



2008 COMPREHENSIVE PLAN
VILLAGE OF MANHATTAN, ILLINOIS

A VISION FOR THE 21ST CENTURY



A VISION FOR THE 21ST CENTURY



LEAD CONSULTANTS:
GINKGO Planning & Design Inc.

GINKGO

Engineering Consultants: Robinson Engineering, Ltd.

Acknowledgements

Village of Manhattan

- Mayor William Borgo
- Dave Beemsterboer, Village Trustee
- Tom Biscan, Village Trustee
- James Doyle, Village Trustee
- Patrick Forsythe, Village Trustee
- Michael Naughton, Village Trustee
- Jeffrey Wolfe, Village Trustee

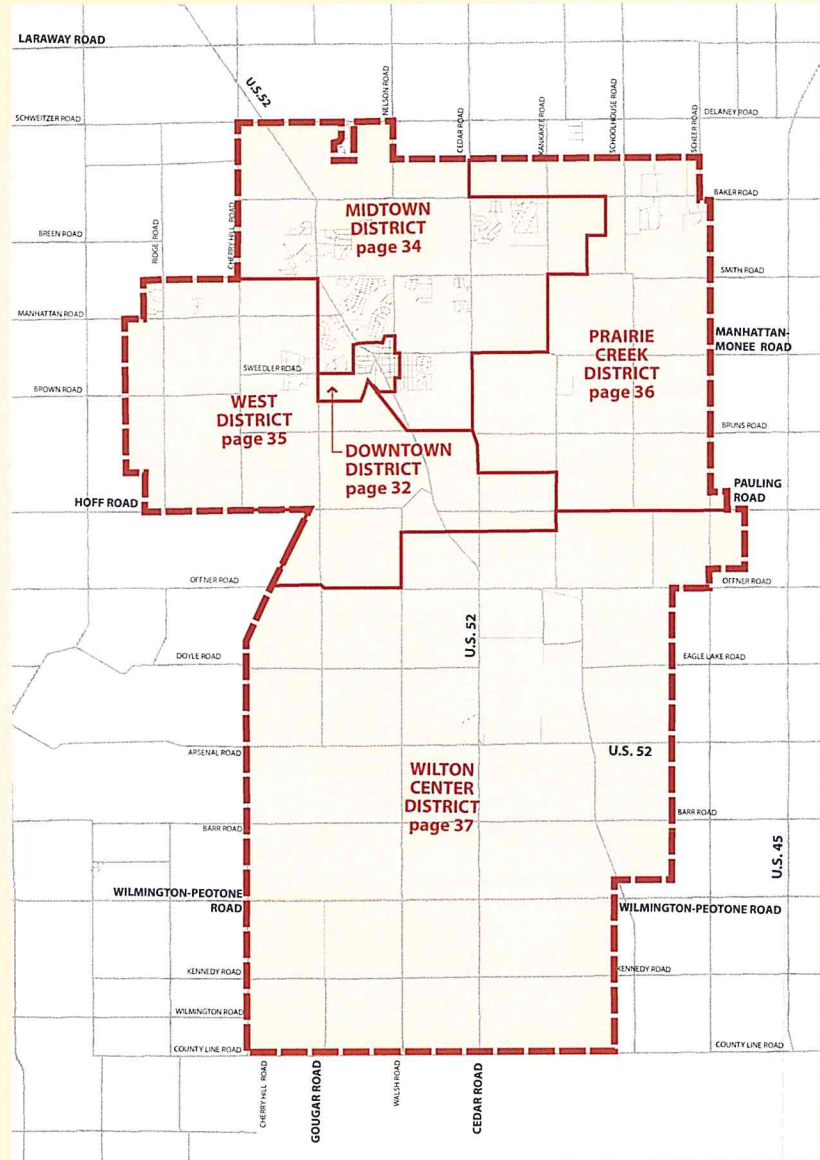
Comprehensive Plan Task Force

- Marian Gibson, Village Administrator
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- Dave Eichelkraut, Community Representative
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Public Agencies

- Will County Planning Department
- Will County Forest Preserve District
- Will County Center for Economic Development
- Workforce Investment Board of Will County
- Openlands
- Metropolitan Planning Council
- Village of Frankfort
- Village of New Lenox
- Village of Elwood
- Manhattan Township
- Wilton Township

Comprehensive Plan recommendations for specific sites are organized by
PLANNING DISTRICTS as shown in the map below:



For **OVERALL COMPREHENSIVE PLAN MAPS**, refer to the following:

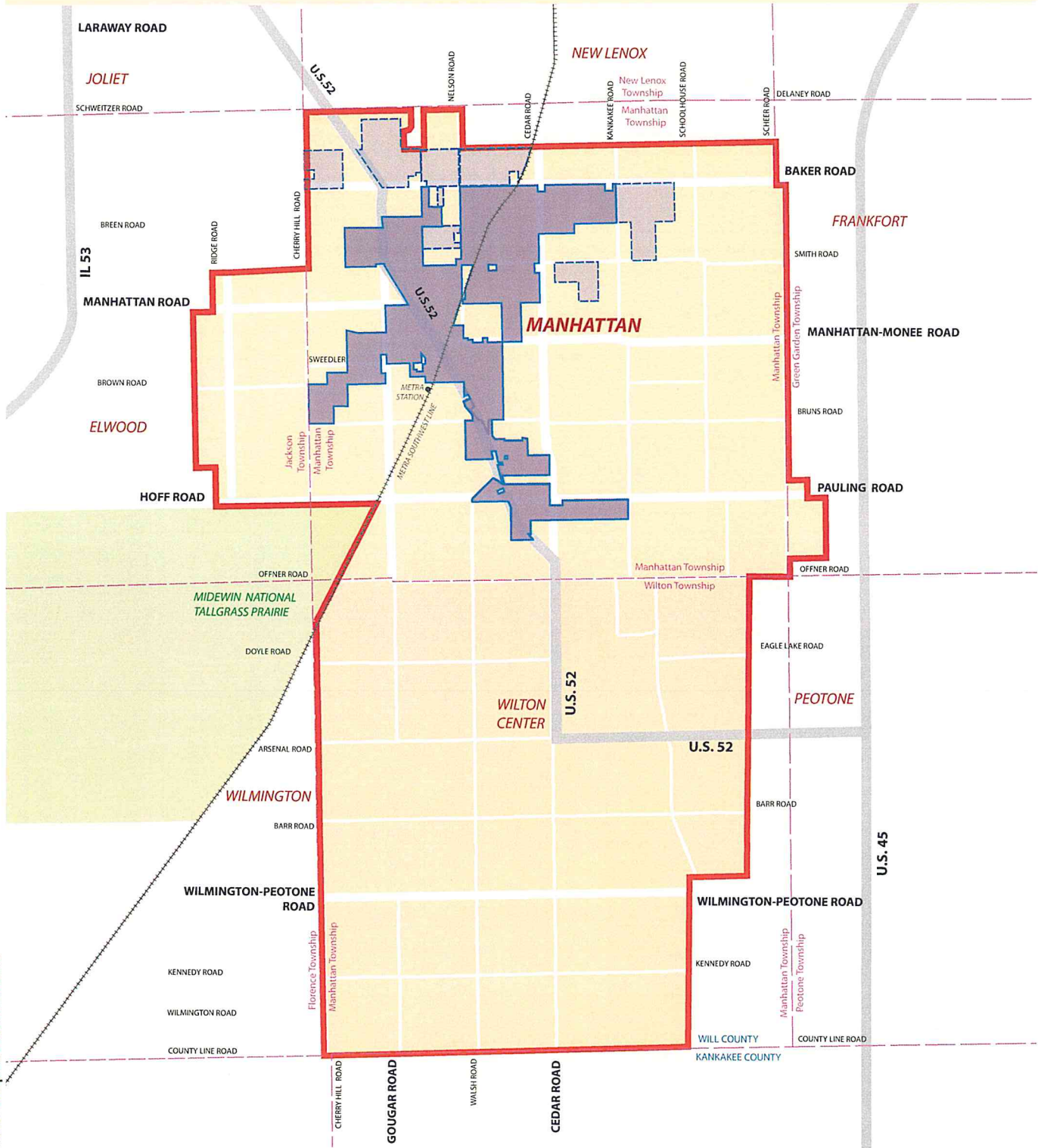
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2008 Comprehensive Plan, Village of Manhattan, Illinois

