

City of Wilmington
Illinois

COMPREHENSIVE PLAN

SEPTEMBER 16, 2008



RUETTIGER, TONELLI & ASSOCIATES, INC

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EXECUTIVE SUMMARY

The City of Wilmington Comprehensive Plan is intended to be a guiding document for policy decisions regarding issues such as land use, transportation, and urban design. More than providing just the traditional comprehensive plan elements of development goals and land use policy, the plan seeks to communicate a vision of the built environment that will be Wilmington in the future. At the core of that vision is the premise that beyond mere function, the elements that make up the built environment will cohesively blend to create a community of exemplary design and a high quality of life for City residents. To achieve this goal the Comprehensive Plan outlines the following principles and planning elements.

Key Development Principles

- The plan strives to provide opportunities for a balance of essential land uses. While like most suburban communities, the predominant land use will be residential, leaving significant areas for retail and services uses, employment center uses, community facilities, open space areas, and recreation.
- Residential uses in the City are envisioned to be a combination of exemplary land planning and architectural design that creates an identifiable character and sense of place. Appropriate locations exist throughout the planning area to provide residential neighborhoods that serve a variety of lifestyle needs ranging from families just starting out to senior-oriented lifestyles.
- Industrial developments within the City are identified around key transportation areas to provide for employment centers.
- Retail and commercial developments in the City are identified at strategic locations throughout the planning area, both maximizing the major roadway corridors and serving local neighborhood needs. Both as new construction and redevelopment, such uses are essential to achieve a high quality of life for City residents.
- Natural resource amenities are identified throughout the planning area for both preservation and enhancement. Additional open spaces are planned for recreational use. The plan envisions a hierarchy of both passive and active open spaces throughout the City to meet both the neighborhood and community needs of its residents. Open spaces are viewed as a design amenity to be embraced and accentuated in development plans.

INTRODUCTION

This document presents the Comprehensive Plan for the City of Wilmington, Illinois. The Comprehensive Plan represents the City's vision for future growth and development. The Plan establishes policies for growth management, land use, transportation and other community development-related issues. The benefits of the City's Comprehensive Plan extend to all Wilmington Residents. By careful planning, the City is able to best utilize its' resources and provide the highest quality of living for residents and businesses.

The Comprehensive Planning process was conducted to bring the City's vision in line with changing development patterns and conditions in the Wilmington area. The City had adopted a Comprehensive Plan in November of 2000. In recognizing these changing conditions, the City engaged in this process to review the policies of the 2000 plan and address new development issues and areas that had arisen in the City.

The Comprehensive Planning process involved numerous phases. These phases included: inventory and identification of key planning factors; evaluation of alternative planning concepts; preparation of goals and objectives; development of long-range planning policies; and adoption by the City. Throughout this process, the City has conducted numerous public workshops and encouraged the active participation and input of citizens.

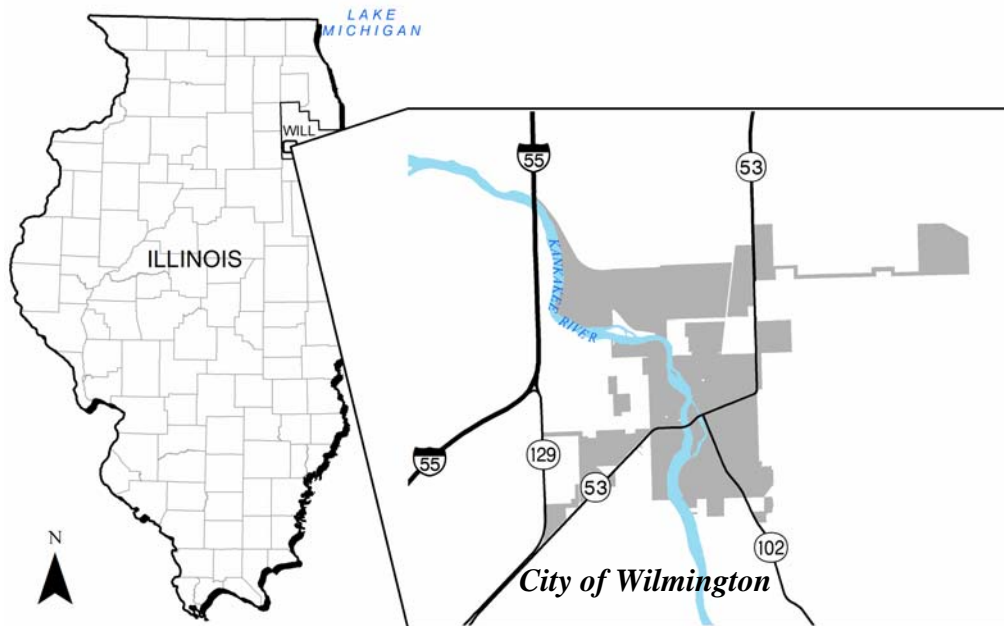
This Comprehensive Plan has several legislative uses that are important to understand:

1. The Comprehensive Plan is a set of goals and objectives that are aimed at guiding the future development of the City.
2. The Comprehensive Plan serves as a vital tool in assisting the Plan Commission and City Council in the decision making processes that each of those bodies face. The Comprehensive Plan should help guide decisions regarding such development issues as subdivisions, annexations, map amendments and development agreements.
3. The Comprehensive Plan is the primary tool from which the Plan Commission and its advisors may draw from in addressing the growth pressures facing the City of Wilmington.
4. The Comprehensive Plan clearly provides a unified set of goals and objectives to all of the stakeholders involved in the development process in the City of Wilmington. These parties include the City Council, Plan Commission, City staff, outside governmental agencies, developers, the courts and the general public.
5. The Comprehensive Plan is an educational resource that outlines the goals, objectives, development plans and resources associated with the City of Wilmington.

SECTION 1: COMMUNITY PLANNING CONTEXT

Location

The City of Wilmington is located in southwest Will County, Illinois approximately 52 miles southwest of Chicago. The City is situated along the Kankakee River just east of Interstate 55. The redevelopment of the Joliet Arsenal into industrial properties along with access to the surrounding region through Illinois Route 53 and Interstate 55 create great opportunities for growth. The proximity to the Midewin National Tallgrass Prairie, Des Plaines Fish & Wildlife Area, Kankakee River and private outdoor clubs provides for exceptional recreational and outdoor activities.






Description of the Planning Area

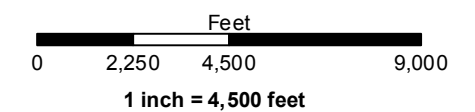
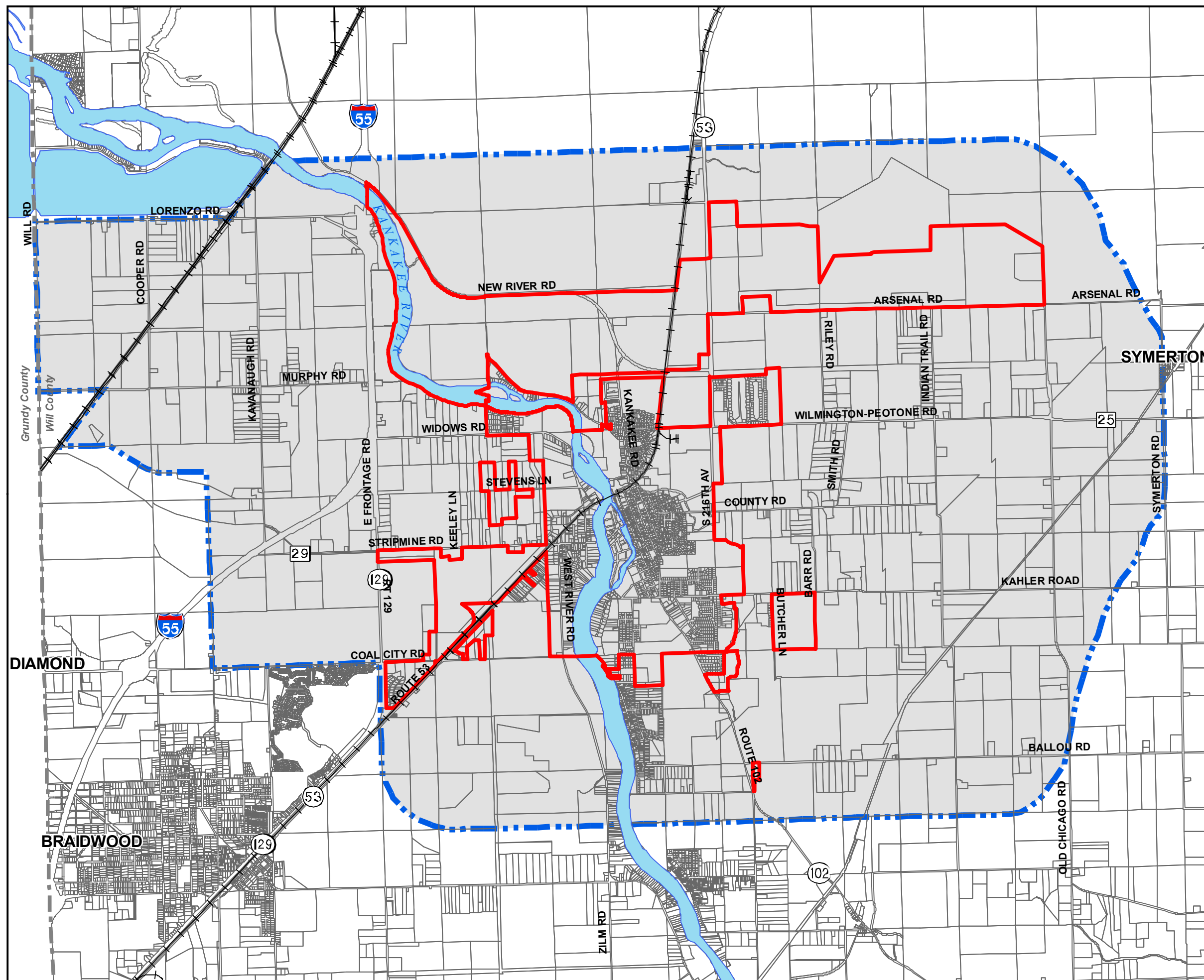
The Comprehensive Plan defines a planning area that encompasses the City of Wilmington and surrounding areas to identify future development patterns and objectives. The planning boundary defines the area to be studied within the Comprehensive Plan. The planning area includes the existing corporate limits of the City of Wilmington, its 1 ½ mile planning jurisdictional area, and areas outside this jurisdiction that can be reasonably developed within the City. The planning area is generally bound by Symerton Road to the east, ½ mile south of Ballou Road to the south, the City of Braidwood and Will Road to the west, and 1 ½ mile north of Arsenal Road to the north and contains approximately 49 square miles.

