included in the IDOT's Fiscal Year (FY) 2023-2028 Proposed Highway Improvement Program.

### ***Interstate 55 Gateway Corridor Goals and Objectives***

**Goal: A commercial area that meets the needs of local and regional uses and enhances the Villages economic base.**

#### **Objectives**

1. Focus land uses in the area that benefit from highway visibility and interstate access.
2. Install signage, streetscape, and gateway amenities in the area that direct people, assist with vehicular movement, and create an attractive gateway to the Village.
3. Improve connectivity to the trails at Hammel Woods to increase recreational use of the corridor.
4. Create an attractive area that preserves the natural beauty of the area, buffers more intensive uses, and allows adequate visibility for business uses.

#### *Opportunities*

Despite flooding challenges, this area has the potential to become more of a significant gateway for Shorewood.

#### *Recreational and Educational Focus*

Hammel Woods, Joliet Junior College, Forest Preserve District, nonprofits, grassroots organizations, Will & Kendall County, and other entities could host a nature education facility with attractions that would highlight its role as an asset for Shorewood. The HWFP already provides recreational activities for locals and visitors. Complementing existing activities with additional educational programming could make this a rare amenity in the region. There is an opportunity to teach about nature, native plantings, and sustainability. A low impact development such as a learning center/facility could also be integrated to provide a physical hub for recreational and educational programming.

Should property or a building currently located in this area become available for purchase, the Village and any interested partners might consider purchasing the sites if they are feasible locations for repurposing as a recreation or learning center.

To jumpstart, maintain such a facility, and expand the reach of those who would benefit, the Village may consider collaborating with the Forest Preserve, local school district, and other relevant partners to help bring this opportunity to fruition.



### Gateways

To reinforce Shorewood's main entry point into the Village, streetscape and gateway enhancements can be explored to highlight the location and celebrate the community. An example is the streetlights at Towne Center along Wynstone Boulevard – announcing a path and place of significance. A streetscape program along US Route 52 in the subarea could accomplish the same.

Decorative gateway features can be incorporated at entrances to the Village and to Hammel Woods. For example, wall signage similar to the images presented in the future subarea map, can be used to promote identity for a place. Decorative gateway signage should generally be in a highly visible location that does not interfere with safe travel by car, bike, or walking.

### Connectivity

Current IDOT projects in the subarea are expected to provide needed infrastructure improvements for US Route 52, further needed safety and access, and add sidewalk and trail connectivity. Connecting these trails to the rest of the Village and providing better access to and from Hammel Woods will remain long term goals (addressed under other themes of this plan).

### Future Land Use

Figure 20 shows designated land uses for the subarea. As discussed above, Hammel Woods and the potential addition of recreation/educational facilities stand out as an opportunity. In addition, more interchange related businesses could reinforce the existing auto dealerships, hotels, supply companies, and warehouse uses already there. Floodplains may create challenges for such development, but additional uses in sync with land use goals and zoning standards would be supportive of the Village's tax base. Costs for utility installation near a floodplain are impacted by the type of construction proposed and proximity to the floodplain, with costs and permitting requirements often increasing the closer the proposed utilities are to the floodplain.

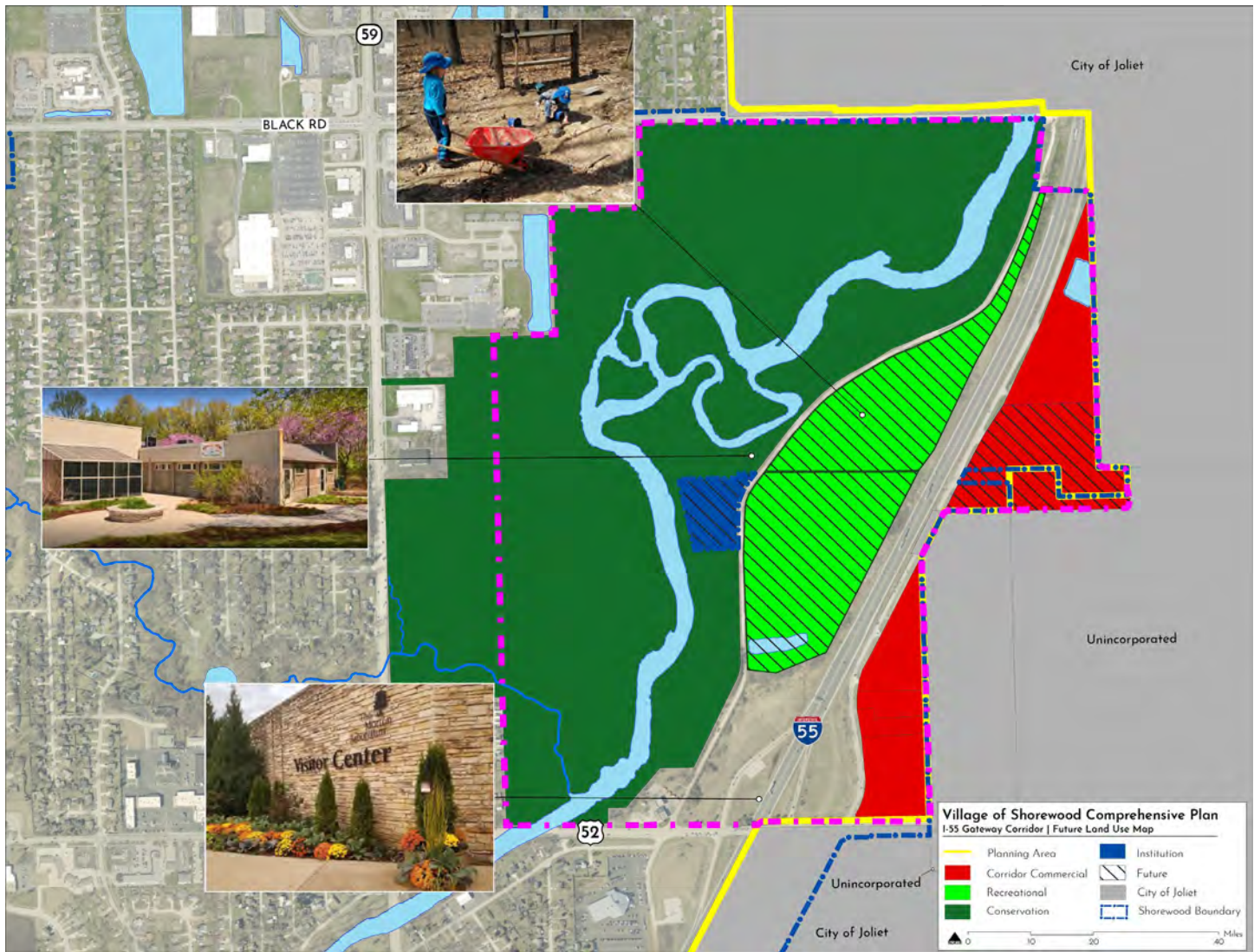


Gateway streetlight example at Towne Center.



Gateway streetlight example with banner at Towne Center.

Figure 20: Interstate 55 Gateway Corridor - Future Land Use



Hatched lines over a specific use indicate a proposed change from their current state. Character images or development examples demonstrate the type of nature and educational facilities that can be added in suitable areas.

## Shorewood Industrial Park

### Findings

As one of Shorewood’s senior business areas (developed in 1972), there is an array of active industrial and commercial activity at Shorewood Industrial Park. There are different types of light industrial, with a few commercial uses (such as a boat dealer, archery sports services, and a gym). In some cases, existing buildings have non-conforming zoning setbacks. Two vacant lots abut US Route 52 and can be considered development opportunities. Similarly, a vacant lot is located behind the police station. Landscaping is present throughout with roadway widths suitable for businesses. Utility infrastructure is in place with existing 12” water main running through the area, capable of supporting additional development. Runoff and drainage, however, have become an issue over time. Minimal screening, a mixture of trees, shrubbery, and various material fencing, is present between industrial businesses and neighboring residential. Truck activity such as parking and noise have also become a concern for nearby neighborhoods.



Existing view looking south with vacant lots facing Rte 52 & unoccupied land adjacent to industrial business. | Image Credit: Will County

## Shorewood Industrial Park Goals & Objectives

Goal: An attractive and well-functioning industrial park that supports the community’s tax base.	
Objectives	
1.	Review the zoning regulations to consider if the existing businesses located in the area should be rezoned to a less intensive industrial category (currently I-2).
2.	Apply various screening methods such as landscaping and berming to separate the surrounding residential area from daily noise and activity.
3.	Consider incentives for businesses to maintain an effective business park that contributes to the Village tax base.
4.	Review zoning regulations to ensure permitted uses are reflective of land use plans and establish design guidelines for the area to define character and quality.



## Opportunities

### New Development

Mixed-use development is recommended for the vacant lots along US Route 52 to enhance and strengthen the existing business environment along the road. This could include commercial at ground level for structures closest to the street. The depth of these sites makes it impractical to have solely retail uses, which require good visibility and easy access from the road. Structures further from the road could focus on small office/flex space (a multi-purpose workspace to meet an assortment of needs). Such a design is depicted on the site plan below.

The unoccupied land facing S Raven Road, east of the industrial development and south of the police station, has potential to host residential townhome development. The concept below illustrates what that could look like, including providing adequate buffering from nonresidential uses. The site plan reflects the residential character of the area and offers a different type of housing in the Village.

**Figure 21: Earl Road Concept**



### Building Reuse

To sustain business and industrial parks built in this era, options typically include continuing with long standing users, attracting new types of industrial activity, or transitioning to non-industrial activities (i.e., catering more to community-oriented activities such as gymnastics, sport academies, self-storage, athletic training, or daycare). These non-traditional activities are becoming more common in older industrial areas because of the type of space (large open areas) and proximity to businesses and residents. A refinement

of current Shorewood zoning regulations could add such activities as special uses to the I-2 zoning district. Another consideration is allowing some portions of building space to be utilized for retail sale of goods (produced on site) and having showrooms. This widens the type of uses attracted to the area and can generate sales tax revenue for the Village.

### *General Improvements*

Other enhancements can advance the character, look, and reuse potential of the subarea. This might include improving Earl Road with streetscape features (such as plantings and new lighting, etc.) and pedestrian/bicycle access. Shorewood's capital improvements program anticipates a road reconstruction in 2025-2026 and water main replacement in 2033-2034 coming to Earl Road. Shorewood could upgrade and implement sidewalks on both sides of Earl Road, see graphic below. The concept shows a 5' sidewalk on the east side of the street. Relocating trees is a potential possibility. The Village will evaluate and account for other obstacles that may require sidewalks to curve (bollards, signage, and fire hydrants) and

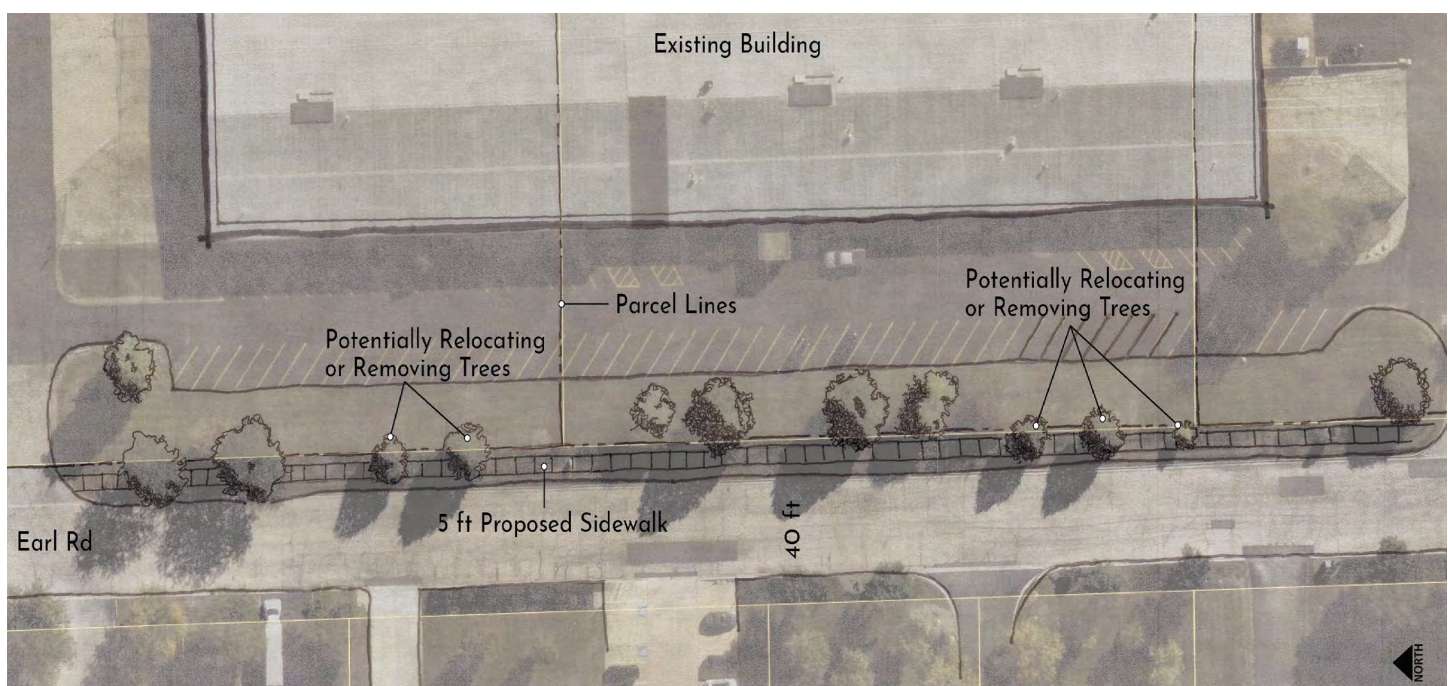
may prevent them from continuing in a straight path. Alternatively, the Village is also considering shortening the road width to place sidewalks but ensuring vehicles can still go in and out of properties with ease. Further studies need to occur before reducing the pavement width, which is currently about 40'.

The use of an SSA could support the cost of these improvements. The SSA or other funding and incentive programs may also support façade/interior improvements and/or infrastructure maintenance.

### *Buffering*

The Shorewood Industrial Park abuts residential uses on three sides and has limited screening provided along business operations. This occurrence happened when residential development was built around the existing industrial compound. This makes retrofitting spaces between the uses with landscaping, fencing or walls very challenging – and an issue the Village has worked to address in the past.

**Figure 22: Earl Road Sidewalk Concept**





Despite some residential properties being partially screened from the industrial complex, such as its southern end and eastern side, the entire perimeter between these differing land uses merits examination to identify adequate screening opportunities. A first step could be to measure the distance between both property types as a way to define suitable screening options. For example, if the space between residential and industrial properties were 10' apart, planting Upright Evergreens (e.g., mount batten juniper, Serbian spruce & Black Hills spruce) would be a recommended option. Another landscape screening alternative would be Deciduous Trees (e.g., linden, maple, & crabapple) with understory plantings such as evergreen or deciduous shrubs (yews, viburnums, & dogwoods). Perimeters narrower – 5'-0" or less – could receive 6'-0" tall fencing to alleviate noise from the industrial complex. Plant material such as climbing vines (Boston ivy or climbing hydrangea) could be furnished along the fence to provide additional noise buffering. Examples outlined above, when new industrial buildings are built, or as other changes occur to existing properties are recommended.

**Figure 23: Shorewood Industrial Park - Future Land Use**

The future land use map and sample images for this subarea highlight how interior operations or facades may be modernized. Example images show ideas regarding the character of potential commercial, flex space, and townhome development.





## Cottage Street Corridor

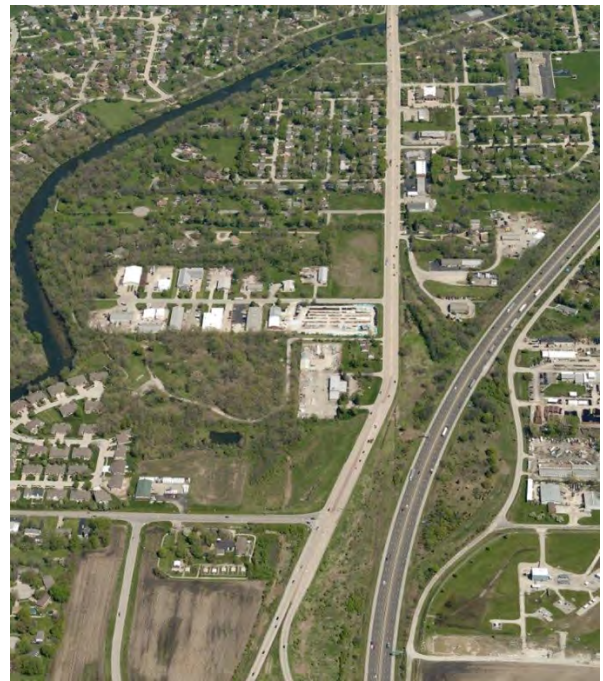
### Findings

Cottage Street (IL Route 59) south of US Route 52 has the potential for increased development, which is anticipated to be spurred, in part, by a forthcoming development in Joliet, south of nearby Interstate 80, known as Rock Run Crossing. As proposed, this mixed-use entertainment area is anticipated to occupy 2 million square feet and will include a casino, restaurants, and other entertainment uses. Large ventures can be expected to have spinoff impacts on nearby areas. Part of the Cottage Street subarea plan seeks to take advantage of that spinoff benefit.

Shorewood's Cottage Street subarea currently is occupied by single-family residential and institutional uses, including a fire station, school, and religious institutions (Child Evangelism Fellowship and Grace Bible Church). Residential properties, except those along Cottage Street, have a rural cross section and do not have curbs, gutters, or sidewalks. Various commercial shops face IL Route 59 with moderate levels of vehicular traffic, which is expected to increase with incoming development south of Interstate 80.

The subarea includes the Village's previous public works campus, which is now a potential development site. Shorewood Park is at the southern end of the subarea and is accessed by sidewalks and trail networks to the west. An established industrial business park is located at Amendodge Drive and IL Route 59, developed in 1977. The area currently includes outdoor storage and light industrial activities. Large machinery and trucks have difficulty maneuvering through, road widths are small, and there is limited screening.

The DuPage River also runs through, and properties close to it are in the 1% annual chance of flood hazard. Properties located further inland remain in the .2% annual chance of flooding area. Floodway and floodplain areas follow and are generally close to the river.



View looking north with proposed townhomes on the left of Rte 59 and commercial on the right. | Image Credit: Will County



Image Credit: FEMA Flood Map Service Center

## Cottage Street Corridor Goals and Objectives

**Goal:** A commercial area that primarily serves local and nearby consumers.

### Objectives

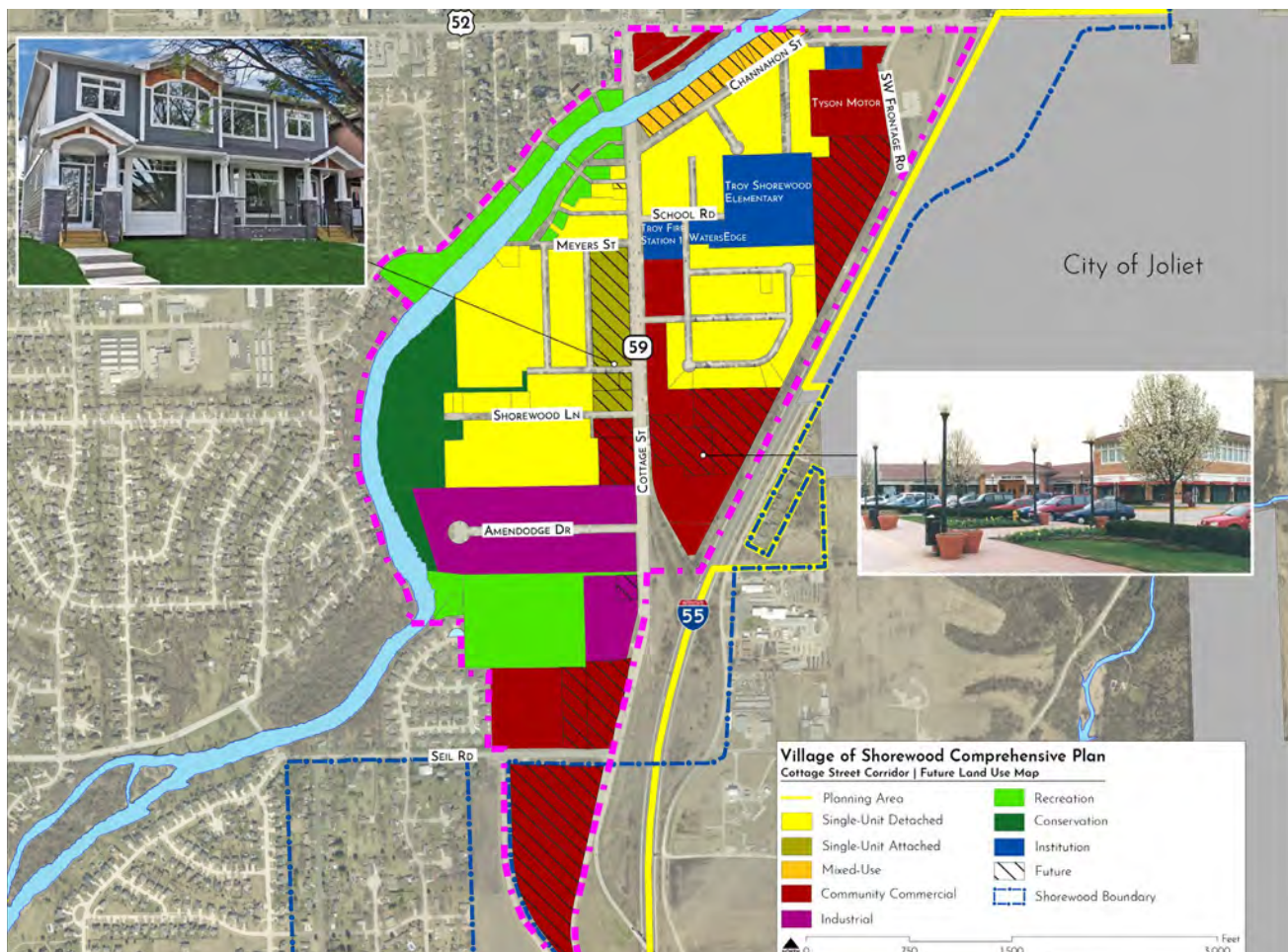
1. Establish an entertainment, gathering, and community space in the southeast quadrant of the intersection (Jefferson Street and Route 59 )as conceptualized in the TIF Core Area Plan.
2. Review the zoning regulations to consider the existing businesses located in the area and whether to reclassify to a less intensive industrial category (currently I-2).
3. Review zoning regulations to assure permitted uses are reflective of land use plans and establish design guidelines for the area to define character and quality.
4. Consider options for nearby businesses to maintain an effective business area along Amendodge Dr. that contributes to the Village tax base.
5. Prepare a streetscape plan to enhance the area's curb appeal and connect the pedestrian and bicycle network with the river, open space, and other destinations.

### Opportunities

### Land Use

Proposed future land uses in the subarea reflect a development pattern similar to what exists now, but with opportunities for redevelopment. Figure 23 shows primarily commercial and some residential uses.

**Figure 24: Cottage Street Corridor - Future Land Use**

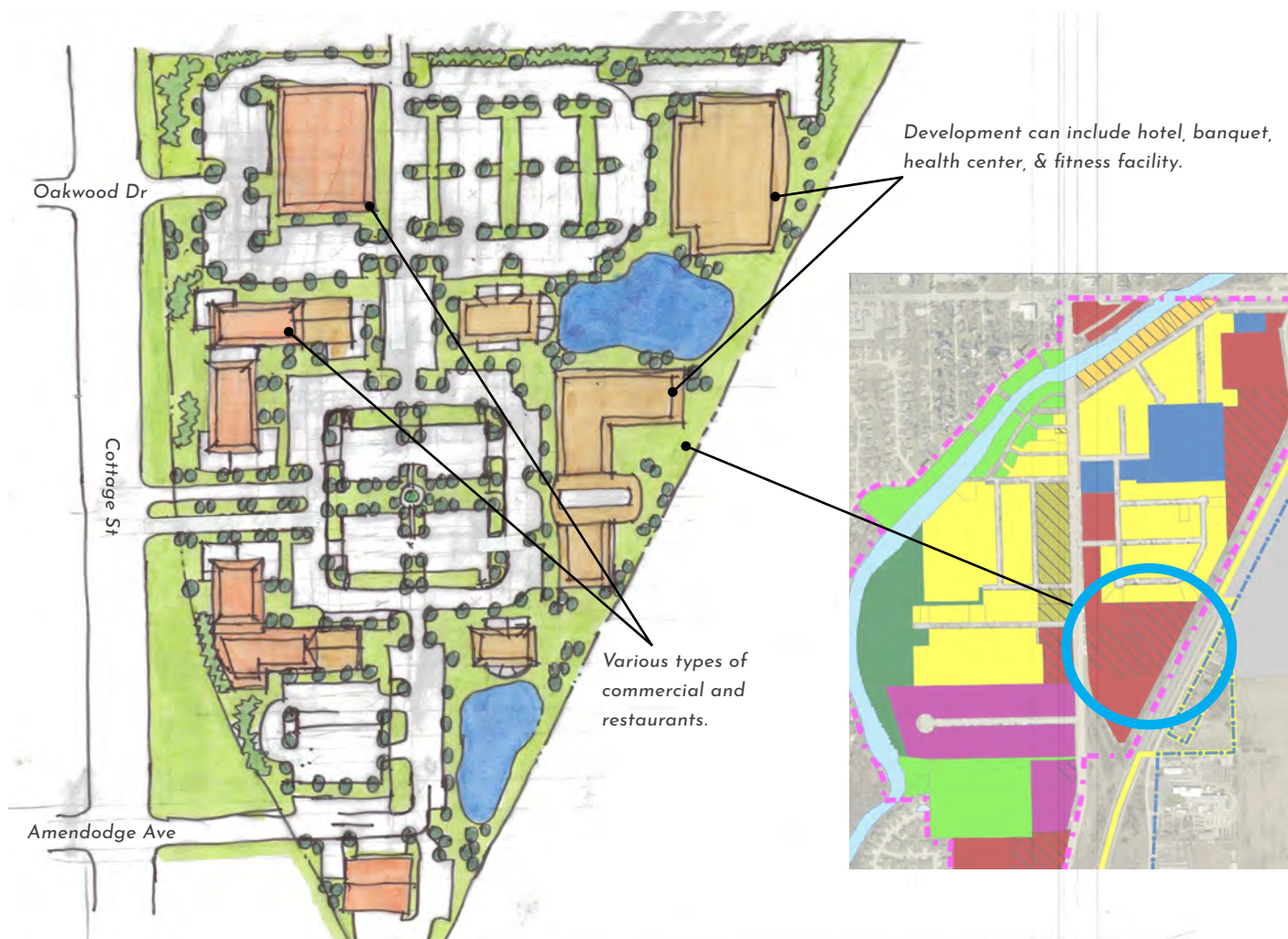




### *A Flexible Approach to Development*

The subarea represents an opportunity to bring more restaurants, shops, and activities to the Village, which was identified as a goal during public engagement. Underutilized properties on the east side of Cottage Street and the now vacant Village public works site create an area with potential for new development. This could retail destinations and entertainment options to generate sales tax.

**Figure 25: East Cottage Street Concept**



The Rock Run Crossing development site and IDOT enhancements to the IL Route 59/Interstate 55 interchange play an important role in increasing access, visibility, and traffic counts along Cottage Street – all of which are important in attracting new, vibrant, and successful commercial development.

For this reason, implementing the commercial development program envisioned for this subarea may take several years and require the Village to be flexible about potential development proposals. This entails potentially rejecting interim uses that do not meet objectives for the area – over which the Village will have some amount of influence given that it owns property. If conditions related to real estate markets, interchange construction, or development of Rock Run Creek change dramatically, the Village may revisit objectives and possibilities for this subarea.

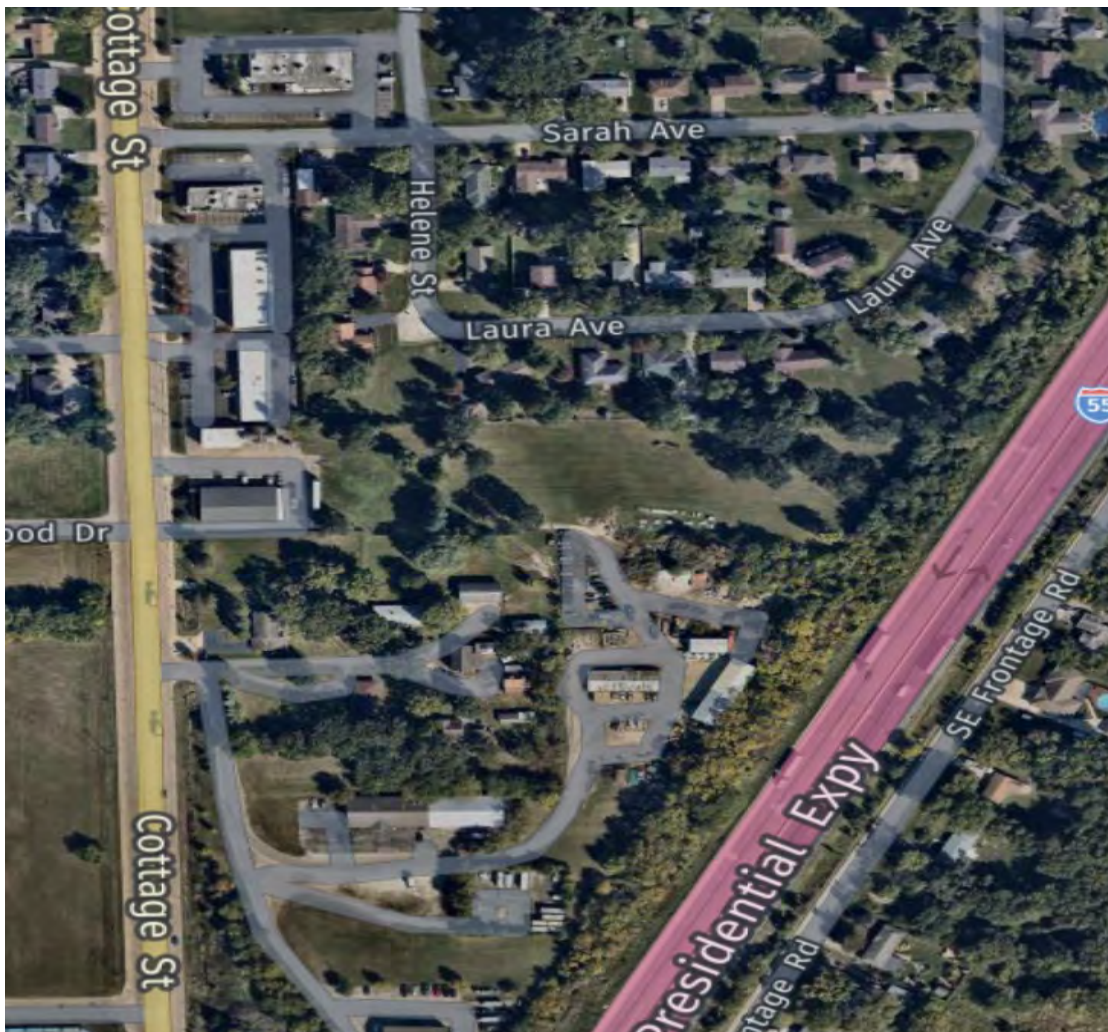


### *Commercial Development Opportunities*

The east side of IL Route 59 (roughly between Oakwood and Amendodge) is an opportunity for a commercial hub. Figure 24 reimagines the area to provide commercial, restaurant, and entertainment services to people. The focus is on creating an attractive dining and leisure experience with local and regional eateries, shops, and gathering places. Other functions could include general businesses, banquet hall or hotel. These could be arranged as a campus layout to have synergy (diners and hotel guests having nearby options if a particular restaurant is busy). A key factor of this development is its pedestrian oriented setting.

This development should be aimed at supplying various goods and services to a range of people, expanding market reach to work, daytime/evening populations, and residents. Standards for land use and amenities noted here could be reviewed and incorporated into the Village's zoning requirements.

When opportunities emerge and sites experience commercial development, Village review and approval should be influenced by a proposal's ability to address plan objectives such as pedestrian connections, meeting quality design standards, and providing a focus on shopping and restaurants.



*Existing aerial view of the East Cottage St subarea.*

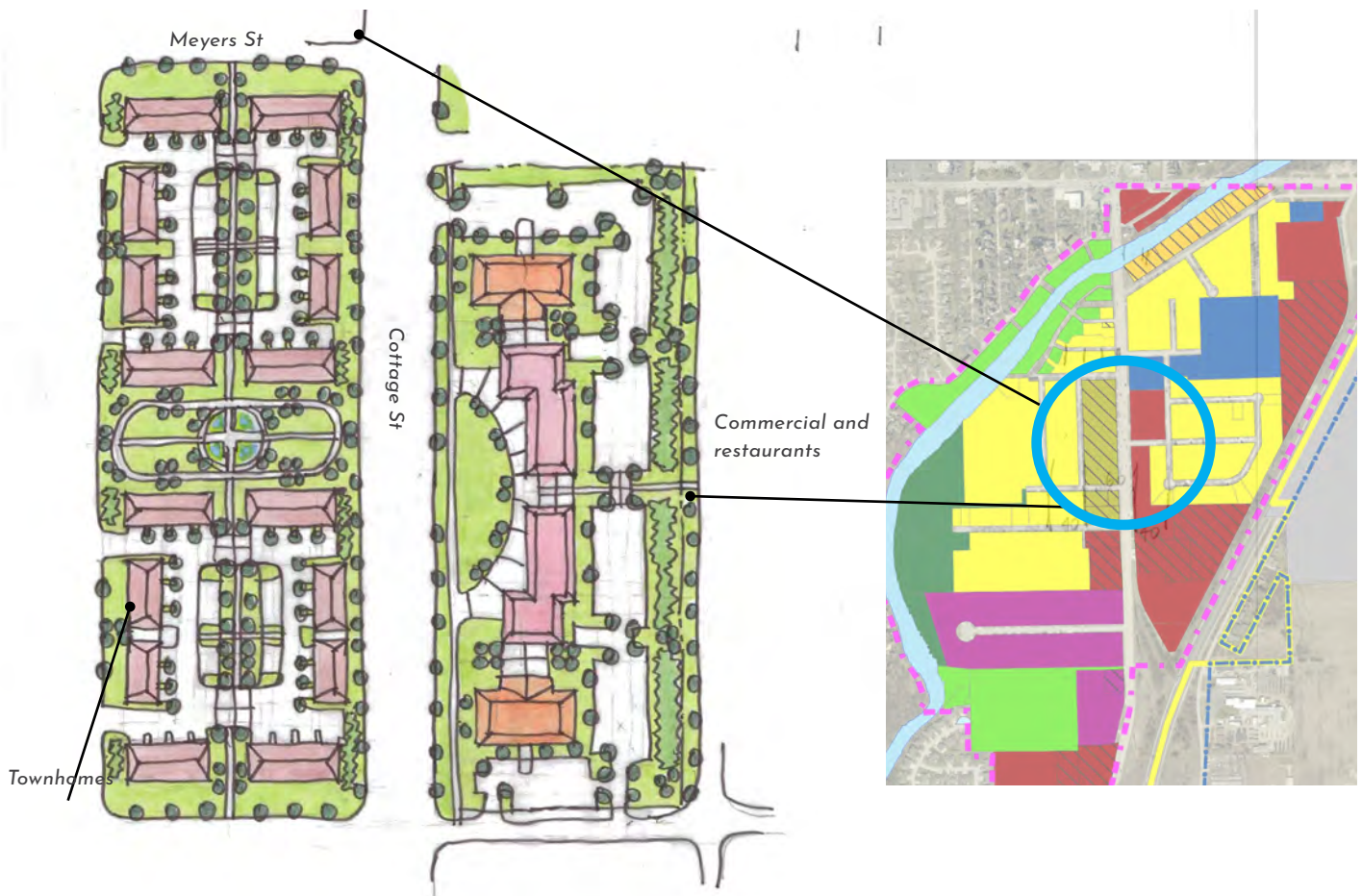
### *Residential/Mixed Use Opportunities*

As traffic, noise, and activity increase in the subarea, there may be questions to whether the single unit detached residential uses along IL Route 59, between Meyers Street and Shorewood Lane are optimal living options. There may also be market pressure for redeveloping those sites. Figure 25 shows adding townhomes in this area.

This option would continue to preserve the existing residential character and remain cohesive with the single unit housing, particularly with consistent color palettes and materials. Townhomes in this area would also add living options for different life stages, attract more people to the corridor, and support community retail. Recommendations to add other types of housing does not indicate the Village will be dislocating current residents. The Village is NOT coming after the homes of property owners.

Figure 25 also shows an opportunity for flexibility highlighting a small commercial/restaurant layout on the east side of Cottage Street with a large rear setback and buffering. If commercial or mixed-use development is proposed where this plan identifies residential townhomes along the west side of Cottage Street, the plan should reflect those design concepts (and others) to mitigate impacts on residential uses.

**Figure 26: West Cottage Street Concept**





### *Pedestrian Access*

This subarea is along a major roadway in the Village, one expected to see more traffic and opportunities for safe pedestrian access should be a priority. An example is a recent Village project where a pedestrian path was added to a vacant lot so students could walk to Troy Shorewood School from the neighboring subdivision without having to travel along a busy street. Similar ventures can be replicated through residential portions of the subarea to include destinations like Shorewood Park.

A second notion of pedestrian access is the safe crossing of Cottage Street within the subarea. This issue has been acknowledged for some time and has challenges. Current and future traffic volumes and not under Village jurisdiction are two examples. As redevelopment occurs, there may be a chance to facilitate a safe crossing of Cottage Street near the middle of the subarea.

### *Subarea Amenities*

Two opportunities for the subarea focus on resident quality of life and character of the areas; they are summarized here.

**Streetscape:** A streetscape plan could be prepared for Cottage Street to evaluate the subarea and highlight the unique nature of the district. As an IDOT roadway, streetscape improvements would require coordination with the department.

**Riverfront Open Space:** The future land use subarea map shows an active and passive recreation section along the DuPage River. These areas are undeveloped (or have had structures removed) due to flooding issues, which may hinder their use for organized recreation. However, opportunities for passive facilities (paths, benches) should be considered in concert with any future implementation of the DuPage River Plan.



Existing aerial view of the west & east Cottage St subarea.

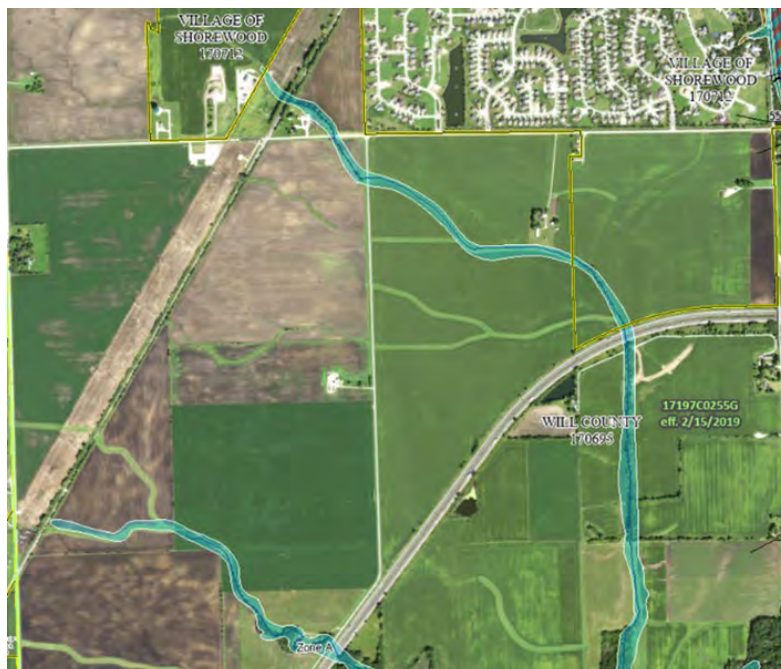


## Southwest Expansion

### Findings

The Southwest Expansion subarea, close to and visible from Interstate 55 and Interstate 80, is primarily undeveloped, and has a nearby freight rail line that runs southwest and parallel to Interstate 80. As with many similar areas, it is seeing development pressure for distribution and manufacturing users; the Village has received a number of inquiries about development potential here for industrial uses.

The site has challenges for development such as pipeline and telecommunications easements. Two water lines and drainage channels run through the area along with Interstate 80 to the south and the railroad



Water streams & drainage channels in the subarea.  
Image Credit | FEMA Flood Map Service Center

to the west. Interstate 80, railroad, and DuPage River create barriers for access and development. The floodway and drainage systems may present design and development challenges, though not considered impossible to overcome with a master development plan to thoughtfully place buildings.

New potential utilities can be added to existing systems. Water main extensions can be installed to supply the area, connecting to the existing system near Mound Road without crossing the rail tracks, and within the existing pressure zone. Sanitary installations may need to be evaluated further. Topographic layout of the area lends itself for sanitary gravity sewers to convey water east to Joliet's West Side WWTP. However, this WWTP may not have sufficient capacity to treat wastewater from this area and may need to be pumped north across the railroad tracks to Joliet's Aux Sable WWTP.

The area is agricultural use and single-family residential homes are located north of Mound Road. Mitigating impacts on these and other residential uses from truck traffic and noise, as well as appearance of large industrial buildings will be important considerations of development in this subarea.

## Southwest Expansion Goals & Objectives

**Goal: A logistics and light industrial park that supports the community's tax base.**

### Objectives

1. Establish a business / logistics park that directs access for trucks and passenger vehicles to the west and south, away from IL Route 59 and existing residents.
2. Plan for suitable sized lots that are functional for current and future needs (loading docks, packaging areas, storage depots, transportation hubs, etc.)
3. Design for industrial uses that require 24-hour activity (noise and operations) in a way that best prevents impacts to the surrounding area.
4. Allow for an arterial, access, and distribution road network with sidewalks to be implemented, ensuring the industrial campus has access to highways.
5. Establish design guidelines for the area to assure modern looking facilities that present an attractive appearance and impression of the Village from the interstate.

### Opportunities

#### Future Use

The Southwest Expansion subarea is positioned to support new and modern employers. With nearby interstate junctions and the potential use of the rail line to assist industries, it can be a major economic driver and revenue stream for the Village. Land uses in this subarea are envisioned as logistics, modern manufacturing uses, R&D, potential research tech facilities with supporting offices, storage, warehouse, and distribution centers, all located in an attractive business park campus, see Figure 26. Examples of this development can be seen to the north on Interstate 55 such as Bolingbrook, Romeville, and throughout the region. Interest has risen in evaluating a potential rail spur at Mound Road and the EJ&E Railroad. The intent is reinforcing activities proposed for the subarea that can be a significant asset for companies.

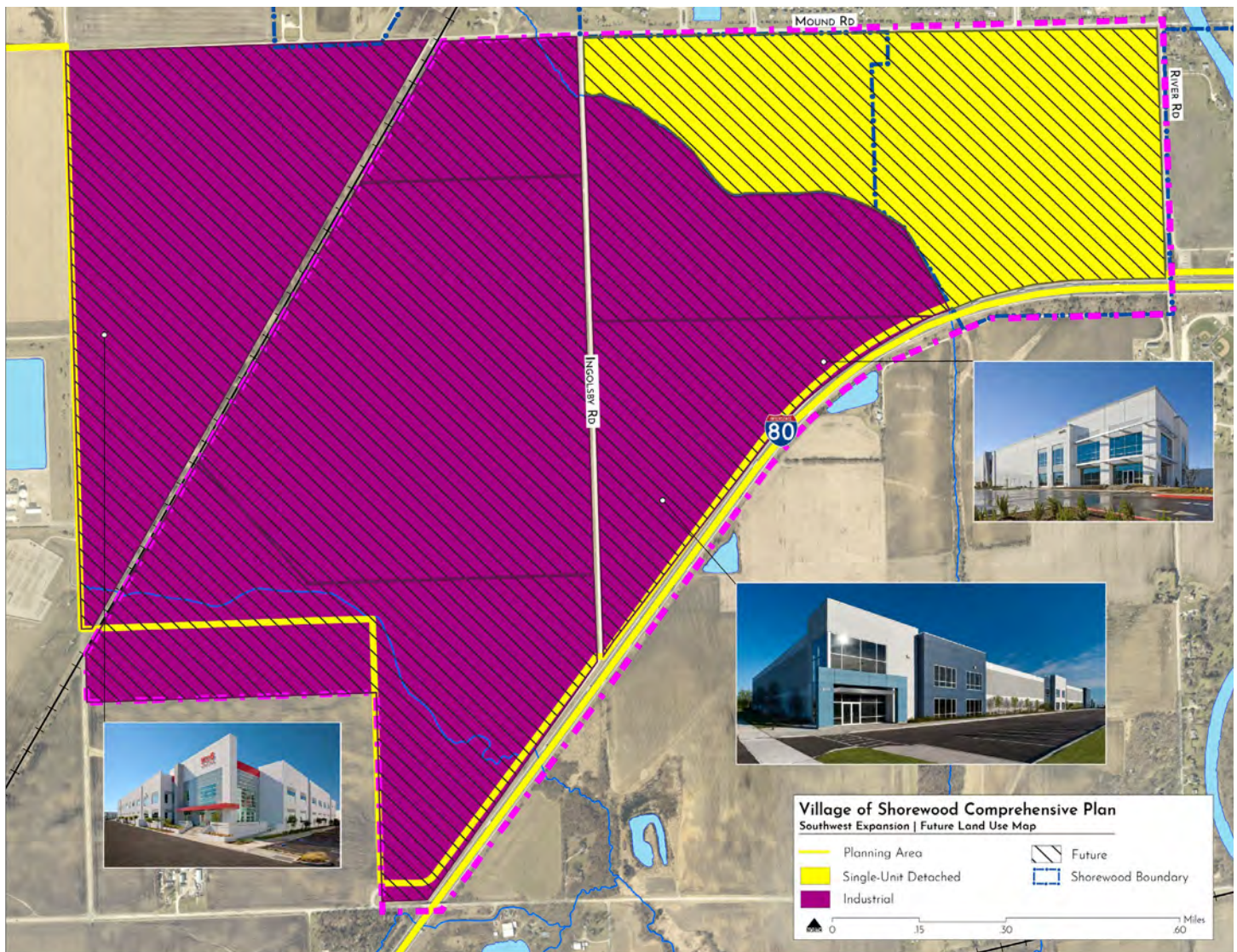


View looking north & I-80 running along the subarea. | Image Credit: Will County

To ensure that appropriate types of businesses are in this area, the Village Zoning Ordinance can be reviewed to amend the ORI, I-2 or I-3 districts, or determine if a new or refined district is more suitable.



Figure 27: Southwest Expansion - Future Land Use



### Design

To manage the appearance of buildings and overall image of the subarea, a streetscape plan and a unified set of appearance guidelines are recommended to incorporate modern design practices. This approach will support a high-quality standard to help the Village draw in new industries and possibly relocate some of the existing industrial businesses to this area. Effective screening and site planning standards can limit the impact on existing and future residential uses.



### *Infrastructure*

The magnitude of development will require consideration of current infrastructure to ensure it can sustain anticipated levels of activities. Sustainable measures such as a stormwater retention and management plan that addresses runoff and other sediments would need to be included. Pipeline and telecommunication easements are other issues that could make development challenging.

### *Traffic*

Potential impact of truck traffic on existing and future residents is a primary concern for the Village. Currently, the straightforward access from the subarea to the interstate system is Mound Road, the frontage corridor to Interstate 55. The issue with this route is the residential on either side of Mound Road. Prior to development, options to mitigate impacts should be identified and implemented. Some already considered by the Village or noted in this plan include:

- Requiring truck traffic to enter and leave the site to the west, accessing Interstate 80 at Ridge Road.
- Work with IDOT to establish an Ingolsby Road interchange at Interstate 80 and require truck traffic to access from there. The costs of new interchanges and proximity to existing interchanges may make this a difficult option to implement, but merits further consideration.
- If necessary, large trucks and delivery vehicles using Mound Road to travel east should directly access the interstate on designated truck routes, be prevented from entering residential areas, and employ sound mitigation techniques applied where appropriate.

## Ridge Road District

### Findings

The land surrounding Ridge Road and US Route 52 is predominantly agriculture, with very little single-family residential development nearby. Interstate 80 is located about 3.5 miles south of the intersection, with minimal or no development in between. To the north, residential development (in Joliet) is about 1.3 miles away. The intersection is about 2 miles west on US Route 52 from the current Village boundary. The area is generally flat, but there are slight elevation changes, and is not currently in a floodplain.

The subarea is in Kendall County. Public utilities are not available in this area. Due to topographic challenges and wastewater treatment plant capacities, wastewater treatment for sanitary services is provided by Joliet's Aux Sable Wastewater Treatment Plant or can come from the east by going under the rail tracks. Drainage channels are present west of Ridge Road.



Aerial view of Ridge Road and Route 52. | Image Credit: Will County

Despite the lack of activity and distance from the Village, there is no doubt this is an important subarea for consideration in the Shorewood Comprehensive Plan, for the following reasons:

- Development is nearby. Residential, commercial, and industrial development in Minooka is located on both sides of Interstate 80 at Ridge Road. Residential to the north in Plainfield creates potential for connecting to other residential areas and traffic accessing Interstate 80 and Minooka.
- Road improvements are planned. The Kendall County Highway Department 5-Year Surface Transportation Program shows enhancements to Ridge Road from Holt Road to Black Road. Such improvements support new development.
- Intersections see development first. Business owners seek good access and maximum traffic for potential customers and locate at intersections for heightened visibility.

A limit to significant development in the area relatively soon is utility access. Utility installation is viable but will require coordination with nearby municipalities and running lines initially. An option for wastewater treatment for sanitary services is seeking that service from Joliet's Aux Sable facility, or from the east (the current Village services) by going under the rail tracks. This hurdle will need to be addressed prior to significant development – but provides time for planning.

## Ridge Road Goals & Objectives

**Goal:** An ancillary community business district that supports the Village economically and culturally and provides a gathering place in the western portion of the community.

### Objectives

1. Establish zoning and design standards that define a comfortable pedestrian-oriented business area around the intersection.
2. Plan for mixed use areas around the commercial area that include a mix of residential types and densities.
3. Establish working relationships with property owners and consider pre-annexation agreements to facilitate development of the area in keeping with plan objectives.

### Opportunities

Ridge Road District anticipates serving two different development types. One is the type of development that occurs naturally because of market forces. The second would create a unique, community-based district serving the entire Village and functions as a small center for what will be the future growth area of Shorewood. They are not necessarily the same and this plan looks to find a logical separation for them.

**Regional development** is typified by larger businesses serving populations from farther away. In this regard, Ridge Road would consist of various businesses that can serve as anchors to help support the intersection and draw in other commercial uses.

Auto-oriented regional shops, service stations, grocery stores, restaurants, etc., can be expected in the area over time, and recommended they be focused on the west side of Ridge Road. Medical, recreational facilities, and institutional uses could also be located here. The character of this area would be similar to other commercial corridors, such as IL Route 59 north of US Route 52.

Given this collection of activities, residential uses of moderate density (i.e., townhomes or small multiple family dwellings) are appropriate for the area. A variety of housing options could be located behind major commercial development with suitable pedestrian amenities. As this part of the district grows, having open space for recreation, aesthetics, stormwater use, and moderate density levels will be important. This area and various uses would benefit all residents of Shorewood and surrounding communities.

**Community-scale development** would be focused on the east of Ridge Road. This area would be more pedestrian oriented and promote a business district environment with activities.

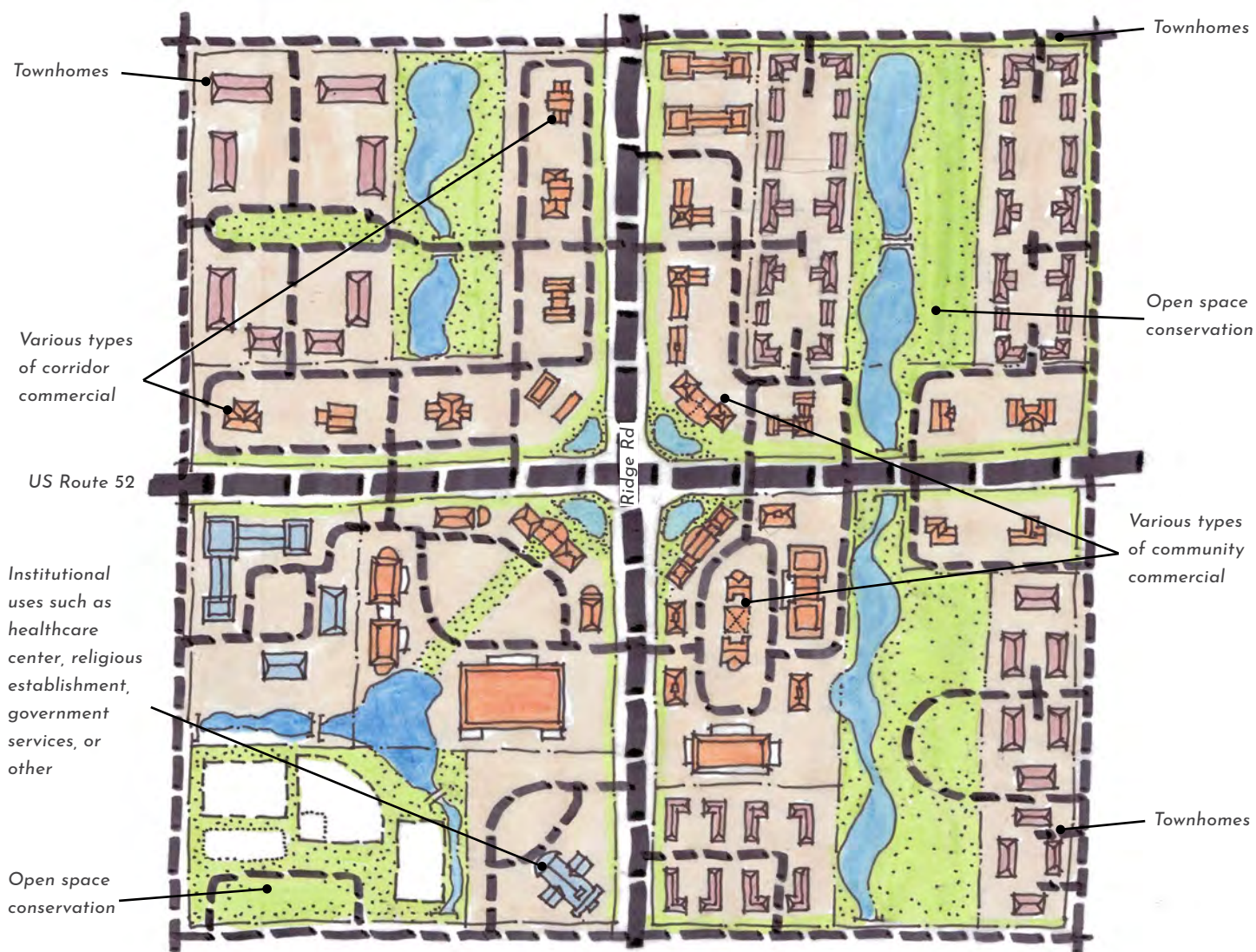
Small-scale, mixed-use (commercial with residential) development can be the focus on this side of Ridge Road with local shops and recreational opportunities. Bike trail connections, shared paths, “town square” type gathering spaces, and scenic environments could enhance the area. The existing drainage channels could be preserved as a natural asset and potential open space/gathering area.

As the Village works towards improving its current trail network, there is also an opportunity to extend westward and connect to the Ridge Road District via pedestrian and bike paths. Townhome development is also encouraged with moderate density levels in mind.

See Figure 27 for visual concept.



Figure 28: Ridge Road District Concept



The reason for focusing community scale development on the east side of Ridge Road is to leverage the drainage channels as recreational areas to be amenities for residential and commercial uses around them. It also has the benefit of being closer to, and not across a major road from the heart of the Village – facilitating a better incorporated place. This may be a long term planning effort and thus requires coordination with Kendall County and reaching out to property owners in the area to make them aware of the Village’s planning focus.

One or two larger developments in this area can impact the long term character of each side of the road, potentially upending this prospect. Kendall County zoning is mostly agricultural in the area, with parts of the intersection zoned for commercial use. Making all parties aware of the planning opportunities spelled out in this plan, and encouraging them to follow the same development pattern until the area is annexed, will help bring these desirable development patterns to fruition.



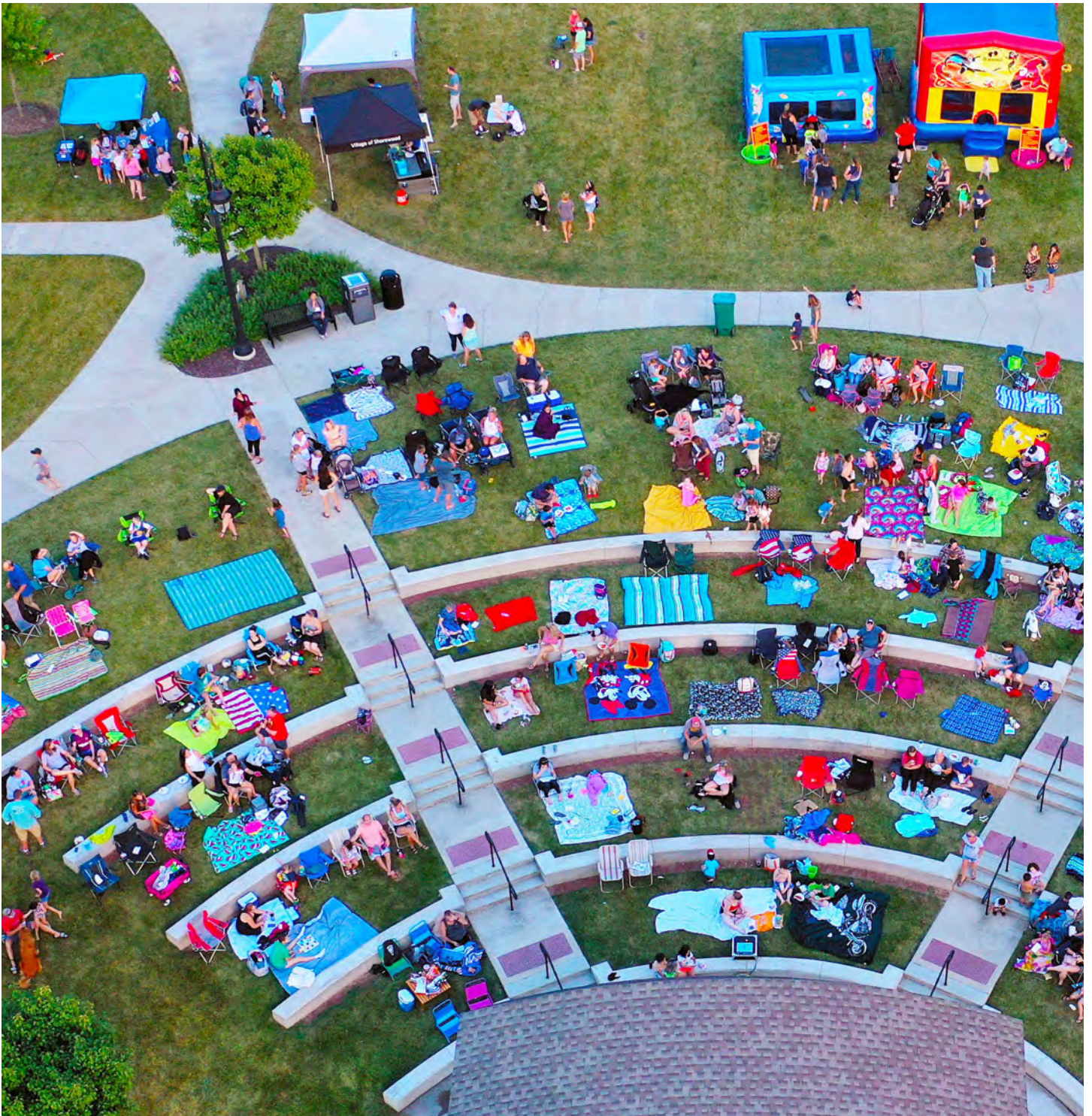
Figure 29: Ridge Road District - Future Land Use



In sum, the Ridge Road District is an area that can continue to balance the biodiversity with the built environment and has multiple uses to accommodate the needs for a wide range of people. The subarea is a blank canvass opportunity to reflect the goals and objectives that residents want to see in Shorewood today.

- Planning principles for Ridge Road District are listed below and shown graphically in Figure 27. Land use recommendations for the area is shown in Figure 28.
- Retail and services are supported by surrounding residential.
- Regional commercial allows larger retail businesses such as a grocery store, pharmacy, or gas station on the west side of Ridge Road.
- Community commercial (people-oriented development) on the east side of Ridge Road creates a small-scale gathering place for residents and visitors. Existing drainage channels and water bodies are converted into gathering spaces.
- Biodiversity is balanced with the built environment.
- Townhomes surrounding recreation and conservation areas provide rural amenities in a suburban setting.
- Future design guidelines define specific site planning, landscape, and building design standards.
- A streetscape program should be developed to create a unique and unified design standard for public spaces and rights of way.





## CHAPTER 4

# Community Character



## WHAT IS COMMUNITY CHARACTER?

The comfort and enjoyment of a place, the activities that occur, and overall experience that one encounters is what community character is all about. This refers to the physical qualities a place offers and the personality of the environment. Community character helps generate an identity and overall impression, often being a primary influence for people deciding where they want to live and spend their time.

Shorewood's community character is highlighted by a variety of amenities such as neighborhoods, regional trail networks, Village wide events, environmental assets, and quality housing. These elements are not just important to a resident's sense of place but contribute to economic development and long-term sustainability of the village.



Community event in Shorewood.  
Image Credit | Vill. of Shorewood



Open space & trail.  
Image Credit | Vill. of Shorewood



Neighborhood intersection



## CHARACTERISTICS

### *Residential Feel/Small Town Character*

Welcoming neighborhoods characterize Shorewood, with most residences being single unit dwellings developed in subdivisions such as Towne Center, Walnut Trails, Edgewater, River Crossing, Shorewood Glen, Brook Forest, and River Oaks. These subdivisions vary in scale, color, building material, and design, with each creating a comfortable and welcoming environment.

This land use structure contributes to the Village's "small town" feel and "family oriented" character. In some ways such terms can be hard to define but are raised frequently when residents talk about community character. These characteristics are also advanced by opportunities for "neighboring" at church, in schools, and local parks. Another important element is the many local events put on by the Village and others, such as the: Parties in the Park, Cardboard Boat Regatta, OktoBREWfest, Autumn Fest, Family Camp-Out, Shorewood Holiday Market, and others. Community events like these bring residents together from every neighborhood and even beyond the Village. They help to make Shorewood distinct and, based on feedback, are very much appreciated by residents.

"Family oriented" is a related notion often heard when asking residents about Shorewood's community character. Of course, some of these draws from the community's structure as having many single unit dwellings. But in Shorewood, it is about more than where people live; it is about how they live. The focus on schools, community events, the desire for more locally owned and oriented restaurants—these all speak to how a family-oriented character is defined in Shorewood and incorporated into the findings set by this plan.



*One of many single-unit housing types in Shorewood.*



*Party in the Park event in Shorewood  
Image Credit | Vill. of Shorewood*



*Shorewood Water Tower.  
Image Credit | Vill. of Shorewood*



## Commercial Character

Local and regionally oriented commercial areas are found along key arterial roadways and intersections. Commercial uses along Brook Forest Avenue (IL Route 59) attract visitors from Shorewood and beyond. Local serving restaurants and service businesses are primarily found along US Route 52 and the intersection of IL Route 59. As the main arteries of Shorewood, chain or locally owned businesses see high traffic flows, making them highly visible and attractive to business owners. Part of the regional shopping area along IL Route 59 is in Joliet, generally north of Shorewood Crossing Shopping Center. Likewise, businesses along Interstate 55 serve a larger trade area than just Shorewood. A small stretch along the Route 52 corridor, between S Raven Road and Eastshore Drive also has qualities that mirror traditional downtown nightlife. These include businesses like The Crowd Around Me and Casa Maya. Other examples are Will County Brewery Company and Mauve & Nosh Libations near US Route 52 and River Road. As previous village plans have noted, there is potential for additional businesses to be established as this key area is improved.

These and other commercial corridors are important elements of the Village and its

character. Shopping areas are essential to everyday life. How these areas look, and feel are significant in how residents and visitors enjoy and use the community – hence the connection between community character and economic development. Retail commerce is now as much about overall “experience” as it is convenience and available goods. The industry standard is that just another place to shop is not as successful as an enjoyable shopping leisure. This is even more true since the pandemic has made people crave quality public places and experiences.

While commercial corridors and the specific developments in Shorewood have a good appearance, they are not necessarily unique to the Village. However, illuminated street signs on main corridors and unique light poles are solid identifiers that Shorewood defines these places with distinct character. This signifies to developers the Village is mindful of the area to acquire more business investment. This notion is further emphasized with additional streetscape and gateway elements.

Structures for older and modern commercial businesses could use some improvements. Additional direction could be provided to encourage a level of quality that reaches the hallmark of development the Village is promoting,



Hammel Creek Commons in Shorewood.  
Image Credit | Vill. of Shorewood



Commercial plaza along Jefferson St.  
Image Credit | Vill. of Shorewood

as emphasized in the 2007 Comprehensive Plan. Signage for some of these businesses could be better coordinated and designed in a manner that is more effective to attract people. Overall, development displays design variations, presented with different facade articulation, have ornamentation features, alternating landscape techniques, lighting, and varying building material as well as colors. There has also been commentary about doing exterior improvements to storefronts in terms of aesthetic upgrades.

The overall appearance of commercial development has been a focus for the Village for many years. The high standards of design are well known in and beyond the Village. The 2007 Comprehensive Plan thoughtfully focused on the importance of quality design and the Village has applied that since. While noted in the plan, the effort to maintain such quality is effectively a case by case effort, rather than a clearly defined and codified set of criteria. Regardless, it remains a significant value for the community and suggested to be organized and advanced by more formal design guidelines and a design review process.

### ***The River, Open Spaces, and Trails***

Not every community has access to a river, forest preserve, and trail systems as local amenities. Shorewood counts all three as adding to its community character and quality of life. The DuPage River is a big part of how and why the Shorewood area was settled and grew. Forest preserves and trail systems are present in and around the Village, greatly valued by people. While these features are part of the Village, they are not well integrated into the community as they could be. Several approaches for enhancing them have been discussed and planned for in the 2010 Riverfront Master Plan. This document supports reviving efforts to enhance the river, open spaces, and trails as part of boosting Shorewood's community character.



*Open space and trails in Shorewood. Image Credit | Vill. of Shorewood*

## GOALS & OBJECTIVES

Below are the community character goals and objectives identified through the planning process by consideration of best practices, previous planning actions from the Village, and past studies prepared for the Village. The goals and objectives were developed with input from the community and reviewed by the Plan Steering Committee, Village Board, and Planning and Zoning Commission.

**Goal 1: Shorewood is recognized as a great place to raise a family with a great quality of life.**

### Objectives:

1. Continue to provide the Village's high level of community services.
2. Continue to prioritize public safety with communication, transparency, and trust between members of the community and law enforcement.
3. Add new pedestrian and bicycle paths to connect neighborhoods and local destinations (i.e., parks, the library, the riverfront, retail, and dining).
4. Encourage and support community groups to foster neighborhood events and activities.