A VISION FOR THE 21ST CENTURY

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MAP 1.1: PLANNING AREA BOUNDARY MAP



2007 Municipal Boundary Agreements
 per Boundary Agreements with adjacent municipalities
 Total Area: approx. 70 sq. miles

2008 Incorporated Area
 Total Area: approx. 6.3 sq. miles

2008 Proposed Annexations
 Total Area: approx. 1.8 sq. miles



2008 Comprehensive Plan, Village of Manhattan, Illinois

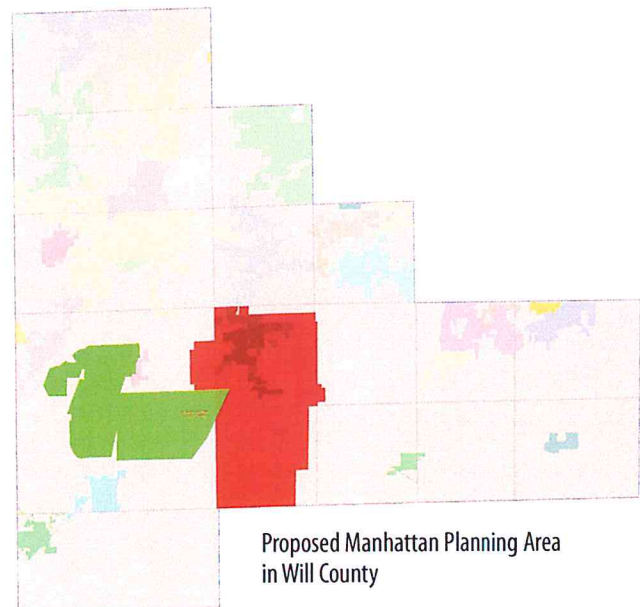
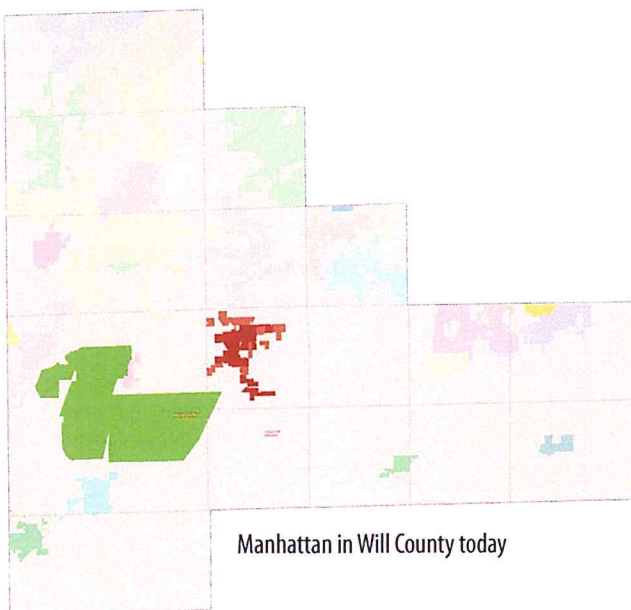
A VISION FOR THE 21ST CENTURY

CHAPTER 1: INTRODUCTION

The Village of Manhattan has grown quietly and slowly in the hundred years since it was incorporated in 1886. While neighboring municipalities to the north have witnessed rapid growth since the post-war decades of the 1960s, Manhattan has remained a quiet town at the heart of Will County. That quiet way of life is now beginning to change. As adjacent communities like New Lenox, Joliet and Frankfort are becoming built up and experiencing higher housing costs, developers and home buyers are looking to Manhattan for the next wave of housing in this part of Will County. Manhattan is now starting to experience the rapid growth pattern that many other mature suburbs went through in the post-war years.

As Manhattan is poised to carve out a new identity for itself in the new century, this 2008 Comprehensive Plan provides a great opportunity for the community to establish a clear and unified vision for the future. With the potential to grow to a 70 square mile municipality with over 40,000 residents, the Village of Manhattan could become one of the largest municipalities in the Chicagoland region by the year 2030. This 2008 Comprehensive Plan provides an opportunity to raise an important question that will guide the future growth of the Village:

“What is Manhattan’s identity and role in the 21st Century as potentially one of largest municipalities in Chicagoland and Will County?”



Historic Context: MANHATTAN in the 1800s

1830s The first settlers in the Manhattan area arrived in the 1830s from the northeastern United States. There is no indication that Native Americans ever established permanent residence in the area since the rolling prairie was seen as inhospitable land offering few opportunities for survival. The lack of standing timber and running streams added to the hardship of potential homesteaders and their families. But some did choose to make a new life for themselves in the area.

1850s Manhattan Township was founded in 1853 and named for the famous island upon which New York City grew. One of the first official actions taken by township officials was to prohibit farm animals from roaming at-large. At the time, Manhattan Township was very sparsely settled and subsistence farming was predominant. By 1855, the Township's first school districts were formed and roads were being constructed.

1880s During the 1880s, two rail lines which intersected in Manhattan made the Village a center for shipping agricultural goods. The Wabash Railroad built tracks that crossed the area near the current intersection of State and North Streets. With this access to Chicago and Saint Louis now possible, the small settlement prospered.

On December 18, 1886, an election was held to incorporate the Village. It passed and the Village of Manhattan was born.



Historic image of the small town that grew at the crossroads of two rail tracks

Historic Context: MANHATTAN in the 1900s

1900s Manhattan continued to grow quietly throughout the early 1900s by serving the needs of area farmers and local industry. Since 1916, the pipeline industry has been a large part of the Village's history. Facilities were built on the property which currently houses the Amoco plant southwest of town. Many other pipelines, which still crisscross the county near Manhattan, provided hundreds of jobs for area residents during their construction. The Joliet-Kankakee Highway was paved in 1924. It later became US 52 and still serves as Manhattan's primary link to the region. The Village suffered with much of the county during the Great Depression. The Wabash Railroad went into receivership causing rail-related businesses to decline. This situation changed dramatically with the outbreak of World War II. The transport of goods and men to the east coast for the war effort provided a temporary boom to the town. Shipment of cattle, grain, and milk to Chicago also resumed and greatly increased farm incomes.