Planning Area shown on Illustration 1: Planning Area Map.

ILLUSTRATION 1
PLANNING AREA MAP

Legend

-  Planning Boundary
-  Corporate Boundary
-  County Boundary



SECTION 1: COMMUNITY PLANNING CONTEXT

Historical Perspective

One hundred sixty years ago, farmers from the Eastern United States came to Wilmington attracted by the beautiful Kankakee River. From the beginning, industry was important to Wilmington. Early in its existence, it saw the construction of saw, grist, carding, and flour mills. Lumber companies, a stone quarry, ice houses, and a paper mill soon followed. Retail establishments kept pace with the growing town and the young Wilmington soon had two hotels and mercantile stores.

The new Illinois and Michigan Canal and its tributary, the Kankakee Canal, brought an expanding trade in freight and passenger movement. A Chicago to St. Louis railroad line through Wilmington was completed in 1854, but waterway shipments continued until late in the 19th century.

Coal was discovered in the nearby Village of Braidwood in 1863 and mining was a major industry in Wilmington until the closing of the last coal field in 1974. In 1942, the United States government constructed an arsenal north of the city. Wilmington's population kept pace with its ever expanding industry. Following the original farmers were the canal excavators. The opening of the rail line added new residents as did the discovery of coal. Construction of the arsenal resulted in Wilmington's almost tripling in size.

Wilmington's residents did not neglect the needs of the community. A school and four churches were built prior to the settlement reaching village status in 1854. Today, the community is served by twelve churches of at least eight denominations; two elementary schools, one middle and one high school; a library; one weekly newspapers; a movie theatre; and up to twenty-four service organizations. City services are focused on successfully serving the health and safety needs of its residents.

The City of Wilmington has a long history of growth and meeting the needs of its people. This Comprehensive Plan has been written to insure that the continued growth of the city benefits the greatest number of residents. It aims to maximize Wilmington's strengths, many of which are rooted in the city's history, such as its location on the Kankakee River and a 19th century city center. Another objective of this Plan is to ensure that future residents have access to amenities, current and past, that residents have enjoyed, such as a sense of community and open space.

One of Wilmington's greatest strengths is a history anchored in the last century. The overall goal of this Comprehensive Plan is to ensure that the city will thrive as its history continues to be written into the next century.

Based on "Brief History of Wilmington." Smith, Dorothea (Unpublished). S. R. Castillo, Editor

SECTION 1: COMMUNITY PLANNING CONTEXT

Existing Land Uses

The pattern of land use within the community reflects the character of the land, historical growth influences, regional transportation linkages, social and economic bases, market values, and previous planning activities. The variety and distribution of land uses, effectively serves as a snapshot of a community's character. The balance of lands devoted to residential, commercial, industrial, office and open space is viewed as an indicator of economic health; an image that can attract or repel citizens and potential residents, viable business and quality developers; and can set the direction for growth to meet future needs.

*Existing Land Uses are shown on **Illustration 2: Existing Land Use Map**.*

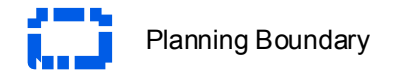
This section describes the existing land use patterns within the City of Wilmington. For purposes of this comprehensive plan, a cumulative outlook on the current status of development is required to direct future land development policies. The future land use patterns and themes described in later sections are dependent upon the existing land use conditions found within the City and surrounding areas.

The total land area within the City of Wilmington is approximately 6,150 acres (~9.6 square miles). Of all land within the City's corporate limits, agricultural zoning is the most prominent followed by industrial and residential zoning. The annexation of the Prologis development in part of the old Joliet Arsenal and proposed Ridgeport Logistics Center will add a large amount of industrial capacity to the City. Existing commercial development is limited to the downtown area, east and west on Route 53 and south along Route 102/Water Street.

Land uses surrounding the community varies greatly. The former Joliet Army Ammunition Plant (Arsenal) lies north of the City and has been redeveloped into the Prologis Industrial Park and Midewin National Tallgrass Preserve. Much of the City's agricultural zoning is contained within the Des Plaines Fish & Wildlife Area under the jurisdiction of the Illinois Department of Natural Resources. To the southwest is the City of Braidwood and Village of Diamond and many old strip mines that provide recreational uses for private clubs. The remainder of the planning area is predominantly agricultural with pockets of rural residential development interspersed in the landscape.

ILLUSTRATION 2
EXISTING LAND USE

Legend



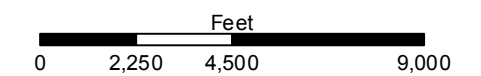
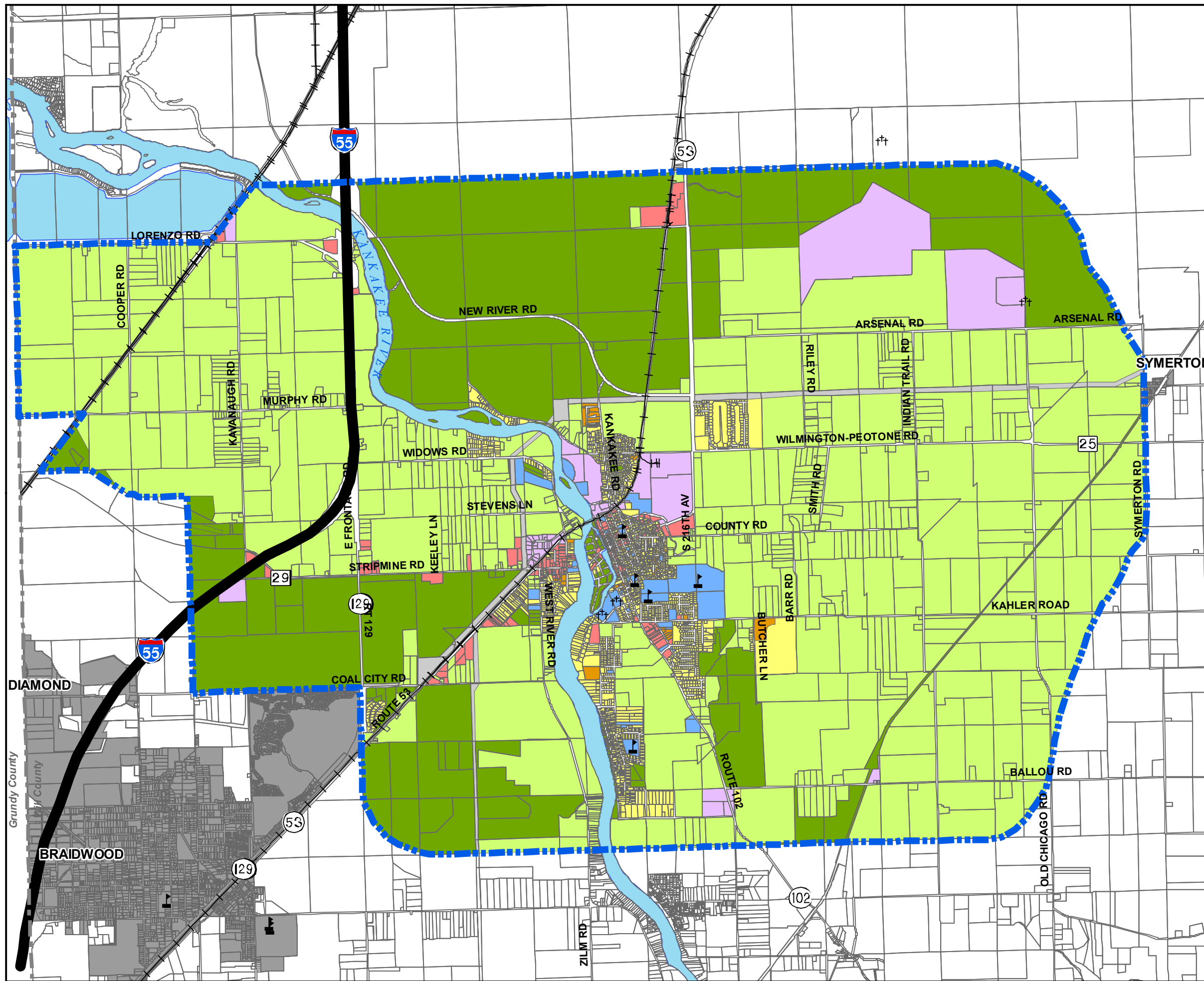
Planning Boundary

Existing Land Use

- Agricultural/Rural Residential
- Residential Single-Family
- Residential Multi-Family
- Commercial
- Industrial
- Government/Institutional
- Open Space/Parks
- Utility

School

Cemetery



1 inch = 4,500 feet



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SECTION 1: COMMUNITY PLANNING CONTEXT

Once Wilmington adopts an official planning area, Illinois Statute gives it the right to review proposed subdivisions within the portion of the planning area which extends up to 1.5 miles beyond its municipal border. Under this statute, Wilmington theoretically will be able to insure that subdivisions that are within 1.5 miles of its border conform to the Wilmington subdivision ordinance. Wilmington may sign the plats for parcels lying within this 1.5 mile area; however, actual zoning control for this area remains in the hands of the county. Wilmington's current planning area slightly exceeds its 1.5 mile planning jurisdiction in order to facilitate the development of its Transportation Plan and proposed future developments.