**Goal 2: The DuPage River is a celebrated and well-used community asset for Shorewood residents and visitors.**

### Objectives:

1. Continue implementation efforts from the Riverfront Master Plan.
2. Create connections from Shorewood's existing trails to the DuPage River Trail.
3. Seek public and private development opportunities near the intersection of US Route 52 and IL Route 59 that would provide an attractive and enticing gateway to the DuPage River.
4. Attract recreation/river-focused businesses that can be located near the riverfront.
5. Open up sight lines to the river from gateways, common spaces, and major roadways where possible.



**Goal 3:** A welcoming and inclusive community with opportunities for community gatherings, neighborliness, and events.

**Objectives:**

1. Continue implementation of the Town Centre Plan to create a hub and community gathering place near Village Hall.
2. Partner with community organizations, local groups, and private businesses to host events that celebrate the arts, culture, and diversity of Shorewood's residents' (i.e., a "Taste of Shorewood" or "Shorewood Cultural Night").
3. Encourage civic participation from every segment of Shorewood to promote diversity and inclusiveness as part of Village decision-making.
4. Review Village regulations and increase ease and flexibility for planning and permitting outdoor dining and local events.

**Goal 4:** A built environment (buildings, streets, landscaping, parks, etc.) reflecting a community that values aesthetics and well-designed development.

**Objectives:**

1. Develop design guidelines for commercial and multi-dwelling housing that advance varied architecture and high-quality materials and allow for flexibility in creative design.
2. Ensure that new construction in the Towne Center is consistent with the area's character.
3. Enhance appearance of major corridors throughout the Village (i.e., US Route 52, IL Route 59, River Road, and Black Road) through streetscaping improvements.
4. Maintain Village standards for signage and lighting.

**Goal 5:** A distinct community identity that communicates a clear message of Shorewood as a great place to live and do business.

**Objectives:**

1. Install attractive gateway signage and streetscape amenities throughout the Village, where suitable, that is welcoming to visitors and signals the Shorewood experience.
2. Showcase the Village brand through enhancements at bridges, intersections, and destination entries.
3. Implement and promote the Village marketing program developed as part of the comprehensive plan.

## PLANS + PROGRAMS + POLICIES

Below are action-oriented initiatives Shorewood can pursue to implement the goals and objectives related to community character. Some can be achieved in the short term; others may be in progress based on previous plans; or certain projects may be near completion.

- 1. DuPage River:** The DuPage River that runs through Shorewood is a natural asset that provides scenic beauty and outdoor activities. However, part of it remains in a regulatory floodway, certain access points are difficult to reach, and the river overall is an underutilized amenity. To better embrace this local asset, the Village can seek funding and initiate public and private partnerships that integrate additional services for people, identify other entry/exit points, and determine safe, creative “outside-the-box” ideas to address sections that flood. Ideas advanced in the 2010 Riverfront Master Plan still outline a sound opportunity to enhance how the river is enjoyed as a community asset; continued implementation is recommended as part of this plan update.
- 2. Design Guidelines:** The Village and residents are invested in the high-quality character of community residential, commercial, and industrial buildings. Although Shorewood performs an excellent job in working with developers to differentiate building design (material and color) and quality, no written standards are in place to help lead village officials or designers towards common objectives. Design guidelines to be developed and incorporated as part of the Village development review process are recommended for all projects. This helps to visually communicate quality, context, and local character of Shorewood for a range of housing, businesses, and industrial uses. In this way, the design guidelines create greater predictability for developers and the community. The Village can also be in a better position to achieve the design caliber they want while remaining financially responsible for reaching the goal.



Riverfront & trails in Shorewood. Image Credit | Vill. of Shorewood

3. **Small Town Character:** Intimate spaces that are quaint, charming, and individually unique catch the attention of people and are what Shorewood aims to preserve as development continues. Defining suitable areas to designate specific types of development, adding pedestrian oriented characteristics that create vibrant activity and are aesthetically pleasing, and including access for a variety of transportation options all help to establish a small-town character. Private development will be advanced by the design guidelines. Public spaces and right-of-way will see development and implementation of a streetscape design program (recommended) to highlight community gateways, build on appearance of commercial corridors, and apply a wayfinding program in the Village.
4. **Connectivity:** Safe access around any community is enhanced by complete trail and sidewalk systems. Trails in Shorewood currently do not connect directly throughout the community, cannot reach important destinations like schools or shopping areas, and do not align easily to regional trail systems. This can be remedied by working with the forest preserve and ensuring that development codes require installation of trails and sidewalks. Further details on this recommendation and trail map are noted in the park and recreation element of the plan.
5. **Gatherings:** The ability to gather with a diverse group of people that can share experiences, culture, and ideas is a part of community character. Village wide events hosted in Towne Centre are popular and this idea may be expanded to local neighborhood gatherings where neighbors can simply “hang-out.” The Village can promote local neighborhood gatherings by easing regulations to allow more flexibility in coordinating and hosting outdoor activities/events outside of Towne Centre. People can remain in their neighborhoods and congregate with others to continue celebrating the arts, culture, diversity, and community.
6. **Identity:** Residents are proud of their community and collectively work towards advancing it to become more appealing and inviting to visitors. However, stakeholders and the Village note more can be done to tap into the full potential to market Shorewood. The Village can work with engaged stakeholders to help showcase distinct cultural, recreational, economic, and social values. Contributions and recommendations can help define the personality of the Village and identify strategies to communicate that perception to the community.



Village Hall



Outdoor event at Towne Center. Image Credit | Vill. of Shorewood





## CHAPTER 5

# Housing

## SHOREWOOD'S HOUSING MIX

Shorewood's housing is primarily single unit detached dwellings. Nothing in this plan expects that aspect of the Village's community character to change. The question considered as part of this plan is how other housing opportunities might be incorporated into Shorewood while still maintaining that primary single unit, family-oriented character.

Insight to this question was provided in part by an economic development strategies and market assessment prepared by Gruen & Gruen + Associates in March 2021. The study looked in detail at all forms of real estate development with an eye toward matching opportunities in Shorewood with the development formats and actions that support successful communities. Regarding housing, the study noted that between 2000 and 2009, about 2,678 homes were constructed in Shorewood, which is the highest since previous decades<sup>3</sup>. The housing inventory increased by more than 700 units between 2010 and 2020. About 90% of units are owner-occupied. The study also considered demand for various types of housing, how they might fit into the Village, and how they could advance community goals.

The report presented housing observations in Shorewood consistent with those found during the planning process. The first reflected the value of incorporating multi-unit rental housing as part of mixed-use developments. The study notes that rental housing is occupied differently now than in previous eras, and that people will rent for a longer period today than they did in the past. It also noted that a diverse housing stock is important to supporting a range of workers in and around the Village, and that higher densities, particularly near Towne Center, support retail and commercial uses. In short, townhomes and multi-unit developments are necessary parts of a complete housing inventory that support an economically and socially sustainable community.



*Above: Various types of housing in Shorewood.*

<sup>3</sup> ACS 2020 5-Year Estimates (Table B25034)

<sup>4</sup> Home Front. South Metro Housing Options. (n.d.). Retrieved November 2022, from [https://smho.co/wp-content/uploads/2020/07/HomeFront\\_July2020\\_f.pdf](https://smho.co/wp-content/uploads/2020/07/HomeFront_July2020_f.pdf)

## CHARACTERISTICS

The point of a comprehensive plan is not to simply identify market demand and make way for that development to occur. What type of housing is right for Shorewood is a policy question; one discussed throughout the preparation of this plan.

Input from local stakeholders during the planning process indicated a strong preference for single unit housing and maintaining that residential character. Also noted was that little housing diversity is currently found in the Village to meet market demand or support the range of people looking to live in the community. Options for rental units, townhomes, or multi-dwelling housing are limited or nonexistent. This limits the type of households that can be part of the Village, contribute to its vibrancy, and support local businesses. New families and young professionals would find it easier to become part of the community if more housing variety was available.

Housing diversity is important because areas with different housing options “are more stable and can weather a housing crisis better,” allowing them to be more resilient during economic declines. Different residential types can also generate more revenue for local services – given that less infrastructure is needed per person and more households support the cost of those services (utilities, public safety, local administration, etc.).

Housing diversity in the Village was increased recently with approval of a townhome and multi-dwelling development (Hampton Development) near Towne Center.

Gruen Gruen + Associates’ conclusion noted that townhomes and multi-unit residential provide benefits for the community, can meet needs of new families and new professionals, and can stand alone or be part of mixed-use developments. Notions for how to most appropriately locate such housing included:

- Locating multi-unit residential uses near major transportation access and retail nodes.
- Increasing multi-family rental development in mixed-use development sites.
- Understanding that commercial and residential mixed uses are those to which young professionals/small sized households are more responsive.
- Considering inclusion of multi-unit housing along IL Route 59 corridor and other activity areas.

There are other options that Shorewood could pursue not noted in the market study. For example, Shorewood could pursue flexibility options such as converting rental units to owner-occupied housing. This will be dependent on future market trends and people’s needs.



*Single-unit housing in Shorewood.*



*Single-unit housing in Shorewood.*



## GOALS & OBJECTIVES

Below are the housing goals and objectives identified through the planning process by consideration of best planning practices, past planning actions of the Village, and previous studies prepared for the Village. The goals and objectives were developed with input from the community and reviewed by the Plan Steering Committee, Village Board, and Planning and Zoning Commission.

### Goal 1: Attractive and safe neighborhoods.

#### Objectives:

1. Support existing residential areas where necessary and possible through building and infrastructure improvements (curb, gutter, sidewalks, etc.).
2. Interconnect neighborhoods with roads, walkways, and bike paths.
3. Provide options for pedestrian and cyclist access within all residential neighborhoods.
4. Encourage residential development to occur in master planned neighborhoods.
5. Apply creative site planning, housing design, open space systems, pedestrian systems, and attractive landscape design to new residential areas.
6. Provide open space within future development areas that will enhance each neighborhood, as well as the Village as a whole.
7. Maintain the character of existing neighborhoods.

### Goal 2: A variety of attractive residential environments with housing to meet the needs of current and future Village Residents.

#### Objectives:

1. Support new residential development of varying formats (single unit, townhome, and multi-unit) that reflects Shorewood's existing small-town character.
2. Increase the type and number of housing units to expand the Village's population so that additional dining, shopping, and recreation amenities have more potential users.
3. Provide residents an opportunity to choose from an assortment of residence types to meet the needs of those at various life stages (families, young professional, empty nesters, seniors).
4. Encourage development of housing types that meet the needs of those at various levels of physical mobility.
5. Plan for appropriately scaled multi-unit buildings (apartments / condos) where such dwellings are suitable (for example as part of the Towne Center or along commercial corridors).

### Goal 3: Thoughtful residential development as the community develops to the west.

6. Review development codes to define how they balance Village goals for development with market opportunities related to factors such as lot size, housing type, design amenities, etc.

#### Objectives:

1. Foster thoughtful and controlled residential growth in the western expansion area.
2. Review development codes to provide for average housing densities in developments that can promote creative design, preservation of open spaces, a variety of housing styles, and reflect market realities.
3. Establish design guidelines for residential structures and common areas of future residential developments.

## PLANS + PROGRAMS + POLICIES

Recent development in Shorewood reflects the potential for increasing the housing mix, such as the recently approved Hampton's development project at Towne Center. The project included mixed-use (ground floor retail and residential above), condominiums, and apartments.

Housing goals and objectives for Shorewood note actions to consider and can be advanced through the approaches described below. Shorewood will use best practices and market trends in determining the type and quantity of residential development that can occur within the village and Western Growth Area.

1. **Maintaining Connections in Neighborhoods:** As residential neighborhoods are the heart and soul of Shorewood, considerations for maintaining and enhancing those areas are a first consideration. Overall, these areas are well established. An action to advance this goal is to consider the completeness of sidewalks and multi-use connections by taking inventory of sidewalk gaps and other pedestrian connections in neighborhoods throughout the Village. Identified gaps in built-out neighborhoods would be worked into Village capital spending to create connections and street crossings that make walking around the Village safe and enjoyable.
2. **Housing Mix:** Shorewood can expand its housing stock to make it more diverse for those seeking various residential types and different price points. The first step to advance this objective is evaluation of Village ordinances to identify opportunities for allowing different housing options. An evaluation of the zoning ordinance can facilitate amendments to mixed use developments that include townhomes and multi-unit buildings in certain zoning districts or areas of the Village (perhaps through new overlay zoning). Identification of key opportunity sites for denser housing (such as the IL Route 59 corridor as noted in the economic development assessment) can also focus these opportunities.

### 3. Housing Diversity in Western Growth Area:

The Western Growth Area identifies best practices and locations for townhome and multi-unit buildings to be considered as that area develops. More dense housing can be used to advance management practices for environmental and community sustainability. Consideration can be given to establishing more detailed design guidelines and greater densities that can allow for development that addresses unique environmental character in that area.



*Neighborhood subdivision in Shorewood.*



*Single-unit housing type in Shorewood.*



*Two-story single-unit housing in Shorewood.*





## CHAPTER 6

# Community Facilities & Services

## WHAT ARE COMMUNITY FACILITIES AND SERVICES

Community facilities refer to public services provided by the Village or other agencies. This includes emergency services (police + fire department) and utility systems/infrastructure (stormwater, sewage, wastewater treatment, etc.), as well as parks, trails, schools, and libraries. These services play an integral role in the lives of Village residents, merchants, and property owners. Many of these facilities are not used or seen on a day to day basis (some are underground), but their development and upkeep represents significant capital and continuing investments by local governments. It is important to understand that the collection of services and facilities is not provided by a single source, but rather a collection of taxing jurisdictions whose service areas overlap but are not coterminous (see Figure 29). Each jurisdiction is responsible for their own area and shares the work of maintaining the quality of life for Shorewood residents. The jurisdictions serving Shorewood have a good working relationship and endeavor to provide the highest quality of services and facilities possible.

## CHARACTERISTICS

The Village of Shorewood provides general administration, police, public works, and parks and recreation services to the Village. This seemingly short list of departments provides a great number of activities– seen and unseen. Administrative functions are located at Village Hall in Towne Center. The Shorewood Police Department resides near US Route 52 and Raven Road. Fire protection is provided by Troy Fire Protection District Stations 1 & 2. Station 1 is located at the intersection of Seil Road and Sycamore Drive. Station 2 is at IL Route 59 and School Road. A recent enhancement is the construction of a public works facility along Mound Road near County Line Road.

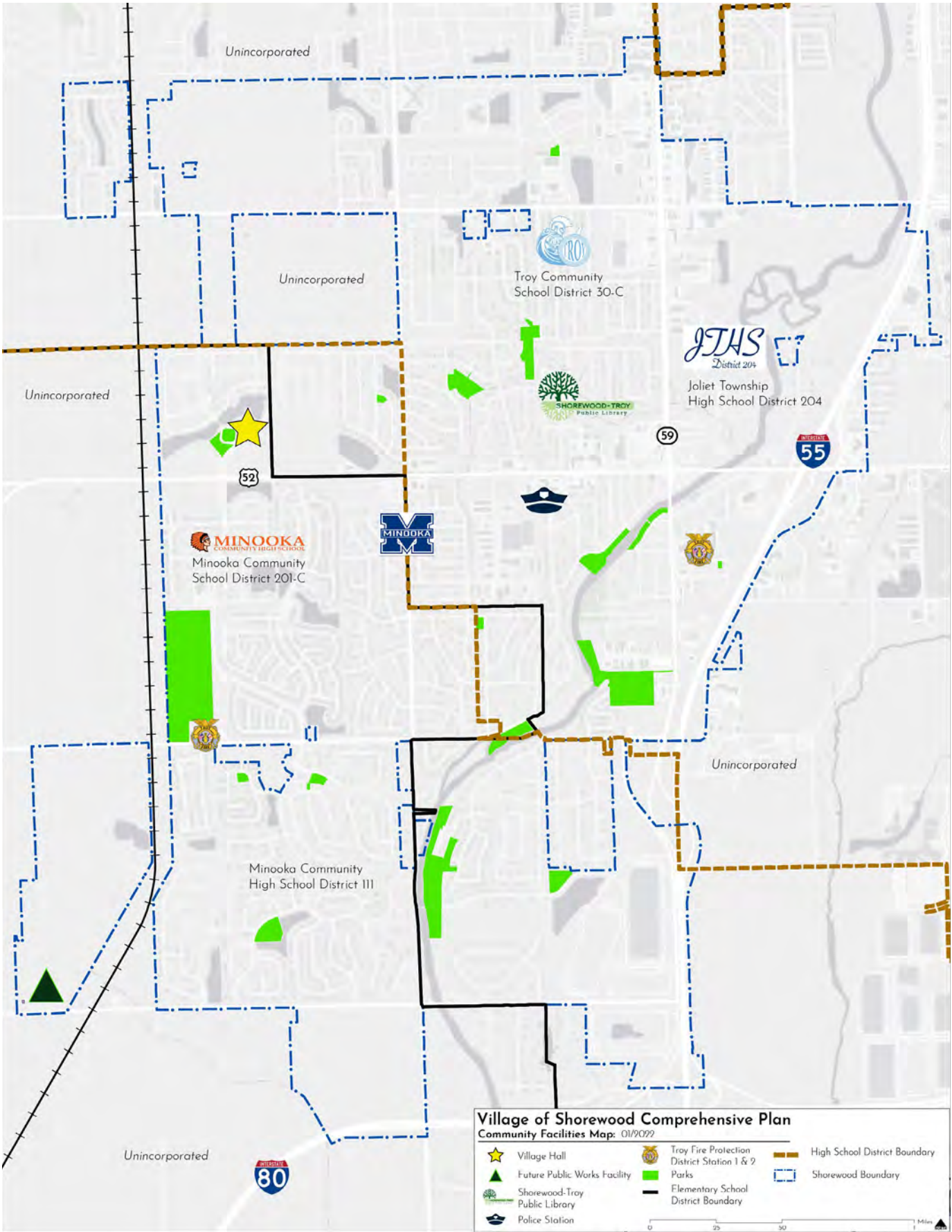
In terms of education, the Village is served by four school districts, two elementary and two high schools. Elementary schools consist of Minooka District 201-C and Troy District 30-C. The high schools are divided into Minooka District 111 and Joliet Township District 204. All schools have their unique boundaries, although the borders do overlap with one another in some locations. The Village has one library branch. Shorewood-Troy Public Library is near the center of Shorewood, at Brookshore Drive and Deerwood Drive.

*Village Hall*





Figure 30: Community Facilities





## GOALS & OBJECTIVES

Below are the community facilities and services goals and objectives identified through the planning process by consideration of best planning practices, past planning actions of the Village, and previous work prepared for the Village. The goals and objectives were developed with input from the community and reviewed by the Plan Steering Committee, Village Board, and Planning and Zoning Commission.

### Goal 1: Shorewood as a destination for residents and visitors.

#### Objectives:

1. Continue to sponsor and support local special events and festivals that are rich amenities for the citizens of Shorewood and destinations for regional tourism and commerce.
2. Expand the extent, use, and awareness of trails through and beyond Shorewood along existing trail routes (see Parks & Rec Plan for more detail). Add new pedestrian and bicycle paths to connect neighborhoods and local destinations (i.e., parks, the library, the riverfront, retail, and dining).
3. Develop DuPage River corridor access points for passive recreation, trails, and entertainment activities to draw on the attractiveness of those areas – while being sensitive to adjacent residential areas and potential environmental impacts to the river.
4. Promote tourism by identifying potential locations for large scale, regionally – oriented recreational or experiential facilities that serve residents and draw visitors.

### Goal 2: Community facilities & services that meet community needs.

#### Objectives:

1. Continue to communicate with other taxing jurisdictions and share information about ongoing programs and facilities, considering options to effectively share facilities in a cost-efficient manner.
2. Work with counties (Will + Kendall) and the Forest Preserve District to expand trails and other recreation opportunities for residents.
3. Work with the Shorewood – Troy Library to expand or enhance its physical space, offerings, and programs to the community.
4. Investigate opportunities to provide large recreational amenities such as a community pool or recreation center.
5. Continue to promote community services available from the Police Department (such as D.A.R.E. and Vacation Home Watch.)

## PLANS + POLICIES + PROGRAMS

Current services are well received and appreciated by residents and businesses. Opportunities to update and expand them are noted in the objective statements above and summarized below. Other enhancements are considered in more detail through the chapters on infrastructure and transportation, and Park and Recreation element of the plan.

1. **Trails & Pedestrian Connectivity:** General connectivity and moving around town and the region via trails and walking paths is a priority for the community but is lacking in some parts of the Village when attempting to reach specific destinations. Key areas for these connections are noted in the Park and Recreation element of this plan, but mentioned here because such connections relate to a range of plan implementation actions. For example, trails and sidewalk connections should be considered whenever the Village plans for or implements Right of Way improvements. In this way, sidewalks and trails can be connected or extended in a cost-effective manner when otherwise larger roadway or utility improvements are made. In addition, specific plans for trails and parks can be used for grant applications and in coordination with other agencies as part of related activities.
2. **Recreation Facilities:** New recreation facilities, such a public pool and indoor recreation center, were among the ideas frequently expressed during planning discussions. In the near term, partnering with private and public entities and coordinating with neighboring municipalities and counties can advance these goals more quickly and in a fiscally responsible manner.
3. **Sustainability Center:** A connection to the environment – in no small part related to nearby forest preserves and the DuPage River – is important to Shorewood’s character and members of its community. To build on this connection, a recreation and education center would serve a public benefit to share information on different practices that address issues such as water quality, conservation and open space, and environmental best practices. The Interstate 55 Gateway subarea is one location where such a facility might be considered. Working with the Forest Preserve or other entity is one way to accomplish this goal and secure overlapping benefits such as trail expansion and a wooded gathering space for the community.
4. **Ongoing Coordination:** It is almost cliché to add “communication” to a list of actions required to implement a plan, but regarding community services and facilities, it is essential. This is especially true in Illinois where separate taxing jurisdictions are so common for public facilities. While the working relationship between jurisdictions serving Shorewood is solid, the benefit of standing, regular meetings at the administrative level has merit. This would provide a venue for joint, ongoing discussions of existing services and facilities, plans for enhancement, common challenges, and opportunities to share resources in a cost-effective manner. Coordinating logistics can occur in quarterly meetings with overlapping taxing bodies and surrounding municipalities.



# CHAPTER 7

## Economic Development



## WHAT DOES ECONOMIC DEVELOPMENT MEAN FOR SHOREWOOD?

*Economic development is the collection of activities undertaken by a jurisdiction to generate revenue that supports needed and desired local services, programs, facilities, and employment opportunities for residents.*

There is great variety in how communities see the need for and implement economic development activities. In part, this is because communities have different geographic characteristics, populations, and land use opportunities. Shorewood has a number of what are considered economic development strengths. These include its location along Interstates 55 and 80, retail corridors along US Route 52 and IL Route 59, a high median income, and its location in the growth center of the region. Those assets help to drive a range of Village revenue sources, the largest being retail sales tax revenues. From a land use perspective, this speaks to the importance of strong commercial centers and ready access for potential customers.

Economic development goes beyond retail sales, which is important to support a diverse tax base for the Village and other taxing jurisdictions. The Village includes industrial areas, with potential for additional modern industrial development. The Southwest Expansion subarea identifies those opportunities.

Shorewood's overall quality of life and other assets can also be seen as part of its economic development. The village, being a desirable place to live, brings residents new development and home improvements (supporting everything from property taxes to retail sales, to building permit revenues, to utility taxes and more). The path to strong economic development is based on a diversity of revenue sources and a flexible approach to maintaining a tax base – especially through uncertain times.

## CHARACTERISTICS

The economic development assessment prepared by Gruen + Gruen Associates indicated several economic strengths, including a positive business environment served by a local government with a positive attitude toward businesses. This is reflected in more retail goods and services being available than a typical community with Shorewood's current population (a function of development along IL Route 59, a major arterial roadway running through the Village). The assessment indicated that more sales from nonresidents come into Shorewood than are expended by Shorewood residents. The community also has a well-educated and skilled household base. In addition, as shopping becomes a more "experiential" driven activity, Shorewood works hard to continue maintaining quality design, encourage sturdy building materials, and place non-monotonous landscaping practices to attract locals as well as visitors.

Perhaps most important of all is understanding that economic development is a dynamic (not static) exercise. Economies change constantly and successful communities remain vigilant and proactive in assessing how they could be impacted. This is important because communities cannot control much of what impacts their local economies – closing of national chains, internet sales, national recessions, inflation, new technologies, etc. Communities must focus on the things they can control. Specific notions suggested in the Gruen + Gruen assessment are found throughout this plan related to land use, housing, and business support.

## GOALS & OBJECTIVES

Below are goals and objectives for economic development identified through the planning process by consideration of best planning practices, past planning actions of the Village, and previous work prepared for the Village. The goals and objectives were developed with input from the community and review by the Plan Steering Committee, Village Board, and Planning and Zoning Commission.

**Goal 1: A vibrant small business environment with a variety of local restaurants and retail options.**

### Objectives:

1. Continue to support existing businesses while working to attract new, small businesses and restaurants to Shorewood.
2. Develop innovative ways to help local entrepreneurs start restaurants, businesses, and development in priority areas.
3. Ensure that zoning regulations facilitate a range of commercial uses to create fun and active business areas.
4. Increase shopping and employment opportunities in the Village to meet the needs of existing and future residents.
5. Implement streetscape improvements in business districts to make them more attractive destinations.

**Goal 2: An economic base that provides employment opportunities and government revenues to meet the needs of Village residents.**

### Objectives:

1. Increase the existing tax base by encouraging new non-polluting, low-impact industrial and commercial uses to locate in Shorewood.
2. Continue working with business and property owners in existing manufacturing areas to encourage renovation and reuse of facilities.
3. Design and develop areas for business park uses that minimize truck impact on existing and future residential areas.
4. Encourage clustering of commercial uses in planned shopping centers or other compact commercial areas to maximize consumer safety and convenience, improve traffic safety and flow, and enhance economic development.
5. Promote Shorewood's brand identity to attract quality developers, viable businesses, and new residents.

**Goal 3: A thriving hub for cutting-edge business, investment, and development attracted by the Village's premier regional access.**

#### Objectives:

1. Leverage planned IDOT improvements to attract new investment and complementary businesses in Shorewood.
2. Communicate with existing property owners to identify development opportunities and partners that facilitate westward growth of the Village.
3. Continue collaborating with local economic development partners such as the Plainfield/Shorewood Chamber of Commerce, the Joliet Region Chamber of Commerce, and the Will County Center for Economic Development.

## PLANS + PROGRAMS + POLICIES

Advancing economic development goals and objectives in Shorewood can be accomplished with activities outlined below being incorporated into ongoing business support and growth management efforts.

### 1. Thriving Hub/DuPage Riverfront Master Plan:

Beyond economic development, the ideas advanced in this plan of reinventing the crossroads (IL Route 59 & Jefferson Street), creating unique and experiential commercial experiences, finding places to gather, and interacting with nature all meet at this intersection. This area is an opportunity to advance those objectives as first spelled out in the Village's 2010 Riverfront Master Plan. With all these potential benefits, it is recommended the plan be revisited and a path toward its implementation charted to create a unique place, attracting visitors, and benefiting residents.

### 2. Business Outreach:

A simple and often overlooked aspect of economic development is staying in touch with current businesses. This is an opportunity to learn about business needs and issues in their operations, the local economy, and big picture economic concerns. The current Village staff is in touch with the local business community, and that effort can be formalized and expanded to help stay on top of issues that may arise.

### 3. Review Existing Zoning and Development Codes:

Findings and recommendations throughout this plan highlight ideas for development and community enhancements. In addition, codes become outdated over time with modern development practices and require periodic update. Current Village zoning and subdivision regulations can be reviewed to ensure they reflect these recommendations and help attract desired development. This review would also assess the Village's development approval processes. Approval processes should be flexible in terms of considering desirable new land uses, with development review procedures that support Village goals while still providing a predictable process and timeline. Shortening the project approval timeframe would be helpful to developers as well.



*Jefferson St & Rte 59 intersection in Shorewood.  
Image Credit | Vill. of Shorewood*





## CHAPTER 8

# Natural Resources & Sustainability

## ADDRESSING NATURAL RESOURCES & SUSTAINABILITY

Just as Shorewood supports and encourages development, it also advocates for protecting the natural environment. The area's biodiversity is an important element of the Village's community character and quality of life, with residents and visitors enjoying assets like the DuPage River, parks, open spaces, and the Hammel Woods Forest Preserve. As Shorewood expands west, it will continue safeguarding natural resources and habitats, managing stormwater runoff, and mitigating impacts of development and climate change.

Throughout the planning process, residents and stakeholders placed value on preserving key natural features and leveraging those with potential to be community assets, such as the DuPage River and the Riverfront Core at US Route 52 and IL Route 59. It is envisioned that these areas will be used for passive recreation and continue to be a peaceful place in the community. These areas attract visitors, they can also be economic drivers as those enjoying them also visit local shops and restaurants. This opportunity requires applying a sustainable approach to the areas, finding a balance point between promoting use of natural resources and the impacts of human activities, all while spotlighting, enjoying, and preserving Shorewood's environmental beauty.

## CHARACTERISTICS

The DuPage River is a significant feature that helped propel Shorewood's development and is the prominent natural resource community members note for potential passive recreation. The DuPage River has a mystical effect that fascinates people and provides a picturesque break from the hustle and bustle of the high traffic corridors. But it is not the only resource.

Although located far out west and considered a long-term goal, Shorewood aspires to develop the same interconnection with the Aux Sable Creek and watershed it creates. The 187 sq. mi. watershed spans Kendall, Grundy, and Will Counties. The Aux Sable Creek Watershed Coalition and Conservation Foundation have partnered to help stakeholders maintain water quality as development continues around the area. Benefits include reduced flooding, recreation/educational activities, wildlife habitat, and safe drinking water. The organizations work with municipal partners to maintain water quality, stream health, and preserving land for parks and forests. Partnerships and benefits related to the Aux Sable Creek will be part of the Village's ongoing consideration of growth to the west.



*River trail in Shorewood.  
Image Credit: Vill. of Shorewood*

Will County Forest Preserve is also a significant natural asset for the Village. Of particular interest to Shorewood is the 445-acre HWFP. The forest preserve is part of the DuPage River preservation system and home to a range of plant and animal species. Despite a portion of the forest being in the regulatory flood zone, it offers opportunities for enhancement and use as a community asset.

Some 173 acres of parkland exists in the Village, offering a variety of leisure activities. Shorewood manages 18 public parks of varying sizes that include one community park, twelve neighborhood parks, and five mini parks. Beyond their recreational benefit, these parks contribute to the open character and natural resources of the Village. Plans for Village parks and recreation functions are addressed in the Park and Recreation Plan found in Appendix A.



*Housing and natural amenities at Towne Center in Shorewood*

## GOALS & OBJECTIVES

Goals and objectives for natural resources and sustainability were identified through the planning process by consideration of best planning practices, past planning actions of the Village, and previous work prepared for the Village. The goals and objectives were developed with input from the community and reviewed by the Plan Steering Committee, Village Board, and Planning and Zoning Commission.

### **Goal 1: The DuPage River is embraced as a critical resource to be celebrated.**

#### **Objectives:**

1. Protect, preserve, and enhance the DuPage River as an environmental resource by partnering with state and federal agencies to improve the overall water quality and habitat.
2. Enhance and develop open space and recreational uses along the DuPage River without unduly impacting private property.
3. Continue to work with the Lower DuPage Watershed Coalition in undertaking efforts to protect the river.



**Goal 2: Existing natural resources, natural habitats, and environmental systems that support a healthy environment and add to residents' quality of life.**

**Objectives:**

1. Preserve topography, trees and tree canopy, vegetation, and other natural features through site planning that respects the existing landscape.
2. Encourage the use of sustainable landscaping and best management practices in appropriate locations.
3. Preserve natural resources by providing incentives, such as density bonuses, to encourage development that occupies less surface area, and provides open spaces and native plantings.
4. Protect surface and groundwater resources from depletion and contamination.
5. Provide adequate open space at a scale to serve individual neighborhoods and the community at large.
6. Preserve wetlands and woodlands as essential components of the hydrologic system and as valuable wildlife habitat and restore and improve degraded wetland and woodland resources where possible.
7. Provide for the continued protection of the Aux Sable Creek and its associated water features, as development begins to locate west of the Village and in the Ridge/Rt. 52 Subarea.

**Goal 3: A community with strong environmental and flood resiliency.**

**Objectives:**

1. Encourage and incentivize use of green infrastructure for stormwater management by public and private property owners.
2. Identify opportunities for stormwater reuse.
3. Prohibit structures from being built in floodplain or wetlands, while encouraging the use of flood-prone areas for public open space, recreation, and wildlife habitat.
4. Educate the community on the benefits of green infrastructure as part of site improvements, for small (home and business) and large (parks and streams) scale projects.

**Goal 4: A more sustainable Shorewood that collectively limits community impacts on the climate.**

**Objectives:**

1. Take steps to reduce Shorewood's greenhouse gas emissions.
2. Continue to encourage energy efficiency and sustainability initiatives among Shorewood households through public communications campaigns and educational resources.
3. Encourage production of small-scale and large-scale renewable energy generation that does not detract from community character.
4. Track sustainability measures and impacts across Village facilities and operations.

**Goal 5: Maintain a reliable, sustainable water supply that meets community demands.**

**Objectives:**

1. Educate the community about the Village's water supply and the importance of water conservation and reuse in ensuring its long-term sustainability.
2. Implement programs to reduce water consumption and water use through efforts to change consumption habits, encourage installation of water saving devices, and decrease outdoor watering.
3. Continue proactively maintaining the Village's water distribution system, including identification and elimination of water system leaks and reduction of unmetered water use.
4. Continue to monitor water usage to ensure that Shorewood's consumption remains consistent with its Lake Michigan water allocation.

## PLANS + PROGRAMS + POLICIES

Conserving open space and promoting natural features, such as the DuPage River, are high priorities for Shorewood. Concepts to advance this theme's objectives are noted here.

1. **Partnerships:** Partnerships with multiple organizations to protect and conserve the DuPage River, forest preserve, open space, and encouraging more trees/plantings as invaluable resources are objectives that residents and the Village are committed to achieving. The Village will continue to work with the Lower DuPage Watershed Coalition in undertaking efforts to protect the river, work with the Forest Preserve District to safeguard the biodiversity and use it responsibly, and work with grassroots organizations to expand sustainability efforts. As development starts to occur near the Aux Sable Creek, the same principles should apply.
2. **Resiliency:** As development increases, the natural environment can become affected and is therefore critical to maintain an ecological balance. Residents expressed the importance of preserving natural resources and implementing more sustainable practices to balance the built environment. Both the Village and residents are encouraging smart development that limits surface area while preserving natural features. Creating an experience such as having a pop-up restaurant set-up near the river can be a simple idea but an effective strategy. A pop-up set-up does not require permanent installation, remains mobile, and can be arranged according to the site's unique design. To encourage these objectives to become ongoing practices, Village development codes can be reviewed and updated to match the goals of the plan and best practices for sustainable development.
3. **Climate:** Climate is becoming a formidable influence when it comes to development in different areas. Land prone to flooding needs to be reserved for open space, wildlife habitat, or other non-permanent use to maintain the safety of users. Stormwater management and practices for existing and new development should also be clearly noted in Village development codes and become a standard point of review as proposals for new development are evaluated.





## CHAPTER 9

# Transportation & Mobility

## TRANSPORTATION IS IMPORTANT

Every day people head out to work, school, shops, parks, and other destinations. Ensuring that it is convenient and safe to travel around the community and connect to destinations within the region is important for a growing community requiring access to residents, businesses, and patrons. Transportation and mobility to destinations can be divided into roads for motorists and public transportation routes, sidewalks and trails for pedestrians and bicyclists, and rail and airports for public transportation routes and logistics.

As a community develops, its transportation and mobility need change. A less dense community requires roads for vehicular traffic, while bicycle and pedestrian traffic may be minimal due to the large distances between destinations. As communities become denser, the transportation and mobility system require evolution to include more sidewalks, trails, and public transportation since destinations become closer and people can walk and ride without a personal vehicle.

Future development in and around Shorewood will be impacted by existing road, sidewalk, and trail networks and vice versa. Many growing communities do not have the roads, sidewalks, trails, and routes planned and constructed allowing population expansion. Therefore, Shorewood needs to focus not only on the existing levels of vehicular, bicycle, pedestrian, and transit traffic but the projected levels required for expansion. By focusing on projected levels required for population expansion, development occurs with reduced threats of future impacts, like congestion, that push away businesses and residents.



*Complete Streets concept | Image Credit: FHWA - Complete Streets*

## CHARACTERISTICS

The Village of Shorewood currently has all the major types of transportation and mobility nearby: roads, trails, sidewalks, rail, and airport.

Currently, the Village is fortunate to have a roadway system that does not have significant vehicular delay and capacity issues. The existing local collector road system allows Shorewood to access arterial roads and thereby quick access to destinations within and outside of Shorewood. Most truck traffic remains on the arterial routes maintained by IDOT requiring less roadway maintenance costs due to the truck impacts.

As IDOT improves their arterial routes, like IL Route 59, US Route 52, Interstate 55, and Interstate 80, it will be challenging for Shorewood to maintain the Village's vision. While the IL Route 59 at Interstate 55 interchange project provides more access, the project along Seil Road from the Des Plaines River to Interstate 55 provides more regional connections, and the project along US Route 52 from River Road to Houbolt Road adds capacity, these improvements can reduce access to businesses, create barriers for other transportation modes, and restrict types of development in areas.



These arterial routes are also restricted to the east side of the Village. Black Road from IL Route 59 to Interstate 55 and US Route 52 through the Village are the only east-west arterial routes, and IL Route 59 and Interstate 55 running through the Village are the only north-south arterial routes. The next available arterial routes could be a north-south route of Ridge Road, known as the WIKADUKE Trail, under the jurisdiction of the county, and east-west routes of Caton Farm Road and Interstate 80 outside of Village jurisdiction and planning area. This lack of arterial roads on the western side of the Village restricts truck movements and certain types of development.

As Shorewood expands west and traffic demands increase, the Village will need to increase the capacity of their existing roadway system. Planning the western expansion with a roadway grid system like the existing roadway network of collectors about one mile apart can help maintain mobility throughout the Village.

The western expansion area is minimally developed allowing for planned connections, improvements, and developments, including extending Seil Road west to Arbeiter Road, extending Mound Road west to Hare Road, realigning County Line Road at US Route 52, and providing a north-south collector just west of the CN/EJ&E railroad.

Some roadways will require minimal improvements due to Village growth and others requiring additional lanes for capacity and/or functional classification change to a larger roadway; like an arterial. While providing additional capacity, the Village needs to plan land uses adjacent to the roadway for maintaining access and safety.



## I-55 at IL 59 Access Project



To decrease crash rates by removing potential turning conflicts as more industrial and commercial sites develop, the Village can plan expansion using access management guidelines, like:

- Minimum 0.5-mile spacing between full access points.
- Minimum 0.25-mile spacing between restricted access points (e.g., right-in-right-out access points)
- No access permitted within 600 feet of a signalized intersection.
- Providing internal roadways in commercial developments



The existing road grid system allows for proposed projects to convert available right-of-way for other uses, like sidewalks and trails. There are many trails in the area, including DuPage River Trail, Rock Run Greenway Trail, Joliet Junction Trail, Fort Beggs Bike Trail, and I&M Canal State Trail that provide residents recreational opportunities and access to regional destinations. Shorewood has jurisdiction of the DuPage River Trail providing a north-south route within the Village and has identified the need for an east-west trail connectivity, including a trail on Mound Road.

**Sidewalks:** Most newer neighborhoods have sidewalks on both sides and connect into collector roads with crossings at intersections. However, the lack of a bicycle grid system, missing connections between these trails, and sidewalk gaps in older neighborhoods and between neighborhoods create neighborhood land islands and hinders the ability to maneuver around the Village without relying on a personal vehicle.

**Railroad:** Another transportation and mobility barrier within Shorewood is the CN/EJ&E railroad located on the western Village border. The CN/EJ&E railroad is crossed by four roadways in the Village limits, Black Road, US Route 52, Seil Road, and Mound Road. With no railroad separated crossings for any mode of traffic, a four-mile train could block, all east-west access in Shorewood at one time. This blockage can cause major delays for all transportation modes and reduces connectivity with Shorewood's western expansion. As Shorewood expands west and traffic volumes increase across the four at-grade intersections, modifications to the intersections will be needed to increase safety. Safety improvements at railroad and roadway intersections include installing gates, signage, and pavement marking; widening road pavement, sidewalks, and trails; and constructing a grade separation where the road would travel above or below the railroad.



*Walking path and road example.  
Image Credit | B&W*

It was reported in 2012 that Metra was no longer studying the STAR Line, a proposed railway connecting northwest and outer suburban Chicago, which reduces the chance of Shorewood having a rail station. Shorewood commuters must use the METRA station in Joliet to access downtown Chicago. Therefore, the CN/EJ&E railroad becomes a challenge with little public transportation benefits for the Village. The railroad could be used for commercial and industrial opportunities with the construction of railroad spurs.

**Public Transit:** Public transit within the Village includes one PACE bus route, Route 501, and an on-call ride share. The PACE bus route turns around at the intersection of US Route 52 and IL Route 59 and has a stop at the park and ride located at the US Route 52 and Interstate 55 interchange. This route only transports Shorewood east to nearest Metra Station and into Joliet.



**On-Call Rides:** On-call ride share has become more prevalent since the pandemic started impacting traffic in 2020. Curbside drop-off and pick-up locations for people and product deliveries are not found within the Village and will cause congestion as use increases.

## GOALS & OBJECTIVES

Transportation and mobility goals and objectives were identified through the planning process by consideration of best planning practices, past planning actions of the Village, and past plans and studies prepared for the Village. The goals and objectives were developed with input from the community and reviewed by the Plan Steering Committee, Village Board, and Planning and Zoning Commission.

### **Goal 1: Safe and reliable access through the community for pedestrians and bicyclists.**

#### **Objectives:**

1. Eliminate sidewalk gaps within neighborhoods and provide connections to collector streets/destinations.
2. Improve connectivity of neighborhoods and commercial areas by planning and implementing an integrated grid of public paths, bikeways and complete streets that connect to existing and future parks, shopping, healthcare, residential and commercial development.
3. Provide sidewalk and/or trail connections to neighboring communities and their destinations (trails, stores, etc.).
4. Expand bicycle network through the addition of bike lanes, shared-use lanes, and off-road paths.
5. Provide sidewalk and/or trail crossings at all approaches of intersections (signalized and unsignalized).
6. Construct sidewalks and/or trails at DuPage River crossings.
7. Require pedestrian facilities on all public streets that provide safe transportation for users of all ages and abilities, including most vulnerable users such as children, elderly and the disabled.
8. Ensure safe crossings for pedestrians and cyclists across major roadways and at access points with recreational amenities in Shorewood and beyond (i.e., crossing 59 into Hammel Woods).

## **Goal 2: Effective connectivity and safe movement to and through the Western Growth Area.**

### **Objectives:**

1. Improve vehicular capacity and operations of collectors and arterials.
2. Construct sidewalk and/or trail crossings at the railroad.
3. Identify where new roads and access points are needed to serve projected growth, so that right-of-way can be reserved as development occurs.
4. Design new subdivisions to discourage non-local traffic shortcutting through residential neighborhoods but ensure connections to adjacent areas create connected neighborhoods.

## **Goal 3: Truck mobility through and beyond the Village that supports commerce with minimized impact on residents.**

### **Objectives:**

1. Work with IDOT to enhance operational and capacity improvements on major routes (i.e., I-80, US 52, I-55, IL 59, and IL 126).
2. Consider the impact on residential areas in evaluating improvements to routes that see or may see significant truck traffic.
3. Provide alternative and redundant routes for truck traffic.

## **Goal 4: Public transit options for residents, employees, and visitors.**

### **Objectives:**

1. Improve access to and capacity of public transportation to help alleviate congestion and improve transportation options that connect the Village to other local and regional centers.
2. Consider options to help reduce single-occupant vehicle trips such as rider-sharing and carpooling.



**Goal 5: Invest in the planning, improvement, and maintenance of the Village's transportation infrastructure to create a safe, efficient, and equitable system.**

**Objectives:**

1. Advance intersection safety by ensuring good visibility, installing appropriate traffic control systems, and providing traffic safety information to the public.
2. Ensure that each new development mitigates its traffic impacts by providing safety and capacity improvements to the Village's transportation system in order to maintain acceptable levels of service on transportation facilities and to provide for the safe and efficient movement of people and goods using multiple modes of travel.
3. Ensure that transportation improvements minimize adverse impacts in sensitive areas and balance roadway design with community character and visual appeal through assessment and mitigation of potential impacts, providing adequate buffering and landscaping and integrating context-appropriate stormwater management techniques.
4. Plan and implement transportation improvements, where appropriate, to increase capacity and safety, while reducing peak hour congestion through implementation of operations improvements, management of access points, and use of alternative design solutions.
5. Coordinate with neighboring governmental agencies to design roadways that accommodate more intensive.
6. Effectively leverage Village funds and grant funding to achieve the greatest potential benefit to the public. This leveraging will be accomplished through coordinated planning at the Village, County, and regional level, and by developing partnerships with local and state agencies that enable projects to span jurisdictional boundaries, complete regional networks and connect local and regional centers.

## PLANS + PROGRAMS + POLICIES

Below are action-oriented initiatives Shorewood can pursue to implement the goals and objectives of transportation and mobility and offset the inherent challenges of a transportation system with major routes controlled by other jurisdictions. Some can be achieved in the short term; others may be in progress based on previous plans; or certain projects may be near completion.

1. **Complete Streets Policy:** Complete Streets improve access and safety for all modes of travel. They are essential to providing safe routes to schools, parks, commercial districts, libraries, employment centers, transit stations, and municipal buildings for all users including those that do not drive. The Village can continue to apply principles of the Village's 2020 Complete Streets Policy which can improve the health of the community, decrease road congestion, decrease air pollution, decrease dependence on fossil fuels, and increase the efficiency of road space and transportation resources.
2. **Design Guidelines:** As developers approach the Village, having an idea of Village requirements dealing with style and access reduces confusion in the planning process; thereby, saving time and money. The Village can prepare design guidelines for transportation routes to include elements such as landscaping, berming, building and parking setbacks, and consolidated access points.
3. **Coordination with PACE:** The Village is expanding and as the density increases the need for public transportation will increase. The Village can continue to coordinate with PACE on opportunities to increase public transit for Village residents, including a possible Interstate 55 flyer bus service to Chicago and accessibility west of the tracks and to Towne Center.
4. **Coordination with IDOT:** The Village's major arterial routes are under the jurisdiction of IDOT. To maintain the Village's vision along these routes, the Village will continue to coordinate with IDOT on proposed improvements of roads that IDOT maintains. The Village will also coordinate with IDOT on opportunities to increase access to Interstate 55 at Seil and US Route 52, to increase access to Interstate 80 at Ingolsby Road, and to reduce delays and increase safety with a grade separated roadway crossing at the US Route 52 and CN/EJ&E Railroad intersection.
5. **Coordination with Kendall County:** As the Village expands west, the WIDADUKE Trail (Ridge Road), will be a vital north-south arterial under County jurisdiction. To maintain the Village's vision along this route, the Village will continue to coordinate with the County on proposed improvements.
6. **Develop a Transportation Plan:** A standalone Transportation Plan will provide a broader analysis and future vision that is not necessarily achieved in a Comprehensive Plan.



## CHAPTER 10

# Infrastructure



## INFRASTRUCTURE

Secure and reliable water and sanitary infrastructure, and a thoughtful plan for the future of such systems, are essential to sustaining growth, promoting business investment, and bringing development to a community. Such infrastructure includes a distribution system, a water supply network that conveys potable water from a well or treatment plant to consumers, and a collection system, which conveys wastewater to a wastewater treatment facility. Distribution systems not only provide potable water for residential, commercial, and industrial consumers alike, but they provide for fire suppression capacity in emergency situations. Daily life would not be possible without the use of adequate and properly operated and maintained infrastructure systems.

Effective infrastructure systems promote public health, economic development, and environmental sustainability for a community. Development within Shorewood will rely on the existing infrastructure systems, as well as system expansion providing reliable service to new locations. A proper framework of water and sanitary utilities must be in place for development to occur. Shorewood will focus on maintaining and improving its existing distribution and collections systems, while planning and building a strong, reliable foundation for westward expansion.



*Elevated tank at Walnut Trails.  
Image Credit | B&W*

## CHARACTERISTICS

**Water System:** The Village of Shorewood provides a central water distribution system for its residents. The water system is comprised of 6 wells, 3 elevated storage tanks, and includes approximately 93 miles of water main ranging in size from 6-inch to 16-inch spread over one pressure zone. On an average day, the water system provides approximately 1.4 million gallons (MG) of water to residents. On maximum day demand days, this pumpage can increase up to 2.6 MG. The water system is capable of meeting required system pressures set forth by the Illinois Environmental Agency (IEPA), which ranges from 35 pounds per square inch (psi) to 80 psi. The water system has adequate fire suppressions as recommended by Insurance Services Office (ISO – a national rating agency) based on land use type. Few watermain breaks and issues are experienced by the Village, and Shorewood's water distribution system is functioning efficiently for public consumption, usage, and emergency services. The Village will seek to transition to Lake Michigan water by 2030 as an alternative source.

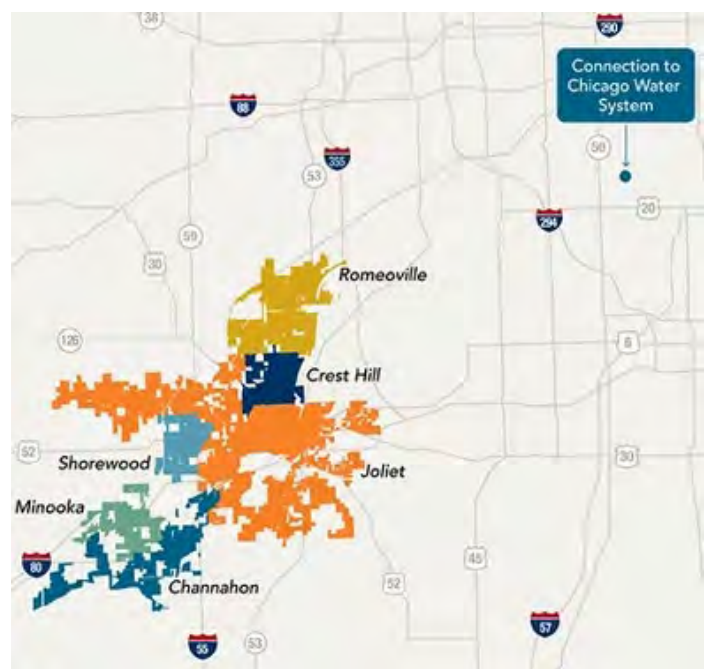
Additional infrastructure facilities and upgrades are necessary as Shorewood transitions to a Lake Michigan Water supply, and as the Village continues to grow within and towards the Western Growth Area. To transition to a Lake Michigan Water Supply, a new transmission main, metering station, and ground level water storage reservoir must be designed and constructed. The Village is currently in Stage 2 design of a Lake Michigan Water pumping and receiving station and underground storage reservoir near the existing Mound Road Elevated Tank and Public Works Facility. Shorewood, along with five other municipalities, are members of the Grand Prairie Water Commission.

The goal is to provide a stable and reliable water supply to meet water needs. In January and February of 2022, they entered into a preliminary agreement to form a Regional Water Commission. The commission will be tasked with building a new water system delivering Chicago treated Lake Michigan water for their communities, owning and maintaining the infrastructure between delivering points for each, and be an independent, self-governed legal entity.

Currently, the Village has a total of 3.0 MG of water storage capacity within its elevated tanks. The Chicago Metropolitan Agency for Planning (CMAP) population projections indicate that the Village's population in Will County alone will increase to nearly 24,000 residents by 2050. The Village is utilizing a 2050 population of 30,000 residents for planning purposes. Using past pumping records and 2050 population projections, the estimated 2050 water demands for the Village are 2.55 million gallons per day (MGD) for an average day, and 5.10 MGD under maximum demand conditions. A typical rule of thumb in determining required storage volume for communities receiving Lake Michigan Water is to have 2.0 times the average daily demand (ADD) in total available storage. Of that storage volume, it is desirable to have at least 1.0 times the ADD in elevated storage. For projected 2050 demands, this storage requirement equates to 5.10 MG of storage. These storage demands can be met through a new underground storage tank at the Lake Michigan Water receiving station, as well as additional elevated tanks as the water system expands westward.



While the water system is well positioned for westward expansion, it faces two main challenges. The first is the railroad at the existing western limits of the Village. Currently, there are only two water line crossings, located along Black Road and Mound Road. Installing additional crossings to the west will provide for greater operational flexibility, reliability, and redundancy for servicing future developments in that area. In addition, there is a topographic ridge following the same general path as the railroad that serves as a barrier to westward expansion. Ground elevations west of the railroad are considerably higher than those elevations east of the tracks. Because of this, the Village should evaluate the need for additional pressure zones as the water system expands to the west. Preliminary hydraulic modeling results indicate that pressures within some portions of the Western Growth Area will be near the lower boundary of required water system pressures set forth by IEPA when using the hydraulic grade characteristics of the Village's existing water system. Additional pressure zones can be created through the installation of pressure reducing valves and normally closed valves, as well as installing new elevated tanks to set the hydraulic grade/pressures within the new pressure zone.



Southwest communities agreeing to form the GPWC.  
Image Credit | Grand Prairie Water Commission

**Sanitary System:** The Village of Shorewood owns and operates its own wastewater collection system consisting of three pumping stations, force main, and gravity sewer. Most of the collection system, the area south of Black Road, is conveyed to Joliet's West Side Wastewater Treatment Plant (WWTP) through a 36-inch transmission main that flows to the Mound Road Pump Station and a 24-inch transmission main that flow to the Seil Road Pump Station. These pump stations then pump wastewater to Joliet's interceptor sewer. Shorewood has an Intergovernmental Agreement (IGA) with the City of Joliet, last updated in 2011, that provides for a total of 4.08 MGD of wastewater treatment capacity at the City's West Side WWTP. The Village is currently utilizing approximately 1.4 MGD of that capacity, leaving about 2.7 MGD available for new development under the current IGA.

A small portion of the collection system, northeast of Black Road, is not tributary to the West Side WWTP. Instead, this area conveys wastewater to the Black Road Pump Station, which then pumps wastewater west to Joliet's Aux Sable WWTP.

The tributary area to the Seil Road Pump Station is nearly all developed and contains no large tracts of undeveloped land. No upgrades or expansions for the existing Seil Road Pump Station are therefore recommended. Similarly, no upgrades or expansions are proposed for the Black Road Pump Station.

The 36-inch interceptor sewer that discharges to the Mound Road Pump Station has been evaluated and has enough available capacity to carry future wastewater flows from Shorewood's East Zone (roughly defined by County Line Road). However, the Mound Road Pump Station and its downstream force main and gravity sewer must be upgraded to accommodate future developments in the East Zone. Future expansion including additional wastewater pump installation was anticipated and is part of the original pump station design. Pump station, force main, and gravity sewer improvements in this area should be further evaluated during design and should be operational prior to the existing pump station reaching 80% of its present IEPA Permitted capacity.



*Joliet Aux Sable WWTP.  
Image Credit | B&W*



*Pump Station at Mound Rd.  
Image Credit | B&W*



In past planning meetings with Joliet, the City has indicated that future wastewater flows from Shorewood beyond the present 4.08 MGD limit should be planned to flow to Joliet's Aux Sable WWTP. Much of this wastewater flow would originate from developments within the Village's West Zone, west of County Line Road. Therefore, as expansion progresses, the Village should work with the City of Joliet to come to terms with an additional Intergovernmental Agreement for wastewater treatment at the Aux Sable WWTP. Like the water distribution system, the topographic ridge in this area presents a challenge for collection system expansion with gravity sewers. Development of the Southwest Expansion area would likely require an additional pump station and force main to the northwest to allow wastewater to be conveyed across the topographic ridge and to the Aux Sable WWTP. This should be considered as development expands to this region and after an IGA for wastewater treatment at the Aux Sable WWTP has been established.

In general, the Village's water and sanitary infrastructure meets current needs. They should be considered and planned as the Village transitions to a Lake Michigan Water Supply and in anticipation of future growth. The water distribution and collection system should be evaluated, designed, and constructed to provide the framework for development within the Western Growth Area.



*Elevated storage tank at Mound Rd.  
Image Credit | B&W*

## Goals & Objectives

Infrastructure goals and objectives were identified through the planning process by consideration of best planning practices, past planning actions of the Village, and past plans and studies prepared for the Village. The goals and objectives were developed with input from the community and reviewed by the Plan Steering Committee, Village Board, and Planning and Zoning Commission.

### Goal 1: Reliable source of water for the Village now and into the future.

#### Objectives:

1. Secure Lake Michigan water supply source. Design and construct supply point, transmission main, receiving and pumping station, and underground storage. A proposed location for the receiving and pumping station and underground storage is near the existing Mound Road Elevated Tank and Public Works Facility.
2. Install additional elevated or ground level storage to meet existing and projected Peak Hourly, Fire Flow, and Emergency Reserve water storage analysis. Additional storage can be installed at the Lake Michigan water supply location.

### Goal 2: Provide required increased capacity in eastern part of Village and ensure reliability of existing infrastructure.

#### Objectives:

1. Upgrade Mound Road Pump Station and force main with new connection to Joliet's West Side WWTP interceptor. Alignment of force main will remain along Mound Road, but connection to Joliet's interceptor must occur further south near I-80.
2. Replace or rehabilitate older water mains and sanitary sewers installed before 1970 that are at or near the end of their service life.

### **Goal 3: Effective and efficient utility service for expansion and development of the western portion of the study area.**

#### **Objectives:**

1. Establish additional infrastructure crossing the CN Railroad at the existing western limits of the Village. Black Road and Mound Road are the only current crossings. Crossing can be made by installing facilities within casing pipes under the railroad right-of-way. Potential crossing locations are US Route 52, Seil Road, and near the Walnut Trails Elevated Tank.
2. Secure additional 4.0 MGD of wastewater treatment capacity from Joliet's Aux Sable WWTP to provide wastewater treatment capacity for westward expansion/development.
3. Construct new interceptor sewer to Joliet Aux Sable WWTP for developments west of railroad/topographic ridge. Potential routes are along Arbeiter Road or Ridge Road.
4. Install pumping station and force main for development area south of Mound Road and east of the railroad. A proposed route for this is along County Line Road.
5. Evaluate the potential need for the creation of additional pressure zones in the water distribution system to maintain pressure above 30 psi as the Village expands westward. Creation of additional pressure zones includes installation of pressure reducing valves and normally closed valves to separate the two zones, and construction of new elevated storage to set the hydraulic grade and provide water storage to the new pressure zone.

#### **Unique Factors**

The Illinois State Water Survey (ISWS) has projected that Shorewood and other nearby communities will be at severe risk of aquifer depletion, loss of well capacity, and inability to meet continued population growth and water demands through 2050 and beyond. Shorewood currently relies on the deep sandstone (Ironton-Galesville) aquifer for its primary source of water. According to the ISWS, the deep sandstone aquifer is being pumped beyond its sustainable yield and water levels in the aquifer are dropping, putting supply wells at risk. As a result, securing a long-term sustainable supply of potable water is of foremost importance to the Village.

As mentioned under the characteristics section in this chapter, Shorewood and other nearby municipalities formed the GPWC to address the growing concern of water supply in the area. Other members include Channahon, Crest Hill, Joliet, Minooka, and Romeoville. The mission of the GPWC is to provide a sustainable, reliable, and high-quality water supply for the member communities by 2030 and beyond to support public health, safety, economic interests, and quality of life.



## PLANS + PROGRAMS + POLICIES

Below are action-oriented initiatives Shorewood can pursue to implement the infrastructure goals and objectives. These action items can be completed over the short and long term and should be considered as growth and expansion of the Village occurs, thus increasing demand for both the water distribution and collection systems.

1. **Create Grand Prairie Water Commission (GPWC):** Before the GPWC can be formally created, each community involved in the Commission must obtain a Lake Michigan Water allocation permit from the Illinois Department of Natural Resources (IDNR). Shorewood and Joliet already have these permits, but the other four communities are in the process of obtaining their permits. Permits are anticipated to be received in 2023, which will allow the final formation of the GPWC.
2. **Lake Michigan Water Transmission Main, Receiving and Pumping Station, and Storage Design:** Collaborate with other GPWC members to design the transmission system required to bring potable water from Chicago to the region. Activities include determining the transmission main route and location for receiving/pumping facilities, storage tanks, connections to each community, water metering stations, as well as preparation of design documents for the improvements. It is the intent of the GPWC that construction of these facilities begins by 2024 and that they be operational by 2030.
3. **Design Guidelines:** As developers approach the Village, having defined Village requirements for water mains and sanitary sewers will reduce confusion in the planning process; thereby saving time and money. The Village will review and update design guidelines for water mains and sewers elements such as pipe material, pipe diameters, manhole/valve vault spacing, fire hydrant spacing, required slopes and depth of bury, approved manufactures for materials, and typical trenches for pipe installation.
4. **Secure Additional Wastewater Treatment Capacity:** The City of Joliet has indicated that any future additional wastewater flows from Shorewood beyond the current limit should be planned to flow to Joliet's Aux Sable WWTP (located south of Black Road west of Ridge Road). The Village can begin negotiations for this agreement as development begins to expand to the Western Growth Area.
5. **Mound Road Pump Station Improvements:** As growth continues in development areas east of the railroad tracks, and usage of this pump station begins to reach 80% of its permitted amount, the Village should begin design and construction of pump station, force main, and gravity sewer improvements to increase capacity of the pump station. Improvements are not required for the 36-inch transmission main that conveys wastewater to the Mound Road Pump Station.
6. **Coordinate With CN Railroad:** Begin coordination with the railroad regarding proposed water or sanitary crossings to service the Western Growth Area. It is important that these crossings be installed prior to development within the area so that utilities are in place to service the future developments.



# CHAPTER 11

## Implementation

## IMPLEMENTATION

With the plans, programs, and policies identified, implementation is how the plan is put into action. This chapter describes items to be the focus of implementation, but does not define a singular procedure for getting things accomplished. Rather, implementation must consider—on an ongoing basis—Village priorities and needs, time sensitive agendas, potential development opportunities, and prospects such as grants from government agencies or private foundations.

The chart below structures the goals, priority actions, possible stakeholders involved, and general costs associated with implementing each action.

1. **Goals** are listed to connect action to the intent of the plan's themes; objectives are included to identify the policy direction related to the actions.
2. **Stakeholders** are possible entities or individuals that can help implement the plan in some capacity.
3. General **costs** are symbolized by either one, two, or three dollar signs to indicate resources to complete the goal. One (\$) means it's an item that may be included and considered in the Village annual budgeting process. Two (\$\$) implies a long-term budget item incorporated in the Village's operating or capital improvement plan. Three (\$\$\$) designates a high-cost item that likely requires grants, partnerships, and or other outside resources.

Another implementation factor to consider is that there is only so much time and resources the Village has at its disposal – this includes dollars and staffing. Obstacles and delays can occur, which requires flexibility in pursuing implementation. This chapter is not a strict and inflexible road map – there are always multiple routes to a destination.

The chart on the next page provides structure to the ongoing implementation of the comprehensive plan by highlighting those actions that can help advance plan goals and objectives. The chart does not encompass every concept or recommendation identified in this document and should be applied in the broader context of the vision for Shorewood. These items are best reviewed annually as part of the Village's budgeting or work programming to consider how these actions (or related efforts) can best advance Village objectives at that time.