1950 TO 1980s From 1950 to 1980, the Village grew slowly but steadily with the addition of industry and residences. In 1964, the Aeropres Corporation built an aerosol propellant plant just south of the Village, with further expansion in the mid-1980s. In 1978, Market Place Shopping Center was constructed northwest of the Village center on US 52. Through the 1980s, the steady pace of growth continued with the addition of several new subdivisions to the east and north.

For the first 100 years since its incorporation in 1886, the quiet way of life in the Village did not change significantly. That pace started to change in the 1990s. With the fast population growth in Will County, and neighboring municipalities to the north experiencing rapid development, suburban growth reached Manhattan at the end of the 20th Century.



Looking down State Street, Manhattan's Main Street, a hundred years ago and today

The Village of Manhattan today

POPULATION

After slow and steady growth until the 1980s, the population of Manhattan has grown at a fast rate since the 1990s. Census data shows that Manhattan’s neighbors to the north, New Lenox, Frankfort and Joliet, experienced similar rapid growth in the 1980s. Typical suburban growth has now started to reach the outer borders of the six county region. This is consistent with the regional trend where Chicagoland’s fringe communities typically expand at the rate of five square miles every decade.

According to the Will County Center for Economic Development (CED), Will County has grown by 165,950 residents since the 2000 Census. This 33% increase is the largest increase in the State of Illinois. The most recent data from the CED shows that the county population was 668,217 as of July 2006. This has already exceeded the Northeastern Illinois Plan Commission, (NIPC, now CMAP) projections shown below for 2010, indicating that the county is growing at a much faster pace than originally forecasted. Manhattan, like the county, could also exceed NIPC projections much faster than anticipated. Proposed developments in Manhattan (*see page 17*) could potentially add 24,000 more people to the Village in the next ten years.

TABLE 1.1 POPULATION GROWTH IN MANHATTAN AND THE REGION

	1980	1990	2000	2007	2010-2011 projections	2030 projections	% Increase 1990 to 2000	Projected % Increase 2000 to 2030
Manhattan	1,944	2059	3,330	6,448	9,100	39,750	61.73%	1,094% increase, or 12 times
Manhattan Township	3,386	1,131	5,615	n/a	n/a	n/a	397.5%	n/a
10 mile radius area around Manhattan	n/a	110,892	132,769	n/a	190,273	n/a	19.73%	n/a
New Lenox	5,792	9,627	17,771	37,946	30,315	101,725	84.60%	472% increase, or 6 times
Frankfort	4,657	7,180	10,391	23,454	20,691	67,218	44.72%	547% increase, or 7 times
Mokena	4,578	6,128	14,583	n/a	18,713	27,065	137.97%	86% increase, or 2 times
Elwood	814	n/a	1,620	5,123	n/a	20,036	70.35%	1,137% increase, or 12 times
Monee	993	n/a	2,924	n/a	n/a	47,804	180.08%	1,535% increase, or 16 times
Joliet	77,950	76,836	106,221	n/a	n/a	n/a	38.24%	n/a
Will County	324,460	357,313	502,266	n/a	620,156	1,107,778	54.80%	121% increase, or 2 times

TABLE 1.2 AGE DISTRIBUTION IN MANHATTAN AND THE REGION FOR 2000

	0-4 YEARS	5-17 YEARS	18-24 YEARS	25-44 YEARS	45-64 YEARS	65 AND OVER	TOTAL	MEDIAN AGE
Manhattan	309	769	266	1103	639	244	3330	32.3
Manhattan Township	449	1336	454	1795	1167	414	5615	33.9
10 mile radius area around Manhattan	11,843	33,537	18,345	48,121	37,217	14,647	163,710	32.54
Frankfort	581	2,314	635	2,563	3,132	1,180	10,405	40
Elwood	152	257	107	543	342	219	1,620	35.2

Manhattan today (contd.)

JOB GROWTH AND INCOME

Will County is projected to add more jobs than any other county in Illinois between 2008 and 2030. The 2007 unemployment rate in Will County was 4.50%, slightly lower than the U.S. average of 4.60%. Future job growth over the next ten years is predicted to be about 20.61% for the county. Major recent developments, as shown by the Will County CED data to the right, have already added significant jobs to the area.

Consistent with trends in the surrounding municipalities, the median family income and per capita income have increased in Manhattan by approximately \$20,000 between 1990 to 2000. These income trends translate to increased spending power for the residents of Manhattan and the larger market area.

With a growing population with significantly more disposable income than in previous years, Manhattan is poised to attract commercial opportunities that can strengthen the local economy and create a stronger tax revenue base for the Village.

WILL COUNTY 2006-07 Major Developments

Wal-Mart Stores, Elwood	1,800,000 sf
Wal-Mart Stores, Elwood	1,600,000 sf
Sears Logistics, Romeoville	814,848 sf
Kimberly Clark, Romeoville	800,000 sf
Home Dept, Bolingbrook	800,000 sf
Andrew Corp, Joliet	720,000 sf
Solo Cup, University Park	650,000 sf
Wm Wrigley Jr. Co., Romeoville	500,160 sf
Cadbury Schwepps PLC, Joliet	475,088 sf
Hudd Distribution, Joliet	353,000 sf
Levy Home Entertainment, Romeoville	426,000 sf
Avatar, University Park	112,000 sf
Dan Dee, Romeoville	340,000 sf
S & S Activewear, Bolingbrook	114,000 sf
Ozburn-Hessey, Romeoville	230,000 sf
Atkins Nutritionals, Romeoville	125,000 sf
Madison Warehouse, Joliet	394,000 sf
Compass Group, Bolingbrook	100,000 sf
Midwest Custom Case, University Park	200,000 sf
Exel Logistics, Bolingbrook	120,000 sf
Hudd Logistics, Joliet	350,000 sf
Orbus, Bolingbrook	127,000 sf
Cherry Hill, New Lenox	3,500,000 sf

WILL COUNTY CED 2008 Target Industries

New Industries: Business, Food Processing and Life Sciences

Expansion of Existing Industries: Metal, Plastic Products, Chemical and Paper / Printing Manufacturing

TABLE 1.3 INCOME IN MANHATTAN AND THE REGION

	MEDIAN HOUSEHOLD INCOME			MEDIAN FAMILY INCOME		PER CAPITA INCOME	
	1990	2000	2007	1989-90	1999-2000	1989-90	1999-2000
Manhattan	\$47,803	\$55,559	\$93,617	\$42,071	\$62,865	\$14,097	\$21,666
10 mile radius area around Manhattan	N/A	\$53,123 in 2000 \$61,435 in 2006	N/A	N/A	N/A	N/A	\$20,940
New Lenox	\$54,031	\$67,697	\$100,000	\$45,860	\$72,947	\$15,459	\$23,161
Frankfort	\$75,827	\$83,055	\$103,134	\$64,489	\$89,645	\$23,817	\$33,698
Mokena	\$53,440	\$74,703	\$110,000	\$46,575	\$82,599	\$15,143	\$26,737
Joliet	\$38,845	\$47,761	\$68,695	\$37,198	\$55,870	\$13,091	\$19,390

Manhattan today (contd.)