The state statute does not mandate municipal review of subdivisions within the 1.5 mile area, especially in cases where a parcel lies in more than one planning area. A municipality may voluntarily transfer its interest in a particular portion of this extended territory. In other words, the municipality may or may not include in its planning area the territory assigned to it by statute.

Wilmington already straddles the Kankakee River; therefore, it has no choice but to consider building the community on both sides. Proposed developments are also planned across both sides of I-55. These area divisions play an important part when the transportation system is considered; the City will need to provide sufficient access to each side of these divisions

Environmental Features

A general environmental assessment was made for the Wilmington planning area. This assessment offers information on environmental conditions that significantly influence the usage and planning of land. Such an analysis assists in the determination of the appropriate locations for various land uses such as residential, commercial, and open space.

The planning area contains many significant environmental features that need to be incorporated into future plans for the City of Wilmington. These environmentally sensitive resources include areas such as floodplains, wetlands, and wooded areas. These features can be found throughout the planning area and are frequently associated with waterways such as the Kankakee River, Forked Creek, Jordan Creek and other creeks and lakes.

Floodplain

The planning area contains many waterways such as the Kankakee River, Forked Creek and many other named and unnamed creeks, lakes, ponds and drainage ways that are prone to flooding. The areas containing a flood hazard area as mapped by the Federal Emergency Management Agency (FEMA) are located on the Environmentally Sensitive Areas Map.

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

SECTION 1: COMMUNITY PLANNING CONTEXT

Several streams are within the City of Wilmington's planning area. The main source of water to the area is the Kankakee River. Other sources of water include Forked Creek and Jordan Creek, as well as Prairie Creek. Overall, it is these waterways which provide the runoff system for the area's surface water. The general topography of the City's planning area runs from the east and west towards the Kankakee River.

As development continues and creates more impervious surfaces, surface drainage will become more critical. Discouraging development in the floodplains will eliminate many potential problems in the future. Development in the floodplain and an increased flow to the waterways will promote erosion and flooding and sedimentation problems.

Wetlands

Wetlands are delineated according to the wetland inventory maps prepared by the U.S. Fish and Wildlife Service. Special care should be given when development is proposed in these areas. Disturbances to jurisdictional wetlands are regulated by the U.S. Corps of Engineers and are subject to a permitting process to protect the wetlands and mitigate wetland disturbances. Developments should utilize wetland delineation/investigation studies to determine the appropriate steps to be taken with each site.

*Environmental Features are shown on **Illustration 3-Environmentally Sensitive Areas**.*

Soils

The soils within the planning area were examined using the soil surveys produced by the Natural Resource Conservation Service. The capability of these soils for development was considered in the analysis. There are several types of soils found within the planning area in and around Wilmington. These soils include Dunham (523A) in the north-central areas, Elliott (146B) and Ashkum (232A) in the west, LaHogue (102A) in the northwest and southwest, and Watseka (49A) in the west-central portion of the planning area.

The poor suitability for construction on certain soils within the planning area is a variable which should be considered. Any limitations found will not necessarily hinder the development of the area, however, soils conditions should be carefully reviewed during approval of new development. Review of new developments on poorly suited soils will insure proper mitigation measures are taken to avoid situations which would negatively affect the City.

SECTION 1: COMMUNITY PLANNING CONTEXT



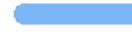

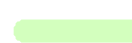

Preserves/Recreational Areas

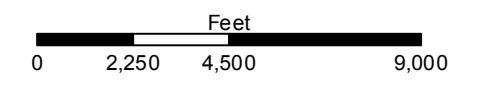
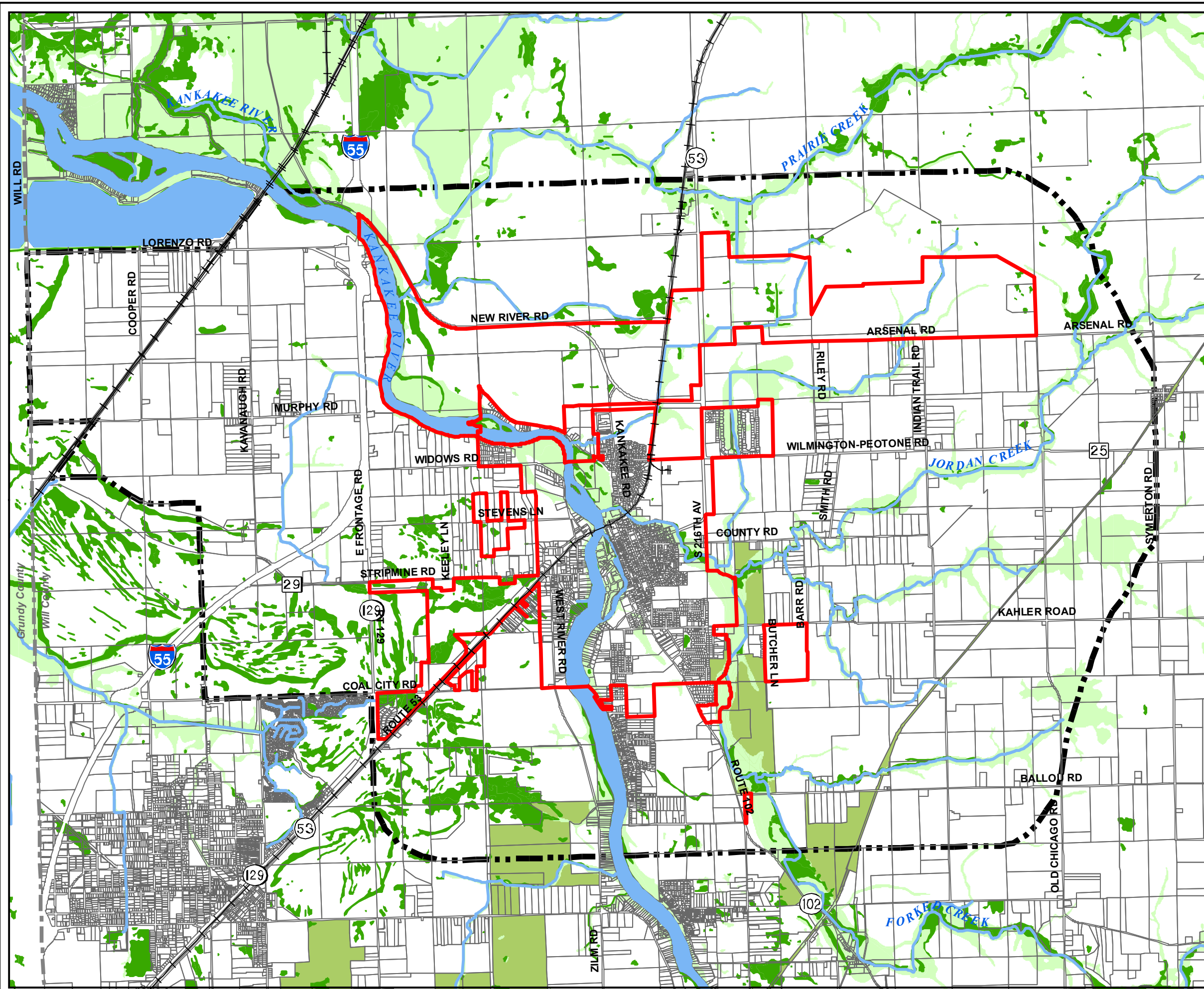
Many environmentally significant areas within the planning area of the City have already been designated for preservation and recreational space through various government and private organizations. The City has a wealth of public and private preserves, open spaces, parks and recreational areas. Some of the preserved areas are included in the following parks and preserves:

- U.S. Forest Service
 - Midwin National Tallgrass Preserve
- Illinois Department of Natural Resources
 - Des Plaines Fish & Wildlife Area
- Forest Preserve District of Will County
 - Forked Creek Preserve
 - Sand Ridge Savanna Nature Preserve
- City of Wilmington, City Parks
 - Brookside Park
 - Children's Memorial Park
 - North and South Islands

ILLUSTRATION 3
ENVIRONMENTALLY SENSITIVE
AREAS MAP

Legend

-  Planning Boundary
-  Corporate Boundary
-  Waterway
-  Wetlands
-  Floodplain
-  Forest Preserve Land



1 inch = 4,500 feet



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SECTION 1: COMMUNITY PLANNING CONTEXT

Community Facilities

As the City of Wilmington grows, demand for services will increase, thus requiring expansion of the community's facilities. The impact will be felt not only by the City but by other organizations and taxing bodies such as the School, Library, Park and Fire Districts.