Theme		Implementation	
Community Character	Policy & Implementation Actions	Stakeholders	Cost
<b>Goal 1:</b> Shorewood is recognized as a great place to raise a family with a great quality of life.	<b>Action:</b> Work with the forest preserve and review development codes to ensure installation of trails and sidewalks.  See Shorewood Parks & Recreation Plan.	HWFP District Developer Village	\$
<b>Goal 2:</b> The DuPage River is a celebrated and well-used community asset for Shorewood residents and visitors.	<b>Action:</b> Continue to address potential flooding from the river by seeking funding and initiate public & private partnerships to mitigate flooding impacts.  <b>Action:</b> Identify opportunities for access to the river as a recreational resource  <b>Action:</b> Apply place making elements of the 2010 Riverfront Master Plan outline, which remains a viable opportunity to improve how the river is enjoyed as an asset.	Village Developers	\$\$\$  \$  \$\$\$
<b>Goal 3:</b> A welcoming and inclusive community with opportunities for community gatherings, neighborliness, and events.	<b>Action:</b> Promote neighborhood gatherings and allow flexibility in coordinating and hosting outdoor activities/events outside of Towne Centre.	Village Residents Businesses Organizations	\$
<b>Goal 4:</b> A built environment (buildings, streets, landscaping, parks, etc.) reflecting a community that values aesthetics and well-designed development.	<b>Action:</b> Develop and incorporate into Village the code design guidelines to visually communicate quality, context, and local character of Shorewood for a range of housing, businesses, and industrial uses.	Village Consultant	\$\$
<b>Goal 5:</b> A distinct community identity that communicates a clear message of Shorewood as a great place to live and do business.	<b>Action:</b> Engage Village elected officials working with a facilitator to help define a Village identity that showcases distinct cultural, recreational, economic, and social values.	Village Consultant	\$

Theme		Implementation	
Housing	Policy & Implementation Actions	Stakeholders	Cost
<b>Goal 1:</b> Attractive and safe neighborhoods.	<b>Action:</b> Inventory existing sidewalk & multi-use connection gaps and budget to create a complete, connected path system.	Village	\$\$
<b>Goal 2:</b> A variety of attractive residential environments with housing to meet the needs of current and future Village Residents.	<b>Action:</b> Evaluate the zoning ordinance to facilitate amendments to mixed-use developments that include townhomes and multi-unit buildings in certain zoning districts (ex. a new overlay zoning).	Village Developers	\$
<b>Goal 3:</b> Thoughtful residential development as the community develops to the west.	<b>Action:</b> Establish design guidelines and allow for greater densities to permit development that addresses unique environmental character, where appropriate.	Village Consultant Developers	\$\$

Theme		Implementation	
Community/Facilities & Services	Policy & Implementation Actions	Stakeholders	Cost
<b>Goal 1:</b> Shorewood as a destination for residents and visitors.	<b>Action:</b> Identify and coordinate with private & public organizations, neighboring municipalities, and counties to meet recreation needs of residents and visitors effectively, efficiently, and in a fiscally responsible manner.	Village  Public/Private Partnerships	\$
<b>Goal 2:</b> Community facilities & services that meet community needs.	<b>Action:</b> Work with the Forest Preserve or other entities to build a recreation and education center for the community and visitors, to share information on different issues such as water quality, conservation and open space, and environmental best practices.	Village  Forest Preserve  Public/Private Partnerships	\$\$\$

Theme		Implementation	
Economic Development	Policy & Implementation Actions	Stakeholders	Cost
<b>Goal 1:</b> A vibrant small business environment with a variety of local restaurants and retail options.	<b>Action:</b> Reach out and remain in contact with current businesses to learn about business needs and issues in their operations, the local economy, and big picture economic concerns.	Village Businesses	\$
<b>Goal 2:</b> An economic base that provides employment opportunities and government revenues to meet the needs of Village residents.	<b>Action:</b> Review current Village zoning and subdivision regulations to ensure they reflect comprehensive plan recommendations and help attract desired development.	Village Consultant	\$
	<b>Action:</b> Evaluate and refine zoning review processes to be predictable and flexible in considering new desirable land uses, with development review procedures that support Village goals.		\$
<b>Goal 3:</b> A thriving hub for cutting-edge business, investment, and development attracted by the Village's premier regional access.	<b>Action:</b> Revisit the 2010 Riverfront Master Plan (along with plan update recommendations) to reinvent the crossroads (IL Route 59 & Jefferson Street); creating unique and experiential commercial experiences, finding places to gather, and interacting with nature.	Village Businesses Public/Private Partnerships	\$\$\$




Theme		Implementation	
Natural Resources/Sustainability	Policy & Implementation Actions	Stakeholders	Cost
<p><b>Goal 1:</b> The DuPage River is embraced as a critical resource to be celebrated.</p> <p><b>Goal 2:</b> Existing natural resources, natural habitats, and environmental systems that support a healthy environment and add to residents' quality of life.</p> <p><b>Goal 5:</b> Maintain a reliable, sustainable water supply that meets community demands.</p>	<p><b>Action:</b> Establish and strengthen partnerships with organizations to protect and conserve the DuPage River, forest preserve, open space, biodiversity, and sustainable water supply.</p>	<p>Village</p> <p>Forest Preserve District</p> <p>Developers</p> <p>Residents</p> <p>Businesses</p> <p>Public/Private partnerships</p>	\$
<p><b>Goal 3:</b> A community with strong environmental and flood resiliency.</p>	<p><b>Action:</b> Encourage smart development that limits surface area while preserving natural features and creating an experience. Village development codes can be reviewed and updated to help meet plan goals and best sustainable development practices.</p>	<p>Village</p> <p>Forest Preserve District</p> <p>Public/Private partnerships</p>	\$
<p><b>Goal 4:</b> A more sustainable Shorewood that collectively limits community impacts on the climate.</p>	<p><b>Action:</b> Include stormwater management and practices for existing and new development to be in Village development codes as standard review for proposals.</p>	<p>Village</p> <p>Local government agencies</p>	\$

Theme		Implementation	
Transportation & Mobility	Policy & Implementation Actions	Stakeholders	Cost
<b>Goal 1:</b> Safe and reliable access through the community for pedestrians and bicyclists.	<b>Action:</b> Continue to apply principles of Shorewood's 2020 Complete Streets Policy to improve access and safety for all travel modes and overall health of the community.	Village Developers County State	\$
<b>Goal 2:</b> Effective connectivity and safe movement to and through the western planning area.	<b>Action:</b> Prepare design guidelines for transportation routes to include elements such as landscaping, berming, building and parking setbacks, and consolidated access points.	Village	\$
<b>Goal 3:</b> Truck mobility through and beyond the Village that supports commerce with minimized impact on residents.	<b>Action:</b> Coordinate with PACE on opportunities to increase public transit for Village residents, including a possible Interstate 55 flyer bus service to Chicago and accessibility west of the tracks and to Towne Center.	Nearby municipalities Public/Private partnerships	\$
<b>Goal 4:</b> Public transit options for residents, employees, and visitors.	<b>Action:</b> Work with IDOT on proposed road improvements maintained by IDOT and on opportunities to; increase access to Interstate 55 at Seil and US Route 52; expand access to Interstate 80 at Ingolsby Road; and reduce delays and increase safety with a grade separated roadway crossing at the US Route 52 and CN/EJ&E Railroad intersection.	Developers County State Consultants	\$
<b>Goal 5:</b> Invest in the planning, improvement, and maintenance of the Village's transportation infrastructure to create a safe, efficient, and equitable system.	<b>Action:</b> Work with Kendall County to ensure connectivity of the WIDADUKE Trail as the Western Growth Area develops.  <b>Action:</b> Develop a Transportation Plan to help achieve a broader analysis of Shorewood's road network and plan accordingly.		\$ \$

Theme		Implementation	
Infrastructure	Policy & Implementation Actions	Stakeholders	Cost
<b>Goal 1:</b> Reliable source of water for the Village now and into the future.	<b>Action:</b> Finalize the Grand Prairie Water Commission (GPWC).	Village	\$
	<b>Action:</b> Work and collaborate with other GPWC members to design the transmission system required to bring potable water from Chicago to the region.	Nearby municipalities County	\$\$\$
<b>Goal 2:</b> Effective and efficient utility service for expansion and development of the western portion of the study area.	<b>Action:</b> Negotiate with Joliet on future wastewater flows as the Western Growth Area develops.	Village	\$\$
	<b>Action:</b> Contact CN Railroad to address water or sanitary crossings to service the Western Growth Area.	Nearby municipalities County	\$\$\$
	<b>Action:</b> Have design guidelines outlined for developers as water mains and sanitary sewers are planned for continued growth.	Developers Consultants	\$\$

Theme		Implementation	
Land Use	Policy & Implementation Actions	Stakeholders	Cost
<b>Goal 1:</b> A land use pattern that protects the quality of life in residential areas, both for existing and future development.	<b>Action:</b> Review zoning and development codes to confirm transitional/separation requirements between residential and non-residential land uses.	Village	\$
	<b>Action:</b> Refine zoning ordinance as needed and where applicable.	Consultant	\$
<b>Goal 2:</b> A mix of land uses that continues to support, stabilize, and advance the local economy within the Village and as population grows.	<b>Action:</b> Apply planned development processes to encourage flexibility and mixed-use development that enhances the user's experience.	Village Developers	\$
<b>Goal 3:</b> A land use pattern that preserves the natural environment and features as new development progresses.	<b>Action:</b> Review zoning codes to ensure natural features and sustainability goals are met by future development.	Village Developers	\$





VILLAGE OF SHOREWOOD

## ***Special Thanks***

*We want to acknowledge and thank everyone that participated in developing the Shorewood Comprehensive Plan Update. The insight, dedication, energy, and effort from residents, the Steering Committee, staff, and other stakeholders, helped to capture the spirit and aspirations that Shorewood is working towards.*





## **DESIGNING SHOREWOOD: Our Comprehensive Plan**

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VILLAGE OF SHOREWOOD

# PARKS + RECREATION MASTER PLAN



PUBLIC HEARING DRAFT | MARCH 22, 2023



# ACKNOWLEDGMENTS

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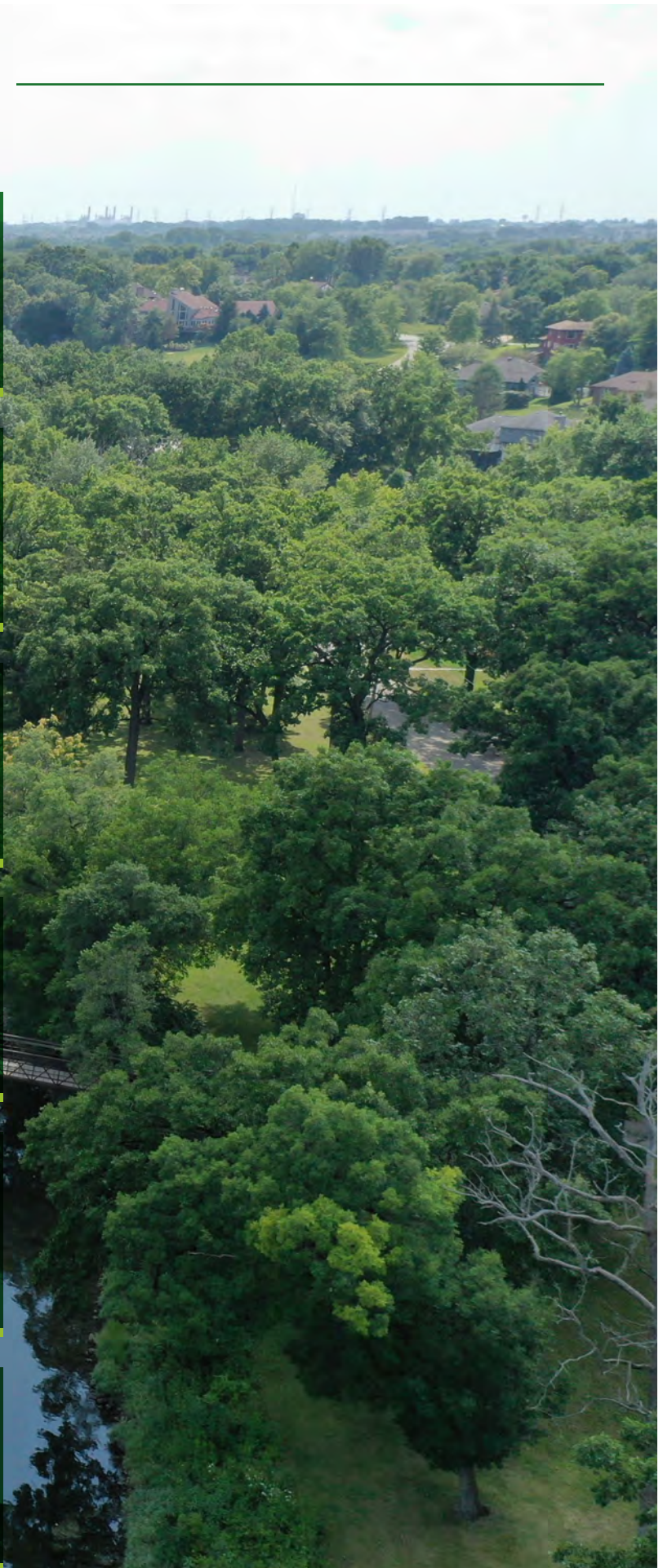
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# CHAPTER 1

# Introduction

*Photo Credit | Village of Shorewood*

The Village of Shorewood is a southwest suburb of Chicago. The north and east sides of the municipal borders are adjacent to the City of Joliet, with Interstate I-55 as the principal divider separating Shorewood and Joliet. The DuPage River flows through the heart of the Village, giving life to rich recreational resources such as parks, open spaces, and forest preserves. The Village offers residents an ample variety of accessible public open spaces. Among these are eighteen (18) public parks of various sizes managed by the Shorewood Public Works Department. In addition, the Forest Preserve District of Will County manages one (1) forest preserve within the Village, and two (2) others nearby. Aside from the public park spaces, a twenty-one-mile (21), off-street, shared-use path system links residential neighborhoods, recreational destinations, and community amenities in Shorewood.

This chapter covers an overview of the Park Master Plan Purpose and Objectives, descriptions of the Planning Process, and the Public Outreach Process used to create this plan.

## **PURPOSE AND USE OF THE PLAN**

This Park Master Plan evaluates the Village's network of parks and recreational facilities, assesses their existing conditions, and provides recommendations for enhancement to the system based on public input, staff input, and site visits. This Parks Plan was completed in conjunction with the 2023 Comprehensive Plan to ensure consistency and integration of recommendations. This Master Plan should be reevaluated periodically to ensure it reflects changes and growth as the years advance.

This plan incorporates information gathered during a series of in-person public engagement events and online surveys, together with

professional analysis. This Master Plan reflects the community's desire to enhance existing facilities while creating a vision for future uses, access, amenities, maintenance, and visual qualities of the park system. The Village strives to provide and promote a high-quality parks and recreational system to ensure the community's quality of life. The recommendations and guidelines provided in this plan should function as a decision-making tool for the Village, serving as a blueprint for the future with an array of short- and long-term actions for existing and future parks and recreational facilities. Using this plan will also assist the Village in preparing and receiving relevant State and Federal grant applications.

## **PLANNING PROCESS**

The Plan initiative was launched along with the Village's 2023 Comprehensive Plan and shared some of the survey and engagement events to seek the public's initial input on their thoughts of the park services in Shorewood. Site visits and fieldwork were conducted between September and December 2022 to analyze existing conditions and develop recommendations. A meeting with Village staff was held in September to gain insight into the existing park services, programs, and management. The planning team hosted an in-person Open House in the Village Hall to interact with stakeholders through exhibits, maps, and digital polls to collect their input on topics including parks and recreation. After information and data were collected, Teska compiled the draft plan. A public hearing before the Plan Commission was scheduled on March 22, 2023, to allow the Parks and Recreation Master Plan to be included as part of the overall Comprehensive Plan. Finally, the Village Board reviewed and voted to approve the Parks and Recreation Master Plan on [INSERT DATE].



## ISSUES AND OPPORTUNITIES

The Village currently has an array of park and recreational resources serving the community. These facilities and programs serve as a treasured part of local residents' life. However, on-going maintenance and improvements are needed to continue to attract park visitors and provide a friendly and safe experience. As Shorewood continues to grow, additional parks and recreational sites would also improve park accessibility. The two (2) lists below present existing issues that affect the services and functions among the Village parks and potential opportunities to expand park and recreation services.

### ISSUES

- Aging park facilities and designs nearing the end of their useful life and need for enhanced landscaping in some of the older parks.
- A growing desire for an indoor recreational complex and public swimming facilities.
- Missing Neighborhood or Mini Parks in some neighborhoods that are not covered by the existing service areas.
- Gaps in the shared-use path system, which are the subject of calls for improvement by the Plan Steering Committee and the public.
- Not enough recreational facilities along the DuPage River.
- Since no park district serves Shorewood, the Village has the financial responsibility to maintain all park facilities.

### OPPORTUNITIES

- Skilled and committed staff who strive to continuously improve the Village's parks.
- Responsive public who are interested and concerned with the park services in the Village.
- Comprehensive parks and recreational events organized by the Village of Shorewood and other organizations.
- Strong relationships between the Village and fire district, school district, library district, township, and other municipal governments.
- A stable and strong tax base supporting the Village's financial position.



## RELATED PLANNING EFFORTS AND INTEGRATION

This plan builds on Shorewood's previous plans and policy documents. Each work provides a historical understanding of the community, presents concepts for community improvements, recognizes challenges, and ultimately sheds light on practical solutions in the form of recommendations and strategies. In some cases, recommendations of these plans that have not yet been implemented and remain relevant to the community are carried forward and integrated into this update. Below are key findings from past plans:

### 2007 PARK FACILITY STUDY & LAND ACQUISITION PLAN

- Identified Shorewood's existing parks and natural resource areas & assessed status/conditions, quality, and quantity.
- As of 2007, Shorewood had adequate park and open space lands (by area) according to the National Park & Recreation Association (NRPA) standards. However, most parkland is within the DuPage River floodplain. The DuPage riverfront is a very valuable natural resource but is limited due to its use as a passive park space and during chronic wet conditions.
- Recommended improvements include acquisition, maintenance, and preservation of natural areas along the floodplain of the DuPage River as an open space corridor; also repair or install new facilities to meet NRPA standards and goals.
- The current trail system serves Shorewood well, but additional connections can provide residents with alternative transportation and recreational use; NRPA suggested Shorewood have systematic and consistent acquisition, easement agreements, and development along natural corridors and transportation corridors linking key community elements.
- Also recommended that Shorewood create a park classification system with three (3) classes: Mini Park (residential land usage typical of R-1

due to land availability is often found near or in a light industrial zoning district).

- As Shorewood grows to the west, additional park space will be needed.

### 2010 RIVERFRONT MASTER PLAN

- The purpose of this plan is to preserve and protect the natural resources along the DuPage River, which recommends generating a guide for making necessary improvements and any eventual, suitable development within the study area to promote a strong identity.
- Align planning efforts with efforts already underway, specifically working together with partners of the DuPage River Trail to advance this regional link.
- Strategies for enhancing the study area are intended to be incremental, which should include community engagement and partnerships.
- The Riverfront Master Plan was the catalyst for the Village to create the Jefferson Street and Route 59 TIF District in 2016, which covers most of the study area in the Master Plan. The establishment of the TIF district allows the Village to partner with the private sector to help fund redevelopment consistent with the Village's vision for the area. Building upon this, in 2018, the Village adopted a TIF Core Area Plan. This subarea plan focuses specifically on the area at Route 52 and Route 59. This subarea plan provides guidance on land acquisition, development goals and objectives, infrastructural improvements, and future land use for the subject area.
- Due to IDOT's major roadway improvement projects in Shorewood—especially along Jefferson Street and Route 59—many of the suggested development concepts in the Riverfront Master Plan have yet to be launched. Some land along the subject project streets will be acquired by IDOT for construction. However, the Village continues to explore and recruit development for the properties in the area that are not directly impacted by the transportation project.

### **SHOREWOOD 2022-2027 PARKS CAPITAL PLAN**

- The document presents a survey of existing conditions of Village parks conducted by the Village staff and outlines the according park improvements with the possible project timelines.

### **2016 WILL COUNTY BIKEWAY PLAN**

- It is Will County's first planning effort to develop a countywide bikeway network.
- The plan aims to expand transportation choices, enhance connectivity, improve safety, enhance bicyclist comfort, promote bicycling benefits, and enhance cohesion in the County as a whole.
- Two (2) out of fifteen (15) regional bikeway corridors pass through the Village of Shorewood: Black Road Corridor and DuPage River Corridor.

### **2020 KENDALL COUNTY MULTI-USE TRAIL PLAN**

- The plan was developed by the Kendall County Government.
- In the long-term vision, several regional trail paths are proposed for extension through Shorewood via existing streets to connect the adjacent municipalities and the unincorporated area in the County.

### **2013 MINOOKA COMPREHENSIVE PLAN**

- The 2013 Comprehensive Plan indicates that several planned trails or paths may be extended into the Village of Shorewood. They are along the existing streets such as Ridge Road and County Line Road, and along Aux Sable Creek.







*Photo Credit | Village of Shorewood*





## CHAPTER 2

# Community Outreach

*Photo Credit | Village of Shorewood*

It is critical to hear and understand local residents' desire for park and recreation facilities before proposing any improvements. As part of the Shorewood Comprehensive Plan packet, this Parks and Recreation Master Plan received the public's input through online surveys and an in-person Open House event.

During the kickoff stage of the Comprehensive Plan project, to understand the experience of living in

Shorewood and provide residents an opportunity to express their thoughts and expectations to the Village, an online survey containing twenty (20) questions was available for the community. From March 31 to May 2, 2022, the Village received three hundred seventy (370) responses. Some of the highlights related to parks and recreation are as follows:



**52%** of the responses deem that the parks in Shorewood meet their expectations. **27%** of the responses think that the parks need improvements. **17%** believe that the parks exceed their expectations.



**16%** of the responses choose more connectivity of sidewalks and bike trails as a top need in Shorewood and **15%** choose more recreational facilities as a top need in Shorewood.



**46%** think new trails/better trail connections should be the top priority for improving open space, parks, and recreation in the Village.



**31%** of those who rarely or do not use parks in Shorewood deem that the Village lacks amenities, features, and programs they want to use.



**58%** of the respondents visit or use Shorewood's parks, paths, and recreational facilities and programs two (2) or more times per month. **44%** of the respondents visit or use a nearby park district's parks, paths, and recreational facilities and programs two (2) or more times per month.



Swimming is the most mentioned key word for the recreational activities or programs that the respondents would like to do if offered in Shorewood.



**82** responses out of three hundred seventy (370) answered the question: "If you feel that you do NOT have adequate access to open space, parks, and recreation, where should something new be added?" suggest adding more access to parks at the following locations: Route 59/Black Road, the DuPage River, Hammel Woods Preserve, Towne Center, River Crossing Subdivision, and Black Road/River Road.



Some other thoughts and suggestions include: develop the riverfront area with trails and amenities, provide winter recreational facilities, build indoor sports facilities, host more events for teenagers, maintain and upgrade the existing facilities.



An Open House was held on October 19, 2022. A Parks and Recreation station was set up showing existing conditions of parks and a location map. The station allowed participants to write down their thoughts about each park's strengths and opportunities for improvement. The majority of the comments focused on adding new functions and facilities, planting more trees, and renovating the aging facilities. To understand residents' views on how the Village should progress in an interactive way, an interactive polling tool was also used to collect feedback from residents on how the Village should progress. After scanning the QR code to join the poll, participants were asked to submit their preferences and priorities for types of developments; open space and recreational options; events and programs; community services and amenities; community character; economic development; housing, transportation, and infrastructure; etc. Ranging between 0 and 5, higher numbers represent higher priorities, as submitted by the participants.

**>> SEE THE POLL RESULTS ON PAGE 11**

The poll results indicate that participants generally prioritized the development and improvement of public open space and recreation facilities in the Village. Improving walkability and bike-ability by linking popular destinations like forest preserves, the DuPage River, etc., is important to contributing positively to the character of the community. In terms of upgrading parks and open spaces, all three (3) options (more trees and plants, better maintenance of facilities, and more parks) are evenly preferred. Plus, while the participants would like to see enhancements to the facilities, more programs for all age groups in the public open spaces are likewise welcomed.





*Ranging between 0 and 5, higher numbers represent higher priorities, as submitted by the participants.*





### COMMUNITY CHARACTER (QUESTION 2 OF 5)

Bike-ability & walkability to reach more destinations	<b>4</b>	
Bike-ability & walkability for recreation	<b>4.2</b>	




### COMMUNITY CHARACTER (QUESTION 3 OF 5)

Greater use of DuPage River as asset/amenity/destination	<b>4</b>	
A gathering place for community events & hanging out	<b>4.1</b>	

### COMMUNITY FACILITIES & SERVICES

Construct and operate a public outdoor pool	<b>2.7</b>	
Building new Troy Library in Towne Center	<b>2.8</b>	
Expand trails to incorporate forest preserve	<b>3.9</b>	
Construct and operate a public indoor recreation center	<b>3.5</b>	

### PARKS AND OPEN SPACE

Add more trees and flower beds to existing parks	<b>3</b>	
Improve maintenance of existing park facilities	<b>3.3</b>	
Provide a park within walking distance of every home	<b>3.3</b>	

### PARKS AND RECREATION

Provide more programs for seniors	<b>3.3</b>	
Provide more programs for adults	<b>3.2</b>	
Provide more programs for teens	<b>3.5</b>	
Provide more programs for kids	<b>3.4</b>	





*Photo Credit | Village of Shorewood*





## CHAPTER 3

# Existing Conditions

Photo Credit | Village of Shorewood



Many of the residential neighborhoods in the Village contain at least one (1) park. Parks vary in size and are designed in a family-friendly manner. Sidewalks and bike paths throughout the Village help to make the parks accessible to their surrounding areas. This chapter examines the existing infrastructure and resources and provides suggestions for possible improvements.

## DUPAGE RIVER

Shorewood notably began as a resort and fishing community, and the DuPage River remains the Village's chief natural asset. This twenty-eight-mile-long (28) tributary of the Des Plaines River enters the Village from the north by Black Road, generally following Interstate I-55, and exits the current southern Village boundary at Mound Road. The river is crossed by several major streets in the

Village, including Black Road, Jefferson Street/U.S. Route 52, Illinois Route 59, Seil Road, and Mound Road. Hammel Woods Preserve, one (1) of the most popular outdoor leisure destinations in the region, is located by the river between Black Road and Jefferson Street. The Preserve features a trail system that has the potential to be extended along the riverfront area in Shorewood. Five (5) village parks are also located along the river. Since the 1996 flood event that impacted many residents, the Village has realized the importance of revitalizing the riverfront area. Enhancing this rich natural resource potentially will attract an increasing number of residents to its leisure functions, ideally also spurring economic development and growth. The Village has acquired over two point eight million dollars (\$2,800,000) in private property with the assistance of Federal Emergency Management Association Flood Mitigation funds for future planned development.



*Image Credit | The Forest Preserve District of Will County*

The DuPage River corridor was identified in the 2007 Comprehensive Plan for further study and action. On August 10, 2010, the Village adopted the Riverfront Master Plan (Ordinance No. 10-1588) to provide a vision and to guide the Village on recreational enhancements and community development along the river corridor. Some of the suggested improvements for the parks along the DuPage River in the 2010 Riverfront Plan will echo the content proposed in this 2023 Parks and Recreational Master Plan. Some of the critical strategies are:

- Identify key destinations along the DuPage River that will draw visitors and patrons from Shorewood and beyond.
- Provide trail access for a variety of users including hiking, biking, rollerblading, and cross-country skiing.
- Designate parking areas and boat launches for vehicular and boat access as well as places for secure supervision and emergency services. Establish a gateway design system to the north, along with bridge enhancements, signs and wayfinding, and a strong architectural character at the intersection of Interstates I-55 and I-80.
- Explore opportunities for public partnerships, grant funding, revenue generation opportunities, and shared costs at every turn.
- Provide strong maintenance to the DuPage River for riverfront improvements through water quality enhancement, shoreline stabilization, meaningful access points, and educational stewardship.

## FOREST PRESERVES

The Village of Shorewood's development boundary encompasses both Will and Kendall Counties. The two (2) major drainage basins passing through the Village—the DuPage River in the east and Aux Sable Creek in the west—contribute a variety of recreational resources and destinations for the community to enjoy, including eight (8) preserves in both counties.

### WILL COUNTY

Benefiting from the DuPage River and its watershed, there are seven (7) nature preserve sites within and near Shorewood in the Will County jurisdiction: Hammel Woods, Rock Run, Colvin Grove, Lake Chaminwood, Lake of the Woods, Hastert-Bechstein, and Birds Junction Marsh. These preserves are maintained and managed by the Forest Preserve District of Will County.

**Hammel Woods Preserve** is located along the DuPage River between Theodore Road and Jefferson Street, and Route 59 and Interstate I-55. This four-hundred-forty-five-acre (445) preserve is part of the DuPage River preservation system and was acquired between 1930 and 2011. All three (3) access points are located in Shorewood. Crumby Recreation Area and DuPage River Access are on Black Road and Route 59 Access is on Route 59, north of Jefferson Street. This forest preserve provides ample habitats for various forest and wetland creatures and plant species. In addition to its natural environment, Hammel Woods is a popular destination for a variety of outdoor activities. The Preserve features a one-and-a-half-mile-long natural surface trail and a three-and-a-half-mile-long (3.5) paved surface trail for biking, hiking, and snow activities in winter. An



eleven-acre (11) off-leash dog park is located at the DuPage River Access on Black Road. Within the dog park, a fenced two (2) acres of land is exclusively for dogs under thirty-five (35) pounds. Camping is also permitted at the DuPage River Access. There are six (6) campsites for group rental, with a capacity of up to eight (8) people per site. Along with camping, picnicking is a popular activity at Hammel Woods. Four (4) picnic shelters are available across the preserve, hosting users from twenty-five (25) people to one hundred twenty (120) people. As a preserve close to water, users can conduct water-related activities such as fishing and canoeing/kayaking near the DuPage River Access and Route 59 Access.

**Rock Run Preserve** encompasses areas south of Pandola Avenue, west of Essington Road, east of Interstate I-55, and north of Jefferson Street in Joliet. Two (2) access points are available: Black Road Access and Paul V. Nichols Access on Essington Road, north of Black Road. The Black Road Access point is only three thousand feet (3,000') east of Hammel Woods and the two (2) Preserves are connected by a shared-use path and a pedestrian bridge along Black Road. As part of the Rock Run preservation system, the three-hundred-twenty-acre (320) preserve conserves more than one thousand four hundred fifty (1,450) acres and was acquired between 1990 and 2009. Rock Run Preserve accommodates a diversity of habitats such as forests, prairies, and wetlands for wildlife and plants. In terms of amenities, Rock Run Preserve provides half mile of crushed limestone trail and eleven (11) miles of paved Rock Run Greenway Trail for hiking, running, and biking. The trails also connect to the Illinois Department of Natural Resources (IDNR)'s I&M Canal State Trail and the Joliet Junction Trail. Moreover, two (2) picnic shelters are available at each access holding twenty-five (25) to sixty (60) people. Shoreline fishing is permitted on a quarry pond at the Black Road Access.



**Hammel Woods Preserve**

*Image Credit | The Forest Preserve District of Will County*



**Rock Run Preserve**

*Image Credit | The Forest Preserve District of Will County*

**Colvin Grove Preserve** is located south of the Joliet Airport and west of Houbolt Road. This Preserve encompasses one hundred seventy-five (175) acres of land and conserves more than one thousand four hundred fifty (1,450) acres. It was acquired between 1991 and 2007. Habitats such as forests and wetlands host a diversity of bird and plant species.

**Lake Chaminwood Preserve** is a one-hundred-twenty-acre (120) preserve located on Shepley Road, west of Interstate I-55, in Troy Township. It was acquired between 2000 and 2011 as part of the DuPage River preservation system, which conserves more than one thousand five hundred (1,500) acres. Historically, the site was used for quarry mining. Lake Chaminwood Preserve protects a thirty-five-acre (35) lake, a twelve-acre (12) lake and a portion of the DuPage River with associated wetland habitat. Other than its rich and lively natural functions, the preserve also provides a diversity of recreational amenities for activities including a half-mile (0.5) paved trail and a picnic shelter which can accommodate up to twenty-five (25) people. Fishing, canoeing/kayaking, and boating are also permitted here.

**Lake of the Woods Preserve** is a three-acre (3) unimproved preserve. It is located east of River Road and north of Mound Road in Shorewood. This preserve was acquired in 1998 as part of the DuPage River preservation system, conserving more than one thousand five hundred (1,500) acres.

**Hastert-Bechstein Preserve** is a seventeen-acre (17) unimproved preserve located east of River Road and north of Shepley Road in Troy Township. This preserve is part of the DuPage River preservation system, which conserves more than one thousand five hundred (1,500) acres. It protects forest habitat and the DuPage River, and is home to various plants such as glade mallow.



**Colvin Grove Preserve**  
Image Credit | Openlands



**Lake Chaminwood Preserve**  
Image Credit | The Forest Preserve District of Will County



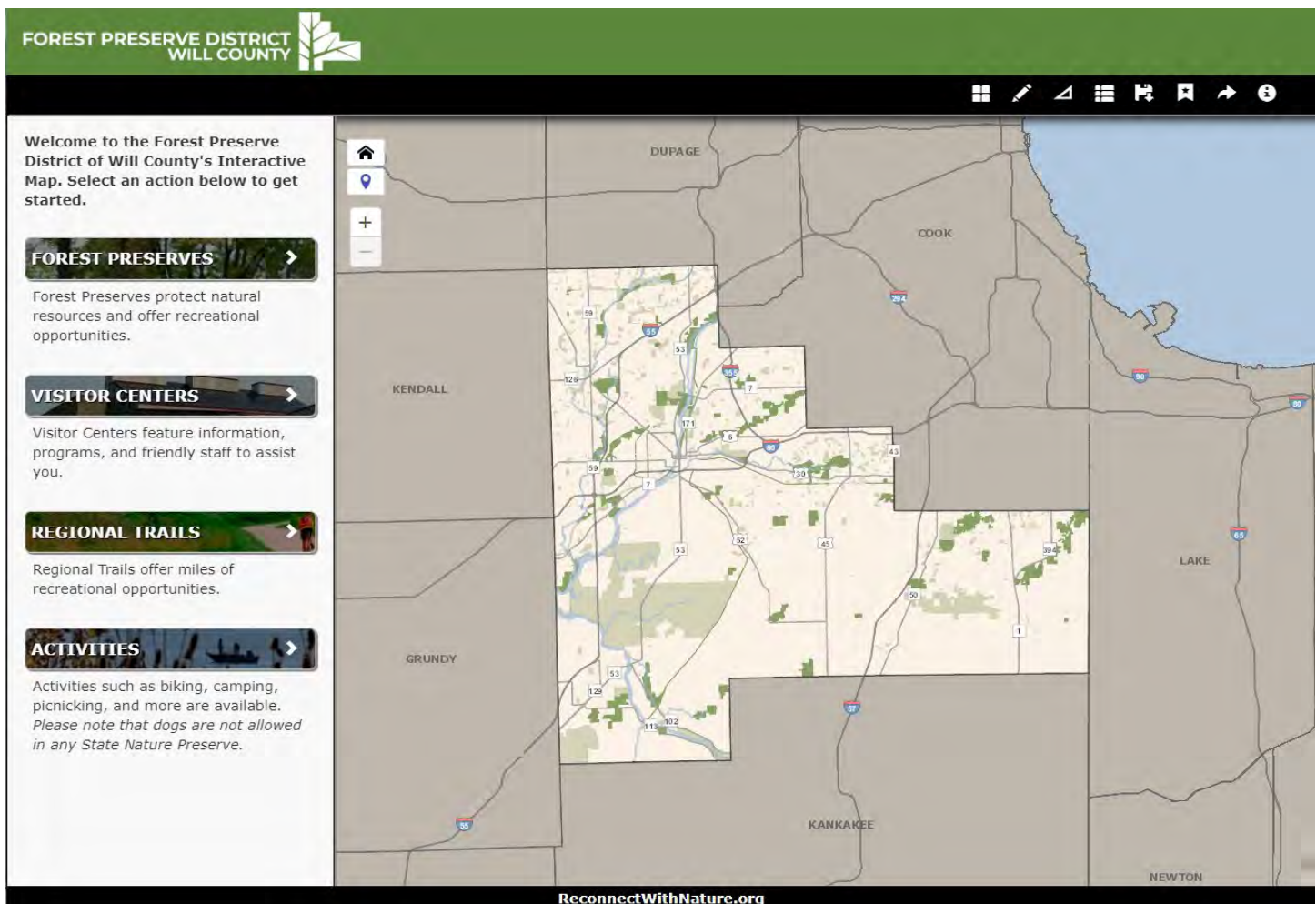
**Birds Junction Marsh** is located north and south of Camelot Road and west of Interstate I-55 in Troy Township. This fifty-eight-acre (58) was acquired in 1995. It is part of the DuPage River preservation system, conserving more than one thousand five hundred (1,500) acres. The preserve is home to seventy (70) plus species and plants such as the hooded violet and sickle pod. It also protects a diversity of habitats including forest, savanna, and wetland. (Source: The Forest Preserve District of Will County)



Wildlife

Image Credit | The Forest Preserve District of Will County

For more information on the mentioned Preserves, please visit the Forest Preserve District of Will County at: <https://www.reconnectwithnature.org>. The website provides an interactive GIS map <https://map.reconnectwithnature.org/publicwebmap> showing the existing nature preserves, visitor centers, regional trails, and available activities in each forest preserve in Will County.





## KENDALL COUNTY

**Baker Woods Forest Preserve** is located on the north side of U.S. Route 52 and east of McKanna Road. The main forest area is along Aux Sable Creek. This two-hundred-fifty-acre (250) preserve is great for outdoor activities. Fishing is permitted in Aux Sable Creek. A three-mile (3) trail system is available across the Preserve with a vehicular access point on Route 52, east of the Creek. Three (3) shelters are available on the natural trail along the Creek for picnics and other family events. Ellis House and Equestrian Center, which provides event space for family and business events, is featured at this Preserve, with an entrance on McKanna Road.



**Baker Woods Forest Preserve**  
Image Credit | Google Earth

### OTHER RECREATION SERVICE PROVIDERS

In addition to the public parks and Forest Preserves in or near Shorewood, some private providers offer recreation resources to residents. Most of the private recreational resources are fitness businesses and are membership-based. The

target members of those fitness establishments are teenagers or older. Given the extensive number of private options for dance, personal training, and similar recreation providers, there is no need for the Village to try to replicate these programs.

Business	Address	Services
Orangetheory Fitness	956 Brook Forest Ave, Shorewood	Gym/Personal Training/Group Class
Shorewood Fitness	337 Vertin Blvd, Shorewood	Gym/Personal Training/Group Class
Esporta Fitness	1745 Illinois Route 59, Plainfield (in Joliet)	Gym/Personal Training/Group Class
Treadfit Shorewood	570 Brook Forest Ave, Shorewood	Gym/Group Class
Rise Above Fitness	221 Brook Forest Ave, Shorewood	Personal Training/Group Class
Elite Fitness Training Studio	700 W Jefferson St, Suite 2, Shorewood	Personal Training/Group Class
Rudy's Gym	400 Earl Rd, Shorewood	Personal Training/Group Class
Essence Of Life Shorewood	401 Earl Rd, Shorewood	Yoga Studio
CrossFit Mettle and Honor	353 Airport Dr, Joliet	Personal Training/Group Class
Lou Vonn Fields (Troy Baseball Complex)	21961 S. River Rd, Shorewood	Sports Complex
Goltz Park (Whiteford Youth Baseball)	930 NE. Frontage Rd, Joliet	Sports Complex
Revolution Dance Studio	850 Brook Forest Ave, Shorewood	Dance Studio
Encore Dance Productions	700 W. Jefferson St #13, Shorewood	Dance Studio
Starr Dance Studio	403 Earl Rd #E, Shorewood	Dance Studio
Rhino Sports Academy	301 Gregory Ct, Shorewood	Baseball Club

**Table 3.1 | Existing Recreational Businesses in Shorewood and the Adjacent Municipalities**

There are two (2) baseball fields in the Shorewood area: Lou Vonn Fields and Goltz Park. Both baseball fields are home-based by independent baseball leagues which recruit youth players under nineteen (19) years old and host training sessions and games.

The **Lou Vonn Fields** (a.k.a. Troy Baseball Complex) is located on River Road, south of Interstate I-80. The facility contains three (3) youth baseball fields. It is the home base for Troy Baseball League. The Troy Baseball League offers two (2) programs: In-House and Travel programs. The In-House program is for boy and girl players from four (4) to fourteen (14) years old. They play other teams within the program either at this facility or the surrounding municipalities' facilities. The Travel program is for youth players from eight (8) to fifteen (15) years old. The players in this program play half of the games at this field and travel to play other teams from associates in the region. The League divides participants into five (5) age groups or divisions: Shetland - 4-6, Pinto - 7-8, Mustang - 9-10, Bronco - 11-12, and Pony - 13-14. The participations are membership-based and charged.

**Goltz Park**, where the Whiteford Youth Baseball League is based, was constructed in 1968. It is located on Frontage Road, just east of Interstate I-55 and north of Black Road. Currently, the park provides three (3) baseball fields and two (2) tee-ball fields. The Whiteford Youth Baseball League also offers the same five (5) age groups as the Troy Baseball League. It organizes regular training and hosts regional tournaments.

Lastly, the Troy Community Consolidated School District 30-C, which serves the Village of Shorewood, is also a major resource. They provide recreational facilities in the community. The Village has collaborated with the school district in the past by utilizing its school properties.



**Lou Vonn Fields**  
Image Credit | Troy Titans Baseball League



**Goltz Park**  
Image Credit | Whiteford Youth Baseball League



## SHARED-USE PATH SYSTEM

There is a growing system of pathways in the Village of Shorewood. Shared-use paths allow for two-way, off-street travel by bicyclists, pedestrians, skaters, wheelchair users, runners, persons with limited mobility, and other non-motorized users. They can be located next to roadways like a wide sidewalk and typically called a side path. They can also be installed in parks, along rivers, utility rights-of-way, and linear greenways. Safety is always a top priority for path systems. Motor vehicles are prohibited from accessing shared-use paths, and crossings with streets should be equipped with pedestrian signage, crosswalks, and stoplights (if necessary). Currently, this twenty-three-mile (23) system links most of the parks to make the public open spaces accessible to the community. The shared-use paths in the Village are differentiated from sidewalks as they are wider (eight to ten feet) and typically surfaced with asphalt.

The current shared-use path system contains multiple gaps. The gaps are caused by undeveloped land and older neighborhoods which are not equipped with pedestrian paths. Also, along several through-streets that connect multiple neighborhoods, sidewalks and shared-use paths are interchangeably installed. The inconsistent widths of the paths impact user experience. Lastly, regional connections are also lacking, which deters people from utilizing non-motorized transportation between communities.

All parks are connected to the Village shared-use path system. For convenience and to encourage more park visits, bicycle parking facilities are necessary for the parks. Currently, eight (8) out of fifteen (15) improved parks in the Village are equipped with bicycle racks. They are either gate/fence style or loop/wave style. According to the Bicycle Parking Guidelines published by the Association of Pedestrian and Bicycle Professionals (APBP), the existing styles in the Village should be avoided due to inefficient or user-unfriendly issues. The Village should replace the existing bicycle



*Example of Shared-Use Path along a Street in Shorewood*  
Image Credit | Google Earth



*Example of Shared-Use Path in a Forest Preserve in Shorewood*  
Image Credit | Google Earth



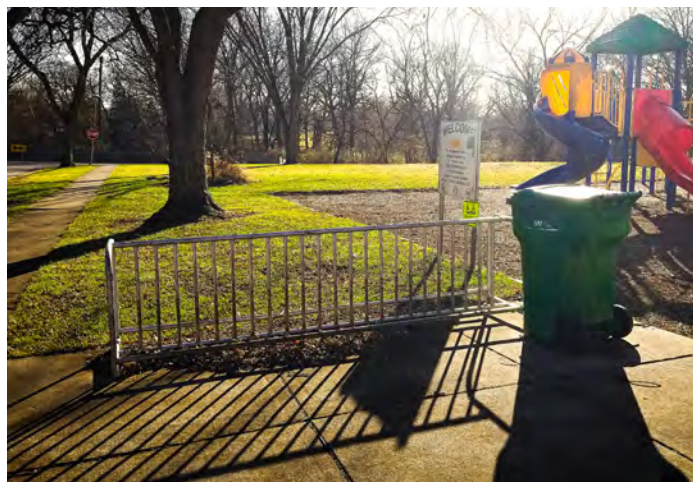
*Dead-Ended Shared-Use Path Due to Vacant Land*  
Photo Credit | Google Earth



racks with the recommended style when conducting park renovations or routine maintenance. Other than the style issue, it should also be noted that the bicycle racks are not being used properly for bicycle parking. Many of them are utilized to secure the wheeled trash receptacles, which should be avoided; the wheeled trash receptacles should be replaced with permanent metal ones.

### RECOMMENDED BICYCLE RACKS

When it is time to replace existing bicycle racks and to install additional ones, the Village should adopt one or more styles recommended by the Association of Pedestrian and Bicycle Professionals. The following visuals from the Association present proper examples for bicycle rack designs, along with descriptions of their applications. Improper styles



*Example of Existing Bicycle Racks in Shorewood*

### RACKS FOR ALL APPLICATIONS

When properly designed and installed, these rack styles typically meet all performance criteria and are appropriate for use in nearly any application.

#### INVERTED U

also called  
staple, loop



Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.

#### POST & RING



Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.

#### WHEELWELL- SECURE



Includes an element that cradles one wheel. Design and performance vary by manufacturer; typically contains bikes well, which is desirable for long-term parking and in large-scale installations (e.g. campus); accommodates fewer bicycle types and attachments than the two styles above.

*Image Credit: Essentials of Bike Parking, Association of Pedestrian and Bicycle Professionals*

## BICYCLE RACKS TO AVOID

The following bicycle rack styles are not recommended due to inconvenient and inefficient usages. As mentioned earlier, most of the existing bicycle racks in the Village fall within the categories below. If the Village plans to renovate parks or construct new parks, the bicycle racks depicted below should be avoided.

### RACKS TO AVOID

Because of performance concerns, APBP recommends selecting other racks instead of these.

#### WAVE

also called undulating or serpentine



Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.

#### SCHOOLYARD

also called comb, grid



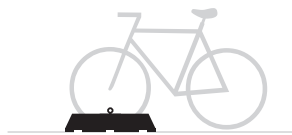
Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses, but useful for temporary attended bike storage at events and in locations with no theft concerns. Sometimes preferred by recreational riders, who may travel without locks and tend to monitor their bikes while parked.

#### COATHANGER



This style has a top bar that limits the types of bikes it can accommodate.

#### WHEELWELL



Racks that cradle bicycles with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.

#### BOLLARD



This style typically does not appropriately support a bike's frame at two separate locations.

#### SPIRAL



Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.

*Image Credit: Essentials of Bike Parking, Association of Pedestrian and Bicycle Professionals*

## PARK CLASSIFICATION

The Shorewood Public Works Department maintains eighteen (18) public parks in the Village, comprising a total of approximately one hundred seventy-three (173) acres. The average size of a park is approximately nine point six (9.6) acres in Shorewood with a range between zero point three (0.3) and forty-nine point eight (49.8) acres. Out of the eighteen (18) parks, four (4) are passive open spaces with no park amenities. According to the National Recreation and Park Association's (NRPA) Park, Recreation, Open Space and Greenway Guidelines (1996), parks can be classified based on size, service area, Level of Service (LOS), and designs. Each classification serves a specific need in the community. The classifications used in the Village of Shorewood are:



**Community Park**



**Neighborhood Park**



**Mini Park**

Park classifications are developed from the NRPA guidelines to fit within the context of the community. They are not only determined by acreage, but also by functions and designs. Currently, Shorewood offers two (2) Community Parks, eleven (11) Neighborhood Parks, and five (5) Mini Parks.

In addition to the public parks, there are three (3) private parks/playgrounds in the Village encompassing four (4) acres of land. One (1) is located in the Walnut Trails subdivision and the other two (2) are in the Edgewater subdivision. These private parks feature children's playgrounds and are maintained by the local homeowner associations. The sizes and functions of these private parks make them consistent with the Mini Parks in the Village. Currently, the Village has no plan on acquiring these parks.

## LEVEL OF SERVICE

To identify the classifications of parks in the Village and their service statuses, the Level of Service (LOS) criterion is utilized. It was first introduced in the Park, Open Space, and Greenway Guidelines (1996) by NRPA and is a standard evaluation of park facility usage and park availability managed by park and recreation agencies across the country.

*"The purpose of the publication is to underscore the most important objective of the park and recreation planning process; to ensure that a community knows how to go about securing enough of the right kind of land to provide the scale of park and open space system the citizens desire." (Park, Open Space, and Greenway Guidelines, James D. Mertes, 1996)*



	Shorewood	Morris	Ottawa	Minooka	Yorkville
Population (Census 2020)	18,186	14,163	18,840	12,758	21,533
Total Acres of Parks	173	85.91	525	200	268
Acres per 1,000 Population	9.5	6.07	27.9	15.7	12.4

**Table 3.2 | Comparison Table of Level of Service Among Shorewood and Other Municipalities**

Level of Service analysis helps agencies determine minimum acreage of parks and open spaces required based on population, in order to satisfy resident demand and to ensure quality of services in the community. It also provides a benchmark for comparing the parks' infrastructural availability with other communities, so it can adjust its development goals and objectives accordingly. For example, above is a comparison table (Table 3.2) of LOS among Shorewood and a few neighboring communities based on acres per thousand (1,000) population. The national average for all communities is ten point four (10.4) acres per thousand (1,000) residents

***The NRPA recognizes the importance of the level of service as:***

- ***An expression of minimum acceptable facilities for citizens of every community.***
- ***A guideline to determine land requirements for various kinds of park and recreation areas and facilities.***
- ***A basis for relating recreational needs to spatial analysis within a community-wide system of parks, recreation areas, and open areas. (James D. Mertes, 1996)***

It should be also noted that the LOS analysis is not capable of considering the unique characteristics of each community such as demographics, climate, culture, and so forth, to fully satisfy the needs of all communities across the country.

## COMMUNITY PARKS

Community Parks are the largest parks among the three (3) classifications providing facilities for the entire Village. They are usually equipped with significant athletic complexes and other facilities for active recreation that are normally not compatible with Neighborhood Parks, such as facilities for athletic training and competitive sports. Community Parks are designated to serve a three-mile (3) or more radius with a size ranging from fifteen (15) acres to fifty (50) acres. Their Level of Service (LOS) is typically between five (5) and eight (8) acres per thousand (1,000)



**Cene's Four Seasons Park**

population. Community Parks accommodate a mixture of events and facilities, often including sport courts such as basketball and tennis, and fields such as baseball, football, and soccer. Community Parks can also be used as multipurpose venue spaces hosting occasional or seasonal events, and often providing any needed structures and amenities. Other elements that assist in serving all age groups include concessions, playgrounds, pavilions, trails, and path systems. Community Parks need convenient and accessible locations as they serve the entire Village. Off-street parking facilities are necessary.

In Shorewood, Cene's Four Seasons Park is the only developed Community Park, and it is equipped with a comprehensive range of sport facilities and park amenities. River's Edge Park, which will feature a variety of recreational and sports amenities and a botanic-garden-style open space, will be another Community Park once it is completed.

### NEIGHBORHOOD PARKS

Neighborhood Parks provide residents with recreational and open space facilities within walking distance of their homes. Their size ranges from one (1) acre to fifteen (15) acres. To maintain walkability, residents would have a Neighborhood Park within a half-mile ( $\frac{1}{2}$ ) radius of their home. The Level of Service (LOS) should be between one (1) and two (2) acres per thousand (1,000) population. The design of Neighborhood Parks should be all-age friendly but accommodate more active recreation activities with larger spaces for sports and playground facilities. Passive activities and facilities should also be included, such as walking, sitting, and picnicking. These parks often include elements such as playgrounds, picnic tables, practice sports fields, and trail systems. In terms of parking availability, park patrons may utilize the nearby streets with off-



*Cene's Four Seasons Park*



*Wynstone Park*

street parking provided depending on the actual size and activities in the parks.

In Shorewood, Towne Center Park, Country West Park, Ca-Crest Park, Seil Road Park, Heartland Park, Little Coyote Park, White Tail Park, Wynstone Park, Shorewood Park, River Crossing Park, and West Shore Park are identified as Neighborhood Parks.

### MINI PARKS

Mini Parks (a.k.a. Pocket Parks) serve a concentrated or limited population area and address a specific recreational need. Mini Parks typically serve a walkable radius in a neighborhood, which is one-quarter ( $\frac{1}{4}$ ) mile. They are typically less than one (1) acre in size. The Level of Service (LOS) should be between zero point two (0.2) and zero point five (0.5) acres per thousand (1,000) population. Mini Parks should be designed to be all-age friendly and can be either active or passive with limited amenities or both such as a tot lot, a pavilion, benches, and picnic tables; and should be connected by a trail system. Off-street parking is not needed as residents are encouraged to walk to these parks or they can park on nearby neighborhood streets. As a park directly serving the immediate surrounding residents in a neighborhood, a Mini Park should be located internal to subdivisions and away from major roads.

In Shorewood, Huntington Park, Kits Korner Park, Diana Park, River Oaks Park, and Fawn Park are identified as Mini Parks.

An inventory was conducted to understand the current facilities and maintenance conditions within Village parks. Based on the 2022 inventory, the Shorewood Park Matrix (Table 3.3) on Pages 30 and 31 reflects the current inventory of parks, their acreage, classification, and amenities.



*Fawn Park*



## ACTIVE RECREATION VS. PASSIVE RECREATION

Active recreation refers to a structured individual or team activity that requires the use of special facilities, courses, fields, or equipment.

### WHAT ARE EXAMPLES OF ACTIVE RECREATIONAL ACTIVITIES?



Baseball



Soccer



Football



Golf



Basketball



Tennis



Hockey



Badminton

Passive recreation refers to recreational activities that do not require prepared facilities like sports fields or pavilions. Passive recreational activities place minimal stress on a site's resources; as a result, they can provide ecosystem service benefits and are highly compatible with natural resource protection.

### WHAT ARE EXAMPLES OF PASSIVE RECREATIONAL ACTIVITIES?



Camping



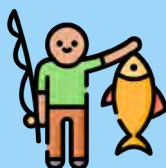
Hiking



Picnicking



Bird Watching



Fishing



Jogging



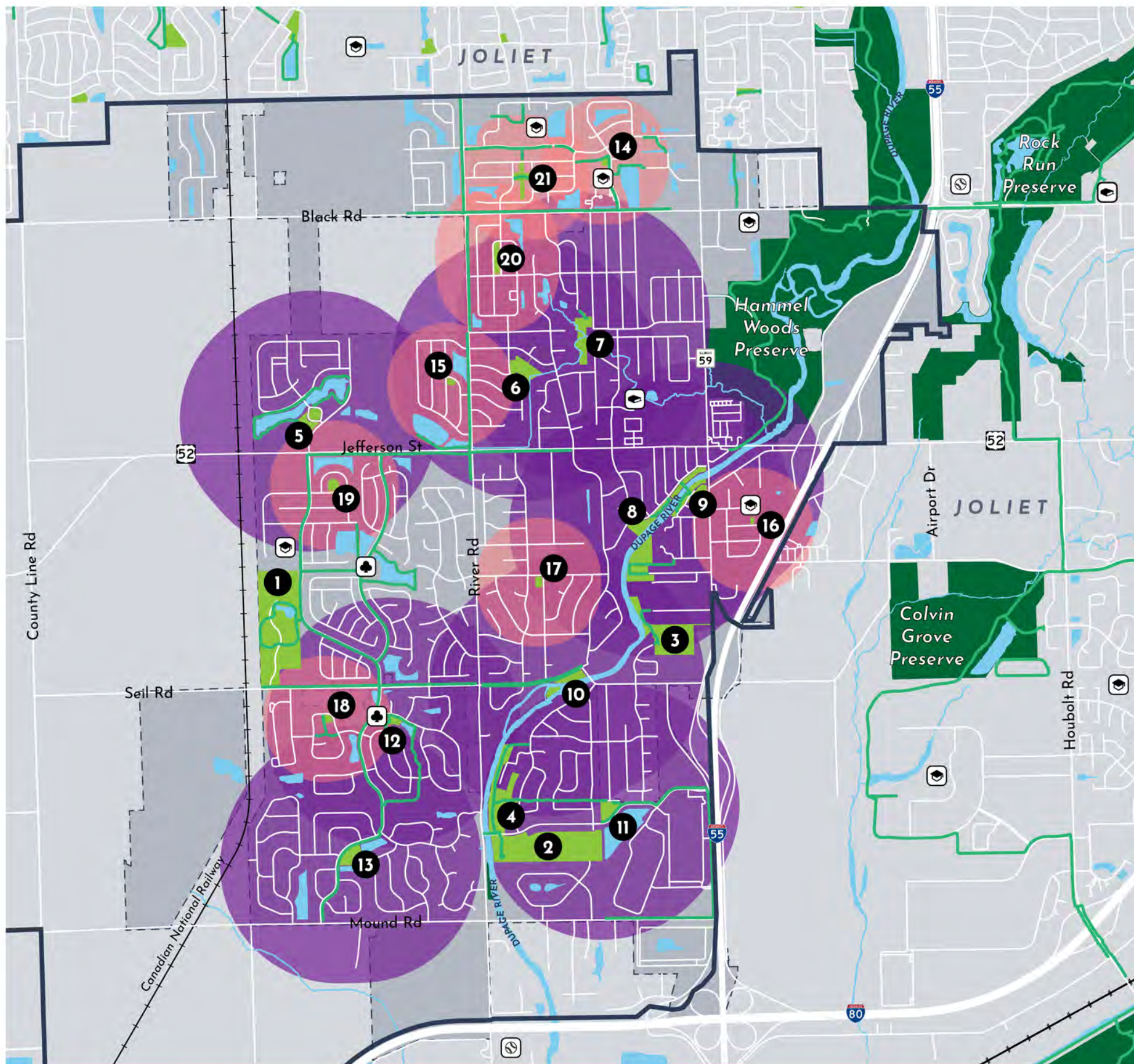
Photographing



Horse Riding

(Source: EPA -- Meeting Community Needs, Protecting Human Health and the Environment: Active and Passive Recreational Opportunities at Abandoned Mine Lands)





### Community Park

- 1 Cene's Four Seasons Park
- 2 River's Edge Park

### Pocket Park

- 14 Huntington Park
- 15 Kits Korner Park
- 16 Diana Park
- 17 River Oaks Park
- 18 Fawn Park

### Private Park

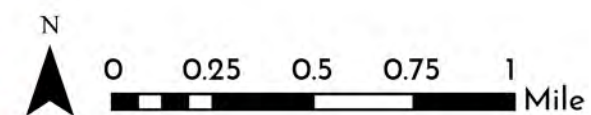
- 19 Walnut Trails Park
- 20 Edgewater South Park
- 21 Edgewater North Park

### Neighborhood Park

- 3 Shorewood Park
- 4 River Crossing Park
- 5 Towne Center Park
- 6 Country West Park
- 7 Ca-Crest Park
- 8 West Shore Park
- 9 Little Coyote Park
- 10 Seil Road Park
- 11 Heartland Park
- 12 White Tail Park
- 13 Wynstone Park

- Neighborhood Park Service Area (1/2 Mile Radius / 10-Minute Walk)
- Mini Park/Private Park Service Area (1/4 Mile Radius / 5-Minute Walk)

- |  |   |
|--|---|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #90EE90; border: 1px solid black;"></span> Park/Open Space      | <span style="display: inline-block; width: 15px; height: 15px; background-color: #006400; border: 1px solid black;"></span> Nature Preserve |
| <span style="display: inline-block; width: 15px; height: 15px; border: 1px dashed black;"></span> Village Boundary                               | <span style="display: inline-block; width: 15px; height: 15px; background-color: #ADD8E6; border: 1px solid black;"></span> Water           |
| <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; border-radius: 50%;"></span> School                      | <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; border-radius: 50%;"></span> Library                |
| <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; border-radius: 50%;"></span> Private Community Clubhouse | <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; border-radius: 50%;"></span> Sports Field           |
| <span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px solid green;"></span> Existing Shared-Use Path/Trail           | <span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px solid black;"></span> Village Development Boundary        |
| <span style="display: inline-block; width: 15px; height: 15px; border-top: 2px dashed black;"></span> Railroad                                   |   |



March 2023

# Existing Parks and Trails in Shorewood



		Classification	Acres	Fitness Equipment	Baseball/Softball Fields	Basketball Courts	Bocce Ball Courts	Canoe/Kayak Access	Community Gardens	Bag Toss Boards	Dog Parks	Disc Golf	Horseshoe Courts	Pickleball Courts	Playgrounds	Sled Hills	Soccer Fields	Splash Pads	Swimming Pools	Tennis Courts	Volleyball Courts	Ice Rinks	Pavilions	Picnic Tables	Benches	Restrooms	Lights	Grills	Bike Racks	Drinking Fountains	Accessible Ramps	Trail Connections	Parking	Trash Receptacles	Landscaping Edging
Cene's Four Seasons Park	CP	49.8	3	3	2	0	0	1	0	0	0	0	4	1	1	3	0	0	2	0	1*	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	L	Y	C
River's Edge Park	CP	32.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	N	N	N	N	N	N	N	N	N	Y	N	Y	N
Shorewood Park	NP	19.2	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	Y	Y	Y	Y	N	Y	N	Y	N	Y	L	Y	N	
River Crossing Park	NP	18.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	N	N	N	N	N	N	N	N	Y	N	N	N	
Towne Center Park	NP	3.3	2	0	0	1	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	S+L	Y	N
Country West Park	NP	5.1	0	0	½	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	N	S	Y	C
Ca-Crest Park	NP	6.1	0	0	½	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	Y	Y	Y	N	Y	N	Y	Y	Y	Y	Y	S	Y	P
West Shore Park	NP	15.1	0	0	0	0	0	0	4	0	0	4	4	1	1	0	1	0	0	1	0	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	S	Y	N
Little Coyote Park	NP	7.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	N	Y	Y	N	N	N	Y	N	N	Y	S	Y	C	
Seil Road Park	NP	3.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	N	N	N	N	N	N	N	N	N	N	N	N	
Heartland Park	NP	3.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	N	N	N	N	N	N	N	N	Y	S	N	N	
White Tail Park	NP	1.4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	Y	Y	Y	N	N	N	Y	Y	Y	Y	S	Y	C	
Wynstone Park	NP	4.5	3	1	0	0	0	0	4	0	0	0	0	1	0	1	1	0	0	0	0	Y	Y	Y	Y	N	N	Y	Y	Y	Y	S	Y	N	
Huntington Park	MP	0.8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	Y	Y	Y	N	N	N	N	Y	Y	Y	S	Y	C	
Kits Korner Park	MP	0.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	N	N	N	N	Y	N	N	N	Y	N	S	Y	C	
Diana Park	MP	0.3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	Y	N	N	N	N	N	N	N	Y	N	S	Y	N	
River Oaks Park	MP	0.8	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	Y	Y	Y	N	Y	N	Y	Y	Y	N	S	Y	C	
Fawn Park	MP	0.8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	N	Y	Y	N	Y	N	Y	N	N	Y	S	Y	C	
Total		173.1	8	4	4	1	0	1	6	0	18	4	8	13	2	3	2	0	2	1	1														

Table 3.3 | Existing Park Inventory Table

Classification: MP = Mini Park; NP = Neighborhood Park; CP = Community Park  
Parking: S = Street Parking; L = Parking Lot  
Landscaping Edging: C = Concrete; P = Plastic; N = None  
\*Ice Rink: Seasonal



## NRPA PARK METRICS

The second tool for the inventory analysis is the NRPA Park Metrics. It was previously known as PROGAGIS system and has replaced the previous Areas and Facilities Standards since 2009. It is the most current and comprehensive source of data for park and recreation agencies to help agencies effectively manage and plan their resources and facilities. The former database compared local and national averages, while the newer NRPA Park Metrics database allows users to produce reports for comparing the number of facilities with the surrounding communities and/or state/national averages, generating a more nuanced analysis. This tool follows the statement of the NRPA that each community should be considered on an individual basis in order to tailor the most appropriate range, quantity, and quality of recreational facilities within the district's fiscal limits.

Acreage of Park Land per thousand (1,000) Residents is adopted in the following analysis, as it is the most common unit used for expressing equal opportunity. According to The 2022 NRPA Agency Performance Review, nationally, the typical park and recreation agency has ten point four (10.4) acres of parkland for every thousand (1,000) residents in the jurisdiction. For jurisdictions with fewer than twenty thousand (20,000) residents, this number rises to twelve point nine (12.9). Shorewood falls below the criterion as it has nine point five (9.5) acres of parkland for every thousand (1,000) residents in the Village. However, it should be noted that forest preserves are not included in the calculation since they are owned and maintained by the Forest Preserve District of Will County; also, they are either not in Shorewood completely or located in the neighboring municipality. If the Hammel Woods Forest Preserve were included, as part of the site is within the Village boundary, thirty-four (34) acres of parkland are available for every (1,000) residents in Shorewood.

Utilizing another metric of the 2022 NRPA Agency Performance Review, the typical agency has one (1) park for every two thousand three hundred twenty-three (2,323) residents. In jurisdictions that serve fewer than twenty thousand (20,000) residents, there is one (1) park for every one thousand two hundred thirty-three (1,233) residents. In Shorewood, there is one (1) park for every one thousand ten (1,010) residents. If the Hammel Woods Forest Preserve is included in the population, the number will decrease to nine hundred fifty-seven (957).

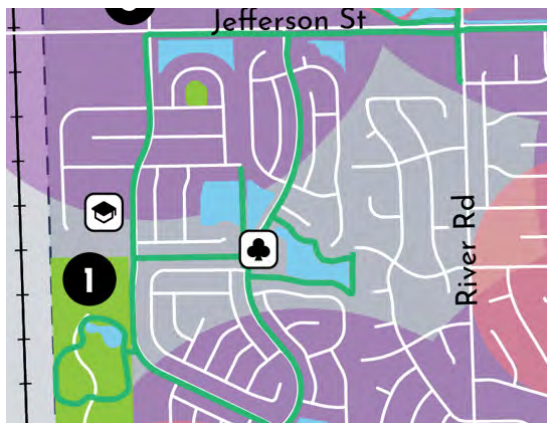
As mentioned earlier, the NRPA's Park, Recreation, Open Space and Greenway Guidelines (1996) indicate different service area radii for each type of park: one-quarter-mile ( $\frac{1}{4}$ ) radius for Mini Parks, half-mile ( $\frac{1}{2}$ ) radius for Neighborhood Parks, three-mile (3) radius for Community Parks. In addition, the National Park and Recreation Association (NRPA), in cooperation with The Trust for Public Lands and the Urban Land Institute, has established a goal of providing a park within a ten-minute (10) walk of all municipal residents in the United States. A ten-minute (10) walk approximately equals a half-mile ( $\frac{1}{2}$ ) radius. The ParkServe analysis tool owned by Trust for Public Land indicates that eighty percent (80%) of the residents in Shorewood are within a ten-minute (10) walk of a park.

The existing Cene's Four Seasons Park is well-located to meet Shorewood's Community Park needs. Neighborhood Parks in the Village provide coverage of most neighborhoods. Mini Parks, which aim to fill in the gaps of Neighborhood Parks and convenience residents with shorter walking distances, can cover most of the Village neighborhoods. However, the following areas (in gray) are not covered by a Neighborhood or Mini Park service radius:

Parks	Acres	National Average (Ac./1,000)	Comparable Acres	Acres Surplus/Deficit
Community Parks	82.4	8.0	145.5	-63.1
Neighborhood Parks	87.5	2.0	36.3	51.2
Mini Parks	3.2	0.4	7.3	-4.1
<b>Total</b>	<b>173.1</b>	<b>10.4</b>	<b>189.1</b>	<b>-16.0</b>

*Table 3.4 | Comparison Table of Shorewood Park Acres to National Standards*

## PARK SERVICE GAPS



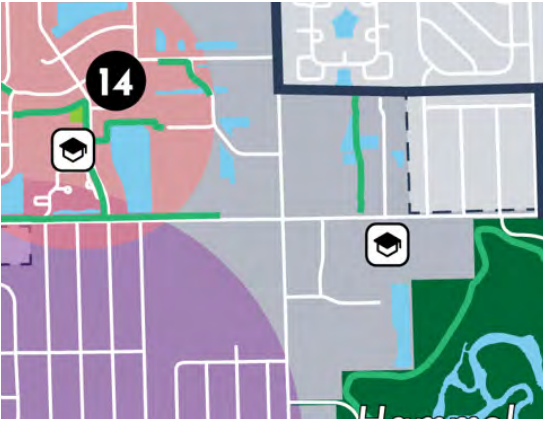
### THE AREA ENCLOSED BY JEFFERSON STREET, RIVER ROAD, CN RAILROAD, & SEIL ROAD.

This gap area is mostly Hunt Club subdivision. The Shorewood Glen subdivision to the west is a gated community with its own private clubhouse. Therefore, a public park is not feasible in that subdivision. Other than the gated community, there are four (4) open lots in this area. However, three (3) of them are used for stormwater management. The only possible lot that is closest to the gap area for park development is on the northeast intersection of River Road and Oxford Lane. However, this approximately half-acre ( $\frac{1}{2}$ ) lot is on a busy street (River Road), which makes it challenging for pedestrians' safe access. Lastly, a 0.3-acre open lot on Buckingham Place in the Hunt Club subdivision was petitioned to the Village for no park development in the subdivision by the local residents. Therefore, this area will have no recommended locations for a new park in order to fill the gap. The residents in the Hunt Club subdivision may use River Oaks Park by Ranchwood Drive and Colonade Road.



### THE AREA NORTH OF BLACK ROAD

Currently, there is one (1) Mini Park adjacent to Trinity Christian School on Shorewood Drive. More parks are needed and there are possible locations in this area. Plus, there are undeveloped land parcels along Black Road in between the CN Railroad and River Road, which will be most likely developed as residential subdivisions. More park development opportunities will appear when development proposals are submitted.



### THE AREA NEAR THE INTERSECTION OF BLACK ROAD AND ILLINOIS ROUTE 59

This area is mostly identified for commercial, business, and light industrial uses and has very limited open spaces for new parks. While Hammel Woods Preserve is not a municipal park, it is a substitution for a recreational destination to cover the service gap in this area.

## RECREATIONAL FACILITIES

Examining the facilities provided in the parks in Shorewood is critical to ensure service quality and attractiveness for users. Two (2) data resources are utilized to analyze the sufficiency of recreational facilities: 2022 NRPA Agency Performance Review and 2021-2025 Statewide Comprehensive Outdoor Recreation Plan (SCORP) created by the Illinois Department of Natural Resources.

### 2022 NRPA AGENCY PERFORMANCE REVIEW

Each year, the NRPA conducts surveys of park agencies across the country in order to ascertain the facilities offered in comparison to the municipality's population and compiles the survey data into a performance review document. The 2022 NRPA Agency Performance Review highlights twenty-seven (27) of the most critical park and recreation metrics collected from the NRPA Park Metrics database. While every community is unique, there are some national and state standards that are worth considering when evaluating local recreational facilities. The following table compares available facilities in Shorewood to these national standards. A negative number in the Surplus/Deficit column suggests a deficit, while a positive number indicates the Village has more of that type of facility than the national average. Table 3.4 on the next page indicates the minimal quantity of facilities needed in order to 'catch-up' to the nation's average level. Other than tot lots, playgrounds, and basketball courts, all other major park facilities are in deficit compared to other agencies at the same population level.