MEDIAN HOME PRICE

In keeping with surrounding municipalities, housing values in Manhattan have continued to rise since the 1990s. As the market took a national downward turn in 2006, Manhattan, like the rest of the region, is experiencing a slow market. Prices in the region have shown negligible increases. The Chicago Median Home Price in Nov. 2007 was \$247,000, up only 0.8% from 2006, and the Illinois Median Home Price in Nov. 2007 was \$209,000, up only 0.7% from Nov. 2006. Pent-up demand and low mortgage rates could boost sales in the overall region in 2008.

The Median Home Price increased significantly for Manhattan and the Will County region between 1990 and 2000, with home prices nearly doubling in some areas. Between 2000 and 2007, median home prices did not grow as significantly in the overall region. However, at the end of 2007, Manhattan's median home price still showed a 48% percent increase since 2000, with percentage gains higher than neighboring Frankfort, Joliet, and Elwood.

TABLE 1.4 MEDIAN HOME PRICE IN MANHATTAN AND THE REGION

	1990	2000	% Increase 1990 to 2000	2007	% Increase 2000 to 2007
Manhattan	\$85,500	\$150,500	76.02%	\$222,000	48%
New Lenox	\$109,200	\$180,000	64.84%	\$281,000	56%
Frankfort	\$164,100	\$245,900	49.84%	\$351,000	43%
Mokena	\$115,500	\$217,000	87.88%	\$275,000	26%
Elwood	\$65,700	\$132,300	101.37%	\$148,000	12%
Joliet	\$64,500	\$119,900	85.89%	\$154,000	29%

AVERAGE HOUSEHOLD SIZE

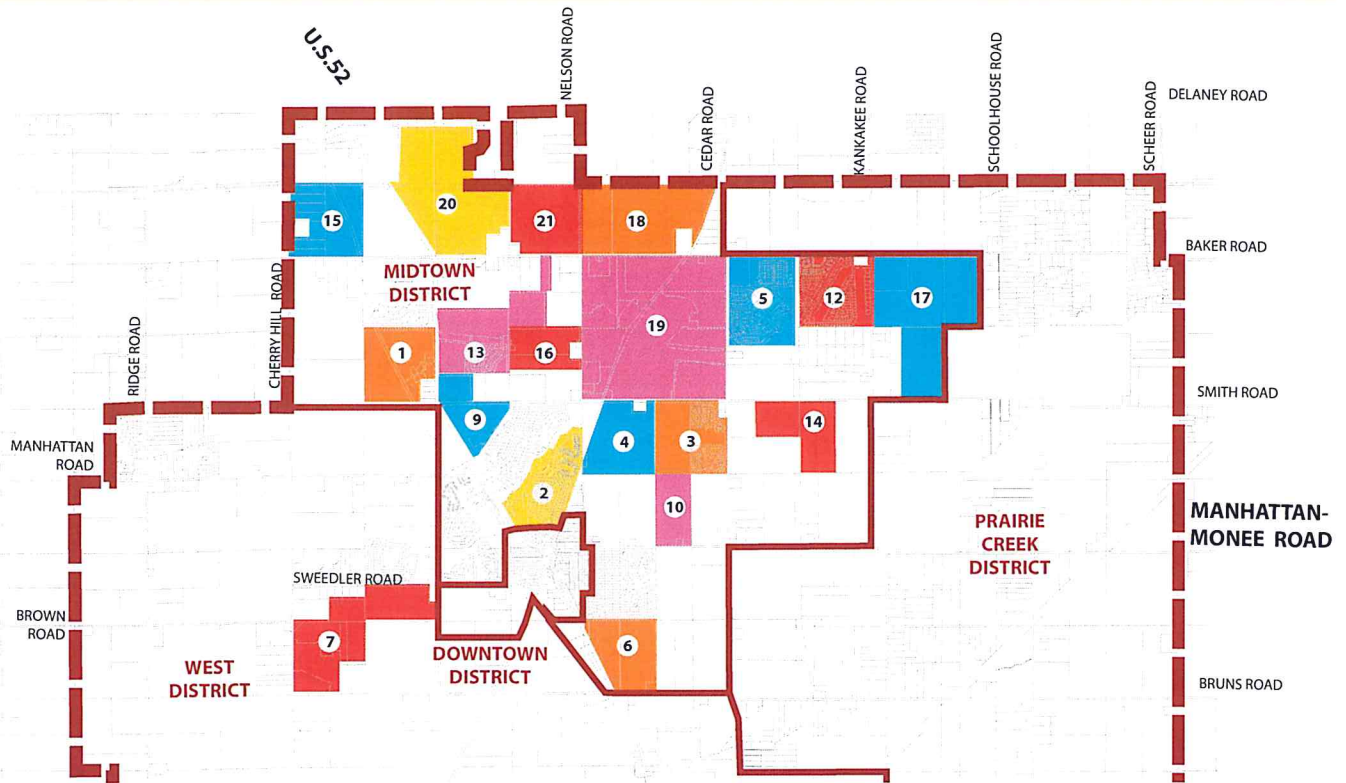
The Average Household size has been declining nationally over the past several decades, as is evidenced by the mature suburbs to the north of Manhattan. In Manhattan, however, the average household size is continuing to grow, and is now close to the 3.0 average for the overall Will County region.

According to the Will County CED, the county added over 52,957 single family homes between April 2000 and October 2007. The total assessed value of all property in Will County in 2006 was \$18.358 billion, a 550% increase from the Total Assessed Value of \$2.81 billion in 1985.

TABLE 1.5 AVERAGE HOUSEHOLD SIZE IN MANHATTAN AND THE REGION

	1990	2000	2020
Manhattan	2.81	2.91	N/A
Manhattan Township	3.15	3.08	N/A
Orland Park	2.95	2.74	2.80
New Lenox	2.91	3.04	2.78
Frankfort	3.23	3.04	3.03
Mokena	3.00	3.10	2.82
Elwood	2.7	2.53	N/A
Tinley Park	2.93	2.77	2.83
Will County	3.06	3.00	2.87

2008 SNAPSHOT OF MANHATTAN



PROPOSED RESIDENTIAL DEVELOPMENT

	APPROVED UNDER DEVELOPMENT	ACRES +/-	SINGLE FAMILY	MULTI FAMILY	TOTAL UNITS APPROVED	APPROXIMATE DEVELOPMENT TIME FRAME (yrs.)
1	Benck's Farm	141.5	122	131	253	2-4
2	Brookstone Springs	131.9	124	256	380	1-2
3	Butternut Ridge	76.1	155	0	155	2-4
4	Groebe Farm/Stonegate	134.5	170	210	380	4-6
5	Hanover Estates	195.3	315	28	343	4-6
6	Ivanhoe	125	222	0	222	4-6
7	Keating Estates	239	456	169	625	6+
8	Leighlinbridge Unit 5	13.6	0	60	60	2-4
9	Liberty Center/Tramore	102.9	0	336	336	4-6
10	Manhattan Meadows	160	306	0	306	4-6
11	Ridgefield Unit 7	8	20	0	20	1-2
12	Sunset Lakes	155.4	190	117	307	6+
13	Whitefeather	180	334	102	436	4-6
Total Approved Units:					3823	
	PLANNED SUBDIVISIONS	ACRES	SINGLE FAMILY	MULTI FAMILY	UNIT COUNT	APPROXIMATE DEVELOPMENT TIME FRAME (yrs.)
14	Ashford Estates	130.8	217	56	273	4-6
15	Glacial Trails	142.5	303	0	303	4-6
16	Fields of Manhattan	84.6	124	0	124	6+
17	Legends	342	547	280	827	6+
18	Malone Farm	247.9	454	100	554	6+
Total Planned Units:					2081	
	FUTURE SUBDIVISIONS	ACRES	SINGLE FAMILY	MULTI FAMILY	UNIT COUNT	APPROXIMATE DEVELOPMENT TIME FRAME (yrs.)
19	Cedar Crossings	607.3	701	344	1045	6+
20	Jackson Crossing	313.4	558	200	758	6+
21	Lemenager Farm*	153.4			307	6+
Total Future Units:					2110	
Total:		3685.1	5318	2389	8014	