Schools

The majority of children in the Wilmington planning area attend the Wilmington Community Unit School District 209 and a small portion of the southwest planning area will attend Reed-Custer Community Unit School District 255.

*-Mapped unified school district boundaries can be found in **Illustration 4-Jurisdictional Boundaries Map**.*

Fire Protection

The Wilmington Fire Protection District provides for both fire and paramedic service for Wilmington and the surrounding area. The District Currently operates one station located on Water Street in Wilmington. The district consists of full time, part time, regular, probationary and auxiliary members.

Police Protection

Police protection is provided by the City of Wilmington Police Department, which is located in the City Hall on Water Street. The Will County Sheriff's Department provides police protection outside the City of Wilmington.

Utility Systems








The City of Wilmington owns and operates its own water treatment facilities and wastewater treatment facilities and provides both water and sanitary services to its businesses and residents.

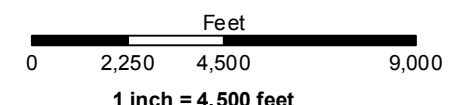
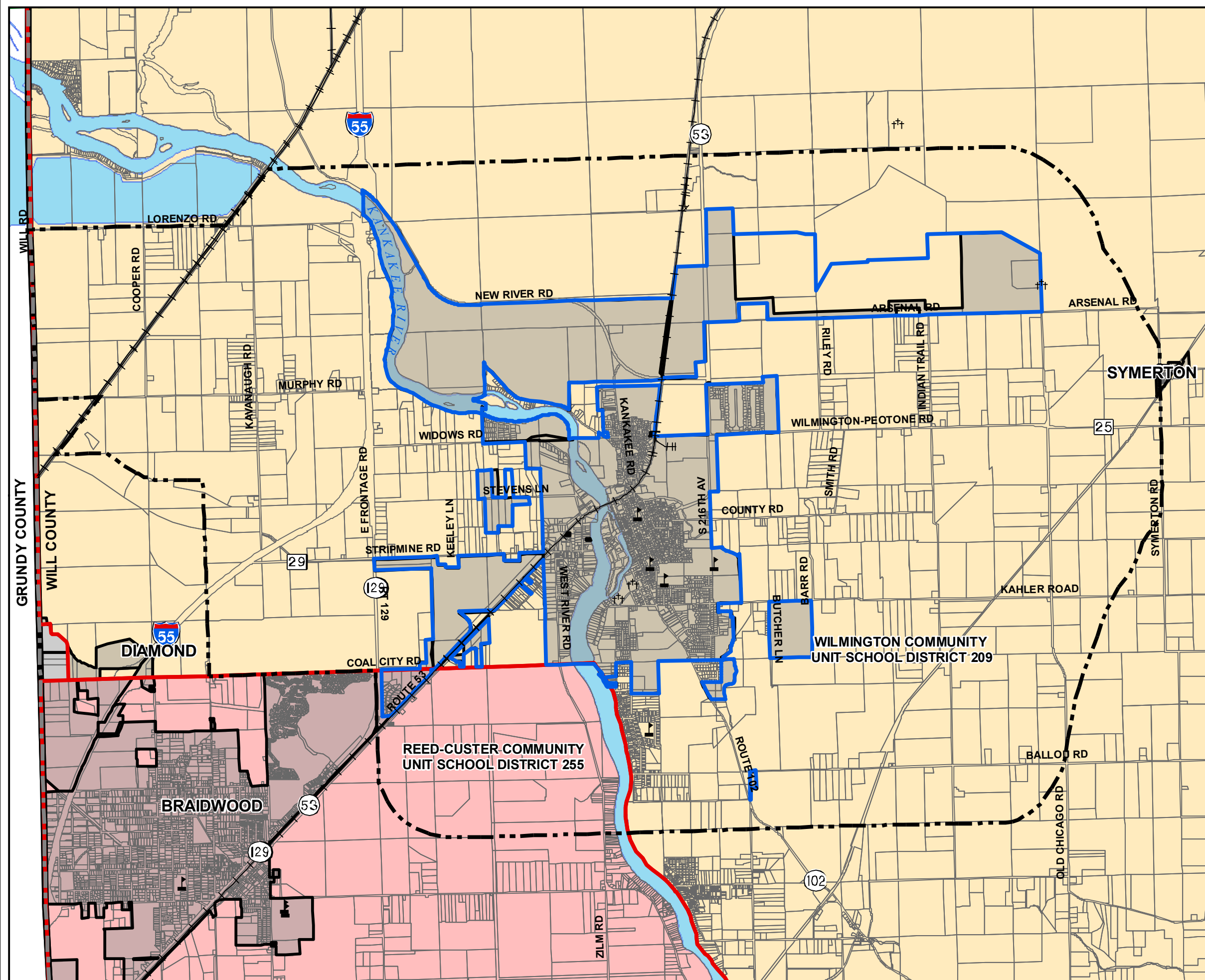
Parks and Recreation

The City of Wilmington is served by the Wilmington Island Park District that operates three main parks within the City, North and South Islands, Children's Memorial Park and Brookside Park. The Park District is responsible for providing direction and supervision necessary to provide for, operate and maintain recreational facilities and activities for the residents of the community. The City should work with the Park District to find suitable recreation areas in existing neighborhoods and plan for land dedications in new developments for the residents of Wilmington.

ILLUSTRATION 4
JURISDICTIONAL
BOUNDARIES MAP

Legend

-  Planning Boundary
 -  Municipalities
 -  County Boundary
 -  Wilmington Corporate Boundary
 -  School District Boundary
- Unified School Districts
-  Wilmington 209
 -  Reed Custer 255



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SECTION 2: LAND USE

In order to plan properly for the future of Wilmington, assessments of current land use conditions in the City and surrounding areas had to be made. This comprehensive view of Wilmington provides a foundation for the establishment of the City of Wilmington's goals and objectives for the future.

The following section describes the desired future land use patterns in the Planning Area. The Land Use Plan is intended to serve as a guide for making land use decisions for the City. While the physical plan depicts possible scenarios for development, it is not meant to be an inflexible tool for land use control.

The land use plan implements areas beyond the municipal limits to help ascertain the proper and expected growth of the City and provides the foundation to make land use decisions. The following land uses have been developed to better understand the current and future needs of the community. Development within each land use should follow the City guidelines and ordinances to provide for cohesively designed neighborhoods and compatibility of neighboring uses.

*-Future land use areas can be found in **Illustration 5- Proposed Land Use Map**.*

Existing Development

The limits of existing development show the area within and adjacent to the City center which have been established with respect to land use. This area does not show specific types of land use. A land use plan is developed in order to determine the best or most compatible land use for future development. Because the core of Wilmington is well established, land uses are constant with little change. However, there will be trends and changes in these land uses with amendments to the zoning map and text. Such changes will be evaluated on a case by case basis and are dependant upon surrounding conditions.

Agriculture

Agricultural uses will be accepted on parcels of land which exceed 10 acres and which support agricultural activities. These activities include the raising of crops; the feeding and care of animals typically found on a farm; and vegetable production which includes the on-site sale of produce. Such uses are designated to the southeast and west of the planning area. The importance of agricultural activities is obvious, however, there must be designated areas of agricultural development which are segregated from the residential and urban growth. This will help avoid conflicts between residential and agricultural uses.

Estate Residential

In order to form a needed transition between residential and agricultural uses and avoid conflicts between them, a low density, large-lot area has been established. The permitted lots in this area will be no less than 20,000 square feet in size and will maximize the uses of open space. Minimization of site disturbance and visual impact through preservation of existing natural features such as woodlands, flood plains and wetlands is encouraged.

SECTION 2: LAND USE

Standard Residential

This land use allows approximately 2 to 3 lots per acre. Generally, lots shall be planned utilizing the City's standard lot size of 12,000 SF. These lots will abut lots of similar size to form a transition between estate residential and more dense land uses. City utilities will serve this land use. Open spaces should be provided in the form of neighborhood parks and the preservation of natural resource areas. Development in this sector should occur contiguously to existing developments. Developments should be designed to connect and blend cohesively with one another.

Architectural style for residential structures is not restricted. Styles of homes should however, be harmonious with their surroundings, as well as with the community. Facade articulations should be applied consistently on all four sides of the structure, with an emphasis placed on creating an interesting visual impression, particularly from public right-of-way and adjacent properties. All residential developments should create design techniques that discourage monotony, creating neighborhoods of distinctive design and individual character. Residential landscaping for individual lots shall be required to increase the aesthetically-pleasing character of the development.



Medium Density Residential

This land use allows densities between 3 and 6 units per acre. These residential uses are to act as a transition between standard residential and commercial/industrial uses. The residential uses should be incorporated with a traditional commercial sector which provide services for the residents. Ideally, the commercial uses will be developed as pedestrian friendly corridors which help develop a traditional pattern of residential, commercial and open space.