### 2022 KEY FINDINGS OF NAPA PERFORMANCE REVIEW

**10.4**

Acres of Parkland  
per 1,000 Residents

**0.89**

Full-Time Equivalent Employees  
(FTEs) per 1,000 Residents

**\$93/year**

Operating Expenditures  
per Capita



Facilities	Median Number of Residents per Facility					
	All Agencies in the US	Population Less than 20,000	Facilities in Shorewood	Number of Facilities Needed In Shorewood	Surplus/ Deficit	Minimum Number of Additional Facilities
Baseball Fields (Adult)	20,127	7,954	3	2.3	-0.7	1
Basketball Courts	7,403	3,750	5	4.9	0.2	0
Community Gardens	30,140	8,773	1	2.1	-1.1	2
Dog Parks	43,586	11,100	1*	1.6	-0.6	1
Pickleball Courts	14,714	3,446	4	5.3	-1.3	2
Playgrounds	3,750	1,986	11	9.2	1.8	0
Soccer Fields (Adult)	13,200	8,017	3	2.3	0.7	0
Softball Fields (Adult)	14,302	5,667	3	3.2	-0.2	1
Swimming Pools	38,000	8,637	2**	2.1	-2.1	1
Tennis Courts	5,608	2,723	5***	6.7	-4.7	2
Tot Lots	11,983	6,642	11	2.7	8.3	0
Volleyball Courts	18,232	5,400	1	3.4	-2.4	3
Ice Rinks	16,887	7,997	1****	2.3	-2.3	3
Miles of Trail by Jurisdiction						
Population						
	All Agencies	Population Less than 20,000				
Trail (Miles)	14	3	21			

**Table 3.4 | Comparison Table of Shorewood Park Acres to National Standards**

Source: 2022 NRPA Agency Performance Review Figure 3: Outdoor Park and Recreation Facilities – Population Per Facility (By Prevalence and Population Per Facility)

\*The existing dog park is in the Hammel Woods Preserve managed by the Forest Preserve District of Will County

\*\*The swimming pools are private facilities

\*\*\* Three (3) of the tennis courts are private facilities

\*\*\*\*A seasonal ice rink is available in Cene's Four Seasons Park

### 2021-2025 STATEWIDE COMPREHENSIVE OUTDOOR RECREATION PLAN (SCORP)

The Illinois SCORP is developed every five (5) years to evaluate the outdoor recreation needs of Illinois residents while considering the state's natural resources, recreational lands and facilities, and evaluating economic impacts to outdoor recreation in Illinois. SCORP provides aid for recreation professionals in planning the protection, development, and acquisition of additional natural resources. This plan provides an analysis of demographic characteristics of Illinois residents, analyzes outdoor recreation supply and demand through surveys of recreation providers and residents throughout the state in 2020, and suggests recommendations and implementation strategies to further develop outdoor recreation opportunities in Illinois. (Source: 2021-2025 SCORP, IDNR)

The most recent SCORP was conducted during the peak of the COVID-19 pandemic in 2020, which significantly lowered the response rate and thus impacted the accuracy of the inventory survey. Therefore, the 2020 inventory data is not utilized for analysis in this plan.

Other than the data analysis on Page 36 (Table 3.4), the residents in the community also expressed their desires for adding additional recreational facilities. According to the Open House event on October 19, 2022, the park facilities on the right side are mentioned by the participants for higher availability and accessibility.

When a deficit for a certain type of park facility is indicated, the Village should conduct further surveys and public outreach to better understand residents' interests and demand for the facility. If strong community support is identified, an appropriate location would need to be identified.

### POPULAR PARK AMENITIES MENTIONED BY SHOREWOOD RESIDENTS IN THE OPEN HOUSE ON OCTOBER 19, 2022



**Dog park**



**Pickleball court**



**Basketball court**



**Exercise equipment**



**Volleyball court**



**Ice rink**



**Soccer field**



**Swimming pool**



**Canoe/kayak launch**

## PROGRAMMING

The Village of Shorewood offers the community a family-friendly recreational programs. From holiday markets in Towne Center Park to pickleball sessions in Cene's Four Seasons' Park, the Village strives to provide residents with events and recreational programs throughout the year. Quality programming not only enriches the public's life with various leisure activities and events, but also helps foster bonding and engage relationships through enjoying the Village's parks and facilities together.

The Village has an online event platform and calendar (<https://shorewoodil.recdesk.com/Community/Program>), which provides information such as event name, date, time, location, targeted age groups, and availability. The public may view and sign-up for events. Local businesses which intend to host events and classes may also contact the Village to promote theirs on the platform. The Village's social media pages and newsletters also promote major village events to encourage public participation.

Most of the events take place between April and December and use the main Village parks such as Cene's Four Seasons Park and Towne Center Park. Many seasonal and festival events are hosted in the Village parks and open spaces. Events like Party in the Park, Summer Movie Nights, OktoBREWfest, and Holiday Market, have been successful at attracting crowds and promoting the Village's image.

Besides the larger-scale public events, numerous smaller events or programs organized by nonprofit organizations, hobby clubs, and public agencies are also active in the Village. Based on the events held in 2022, the most popular recreational events center around sports and outdoor activities such



Photo Credit | Village of Shorewood



as pickleball, golf, and football. They were held in Community and Neighborhood Parks. For example, several exercise groups have been active in the Village running fitness classes and even 5K run/walk events. Events and classes run by nonprofit organizations that are not sports-focused, such as arts, music, puzzles, and so forth, may book spaces in the Village Hall or school buildings.

The Village categorizes recreational programs by age groups: youth, teen, and adult. Youth participants are between two (2) and eleven (11) years old; teen participants are between twelve (12) and seventeen (17) years old; adult participants are eighteen (18) years old and above. As mentioned, all events are family-friendly. Sports and active events are specially designed and open for participants under 18. Prior to the COVID-19 pandemic, the Village ran multiple sports programs out of one (1) of the school's gyms in Troy School District. Recently, the Village has received approval from Troy School District to begin using gym space for upcoming events.

As the Village of Shorewood has been successfully maintaining the programming in the Village and has attracted a good number of participants throughout the year in general, the Village should continue hosting and recruiting events that are:

- Low risk of disease and injury
- Maintain a high level of mental and physical functioning
- Promote an active lifestyle

## RECREATIONAL PROGRAMS

The Village of Shorewood offers a range of recreational programs to residents of all ages. In addition, the Village partners with local sports clubs to provide team sports like baseball, softball, and soccer. Partners include:



Table 3.5 provides a comparison of the number of recreational programs offered by the Village of Shorewood and two (2) comparable communities – the City of Yorkville and the Frankfort Park District. As the table shows, Shorewood compares very favorably to Yorkville, generally offering as many or more programs than Yorkville. However, it should be noted that in Yorkville, the City partners with Senior Service Association to provide programs to seniors at their Beecher Community Center. This table excludes those programs provided by this outside organization. In contrast, the Frankfort Park District offers their residents many more programs in all age categories. These additional offerings do come at a cost (see the Operations section for a comparison of recreational budgets).

## PROGRAM RECOMMENDATIONS

The Village of Shorewood offers residents a wide range of programs both independently and in partnership with local recreation providers. No specific gaps are evident from this analysis. The Village recreation staff should continue to monitor program participation and listen to residents regarding interest in new programs as they are currently doing.

	Shorewood	Yorkville	Frankfort
Pre-School/Early Childhood Programs (Under 4)	8	7	15
Youth Programs (5-10)	13	13	38
Teen Programs	3	0	11
Adult Programs	14	3	30
Total Programs	38	23	94

**Table 3.5 | Recreational Program Offerings, Winter 2023**

Source: Websites/program guides available on-line in January 2023

Notes:

1. Excludes major team sports.
2. 2020 Populations: Shorewood – 18,182, Yorkville – 21,533, Frankfort Park District – 18,850.
3. Listed programs were offered – but in all communities some programs were canceled if not enough participants signed-up.

## OPERATIONS

While many communities in Illinois have separate Park Districts that focus solely on parks and recreation, the Village of Shorewood maintains and operates their own programs. The Village has a small staff (two full-time and one part-time employee in 2022) that coordinates and manages events and recreational programs in the Village. Parks are maintained by the Village's Public Works Department, with a staff of three (3) full-time employees in the Parks Division: one (1) Division Foreman, one (1) Certified Playground Safety Inspector, and one (1) Maintainer. The Parks Division is a branch in the Public Works Department and is led by the Public Works Director and Assistant Public Works Director. During the summer, the Public Works Department hires up to eight (8) seasonal employees with a majority assigned to the Parks Division to help with mowing responsibilities.

The Village's staffing and budget information is compared in the following table to several nearby communities of similar size. Yorkville is like Shorewood, in that the municipality provides parks

***The mission of the Shorewood Parks and Recreation Department is to provide diverse year-round leisure opportunities through the preservation of open space, park settings, recreational programs, and special events for the citizens of Shorewood. The benefits of leisure services are especially designed to meet the physical, mental, cultural, and social needs of our residents and visitors to our community, while enhancing the overall quality of life in Shorewood.***

and recreation services rather than a separate park district. They do differ a little in structure, as they have a quasi-independent Park Board that oversees parks and recreation activities and a full-time Executive Director. The Frankfort Park District is also provided as a comparison as they serve a similar population but do so independently of the municipal government.

## OPERATIONAL COMPARISON

	Shorewood	Yorkville	Frankfort
Population	18,182	21,533	18,850
Program Revenue	\$51,694	\$527,941	\$910,000
Property Tax and Other Revenue	\$1,030,927	\$1,691,328	\$2,040,000
Total Expenditures	\$1,082,621	\$2,219,269	\$2,950,000
Per Capita Expenditure	\$59.54	\$103.06	\$156.50
Parks and Recreation Full-time Staff	5.5	13.5	14.0
Staff per 1,000 population	0.3	0.63	0.74

**Table 3.6 | Comparison Table of Operation Costs Among Shorewood and Other Municipalities**

### Notes:

1. Frankfort Park District (not municipal)
2. 2020 Fiscal Year Information, taken from the Comprehensive Annual Financial Reports
3. Expenditures listed are just for normal operations and exclude capital expenditures for new or renovated facilities.
4. National average expenditures are at \$93 per capita.
5. National average number of full-time employees is 0.87 per 1,000 population.

Several observations can be made from this comparison:

1. Both Yorkville and Frankfort provide many more recreational programs than are currently available in Shorewood, thus the higher program revenue. For example, Yorkville has in-house baseball and softball leagues where in Shorewood these leagues are run by private organizations. We found the number of events offered in each community to be generally similar.
2. Shorewood's expenditures per resident are significantly less than these comparable communities.
3. Both Yorkville and Frankfort have dedicated Park Boards and Executive Directors that advocate for parks and recreational facilities and programs. This likely results in greater services and related expenditures.

## OPERATIONAL RECOMMENDATIONS

While creation of an independent Park District is always an option for Shorewood, it is not a recommendation of this plan. Creation of a Park District would require voter approval and significant educational and promotional effort on the part of dedicated volunteers to promote and explain the advantages of a Park District to voters. While not impossible, given the need to add an additional line item to residents' property tax bills and historical opposition to referendums to raise taxes, this plan assumes that a Park District will not be created in Shorewood.

However, given strong resident interest in parks and recreation, consideration of creation of a dedicated Park and Recreation Board, and the potential addition of a Parks and Recreation Director position, are concepts worth exploring for the Village of Shorewood. The ultimate decision on both ideas would be up to the Village



Board. A Parks and Recreation Board would provide the Village with a dedicated group of volunteers that could advocate for parks and recreation in the Village. This Board could be advisory, like a Planning Commission, in that it develops plans, discusses relevant issues, and makes recommendations to the Village Board. If the Village desired, this Board could also have more authority over staffing and budget allocation similar to the Park Board in Yorkville. If the Village decided to consider an Executive Director position, this person would likely supervise recreational programs and park maintenance (the park maintenance function is currently managed by the public works department).



Photo Credit | Village of Shorewood





## CHAPTER 4

# Village Wide Park & Recreation Recommendations

This chapter comprises initiatives recommended for the Village of Shorewood to aid in guiding planning decisions. The recommendations are created based on fieldwork, public input, and goals and objectives in the Comprehensive Plan.

# 1

## *Improve access and explore new park locations.*



- As the Village's population expands, increase total acreage of park and open space proportionately to maintain at least ten (10) acres per thousand (1,000) residents.
- Plan for potential park areas for the undeveloped land in the west. The primary focus should be on adding Neighborhood Parks within future residential areas. The Village should also plan for at least one (1) new Community Park in the western growth area.
- Improve pedestrian crossings, ramps, and access to parks and public amenities through improved ADA accessibility, cross walks, etc.

# 2

## *Expand shared-use path connectivity.*

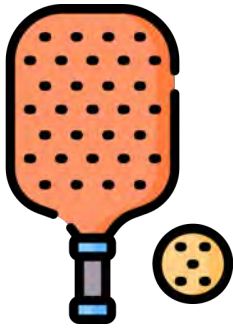


- Extend the existing shared-use paths to eliminate gaps.
- Improve the visibility of the shared-use paths by installing signage and surface markings.
- Provide amenities such as bike repair stations and benches at key locations across the shared-use path system in the Village to improve user experience.
- Extend the shared-use paths along the DuPage River to connect with the Village-wide path system and link to nearby forest preserves.
- Continue working with other municipalities and agencies to develop intergovernmental programs to improve regional connectivity.



## 3

### *Maintain and upgrade the existing park amenities in the Village.*



- Identify an appropriate location, reserve funds, and install four (4) to six (6) additional pickleball courts. Potential locations include Cene's Four Seasons Park and Heartland Park. Identify a location and develop a dog park for Shorewood residents. Given the existing dog park in Hammel Woods, a location in the southern or western part of Shorewood would be appropriate - perhaps in the new River's Edge Park. If there is increased demand, consider expanding the community garden space at Cene's Four Seasons Park.
- While there is community interest in a swimming pool, such facilities are very expensive to develop and maintain, often creating a financial strain on the organization responsible for operations. In addition, some Shorewood residents do have access to private swimming pools associated with local homeowners' associations. If residents continue to desire a community swimming pool, it is recommended that a location and budget be developed and the item taken to the voters for their approval. These cost estimates should include annual operating costs for operations and maintenance as swimming pools can be very expensive to operate and revenue from any admission charge can be variable based on weather conditions. If developed, a swimming pool would best be in a Community Park like Cene's Four Seasons Park or a future Community Park on the west side of Shorewood.
- While the comparison to state and national standards suggests a need for up to three (3) additional tennis courts, no additional courts are recommended. Two (2) factors play into this recommendation. The first is very little interest expressed by residents. This is despite trends of increased tennis participation nationally of about one

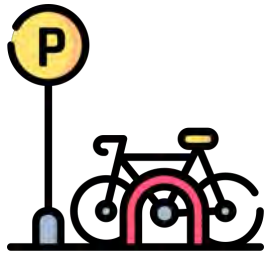


million (1,000,000) new players in 2022 according to the U.S. Tennis Association. The second reason is lack of available space in existing parks. When a new Community Park is developed in the western growth area, additional tennis and pickleball courts should be considered within that future facility by comparing the Village's park inventory to national and state averages.

- The existing sand volleyball court at West Shore Park appears underutilized, and few residents suggested a need for additional courts during the community outreach phase of this planning effort. Two (2) new volleyball courts are included in the concept plan of the new River's Edge Park to address the public's desire for volleyball courts. Replace or repair worn-out or outdated park facilities through tracking of assets and their life expectancy, annual facilities inspections and regular maintenance, and inclusion of replacements in the capital improvement program.



- Purchase the same brands of park amenities such as benches, trash receptacles, play equipment, etc. for easier maintenance and management. Replace the wheeled trash receptacles with decorative cast-iron style permanent receptacles to improve the appearance of parks. A typical thirty-two-gallon (32) decorative cast-iron style trash receptacle costs \$1,000. For the existing sixteen (16) Neighborhood and Mini Parks, if each Mini Park is equipped with one (1) permanent trash receptacle and each Neighborhood Park is equipped with two (2), the cost of replacement will be \$27,000 for twenty-seven (27) decorative cast-iron style trash receptacles.
- Replace the existing bicycle racks with inverted U-shaped racks. A typical inverted U-shaped bicycle rack is 22 x 2 1/2 x 34" which can lock up to three (3) bicycles.



Each rack usually costs between \$200 - \$300. Based on the existing availability, a typical Neighborhood and Mini Park in Shorewood may need at least three (3) inverted U-shaped bicycle racks. A Community Park like Cene's Four Seasons Park may need at least ten (10) racks. The total material cost for the new bicycle racks can be between \$14,000 and \$20,500 for the existing eighteen (18) parks.



- Install light poles that are aesthetically harmonious with parks. The majority of the light poles in the Village parks are outdated street-style poles. Many of them are in need of replacement due to age and declining conditions. The new light poles should be pedestrian-oriented and aesthetically pleasing in order to improve the image of the parks and provide safety for pedestrians. A typical decorative light pole for parks may cost \$14,000.



- Update park signage and related landscaping.
- Replace all plastic and rubber playground edgings with a concrete beam (or bordering paved walkway).
- Work with school districts to maximize opportunities for public use of playgrounds and recreational amenities.

## 4

### Develop program offerings.



- Continually monitor program participation and satisfaction, and regularly survey residents on desired programs, and evolve program offerings accordingly.
- Involve more all-age unofficial clubs and organizations in Village events.
- Continue to partner with local organizations to provide sports activities to residents and promote recreational clubs and organizations in the Village.



## 5 *Review and update, as needed, the regulations for Dedication of Park Lands and Payment of Fees in the Village Code of Ordinances (Title I, Chapter 9).*

- Continue to attract and expand affiliate sports teams to utilize the athletic facilities in Cene's Four Seasons Park.

- Evaluate the criteria and requirements for determining land dedication or fees to ascertain whether the existing ones satisfy the Village's needs for park lands to serve future residential development.
- Update the fees, density, and cash contribution tables to reflect the most current market and development trends in the region.

## 6 *Optimize administrative collaboration and management.*

- Discover and expand partnerships with other jurisdictions, organizations, athletic affiliates, and clubs to fill any possible shortages and gaps in recreational infrastructure and resources.
- Establish a routine evaluation and survey program with a database to keep track of facility usage, condition, and maintenance so they can efficiently address community needs.



Photo Credit | Village of Shorewood

## FUTURE PARKS AND SHARED-USE PATHS

The master plan identifies multiple improvements and development for future parks and shared-use path extensions. The recommended enhancements will take many years to achieve and may be scheduled upon the annual Capital Improvement Plans drafted by the Village of Shorewood.

### SHARED-USE PATH EXTENSIONS

The main goal for the proposed shared-use paths is to ensure connectivity in the community. Within the built area of Shorewood, many neighborhoods are not equipped with sidewalks or shared-use paths. Plus, there are multiple missing sections of shared-use paths along many streets that would cause confusion and safety hazards for non-motorized transportation users. Therefore, when identifying shared-use path extension opportunities, several types of streets should be considered for a higher priority. On the Map of Proposed Parks and Trails, the sections of proposed shared-use

paths labeled High Priority should be considered for construction within five (5) to ten (10) years. Most of the collector and arterial streets, if both sides are not covered by sidewalks yet, should be equipped with shared-use paths on one (1) side. All other shared-use paths that are visioned west of the railroad tracks are long-range planning. They are inspired by the Village of Shorewood's Future Land Use Map and Transportation Network and Will and Kendall Counties' bikeway plans. These long-range shared-use paths should be taken into consideration when developing vacant land.



*Photo Credit | Village of Shorewood*



### PARK EXPANSIONS

For park expansions, the current number of parks and open spaces can cover most of the community with their good accessibility and density. As the Village continues to expand towards the west in the Planned Development Boundary, more parks would be necessary to serve future populations moving into the area. The future park expansion vision in this plan focuses on the area between the railroad tracks and Aux Sable Creek. According to the Future Land Use Map in the 2023 Village Comprehensive Plan, of five thousand seven

hundred (5,700) acres of the western planning area, the majority is identified as single-family residential (5,108 acres) with several locations identified for multi-family residential development (105 acres). Given this large future growth area, Shorewood could ultimately add another forty-two thousand (42,000) residents. Given current growth rates and trends, it is likely the Village may never grow to reach these numbers. However, adding new parks to support actual development will be critical to maintaining Shorewood's quality of life.

Use Type	Total Acres	DU/AC **	Total DU	Pop./DU *	Total Pop. in Western Area
Single-Family Detached	4,951	2.6	12,873	2.89	37,202
Single-Family Attached	157.5	6	945	2.39	2,259
Multi-Family	45	18	810	1.91	1,547
Community Commercial	22.5	0	0		0
Corridor Commercial	67.5	0	0		0
Mixed Use	157.5	0	0		0
Institutional	45	0	0		0
Ridge Road Subarea	254	0	0		0
Ridge Road Subarea TH	60	6	360	2.39	860
Total Non-S/F Detached	749				
Total Area	5,700				
Total Dwelling Units and Pop.			14,988		41,868

**Table 4.1 | Future Population Growth in the Western Expansion Area in Shorewood**

\* Based Shorewood Park Cash Contribution Table - 3-bedroom units S/F & TH, and 2-bedroom M/F

\*\* Based on R-1 - 12,000 sf lots

To find out how many parks would ultimately be needed for the western planning area, it is critical to adopt a unit value to set a standard for estimation. Based on The 2022 NRPA Agency Performance Review produced by the National Recreation and Park Association (NRPA), jurisdictions with fewer

than twenty thousand (20,000) residents average twelve point nine (12.9) acres of parkland for every thousand (1,000) residents in the jurisdiction. However, the national average for all communities is ten point four (10.4) acres per thousand (1,000) residents. Based on this ten point four (10.4) acres



per thousand (1,000) residents, approximately four hundred fifty-three (453) acres of additional parks and open spaces, including Community Parks, Neighborhood Parks, and Mini Parks, would be necessary to serve the current population in the Village and the additional possible forty-two thousand (42,000) new population in the western planning area.

In addition to analyzing the population projection for the western planning area, through using a typical Neighborhood Park's area (five acres) and service area radius (half-mile radius/ten-minute walk), the simulation indicates that at least

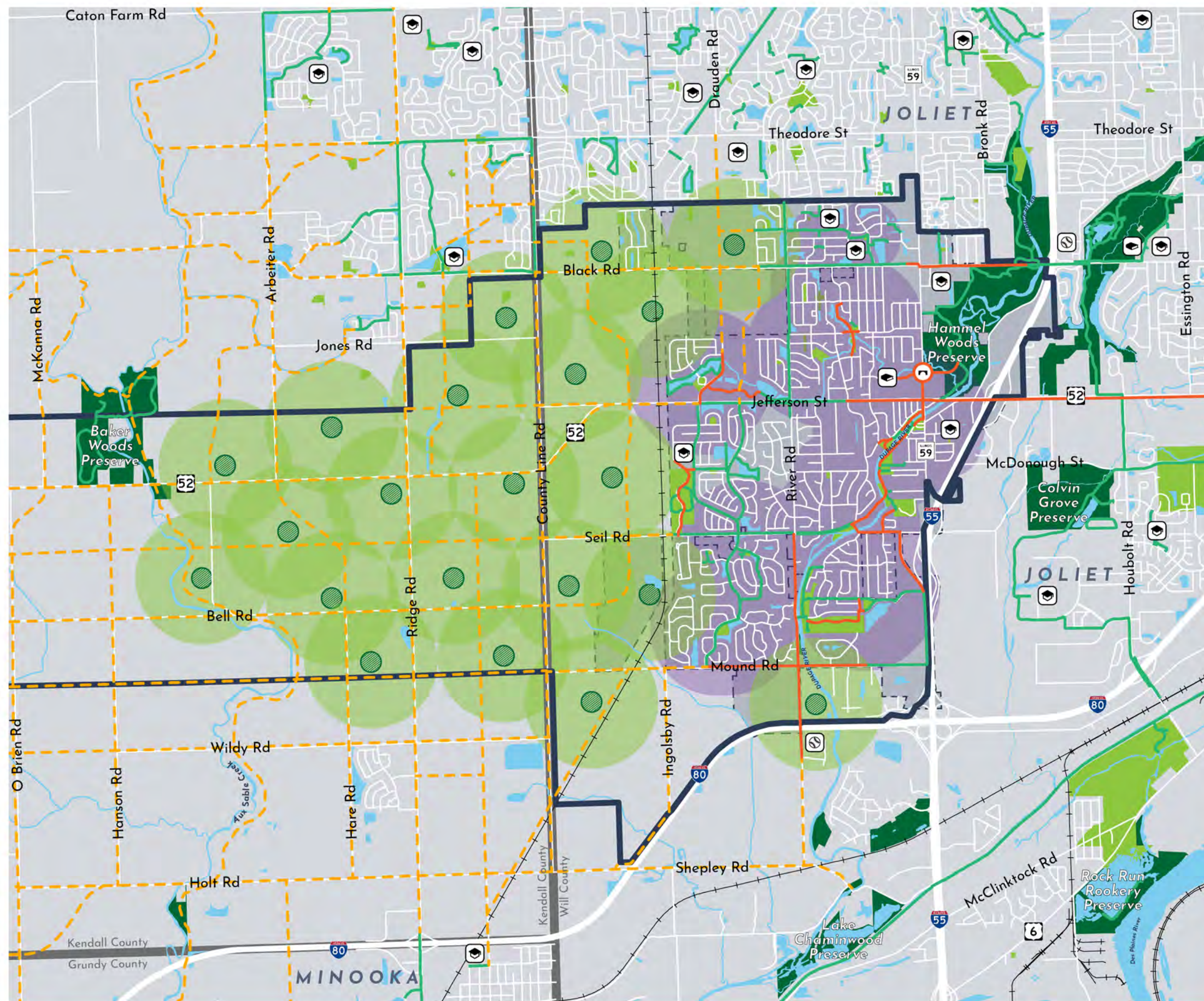
twenty-one (21) Neighborhood and Mini Parks will be necessary to cover the area and maintain the current service level. In terms of Community Park, it is possible that additional Community Parks would be needed. The Future Land Use Map indicates that the Village will embrace population increment as more residential and economic development opportunities are possible in the west. To determine how many Community Parks would be sufficient for the west area, research was conducted to compare the Community Parks in nearby communities.

City	Population (2020)	Number of Community Parks	Average Population Per Community Park
Shorewood	18,186	2	9,093
Oswego	34,585	2	17,293
Naperville	149,540	8	18,693
Plainfield	44,762	3	14,921
Romeoville	39,863	4	9,966
Channahon	13,383	2	6,692
Joliet	150,362	1	150,362
Lockport	26,094	1	26,094
		Median Number	16,107

**Table 4.2 | Comparison Table of Community Parks Among Shorewood and Other Municipalities**

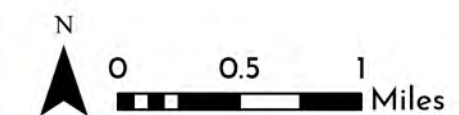
The analysis above (Table 4.2) shows that approximately every sixteen thousand (16,000) people share one (1) typical Community Park. If Shorewood continues experiencing residential expansion and receiving population increases as mentioned earlier, it would be proper for the Village to identify two (2) or more new locations in the west for a Community Park. The future Community Park should be located at an accessible location with streets that have high capacities to be able to hold high traffic volumes for special events.





- Existing Shared-Use Paths/Trails
- Proposed Shared-Use Paths/Trails -- High Priority
- - - Proposed Shared-Use Paths/Trails -- Long-Term
- ⤴ Proposed Pedestrian Overpass
- Area Covered by Existing Neighborhood and Mini Parks
- Area Covered by Possible Parks/Open Spaces (1/2 Mile Radius / 10-Minute Walk)
- Possible Park/Open Space Sites

- Park/Open Space
- Nature Preserve
- Village Boundary
- Water
- ⚙ School
- 📖 Library
- ♣ Private Community Clubhouse
- ⚽ Sports Field
- Village Development Boundary
- County Boundary
- + Railroad



March 2023



# Proposed Parks and Trails in Shorewood









## CHAPTER 5

# Park & Facility Assessments

This chapter provides an assessment of current issues and opportunities for improvement in each park. The assessment focused on existing facility conditions, design, missing amenities, and overall park layouts. The condition assessment includes playground facilities, landscaping, athletic facilities, lawn, stormwater management, and park furniture. Site visits and observations conducted by Teska contributed most of the findings and the relevant recommendations for potential improvements. In addition, residents' comments during the Open House contributed some of the recommendations. Air photographs were utilized for base maps in this plan and photos of facilities and general images were taken for each park. It should be noted that the following existing conditions analyses for each park are based on the site visit in September 2022. The conditions of parks may be changed upon the actual maintenance schedule.

## COMMUNITY PARKS

### CENE'S FOUR SEASONS PARK

Cene's Four Seasons Park is located on Seil Road, east of the CN railroad and ComEd easement. This fifty-acre (50) Community Park is the largest park in the Village and functions as a sports hub, containing three (3) softball fields, four (4) pickleball courts, two (2) basketball courts, two (2) tennis courts, and two (2) soccer fields. This winter, the Village installed a seasonal ice-skating rink in the park to serve the demand from the community. The rink is open from ten (10) a.m. until nine (9) p.m. Sunday through Thursday and until ten (10) p.m. on Friday and Saturday. The facility is weather-dependent, and conditions may change daily. The softball fields are capable of hosting tournaments, as bathrooms and a concession stand are available in a permanent structure. A large pavilion that accommodates at least twenty (20) picnic tables is next to the restrooms. The softball field has its own parking lot, capable of holding at least one hundred sixty (160) vehicles. It should be noted that the parking lot has been used heavily and the striping is worn out. In addition, due to the isolated nature of the parking lot and lack of landscaping islands, the parking lot has been used for car stunts as tire marks are visible on the ground. The rest of the athletic facilities in Cene's Four Seasons Park are congregated south of the softball fields. The area is defined by a loop walking trail and has its own parking lot. A retention pond is located south of

the softball fields' parking lot, separating the two (2) zones. Even though the pond is connected by a creek, algae blooms in the water due to lack of water movement. A pavilion provides sheltered seating space for picnics. A children's playground is mulched with concrete edging. However, the mulched area covers significantly more area than is needed for this playground. The tennis courts, paddle ball courts, and basketball courts are adjacent to each other near the children's playground. On the west side of the main driveway, the hill is the highest point in Shorewood and is known for sledding activities in winter and early spring. A path has been created along the north side of the hill due to numerous users. The path has been hardened by frequent usage and lost most of its grass. On the southeast corner of the park, along the borders, there is a community garden for residents.

Additional enhancements and maintenance will improve the user experience. The entrance sign is mostly blocked by the landscaping, which needs to be trimmed and maintained. Also, the welcome sign in the park is located at a less-visible spot and could be replaced with a new one. This park was built in 2002, and some facilities are nearing their life expectancy. A rebuild project for the park area is recommended in the Village's Capital Improvement Plan in 2027.







## RECOMMENDATIONS

**Landscaping**

- Shrink the mulched area around the playground equipment
- Install a bubbler system in the pond to promote water circulation and minimize algae growth
- Trim, at a minimum, and ultimately redesign the landscaping around the monument sign at the entrance
- Plant more trees along the main drive, around the pond, and along park edges

**Facilities**

- Improve the parking lots by redrawing the markings and adding landscaped islands
- Add additional pickleball and tennis courts
- Add new fitness stations along the trail
- Consider temporary water play features during summer
- Plan a dog park
- Install a volleyball court
- Upgrade the baseball/softball fields to meet higher standards for higher-level tournaments

**Pavement**

- Paint crosswalk markings and install pedestrian crossing signs at the intersections of the internal driveway and loop shared-use path
- Improve the existing and add more sidewalk ramps using ADA design guidelines
- Consider a shared-use path from Parkside Drive to connect to the park
- Extend the shared-use path south of Auburn Lakes Drive to the park
- Install a paved path that goes to the top of the hill
- Construct a shared-use path along the internal driveway to connect the softball parking lot and the shared-use path along Seil Road
- Expand the internal trail loop to the back of the baseball fields and along the ComEd easement

**Signage**

- Install a new re-designed park information sign
- Install directional signs within the park



# Cene's Four Seasons Park Existing Conditions







## Landscaping

- 1 Shrink the mulched area around the playground equipment
- 2 Install a bubbler system in the pond to promote water circulation and minimize algae growth
- 3 Trim, at a minimum, and ultimately redesign the landscaping around the monument sign at the entrance
- 4 Plant more trees along the main drive, around the pond, and along park edges



## Facilities

- 5 Improve the parking lots by redrawing the markings and adding landscaped islands
- 6 Add additional pickleball and tennis courts
- 7 Add new fitness stations along the trail
- 8 Consider temporary water play features during summer
- 9 Plan a dog park
- 10 Install a volleyball court
- 11 Upgrade the baseball/softball fields to meet higher standards for higher-level tournaments



## Pavement

- 12 Paint crosswalk markings, and install pedestrian crossing signs on Wynstone Drive
- 13 Improve the existing and add more sidewalk ramps using ADA design guidelines
- 14 Consider a shared-use path from Parkside Drive to connect to the park
- 15 Extend the shared-use path south of Auburn Lakes Drive to the park
- 16 Install a paved path that goes to the top of the hill
- 17 Construct a shared-use path along the internal driveway to connect the softball parking lot and the shared-use path along Seil Road
- 18 Expand the internal trail loop to the back of the baseball fields and along the ComEd easement



## Signage

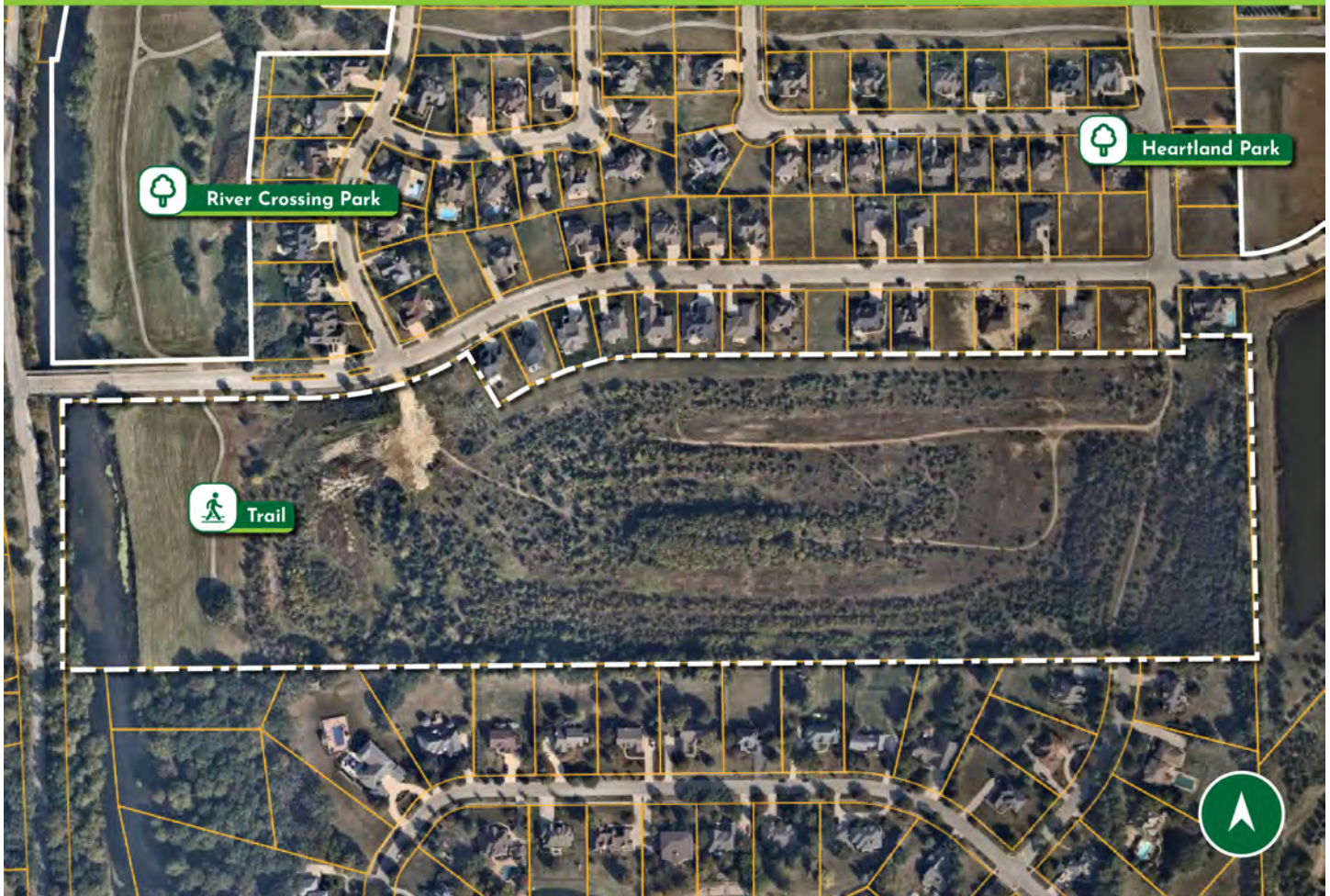
- 19 Install a new re-designed park information sign
- 20 Install directional signs within the park

# Cene's Four Seasons Park Recommendations





# River's Edge Park Existing Conditions



## RIVER'S EDGE PARK

River's Edge Park is a thirty-two-point-six-acre (32.6) open land located on the south side of River Crossing Road in between States Lane and Lakewoods Lane. It is adjacent to River Crossing Park and near Heartland Park, which are both currently open land. In October 2021, the Village of Shorewood purchased the subject land for park use.

The Village has launched a park development project for River's Edge Park, which will be the second Community Park in Shorewood. An open house took place on June 16 at the Village Hall to welcome the community's input on the open park

site. On September 13, 2022, the Village Board voted to approve the Master Plan for River's Edge Park. The approved park plan features a mix of active and passive functions and designs to satisfy a variety of recreational needs for the future users. Playground equipment, volleyball courts, kayak accesses, and other active and intensive uses will be concentrated in the western part of the property, near the river. An extensive paved trail system, including story walk and spiral pathways, will run across the park site to provide park users an accessible and fun place to jog, walk, and ride bicycles. Ample open lawn area will encompass most of the park to allow for flexibility of activities



and events. Other than recreational facilities, benches and shelters will be available as well. There will be vehicular parking sites on both ends of the park. Lakewoods Lane in the east will extend to connect to the Lake of the Woods Subdivision. To avoid speeding traffic and excessive cut-through traffic, the proposed street extension is curved, featuring a roundabout to calm traffic, as well as a parking lot. This project is designed for multiple development phases, with a flexible timeline to suit the needs of the Village. Currently, the Village has been working on the first phase, which includes the trails on the western part of the site, the river access, half the playground, the volleyball courts and a partial parking lot.



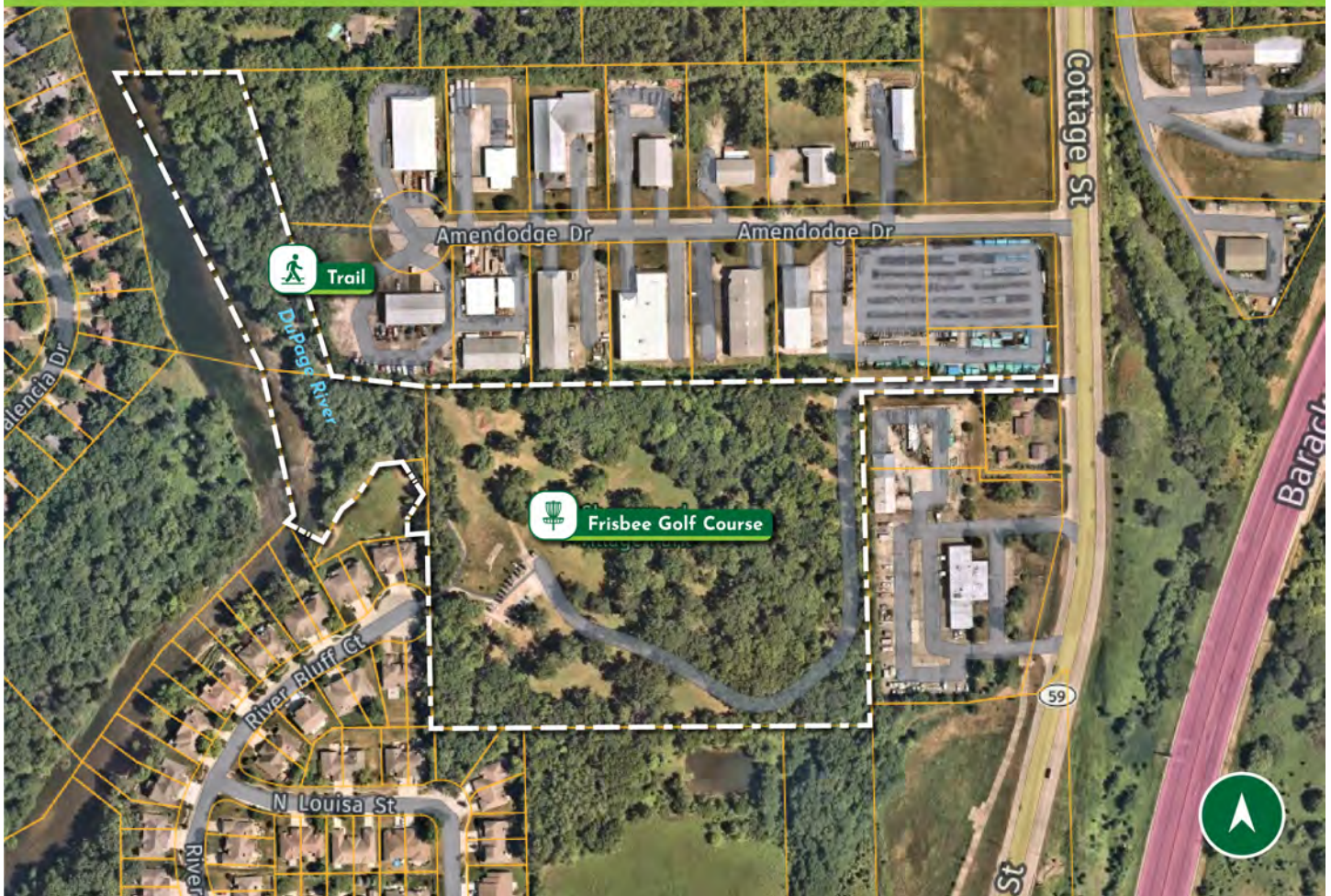
Concept  
**RIVER EDGE PARK**  
Village of Shorewood





## NEIGHBORHOOD PARKS

## Shorewood Park Existing Conditions



## SHOREWOOD PARK

Shorewood Park is a nineteen-acre (19) neighborhood park located in between the DuPage River and Route 59, just north of Seil Road. The park can be accessed by car from Route 59 and by a walking/bike path on River Bluff Drive. The park sign on Route 59 is too small to be easily noticed by through traffic on Route 59. The parking lot for the park is accessible through the Route 59 entrance, being connected by a driveway. This driveway is unilluminated, generating safety concerns at night. Currently, the parking lot pavement is aged and needs to be repaved.

Shorewood Park features a nature preserve setting and is mostly covered by mature trees. In terms of facilities, this park is known for its disc golf course. Two (2) portable toilets screened by privacy fences are in the middle of the park. There are some benches throughout the park and a few picnic tables placed on concrete pads. Trash receptacles in the park are barrels, which are different from most of the parks in the Village.





## RECOMMENDATIONS

**Landscaping**

- Clean up the outgrown plants around the park sign

**Facilities**

- Install U-shape bike racks
- Replace the wheeled trash receptacles with permanent trash receptacles
- Remove the abandoned information kiosk
- Install education materials teaching about types of trees and the ecological community as well as the disc golf sport
- Install light poles in the park and along the entrance driveway
- Reflect the improvements suggested by the 2010 Riverfront Master Plan

**Pavement**

- Repave the parking lot and paint parking stall markings
- Extend the shared-use path along the DuPage River from Amendodge Drive to connect West Shore Park and Little Coyote Park
- Build a pedestrian bridge across the DuPage River and extend the future shared-use path to connect to Seil Road Bridge and Seil Road Park

**Signage**

- Install a new park sign with or without designed landscaping on Route 59; the park sign needs to be highly visible when traveling on Route 59
- Install another park sign at the end of Amendodge Drive
- Install a new re-designed park information sign





Image Credit | 2010 Riverfront Master Plan



### Landscaping



- 1 Clean up the outgrown plants around the park sign



### Facilities



- 2 Install U-shape bike racks



- 3 Replace the wheeled trash cans with permanent trash cans



- 4 Remove the abandoned information kiosk



- 5 Install education materials teaching about types of trees and the ecological community as well as the disc golf sport



- 6 Install light poles in the park and along the entrance driveway



- 7 Reflect the improvements suggested by the 2010 Riverfront Master Plan



### Pavement



- 8 Repave the parking lot and paint parking stall markings



- 9 Extend the shared-use path along the DuPage River from Amendodge Drive to connect West Shore Park and Little Coyote Park



- 10 Build a pedestrian bridge across the DuPage River and extend the future shared-use path to connect to Seil Road Bridge and Seil Road Park



### Signage



- 11 Install a new park sign with or without designed landscaping on Route 59; the park sign needs to be highly visible when traveling on Route 59



- 12 Install another park sign at the end of Amendodge Drive



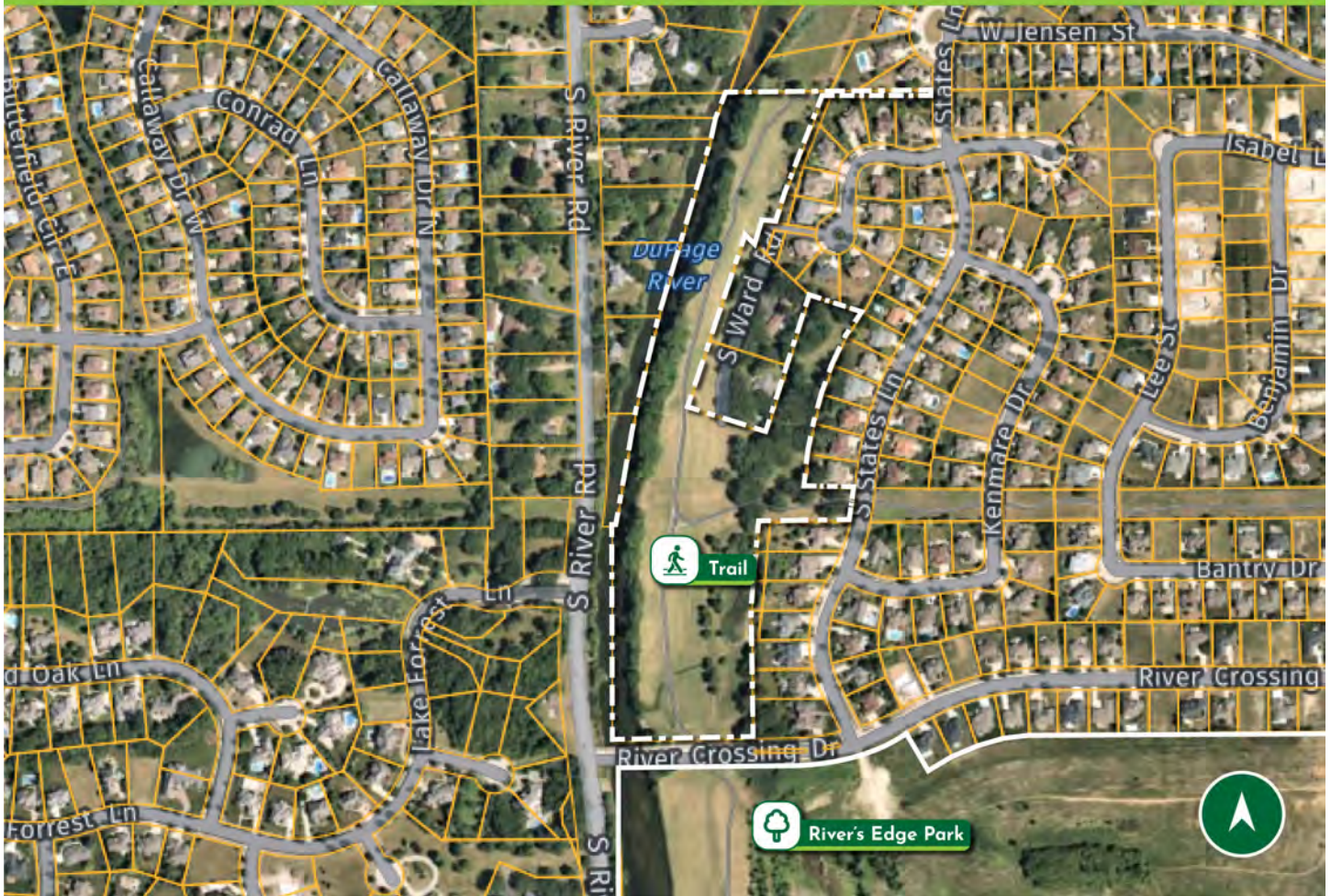
- 13 Install a new re-designed park information sign

## Shorewood Park Recommendations





# River Crossing Park Existing Conditions



## RIVER CROSSING PARK

River Crossing Park is a nineteen-acre (19) open land located between Jensen Street and River Crossing Drive, along DuPage River. Currently, there is a ten-foot (10') wide shared-use path passing through the site and providing connections to other trails in the Village.

## RECOMMENDATIONS



## Facilities

- Add several benches and trash receptacles along the shared-use path



## Pavement

- Paint crosswalk markings, and install pedestrian crossing signs at the intersection of the shared-use path and the River Crossing Road

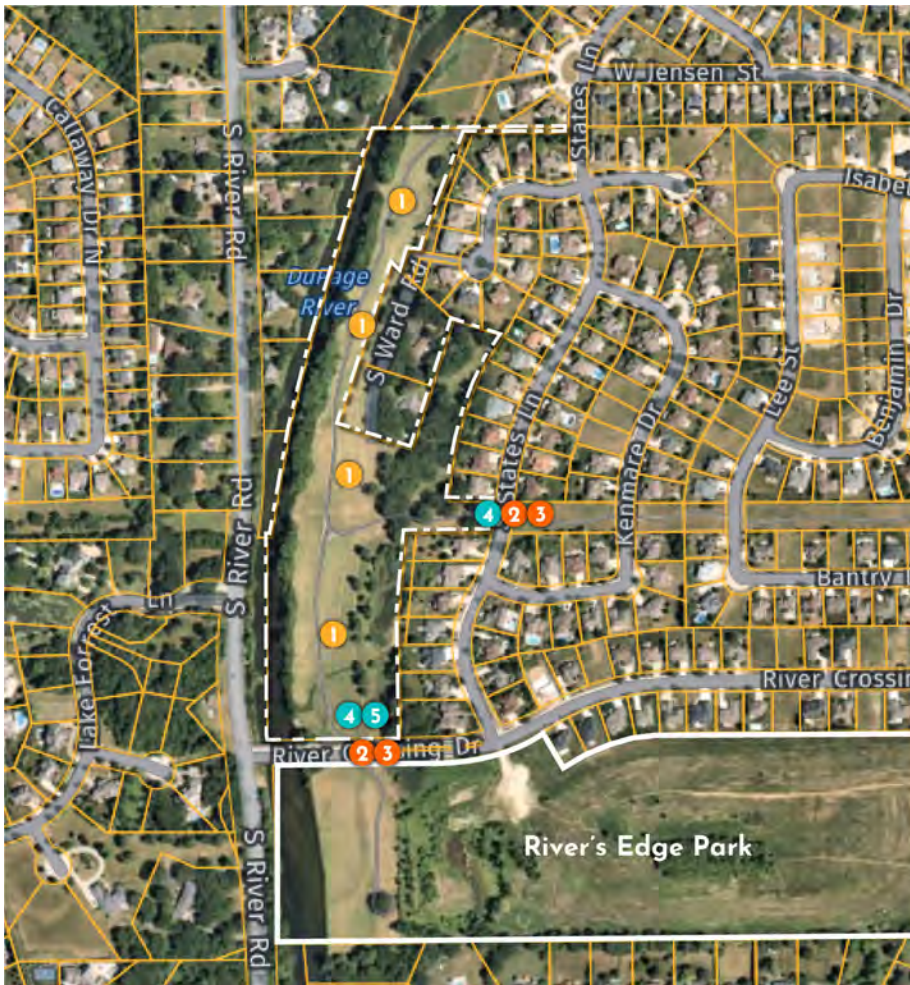


## Signage

- Improve the sidewalk ramps using ADA design guidelines
- Extend the shared-use path to River's Edge Park
- Install a new park sign with or without landscaping on River Crossing Drive and States Lane
- Install a new re-designed park information sign







### Facilities

1

Add several benches and trash cans along the shared-use path



### Pavement

2

Paint crosswalk markings, and install pedestrian crossing signs at the intersection of the shared-use path and the River Crossing Road

3

Improve the sidewalk ramps using ADA design guidelines



### Signage

4

Install a new park sign with or without landscaping on River Crossing Drive and States Lane

5

Install a new re-designed park information sign

## River Crossing Park Recommendations





# Towne Center Park Existing Conditions



## TOWNE CENTER PARK

Towne Center Park is a three-acre (3) park adjacent to the Village Hall. The park is surrounded by Towne Center Boulevard and connected by Wynstone Road to access Jefferson Street/US Route 52. By virtue of location, this park serves as a primary focal point for the community resulting in additional use and the need for a higher level of maintenance compared to other parks within the Village.

The park contains three (3) main zones: Patriot Park, the amphitheater, and the playground. Patriot Park is surrounded by Towne Center Boulevard and serves as the center of the park.

The square is highlighted by a plaza that features a pentagonal-shaped fountain with a five-pointed star in the center. The star is the structure from which the water emerges. The pavement around the fountain is comprised of red bricks engraved with veterans' names and war information. There are eight (8) benches surrounding the fountain and three (3) flag poles that contain the flags of the United States, Illinois, and Shorewood facing northwest. A loop walking path paved with bricks follow the shape of the park. A nicely landscaped area at the entrance of Patriot Square faces Wynstone Road without blocking the view of the flags.



The amphitheater area is another major gathering space in the park. The space is mostly covered by lawn and has one (1) sheltered stage and five (5) rows of concrete-based seating. A circular walk path defines the boundary of the amphitheater space, and a stretch of the walking path extends into the detention pond as an elevated path. An all-age activity area is located south of the amphitheater. A children's playground, containing slides, swings, a splash pad, and a pavilion encompasses the center of the activity area. Some adult-focused facilities such as bag toss boards and a bocce ball court are also provided. Additionally, there

are several pieces of fitness equipment available. Benches are located throughout Towne Center Park.

The park was constructed in 2010. By 2030, many of the park's facilities will reach the end of their useful life and may need renovation. The Village's many events in this park are popular, and it may be worth exploring the possibility of enlarging the amphitheater and planning for more parking spaces in the future.



Photo Credit | Village of Shorewood









### Signage and Maintenance

- 1 Install a park sign with designed landscaping
- 2 Install a new re-designed park information sign
- 3 Clean and paint/sealcoat the pedestrian bridge
- 4 Power wash and repaint the playground surface

## Towne Center Park Recommendations



### RECOMMENDATIONS



### Signage & Maintenance

- Install a park sign with designed landscaping
- Install a new re-designed park information sign
- Clean and paint/sealcoat the pedestrian bridge
- Power wash and repaint the playground surface



# Country West Park Existing Conditions



## COUNTRY WEST PARK

Country West Park is a five-acre (5) park located northeast of the intersection of Greenfield Road and Rushwood Avenue. The park is comprised of a playground, a half-basketball court, and open space. Most of the open space is dedicated to two (2) large detention areas, one (1) on each side of a ditch that runs east-west through the center of the park. In the playground area, there are two (2) slides and two (2) swings installed in a mulched area with concrete edging. A pavilion with picnic tables is located next to the playground. A drinking fountain, barbecue grills, and bike racks are also available in the park. A half-basketball court is located on the north side of the park, across the

ditch, and at a distance from the playground. There are a few mature trees in the park to create some shade.

The welcome sign is worn out. A ditch passing through the park serves the retention pond in the Fox Bend subdivision, cutting off pedestrian circulation between the two (2) sides of the park. The isolated basketball court is too distant from the major activity area and too close to the adjacent residential houses, which may create a nuisance for the residents. The basketball court pavement is aged, with weeds squeezing through the surface. There is a stretch of sidewalk along



the north edge of the park that goes nowhere. A light pole is installed by the sidewalk. However, the wooden light pole structure is old and rotten. The wheeled trash receptacle is tied to the bike racks which blocks the use of the racks themselves for bicyclists. This twenty-year-old park has surpassed its life expectancy and has tentatively been scheduled for renovation in 2026.









## RECOMMENDATIONS

**Landscaping**

- Add fences for the ditch that is near the sidewalk along Greenfield Road to avoid potential safety issues for pedestrians
- Plant more naturalized plantings along the ditch to create a wider and more attractive buffer
- Plant several large-leafed deciduous trees (maple, linden, etc.) near the playground for shade
- Replant or trim the shrubs along the park border in the south
- Clean up the outgrown plants around the park sign

**Facilities**

- Replace the existing light poles with new ones that fit in residential neighborhoods in style
- Eliminate the half basketball court in the back.
- Add new facilities near Greenfield Road. Seek residents' input on what new facilities they would like to have in the park
- Replace and unify the benches with new ones made of durable materials
- Remove the benches that are not near the playground
- Install at least one (1) permanent trash receptacle

- Replace the existing bike racks with U-shape bike racks
- Consider a dog park
- Consider a community garden

**Pavement**

- Create an internal trail loop in the park
- Add at least one (1) bridge crossing the ditch
- Improve the sidewalk ramps using ADA design guidelines
- Paint crosswalk markings, and install stop signs and pedestrian crossing signs at the intersection of Rushwood Avenue and Greenfield Road

**Signage**

- Install a new park sign with or without landscaping
- Install a new re-designed park information sign



### Landscaping



1 Add fences for the ditch that is near the sidewalk along Greenfield Road to avoid potential safety issues for pedestrians



2 Plant more naturalized plantings along the ditch to create a wider and more attractive buffer



3 Plant several large-leaved deciduous trees (maple, linden, etc.) near the playground for shade



4 Replant or trim the shrubs along the park border in the south



5 Clean up the outgrown plants around the park sign



### Facilities



6 Replace the existing light poles with new ones that fit in residential neighborhoods in style



7 Eliminate the half basketball court in the back



8 Add new facilities near Greenfield Road. Seek residents' input on what new facilities they would like to have in the park



9 Replace and unify the benches with new ones made of durable materials



10 Remove the benches that are not near the playground



11 Install at least one permanent trash can



12 Replace the existing bike racks with U-shape bike racks



13 Consider a dog park



14 Consider a community garden



### Pavement



15 Create an internal trail loop in the park



16 Add at least one bridge crossing the ditch



17 Improve the sidewalk ramps using ADA design guidelines



18 Paint crosswalk markings, and install stop signs and pedestrian crossing signs at the intersection of Rushwood Avenue and Greenfield Road



### Signage



19 Install a new park sign with or without landscaping



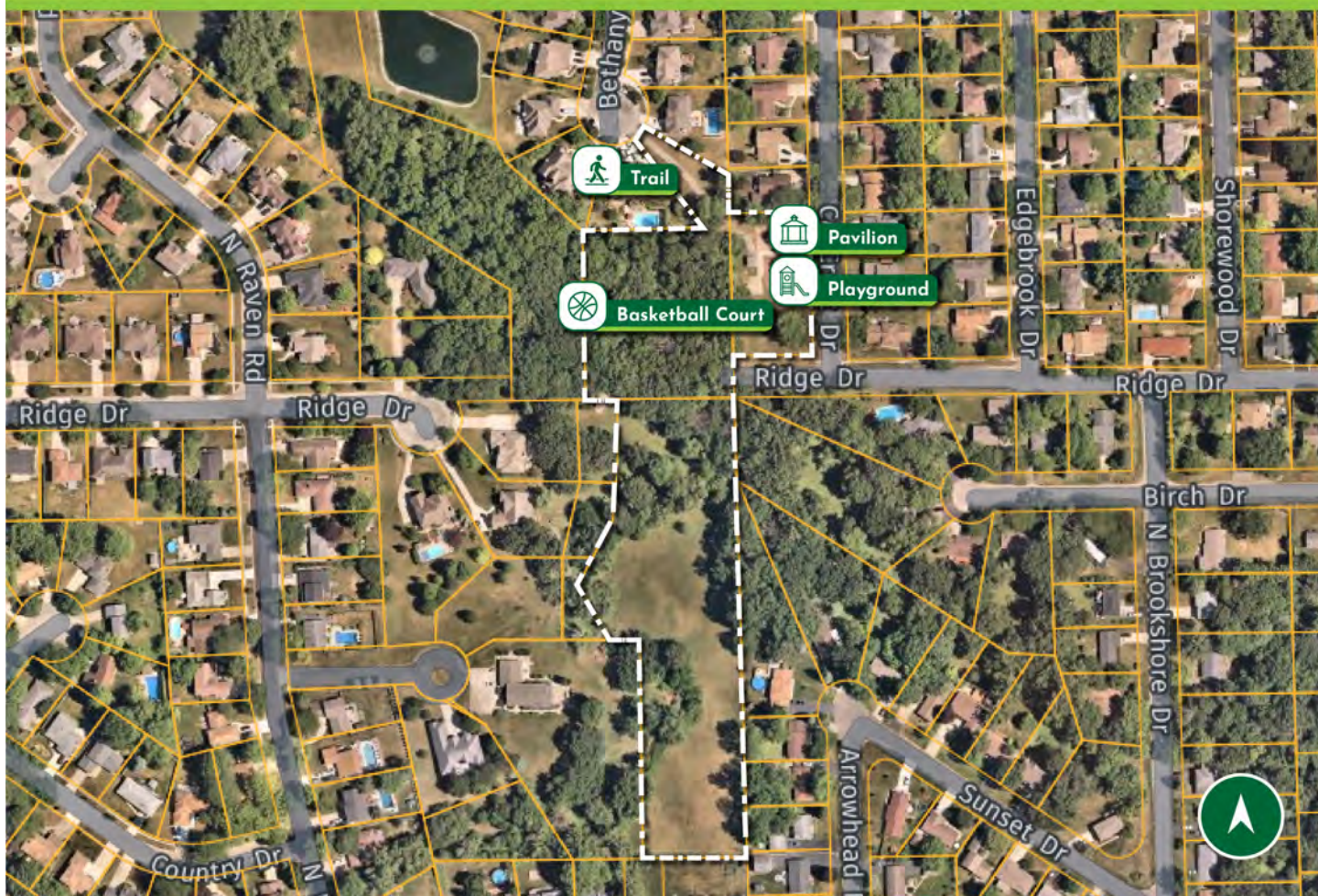
20 Install a new re-designed park information sign

## Country West Park Recommendations





## Ca-Crest Park Existing Conditions



### CA-CREST PARK

Ca-Crest Park is a six-acre (6) neighborhood park located on the northwest corner of Ca-Crest Drive and Ridge Drive. It can be accessed directly from Ca-Crest Drive and from Bethany Drive by a path connected to the north side of the park. This park is well-covered by shade, with several mature trees in the main area and an adjacent forested area to the west. The park is split into an activity area and a forested nature area. The activity area consists of a playground, a pavilion with picnic tables, and a half-basketball court. The playground is mulched and split into two (2) sections: slides and swings. The half-basketball court is smaller than a standard half-court, and is simply paved with

concrete, without painted lines. A drinking fountain is provided. Several benches are available for seating. There is no permanent trash receptacle in the park. A wheeled trash receptacle is tied to a bicycle rack. A stream runs through the forested area of the park, roughly northwest to southeast. On the west side of the stream, the forested area continues, reaching the cul-de-sac at the eastern end of this section of Ridge Drive. An informal and unpaved path connects Raven Court to Ridge Drive and the park.

The park is in need of renovation. The welcome sign at the park entrance is old and stained. The



landscaping around the park sign needs new plantings. The plastic edging around the mulched playground is worn and broken and needs to be replaced with a permanent material such as concrete. The pavilion's wooden structure is aged, showing visible cracks on the supports. While the half-court basketball court is functional, it is not designed to a standard dimension. Behind the backboard, there is a ten-foot-tall (10') metal fence to prevent basketballs from going into the woods. The concrete pavement in the basketball court is aged and has multiple cracks that have been invaded by weeds. The playground facilities are showing their age with faded and chipped paint. The benches in the park are inconsistent in style, with several metal benches and one (1) wooden bench, which is rotten, with faded paint. The sidewalk and shared-use path also have cracks filled with weeds and uneven surfaces which might cause safety hazards. Along the northern border of the park, there is a row of less healthy and poorly maintained shrubs which shield the neighboring

house from park users. While the park does have illumination, the light poles are streetlight style and height with wood poles.

This park was built in 1997 and needs renovation. On December 5, 2022, the Village hosted a public Open House to listen to residents' ideas. Two (2) concepts were presented to the attendees and Concept A was preferred. Concept A revamps the park site with a different layout and new facilities such as a half basketball court, playground equipment, and fitness stations. The active area will move south of the existing entryway path to utilize the current open land. Also, a small garden accompanied with educational signage will be located where the swings currently stand. Concrete sidewalks are planned across the park site to ensure full walkability in the park. As the Village continues working on the project timeline, this park renovation project aims to take place in late Summer 2023 and the majority of the construction will be completed by the end of 2023.