The last few years have brought significant interest to Manhattan from residential developers. Projects that are in various stages of review are shown in the map above. These proposals are concentrated primarily along the north part of the Village, between Schoolhouse Road and Cherry Hill Road.

IMPACT OF PROPOSED DEVELOPMENTS:

Land Usage: 3,700 acres total or 6 square miles

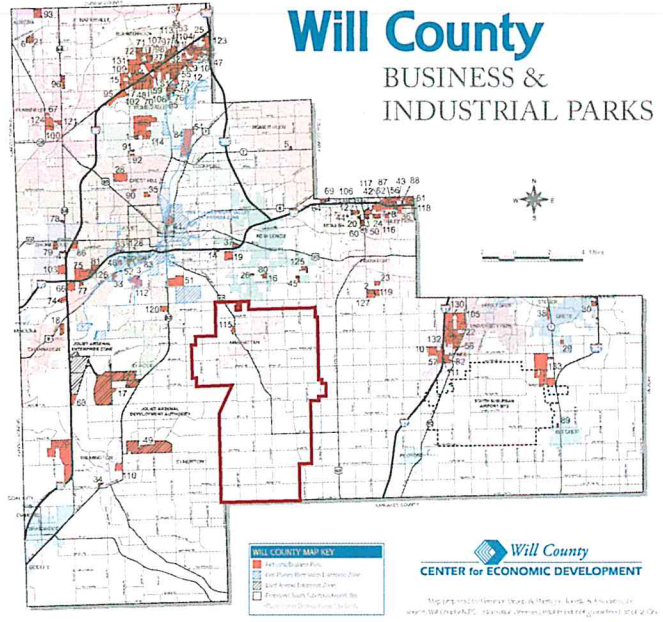
Total New Homes: Over 8,000 homes, including:
5,300 single family homes
2,400 multifamily homes

Population Growth: 24,000 people approx.
(assuming an average household size of 2.91 people)

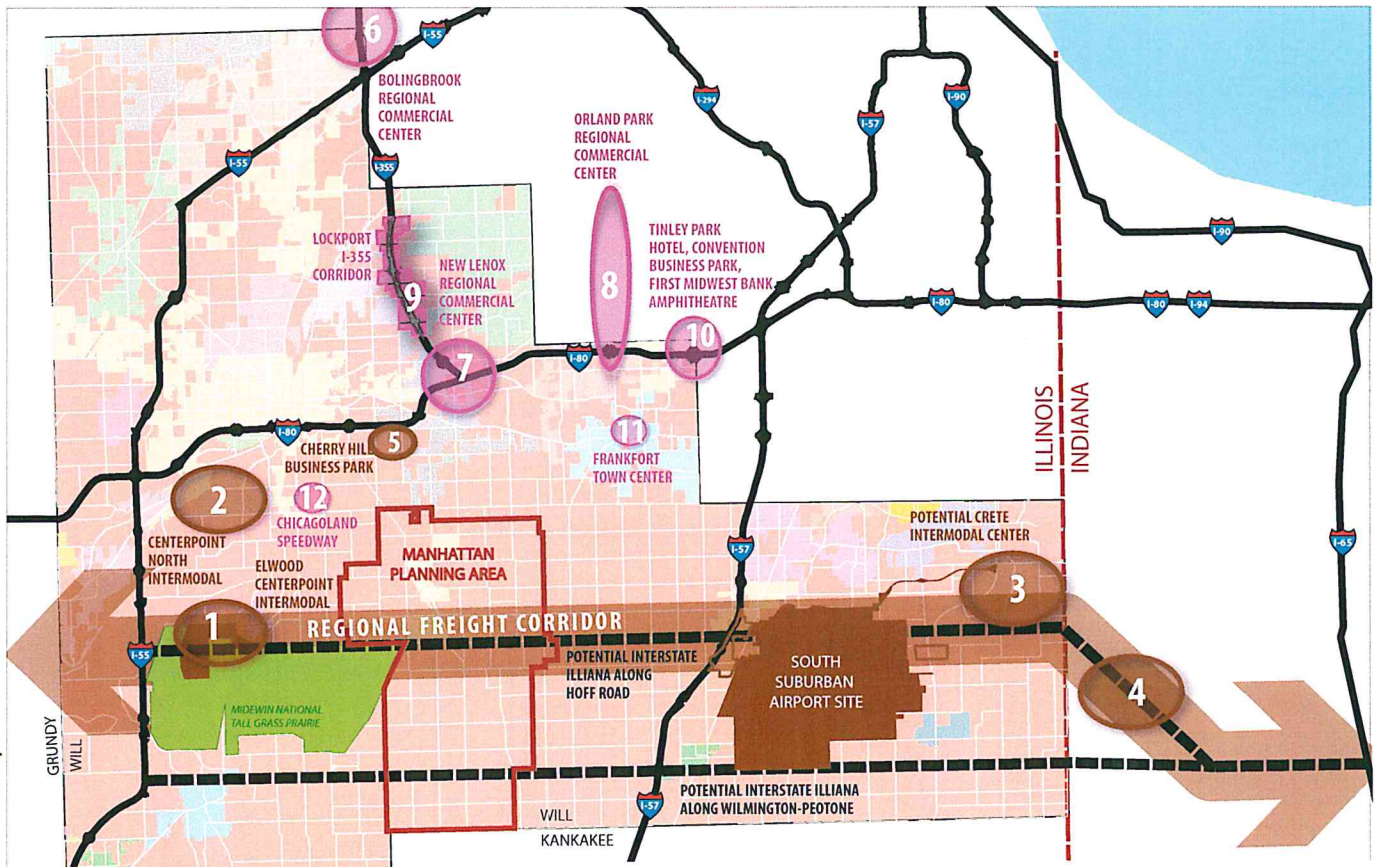
With the current slowdown in the market, many of these projects could take a longer period to be developed and absorbed. Regardless of the time frame, these developments could add significantly to the population of Manhattan, rapidly changing it from a community of 7,000 to one of approximately 31,000 people.

Trends & Opportunities: The Will County Region

The Manhattan Planning Area, as shown in the Will County Business & Industrial Parks Map (right), is in an under served part of Will County that has not yet seen the development of major business or industrial hubs. NIPC projections show that Will County will have significant job gains by 2030, but the Manhattan area is not projected to add as many jobs as its neighbors. These projections could change significantly with the emergence of the Regional Freight Corridor in Will County that runs through the heart of the Manhattan Planning Area.