Ideally, the commercial/residential transition could develop to promote; a human scale of development oriented toward pedestrian activity; an integration of commercial, residential and recreational uses that provide its residents with a variety of housing opportunities, workplaces, shopping, services, public facilities and recreational amenities; development that preserves and enhances the neighborhood's natural features and resources in the neighborhood's park and recreation



SECTION 2: LAND USE

system; a rectilinear street and block pattern designed with sensitivity to the natural landscape; urban design standards that allow for the compatibility of buildings and other neighborhood features as determined by their arrangement, bulk, form, character and landscaping that aid in establishing livable communities; architecture and landscaping, civic buildings, town squares, village greens, and other public facilities that create a sense of place and community identity, enhancing the City's character; and an attractive streetscape that is oriented toward pedestrian activity but encourages the safe and efficient use of the automobile.



Commercial/Recreation

This area represents privately owned and managed open spaces and recreational areas. Permitted uses within this category include those similar in nature to the existing recreational uses within the study area, as well as other innovative active entertainment options or unique venues. These uses will normally require large amounts of land and sufficient buffering from residential areas.

Commercial

The commercial area is designated to provide the services needed for the local and regional residents. The local services can be provided nearby or within residential developments. These commercial uses may be small with little impact to the residential uses. However, to increase the tax base of the community, some commercial uses must be developed which serve the regional customer. These uses are usually larger scale developments which have a larger impact on residents, traffic and public services. Location of such activities should be designed to be compatible with neighboring residential development. Larger scale commercial developments should occur on major transportation routes. Local and neighborhood commercial activities should occur on secondary routes or at strategic node locations.



SECTION 2: LAND USE

Research/Light Industrial

Industrial uses must be provided for to increase the tax base of Wilmington. These uses must be developed away from residential communities to protect the welfare and safety of such areas. The Research/Light Industrial Districts will provide for less intense industrial uses and provide a buffer between commercial uses and/or estate residential uses and the intense industrial/ manufacturing uses.



Industrial sites should use the following standards for good site planning, landscaping and architectural design that will attract businesses that share the desire to conduct business in a community with high standards. Properly planned industrial development will fit in with surrounding land uses and create a strong economic and employment base for the City. Buildings should be oriented so the office spaces with higher levels of architectural detail are facing the public right of way. The scale of the building is derived from the physical size, massing and also

from the apparent scale as determined by the visual appearance of the building. Architectural and site features should be used to create the appropriately scaled buildings for the site. Buffering shall be appropriately scaled for the intensity of the proposed use and those of adjacent uses and should provide for year round screening.



Industrial/Manufacturing

This area provides for more intense industrial and manufacturing uses to be allowed within the City. Uses in this area should have easy access to I-55 and major thoroughfares. Large areas should be planned developments to provide for unified design, easy access and utility placement as well as cohesive buffering and screening plans.



SECTION 2: LAND USE

Open Space

This designation includes areas for use as permanent open space for either passive or recreational uses. When possible, this area should be incorporated with environmentally sensitive areas. Open space and recreational amenities should be included in all residential and commercial projects in the form of greenways/greenbelts and should, where possible, include recreational trails to further promote safe and pedestrian friendly interaction of diverse land uses.




Parks can be designed to meet the needs of the immediate neighborhood in addition to the greater community. Recreational or bike trails can also be located along the rights-of-way of arterial and collector roads. Such a system of greenways and bike trails encourages active recreation, decreases reliance on the automobile and provides an additional measure of safety to pedestrians and bicyclists.

City of Wilmington

Comprehensive Plan

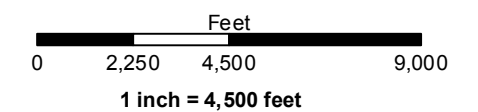
ILLUSTRATION 5 PROPOSED LAND USE

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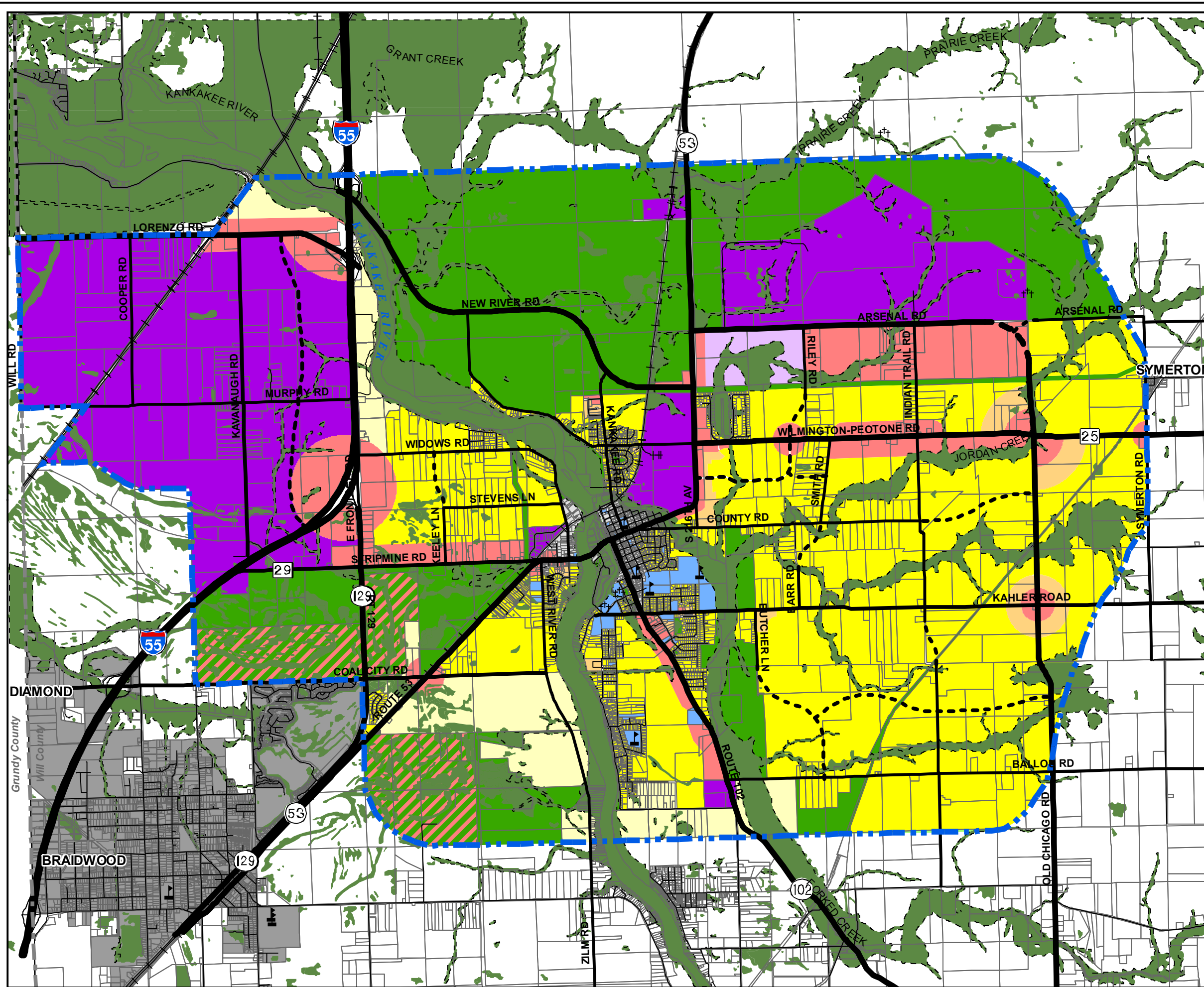
 Planning Boundary

Proposed Land Use

-  Existing Development
-  Agriculture
-  Estate Residential
-  Standard Residential
-  Medium Density Residential
-  Commercial/Recreation
-  Commercial
-  Research/Light Industrial
-  Industrial/Manufacturing
-  Government/Institutional
-  Open Space
-  Floodplain
-  Railroads



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SECTION 3: TRANSPORTATION

As the City of Wilmington and the surrounding region continue to grow, a plan for providing the transportation needs of existing and future developments has to be created. Existing traffic trends and road conditions as well as anticipated trends from future development have been reviewed to create a traffic plan for the City. The road network has been broken down into several classifications with the City to create the transportation plan. These roads include interstate highways, major thoroughfare, secondary thoroughfare, collector thoroughfare and local streets. The characteristics and standards of each road classification are found below.

*-Proposed road conditions can be found in **Illustration 6-Transportation Plan**.*

Interstate Highway

The planning and maintenance of the interstate is the responsibility of IDOT. Interstate Highway 55 runs north-south through the western portion of the planning area. This highway will ultimately provide transportation links for the bulk of regional industrial and commercial industry, and provide easy access to and from Wilmington. The presence of Interstate 55 is a valuable asset for the future development of Wilmington economically and culturally. IDOT is currently doing a study of I-55 from River Road to Coal City for road rehabilitation and reconfiguration.

Interstate 55 (I-55)

Interstate 55 provides a link for Wilmington to the rest of the region and country. The City has access to Interstate 55 through three full interchanges at North River Road, Lorenzo Road and Coal City Road and one half interchange at Illinois Route 129. These interchanges provide convenient access to the surrounding region and are vital for future plans of economic growth within the City.

Interchanges

New River Road

The full interchange at New River Road provides the access to the north and east portions of the planning area. This access will be vital in future planning of industrial sites to provide easy access from Route 53 to I-55.

Lorenzo Road

This full interchange provides the only major access to the western portions of the planning area. The recent redesigned of the interchange provides for improved traffic flow and helps increase the viability of development opportunities for the western planning limits.