## RECOMMENDATIONS

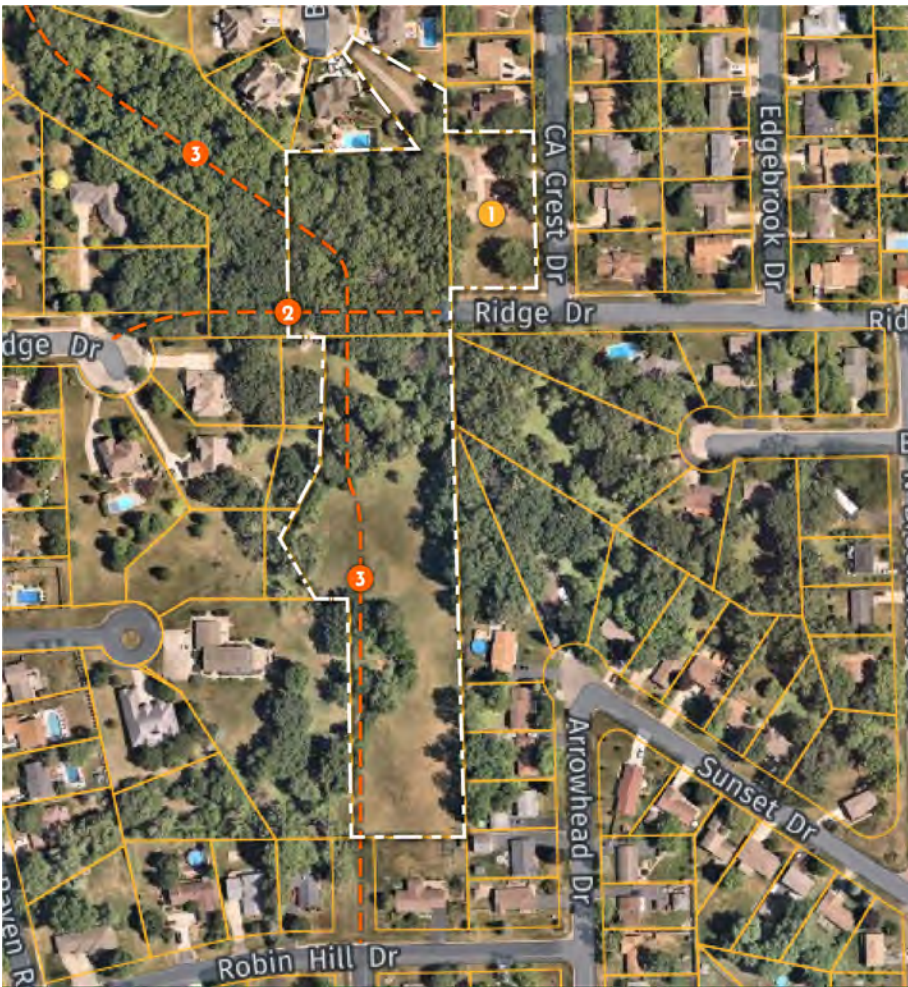
### Facilities

- Develop the main park site to be consistent with the approved park reconstruction plan

### Pavement

- Provide a paved shared-use path connecting dead-ended Ridge Road and Raven Court
- Plan a paved shared-used path starting from Rollingwood Drive and ending by Robin Hill Drive and Cardinal Place





### Facilities

1

Develop the main park site to be consistent with the approved park reconstruction plan



### Pavement

2

Provide a paved shared-use path connecting dead-ended Ridge Road and Raven Court

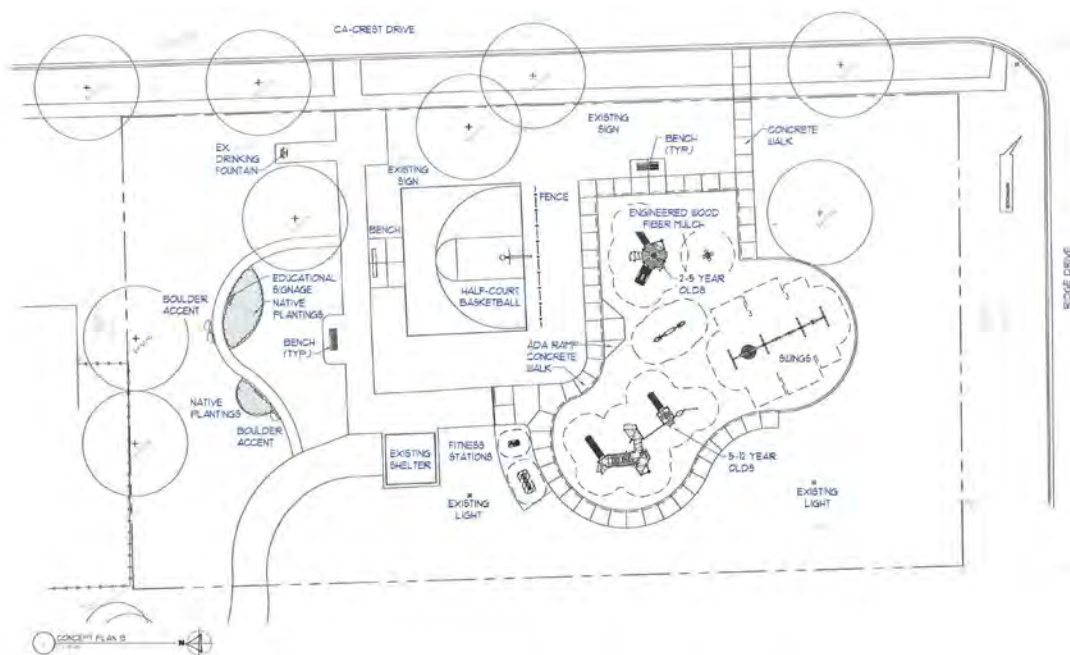
3

Plan a paved shared-used path starting from Rollingwood Drive and ending by Robin Hill Drive and Cardinal Place

## Ca-Crest Park Recommendations







VILLAGE OF SHOREWOOD - 2022 PARK RECONSTRUCTION  
**TRIA ARCHITECTURE** **JSD**

CA-CREST PARK CONCEPT PLAN B  
 11/21/2022



## IMAGERY CONCEPT B



VILLAGE OF SHOREWOOD - 2022 PARK RECONSTRUCTION  
**TRIA ARCHITECTURE** **JSD**

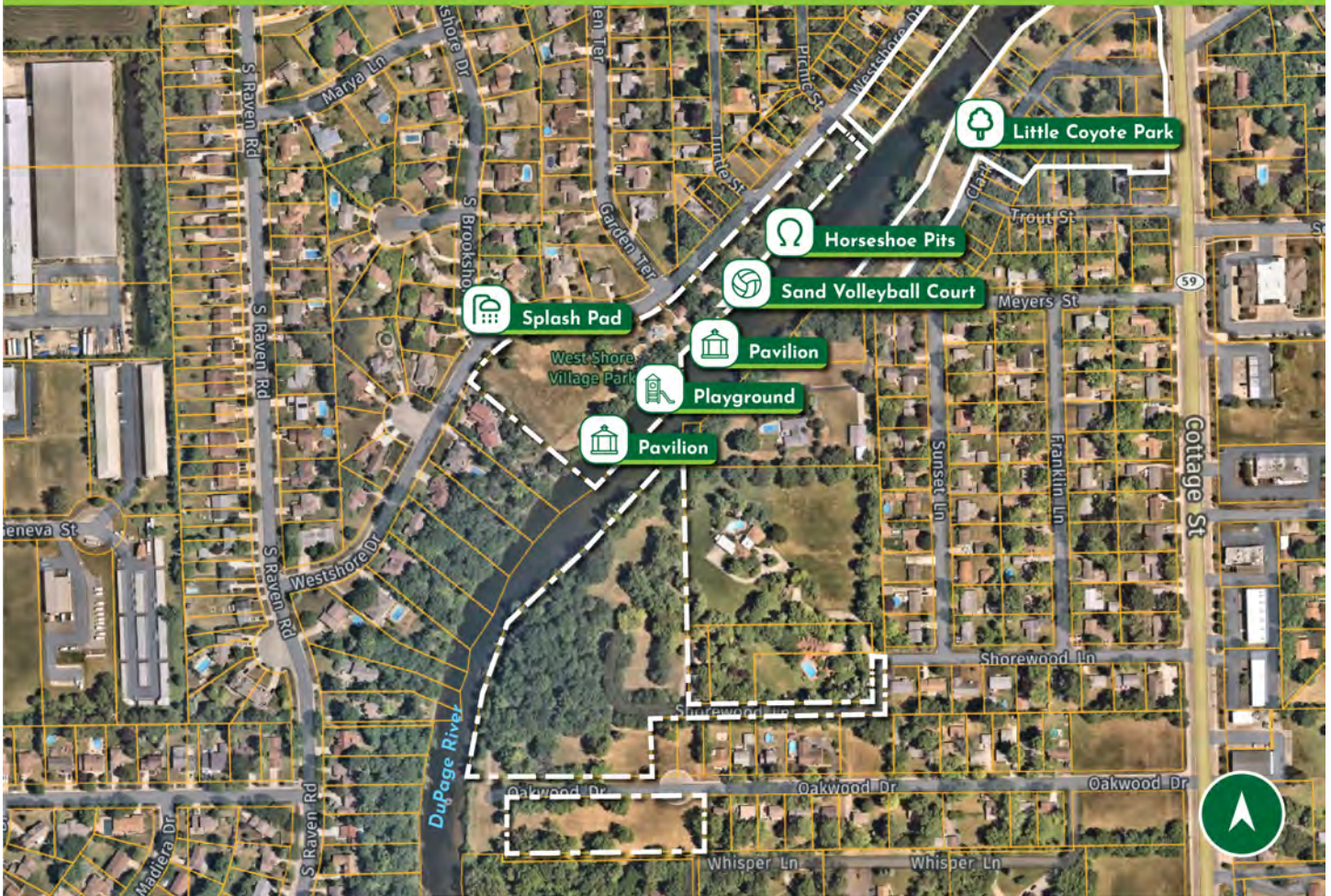
CA-CREST PARK IMAGERY B  
 11/21/2022



*Image Credit | Village of Shorewood*



# West Shore Park Existing Conditions



## WEST SHORE PARK

West Shore Park is located on the west side of DuPage River, along Westshore Drive between Brookshire Drive and Picnic Street. This fifteen-acre (15) neighborhood park is well-shaded by the mature trees along the DuPage River. There are also several trees around the activity area that have been planted in the last ten (10) years. The main activity facilities include a splash pad, a rubber-paved playground, a swing, a beach volleyball court, four (4) horseshoe pitching lanes, four (4) concrete bag toss boards, and a walking trail. Because of the natural landscape in the park,

there is a hill in the west part of the park that is used for sledding activities. Amenities-wise, there are two (2) pavilions, one (1) big and one (1) small, and four (4) portable toilets screened by privacy fences. Trash receptacles are all wheeled on site. Benches and drinking fountains are also available across the park. Since it is by the DuPage River, this riverfront park has some features related to water. There is a step for people to reach the water or to fish. Also, there are some educational signs in the park detailing the flooding history that has impacted the neighborhood.



While this park has been a quiet spot due to its location along the river, some additional maintenance work is needed. Excessive tree seeds have fallen onto the volleyball court and could be cleaned up. A diseased tree was spotted near the bag toss board, and it should be removed. This park was built in 2013, and should be considered for renovation in 2031.





## RECOMMENDATIONS

**Landscaping**

- Remove the seeds and leaves falling from trees in the sand volleyball court
- Clean up the outgrown plants around the park sign

**Facilities**

- Replace the existing light pole with a new one that fits in residential neighborhoods in style
- Install U-shape bike racks
- Replace the wheeled trash receptacles with permanent trash receptacles



- Stain the fences enclosing the porta-potties
- Develop the area of the park east of the DuPage River to be consistent with the 2010 Riverfront Master Plan

**Pavement**

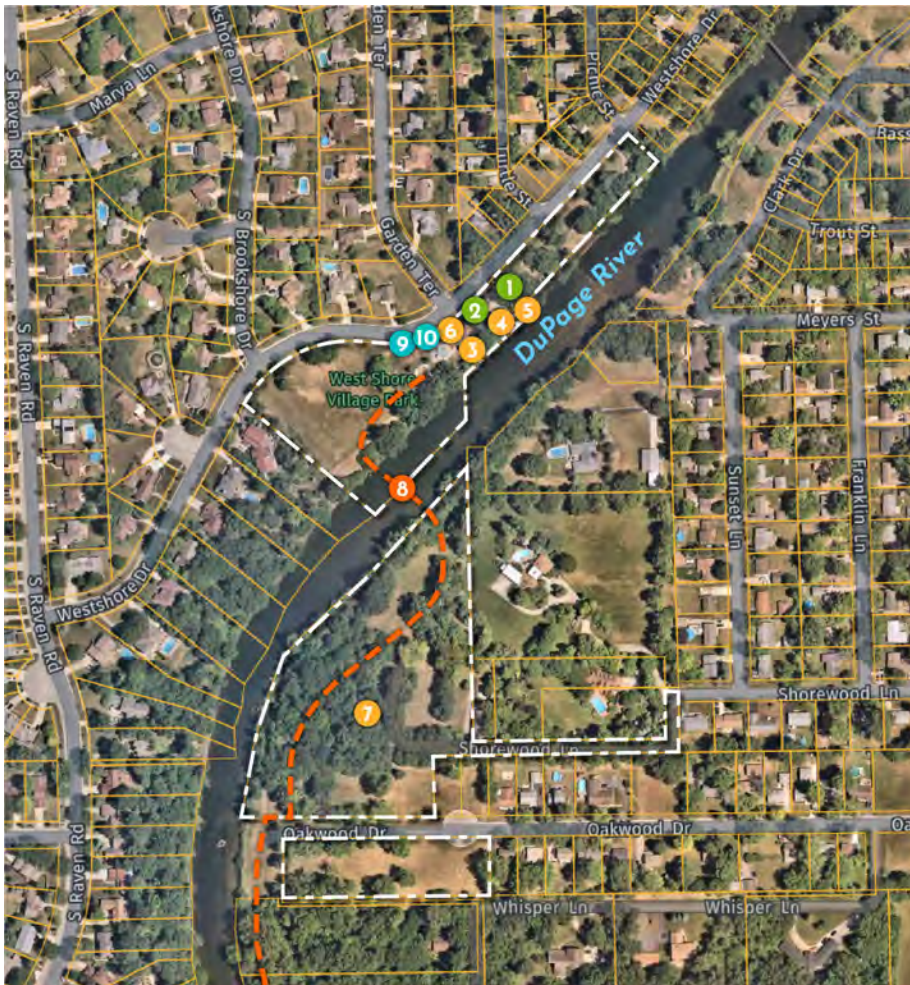
- Extend the trail over the river with a new pedestrian bridge to connect Oakwood Drive

**Signage**

- Install a new park sign with or without landscaping
- Install a new re-designed park information sign







### Landscaping

- 1 Remove the seeds and leaves falling from trees in the sand volleyball court
- 2 Clean up the outgrown plants around the park sign



### Facilities

- 3 Replace the existing light pole with a new one that fits in residential neighborhoods in style
- 4 Install U-shape bike racks
- 5 Replace the wheeled trash cans with permanent trash cans
- 6 Stain the fences enclosing the porta potties
- 7 Develop the area of the park east of the DuPage River to be consistent with the 2010 Riverfront Master Plan



### Pavement

- 8 Extend the trail over the river with a new pedestrian bridge to connect Oakwood Drive and eventually connect to Shorewood Park



### Signage

- 9 Install a new park sign with or without designed landscaping
- 10 Install a new re-designed park information sign

## West Shore Park Recommendations





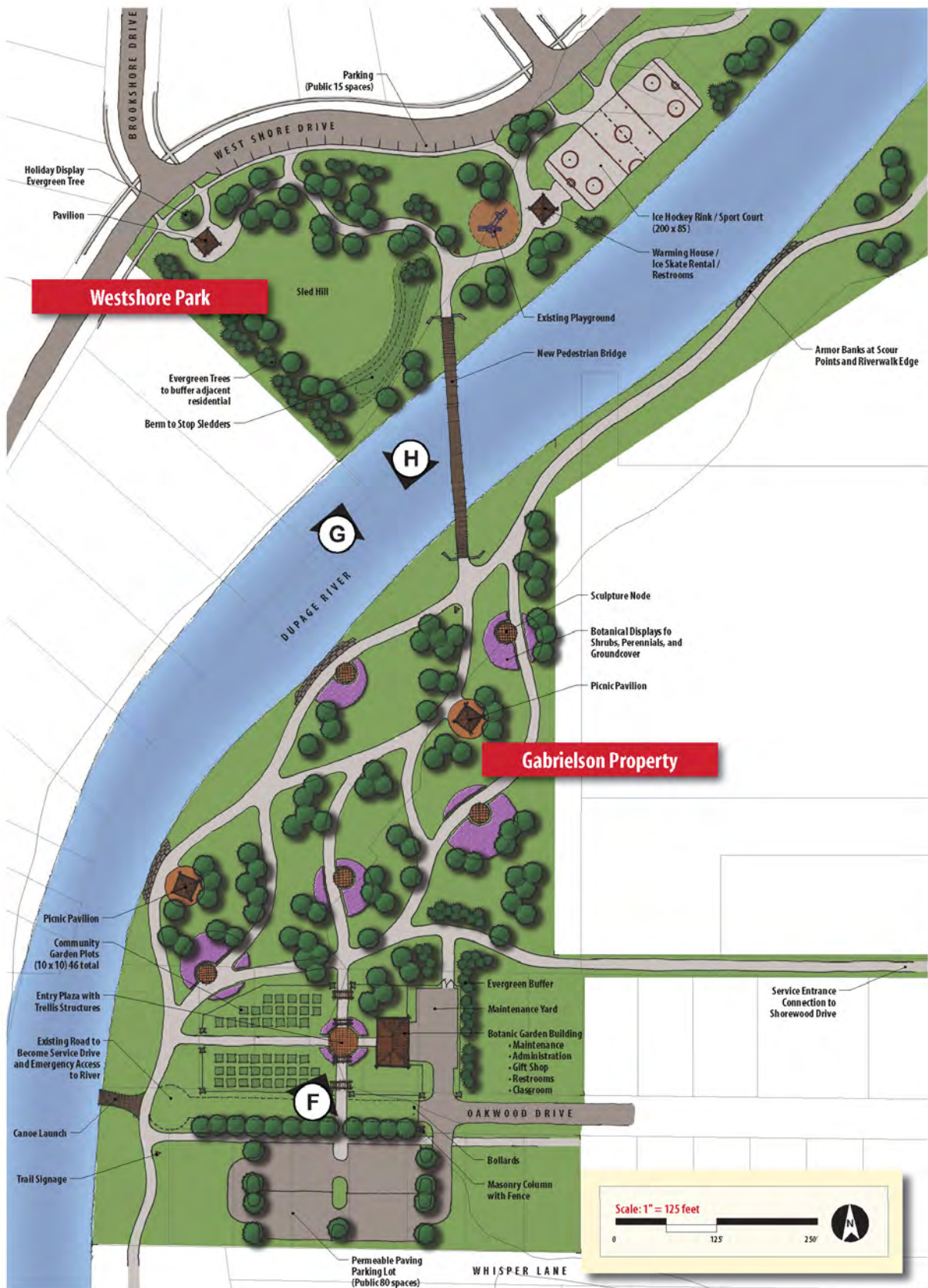


Image Credit | 2010 Riverfront Master Plan



# Little Coyote Park Existing Conditions



## LITTLE COYOTE PARK

Little Coyote Park is a seven-point-five-acre (7.5) neighborhood park located on the east side of the DuPage River on Clark Drive. It comprises a playground area near Meyers Street and Clarks Drive, open space along both sides of the DuPage River, and several lots between Riffles Drive and Trout Street. The park not only serves the nearby neighborhoods, but also has a pedestrian bridge dedicated in 1986 to connect the west side of the river. This park has a few facilities for everyday use, such as a small, mulched playground. Amenities like a bench, a wheeled trash receptacle, a few bicycle racks, and a flagpole are also present in the park. It

should be noted that many of the plants and trees in the park should be trimmed, as they have become overgrown. In addition, the pedestrian bridge shows some rust, build-ups, and spiderwebs which should be cleaned up. This park was built in 2002 and would be appropriate for renovation in 2028 according to the Village's capital improvement plan. This park has been expanded over the years through acquisition of lots within the DuPage River flood plain. A redesign of the park would be appropriate, potentially removing some of the former roads in the northeast corner of the park and providing additional recreational amenities appropriate within a river flood plain.



## RECOMMENDATIONS

**Landscaping**

- Clean up the outgrown plants around the park sign

**Facilities**

- Replace the existing light pole with a new one that fits in residential neighborhoods in style
- Install U-shape bike racks
- Replace the wheeled trash receptacles with permanent trash receptacles
- Maintain the flag poles and the flags
- Develop the park site to be consistent with the 2010 Riverfront Master Plan

**Pavement**

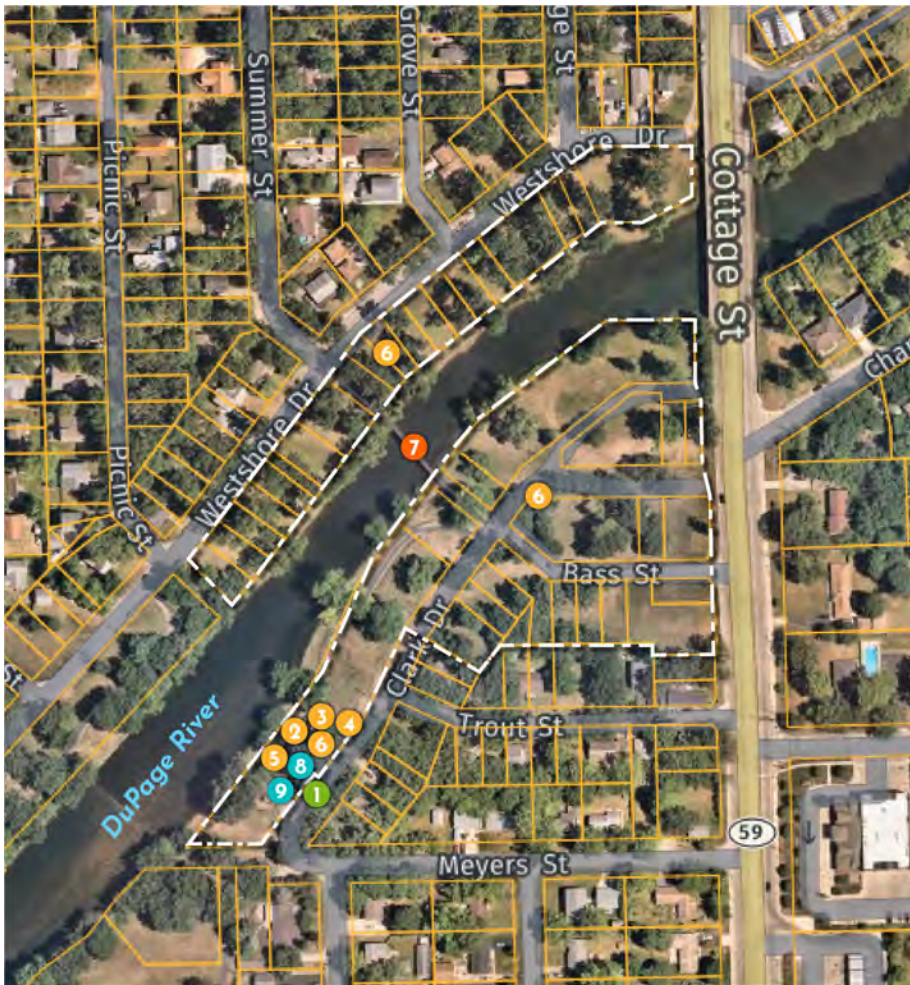
- Remove the build-ups on the pedestrian bridge

**Signage**

- Install a new park sign with or without landscaping
- Install a new re-designed park information sign







### Landscaping

1

Clean up the outgrown plants around the park sign



### Facilities

2

Replace the existing light pole with a new one that fits in residential neighborhoods in style

3

Install U-shape bike racks

4

Replace the wheeled trash cans with permanent trash cans

5

Maintain the flag poles and the flags

6

Develop the park site to be consistent with the 2010 Riverfront Master Plan



### Pavement

7

Remove the build-ups on the pedestrian bridge



### Signage

8

Install a new park sign with or without landscaping

9

Install a new re-designed park information sign

## Little Coyote Park Recommendations







Image Credit | 2010 Riverfront Master Plan



# Seil Road Park Existing Conditions



## SEIL ROAD PARK

Seil Road Park is at the intersection of Seil Road and the Seil Road bridge. While it does have a park sign identifying the site, the park is a three-point-six-acre (3.6) open space with neither facilities nor amenities. The park is subject to somewhat frequent flooding due to its location along the DuPage River.



## RECOMMENDATIONS



## Signage

- Install a new park sign with or without landscaping



## Landscaping

- Plant additional flood-tolerant trees



## Pavement

- Build a pedestrian bridge crossing the DuPage River as part of the Seil Road Improvement Project
- Paint crosswalk markings, and install pedestrian crossing signs at the intersection of Raven Road and Seil Road per IDOT roundabout plan







### Landscaping

1

Plant additional flood-tolerant trees



### Pavement

2

Build a pedestrian bridge crossing the DuPage River as part of the Seil Road Improvement Project

3

Paint crosswalk markings, and install pedestrian crossing signs at the intersection of Raven Road and Seil Road per IDOT roundabout plan



### Signage

4

Install a new park sign with or without landscaping

## Seil Road Park Recommendations



# Heartland Park Existing Conditions



## HEARTLAND PARK

Heartland Park is located on River Crossing Drive near Lakewoods Lane. Currently, this three-acre (3) open land is covered by turf with no other facilities except for a trail connecting River Crossing Park. While there is no development plan enacted for this open park site, the Village primarily intends to encourage active events by adding outdoor sports facilities to the site.



## RECOMMENDATIONS



### Landscaping

- Plant clusters of deciduous trees to provide shade and beauty to the park



### Facilities

- Add several benches and trash receptacles, and a pavilion
- Add four (4) to six (6) pickleball courts
- Add one (1) basketball court



### Pavement

- Paint crosswalk markings, and install pedestrian crossing signs on River Crossing Drive and Lakewoods Lane
- Paint road markings for the on-street parking spaces along the park site on River Crossing Drive



### Signage

- Install a new park sign with or without landscaping
- Install a new re-designed park information sign



Photo Credit | Google Earth



### Landscaping

- 1 Plant clusters of deciduous trees to provide shade and beauty to the park



### Facilities

- 2 Place several benches and trash cans, and a pavilion
- 3 Add four to six pickleball courts
- 4 Add one basketball court



### Pavement

- 5 Paint crosswalk markings, and install pedestrian crossing signs on River Crossing Drive and Lakewoods Lane
- 6 Paint road markings for the on-street parking spaces along the park site on River Crossing Drive



### Signage

- 7 Install a new park sign with or without landscaping
- 8 Install a new re-designed park information sign

## Heartland Park Recommendations





# White Tail Park Existing Conditions



## WHITE TAIL PARK

White Tail Park is a one-point-five-acre (1.5) neighborhood park located on Callaway Court, east of Wynstone Drive. The park is adjacent to the Kipling Estates' private community center. The park is connected by a Village walk trail, which divides the private community center and White Tail Park. It should be noted that the trail pavement has multiple cracks that have been filled with weeds. The park sign and a welcome sign are installed at the entrance on Callaway Court. The landscaping around the signs needs to be thinned as plantings almost block the park sign. The welcome sign is visibly worn, needing replacement. This park is not

completely shaded by trees, but there are several ornamental trees in the park. The main facilities at this park include a playground and a pavilion. The playground is mulched and wrapped with concrete edging. Wheeled trash receptacles are available on-site. A few of them are tied to bicycle racks in the park, which may cause inconvenience to bicycle riders. Since the park was constructed in 2000, some of the facilities, particularly the playground equipment, are beyond their normal life expectancy and have been suggested for renovation in the Capital Improvement Plan 2025.



## RECOMMENDATIONS

**Landscaping**

- Clean up the outgrown plants around the park sign

**Facilities**

- Replace the existing bike racks with U-shape bike racks
- Replace the wheeled trash receptacles with permanent trash receptacles

**Signage**

- Install a new park sign with or without landscaping
- Install a new re-designed park information sign







### Landscaping

1

Clean up the outgrown plants around the park sign



### Facilities

2

Replace the existing bike racks with U-shape bike racks

3

Replace the wheeled trash cans with permanent trash cans



### Signage

4

Install a new park sign with or without designed landscaping

5

Install a new re-designed park information sign

## White Tail Park Recommendations



# Wynstone Park Existing Conditions



## WYNSTONE PARK

Wynstone Park is a four-point-five-acre (4.5) neighborhood park located on Wynstone Drive in the Kipling Estates subdivision. This is a newer park which provides a variety of facilities. A circle trail links the village trail as well as the facilities in the park. There are four (4) main activity sections: playground, splash pad, soccer field, and softball practice field. The playground is paved with rubber materials in various colors. There are swings, slides, and climbing facilities available for children and the usage conditions seem on a good level. However, the pavement of the playground shows damage, as there are a few patches of rubber

missing on the ground. There is a large pavilion with picnic tables located between the playground and the splash pad. The pavilion is well-designed using masonry for the supports. Other than the major facilities, there are several types of fitness equipment allocated along the loop trail in the park, along with benches and drinking fountains. Trash receptacles are upgraded in this park as they are permanent and solar-powered. There is a screened, portable toilet area located near the playground. Even though this park is designed well, landscaping maintenance can continue to be improved as in other parks in the Village. The



landscaping in front of the park sign needs to be trimmed so that the sign won't be blocked by the plants. In addition, the plants around the welcome signage need to be cleaned up. The welcome sign itself should be replaced. This is one (1) of the newest parks built in 2017. By 2032, some facilities in the park may be nearing the end of their useful life and the park may be in need of renovation.



## RECOMMENDATIONS

**Landscaping**

- Clean up the outgrown plants around the park sign

**Facilities**

- Replace the existing bike racks with U-shape bike racks
- Replace damaged sections of the playground mat area to avoid chipped surfaces or tripping issues

**Signage**

- Install a new park sign with or without landscaping
- Install a new re-designed park information sign







### Landscaping

1

Clean up the outgrown plants around the park sign



### Facilities

2

Replace the existing bike racks with U-shape bike racks

3

Replace damaged sections of the playground mat area to avoid chipped surfaces or tripping issues



### Signage

4

Install a new park sign with or without designed landscaping

5

Install a new re-designed park information sign

## Wynstone Park Recommendations



# Huntington Park Existing Conditions



## HUNTINGTON PARK

Huntington Park is a zero-point-eight-acre (0.8) Mini Park located adjacent to Trinity Christian School on the west side of Shorewood Drive at Mazalin Drive. The park is well-used by students from the adjacent school, particularly during recess. The park features a playground, a pavilion, and a drinking fountain, and is connected by two (2) Village trails. One (1) runs southward along Shorewood Drive to join the trail along Black Road. The other shorter trail runs along the north side of the Trinity School campus, extending to Richards Drive. Due to the proximity of the neighboring school, no parking is permitted along Shorewood Drive.

The park is generally in good condition with a nicely mowed turf lawn, good mulching, and sturdy equipment. However, the park shows its age and exhibits a few maintenance issues. The welcome sign is outdated and worn out. Also, the park needs a permanent trash receptacle, as the only means of waste disposal available is a wheeled Waste Management trash receptacle. The trail has visible cracks which are filling with weeds. In terms of park design, the park is treeless, with the only shade provided by the pavilion structure. On an ideal capital improvement schedule, this park would be due for renovation in 2029.



## RECOMMENDATIONS



### Landscaping

- Plant clusters of deciduous trees to provide shade and beauty to the park
- Install concrete edgings around the mulched area
- Clean up the outgrown plants around the park sign



### Facilities

- Paint the pavilion
- Replace the wheeled trash receptacles with permanent trash receptacles



### Signage

- Install a new park sign with or without landscaping
- Install a new re-designed park information sign





### Landscaping

- 1 Plant clusters of deciduous trees to provide shade and beauty to the park
- 2 Install concrete edgings around the mulched area
- 3 Clean up the outgrown plants around the park sign



### Facilities

- 4 Paint the pavilion
- 5 Replace the wheeled trash cans with permanent trash cans



### Signage

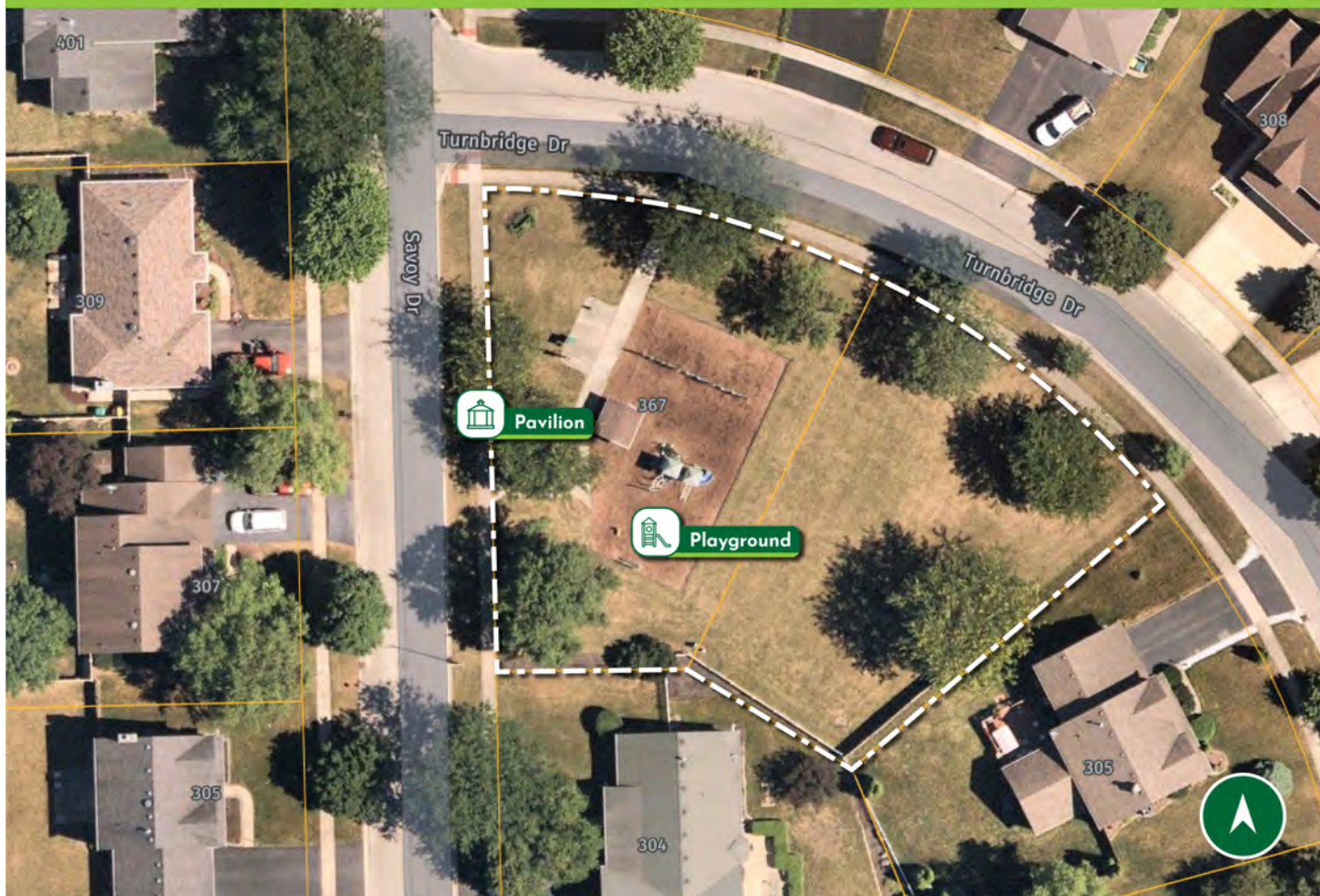
- 6 Install a new park sign with or without designed landscaping
- 7 Install a new re-designed park information sign

## Huntington Park Recommendations





# Kits Korner Park Existing Conditions



## KITS KORNER PARK

Kits Korner Park is a zero-point-five-acre (0.5) park located on the southeast corner of Turnbridge Drive and Savoy Drive. This Mini Park was built in 1998 for two (2) to five (5) years old children, comprised of a playground with limited open space. The mulched playground has a slide complex, three (3) sets of swings, a seesaw, and a simple cover functioning as a pavilion with a picnic table underneath. There are a few trees planted on site. The mulch in the playground and the plastic edgings are wearing out. The playground facilities show visible scratches and abrasions from years of usage. The welcome sign is old. A wheeled trash receptacle is tied to the sign.

The park facilities have exceeded their expected life and are recommended for a rebuild by the Village Public Works Department. The Village conducted two (2) public open houses on this park redesign on June 16 and 23, 2022 to hear from the public about what they would like to see in a re-designed park. On September 27, 2022, the Village Board approved a contract for the park update project. Improvements will include new playground equipment and surface, site furniture, pedestrian circulation features, and landscaping. The project is scheduled to be completed in March, 2023.









# Diana Park



## DIANA PARK

Diana Park is a zero-point-three-acre (0.3) park located on Diana Avenue between Helene Street and Laura Street. It is a Mini Park that occupies a single-family residential lot. As a Mini Park, it provides very limited facilities including a mulched playground and a small shelter. The park used to be located at 213 Diana Avenue on the south side of the street. As a park built in 1998, it has surpassed its life expectancy. The Village has launched a redesign project for the park and will relocate to its new location at 204 Diana Avenue with new playground equipment, site furniture, landscaping, and improved pedestrian connectivity

to the school. Open houses were hosted for the public on June 16 and 23, 2022. On September 27, 2022, the Village Board approved a contract for the park update project. Construction began in Fall 2022 with completion set for Winter 2022-2023.





*Image Credit | Village of Shorewood*

# River Oaks Park Existing Conditions



## RIVER OAKS PARK

River Oaks Park is a zero-point-eight-acre (0.8) park located at the southwest corner of Ranchwood Drive and Colonade Road. This Mini Park was built in 1999 providing facilities such as a playground, a full-size basketball court, and a pavilion. Benches and wheeled trash receptacles are provided within the park. There is a set of bicycle racks at the park sign as well. The playground features multiple choices of play equipment, such as swings, rides, and climbing bars. The mulched area is bordered by concrete edging. However, unwanted weeds can be found in the playground's mulch. The basketball court is full-size, which is less common

in Shorewood. It is paved with rubber and marked with lines. However, the weed issue also happens in this park, spreading out in the playground's mulch. Meanwhile, the landscaping around the park sign needs maintenance, as it has grown excessively and blocked the sign. While this park has some grown trees, it certainly could stand a few more trees in the open space. The age of the park has exceeded its life expectancy and has been recommended for renovation in 2023 by the Village.



## RECOMMENDATIONS



### Landscaping

- Clean up the outgrown plants around the park sign



### Facilities

- Replace the existing light pole with a new one that fits in residential neighborhoods in style
- Replace the existing bike racks with U-shape bike racks
- Replace the wheeled trash receptacles with permanent trash receptacles
- Resurface the basketball court
- Renovate the pavilions with a new roof



### Pavement

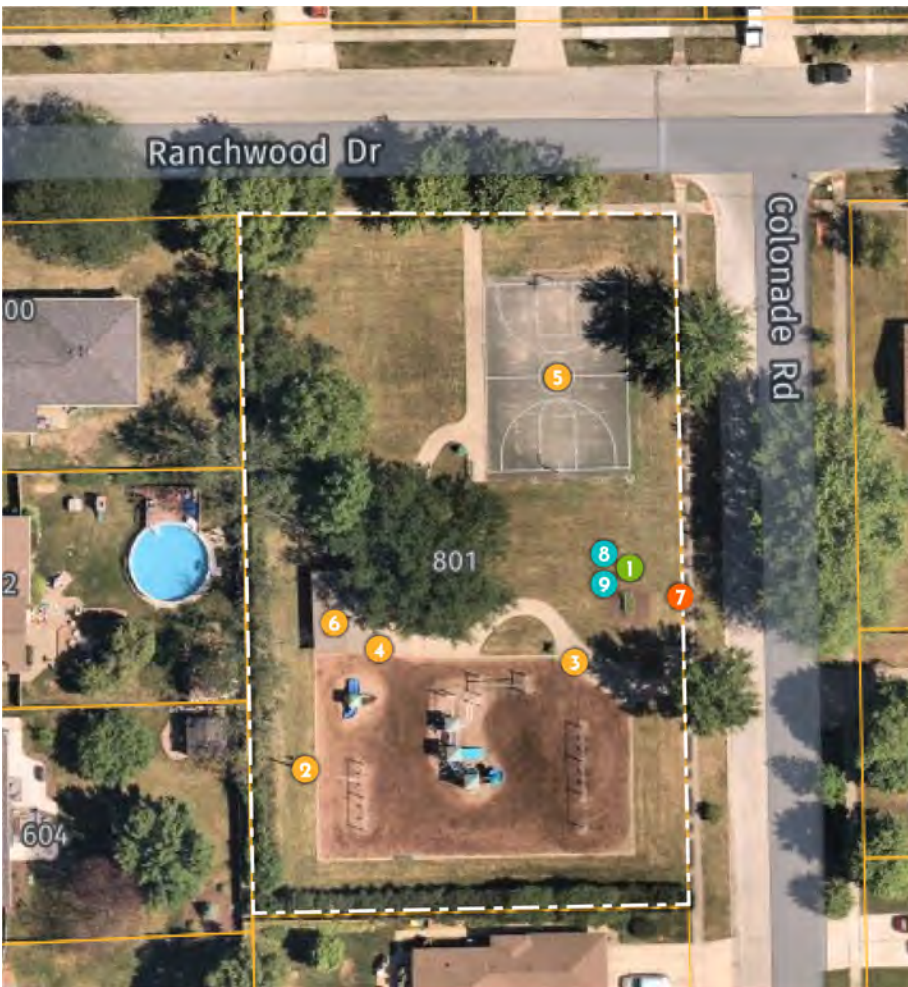
- Repave the sidewalks along the park



### Signage

- Install a new park sign with or without landscaping
- Install a new re-designed park information sign





### Landscaping

- 1 Clean up the outgrown plants around the park sign



### Facilities

- 2 Replace the existing light pole with a new one that fits in residential neighborhoods in style
- 3 Replace the existing bike racks with U-shape bike racks
- 4 Replace the wheeled trash cans with permanent trash cans
- 5 Resurface the basketball court
- 6 Renovate the pavilions with a new roof



### Pavement

- 7 Repave the sidewalks along the park



### Signage

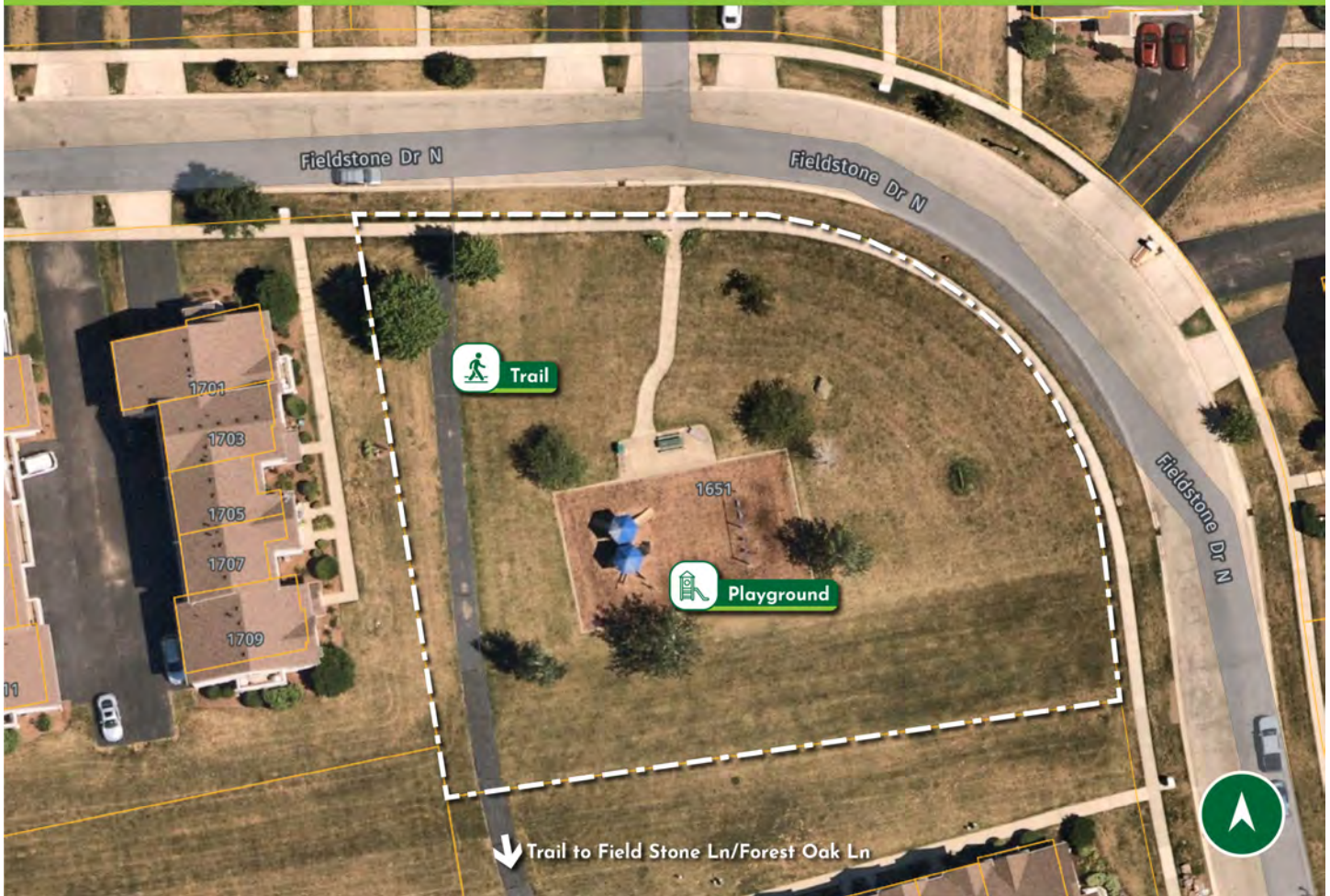
- 8 Install a new park sign with or without landscaping
- 9 Install a new re-designed park information sign

## River Oaks Park Recommendations





# Fawn Park Existing Conditions



## FAWN PARK

Fawn Park is a zero-point-eight-acre (0.8) Mini Park on Fieldstone Drive in a townhome community. This 0.8-acre mini park features a mulched children's playground. The slide has fallen victim to multiple instances of graffiti and engravings. Also, the park signs' landscaping areas should be addressed. The welcome sign is dated. The bicycle rack is rusty and blocked by the tied, wheeled trash receptacle. As a park built in 2000, it is recommended to be reconstructed in 2024 by the Village's capital improvement plan.

## RECOMMENDATIONS



### Landscaping

- Clean up the outgrown plants around the park sign



### Facilities

- Replace the existing bike racks with U-shape bike racks
- Replace the wheeled trash receptacles with permanent trash receptacles
- Build a pavilion for the existing picnic table to provide shade for parents while watching their kids
- Revamp the playground equipment



### Pavement

- Improve the sidewalk ramps using ADA design guidelines



### Signage

- Install a new park sign with or without landscaping
- Install a new re-designed park information sign







### Landscaping

1

Clean up the outgrown plants around the park sign



### Facilities

2

Replace the existing bike racks with U-shape bike racks

3

Replace the wheeled trash cans with permanent trash cans

4

Build a pavilion for the existing picnic table to provide shade for parents while watching their kids

5

Revamp the playground equipment



### Pavement

6

Improve the sidewalk ramps using ADA design guidelines



### Signage

7

Install a new park sign with or without landscaping

8

Install a new re-designed park information sign

## Fawn Park Recommendations







## CHAPTER 6

# Park Improvements & Implementation

*Photo Credit | Village of Shorewood*



This chapter aims to suggest grants and partnership opportunities that are available for park improvements and trail development.

## ALTERNATIVE FUNDING SOURCES

### BASEBALL TOMORROW GRANT

This non-profit organization reviews applications for funds to finance a new program, expand or improve an existing program, undertake a new collaborative effort, or obtain facilities or equipment necessary for youth baseball or softball programs. Applications are reviewed on a quarterly basis and awards average forty thousand dollars (\$40,000).

To learn more about the grant program, visit: <https://www.baseballydf.com/apply>

### INCLUSIVE RECREATION: TOMMY WILSON MEMORIAL GRANT

The Tommy Wilson Memorial Grant supports individuals with disabilities, providing funds to support recreational activities (e.g., equipment, housing, registration fees, and facilities). Applications are accepted once per year in December. Grants are awarded for up to one thousand five hundred dollars (\$1,500) total per year.

To learn more about the grant program, visit: <https://www.shapeamerica.org/grants/tommywilsonmemorialgrant.aspx?hkey=d5a87643-bfa8-4438-9b30-ab7bea2a6f93>

### LAND AND WATER CONSERVATION GRANTS (LWCF)

This federal grant is a maximum of five hundred thousand dollars (\$500,000) per project and matches up to fifty percent (50%) of the project cost to help purchase land to be used for public access and recreational facilities. Grants are open to any local government, city and county, and public school.

To learn more about the grant program, visit: <https://www.doi.gov/lwcf>

### PARKS AND RECREATION FACILITIES CONSTRUCTION GRANT (PARC)

The Park and Recreational Facilities Construction Act provides grants to eligible local governments for park and recreation unit construction projects and land acquisition. Agencies of local governments are eligible for this award. However, school districts are not eligible. All applicants must complete all five (5) grantee pre-award requirements statewide per Grant Accountability and Transparency Act (GATA) State Statute 30 ILCS 708/1. PARC grants must be used for “bondable” or “brick and mortar” projects. The priority of the program is the renovation or construction of indoor recreation facilities since they are not eligible under other IDNR grant programs. PARC Grant covers seventy-five percent (75%) of capital project cost for most applicants, and ninety percent (90%) of capital project cost for disadvantaged communities.

To learn more about the grant program, visit: <https://www2.illinois.gov/dnr/grants/pages/parc-grant.aspx>

### OPEN SPACE LANDS ACQUISITION AND DEVELOPMENT GRANT (OSLAD)

The OSLAD grant matches fifty percent (50%) of a parks and recreation project and is similar to PARC, but the rating system is evaluated differently. In order to apply for OSLAD, a master plan must be completed for the park in the application. The plan is considered for funds, scoring higher if it includes activities or equipment that isn't found anywhere else in the community. Grants up to seventy hundred fifty thousand dollars (\$750,000) are awarded for acquisition projects and four hundred thousand dollars (\$400,000) can be awarded for renovation projects. Applications are evaluated on Statewide Outdoor Recreation Priorities and Project Need (60%), Statewide Comprehensive Outdoor Recreation Priorities (10%), Project Concept and Site Characteristics (15%), Local Planning (10%), and Other Considerations (10%). The largest category, Statewide Outdoor Recreation Priorities and Project Need is based on the following criteria:

- Thirty-five percent (35%) - Extent of the project to address the following major outdoor recreation/conservation priorities identified in the state plan:
  - Protection or enhancement of a state or locally significant natural area;
  - Protection or enhancement of significant wildlife habitat;
  - Protection or enhancement of natural wetland areas;
  - Promoting conservation education opportunities;
  - Promoting recreational use of Illinois's surface waters;
  - Protection or recreational use of linear greenways;
  - Inter-agency cooperation in providing and/or effectively utilizing local recreation resources;
  - Enhancing recreational opportunities for minority and less affluent populations;
  - Use of resource conservation elements and native landscaping;
- Twenty-five percent (25%) - Local needs assessment in comparison of existing supply of recreational facilities per capita and existing supply of local open space/ parkland acreage.

To learn more about the grant program, visit: <https://www2.illinois.gov/dnr/grants/Pages/OpenSpaceLandsAcquisitionDevelopment-Grant.aspx>

### FEDERAL TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Transportation Alternatives (TAP) funds provide funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments. This grant is funded through a proportional set-aside of the Surface Transportation Block Grant (STBG) Program. Eligible activities include most historically funded activities such as "Transportation Enhancements," the Recreational Trails



Program, and the Safe Routes to School programs. The Village may receive up to eighty percent (80%) reimbursement for eligible project costs. The remaining twenty percent (20%) is the responsibility of the Village.

To learn more about the grant program, visit: <https://www.fhwa.dot.gov/map21/factsheets/tap.cfm>

### **FEDERAL RECREATIONAL TRAILS PROGRAM (RTP)**

The Federal Recreational Trails Program (RTP) provides funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). The Federal funds generally provide up to eighty percent (80%) of the project cost (with higher amounts permitted in States with a higher percentage of public lands), and require project sponsors to provide the remaining amount in matching resources (generally at least twenty percent). Some project sponsors provide more than sixty percent (60%) of the funds from non-Federal sources.

To learn more about the grant program, visit: <https://www2.illinois.gov/dnr/AEG/pages/federalrecreationaltrailsprogram.aspx>

### **SAFE ROUTES TO SCHOOL (SRTS)**

Safe Routes to School (SRTS) was established as a stand-alone Federal-Aid program through the passage of SAFETEA-LU, the Safe, Accountable, Flexible, Efficient Transportation Equity Act. Federal participation for the SRTS Funding Cycle 2021 is eighty percent (80%), requiring a twenty percent (20%) local match. The funding ranges from twenty-five thousand dollars (\$25,000) to twenty hundred fifty thousand dollars (\$250,000) per project. This grant is a reimbursement program - The sponsoring agency is responsible for supplying the upfront cost of the project and will be reimbursed by IDOT in accordance with all procurement policies. The qualified projects must be infrastructure projects focusing on students from kindergarten through eighth grade. All infrastructure projects must be completed within a 2-mile radius of the school.

To learn more about the grant program, visit: <https://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/safe-routes-to-school/index>

### **WATERSHED AND FLOOD PREVENTION OPERATIONS (WFPO)**

The WFPO program, managed by Natural Resources Conservation Service, Department of Agriculture, provides for cooperation between the Federal government and the States and their political subdivisions to address resource concerns due to erosion, floodwater, and sediment and provide for improved utilization of the land and water resources. It also provides technical and financial assistance to States, local governments, and Tribal organizations to help plan and implement watershed restoration projects. The subject watershed needs to be equal or less than two hundred and fifty thousand (250,000) acres. Also, agricultural benefits must be at least twenty percent (20%) of the total benefits for the project.

To learn more about the grant program, visit: <https://www.nrcs.usda.gov/programs-initiatives/watershed-and-flood-prevention-operations-wfpo-program>

### ILLINOIS BOAT ACCESS AREA DEVELOPMENT PROGRAM (BAAD)

The Boat Access Area Development (BAAD) Program provides financial assistance to local government agencies for the acquisition, construction, and expansion/rehabilitation of public boat and canoe access areas on navigable public bodies of water in Illinois. The program provides up to a hundred percent (100%) of approved project construction costs and ninety percent (90%) of approved land acquisition costs. Grant awards are limited to a two hundred thousand dollars (\$200,000) maximum for motorized launch sites and eighty thousand dollars (\$80,000) maximum for non-motorized launch sites.

To learn more about the grant program, visit: [https://www2.illinois.gov/dnr/grants/Pages/BoatAccessAreaDevelopmentProgram.aspx#:~:text=The%20Boat%20Access%20Area%20Development%20\(BAAD\)%20Program%20provides%20financial%20assistance,on%20Illinois%20lakes%20and%20rivers](https://www2.illinois.gov/dnr/grants/Pages/BoatAccessAreaDevelopmentProgram.aspx#:~:text=The%20Boat%20Access%20Area%20Development%20(BAAD)%20Program%20provides%20financial%20assistance,on%20Illinois%20lakes%20and%20rivers)

### OFF-HIGHWAY VEHICLE PROGRAM (OHV)

The Off-Highway Vehicle (OHV) grant program financially supports government agencies, not-for-profit organizations, and other eligible groups or individuals to develop, operate, maintain, and acquire land for off-highway vehicle parks and trails. These facilities must be open and accessible to the public. The program can also help restore areas damaged by unauthorized OHV use. The maximum grant amount is three hundred fifty thousand dollars (\$350,000) and the grant does not require local matching funds.

To learn more about the grant program, visit: <https://www2.illinois.gov/dnr/grants/Pages/OffHighwayVehicleProgram.aspx>

### ILLINOIS TRANSPORTATION ENHANCEMENT PROGRAM (ITEP)

ITEP, administered by IDOT, provides funding for community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic, and environmental aspects of the transportation infrastructure. Some eligible project types include: pedestrian/bicycle facilities, streetscapes, conversion of abandoned railroad corridors to trails, historic preservation and rehabilitation of historic transportation facilities, and vegetation management in transportation Right-of-Way. ITEP is a reimbursable grant program and the maximum ITEP award is capped at three million dollars (\$3,000,000). Preliminary engineering, utility relocations, construction engineering, and construction are eligible for funding at an eighty/twenty (80/20) match. Acquisition of right-of-way and easements and Street Lighting are eligible for funding at a fifty/fifty (50/50) match.

To learn more about the grant program, visit: <https://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/ITEP>

### ILLINOIS BICYCLE PATH GRANT PROGRAM

The Illinois Bicycle Path Grant Program was created to financially assist eligible units of government to acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities. The grants are up to two hundred thousand dollars (\$200,000) per project and can cover up to fifty percent (50%) of project cost.



To learn more about the grant program, visit: <https://www2.illinois.gov/dnr/grants/pages/bikepathprogram.aspx#:~:text=What%20is%20the%20Bike%20Path,land%20for%20bike%20path%20development>

## **PARTNERSHIPS**

### **TROY COMMUNITY CONSOLIDATED SCHOOL DISTRICT 30C**

The Village of Shorewood and School District 30C have formed a good working relationship in which the School District allows the Village to utilize the properties and facilities for events and programs. This relationship is beneficial to the community as more events can take place in a variety of facilities and attract more attendees. Both agencies should continue the collaboration to create event and program ideas to satisfy community demand. When planning for community events, including local businesses for sponsorships would help alleviate the financial burdens to the Village government. Local businesses may help more events become reality with their financial support.

### **FOREST PRESERVE DISTRICT OF WILL COUNTY (FPDWC)**

There are seven (7) natural preserves managed by FPDWC around Shorewood and two (2) regional bikeway corridors going through the Village. A partnership between the Village and FPDWC would be a great platform to discuss trail systems and other community requests. FPDWC has been taking the lead on executing the 2016 County Bikeway Plan. It will be constructive for the Village to work with the District to build the sections of the regional trail network in Shorewood. Also, as residents have requested easier pedestrian access to Hammel Woods, it would be necessary for the Village to collaborate with the District to respond to the demand. Furthermore, a partnership would be helpful to organize and lead recreational events and programs for the community.

### **MULTI-JURISDICTIONAL COLLABORATION**

The municipal and development boundaries of Shorewood abut Joliet and Minooka. The Village also encompasses portions of both Will and Kendall County. It would be beneficial for the Village to enhance partnerships with other jurisdictions such as adjacent communities, County governments, regional agencies, IDOT, and other partners/stakeholders to cooperate on planning and implementation efforts such as shared-use path and park planning as well as event and program planning.



PUBLIC HEARING DRAFT | MARCH 22, 2023



## Community Development Memo

**Petition # 23-453**

TO: Planning & Zoning Commission  
FROM: Edgar Lara  
Village Planner  
DATE: March 22<sup>nd</sup>, 2023  
SUBJECT: Conditional Use – Fire Station & Variance – Monument sign

### I. REQUEST

Troy Fire Protection District is requesting a Conditional Use Permit to allow a civic building (a Fire Station) and a fire training facility (which will include a training building and a fire tower). In addition, the Troy Fire District is requesting a variance to provide relief from Section 10-10-9 which limits signs to 40 square feet to allow a monument sign at 56.94 square feet in size. The Village of Shorewood is in the process of negotiating a pre-annexation agreement (Chatham Annexation) with Kendall County in order to gain jurisdiction of this parcel. In addition, Kendall County approved a special use permit to allow the fire station and simultaneously revoked a special use permit for a church that was preexisting at the subject property on March 15th, 2022.

### II. PROPERTY INFORMATION



A	Petitioner	Troy Fire Protection District
B	Location	748 Jones Road (Seward Township)
C	Parcel Size	25 +/- Acres
D	Pin Number(s)	09-12-300-017 (Kendall County)
E	Current Zoning	A-1 Agricultural Zoning District (Kendall County)
F	Current Use	Church
G	Surrounding Zoning and Land Use:	See Table to the right

Direction	Zoning	Jurisdiction	Zoning Classification	Existing Subdivision / User
North	R-1B	Joliet	Single Family Residential	N/A
East	A-1	Kendall County	Agricultural	N/A
South	A-1	Kendall County	Agricultural	N/A
West	A-1	Kendall County	Agricultural	N/A

### III. BACKGROUND

The project consists of site improvements to the Troy Fire Protection Site that was the former Grace Bible Church Facility. The site is to be converted into a Training Site as well as to be the Troy Fire Department Station 3.

### IV. DESCRIPTION OF REQUEST

Troy Fire Protection District is requesting a Conditional Use Permit to allow a fire station at 748 Jones Road in Seward Township (Kendall County). The proposed development area is approximately 9 acres of the 24.46-acre site.

The proposed construction for the site improvements includes: a new storm sewer, a paved driveway, a new one-story building, a multi-story training tower, and a paved training lot. Two access points will be located at the north end of the parcel along Jones Road, one each on the north east and north west side of the property. The eastern driveway will be concrete from Jones Road to the vehicle turnaround around area. The remainder of the eastern driveway will be asphalt. The proposed development will utilize the existing north pond and will be regraded in order to increase storage to provide for its stormwater management needs. It will be oversized to allow the use of a dry hydrant for fire training as well as a boat dock to allow for training to be conducted utilizing the pond itself.

The Fire station will be approximately 18,200 square feet and located in an existing building on the east-middle side of the property. The Training building will also be located within an existing building just to the south of the fire station and will be approximately four thousand five hundred (4,500) square feet. The training tower is located to the west of the fire station and will be approximately sixty feet (60') in length, thirty feet (30') in width, and forty feet (40') in height. To the south of the training tower will be: outdoor storage, a fire investigation area, and an SCBA trailer. The outdoor storage area will be sixteen feet (16') in length and forty feet (40') in width and will be used to store materials at a maximum height of 8 ft. The fire investigation area will be an open area used for trainings and will be approximately sixteen feet (16') in length, twenty feet (20') in width, and eight feet (8') in height. The SCBA trailer will be approximately eight feet (8') in width, fifty-three feet (53') in length and fourteen feet (14') in height.

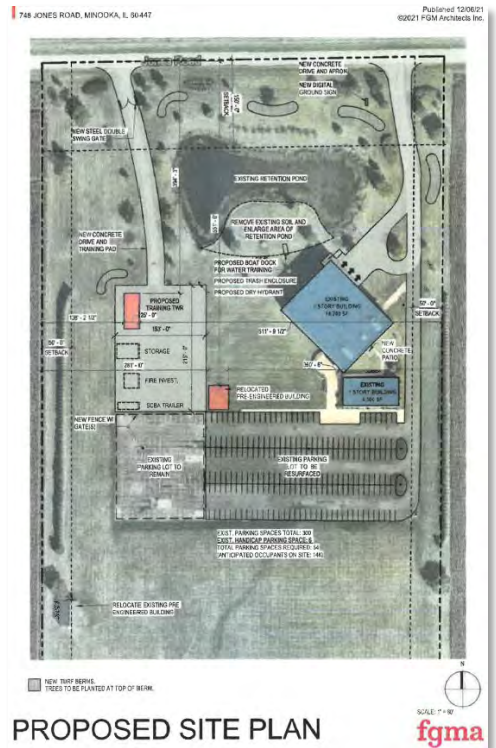
The parking area is largely being maintained and provides approximately three hundred (300) parking spaces. Seven (7) handicapped accessible parking spaces with applicable signage will be provided in addition to the existing parking spaces.

The fence at the western portion of the parking lot will be chain link with slats added and will be six feet (6'). The trash enclosure will be placed near the north side of the fire station and will be large enough to hold one (1) four (4) yard dumpster and one (1) four (4) yard recycling dumpster and will be screened.

The variance request is for the proposed monument sign, which is near the north eastern entrance and meets all zoning requirements except that the size requested (56.94 square feet) is more than the maximum allowed (40 square feet).

### V. RELEVANT MASTER PLANS

The proposed use is compatible within the residential district and is a land use that is supported by the comprehensive plan.





## **VI. STAFF COMMENTS AND REVIEW**

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### Use

The proposed fire station and training grounds fits in well with the existing surrounding uses of the area. The R-1 zoning district allows civic buildings as a conditional use.

### Standards for Review of a Conditional Use Request:

Pursuant to Title 10, Chapter 12, Section 12-4A, the Planning & Zoning Commission may recommend to the Village Board, based upon the evidence presented to them in each specific case, the granting of a conditional use in a particular zoning district or districts provided the use meets the standards set forth in Section 10-12-4B.

### Standards for Conditional Use / Findings of Fact

- 1. The establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety and general welfare.***

The proposed use will not be detrimental or endanger the public health, safety and general welfare. An additional fire station in this area will allow Troy FD to increase their service area (especially in an area where there will be future development). The training grounds will also work to enhance the pre-existing fire protection services that Troy FD currently provides, giving an increase in value to residents who live in the community.

- 2. The conditional use will not be injurious to the use and enjoyment of other property in the immediate area for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.***

There is no question that the function of the Fire station will result in noise at random times throughout the day. Given that firefighters are first responders and need to quickly reach sites of emergency, it is understood that production of noise and the use of strobe lighting is necessary for the use of emergency vehicles and equipment. Presently, very few houses are located within a half mile of the property. The neighboring property owners should not suffer loss in property values caused by the placement of this use.

- 3. The establishment of the conditional use will not impede the normal and orderly development and improvement of the adjacent property for uses permitted in the district.***

The use of this property will not impact the normal and orderly development and improvement of the adjacent property for uses permitted in the district. The fire station will provide fire protection for all residents and businesses in its service area. Since the fire station is an extension of the services that the Troy FD provides for residents of Shorewood, the existing harmony between the other surrounding uses will be maintained.

### Standards for Review of a Variance Request

Pursuant to Title 10, Chapter 12, Section 2, the Planning & Zoning Commission may recommend to the Village Board, based upon the evidence presented to them in each specific case, the granting of a zoning variance provided it meets the following standards.

- 1. The variance is in harmony with the general purpose and intent of the Zoning Ordinance.***

The variance request is for the purpose of providing additional signage for Troy Fire Protection District's vehicles and emergency personnel.

- 2. Strict enforcement of the Zoning Ordinance would result in practical difficulties or impose exceptional hardship due to special and unusual conditions which are not generally found on other properties in the same zoning district.***

The strict enforcement of the zoning variance would make it difficult to determine the location of the Fire training facility for emergency responders and nearby residents.

3. ***The property cannot yield a reasonable return if permitted to be used only under the conditions allowed by the Zoning Ordinance.***

The lack of visible signage could pose a threat to surrounding residents and emergency responders because they would not know where the facility would be located.

4. ***The variance, if granted, will not alter the essential character of the neighborhood and will not be substantial detriment to adjacent property.***

The granting of the larger monument sign will not alter the character of the neighborhood nor will it be detrimental to the surrounding properties.

## **VII.RECOMMENDATION**

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Staff finds that the request meets the standards of approval and is consistent with the Comprehensive Plan and Zoning Ordinance. As such, staff recommends approval of Petition # 23-453 subject to the property being developed, utilized, and all businesses operated in conformance with the Zoning Ordinance and all other applicable ordinances and regulations of the Village.

### **Suggested Motion for Approval:**

I move that we (1) enter findings of fact that the standards set forth in Sections 10-12-4B of the Village Code have been met and (2) recommend that the Village Board grant a Conditional to allow a civic building (a Fire Station) and the following: a fire training facility, training building, and a fire tower as well as a variance to provide relief from Section 10-10-9 “CHURCH, SCHOOL AND OTHER PUBLIC/QUASI-PUBLIC INSTITUTION IDENTIFICATION SIGNS” to allow a larger sign for Troy Fire Protection District at 748 Jones Road (Seward Township)

## **VIII. ATTACHMENT(S)**

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1. Site plan and elevations
2. Engineering improvement plans
3. Sign Plan



# FIRE STATION No.3

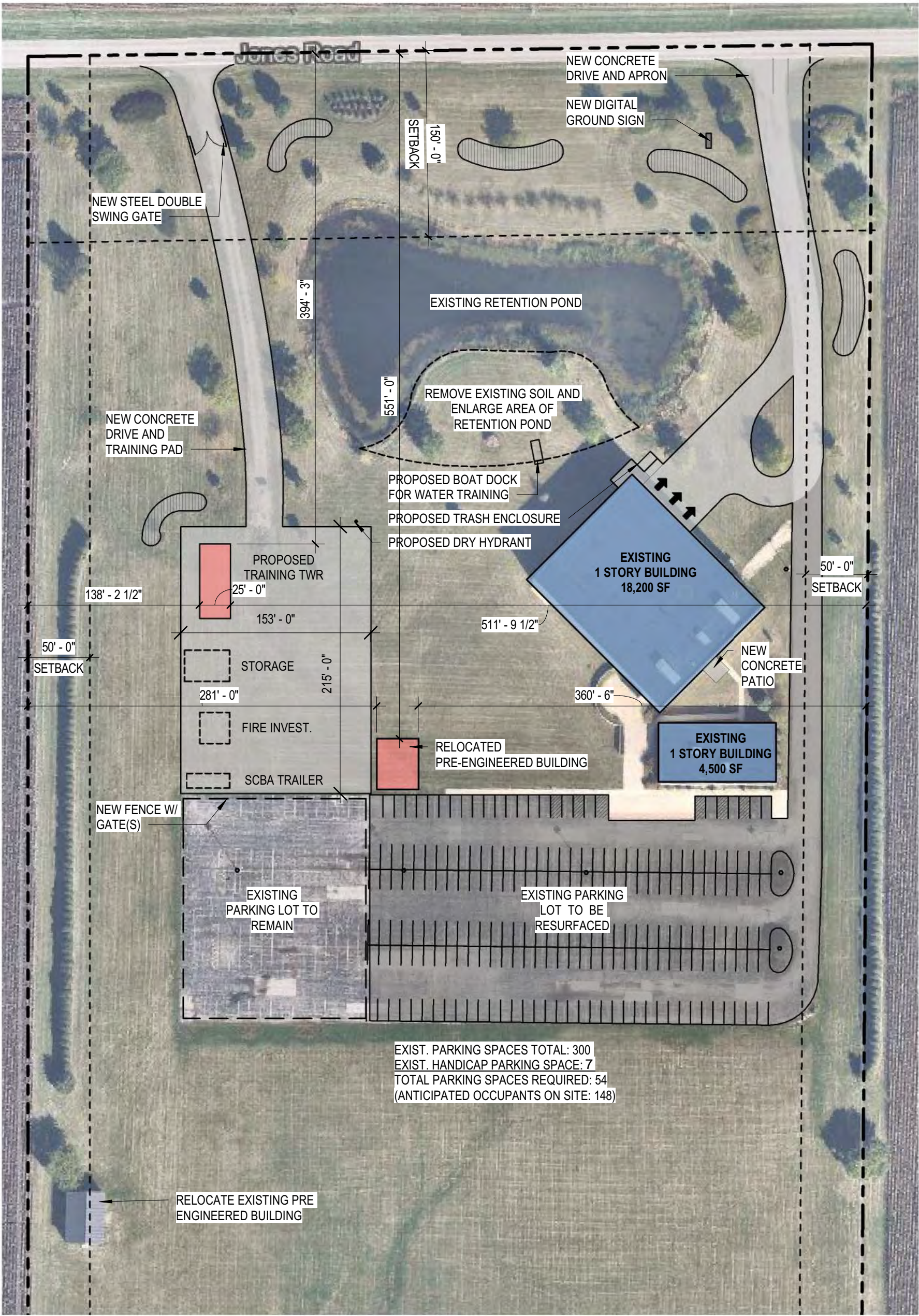
748 JONES ROAD, MINOOKA, IL 60447

TROY FIRE PROTECTION DISTRICT

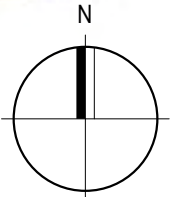
Job No. 22-3327.01

Published 12/06/21

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NEW TURF BERMS.  
TREES TO BE PLANTED AT TOP OF BERM.



