

## SECTION 2-COMPREHENSIVE PLANNING FACTORS

In analyzing the current planning context of the Village, a number of apparent sub-area planning contexts emerged. The sub-area contexts are referred to in the plan as comprehensive planning factors. As such, they should be considered as significant determinants in the adoption of land use and development policies for the lands within these areas. The primary comprehensive planning factors identified in the Village are described in the following paragraphs.

### Standard Development and Existing Pattern Development Impact Areas

The existing development planning factor recognizes that lands within this area are impacted by existing land usage and development. The development of vacant properties, or the redevelopment of under-utilized properties within these areas must consider the existing uses, densities, and market conditions in the general vicinity. Village development policies for these areas should be developed in light of the existing patterns that are present in the area. These areas should also best represent visioning set out in the Village’s residential and commercial/retail design guidelines, and should constitute the ‘standard’ development approach for areas not heavily impacted by location-specific issues and forces.



### Towne Center

Plans for the Village’s Towne Center are currently coming to fruition. However, the careful management of, and subsequent preparation for the eventual build-out of this area needs to be continually addressed. The envisioned combination of traditional neighborhood form with an established supplemental Towne Center intends to create a new area of cultural significance for the Village. Appropriate transitions



from commercial to traditional residential, and then from traditional residential to standard residential

(and so on) must be implemented to create unique and identifiable neighborhoods and places to visit.



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### Transit-Oriented Development

Metra has presented early-stage plans for the addition of the EJ&E railroad that runs north and south through the Village, as part of their proposed STAR Line. These plans indicate the need for a Metra station at the crossing of the EJ&E Railroad and Route 52. The areas surrounding this proposed Metra station are identified as a unique comprehensive planning factor because of the special land



use opportunities that a Metra commuter station would provide, such as possibilities for transit oriented development. When this factor is placed in context with the plans for the development of the Towne Center, its importance in helping to create a truly sustainable and attractive developmental core for the Village becomes clearly evident.



### Route 52 and Route 59 Impact Areas

Route 52 and Route 59 are two of the major arterials in Will County. They are the transportation backbone of the Village of Shorewood, as well as the many other communities that abut them. As a result of this, they effectively serve as prime re-development corridors for any future land use initiatives. The high traffic flows associated with these roads makes them attractive as possible locations for extensive retail and commercial uses. Resulting policies for these areas must exhibit sound design principles and coincide with the Village's aesthetic and character vision.



### Black Road Corridor

Black Road serves as yet another significant corridor of potential development. Due to its location to current residential areas, as well as its proximity to future development associated with the Towne Center (and its associated neighborhoods), a vision of less-intensive office/commercial and mixed uses has been established for key nodes in this area. These nodes should blend well with and be compatible neighbors to the residential uses in the corridor.



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### **Collector Corridors**

A majority of the collector corridors in the Village either run through, or provide access to predominantly residential areas. These corridors provide opportunities for buffering and landscaping treatments that can be applied to residential subdivisions. A consistent approach in addressing such items as uniform setbacks, fencing, plant species and planting schemes will enable these areas to serve as a new scenic amenity.

### **Wikaduke Trail Impact Area**

The Wikaduke Trail is a planned north-south arterial that will run through Will, Kane, DuPage and Kendall Counties. Through the Shorewood planning area the Wikaduke Trail is planned to encompass the existing Ridge Road arterial. While this road currently serves as a rural arterial, current development activities in Minooka at the Ridge/I-80 interchange, as well as the continued and rapid western expansion of Joliet are expected to cause arterial development potential along this corridor within the life of this plan.

### **Aux Sable Overlay**

The western portions of the study area include a segment of the Aux Sable Creek, a recognized and highly-valued natural resource that is to be protected and enhanced. The land encompassing the creek and several of its tributaries will provide vast opportunities for the implementation of new open spaces and park land. Additionally, due to the presence of these natural resources, any ancillary development in this region of the study area should exemplify high-quality design standards and practices that ensure the long term quality of the creek. These areas represent an opportunity for larger lot size developments or conservation design developments that provide upscale housing consistent with existing developments in the area.