SECTION 3: TRANSPORTATION

Illinois Route 129

The expansion of the Route 129 interchange to a full access with a connection to the west side of I-55 will greatly enhance the accessibility to the far west portions of the planning area. This interchange and connection would provide for increased value and development potential for the planned industrial and commercial uses in the western portion of the planning area.

Coal City Road

Although this interchange is outside of the planning area, it still provides for an additional access from I-55 to the southwestern portion of the planning area and Route 53.

Major Thoroughfare

The plan outlines five major thoroughfare routes for long term development and upgrade. Major thoroughfares in the Wilmington area should ultimately be designed to handle in excess of 15,000 vehicle trips per day. These roads provide regional access to neighboring communities and connections to sub areas within the planning area. Overall access to these roads should be greatly limited. Under the plan, Illinois Route 53, Route 102, Route 129 and Old Chicago Road will serve as major north-south connections while Lorenzo Road, New River Road, Wilmington-Peotone Road and Arsenal Road will act as east-west connections.

Major Thoroughfare Road Planning Guidelines

- ◆ Limit the number of curb cuts on Major Thoroughfares.
- ◆ Use shared entrances, internal access drives and cross-access connections between properties along Major Thoroughfares to limit access points on these routes.
- ◆ Provide signalization at roads that intersect as warranted by demand.
- ◆ Obtain necessary right-of-way during annexation and development review processes.

Illinois Route 53

Route 53 provides the regional access to I-80, Joliet, Elwood, Centerpoint Intermodal, and Chicagoland/Route 66 Speedway to the north, I-55, Braidwood and Coal City to the southwest.

Illinois Route 102

Route 102 provides the regional access to Kankakee, Bradley and Bourbonnais as well as access to I-57 and Route 45/52.

SECTION 3: TRANSPORTATION

Illinois Route 129

Route 129 provides the connection point to I-55 from Stripmine Road, Coal City Road and access to Braidwood to the southwest.

Wilmington-Peotone Road

Major east-west connection point to Interstate 57, US Route 45 and US Route 52 as well as the only uninterrupted road to connect the City of Wilmington to the Village of Peotone. This link will become even more important if the proposed South Suburban Airport near the Village of Peotone is built.

Arsenal Road

Major east-west connection point from Route 53 to Wilmington Peotone Road for truck traffic to the Prologis Industrial Park and Prairie View Recycling and Disposal Facility.

Lorenzo Road

The major connection point to the west to Morris and will be the primary access point to the western portions of the planning area and planned to carry large amounts of industrial traffic.

New River Road

New River Road provides the primary connection with I-55 from Illinois 53 and the northern and eastern portions of the planning area.

Old Chicago Road

Will provide future north-south connection point from Arsenal Road to IL 102 to the south.

Secondary Thoroughfare

Secondary Thoroughfares are designed to accommodate traffic from local roads to connect with Interstates and major thoroughfares. Typically, the design of Secondary thoroughfares requires a minimum right-of-way width of 80 feet. These streets collect local street traffic and connect to the greater arterial system. These streets require a high degree of mobility; as a result, driveway access should be prohibited whenever possible. Proposed secondary thoroughfares include Coal City Road, Kahler Road, Kavanaugh Road and Stripmine Road.

Secondary Thoroughfare Planning Guidelines

- ◆ The amount of lots directly loading onto secondary thoroughfares should be limited.
- ◆ Pedestrian and bicycle facilities should be incorporated into secondary thoroughfares rights-of-way when such opportunities are present.

SECTION 3: TRANSPORTATION

- ◆ Establish high impact streetscaping along secondary thoroughfare corridors through the use of landscaping, street lighting, and other hardscape and softscape features.
- ◆ Establish screening and buffering areas along the rears of lots abutting secondary thoroughfares. Such screening should be both effective for the adjoining uses, as well as add aesthetic benefit to the character of the corridor.

Collector Thoroughfare

Collector thoroughfares are intended to connect residential access roads to the larger transportation network. Right-of-way width for these roads generally falls in between 66' and 80', and should service areas that are predominantly residential. While collector thoroughfares may have more lots loading directly onto them, development plans should greatly minimize direct loading.

Collector Thoroughfare Planning Guidelines

- ◆ The amount of lots directly loading onto collector thoroughfares should be limited.
- ◆ Corner lots located on collector thoroughfare streets should be oriented to face adjoining rights-of way.
- ◆ Connections to local trail networks should be provided when applicable.
- ◆ Bike trails should be provided on the sides of collector thoroughfares that have little or no loading.
- ◆ Any applied landscaping, lighting or streetscaping on collector thoroughfares should remain consistent in character with that of a typical residential thoroughfare.

Local Streets

Local streets primarily serve as access points for residential and business uses and should channel traffic to connect with collectors and secondary/major thoroughfares.

SECTION 3: TRANSPORTATION

Bicycles and Pedestrians

All new developments should be required to provide pedestrian friendly facilities. This is especially needed in areas near school and parks. As traffic volumes rise, the desire for safe, pedestrian friendly facilities will also increase. The city should strive to keep a pedestrian orientated development a high priority when evaluating new plans. The City should plan to add sidewalks where they don't currently exist to provide for pedestrian connectivity.



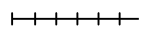



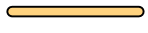
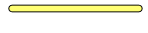

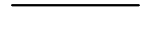


The City and Developers should provide for bicycle paths or lanes to tie residential land uses to schools, recreation areas and commercial developments. Paths can be provided in the greenbelts and open space created by streams, creeks, roadways, pipelines and utility rights-of-way. Portions of the collector street network should also be delineated for exclusive bike lanes. Path connections should be made to the Wauponsee Glacial Trail and Midewin National Tallgrass Preserve.

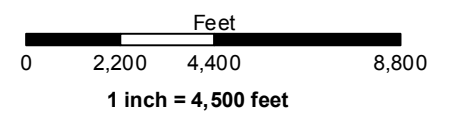
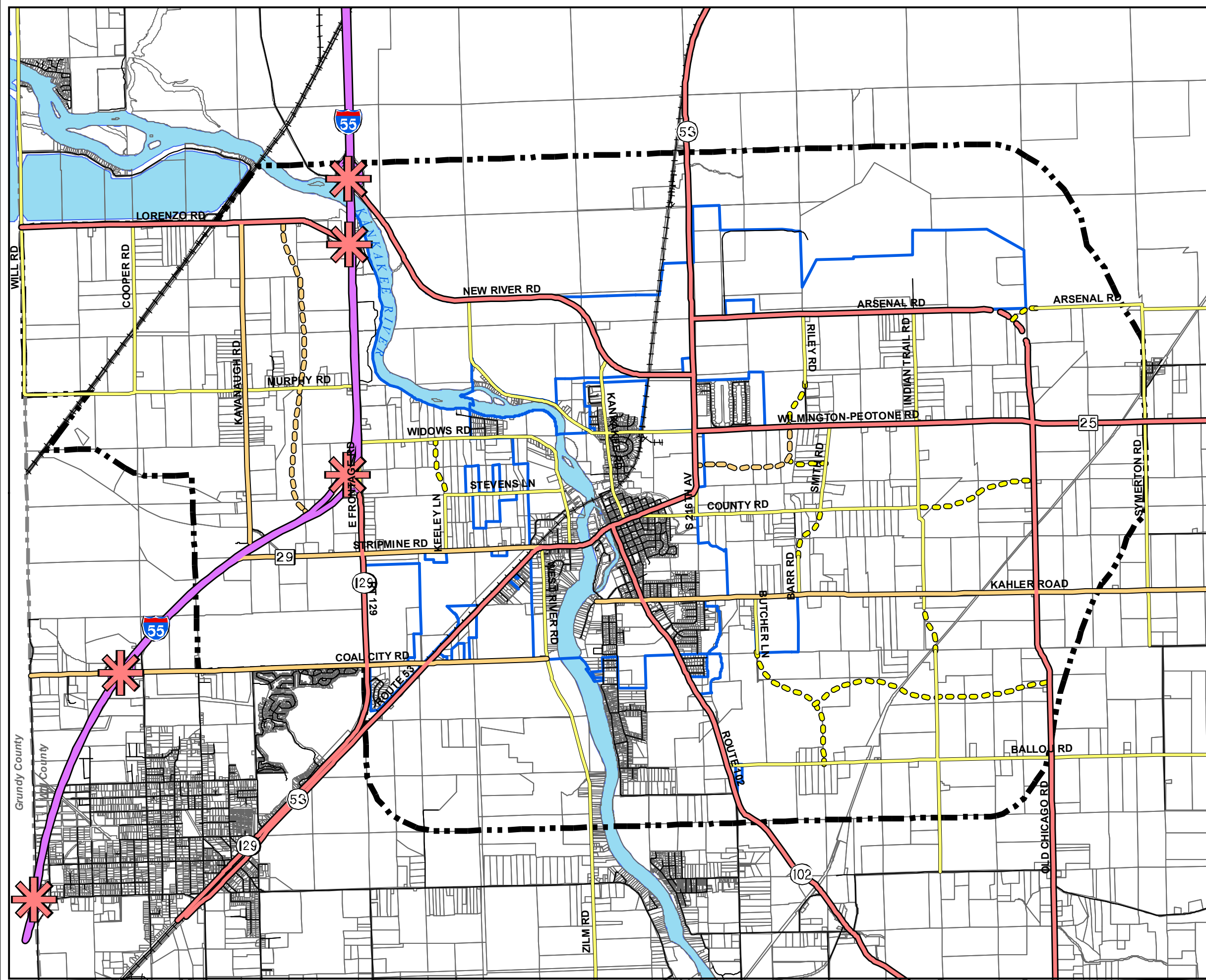
Railway

The Union Pacific Corporation Railroad extends through the City and crossing the Kankakee River just north of the downtown area. Amtrak utilizes this line with local stations in Joliet and Dwight. The Burlington Northern & Santa Fe line makes the northwest boundary of the planning area and is a freight line that serves the intermodal facility in the Village of Elwood and future intermodal center in Joliet. Wilmington is not currently connected to Chicago with the Metra passenger rail service. Currently, residents have to travel to Chicago via the Metra Station in Joliet or Manhattan.