SCALE: 1" = 80'

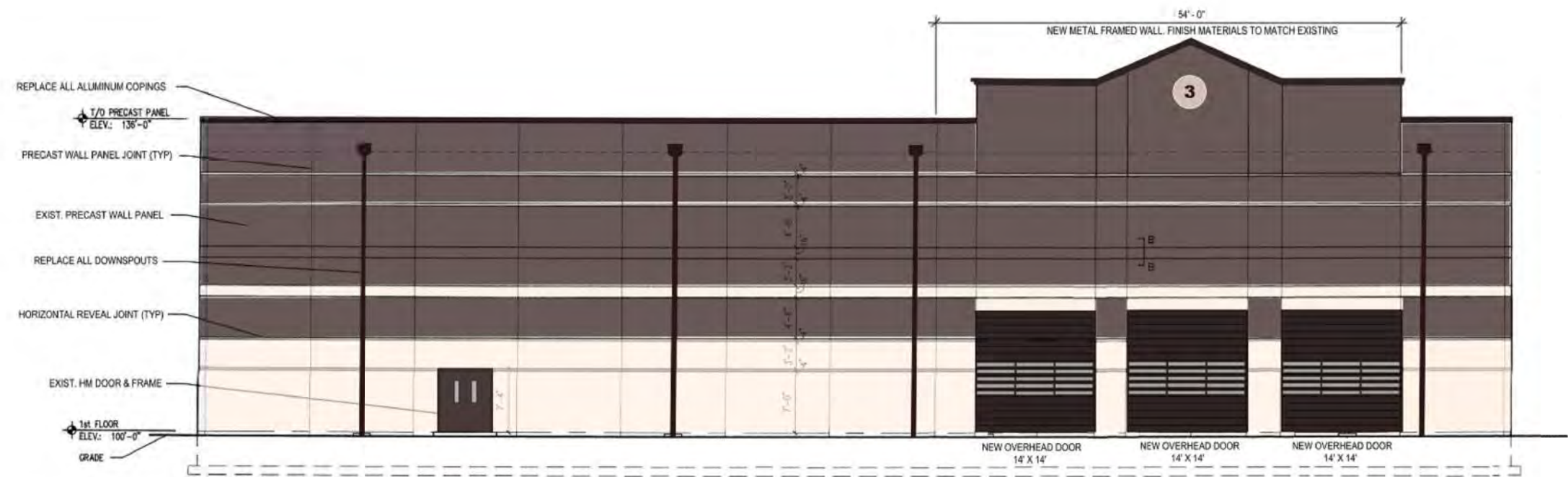
## PROPOSED SITE PLAN

fgma

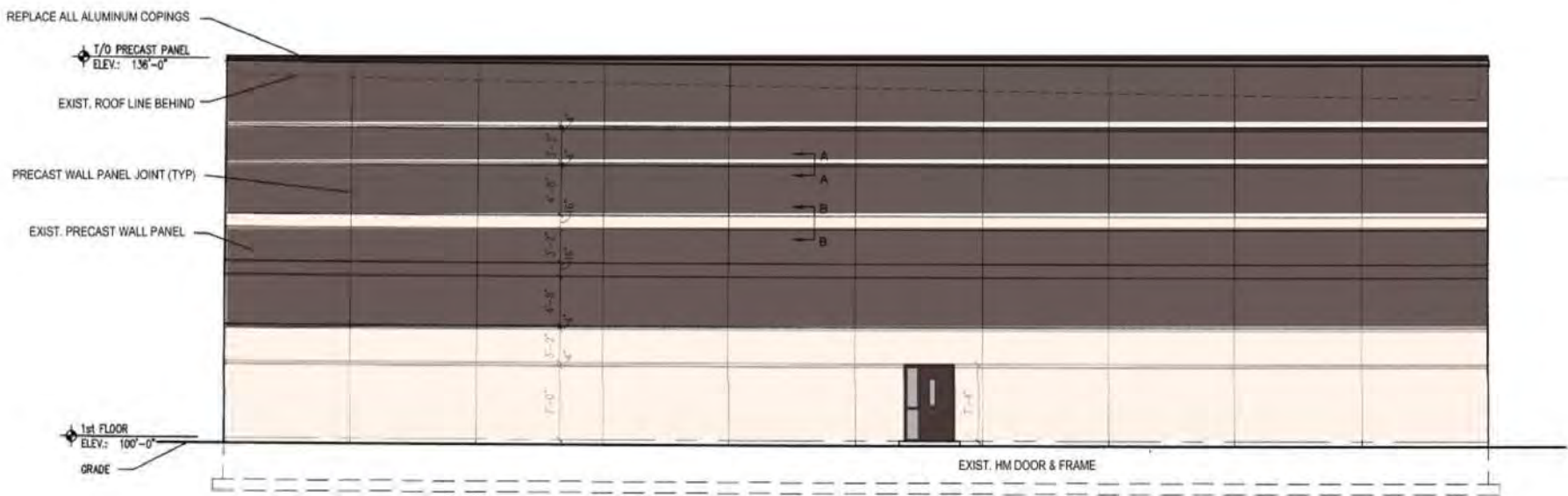


# FIRE STATION No.3

748 JONES ROAD, MINOOKA, IL 60447



MAIN BUILDING - NORTH ELEVATION  
SCALE: 1/16" = 1' - 0"



MAIN BUILDING - EAST ELEVATION  
SCALE: 1/16" = 1' - 0"

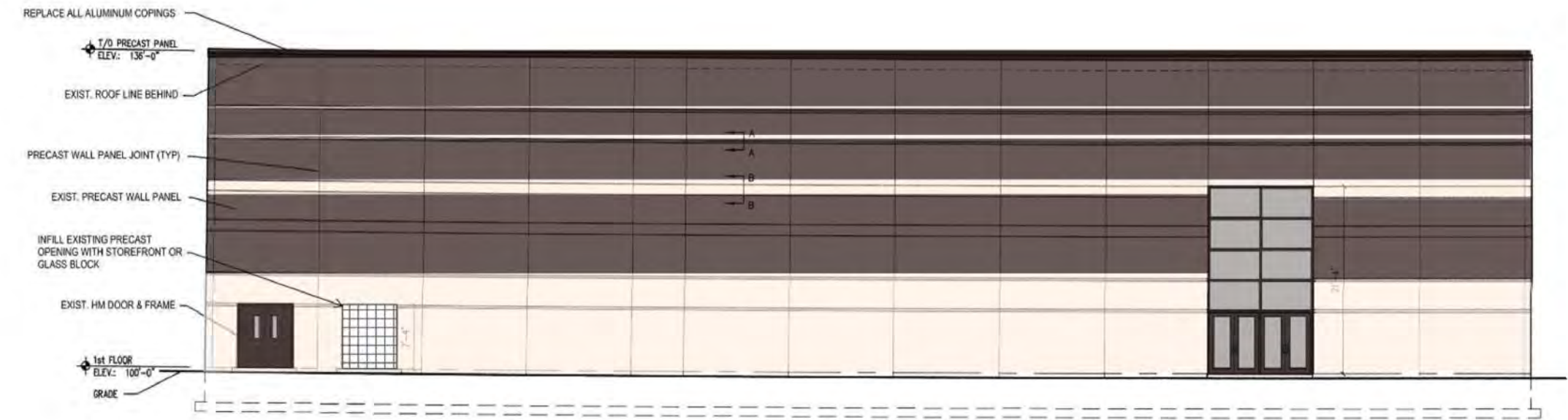


# PROPOSED ELEVATIONS

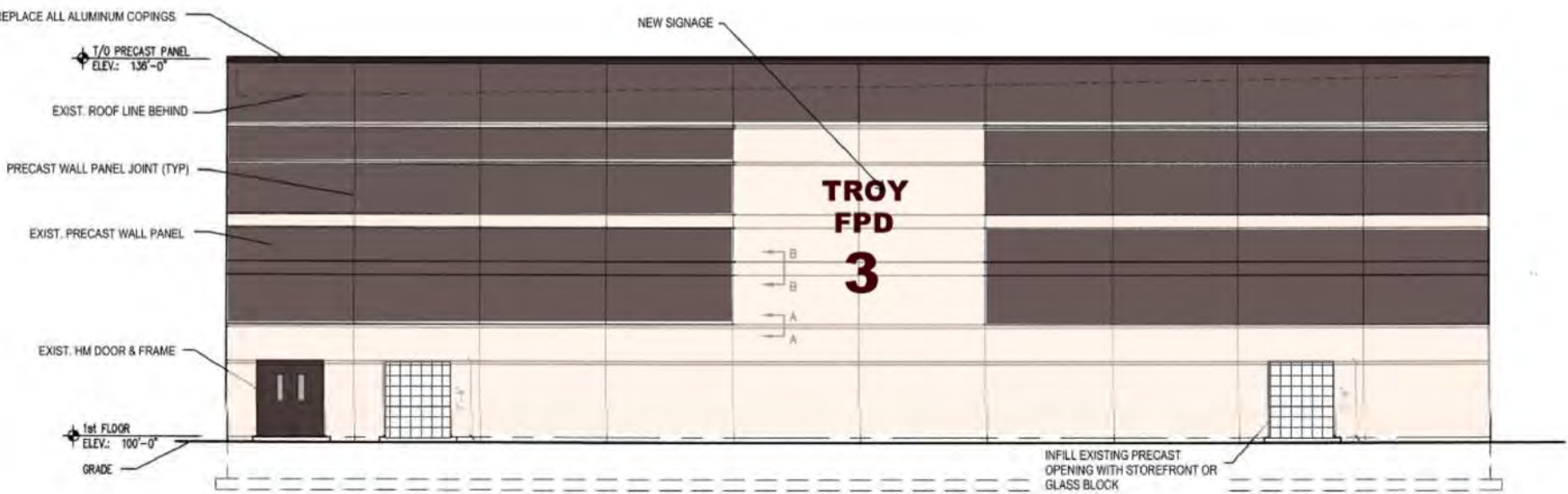


# FIRE STATION No.3

748 JONES ROAD, MINOOKA, IL 60447



MAIN BUILDING - SOUTH ELEVATION  
SCALE: 1/16" = 1' - 0"

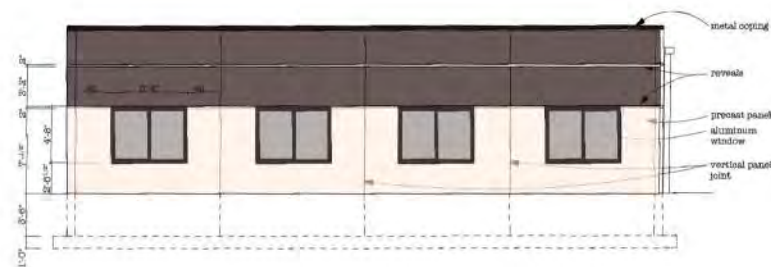


MAIN BUILDING - WEST ELEVATION  
SCALE: 1/16" = 1' - 0"

# PROPOSED ELEVATIONS

# FIRE STATION No.3

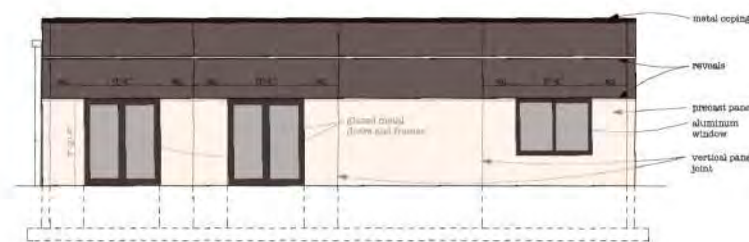
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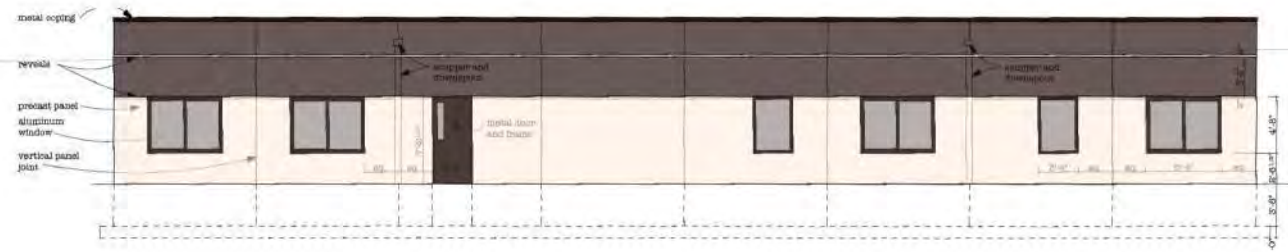
SMALL BUILDING - SOUTH ELEVATION  
SCALE: 1/16" = 1' - 0"



SMALL BUILDING - WEST ELEVATION  
SCALE: 1/16" = 1' - 0"



SMALL BUILDING - NORTH ELEVATION  
SCALE: 1/16" = 1' - 0"



SMALL BUILDING - EAST ELEVATION  
SCALE: 1/16" = 1' - 0"

## PROPOSED ELEVATIONS

TROY FIRE PROTECTION DISTRICT  
Job No. 22-3327.01

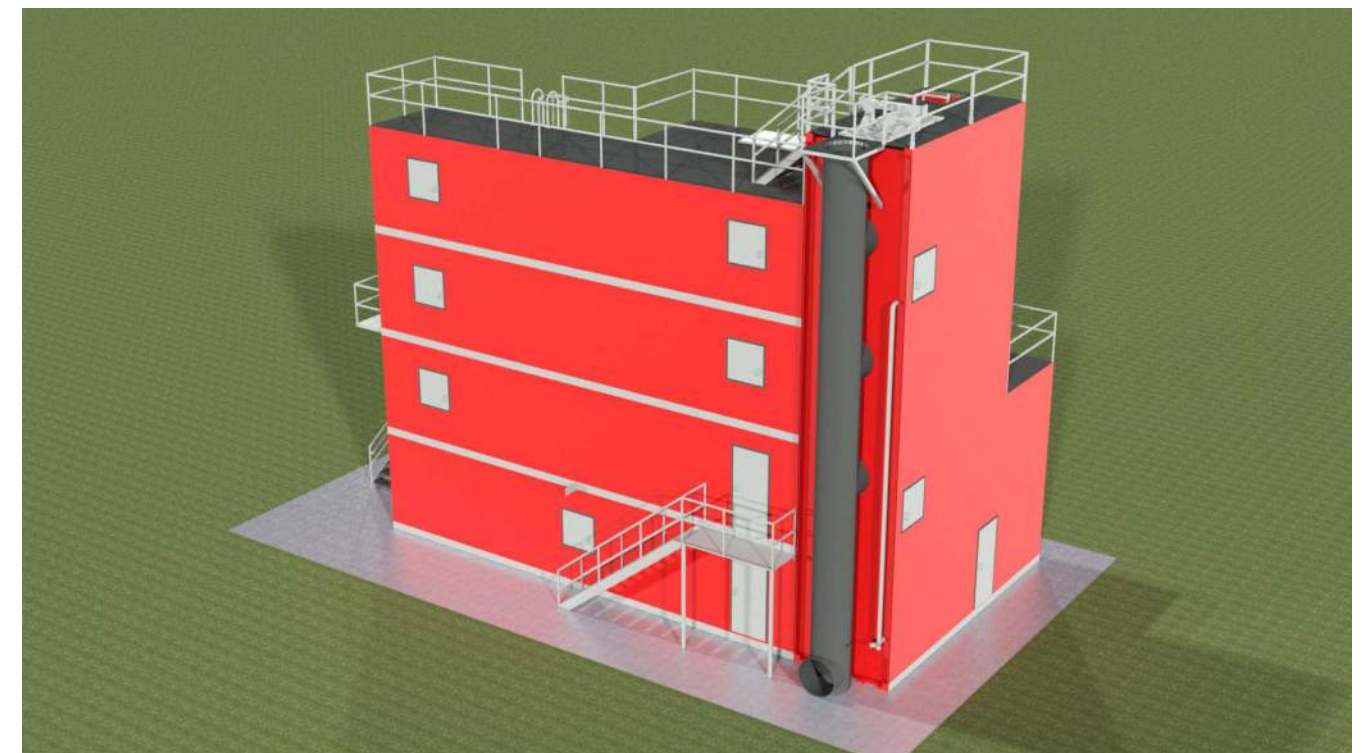
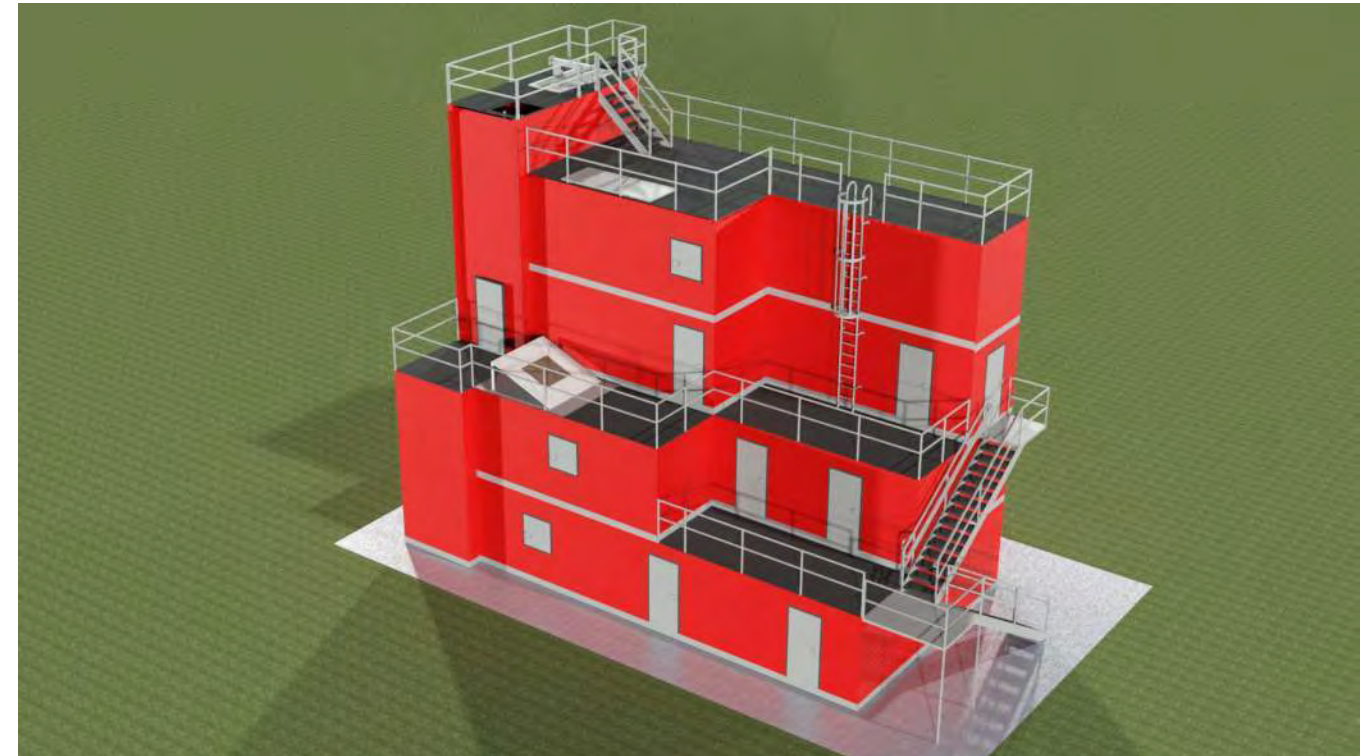
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# FIRE STATION No.3

748 JONES ROAD, MINOOKA, IL 60447



## PROPOSED TRAINING TOWER

TROY FIRE PROTECTION DISTRICT  
Job No. 22-3327.01

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**fgma**

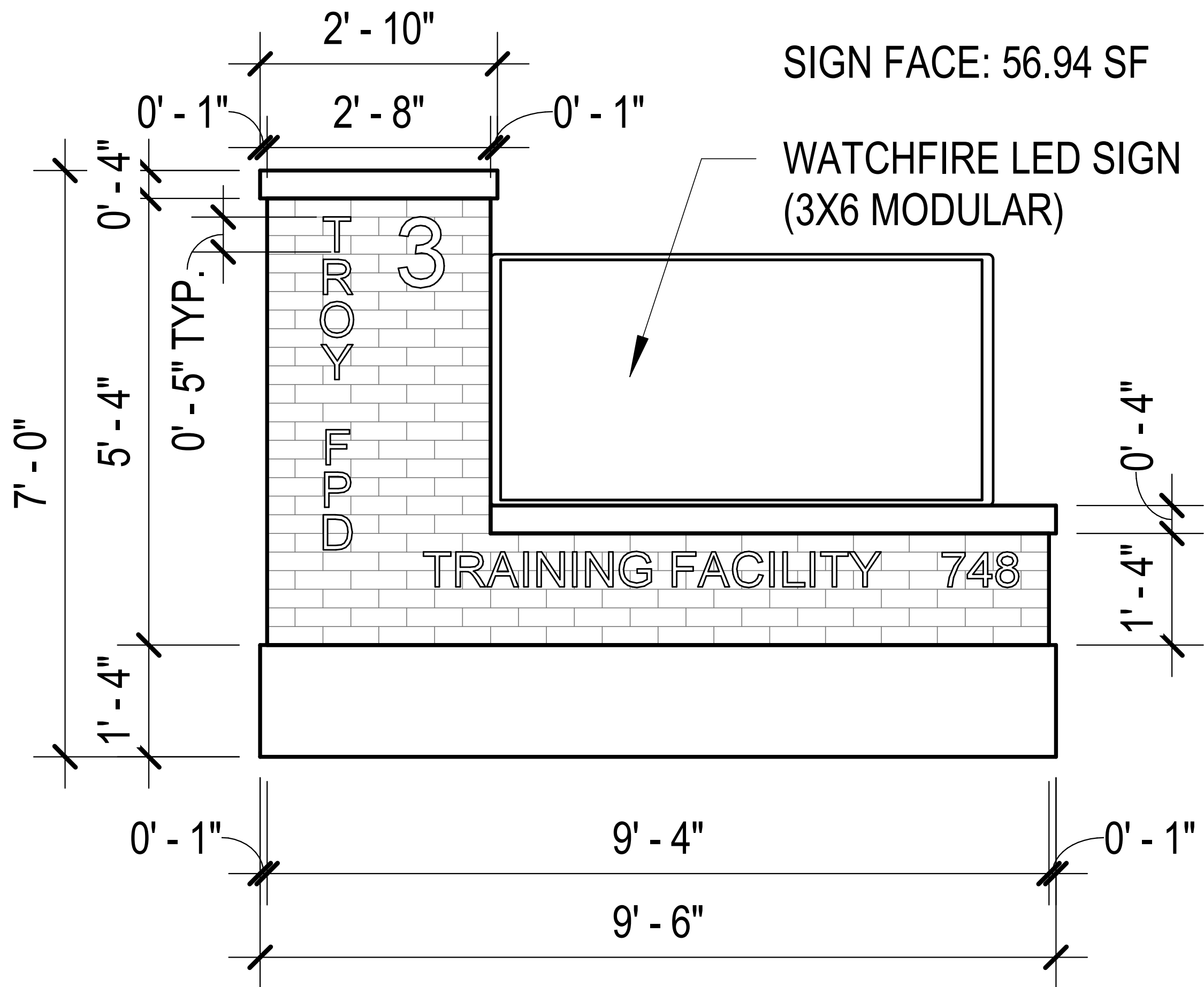




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**OF**  
**1**

REVISIONS	



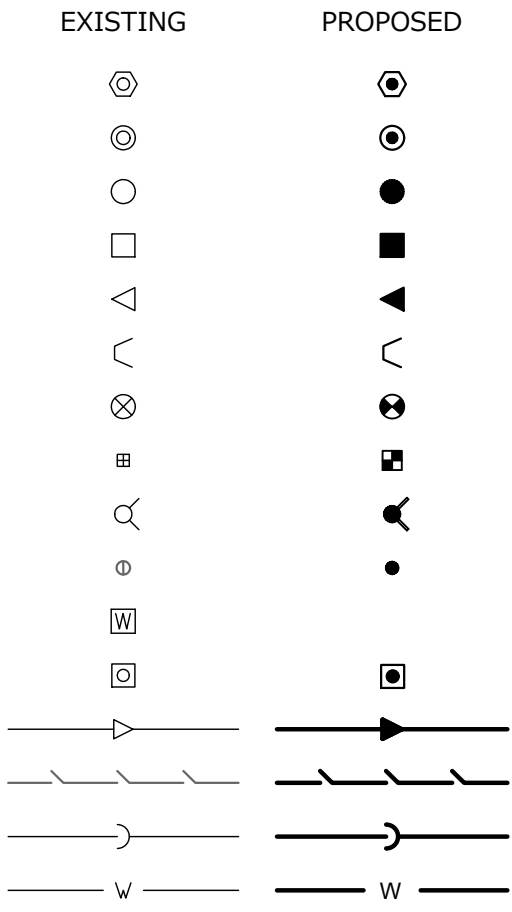




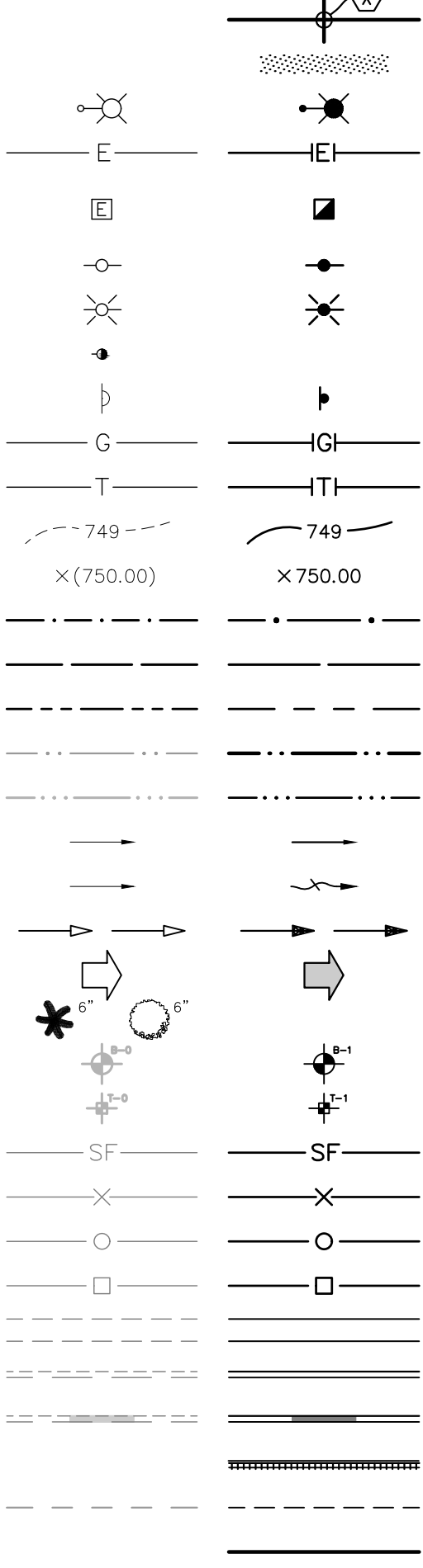
11/18/2022 10:16 AM - z:\Projects\2021\2720-00-1\312 - engineering.cad files\FINAL\SHEET\COVER SHEET.dwg THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC  
REVIEWED: BDJ  
DESIGNED: ATK  
DRAFTED: ATK  
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ABBREVIATIONS			
BL	BASE LINE	NWL	NORMAL WATER LEVEL
C	LONG CHORD OF CURVE	PC	POINT OF CURVATURE
C & G	CURB AND GUTTER	PT	POINT OF TANGENCY
CB	CATCH BASIN	PVI	POINT OF VERTICAL INTERSECTION
CL	CENTERLINE	R	RADIUS
D	DEGREE OF CURVE	ROW	RIGHT-OF-WAY
EP	EDGE OF PAVEMENT	SAN	SANITARY SEWER
FF	FINISHED FLOOR	ST	STORM SEWER
FG	FINISHED GRADE	T	TANGENCY OF CURVE
FL	FLOW LINE	TB	TOP OF BANK
FP	FLOODPLAIN	TC	TOP OF CURB
FR	FRAME	TF	TOP OF FOUNDATION
FW	FLOODWAY	TP	TOP OF PIPE
HWL	HIGH WATER LEVEL	TS	TOP OF SIDEWALK
INV	INVERT	TW	TOP OF WALK
L	LENGTH OF CURVE	WM	WATER MAIN
MH	MANHOLE	Δ	INTERSECTION ANGLE

SANITARY MANHOLE  
STORM MANHOLE  
CATCH BASIN  
INLET  
PRECAST FLARED END SECTION  
CONCRETE HEADWALL  
VALVE VAULT  
VALVE BOX  
FIRE HYDRANT  
BUFFALO BOX  
WELL  
CLEANOUT  
SANITARY SEWER  
FORCE MAIN  
STORM SEWER  
WATER MAIN



UTILITY CROSSING  
GRANULAR TRENCH BACKFILL  
LIGHTING  
ELECTRICAL CABLE  
ELECTRICAL TRANSFORMER OR PEDESTAL  
POWER POLE  
POWER POLE WITH LIGHT  
GUY WIRE  
STREET SIGN  
GAS MAIN  
TELEPHONE LINE  
CONTOUR  
SPOT ELEVATION  
WETLANDS  
FLOODWAY  
FLOODPLAIN  
HIGH WATER LEVEL (HWL)  
NORMAL WATER LEVEL (NWL)  
DIRECTION OF SURFACE FLOW  
DITCH OR SWALE  
DIVERSION SWALE  
OVERFLOW RELIEF ROUTING  
TREE WITH TRUNK SIZE  
SOIL BORING  
TOPSOIL PROBE  
FENCE LINE, TEMPORARY SILT  
FENCE LINE, WIRE  
FENCE LINE, CHAIN LINK OR IRON  
FENCE LINE, WOOD OR PLASTIC  
CONCRETE SIDEWALK  
CURB AND GUTTER  
DEPRESSED CURB  
REVERSE PITCH CURB & GUTTER  
EASEMENT LINE  
PROPERTY LINE



## CONTACTS

**FGM ARCHITECTS**  
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OAK BROOK, IL 60523  
JASONESTES@FGMARCHITECTS.COM  
(630) 574-8300

**PINNACLE ENGINEERING GROUP, LLC**  
BRIAN JOHNSON, P.E., CPESC  
1051 EAST MAIN STREET | SUITE 217  
EAST DUNDEE, ILLINOIS 60118  
(847) 551-5301

**KENDALL COUNTY**  
PLANNING, BUILDING & ZONING DIVISION  
MATT ASSELMEIER, AICP, CFM, SENIOR PLANNER  
MASSELMEIER@KENDALLCOUNTYIL.GOV

## UTILITY CONTACTS

**CABLE TELEVISION**  
COMCAST CABLE  
(630) 600-6352 PHONE

**ELECTRIC**  
COMED  
(800) 334-7661

**NATURAL GAS**  
NICOR  
(888) 642-6748

**TELECOMMUNICATIONS**  
AT&T  
(800) 244-4444

## BENCHMARKS

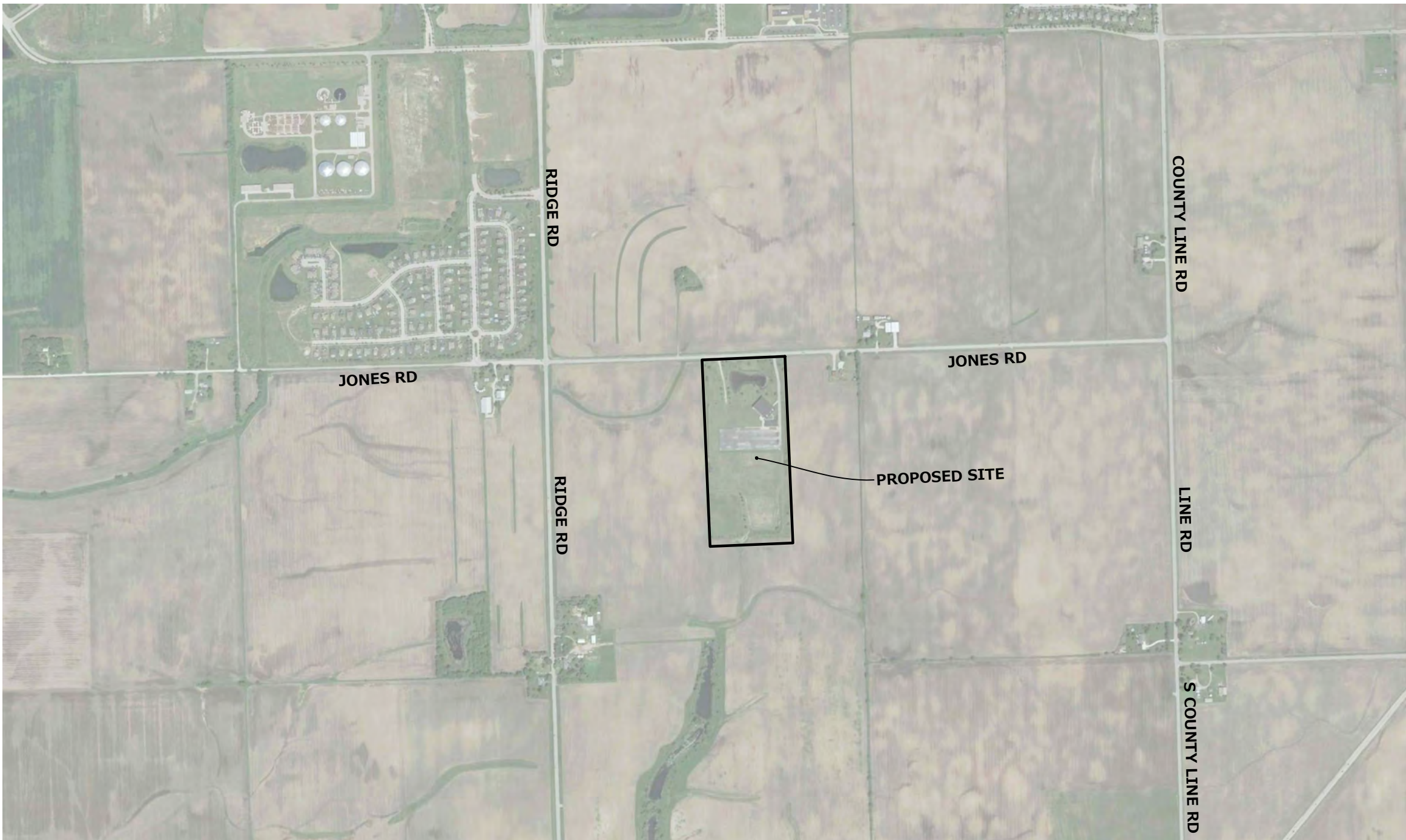
REFERENCE BENCHMARK:  
NGS MONUMENT WRI 023 (DP5478). MONUMENT DESCRIBED AS LOCATED ABOUT 6.8 MI (10.9 KM) WEST OF JOLIET, 6.4 MI (10.3 KM) NORTH OF CHANNAHON AND 5.2 MI (8.4 KM) NORTH-NORTHEAST OF MINOOKA.

DATUM: NAVD88  
ELEVATION: 614.12

SITE BENCHMARK:  
CUT SQUARE IN CONCRETE BASE OF LIGHT POLE ON THE WEST SIDE OF DRIVE NEAR THE EASTERMOST CORNER OF THE EXISTING BUILDING.

DATUM: NAVD88  
ELEVATION: 649.50

EXISTING TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS AS PREPARED BY PINNACLE ENGINEERING GROUP, LTD., INC. ON DECEMBER 14, 2021. CONTRACTOR SHALL FIELD CHECK EXISTING HORIZONTAL AND VERTICAL SITE FEATURES AND CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING CONSTRUCTION.



LOCATION MAP  
SCALE: 1" = 1000'

## GENERAL NOTES

- THE KENDALL COUNTY BUILDING DEPARTMENT SHALL BE NOTIFIED 48 HOURS PRIOR TO COMMENCEMENT OF WORK AND 24 HOURS PRIOR TO EACH INSPECTION AT (630) 553-4141.
- ALL UTILITY COMPANIES, INCLUDING KENDALL COUNTY, SHALL BE CONTACTED AND THEIR FACILITIES SHALL BE LOCATED PRIOR TO ANY WORK IN ANY EASEMENT, RIGHT-OF-WAY, OR SUSPECTED UTILITY LOCATION. REPAIR OF ANY DAMAGE TO EXISTING FACILITIES SHALL BE RESPONSIBILITY OF THE CONTRACTOR. UTILITY LOCATIONS SHOWN HEREIN ARE FOR GRAPHIC ILLUSTRATION ONLY AND ARE NOT TO BE RELIED UPON.
- PRIOR TO COMMENCEMENT OF ANY OFFSITE CONSTRUCTION, THE CONTRACTOR SHALL SECURE WRITTEN AUTHORIZATION THAT ALL OFFSITE EASEMENTS HAVE BEEN SECURED, AND THAT PERMISSION HAS BEEN GRANTED TO ENTER ONTO PRIVATE PROPERTY.
- EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL WORK PROPOSED HEREON SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS (LATEST EDITION):
  - KENDALL COUNTY DEVELOPMENT REGULATIONS
  - "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" BY ILLINOIS DEPARTMENT OF TRANSPORTATION.
  - "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS" BY ILLINOIS DEPARTMENT OF TRANSPORTATION.
  - "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" BY ILLINOIS DEPARTMENT OF TRANSPORTATION.
  - "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" BY ILLINOIS SOCIETY OF PROFESSIONAL ENGINEERS, ET AL.
  - OTHER STANDARDS OR SPECIFICATIONS SPECIFICALLY REFERRED TO IN AN INDIVIDUAL PROVISION OF THESE STANDARDS AND SPECIFICATIONS.
  - "ILLINOIS URBAN MANUAL" AS PREPARED BY THE U.S. DEPT. OF AGRICULTURE & IL ASSOCIATION OF SOIL AND WATER CONSERVATION DISTRICTS.
  - THE CONTRACT DOCUMENTS, GENERAL CONDITIONS, SPECIAL PROVISIONS AND SUPPLEMENTAL CONDITIONS OF THE PROJECT AS PREPARED BY PINNACLE ENGINEERING GROUP, LLC.
  - ALL DOCUMENTS CITED IN THE ABOVE STANDARDS AND SPECIFICATIONS RELEVANT TO THE SUBJECT UNDER CONSIDERATION. IF A CONFLICT ARISES BETWEEN ANY PROVISION(S) OF THE REFERENCE ITEMS ABOVE AND ANY PROVISION(S) OF THESE STANDARDS AND SPECIFICATIONS, THEN THE MORE RESTRICTIVE PROVISION(S) SHALL APPLY.
  - UPON COMPLETION OF THE PROJECT, THE DEVELOPER SHALL PROVIDE FINAL "RECORD DRAWINGS" (1 MYLAR SEPIA REPRODUCIBLE, SIGNED AND SEALED BY THE ENGINEER) OF ALL UTILITIES WHICH INCLUDE THE LOCATIONS AND ELEVATIONS OF ALL MAINS, SERVICE LINES, STRUCTURES, PAVED AREAS, SITE GRADING, STREET LIGHTS AND CABLES, CURBS, AND MONUMENTS. FINAL RECORD DRAWINGS MUST ALSO INCLUDE A STATE PLANE COORDINATE SYSTEM TIE-IN. IN ADDITION TO THE DRAWINGS, AN ELECTRONIC FILE (IN DWG OR PDF FORMAT) OF THE RECORD DRAWINGS MUST BE SUBMITTED ON CD-ROM.

## TROY FPD STATION 3 748 JONES ROAD MINOOKA, ILLINOIS

### REVISIONS

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## COVER SHEET

PEO JOB No. 2720-00-1L	DATE 09-21-22	SCALE NONE	SHEET C-1 OF C-16
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## INDEX OF SHEETS

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# PRELIM REVIEW



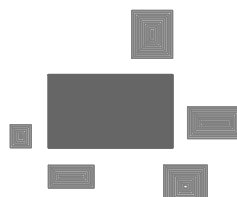
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PINNACLE ENGINEERING GROUP, LLC  
ENGINEER'S LIMITATION

PINNACLE ENGINEERING GROUP, LLC AND THEIR CONSULTANTS DO NOT WARRANT OR GUARANTEE THE ACCURACY AND COMPLETENESS OF THE DELIVERABLES HEREIN BEYOND A REASONABLE DILIGENCE. IF ANY MISTAKES, OMISSIONS, OR DISCREPANCIES ARE FOUND TO EXIST WITHIN THE DELIVERABLES, THE ENGINEER SHALL BE PROMPTLY NOTIFIED PRIOR TO BID SO THAT HE MAY HAVE THE OPPORTUNITY TO TAKE WHATEVER STEPS NECESSARY TO RESOLVE THEM. FAILURE TO PROMPTLY NOTIFY THE ENGINEER OF SUCH CONDITIONS SHALL ABSOLVE THE ENGINEER FROM ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH FAILURE. ACTIONS TAKEN WITHOUT THE KNOWLEDGE AND CONSENT TO THE ENGINEER, OR IN CONTRADICTION TO THE ENGINEER'S DELIVERABLES OR RECOMMENDATIONS, SHALL BECOME THE RESPONSIBILITY NOT OF THE ENGINEER BUT OF THE PARTIES RESPONSIBLE FOR TAKING SUCH ACTION.

FURTHERMORE, PINNACLE ENGINEERING GROUP, LLC IS NOT RESPONSIBLE FOR CONSTRUCTION SAFETY OR THE MEANS AND METHODS OF CONSTRUCTION.



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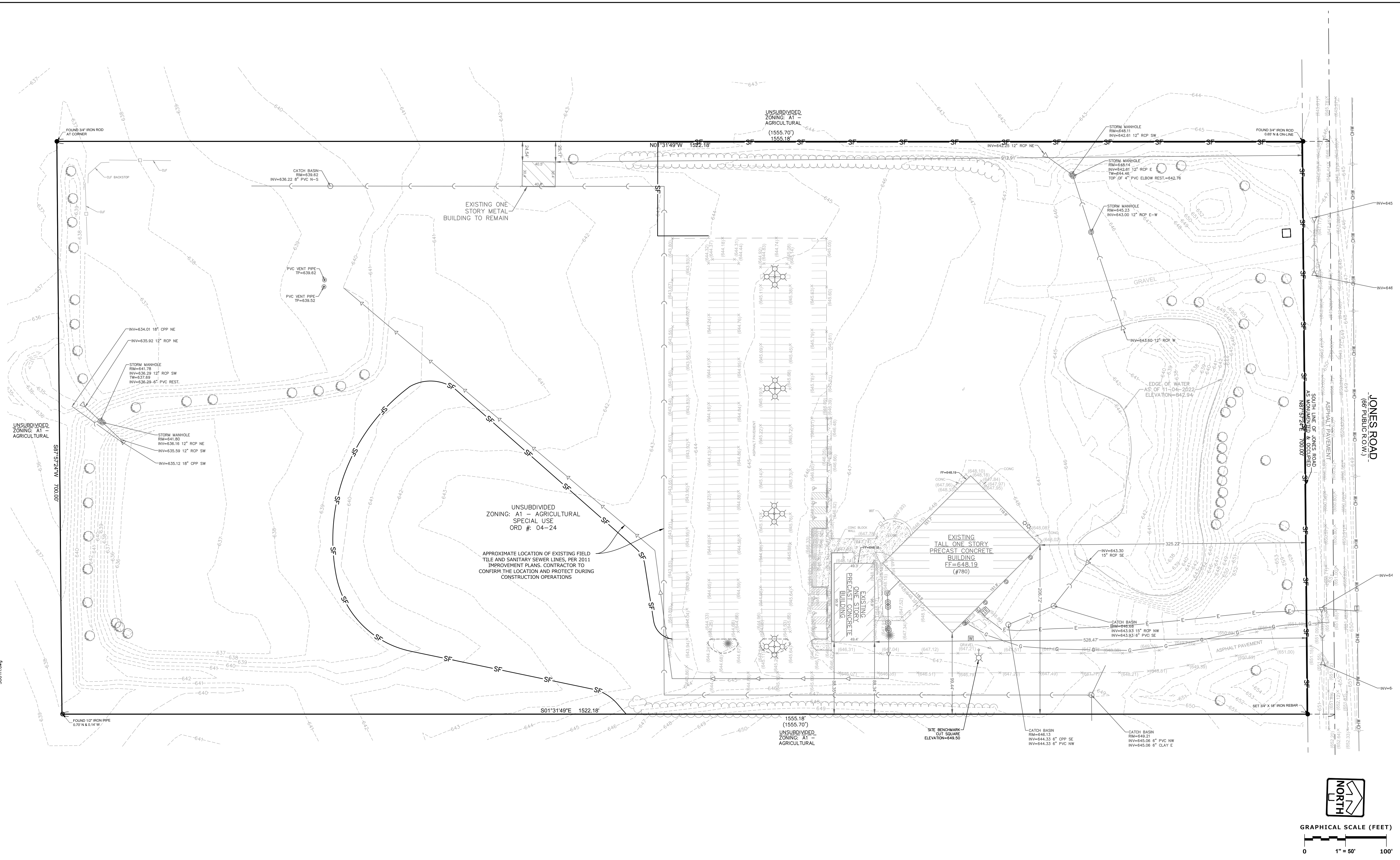
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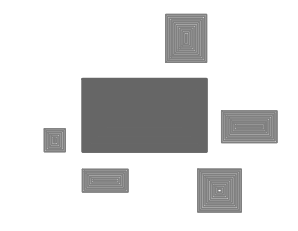






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DESIGNED: ATK  
DRAFTED: ATK





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**748 JONES ROAD**  
**MINOOKA, ILLINOIS**

REVISIONS	

**OVERALL EXISTING  
CONDITIONS**

PEJ JOB No. 2720.00-1L

REG. PM. DATE 09-21-22

START DATE 1"=40'

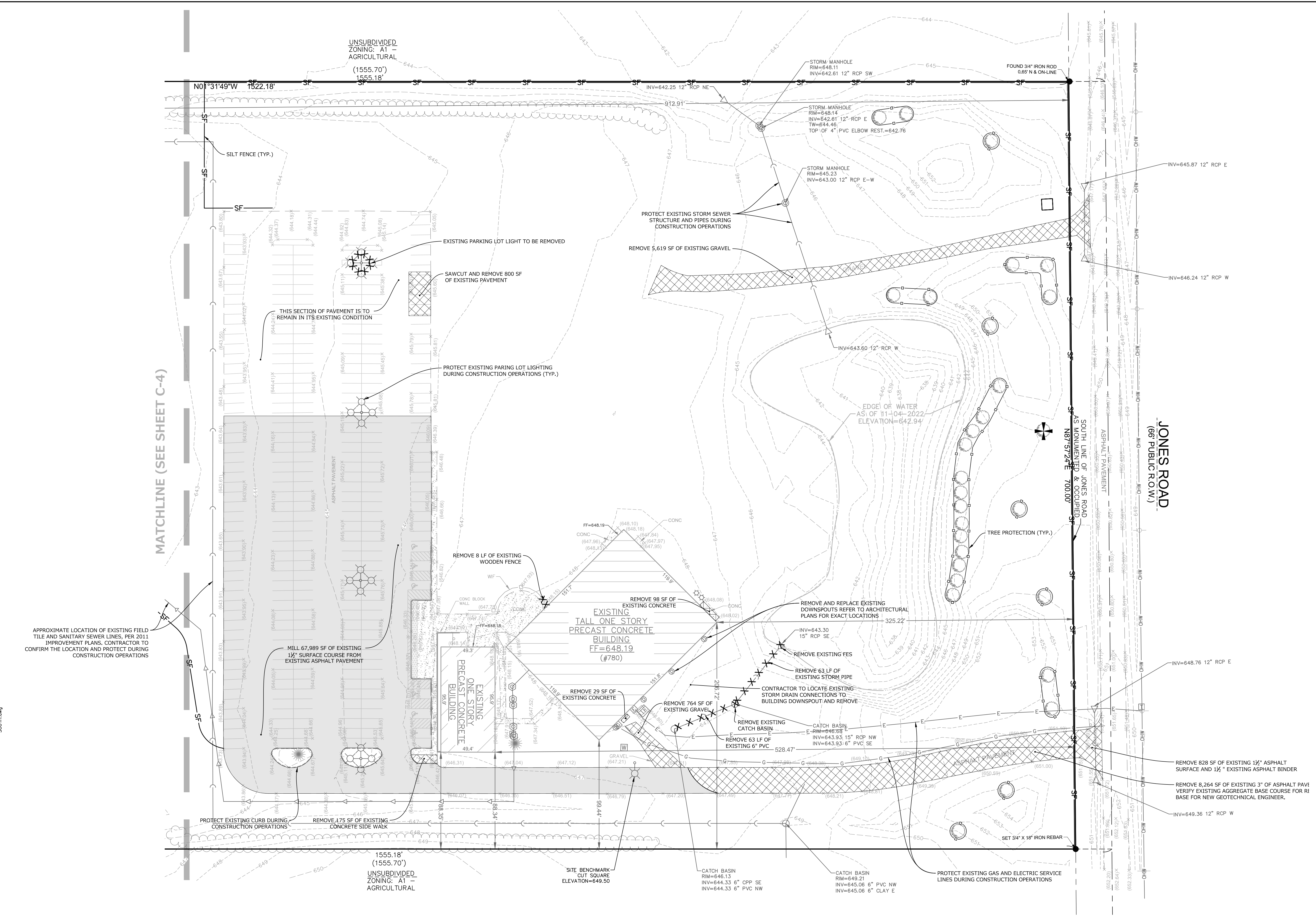
SCALE

SHEET  
**C-3**  
OF  
**C-16**

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### DEMOLITION NOTES

- CONTRACTOR SHALL CONTACT 811 PRIOR TO CONSTRUCTION AND NOTIFY ENGINEERING OF ANY CONFLICTS WITH THE PROPOSED IMPROVEMENTS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR DEMOLITION, REMOVAL AND DISPOSAL OF ALL STRUCTURES, FOUNDATIONS, SIDEWALKS, PAVEMENT, DRIVES, DRAINAGE STRUCTURES, UTILITIES, BRUSH/TREE CLEARING ETC., SUCH THAT THE IMPROVEMENTS SHOWN ON THESE PLANS CAN BE CONSTRUCTED. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL DEBRIS FROM THE SITE AND DISPOSING THE DEBRIS IN A LAWFUL MANNER. ALL MATERIAL REMOVED SHALL BE DISPOSED OF IN AN APPROVED LOCATION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR DEMOLITION AND DISPOSAL.
- CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES PRIOR TO THE REMOVAL AND/OR RELOCATION OF UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANY'S AND ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR THEIR SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR PAYING FOR ALL FEES AND CHARGES.
- CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ANY DRAIN TILES AND NOTIFYING ENGINEER PRIOR TO CONSTRUCTION.
- ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
- CONTRACTOR SHALL SECURE THE SITE FROM THE PUBLIC AT ALL TIMES WITH FENCING, BARRICADES, ENCLOSURES, AND/OR OTHER APPROVED PRACTICES.
- ACCESS SHALL BE MAINTAINED FOR SURROUNDING PROPERTIES AT ALL TIMES DURING CONSTRUCTION.
- PRIOR TO DEMOLITION OCCURRING, ALL SPECIFIED EROSION CONTROL PRACTICES SHALL BE INSTALLED.
- SHOULD REMOVAL AND/OR RELOCATION ACTIVITIES DAMAGE FEATURES INDICATED TO REMAIN, THE CONTRACTOR SHALL PROVIDE NEW MATERIALS IN ACCORDANCE WITH THE PLAN DOCUMENTS.
- CONTRACTOR SHALL SAW-CUT (FULL DEPTH) ALL EXISTING HARD SURFACES WHERE A PORTION OF THE HARD SURFACE SHALL REMAIN AND OTHER BE REMOVED. IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENT, ETC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS REMOVAL AND REPAIR.
- CONTRACTOR SHALL MAINTAIN AND KEEP CLEAN ALL EXISTING ROADS, SIDEWALKS, WALKING PATHS, AND SITE ACCESS TO ENSURE THE SAFETY OF THE SURROUNDING PUBLIC AND BUSINESSES.

NOTE:  
EXISTING TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS AS PREPARED BY PINNACLE ENGINEERING GROUP, LLC. ON 12/14/2021. CONTRACTOR SHALL FIELD CHECK EXISTING HORIZONTAL AND VERTICAL SITE FEATURES AND CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING CONSTRUCTION.

### DEMOLITION LEGEND

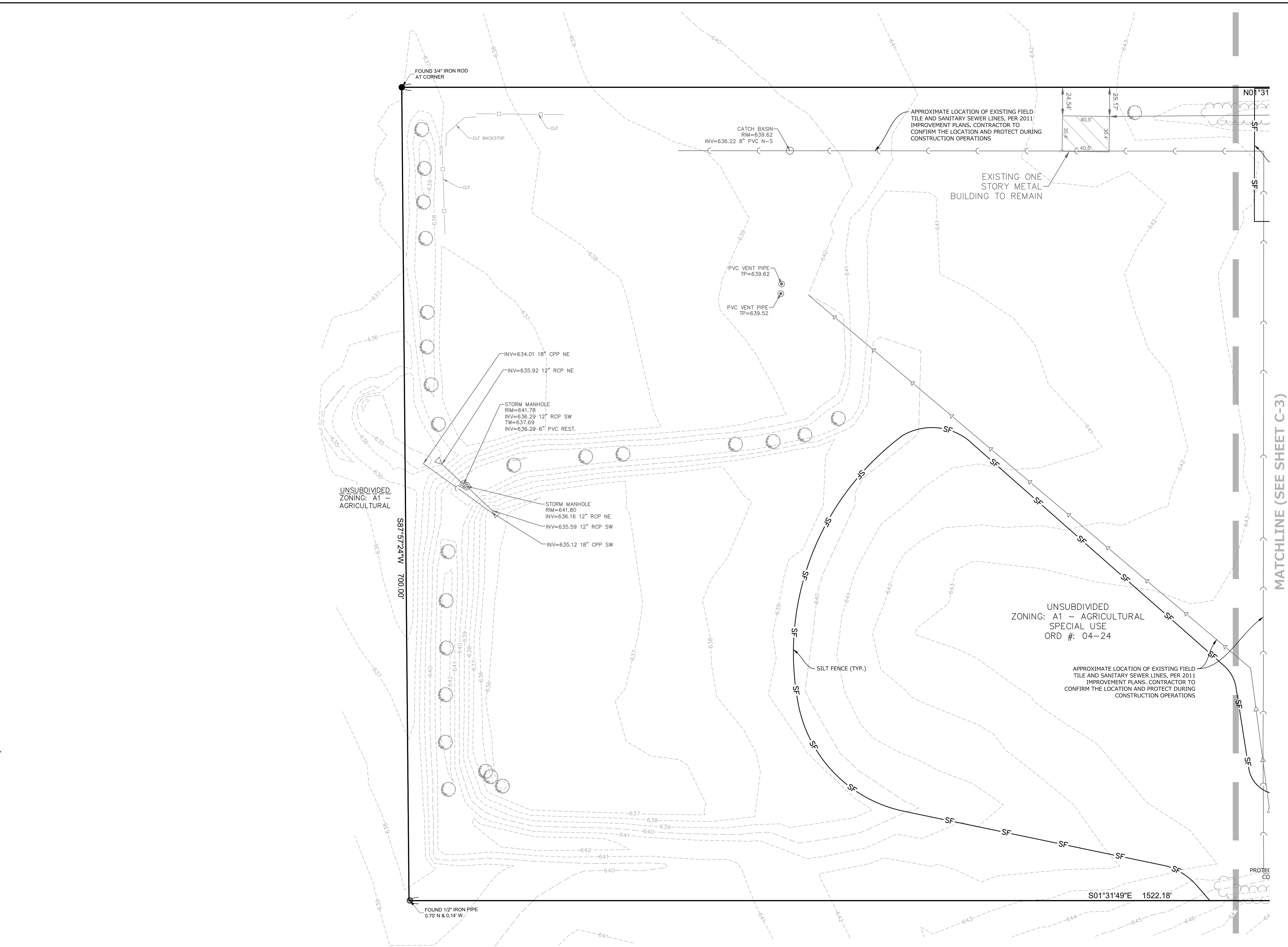
	FULL DEPTH PAVEMENT REMOVAL
	MILL 1 1/2" ASPHALT SURFACE
	TREE TO BE REMOVED
	PIPE / UTILITY REMOVAL
	SITE FEATURE TO BE REMOVED
	SILT FENCE
	TREE PROTECTION FENCE

GRAPHICAL SCALE (FEET)

0 1" = 40' 80'

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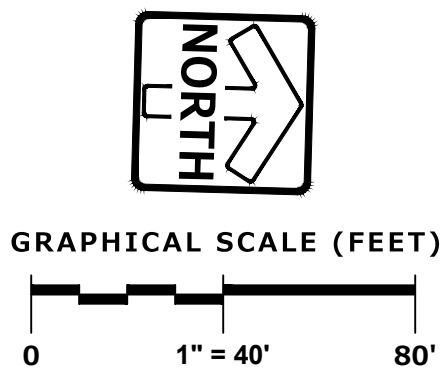


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### DEMOLITION LEGEND

	FULL DEPTH PAVEMENT REMOVAL
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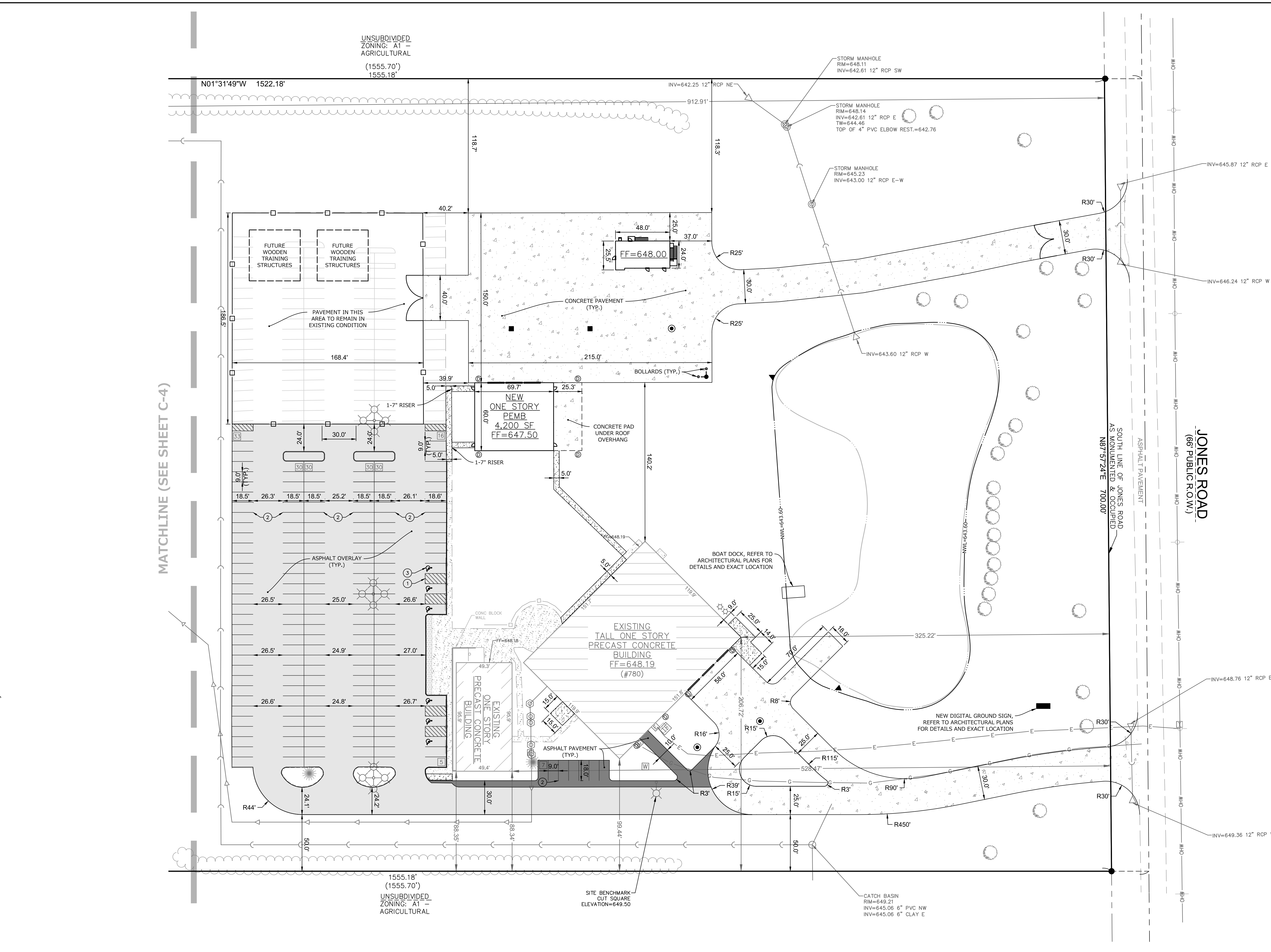
## DEMOLITION PLAN SOUTH

PEE JOB No. 2720.00-1L  
DATE 09-21-22  
START DATE 09-21-22  
SCALE 1"=40'

SHEET  
**C-5**  
OF  
**C-16**



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REVIEWED: BDJ  
DESIGNED: ATK  
DRAFTED: ATK



#### SITE DIMENSIONAL AND PAVING NOTES

- ALL PROPOSED CURB SHALL BE 6" CONCRETE BARRIER CURB ADJACENT TO FLEXIBLE PAVEMENT, UNLESS OTHERWISE NOTED.
- ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB OR BUILDING FACE UNLESS OTHERWISE NOTED.
- BUILDING DIMENSIONS, GRADING, PARKING, AND UTILITY LAYOUT HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST AND CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION. IN CASE OF DISCREPANCIES BETWEEN ARCHITECTURAL PLANS AND CIVIL PLANS, NOTIFY BOTH ARCHITECT AND ENGINEER.
- LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL BUILDING PLAN LOCATIONS WITH ARCHITECT/DEVELOPER PRIOR TO CONSTRUCTING THE SIDEWALKS.
- REBAR / TIEBARS SHALL BE USED IN ALL LOCATIONS WHERE CONCRETE ABUTS OTHER CONCRETE FEATURES (ie. SIDEWALK ADJACENT TO FOUNDATION WALL, PAVEMENT, AND SIDEWALK ADJACENT TO CURB). TIEBAR SIZE AND SPACING SHALL BE PER IDOT SPECIFICATIONS.
- CONTRACTOR SHALL CONSTRUCT ALL HANDICAP ACCESSIBLE ROUTES IN ACCORDANCE WITH LOCAL AND STATE ADA REQUIREMENTS.
- PAVEMENT SLOPES THROUGH HANDICAP ACCESSIBLE PARKING AREAS SHALL BE 2.00% MAXIMUM IN ANY DIRECTION.
- REFER TO CONSTRUCTION DETAILS AND GRADING ENLARGEMENTS FOR SIDEWALK RAMPS AND HANDICAP STRIPING.
- REFER TO PHOTOMETRICS PLAN (BY OTHERS) FOR LIGHT STANDARDS AND SPECIFICATIONS.