	2000	2007	2030 projections by NIPC (CMAP)
Manhattan	1,018	1,855	8,932
New Lenox	5,270	n/a	25,998
Frankfort	11,548	15,274	27,554
Joliet (Will County only)	43,188	n/a	80,583
Elwood	12	1,441	18,045
Mokena	5,597	n/a	14,972
Will County	357,313	n/a	502,266



Will County Today: A total of 780 square miles or 500,000 acres of land, only 20% of land is considered developed, 100,000 acres still vacant, 300,000 acres agricultural and comprises over half of total county land area. Potential for development over next 20 years exceeds 180 square miles, equivalent to five townships

Trends & Opportunities: Will County at the Crossroads of National Trade

REGIONAL FREIGHT CORRIDOR IN WILL COUNTY

The Manhattan Planning Area can play a significant role in the emerging Regional Freight Corridor in Will County that connects major Intermodal Centers in Indiana to centers in Crete, Elwood, Manteno, Wilmington and Rochelle in Illinois.

Will County is leading the metropolitan Chicago Area in the growth of Warehouse/Distribution facilities. Between 2004 and 2006, the county was second in the nation in the completion of distribution centers, behind Southern California. The major projects in Will County that are playing a critical role in the growth of the freight and distribution corridor are:

- 1. CENTERPOINT INTERMODAL, ELWOOD:** 2,500 acre development including a 770 acre intermodal facility and a 1,500 acre industrial park, 12.5 million sf of buildings. To date, 1,950 permanent jobs and 2,365 construction jobs have been created. A total of \$1 billion has been invested, with \$200 million invested in new infrastructure
- 2. PROPOSED CENTERPOINT NORTH, JOLIET:** Proposed 3,850 acre development including a state-of-the-art intermodal facility and a 2,200 acre industrial park, with 20 million sf of industrial development, with a projected investment of over \$2 billion
- 3. PROPOSED CRETE INTERMODAL CENTER:** Proposed 1,000 acre development including a 600 acre intermodal facility and a 300 acre industrial park, with 6 million sf of buildings, with a projected investment of over \$500 million
- 4. PROPOSED INTERSTATE ILLIANA:** Proposed new interstate highway that could connect I-65 in Indiana to I-57 and I-55 in Illinois as an alternate to the already congested I-80. The actual alignment for the Illiana is currently being studied. At this point, it appears that there are two major options as shown on the map: one, the Hoff-Pauling alignment along the north of the potential airport and through the center of the Manhattan Planning Area, and two, the Wilmington-Peotone alignment, along the south of the airport and through the far southern part of the Planning Area. The Midewin, between Hoff Road and Wilmington-Peotone Road, and the Kankakee Watershed south of Wilmington-Peotone Road, are barriers to other potential alignments.

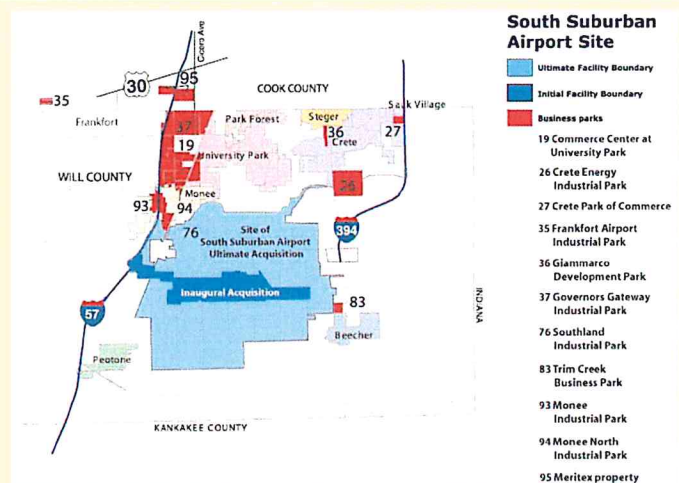
OTHER MAJOR DEVELOPMENTS IN THE AREA

- 5. CHERRY HILL BUSINESS PARK:** At I-80 and Rte. 30, along Gougar Rd., with over 3.5 million sf of buildings on 130 acres of land, with growth potential of up to 750 acres
- 6. BOLINGBROOK REGIONAL COMMERCIAL CENTER:** Over 3 million sf of retail potential along I-355, with significant retail centers already constructed
- 7. NEW LENOX REGIONAL COMMERCIAL CENTER:** Over 3 million sf of retail proposed at I-355 and I-80, and a replacement 600,000 sf Silver Cross Hospital building
- 9. TINLEY PARK, HARLEM AND I-80:** Major regional hub for convention, hotels and business parks, with the First Midwest Bank Amphitheater as a major anchor
- 10. FRANKFORT TOWN CENTER:** Proposed Lifestyle Retail Center at Rte. 30 and LaGrange Road, with over 500,000 sf of proposed retail
- 11. LOCKPORT I-355 CORRIDOR:** Over 2,000 acres of land for potential office, commercial and other job and revenue producing uses
- 12. CHICAGOLAND SPEEDWAY and ROUTE 66 RACEWAY:** With a capacity of 75,000 people, the Speedway is a significant draw for major NASCAR and IRL events. The speedway hosts the September finale of the Indy Car Series, the Peak Antifreeze Indy 300, as well as NASCAR Sprint Cup Series (USG Sheetrock 400) and Nationwide Series (USG Durock 300) races once a year in July. With the installation of lights for the 2008 season, the Speedway will become only the tenth Sprint Cup facility able to hold night racing.

Proposed South Suburban Airport

The Manhattan Planning Area is approximately 10 miles from the proposed South Suburban Airport in Peotone.

There is a growing number of Industrial and Business Parks in the municipalities around the airport site, as shown by the 2008 Will County CED map shown right. While the airport itself is still in the planning stages, the developing business parks strengthen the concept of a south suburban freight corridor, especially along the Hoff- Pauling alignment.