ILLUSTRATION 6
TRANSPORTATION PLAN

Legend

-  Planning Boundary
 -  Wilmington Corporate Limits
 -  Railroad
 -  Interchange
- Proposed Transportation**
-  Interstate Highway
 -  Major Thoroughfare
 -  Secondary Thoroughfare
 -  Collector Thoroughfare
 -  Ramp
 -  Other
- Road Alignment**
-  Existing Roadway Alignment
 -  Proposed Roadway Alignment



SEPTEMBER 2008

SECTION 4: IMPLEMENTATION

This section of the City of Wilmington Comprehensive Plan has been developed for two purposes:

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

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

Maintaining the Plan

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

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

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

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

SECTION 4: IMPLEMENTATION

Policy Recommendations

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

1. Continual updates of the City’s Zoning and Subdivision Ordinances should be made so that districts and design requirements remain consistent with the goals of the Comprehensive Plan.
2. Wilmington should continue to participate in the state agency charged with overseeing the development of the Arsenal’s grounds.
3. A committee should be established and charged with the responsibility of implementing a tourism program. This committee will take responsibility for planning and implementing community events as well as promoting them.



4. The City’s FPA boundaries should be extended strategically to facilitate the land use goals of the plan.
5. Develop or revise other ordinances or plans, including Landscape Ordinance, Open Space Plan, Master Parks Plan, Bike and Pedestrian System Plan, Sign Regulations, Streetscape Plan, and Transportation Plan.

6. Incorporate riverfront improvements into detailed plans to show improvements to parks and a possible river walk.
7. Encourage the use of Planned Unit Developments to achieve more creative designs of new developments.
8. Develop programs aimed at enhancing under-utilized commercial areas and encourage redevelopment of such areas in accordance with modern design expectations.



SECTION 4: IMPLEMENTATION

9. Prepare a Gateway Plan with design guidelines for arterial entrances into the community.
10. Develop programs to enhance the downtown. This may be done in conjunction with other agencies such as the Chamber of Commerce, etc.



11. Develop a downtown master plan and guidelines and associated programs for downtown improvement such as façade enhancements, grants and incentives, intersection improvements and sidewalk/pedestrian enhancements.

SECTION 5: GOALS & OBJECTIVES

A successful Comprehensive Plan must accommodate and adapt to the desires and values of the community. Goals and objectives are used to provide a framework for the implementation of the Comprehensive Plan. Goals describe the desired results of the Comprehensive Plan's implementation. Objectives are the specific purposes that advance action toward the goal.

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

Goal 1

Wilmington chooses to control the growth that is approaching. The goal is to accept a balanced mixture of land uses which will provide an adequate tax base yet still preserve the single-family character of the community. This single-family character will be maintained by controlling the density of residential development through lot size and limiting non-single family projects to those which will not change the single-family perception of the community. Preservation of the single-family atmosphere also requires that Wilmington not accept any more mobile home parks.

Goal 2

Wilmington's daily life is characterized by a cordial and personal interaction among its residents. Business owners work hard to maintain a level of trust with their clients. The local school, library and active park provide important additions to the community's fabric. Wilmington projects a family-oriented image and boasts a cooperative spirit. While all is not perfect and problems do exist, the goal of Wilmington is to preserve the existing friendly atmosphere.

Goal 3

Several major projects will offer opportunities to Wilmington; the conversion of the Arsenal into a variety of land uses such as the Prologis Industrial Park, the proposed RidgePort Logistics Center and the potential construction of the South Suburban Airport near the Village of Peotone. Both will also offer challenges and require careful preparation. The Arsenal's conversion will have the most impact and the goal is to work with the responsible state agency in order to bring about a land use mixture which benefits Wilmington and other users and which is adequately served by municipal services. The South Suburban Airport will have long-term traffic impacts and related commercial developments. The goal will be to establish traffic and development patterns which take maximum advantage of the activity generated by the airport.

SECTION 5: GOALS & OBJECTIVES

Goal 4

Wilmington is fortunate to have a historic past which is still reflected by several old houses, a charming central business district, and an old depot. The preservation of these historic assets is seen as one method of giving Wilmington a flavor and focal point which is often lost in growing communities. The goal is for Wilmington to encourage the preservation of historic buildings and streets-capes through the creation of a historic district and adopting an economic incentive program.

Goal 5

Wilmington's government will remain open and accessible to the public. The operational goal will be to deliver high-quality municipal services in a professional and cost efficient manner. The government will take a pro-active rather than reactive view of future challenges.

Goal 6

A community's quality of life depends in no small measure on its infrastructure. This includes smooth streets, flowing sewers, and high-quality drinking water. The goal will be to improve the infrastructure when feasible and to provide continuous maintenance.

Goal 7

Arterial roads link Wilmington to the rest of the region. They will also be the focus for future economic activity. However, as with any such arterial streets, their physical layout, intersections (both rail and road), and shoulder maintenance require special attention. Wilmington's goal is to adopt plans and policies which will maintain efficient traffic flow on these arterial streets, direct truck traffic, and beautify the street-scape. Developers will be expected to contribute their fair share to road improvements.

Goal 8

The current interchange at Illinois Route 129 offers potential for economic development. The state of Illinois knows that this interchange must be rebuilt. Wilmington's goal is to rebuild the interchange as a full interchange to provide needed access to the industrial planned areas west of I-55.

Goal 9

Proper code enforcement preserves the atmosphere of a community. Wilmington's goal is to enforce its codes, not in a punitive manner but in one designed to bring property owners into conformance with the ordinances.

Goal 10

Wilmington is served by a school district, a fire protection district, a park district, three townships and one county. Cooperation among these agencies will improve service delivery to the community and help limit tax increases. Wilmington's goal is to keep a cooperative and open attitude when interacting with any other governmental agency.

SECTION 5: GOALS & OBJECTIVES

Goal 11

High quality education forms an integral part of a community's life. Because of its importance, Wilmington is addressing education as a separate goal. Wilmington will offer any feasible assistance to the School Board so it can continue to raise test scores and provide a modern teaching environment.

Goal 12

As growth occurs, provision of adequate park and recreation space becomes more important. Wilmington will extract sufficient contributions from developers in order to assure an adequate supply of open space. It will cooperate, whenever feasible, with the Park District on matters of mutual concern.

Goal 13

The Kankakee River offers a unique opportunity. Many people already use the river for a variety of recreational activities. Its shores hold the potential for passive recreation such as walking, picnicking, and observing the river and its wildlife. Wilmington's goal will be to secure as much of the shore line as possible for public use, then create appropriate recreational areas.

Goal 14

In an architecturally diverse community like Wilmington, a number of opportunities exist to beautify public facilities, street-scape, and private property. Wilmington will undertake beautification projects when feasible, remove blighted buildings, and assist private owners improve the appearance of their property.

Goal 15

Wilmington will support public transportation systems. Several long range transportation organizations are looking at Wilmington as a possible high-speed rail line station stop. This system would enhance Wilmington's attractiveness by offering access to jobs. Because future employers may be required by the federal government to reduce the number of single-occupant commuter vehicles coming to their sites, the possibility exists to cooperate with the PACE bus authority to establish bus routes which feed commuters to the train station. If the high speed train fails to develop, Wilmington will seek a Metra station which will also benefit workers. Wilmington will offer whatever practical assistance it can for these transit projects.

Goal 16

Wilmington will use this Comprehensive Plan as a guide for its development decisions. This Comprehensive Plan is not intended to be a stagnant document. Instead, its assumptions and conclusions will be tested annually and it will be revised when necessary and/or at its fifth anniversary.

SECTION 6: BACKGROUND INFORMATION

Demographics

A basic tool for the preparation of a comprehensive plan is the demographic data which describes an area's population. Demographic information is used as background data for other chapters of this Comprehensive Plan. In this chapter, current population statistics will be presented and future population projections will be discussed.