#### LEGEND

- CONCRETE PAVEMENT**  
9" PORTLAND CEMENT CONCRETE (NO FLY ASH, LOW CHERT MIX) WITH 2 LAYERS OF 6" X 6" (W1.4 X W1.4) W.W.F.  
6" COMP. CA-6 AGGREGATE BASE COURSE, TYPE B (PAVEMENT SECTION SHALL BE PER GEOTECHNICAL ENGINEER'S RECOMMENDATION OR PER OWNERS SPECIFICATION)
- SIDEWALK**  
5" PORTLAND CEMENT CONCRETE (UNREINFORCED)  
4" COMP. CA-6 AGGREGATE BASE COURSE, TYPE B
- ASPHALT OVERLAY**  
1.5" BIT. SURFACE COURSE OVERLAY, HMA, MIX D, N50, 9.5mm NOMINAL SIZE, PG 58-28 (R.A.S. NOT PERMITTED)
- ASPHALT PAVEMENT (SN = 2.70)**  
2.5" BIT. SURFACE COURSE, HMA, MIX D, N50, 9.5mm NOMINAL SIZE, PG 58-28 (R.A.S. NOT PERMITTED)  
3.5" BIT. BINDER COURSE, HMA, IL-19, N50, 19.0mm NOMINAL SIZE, PG 58-28  
0.30 GAL/SY BITUMINOUS PRIME COAT (M.C.-30)  
12" COMP., CA-6 AGGREGATE BASE COURSE TYPE B (PAVEMENT SECTION SHALL BE PER GEOTECHNICAL ENGINEER'S RECOMMENDATION OR PER OWNERS SPECIFICATION)
- BOLLARD
- 3 PARKING STALL COUNT (NOT TO BE PAINTED)

#### STRIPING/SIGNAGE LEGEND

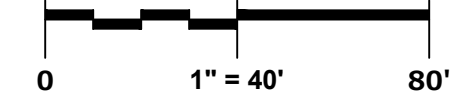
- 4" YELLOW STRIPE (ADA STALLS ONLY)
- 4" WHITE STRIPE (ALL STANDARD PARKING STALLS)
- YELLOW LETTERS / SYMBOLS / PAVEMENT MARKINGS
- R7-8 & R7-8P HANDICAP SIGN
- R7-8 & R7-8P HANDICAP W/ VAN ACCESSIBLE SIGN

#### PARKING DATA TABLE

PARKING PROVIDED:	181 STALLS (INCLUDING 6 ADA STALLS)
PARKING REQUIRED:	(1 STALL/XXX SF) X =



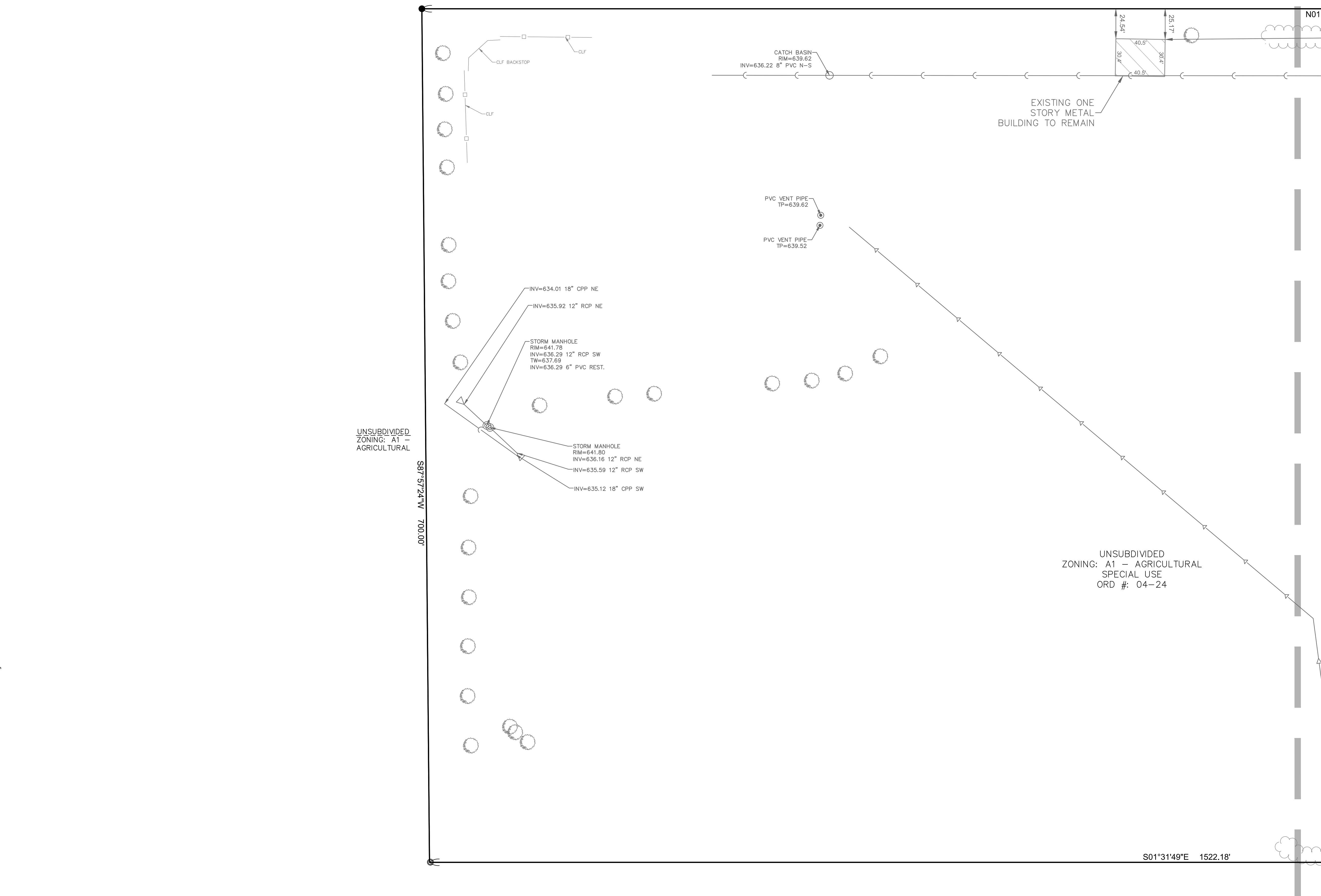
GRAPHICAL SCALE (FEET)



#### REVISIONS

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DESIGNED: ATK  
DRAFTED: ATK  
REVIEWED: BDU  
PLANNED FOR: 3/20/2022



#### SITE DIMENSIONAL AND PAVING NOTES

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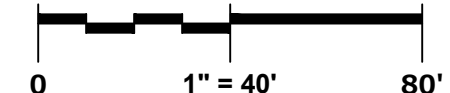
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GRAPHICAL SCALE (FEET)



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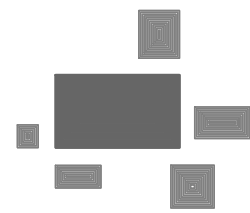
## SITE DIMENSIONAL & PAVING PLAN SOUTH

PEJ JOB No. 2720.00-1L  
PEJ PM  
DATE 09-21-22  
START DATE  
SCALE 1"=40'

SHEET  
**C-7**  
OF  
**C-16**



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**MINOOKA, ILLINOIS**

REVISIONS

**GRADING PLAN NORTH**

PEJ JOB NO. 2720.00-1L

DATE 09-21-22

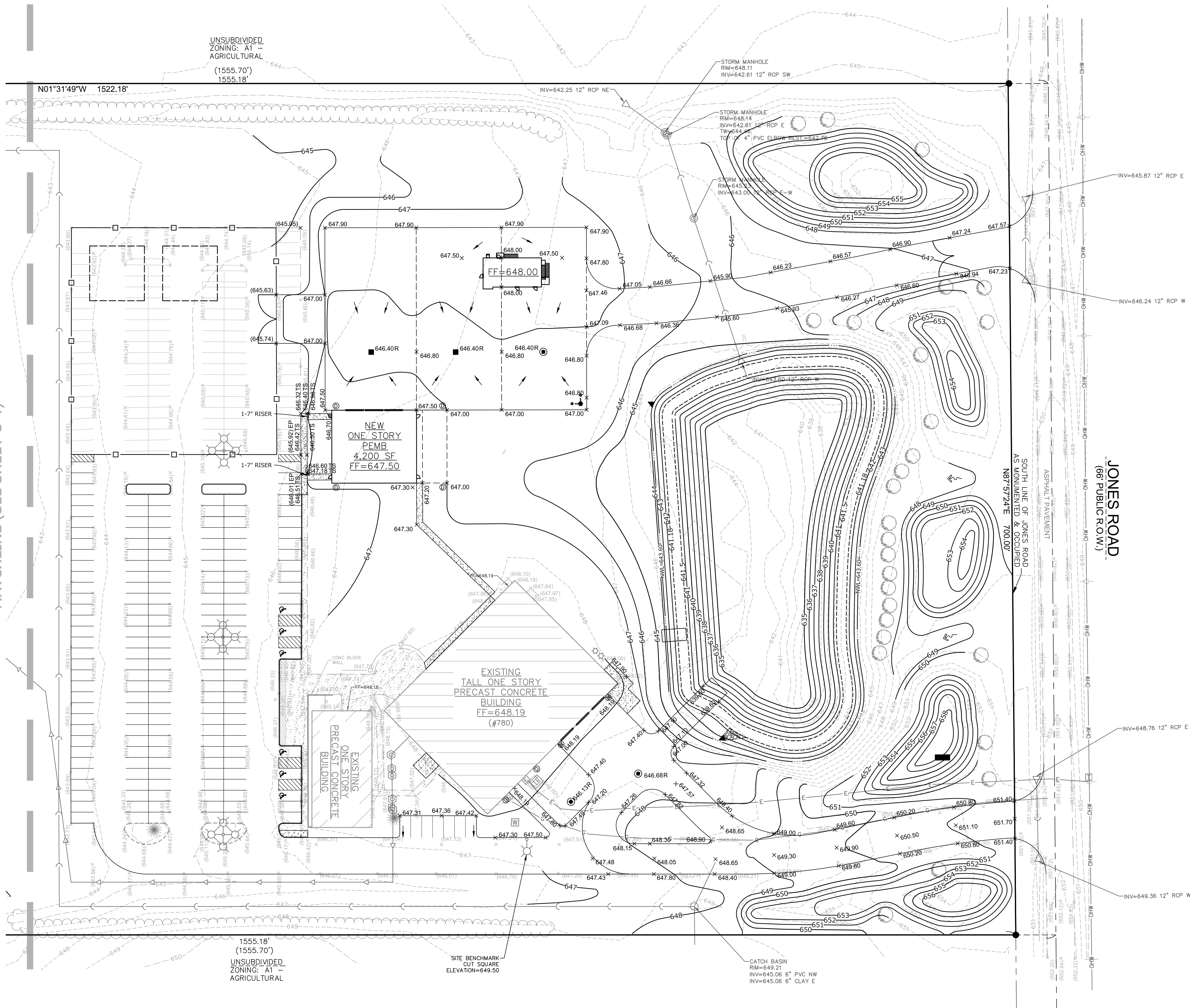
START DATE 09-21-22

SCALE 1"=40'

SHEET  
**C-8**  
OF  
**C-16**

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MATCHLINE (SEE SHEET C-4)



### GRADING NOTES

- CONTRACTOR SHALL CONTACT 811 PRIOR TO CONSTRUCTION AND NOTIFY ENGINEERING OF ANY CONFLICTS WITH THE PROPOSED IMPROVEMENTS.
- BUILDING DIMENSIONS, GRADING, PARKING, AND UTILITY LAYOUT HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST AND CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION. IN CASE OF DISCREPANCIES BETWEEN ARCHITECTURAL PLANS AND CIVIL PLANS, THE CIVIL PLANS SHALL TAKE PRECEDENCE.
- CONTRACTOR SHALL MEET ALL COMPACTION REQUIREMENTS AS SPECIFIED ON SHEET C-2 AND PER IDOT.
- CONTRACTOR SHALL CONSTRUCT ALL HANDICAP ACCESSIBLE ROUTES IN ACCORDANCE WITH LOCAL AND STATE ADA REQUIREMENTS.
- PAVEMENT SLOPES THROUGH HANDICAP ACCESSIBLE PARKING AREAS SHALL BE 2.00% MAXIMUM IN ANY DIRECTION.
- REFER TO CONSTRUCTION DETAILS FOR SIDEWALK RAMPS AND HANDICAP STRIPING.
- ALL EXISTING AND PROPOSED CONTOURS ARE SHOWN IN 1' INCREMENTS.
- CONTRACTOR SHALL NOT BLOCK DRAINAGE.
- CONTRACTOR SHALL ADJUST ALL RIM ELEVATIONS OF EXISTING STRUCTURES TO PROPOSED GRADE.
- CONTRACTOR SHALL REFER TO PLAN SPECIFICATIONS, SOIL EROSION CONTROL PLAN, AND SWPPP PRIOR TO CONSTRUCTION FOR WATER QUALITY REQUIREMENTS ASSOCIATED WITH LAND DISTURBANCE.

### LEGEND

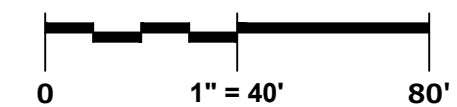
- |            |          |                            |
|------------|----------|----------------------------|
| EXISTING   | PROPOSED |                            |
| ○          | ●        | STORM DRAINAGE STRUCTURE   |
| ▽          | ▶        | PRECAST FLARED END SECTION |
| □          | ■        | CLEANOUT                   |
| —749—      | —749—    | CONTOUR                    |
| × (750.00) | × 750.00 | SPOT ELEVATION             |
| →          | →        | DIRECTION OF SURFACE FLOW  |
| ⊙          | ⊙        | SURVEYED TREE              |
| →          | →        | OVERFLOW RELIEF ROUTING    |
| ⊙          | ⊙        | SOIL BORING                |
| ---        | ---      | PROPOSED RIDGELINE         |
| 1:4        |          | TYPICAL SLOPE              |

### ELEVATIONS

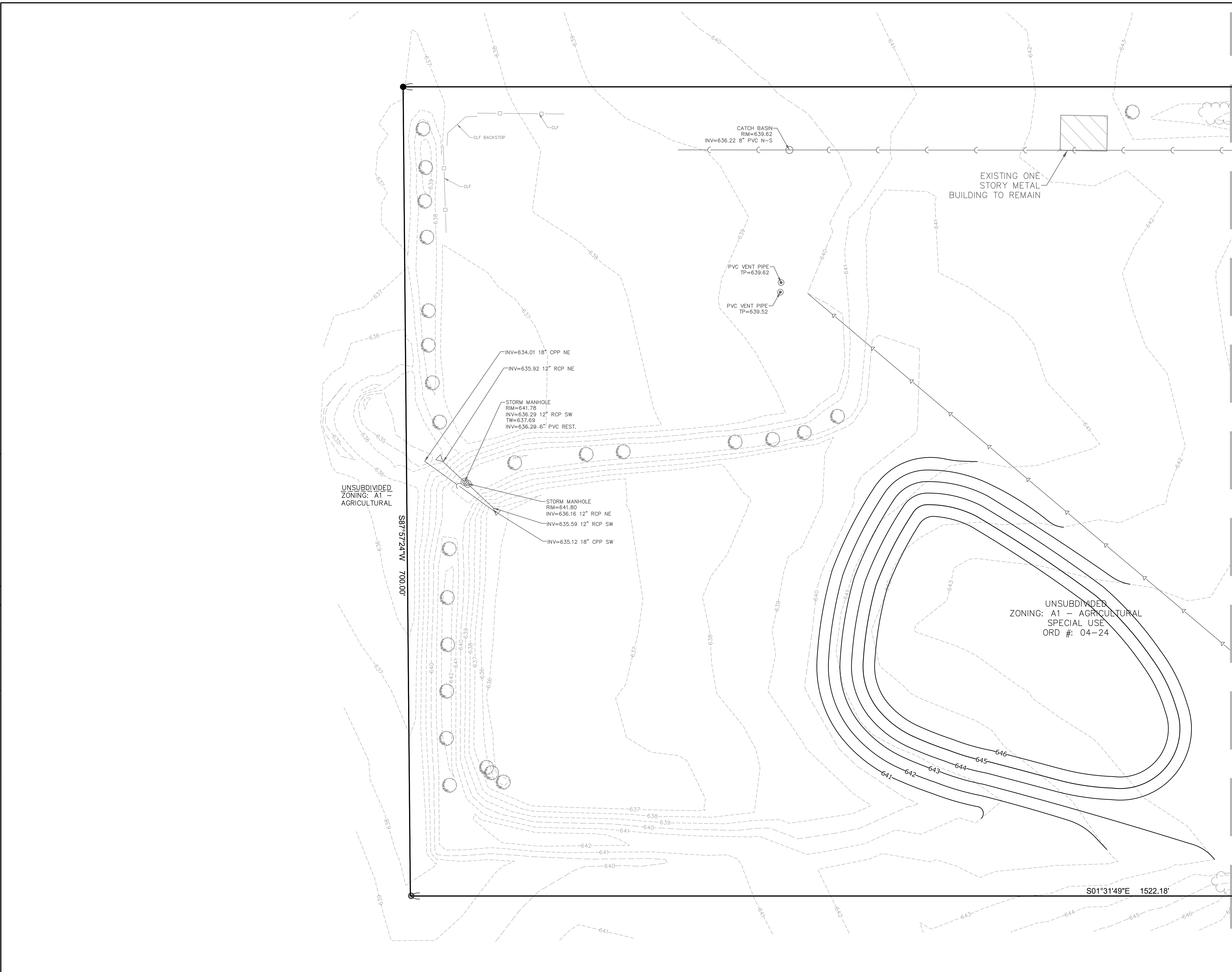
- CONTOURS ARE SHOWN AS FINISHED GRADE.
- SPOT ELEVATIONS ARE SHOWN AS FLOW LINE ALONG THE CURB AND GUTTER AND FINISHED GRADE ELSEWHERE UNLESS SPECIFIED AS BELOW:  
T/W = TOP OF RETAINING WALL  
B/W = BOTTOM OF RETAINING WALL  
EP = EDGE OF PAVEMENT  
TC = TOP OF CURB  
TDC = TOP OF DEPRESSED CURB  
T/S = TOP OF SIDEWALK  
FL = FLOW LINE  
R = STRUCTURE RIM GRADE



GRAPHICAL SCALE (FEET)



11/18/2022 10:17 AM - z:\Projects\2021\2720.00-1\312 - engineering cad files\FINAL\SHEET\TVC-3 GRADING PLAN.dwg THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC  
REVIEWED: BDJ  
DESIGNED: ATK  
DRAFTED: ATK



MATCHLINE (SEE SHEET C-3)

#### UTILITY NOTES

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7. ALL EXISTING AND PROPOSED CONTOURS ARE SHOWN IN 1' INCREMENTS.
8. CONTRACTOR SHALL NOT BLOCK DRAINAGE.
9. CONTRACTOR SHALL ADJUST ALL RIM ELEVATIONS OF EXISTING STRUCTURES TO PROPOSED GRADE.
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#### LEGEND

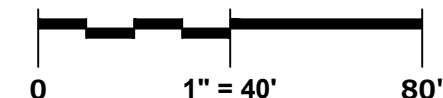
- |          |          |                            |
|----------|----------|----------------------------|
| EXISTING | PROPOSED | STORM DRAINAGE STRUCTURE   |
|          |          | PRECAST FLARED END SECTION |
|          |          | CLEANOUT                   |
|          |          | CONTOUR                    |
|          |          | SPOT ELEVATION             |
|          |          | DIRECTION OF SURFACE FLOW  |
|          |          | SURVEYED TREE              |
|          |          | OVERFLOW RELIEF ROUTING    |
|          |          | SOIL BORING                |
|          |          | PROPOSED RIDGELINE         |
|          |          | TYPICAL SLOPE              |

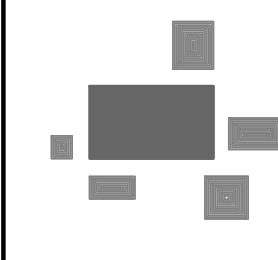
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T/S = TOP OF SIDEWALK  
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R = STRUCTURE RIM GRADE



GRAPHICAL SCALE (FEET)





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## TROY FPD STATION 3 748 JONES ROAD MINOOKA, ILLINOIS

#### REVISIONS


## GRADING PLAN SOUTH

PEG JOB No. 2720.00-1L

PEG PM DAT

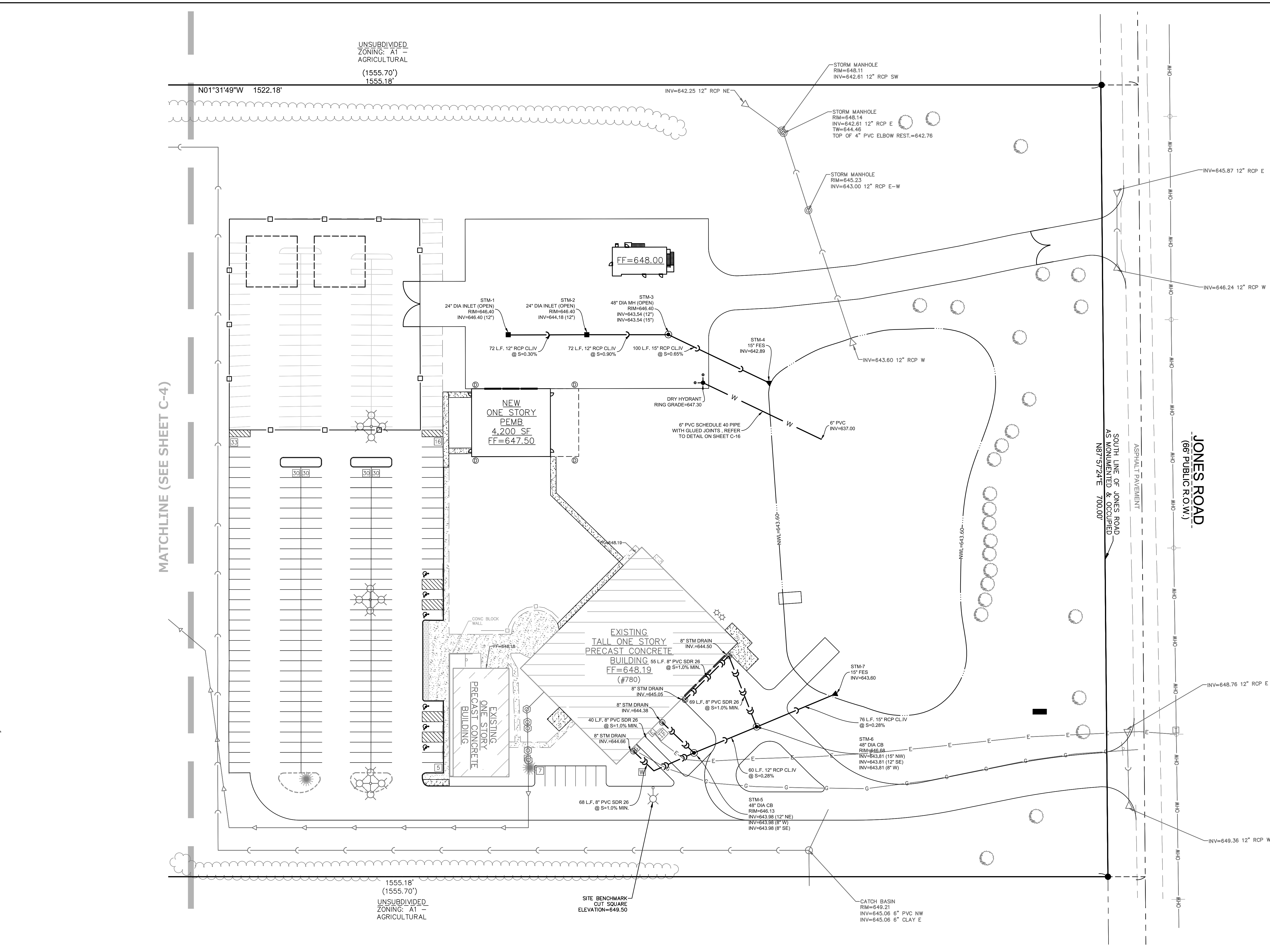
START DATE 09-21-22

SCALE 1"=40'

SHEET  
**C-9**  
OF  
**C-16**

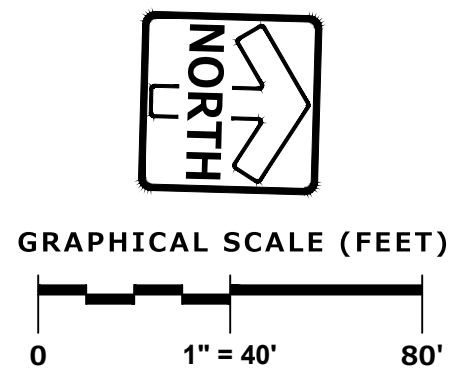


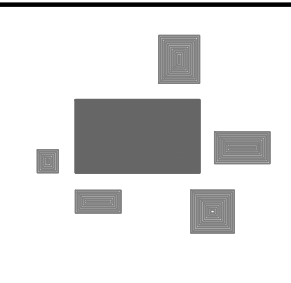
11/18/2022 10:17 AM - z:\Projects\2021\2720.00-1\312 - engineering cad files\FINAL\SHEET\T-C-6 UTILITY PLAN THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC  
REVIEWED: BDJ  
DESIGNED: ATK  
DRAFTED: ATK



- ### UTILITY NOTES
- CONTRACTOR SHALL NOTIFY THE OWNER, ENGINEER AND 811 AT LEAST 48 HOURS IN ADVANCE OF PERFORMING ANY WORK AND NOTIFY ENGINEERING OF ANY CONFLICTS WITH THE PROPOSED IMPROVEMENTS.
  - CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR UTILITY CONSTRUCTION.
  - ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
  - ALL UTILITIES SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY.
  - ALL MANHOLES AND VALVE VAULTS SHALL BE PER MUNICIPALITY AND "WATER," "STORM SEWER," OR "SANITARY SEWER" CAST INTO THE LID. ALL OPEN LIDS OR GRATES SHALL HAVE THE WORDS "DRAINS TO RIVER, DUMP NO WASTE" PERMANENTLY INSCRIBED.
  - BUILDING DIMENSIONS, GRADING, PARKING, AND UTILITY LAYOUT HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST AND CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION. IN CASE OF DISCREPANCIES BETWEEN ARCHITECTURAL PLANS AND CIVIL PLANS, NOTIFY BOTH ARCHITECT AND ENGINEER.
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  - CONTRACTOR SHALL LOCATE ALL EXISTING SEWER AND WATERMAIN LOCATION, SIZE, ELEVATION, AND CONDITION AT POINTS OF CONNECTION AND WHERE PROPOSED UTILITIES SHALL CROSS OR POTENTIALLY COME IN CONFLICT WITH EXISTING LINES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEERING OF ANY DISCREPANCIES OR CONFLICTS.
  - LIGHTING IS SHOWN FOR REFERENCE ONLY. REFER TO PHOTOMETRICS PLAN FOR CONSTRUCTION.
  - UNDERGROUND IMPROVEMENTS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH THE MUNICIPALITY, (INCLUDING THE PRESENCE OF A MUNICIPAL INSPECTOR DURING THE PRESSURE TESTING AND CHLORINATION OF THE WATER LINE) THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS AND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, IDOT. IN THE EVENT OF CONFLICTING GUIDELINES, THE MORE RESTRICTIVE SHALL GOVERN.
  - ALL WATERMAIN SHALL BE CONSTRUCTED WITH A MINIMUM 5.5' OF COVER.

LEGEND		
EXISTING	PROPOSED	
		SANITARY MANHOLE
		STORM MANHOLE
		CATCH BASIN/RISER
		INLET
		PRECAST FLARED END SECTION
		CONCRETE HEADWALL
		VALVE VAULT
		PRESSURE CONNECTION
		VALVE BOX
		FIRE HYDRANT
		BUFFALO BOX
		CLEANOUT
		WATERMAIN REDUCER
		SANITARY SEWER
		FORCEMAIN
		STORM SEWER
		WATERMAIN
		STREET LIGHT
		STREET SIGN
		LABELED UTILITY CROSSING





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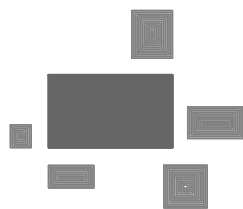
**TROY FPD STATION 3**  
**748 JONES ROAD**  
**MINOOKA, ILLINOIS**

REVISIONS	

**UTILITY PLAN NORTH**

PEJ JOB NO. 2720.00-1	DATE 09-21-22	SHEET C-10
PEJ PM	START DATE 09-21-22	OF C-16
SCALE 1"=40'		

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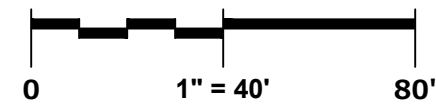
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**748 JONES ROAD**  
**MINOOKA, ILLINOIS**

REVISIONS


**UTILITY PLAN SOUTH**



GRAPHICAL SCALE (FEET)



PEG JOB NO. 2720.00-1L  
DATE 09-21-22  
START DATE 09-21-22  
SCALE 1"=40'

SHEET  
**C-11**  
OF  
**C-16**

UNSUBDIVIDED  
ZONING: A1 -  
AGRICULTURAL

S87°57'24"W 700.00'

UNSUBDIVIDED  
ZONING: A1 - AGRICULTURAL  
SPECIAL USE  
ORD #: 04-24

MATCHLINE (SEE SHEET C-3)

**UTILITY NOTES**

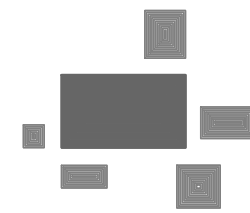
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**LEGEND**

EXISTING	PROPOSED	
		SANITARY MANHOLE
		STORM MANHOLE
		CATCH BASIN/RISER
		INLET
		PRECAST FLARED END SECTION
		CONCRETE HEADWALL
		VALVE VAULT
		PRESSURE CONNECTION
		VALVE BOX
		FIRE HYDRANT
		BUFFALO BOX
		CLEANOUT
		WATERMAIN REDUCER
		SANITARY SEWER
		FORCEMAIN
		STORM SEWER
		WATERMAIN
		STREET LIGHT
		STREET SIGN
		LABELED UTILITY CROSSING



11/18/2022 10:18 AM - z:\Projects\2021\2720.00-1\312 - engineering.cad files\FINAL\SET\T3-C-7 SITE STABILIZATION PLAN NORTH.dwg  
DESIGNED: ATK  
DRAFTED: BDJ  
REVIEWED: BDJ  
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REVISIONS

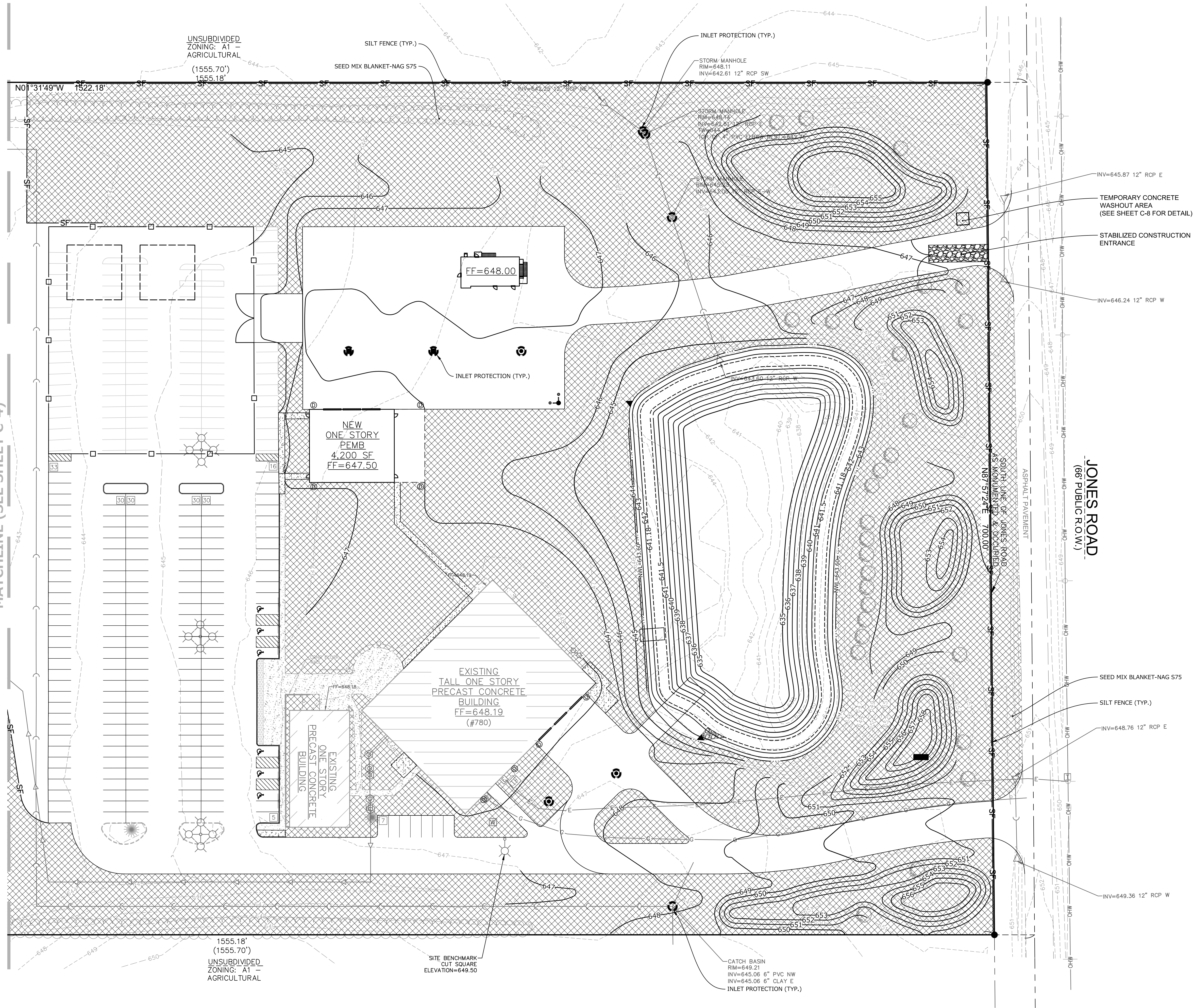
**SITE STABILIZATION PLAN**  
**NORTH**

PEJ JOB No. 2720.00-1L  
DATE 09-21-22  
START DATE 09-21-22  
SCALE 1"=40'

SHEET  
**C-12**  
OF  
**C-16**

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MATCHLINE (SEE SHEET C-4)



**SITE STABILIZATION NOTES**

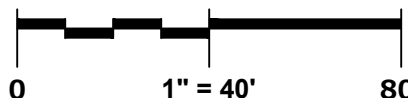
1. THE NOTICE OF INTENT (NOI) AND NPDES PERMIT SHALL BE OBTAINED PRIOR TO ANY EARTH MOVING ACTIVITIES.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, LATEST EDITION.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CONSTRUCTION OR DISTURBANCE OF THE SITE. THE MEASURES MAY HAVE TO BE ADJUSTED TO MEET FIELD CONDITIONS DURING CONSTRUCTION. ANY MEASURES, IN ADDITION TO THOSE OUTLINED IN THE PLANS AND WHICH ARE DEEMED NECESSARY BY THE VILLAGE, SHALL BE IMPLEMENTED IMMEDIATELY BY THE DEVELOPER.
4. REGULAR INSPECTION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE PROVIDED BY THE DEVELOPER. INSPECTIONS SHOULD OCCUR WEEKLY, AND AFTER ANY RAINFALL GREATER THAN 1/2". ANY NON-FUNCTIONING SEDIMENT CONTROL MEASURES OR DAMAGED DEVICES THAT ARE FOUND DURING INSPECTION SHALL BE REPAIRED OR REPLACED IMMEDIATELY. THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY SEDIMENT WHICH LEAVES THE PROPERTY, AND THE DEVELOPER IS ALSO RESPONSIBLE FOR MAINTENANCE OF ALL SEDIMENT CONTROL MEASURES UNTIL THE SITE IS PERMANENTLY STABILIZED.
4. ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS SHALL BE PROTECTED TO PREVENT TRACKING OF DEBRIS, DIRT, AND MUD ONTO ADJACENT STREETS, PARKING LOTS, OR PROPERTIES. ANY DEBRIS, DIRT, OR MUD THAT REACHES AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, OR PARKING AREA SHALL BE PROMPTLY REMOVED, AND TRANSPORTED TO A PROPER DISPOSAL AREA.
5. ALL SEDIMENT MUST BE PREVENTED FROM ENTERING ANY PUBLIC OR PRIVATE STORM DRAINAGE SYSTEM. REUSABLE INLET FILTER BASKETS (FLEXFORM, CATCHALL, OR EQUIVALENT), SEDIMENT BASINS, AND WATER FILTERING BAGS SHALL BE PROVIDED AS NEEDED.
6. ALL DRAINAGE SWALES SHALL BE STABILIZED WITH SPECIFIED EROSION CONTROL BLANKET.
7. TOPSOIL STOCKPILES SHALL BE LOCATED TO AVOID EROSION OF STOCKPILE ONTO NEIGHBORING PROPERTIES OR INTO RESTORED PROJECT AREAS. STOCKPILES SHALL BE LOCATED SO THAT A DRAINAGE SWALE IS LOCATED BETWEEN THE STOCKPILE AND ANY DOWNSTREAM PROPERTIES. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, IT MUST BE SEED AND BLANKETED TO MINIMIZE SOIL EROSION BY BOTH WIND AND WATER.
8. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING A SEPARATE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY WHENEVER 1 ACRE OR MORE OF PROPERTY IS DISTURBED. FOR DEVELOPMENTS OVER 1 ACRE, THE DEVELOPER MUST ALSO PREPARE AND MAINTAIN A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AT THE PROJECT SITE, ALONG WITH THE NPDES PERMIT. FOR DEVELOPMENTS LESS THAN 1 ACRE, A SEDIMENT AND EROSION CONTROL PLAN MUST BE MAINTAINED BY THE DEVELOPER.
9. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS.
10. IF DEWATERING SERVICES ARE USED, ADJACENT PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES FROM CONSTRUCTION DEWATERING SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE SUCH AS A SEDIMENT TRAP, A SEDIMENT BASIN, OR ANY OTHER APPROPRIATE MEASURE.

**EROSION CONTROL LEGEND**

- SEED AND BLANKET  
SEE LANDSCAPE PLAN FOR SEED MIX  
BLANKET-NAG S75
- CONSTRUCTION ENTRANCE  
CA-3 W/ FILTER FABRIC  
SEE DETAIL
- STRAW WATTLE DITCH CHECK
- INLET PROTECTION
- SILT FENCE
- TREE PROTECTION FENCE

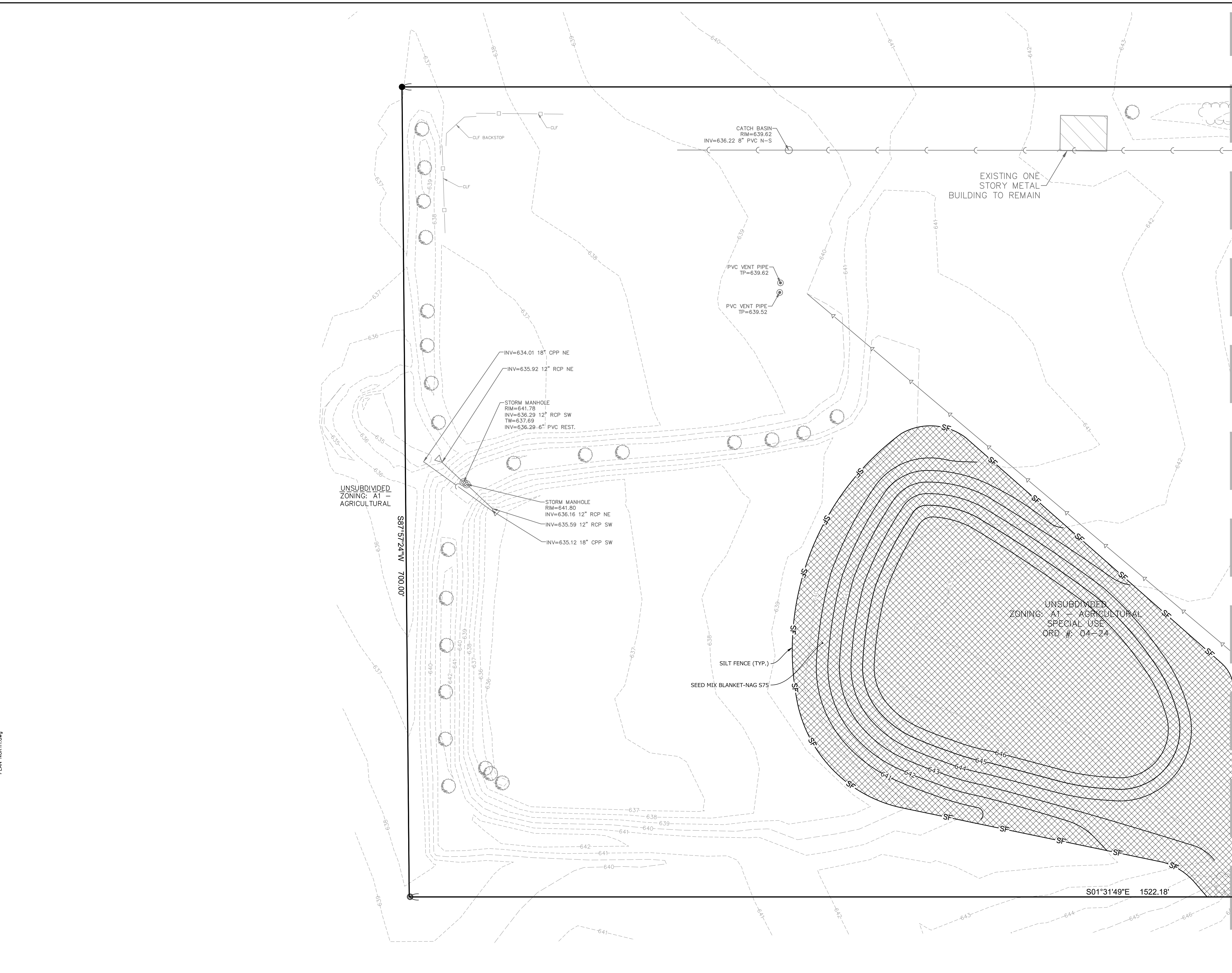


GRAPHICAL SCALE (FEET)





1/18/2022 10:18 AM - z:\Projects\2021\7220.00-1\312 - engineering cad files\FINAL\SHEET\VC-7 SITE STABILIZATION\TROY FPD STATION 3 - SITE STABILIZATION PLAN SOUTH.dwg  
REVIEWED: BDU  
DESIGNED: ATK  
DRAFTED: ATK



MATCHLINE (SEE SHEET C-3)

#### SITE STABILIZATION NOTES

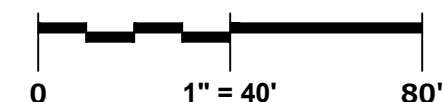
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2. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, LATEST EDITION.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CONSTRUCTION OR DISTURBANCE OF THE SITE. THE MEASURES MAY HAVE TO BE ADJUSTED TO MEET FIELD CONDITIONS DURING CONSTRUCTION. ANY MEASURES, IN ADDITION TO THOSE OUTLINED IN THE PLANS AND WHICH ARE DEEMED NECESSARY BY THE VILLAGE, SHALL BE IMPLEMENTED IMMEDIATELY BY THE DEVELOPER.
4. REGULAR INSPECTION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE PROVIDED BY THE DEVELOPER. INSPECTIONS SHOULD OCCUR WEEKLY, AND AFTER ANY RAINFALL GREATER THAN 1/2". ANY NON-FUNCTIONING SEDIMENT CONTROL MEASURES OR DAMAGED DEVICES THAT ARE FOUND DURING INSPECTION SHALL BE REPAIRED OR REPLACED IMMEDIATELY. THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY SEDIMENT WHICH LEAVES THE PROPERTY, AND THE DEVELOPER IS ALSO RESPONSIBLE FOR MAINTENANCE OF ALL SEDIMENT CONTROL MEASURES UNTIL THE SITE IS PERMANENTLY STABILIZED.
4. ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS SHALL BE PROTECTED TO PREVENT TRACKING OF DEBRIS, DIRT, AND MUD ONTO ADJACENT STREETS, PARKING LOTS, OR PROPERTIES. ANY DEBRIS, DIRT, OR MUD THAT REACHES AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, OR PARKING AREA SHALL BE PROMPTLY REMOVED, AND TRANSPORTED TO A PROPER DISPOSAL AREA.
5. ALL SEDIMENT MUST BE PREVENTED FROM ENTERING ANY PUBLIC OR PRIVATE STORM DRAINAGE SYSTEM. REUSABLE INLET FILTER BASKETS (FLEXFORM, CATCHALL, OR EQUIVALENT), SEDIMENT BASINS, AND WATER FILTERING BAGS SHALL BE PROVIDED AS NEEDED.
6. ALL DRAINAGE SWALES SHALL BE STABILIZED WITH SPECIFIED EROSION CONTROL BLANKET.
7. TOPSOIL STOCKPILES SHALL BE LOCATED TO AVOID EROSION OF STOCKPILE ONTO NEIGHBORING PROPERTIES OR INTO RESTORED PROJECT AREAS. STOCKPILES SHALL BE LOCATED SO THAT A DRAINAGE SWALE IS LOCATED BETWEEN THE STOCKPILE AND ANY DOWNSTREAM PROPERTIES. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, IT MUST BE SEEDED AND BLANKETED TO MINIMIZE SOIL EROSION BY BOTH WIND AND WATER.
8. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING A SEPARATE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY WHENEVER 1 ACRE OR MORE OF PROPERTY IS DISTURBED. FOR DEVELOPMENTS OVER 1 ACRE, THE DEVELOPER MUST ALSO PREPARE AND MAINTAIN A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AT THE PROJECT SITE, ALONG WITH THE NPDES PERMIT. FOR DEVELOPMENTS LESS THAN 1 ACRE, A SEDIMENT AND EROSION CONTROL PLAN MUST BE MAINTAINED BY THE DEVELOPER.
9. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS.
10. IF DEWATERING SERVICES ARE USED, ADJACENT PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES FROM CONSTRUCTION DEWATERING SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE SUCH AS A SEDIMENT TRAP, A SEDIMENT BASIN, OR ANY OTHER APPROPRIATE MEASURE.

#### EROSION CONTROL LEGEND

- SEED AND BLANKET  
SEE LANDSCAPE PLAN FOR SEED MIX  
BLANKET-NAG S75
- CONSTRUCTION ENTRANCE  
CA-3 W/ FILTER FABRIC  
SEE DETAIL
- STRAW WATTLE DITCH CHECK
- INLET PROTECTION
- SILT FENCE
- TREE PROTECTION FENCE

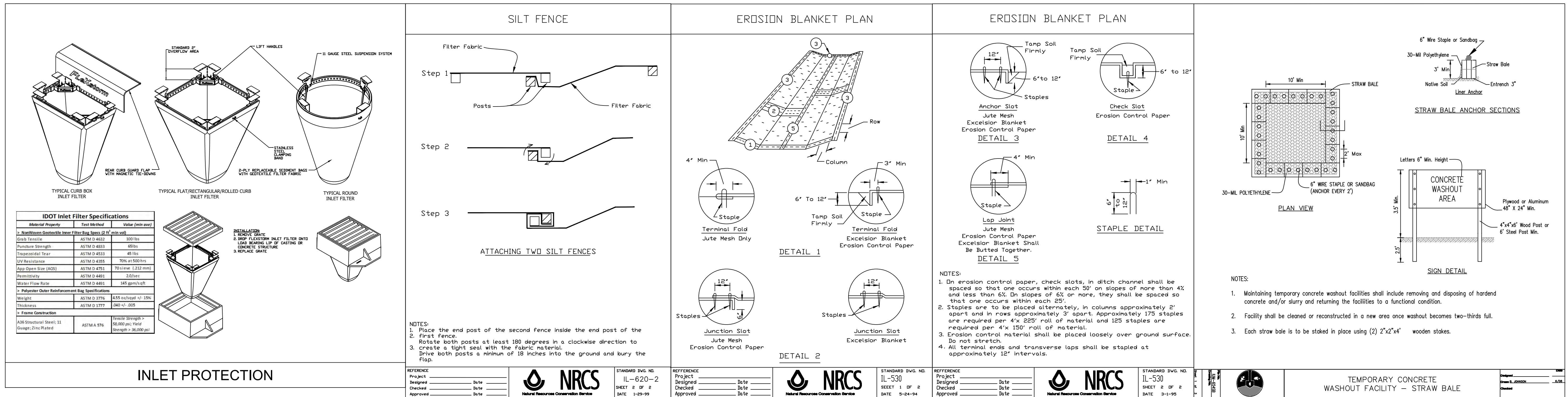


GRAPHICAL SCALE (FEET)

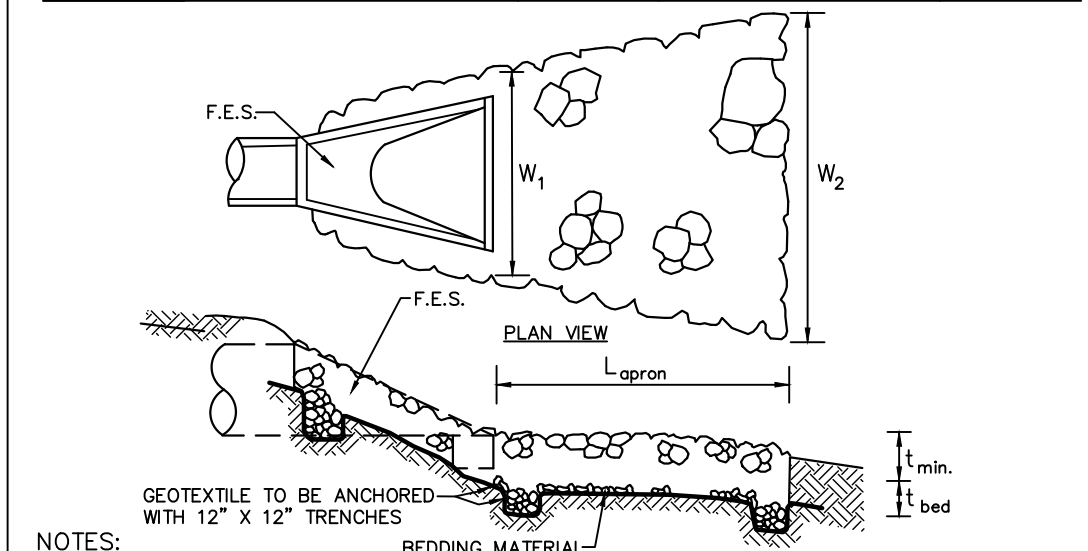


#### REVISIONS



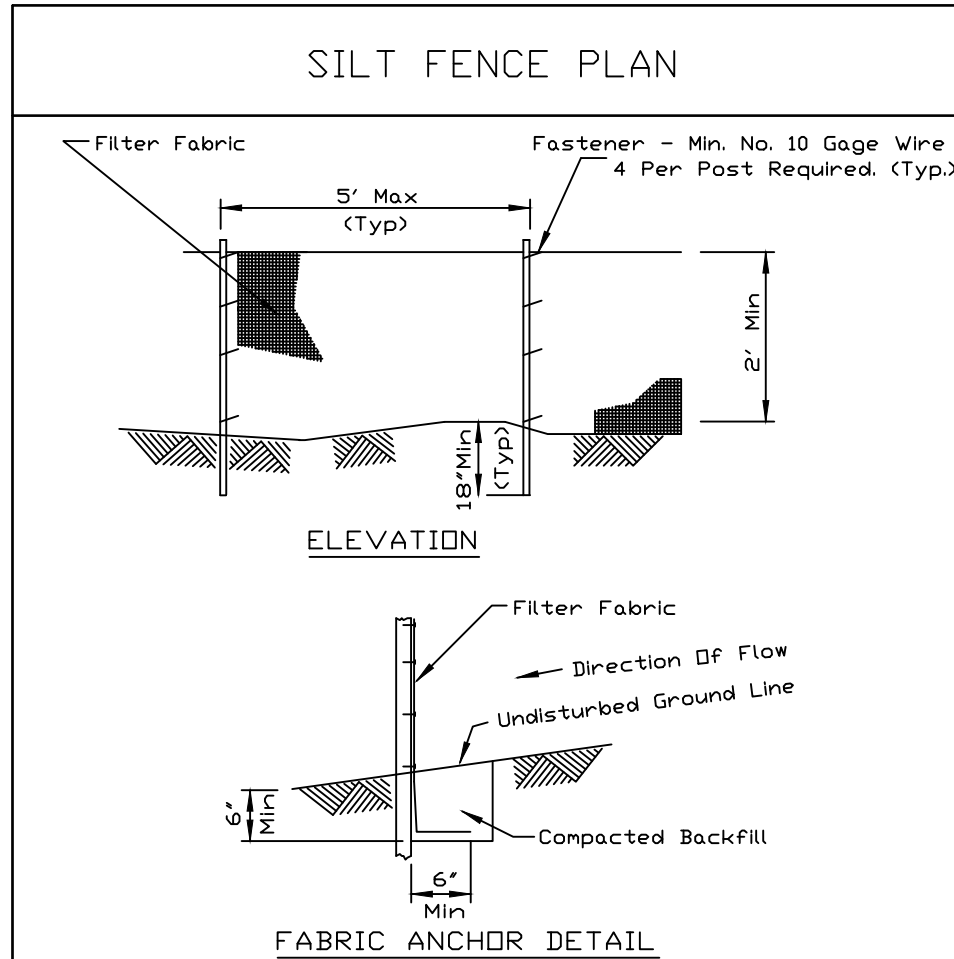



CULVERT DIAMETER	IDOT ROCK GRADATION	L <sub>apron</sub> (ft.)	W <sub>1</sub> (ft.)	W <sub>2</sub> (ft.)	t <sub>min.</sub> (in.)	t <sub>bed</sub> (in.)	NOTATION
12"	RR-3	10'	3'	11'	8"	—	MAINTEN. RR-3
15"	RR-3	14'	4.5'	15.5'	8"	—	—
24"	RR-3	16'	6'	18'	8"	—	—
30"	RR-3	18'	7.5'	20.5'	8"	—	—
36"	RR-4	20'	9'	23'	16"	6"	—
48"	RR-4	24'	12'	28'	16"	6"	—



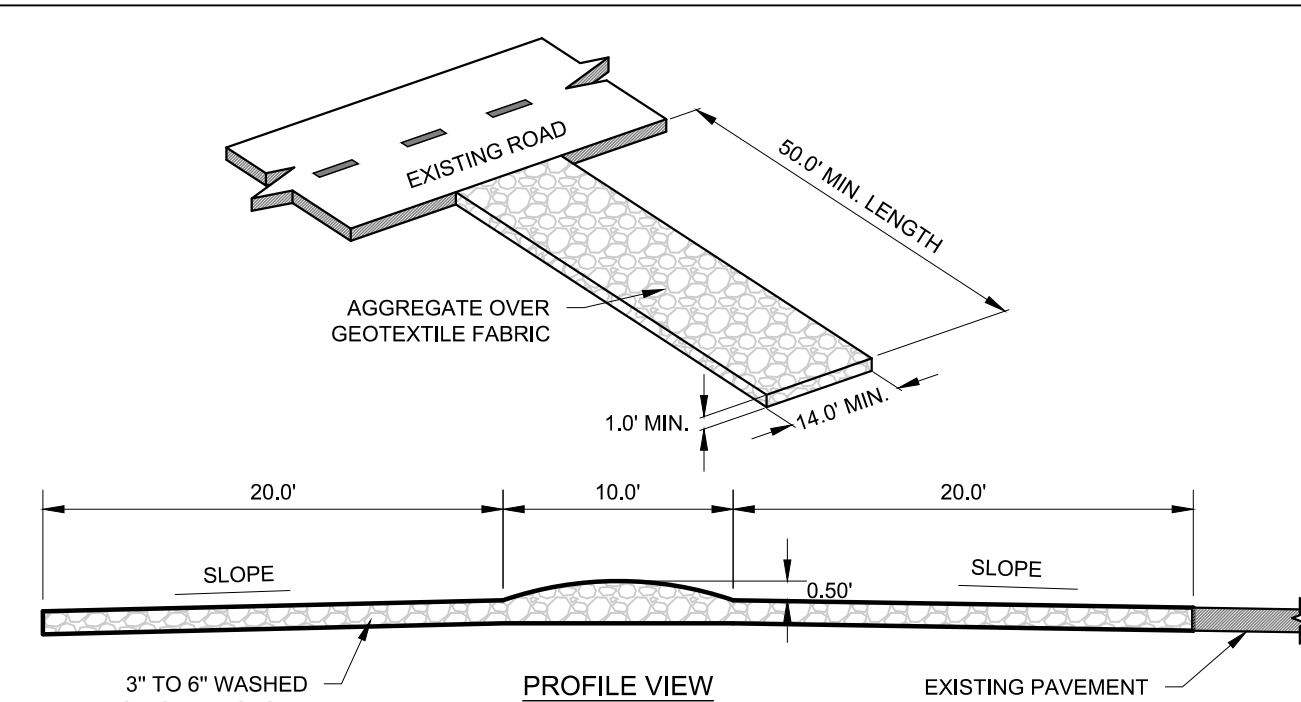
- NOTES:
1. THE FILTER FABRIC SHALL MEET OR EXCEED THE REQUIREMENTS IN MATERIAL SPECIFICATIONS 592 GEOTEXTILE TABLE 1 OR 2, CLASS I, II, OR III.
  2. THE ROCK RIPRAP SHALL MEET IDOT REQUIREMENTS AND SPECIFICATIONS.

## RIP-RAP AT END SECTIONS



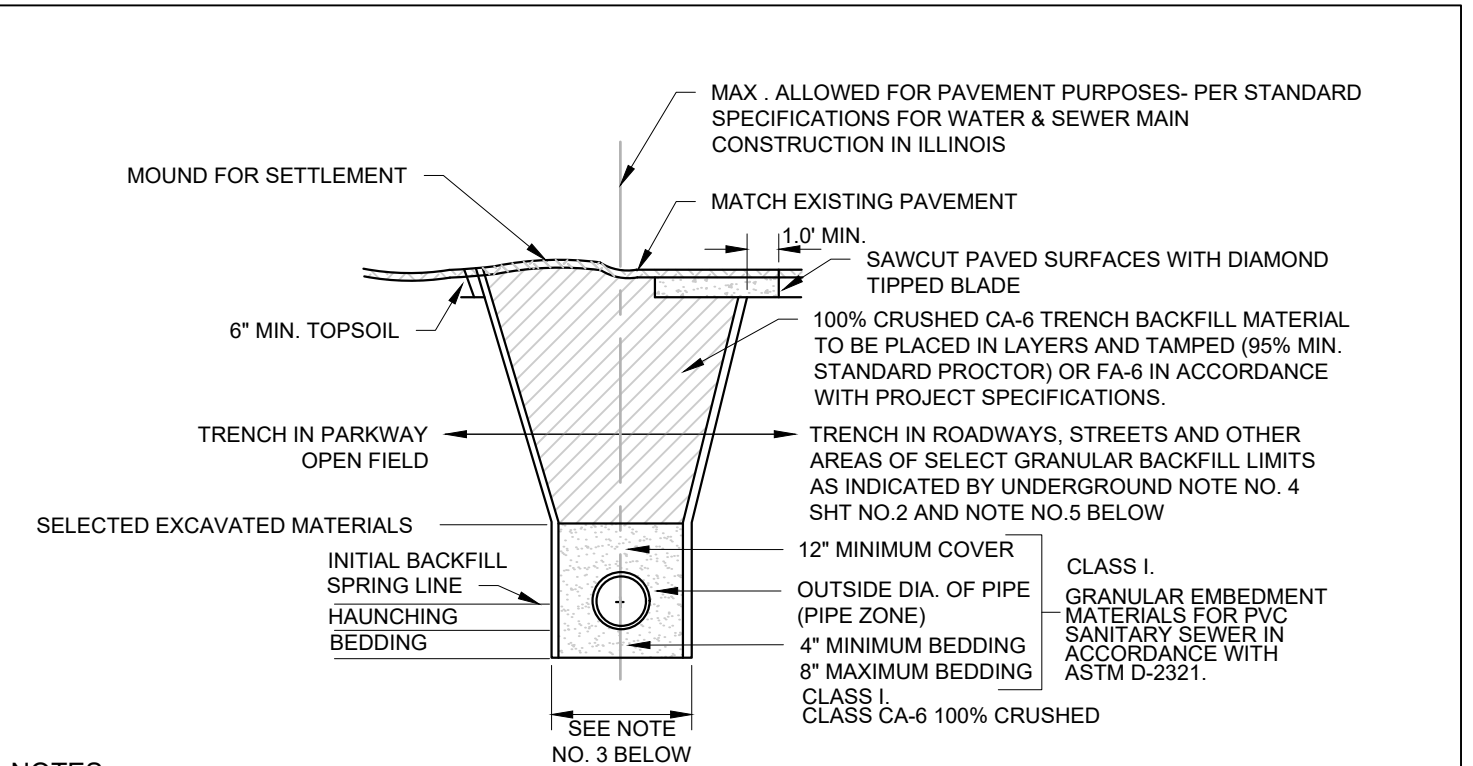
- NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
  2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 50 for woven.
  3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE			STANDARD DWG. NO.
Project			IL-620
Designed	Date		SHEET 1 OF 2
Checked	Date		DATE 11-20-01
Approved	Date		



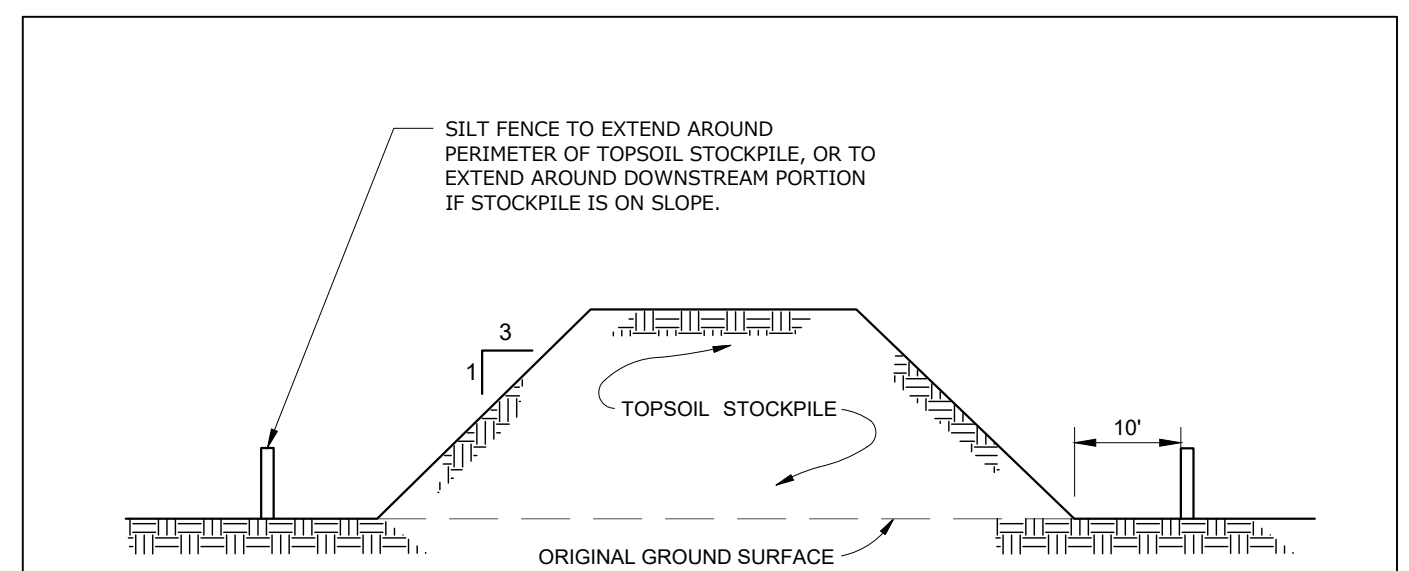
- NOTES:**
1. ALL TRACKING PAD MATERIALS AND INSTALLATION SHALL BE IN CONFORMANCE WITH WI DNR TECHNICAL STANDARD 1057.
  2. TRACKING PADS SHALL BE INSTALLED PRIOR TO ANY TRAFFIC LEAVING THE SITE. CONTRACTOR SHALL VERIFY LOCATION WITH OWNER.
  3. THE AGGREGATE FOR TRACKING PADS SHALL BE 3 TO 6 INCH CLEAR OR WASHED STONE. ALL MATERIALS TO BE RETAINED ON A 3-INCH SIEVE
  4. THE AGGREGATE SHALL BE PLACED IN A LAYER AT LEAST 12-INCHES THICK, ON SITES WHERE SATURATED CONDITIONS ARE EXPECTED DURING THE LIFE OF THE PAD, THE PAD SHALL BE UNDERLAIN WITH GEOTEXTILE FABRIC WHICH MEETS MATERIAL SPECIFICATION 562(GEOTEXTILE, TABLE 1 OR 2, CLASS I, II OR IV, TO PREVENT MIGRATION OF UNDERLYING SOILS INTO THE STONE LAYER.
  5. THE TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT. MINIMUM WIDTH IS 14 FEET FOR ONE-WAY TRAFFIC AND 20 FEET FOR TWO-WAY TRAFFIC, WITH AN ADDITIONAL INCREASE OF 4 FEET FOR TRAILER TRAFFIC. THE TRACKING PAD SHALL BE A MINIMUM 50-FOOT LONG.
  6. ANY SEDIMENT TRACKED ONTO A PUBLIC OR PRIVATE ROAD SHOULD BE REMOVED BY STREET CLEANING, NOT FLUSHING, AT THE END OF EACH WORK DAY.
  7. TRACKING PADS SHALL, AT A MINIMUM, BE INSPECTED WEEKLY AND WITHIN 24-HOURS AFTER EVERY PRECIPITATION EVENT THAT PRODUCES 0.5-INCHES OF RAIN OR MORE DURING A 24-HOUR PERIOD.
  8. THE TRACKING PAD PERFORMANCE SHALL BE MAINTAINED BY SCRAPING OR TOP-DRESSING WITH ADDITIONAL AGGREGATE.

CONSTRUCTION ENTRANCE

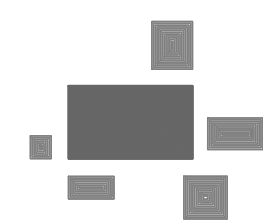


- NOTES:**
- NO. 3 BELOW
1. INITIAL PIPE BACKFILL/BEDDING SHALL INCLUDE THE FOLLOWING DEPTHS OF GRANULAR EMBEDMENT MATERIALS:  
PVC SANITARY SEWER TO A MIN. DEPTH OF 12" OVER THE TOP OF THE PIPE  
STORM SEWER TO THE SPRING LINE OF THE PIPE, MIN.  
WATER MAIN MIN. OF 4" UNDER THE PIPE
  2. THE PROVIDING AND INSTALLATION OF THE BEDDING/INITIAL GRANULAR BACKFILL FROM THE DEPTH INDICATED ABOVE TO 4" TO 10" UNDER THE BOTTOM OF THE PIPE SHALL BE INCIDENTAL, TO THE UNIT COST OF THE TYPE OF PIPE BEING CONSTRUCTED.
  3. THE BOTTOM WIDTH OF THE TRENCH (W) SHALL NOT EXCEED THE WIDTHS STATED IN SECTION 20-203 OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, (LATEST EDITION)
  4. ANY PLANE OR EXCAVATION BEYOND THE LIMITS SPECIFIED SHALL BE BACKFILLED ACCORDINGLY AT THE EXPENSE OF THE CONTRACTOR.
  5. THE SELECT/GRANULAR TRENCH BACKFILL MATERIAL SHALL BE DEFINED PROVIDED WITHIN ROADWAY LIMITS WHICH SHALL BE DEFINED AS ANY PORTION OF THE TRENCH EXCAVATION WHICH IS 2' BEHIND CURB AND GUTTER, 2' BEYOND THE EXCAVATION SHOULDERS, AND 2' BEYOND OTHER "PAVEMENT, HARD SURFACE WALKS, ETC." DESIGNATED FOR GRANULAR TRENCH BACKFILL.
  6. WHERE THE BOTTOM OF THE TRENCH IS UNSTABLE, A SPECIAL TRENCH BEDDING, CONSISTING OF 3" MIN. COARSE AGGREGATE TO A MINIMUM DEPTH OF 12" SHALL BE PROVIDED BELOW THE TYPICAL INITIAL BACKFILL/GRANULAR BEDDING MATERIAL.
  7. THE COARSE AGGREGATE AS INDICATED ABOVE, WHERE THE BOTTOM OF THE TRENCH IS UNSTABLE SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR "SPECIAL TRENCH BEDDING", WHICH PRICE WILL INCLUDE THE PROVIDING, PLACEMENT, AND COMPACTION OF THIS MATERIAL, AND THE EXCAVATION NECESSARY TO PLACE THIS COARSE AGGREGATE.