Trends & Opportunities

MANHATTAN AS THE GATEWAY TO THE MIDEWIN and THE AGRITOURISM CENTER OF ILLINOIS

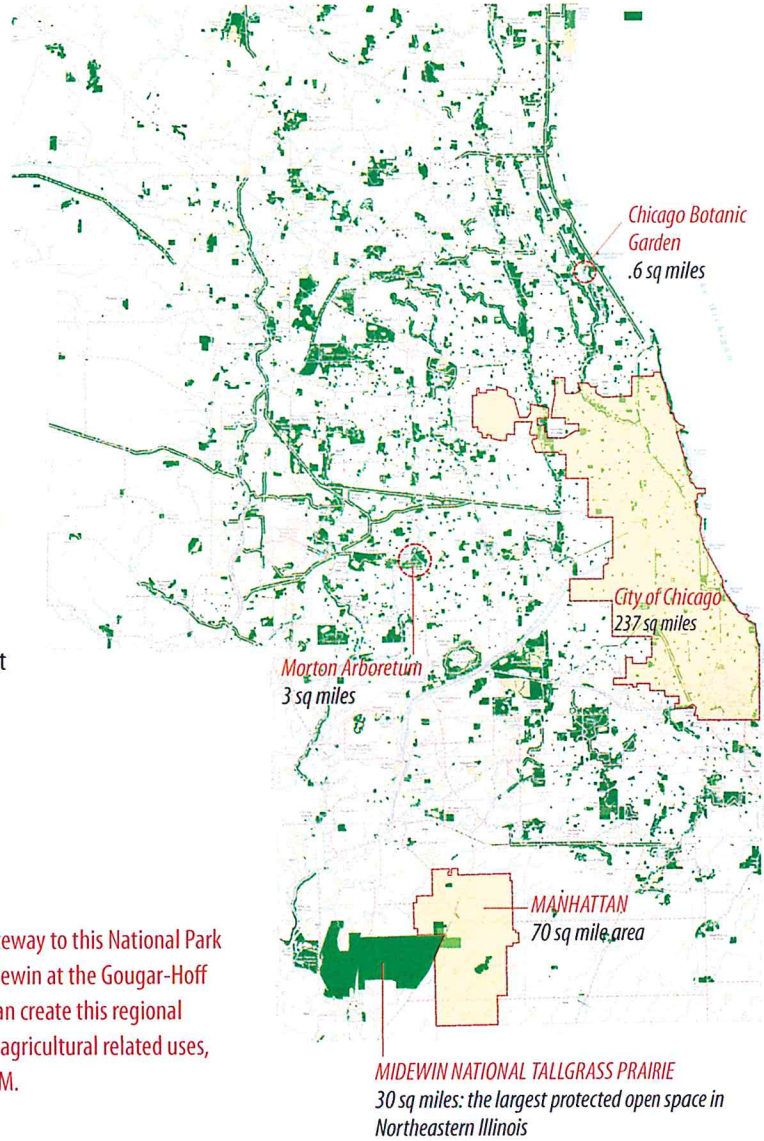
THE MIDEWIN NATIONAL TALLGRASS PRAIRIE,

formerly the Joliet Arsenal, was one of the world's largest TNT factory and munitions assembly plants. For safety and security, the factories were surrounded by more than 19,000 acres of fenced-off open buffer lands of fields, pastures, prairie remnants, woods, and streams. The Arsenal was declared excess federal land in 1993. In 1996, the 19,000 acres of open lands were set aside to become the first federally managed National Tallgrass Prairie in the country.

Named "Midewin" after the Potawatomi word for healing, this unique place is a reminder of how, at one time, large stretches of prairies dominated more than 60 percent of the Illinois landscape. Tallgrass prairies grew nearly to the height of a horse and rider. Today, less than one-hundredth of one percent of true tallgrass prairie remains in Illinois.

Since 1997, more than 800 acres have been restored, and part of the prairie was opened to visitors in 2004. Today grasses, flowers, sedges, rushes, and forbs, all native to the "prairie state", are finally returning to the Midewin. When fully restored, this wetland/prairie landscape will provide habitat for a wide variety of wildlife and unprecedented open space for Chicagoland residents and visitors to enjoy.

Manhattan has a unique opportunity to be known as the Gateway to this National Park destination. The area around the northeast corner of the Midewin at the Gougar-Hoff intersection needs to be reserved for appropriate uses that can create this regional destination. Potential uses could include all open space and agricultural related uses, farming, recreational uses, equestrian uses, and AGRITOURISM.



AGRITOURISM IN ILLINOIS

The Agriculture & Tourism Partners of Illinois Association (ATPI) defines Agritourism as: "The act of visiting a working farm or an agricultural, horticultural, or agri-business operation for the purpose of enjoyment, education or active involvement in the activities of the farm or operation. Agritourism provides alternative revenue streams to farming operations as well as economic impact to communities through tourism." Agritourism in Illinois is very diverse: corn mazes, fruit orchards, elk farms, pumpkin patches, vegetable farms, tours, agricultural museums, inns, restaurants, markets, wineries, breweries, festivals, all comprise the food and fiber experience found in the Land of Lincoln.

Manhattan as a potential Agritourism destination in Illinois has a twofold benefit:

- 1: Farms have more options to generate revenue, and
- 2: The combined synergy of Agritourism and the Midewin can bring tourism revenue to the area





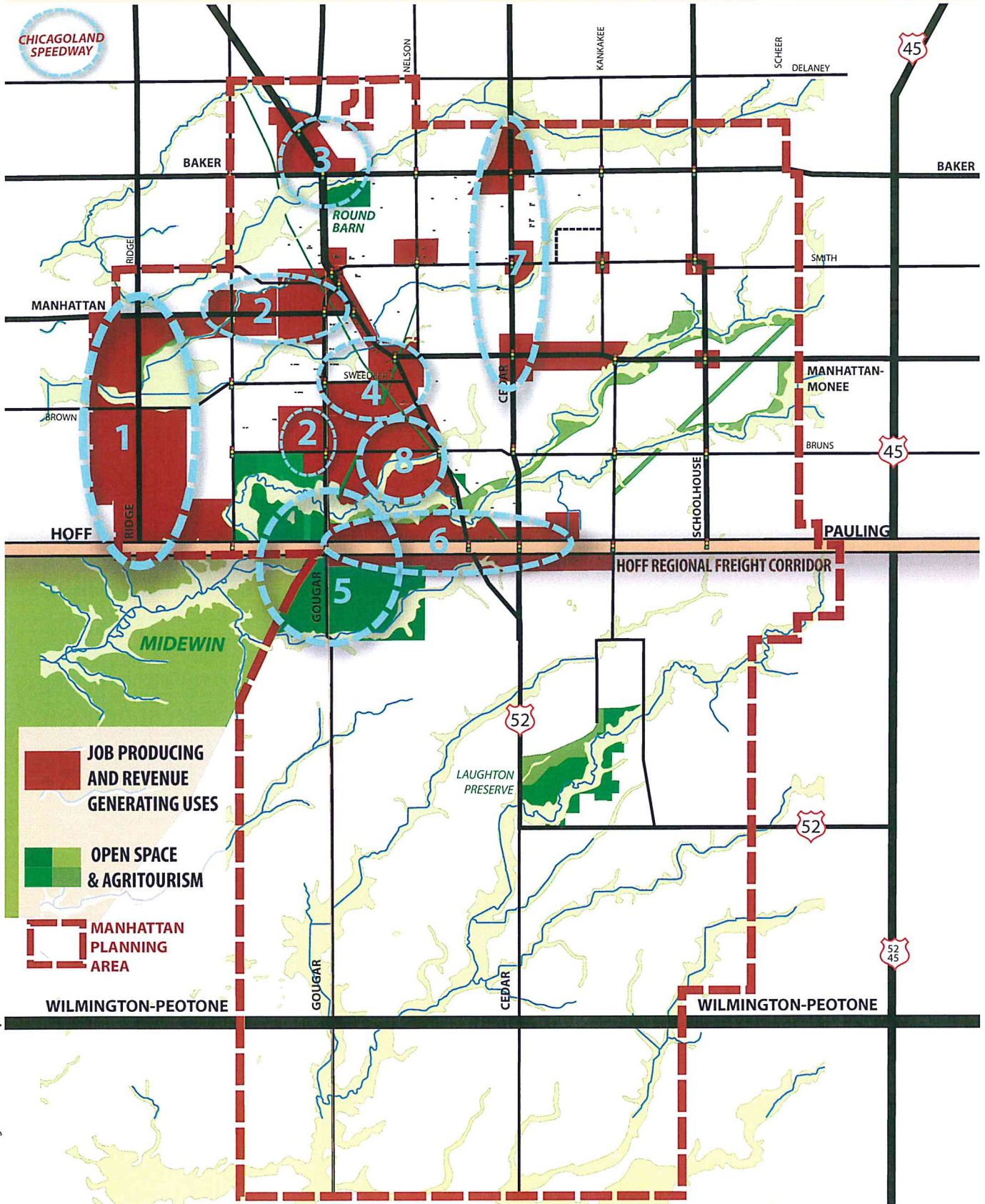
Village of Manhattan, IL Comprehensive Plan 2008