Table 1: Population Growth

Year	Population	% Change from Previous
1930	1,741	--
1940	1,921	10.3%
1950	3,354	74.6%
1960	4,210	25.5%
1970	4,335	3.0%
1980	4,424	2.1%
1990	4,743	7.2%
2000	5,134	8.2%
2006*	6,127	19.3%
2030**	23,333	280.8%

Sources: U.S. Census Bureau, Census 2000

*U.S. Census Bureau, July 2006 Population Estimates

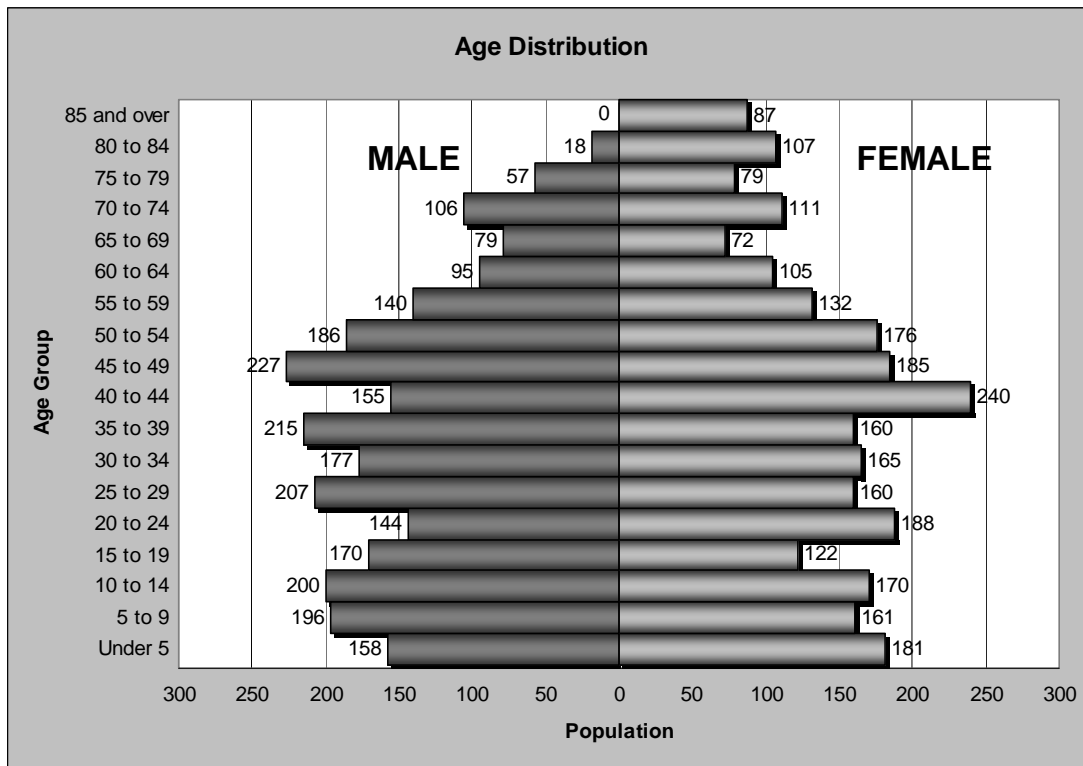
**NIPC 2030 Forecasts (September 27, 2006)

The population of Wilmington has seen a large increase in population during the 1940-50's that can be explained by the opening of the Joliet Army ammunition Plant in 1941. The growth within the City started to slow as the Arsenal was downsized through the 1960's and has seen moderate growth since the decommissioning in 1976. The City has seen almost 20% growth in six years since 2000 and is projected to grow by over 17,000 people between 2006 and 2030 based on the NIPC 2030 forecasts. The large growth from 2000-2006 can be attributed to the housing boom and opening of major employment centers within the region.

Wilmington will be able to control the number of persons living inside of its boundaries. If at any time in the future the city wishes to stop growing, it can do so by restricting annexations or by reducing density of annexed subdivisions.

SECTION 6: BACKGROUND INFORMATION

Figure 1: Age Distribution



Source: U.S. Census Bureau, Census 2000

This 2000 Census showed that the residents in the City of Wilmington were 48.3% male and 51.7% female with a median age 36.1 years old. The age distribution shows the age groups over 70 years old are largely female.

Housing

This chapter will examine background data on Wilmington's existing housing stock; inventory recent growth; and describe the standard the city intends to establish for future housing development.

Wilmington contains a variety of housing types including single-family, attached single-family, group homes, and multi-family. Housing costs vary, thus making Wilmington affordable for families in a wide range of economic levels. Great diversity appears in the age of the housing stock; Wilmington boasts of brand new housing and a core of beautiful old houses.

SECTION 6: BACKGROUND INFORMATION

Although Wilmington has a solid mix of housing types, its residents perceive the city as a single-family community, a perception that is verified by the data in Table 2. Wilmington has allowed attached single-family and multi-family housing, but it chooses not to allow these uses to predominate and thus define Wilmington's environment. To maintain the desired balance, Wilmington will take into consideration the ratio of housing uses when evaluating new projects. In other words, any proposed project must meet a standard of 75 percent single family units to be acceptable.

Table 2: Housing Type

Housing Type	Number
1-unit, detached	1,604
1-unit, attached	98
2 units	90
3-4 units	95
5-9 units	186
10 to 19 units	16
20 or more unirs	30
Mobile home	41
Boat, RV, van, etc.	0
	2,160

Source: U.S. Census Bureau, Census 2000

Table 3: Persons Per Household

Persons in Household	Number
1 person	582
2 persons	627
3 persons	316
4 persons	324
5 persons	117
6 persons	42
7 persons or greater	0
Total Households	2008

Source: U.S. Census Bureau, Census 2000

In 2000, the number of households in the City of Wilmington totaled 2,008 (Table 3) and had an average number of persons per household of 2.51 and average family of 3.10.

SECTION 6: BACKGROUND INFORMATION

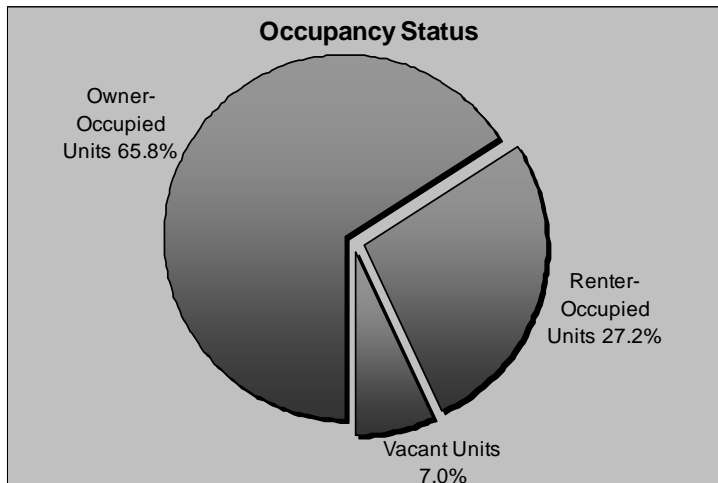
As Wilmington grows, it must define the overall land use standards it will apply to potential developers. If it does not establish these standards, developers will seek approval of a variety of land uses and land use configurations. This can result in Wilmington's becoming a patchwork of mixed and incompatible land uses because different land use standards were applied in different developments. In addition, if standards are not established early enough, a community's character can change into one residents find unacceptable.

Some developers actually appreciate the existence of standards because they help developers calculate the financial feasibility of a project. Developers can factor in the costs required to meet a municipality's requirements. More importantly, developers can be confident their investment in their projects will not be devalued by abutting projects.

Housing Stock

The number of occupied housing units in 2000 in the City of Wilmington totaled 2,008 units. Of this total, 1,421 (65.8%) were owner occupied, and 587 (27.2%) were renter occupied units, with the remaining 152 (7%) being vacant. It is likely that this ratio has changed over the past couple years, as the majority of building permits that have been issued since 2000 have been for single-family dwelling units.

Figure 2: Occupancy Status



Source: U.S. Census Bureau, Census 2000

SECTION 6: BACKGROUND INFORMATION

Income

In 2000, the median household income in the City of Wilmington was \$45,659. The median family income was \$53,648. The median household income for the City of Wilmington as well as neighboring communities is shown in Table 3.

Table 4: Income Measures for Wilmington and Other Communities

Municipality	Population	Median Household income	Median Family income	Per Capita income
Wilmington	5,134	\$45,659	\$53,648	\$24,357
Elwood	1,620	\$53,125	\$60,707	\$22,442
Diamond	1,393	\$43,750	\$49,688	\$20,223
Coal City	4,797	\$51,921	\$65,509	\$23,662
Braidwood	5,203	\$54,375	\$59,047	\$20,545
Symerton	106	\$60,357	\$61,607	\$17,863
Manhattan	3,330	\$55,559	\$62,865	\$21,666
Channahon	7,344	\$71,991	\$74,481	\$22,867

Source: U.S. Census Bureau, Census 2000 (1999 Dollars)

The City's distribution of wealth is shown below, with a large portion (45.6 %) of incomes for families in 2000 falling between \$35,000 and \$74,999. 66 families (4.8%) had incomes less than \$10,000 with an additional 17 (1.2%) under \$15,000 and 125 (9.0%) under \$25,000. This distribution shows the community may require additional services and housing for families making less than the average income. The City had 56.7% of families earning more than \$50,000 per year.

Table 5: Number of Families Per Income Group

Income Group	Number of Families	% of Total
less than \$10,000	66	4.8%
\$10,000 to \$14,999	17	1.2%
\$15,000 to \$24,999	125	9.0%
\$25,000 to \$34,999	152	11.0%
\$35,000 to \$49,999	240	17.3%
\$50,000 to \$74,999	393	28.3%
\$75,000 to \$99,999	151	10.9%
\$100,000 to \$149,999	220	15.9%
\$150,000 to \$199,999	13	0.9%
\$200,000 or more	10	0.7%
Total	1,387	100.0%

Source: U.S. Census Bureau, Census 2000 (1999 Dollars)