## TRENCH BACKFILL



TEMPORARY TOPSOIL STOCKPILE



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**TROY FPD STATION 3**  
**748 JONES ROAD**  
**MINOOKA, ILLINOIS**

## REVISIONS

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

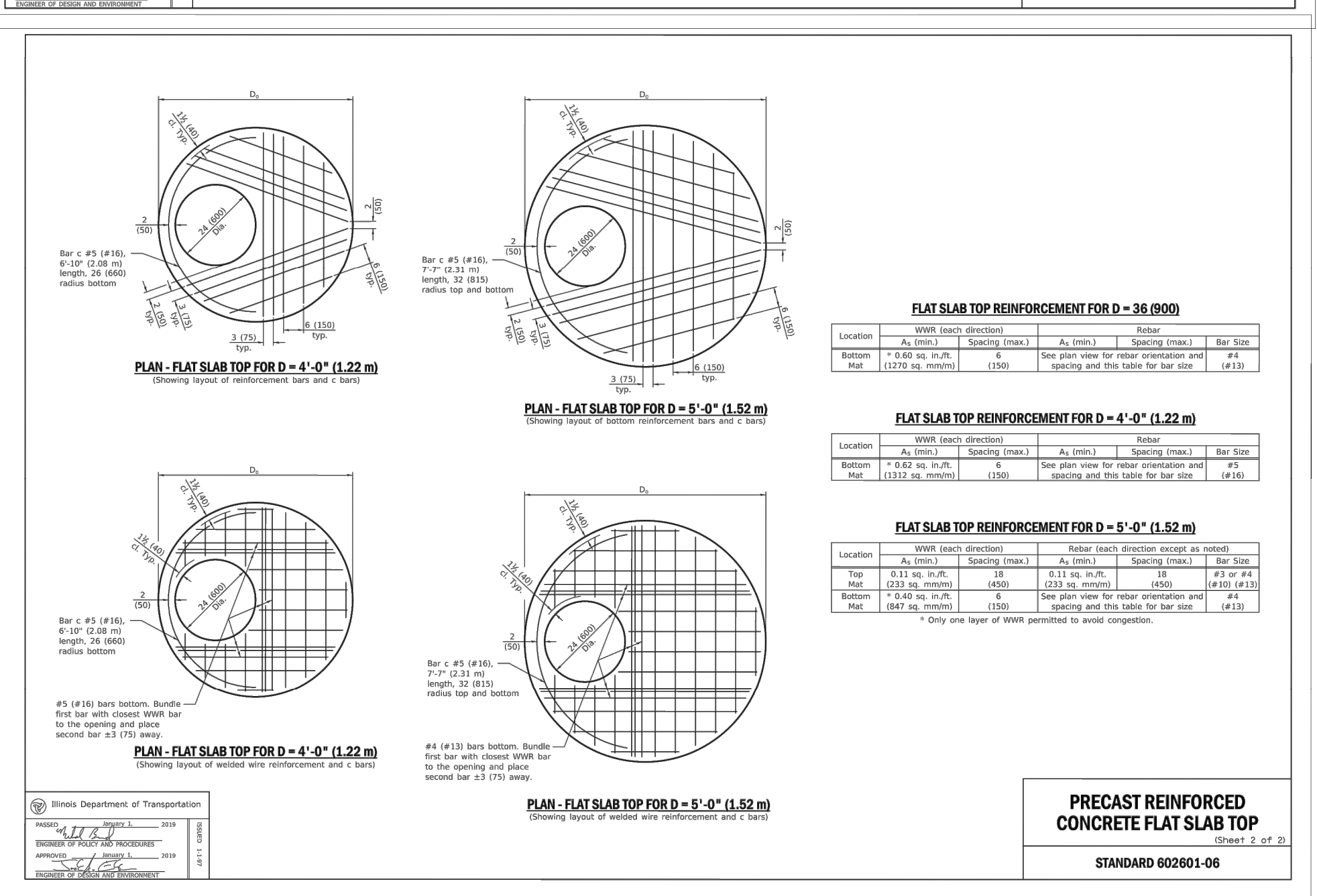
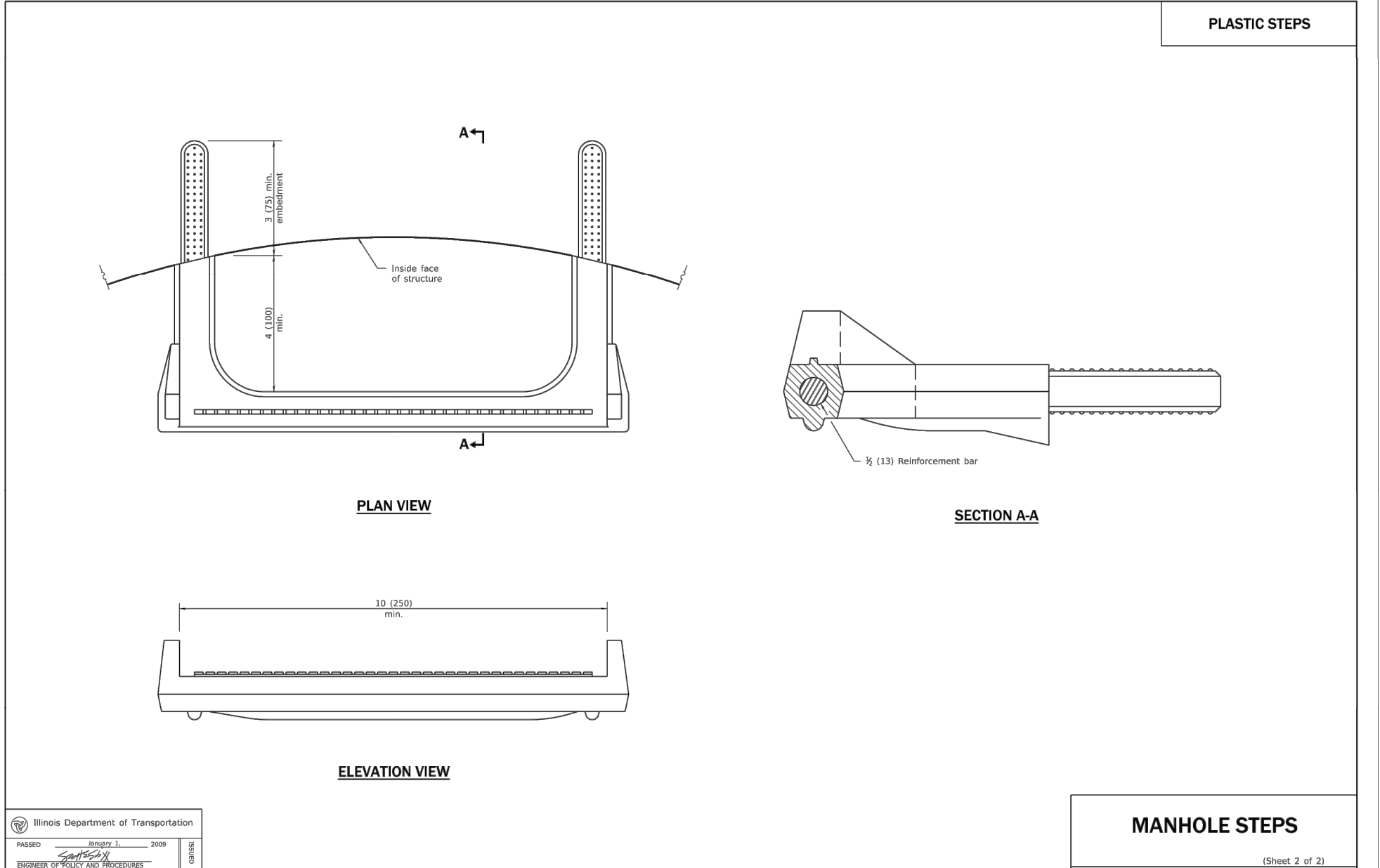
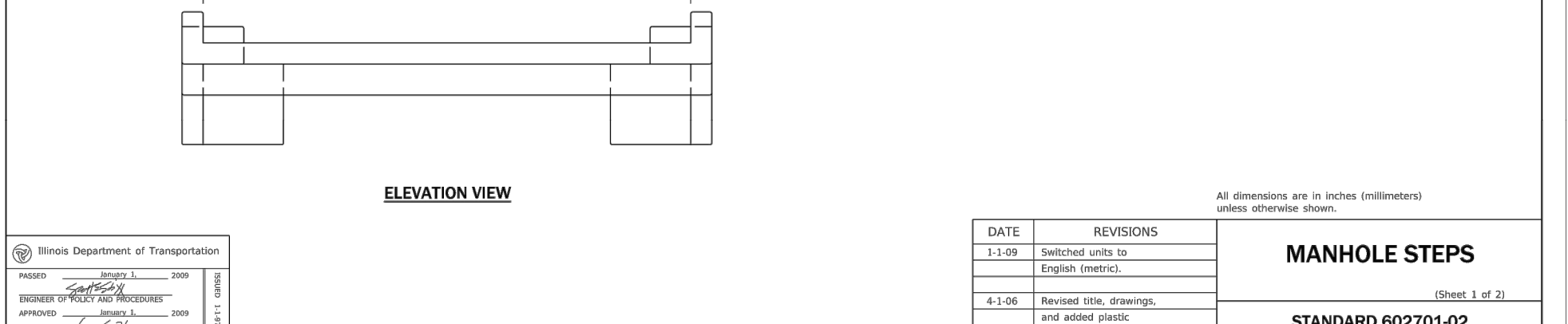
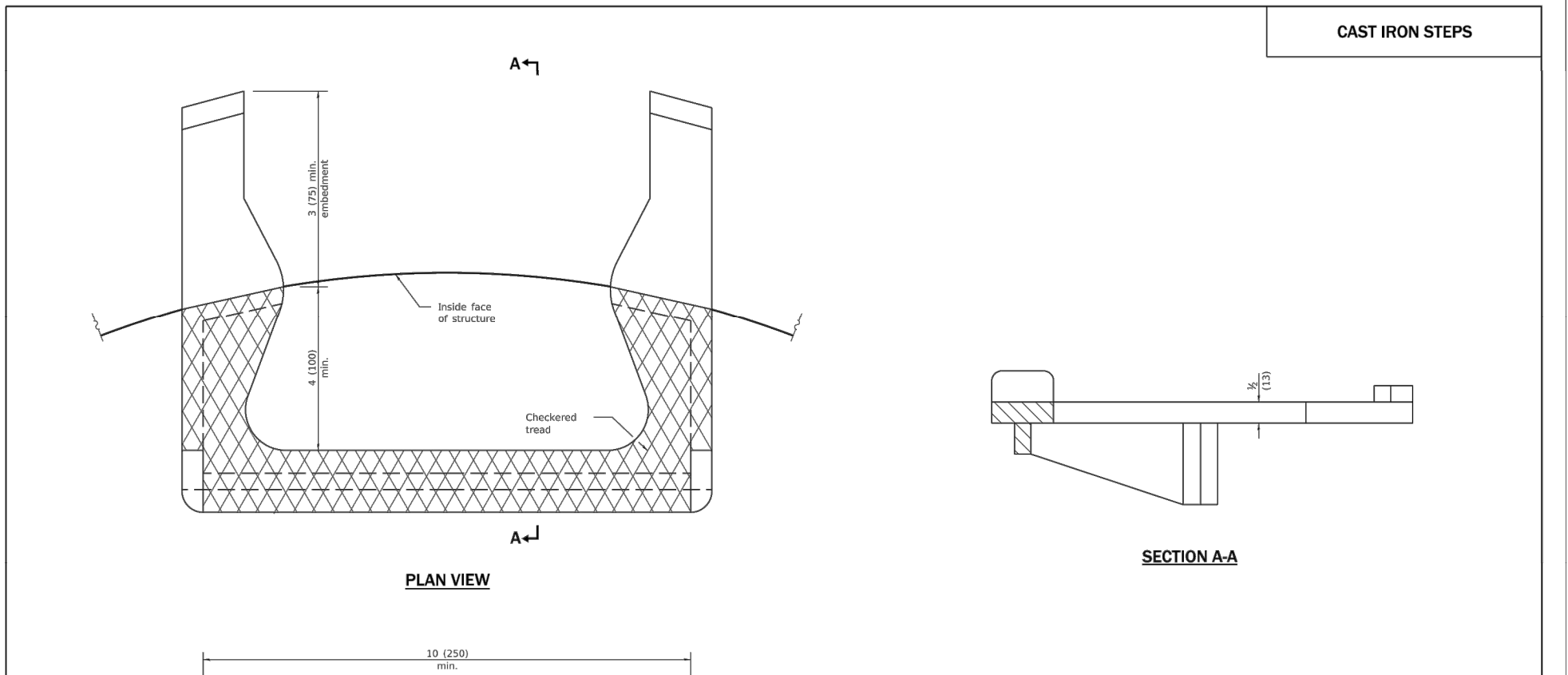
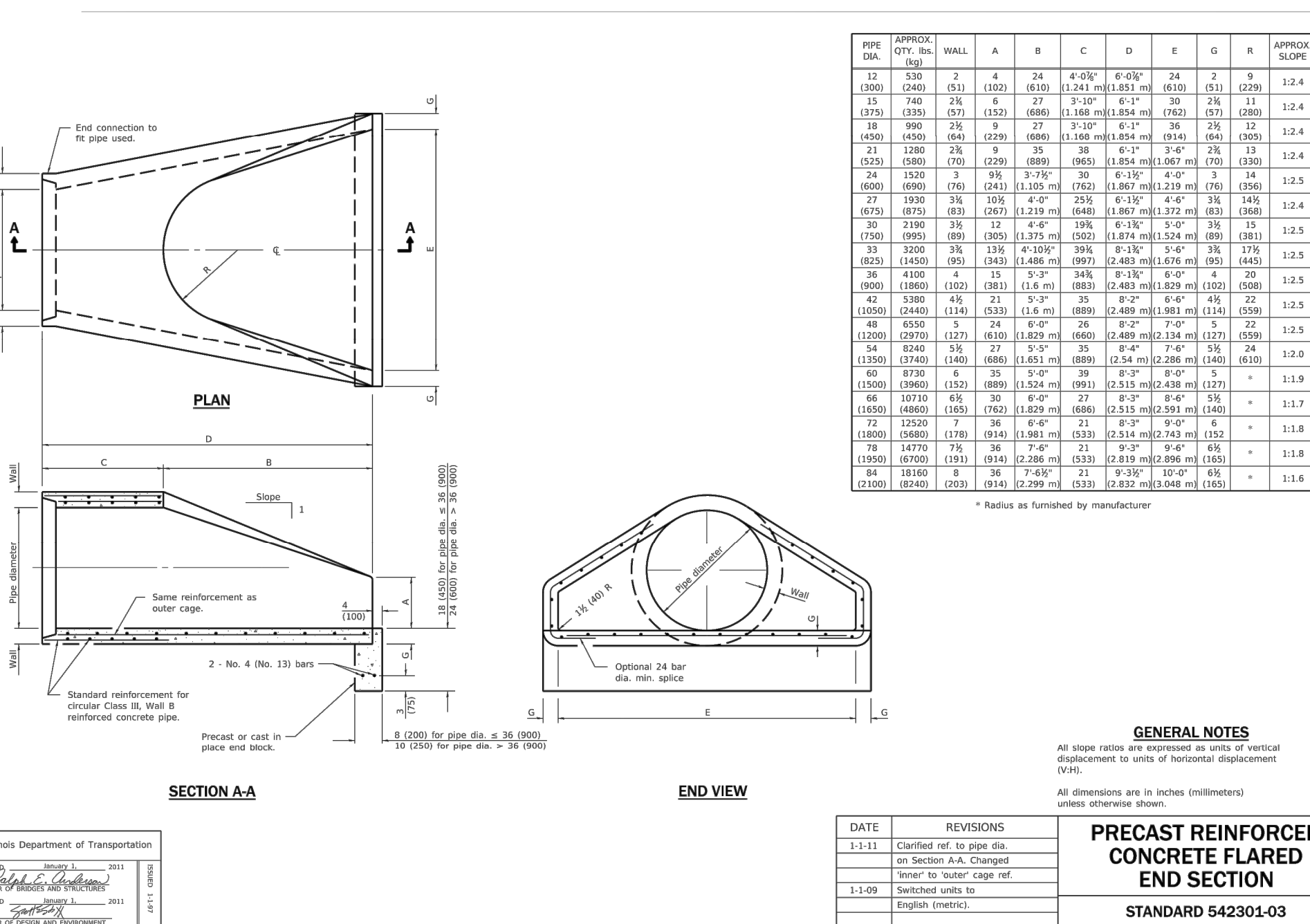
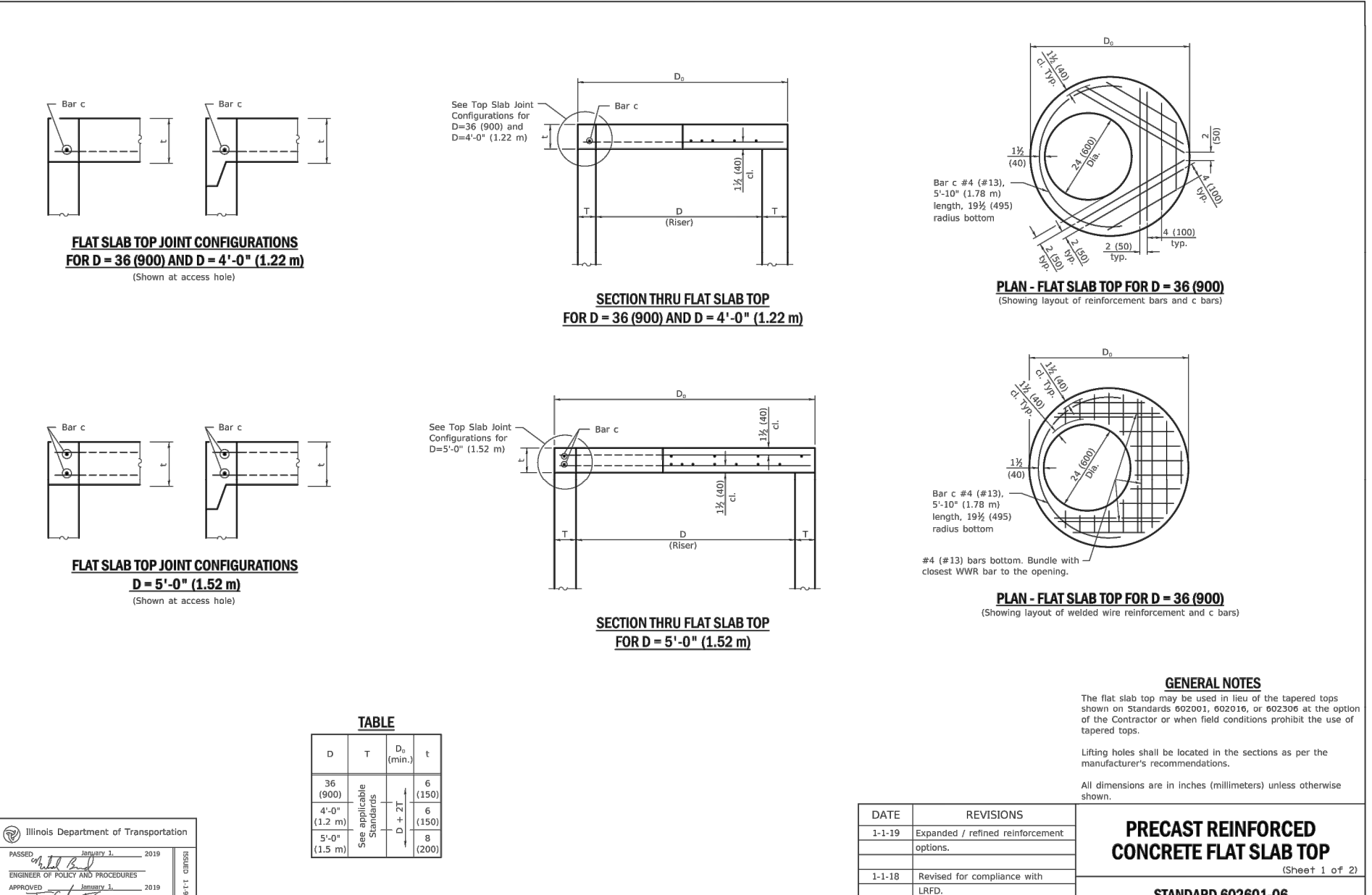
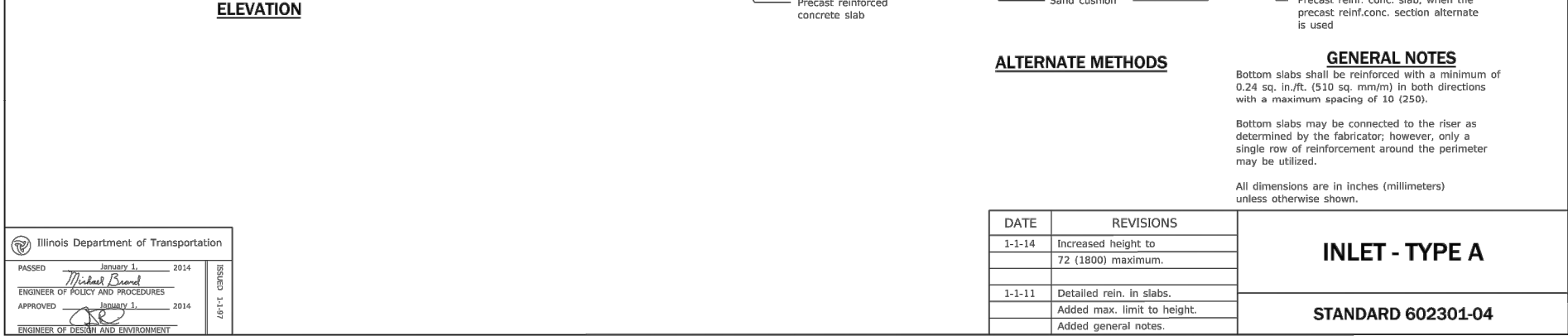
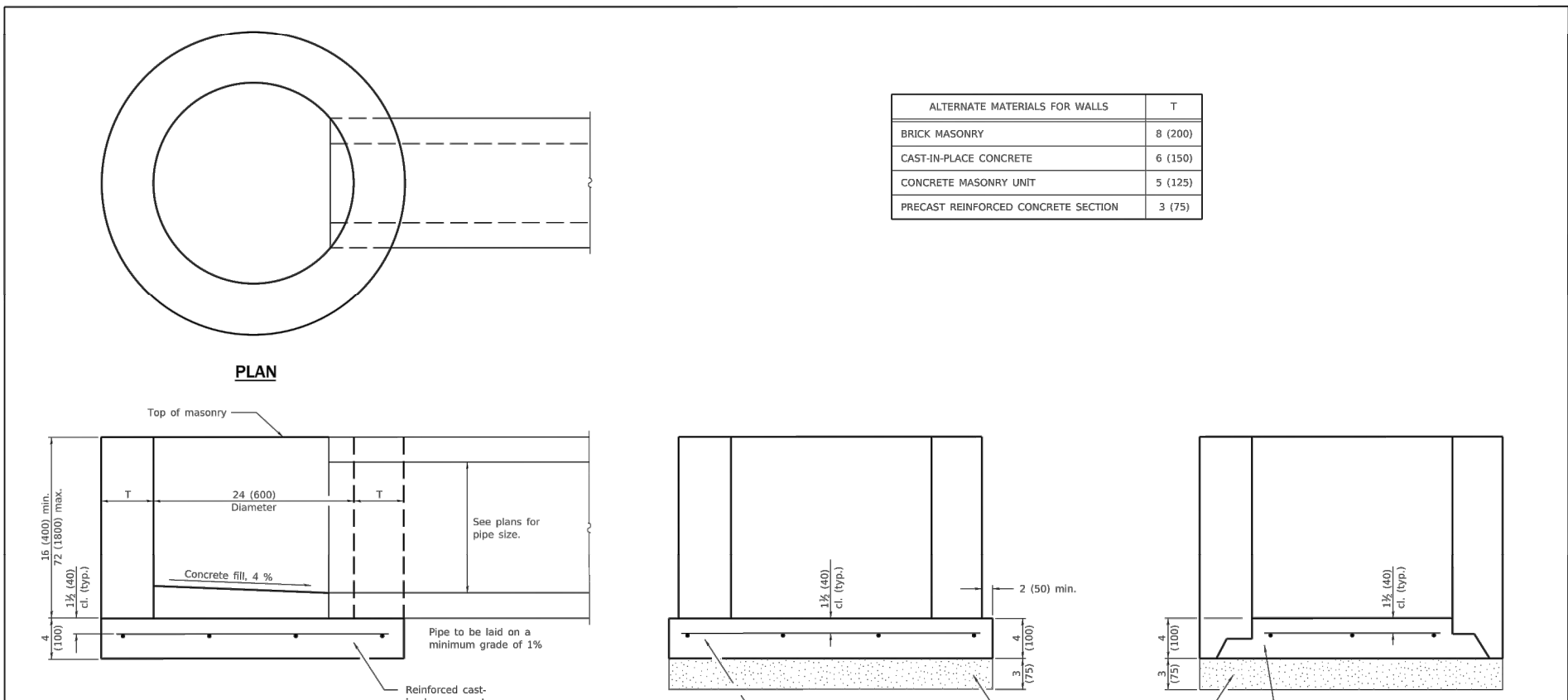
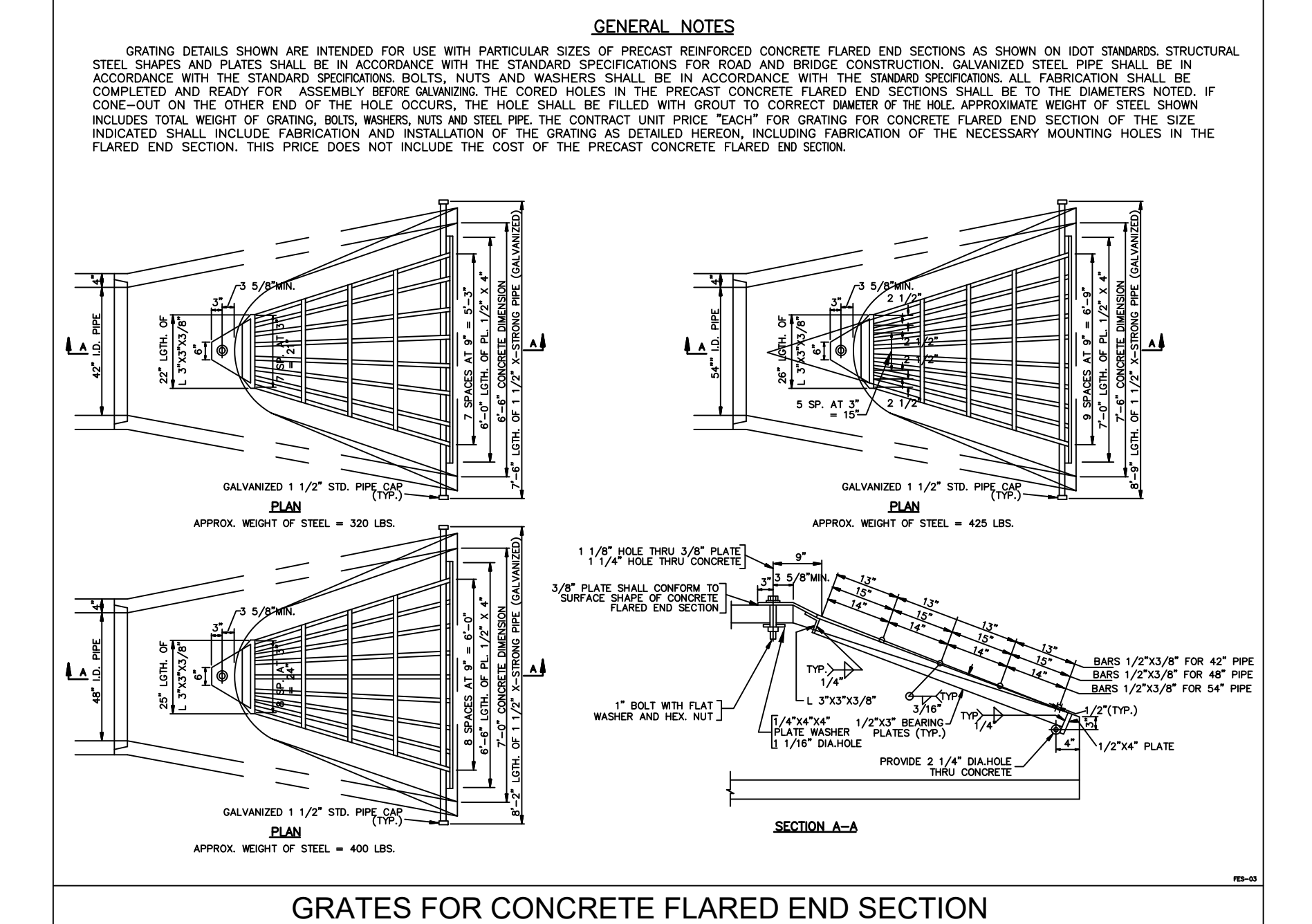
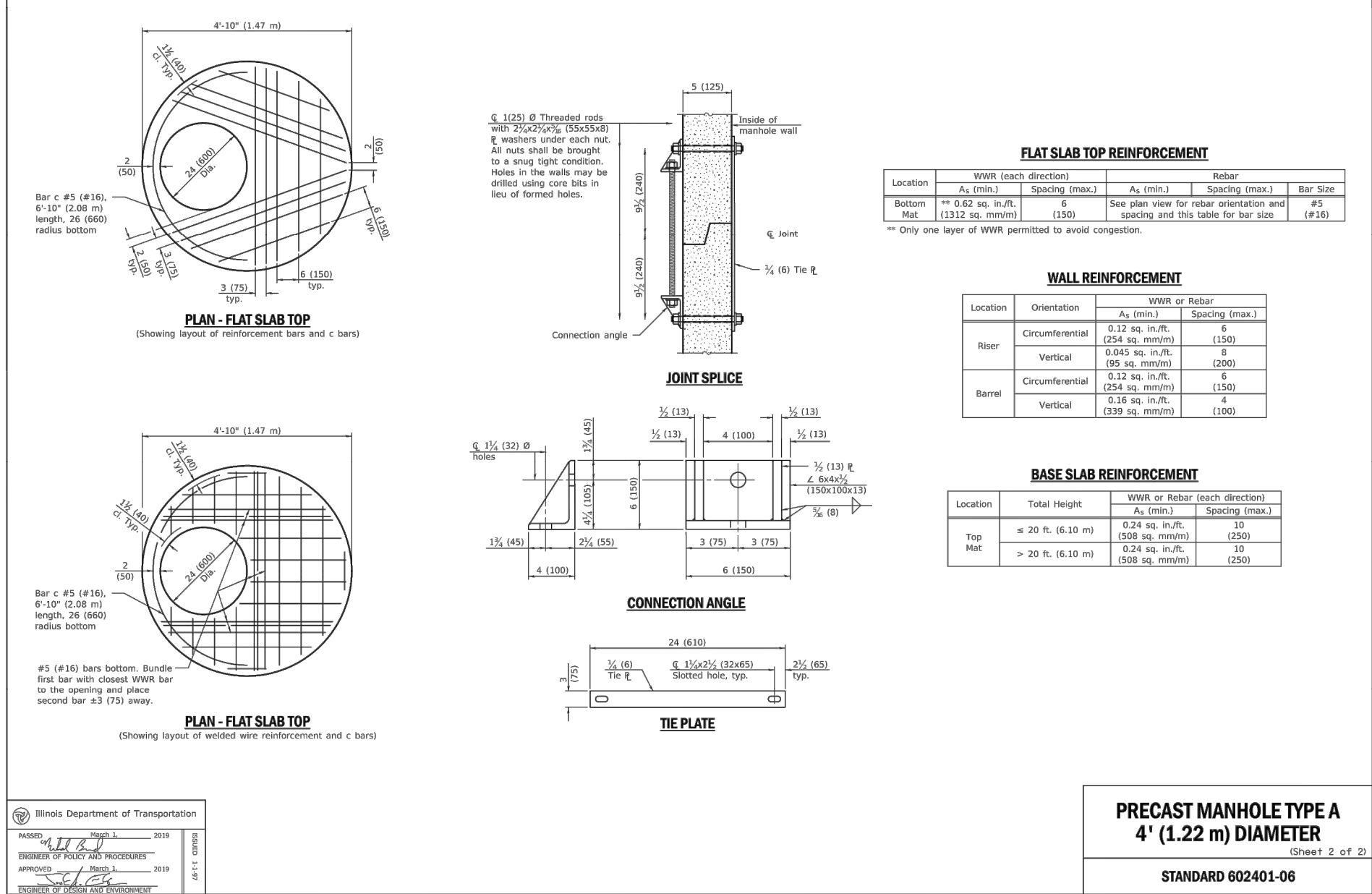
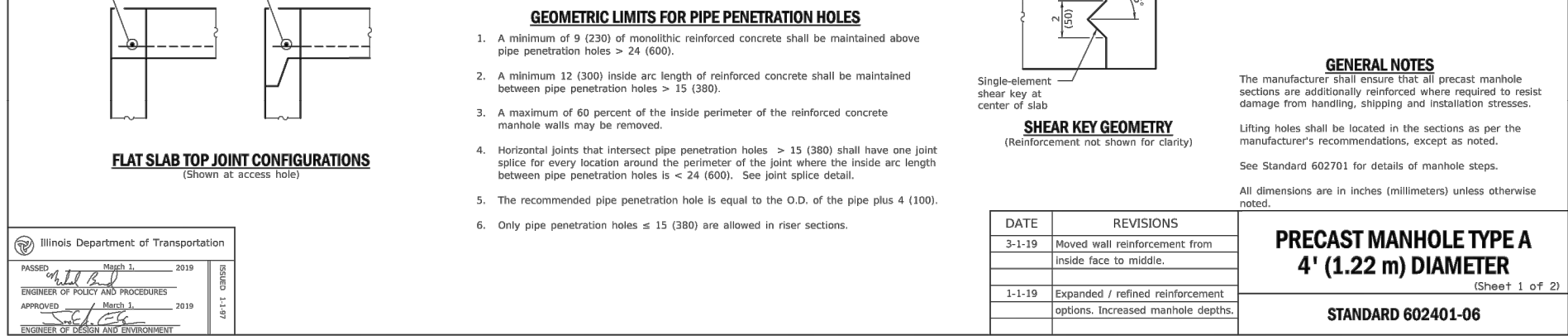
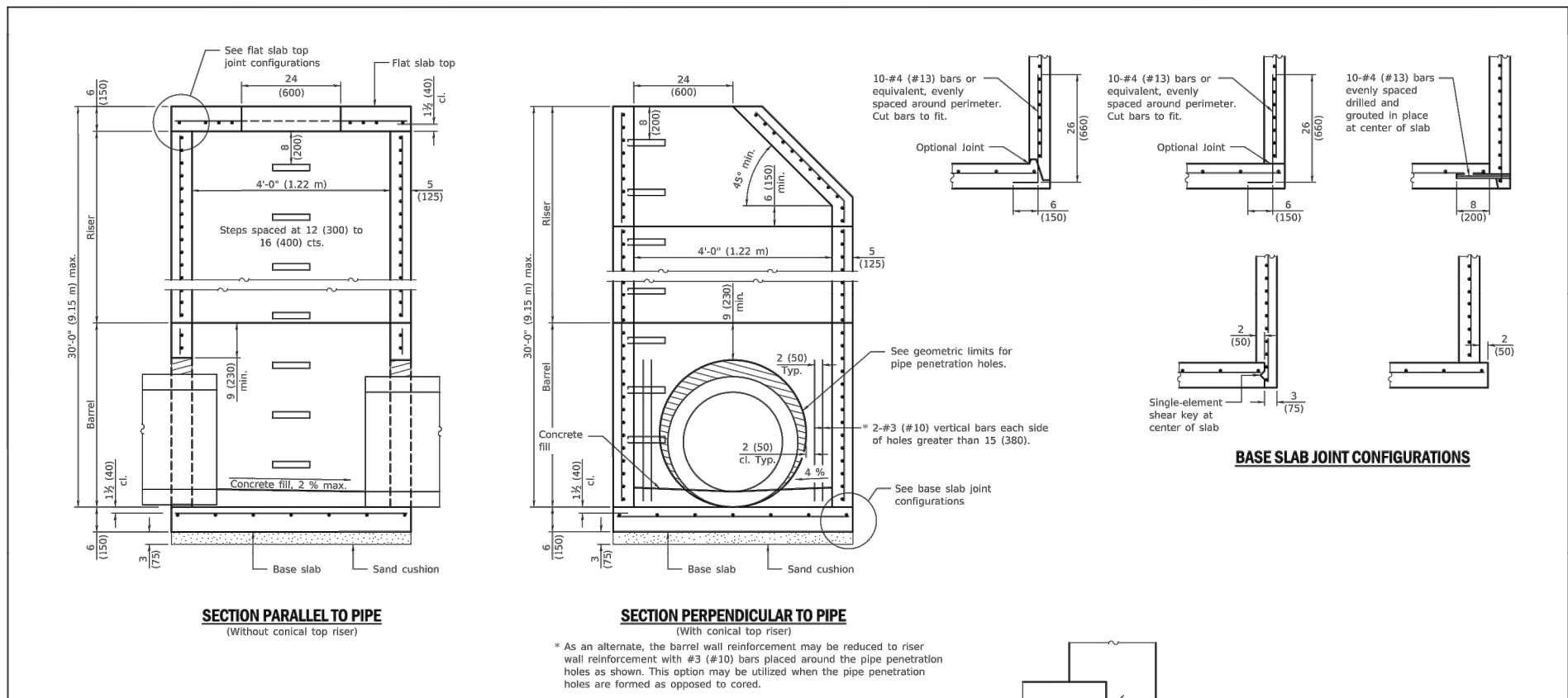
## CONSTRUCTION STANDARDS

EG JOB No. **2720.00-1L**  
EG PM **DAT**  
START DATE **09-21-22**  
SCALE **NONE**

**SHEET**  
**C-14**  
OF  
**C-16**

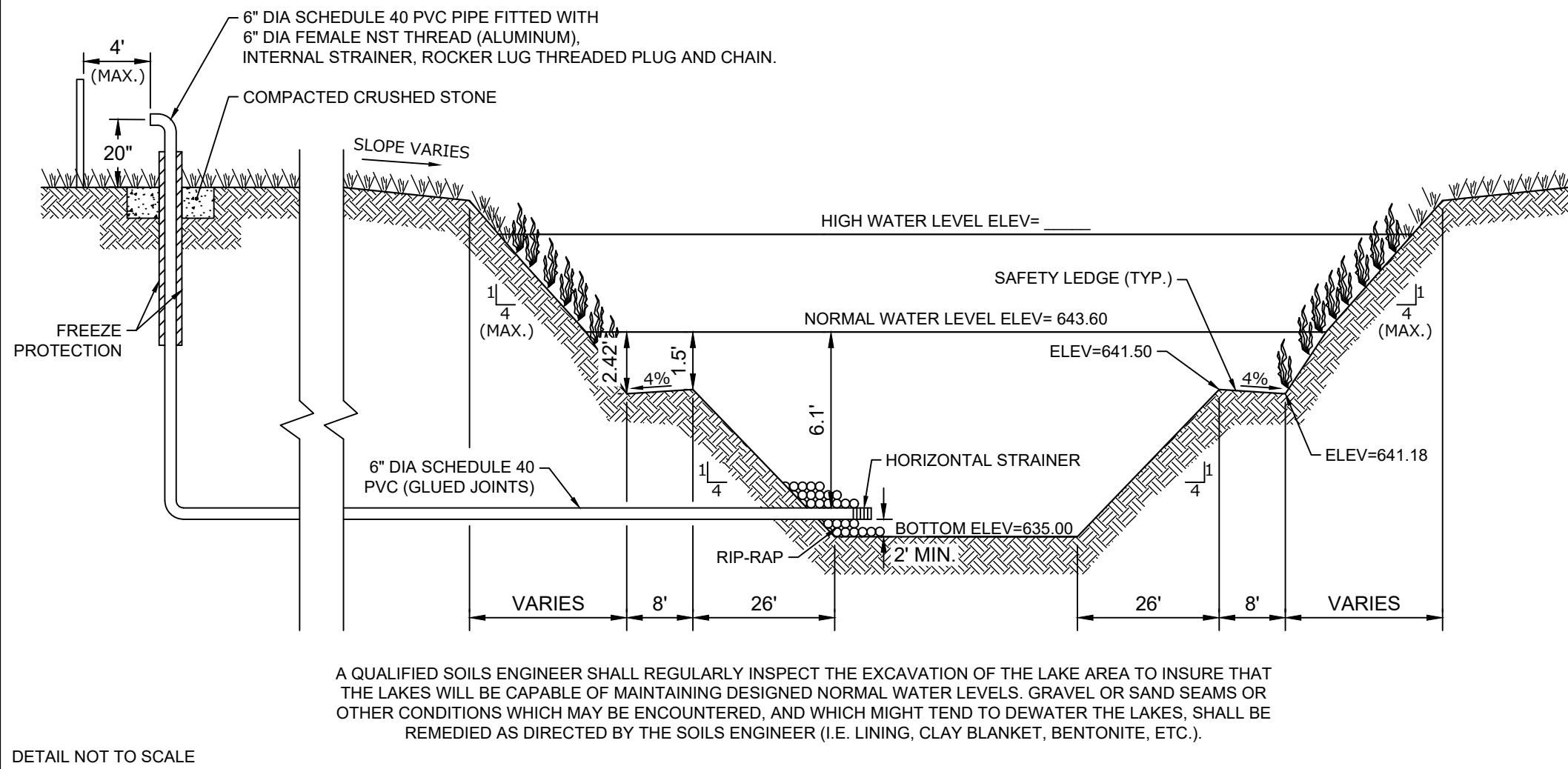


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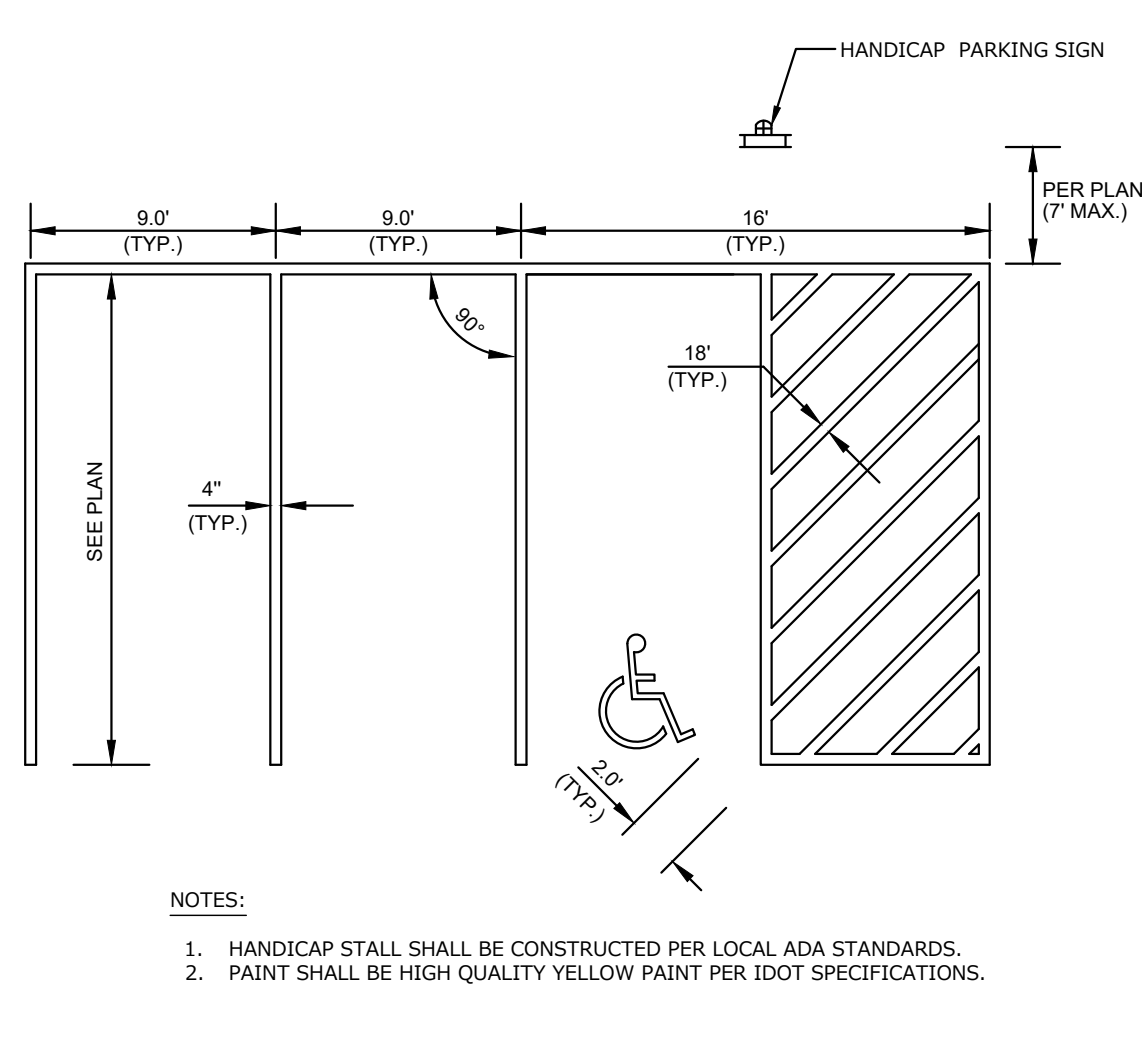




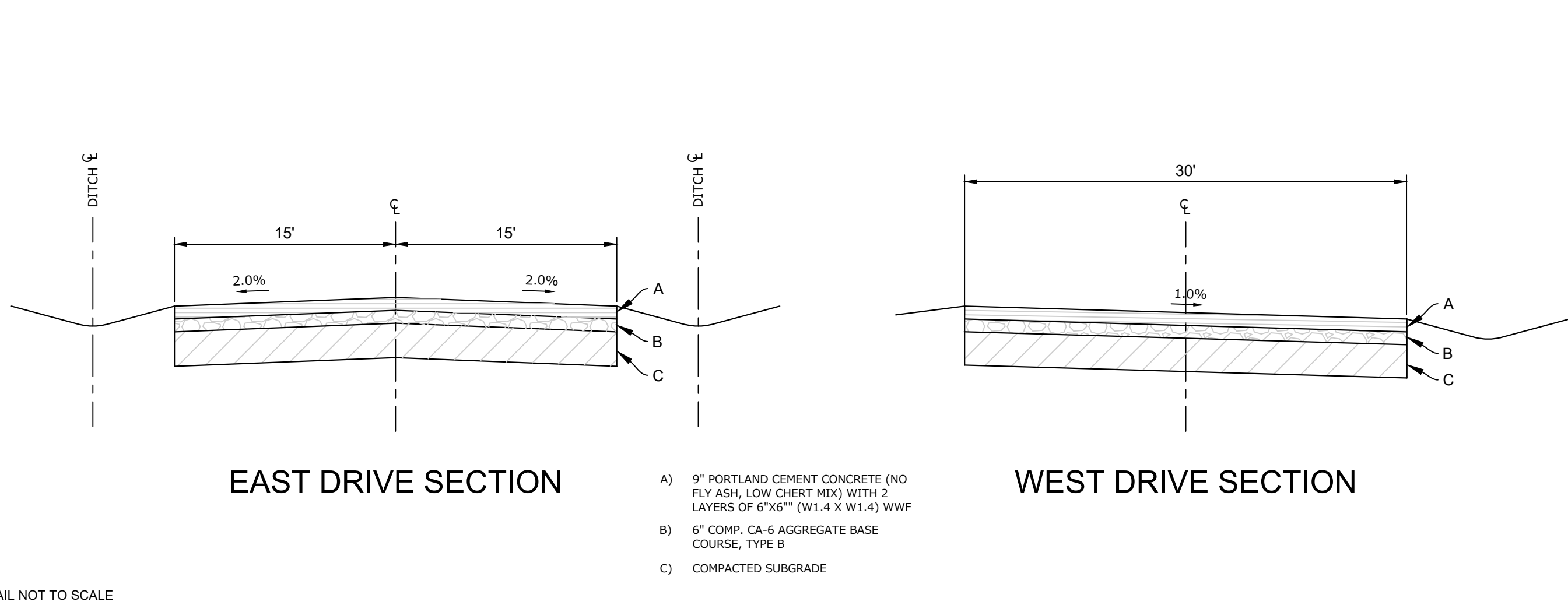
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DRAFTED: ATK  
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PROJECT: 2720.00-1  
SHEET: 312  
DATE: 11/19/2022 10:18 AM  
DRAWN BY: BDL  
CHECKED BY: BDL  
APPROVED BY: BDL  
REVISIONS: 1-1-20 Revised dimension in Section B-B of cast open lid  
1-1-15 Revised dimensioning of frame. Added ADA compliant open lid  
1-1-09 Switched units to English (inches)  
All dimensions are in inches (millimeters) unless otherwise shown.



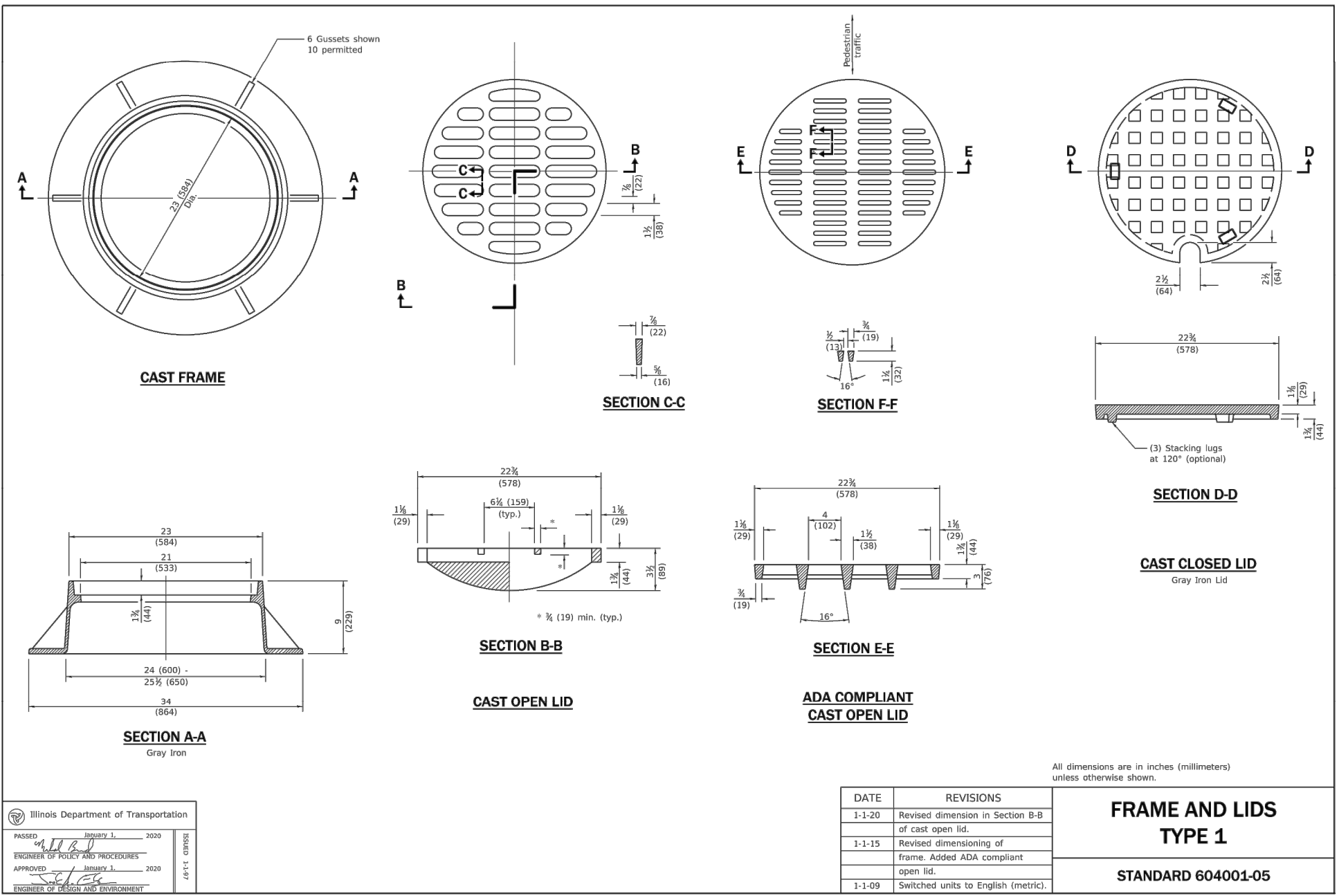
DETENTION POND CROSS-SECTION



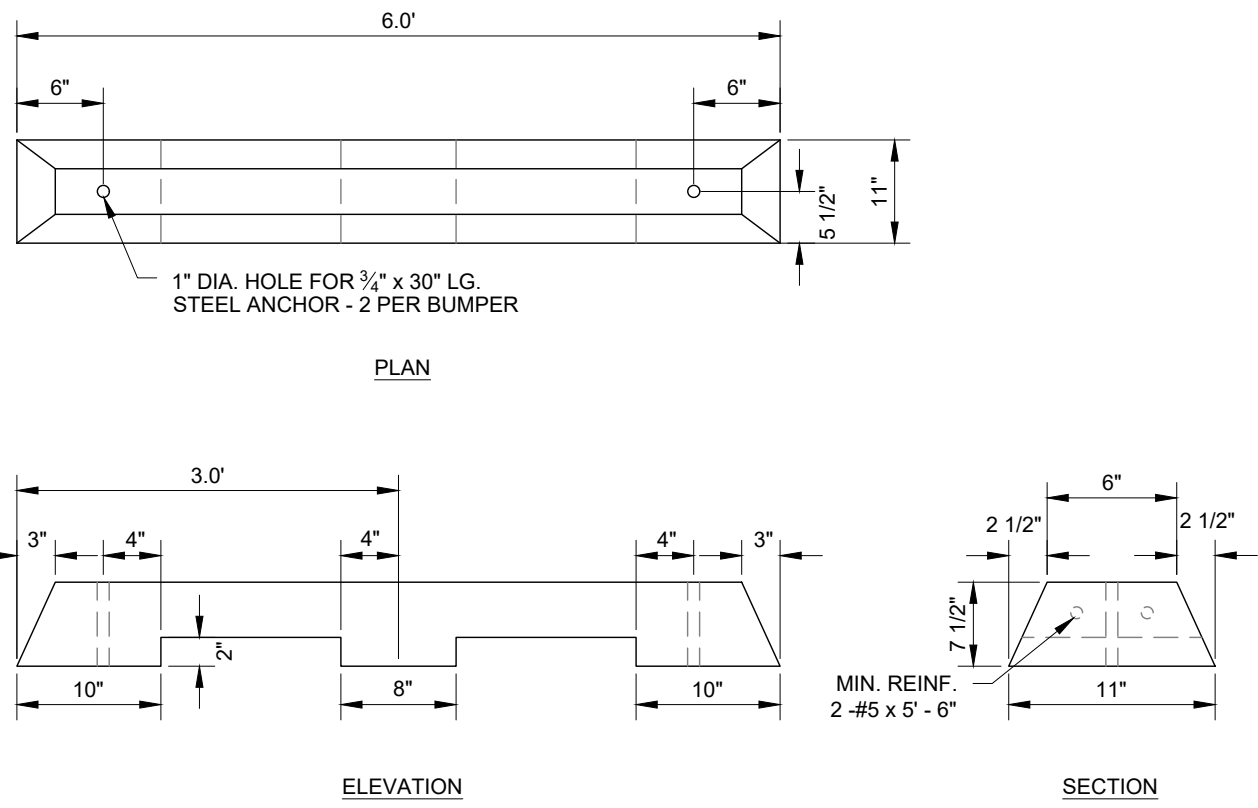
STRIPING DETAIL



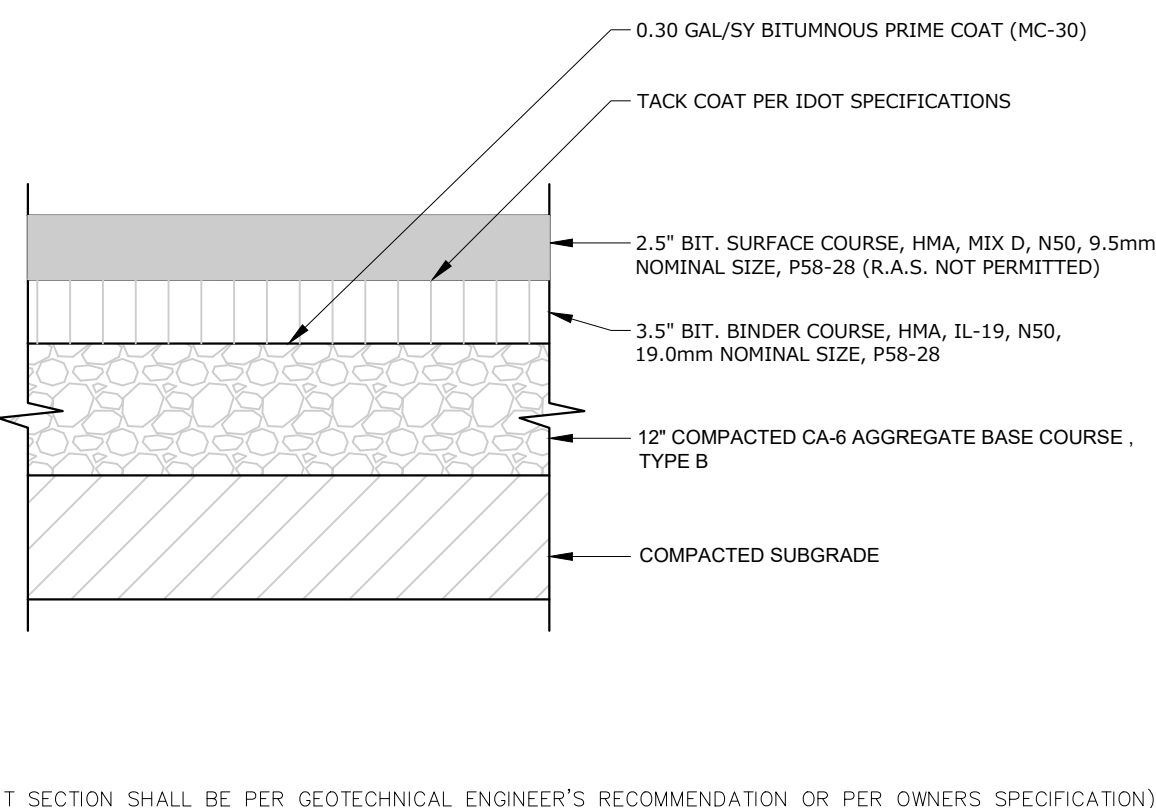
TYPICAL DRIVE SECTIONS



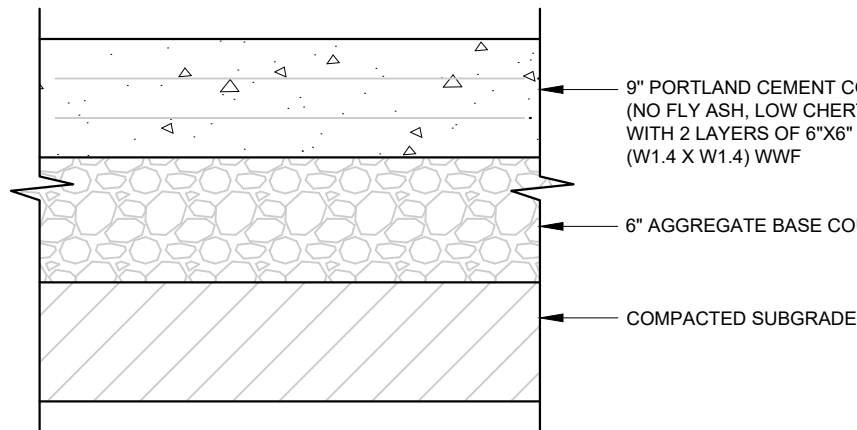
FRAME AND LIDS  
TYPE 1  
STANDARD 604001-05



CONCRETE WHEEL STOP



ASPHALT PAVEMENT SECTION (SN = 2.60)



CONCRETE PAVEMENT SECTION

## Community Development Memo

TO: Planning & Zoning Commission  
FROM: Edgar Lara, Village Planner  
DATE: March 22, 2023  
SUBJECT: 2023 Official Zoning Map Review

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### **I. SUMMARY**

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Per State Statute (65 ILCS 5/11-13-19), the Village is required to publish the Official Zoning Map by March 31<sup>st</sup> that incorporates all annexations, zoning changes or corrections from the previous year.

### **II. ZONING MAP UPDATES**

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No changes have been made to the zoning map this year, so the map will remain the same for 2023.

### **III. STAFF COMMENTS AND REVIEW**

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Following PZC review and recommendation, the 2023 Official Zoning Map will be forwarded to the Village Board for publication on April 11, 2023.

### **VII. RECOMMENDATION**

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Staff recommends publication of the 2023 Official Zoning Map.

### **IV. ATTACHMENT(S)**

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1. Draft of the 2023 Official Zoning Map

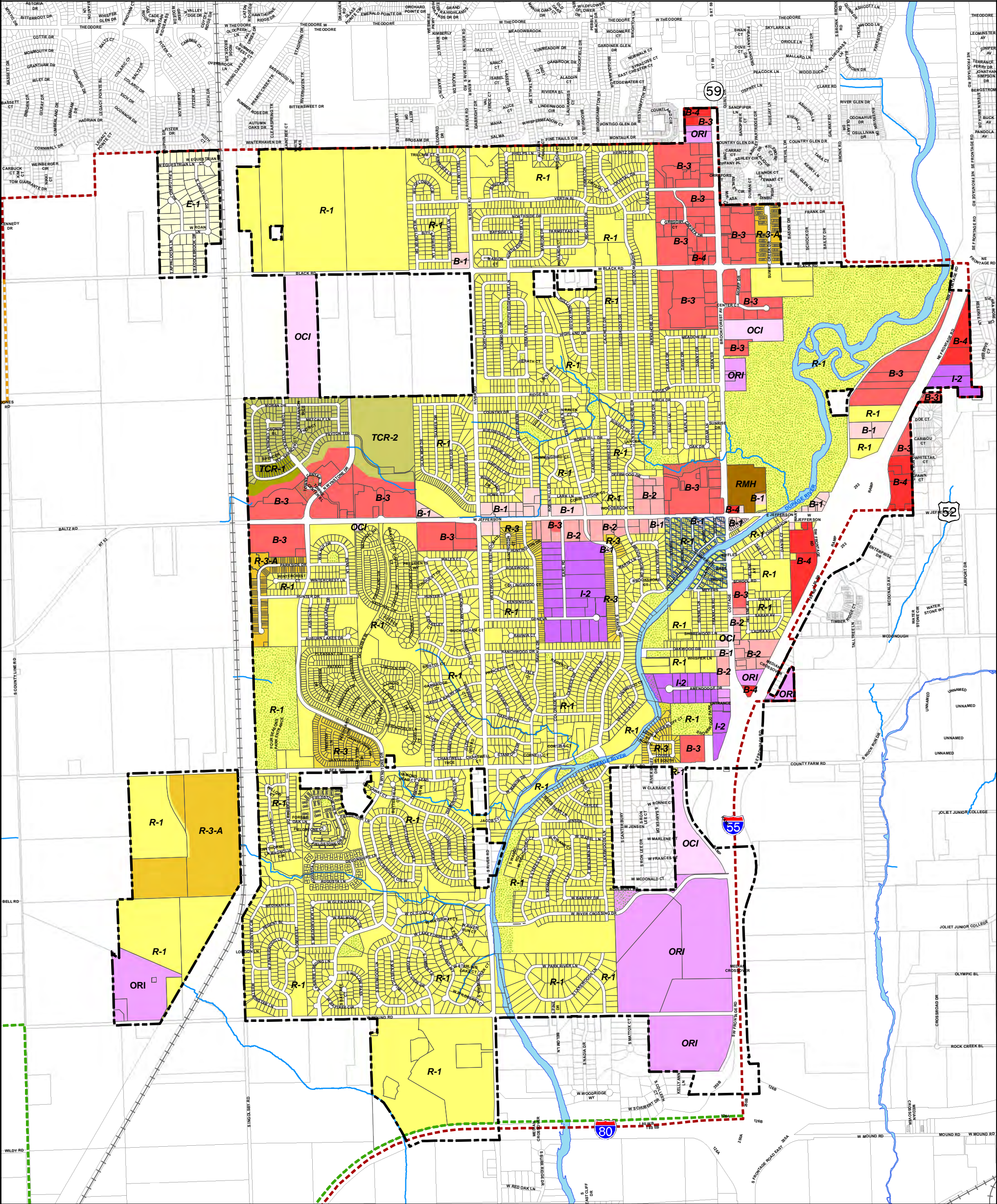
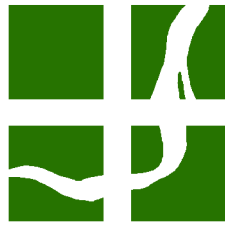




# Village of Shorewood

## ILLINOIS

### OFFICIAL ZONING MAP 2023



- |   |  |
|---|--|
| Village Boundary                                      | E-1 Estate transition district                                     |
| Park/Forest Preserve                                  | E-2 Medium density estate district                                 |
| Shorewood Beach Overlay District                      | R-1 Medium density single-family residence district                |
| AG Agricultural district                              | R-1-A Low density single-family residence district                 |
| B-1 Neighborhood convenience shopping center district | R-3 Medium density single-family and two-family residence district |
| B-2 Community shopping center district                | R-3-A Medium density multiple-family residence district            |
| B-3 General commercial district                       | R-4 Multiple-family residence district                             |
| B-4 Automotive service district                       | R-5 Multiple-family residence district                             |
| OC1 Office, commercial and institutional district     | RMH Mobile home park district                                      |
| ORI Office, research and light industrial district    | TCR-1 Town center residence district                               |
| I-2 General industrial district                       | TCR-2 Town center residence district                               |
| I-3 Planned industrial district                       |  |

- Boundary Agreements**
- City of Joliet- R2011096245
  - City of Joliet (Option Area)- R2011096245
  - Village of Minooka- R2020005539



2,000 1,000 0 2,000  
Feet  
1 inch = 2,000 feet



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**I. Call to Order**

Chairman Brockman called the meeting to order at 7:00 pm.

**A. Pledge to the Flag****B. Roll Call**

Present: Chairman Stevan Brockman

Vice Chairman Scott Selfridge, Kim Gould, Tom Amos, Mike Kaminsky,  
Ellen Kijowski (Left at approximately 8:00pm), David Goodale, Cheri  
Susner

Absent: Michael Sayles, Brad Brooks

Staff/Council: Natalie Engel, Economic Development Director  
Edgar Lara, Village Planner  
Aaron Klima, Village Administrator

**II. Public Comments**

None

**III. Business Items****A. Approval of Minutes dated November 2nd, 2022.**

Motion by Commissioner Kijowski, seconded by Commissioner Amos to approve the minutes dated November 2nd, 2022. Upon roll call vote, the motion carried unanimously.

Ayes: Amos, Gould, Kaminsky, Kijowski, Goodale, Susner

Nays: None

**IV. Reports and Communications****A. Staff Updates****i. Comprehensive Plan Draft - Update**

The final draft of the comprehensive plan update for the Village of Shorewood was completed and given to the planning commission for review. Teska (who is the planning consultant on the project) gave a presentation explaining to the plan commission all of the efforts leading into the creation of the plan and covered topics such as: the content of the plan, the outreach that was done, the specific recommendations that were made, and the findings that were reached. The plan commissioners then engaged in discussion with consultants and staff regarding various aspects of the plan. It was determined that the final



version of the plan would need to be reviewed at a public hearing, to be scheduled on March 1<sup>st</sup>, 2023.

**B. Commissioner Feedback**

None

**V. Adjournment**

A motion was made by Commissioner Goodale to adjourn the meeting, which was seconded by Commissioner Kaminsky. The motion carried unanimously by roll call vote:

Ayes: Amos, Gould, Kaminsky, Kijowski

Nays: None

\_\_\_\_\_  
Edgar Lara

\_\_\_\_\_  
Date

**Village Planner**