A VISION FOR THE 21ST CENTURY

CHAPTER 2: THE VISION AND THE PLAN



MAP 2.1: NON RESIDENTIAL AREAS FOR JOB PRODUCING AND REVENUE GENERATING USES



A VISION FOR THE 21ST CENTURY

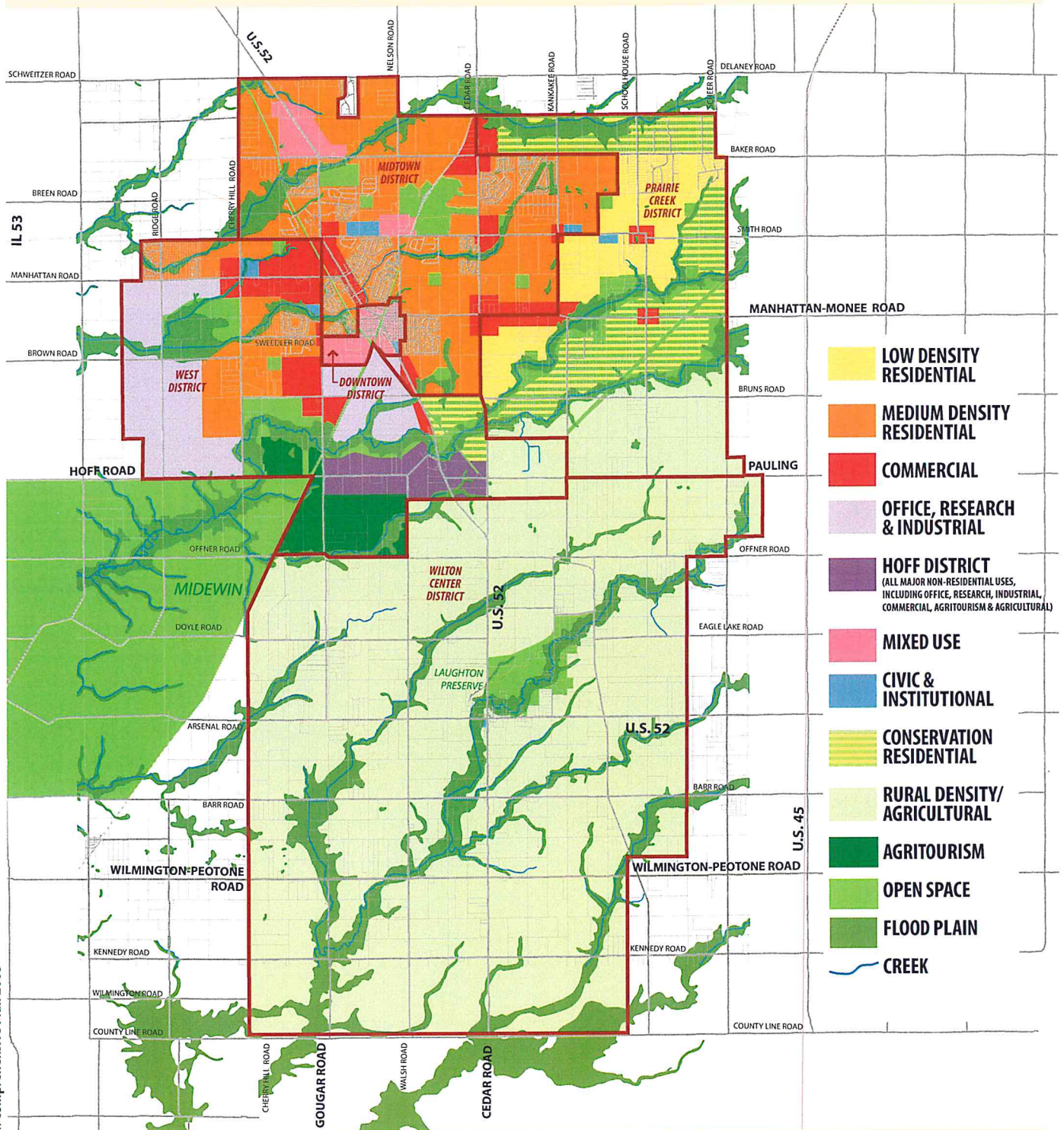
Based on the current trends and opportunities in Will County, and the potential for Manhattan to establish a strong regional identity in the coming years, the Village of Manhattan presents the following **Vision for the 21st Century** ~

“The Village of Manhattan will be a great place to live in the heart of Will County, where new development can coexist with agricultural and equestrian uses. It will be known as the Gateway to the Midewin National Tallgrass Prairie, and become a center for Agritourism in the Midwest. Manhattan will build its own local job base along the Hoff Corridor and along its western border to build on the synergy to the west. Manhattan will be known in the region as a leader in conservation of creekways, and become a hub in the regional trail system. The Village will be made of unique districts and neighborhoods, with a vibrant, walkable downtown around the train station and the original part of town.”

To realize this Vision, the Comprehensive Plan proposes the following goals:

- 1 Reserve land along the west part of the Village for **JOB PRODUCING USES** that will build on the synergy of the **REGIONAL FREIGHT CORRIDOR** along Hoff Road and the Regional Intermodal Centers in Elwood
- 2 Reserve land for **REVENUE GENERATING COMMERCIAL USES** along Gougar and Manhattan Roads that will meet the needs of a future population of 40,000 residents
- 3 Create a **GATEWAY FROM THE NORTH** around the Round Barn Farm, with a variety of uses that can build on the synergy of the **SPEEDWAYS** to the west
- 4 Create a **PEDESTRIAN FRIENDLY MIXED-USE DOWNTOWN** around the train station and State Street
- 5 Create a **GATEWAY FROM THE SOUTH** at the Hoff- Gougar intersection, as a center for **AGRITOURISM** for Illinois
- 6 Reserve land for a variety of **NON-RESIDENTIAL USES ALONG THE HOFF CORRIDOR**, including job producing uses, agritourism and agricultural uses
- 7 Reserve land for **REVENUE GENERATING COMMERCIAL USES** along major intersections at Cedar Road
- 8 Build on the existing Job & Revenue Base along **STATE STREET** to extend south to the Hoff Corridor

MAP 2.2: GENERAL LAND USE MAP & PLANNING DISTRICTS



DOWNTOWN DISTRICT: the vibrant mixed-use pedestrian friendly heart of the village

MIDTOWN DISTRICT: high growth suburban residential area

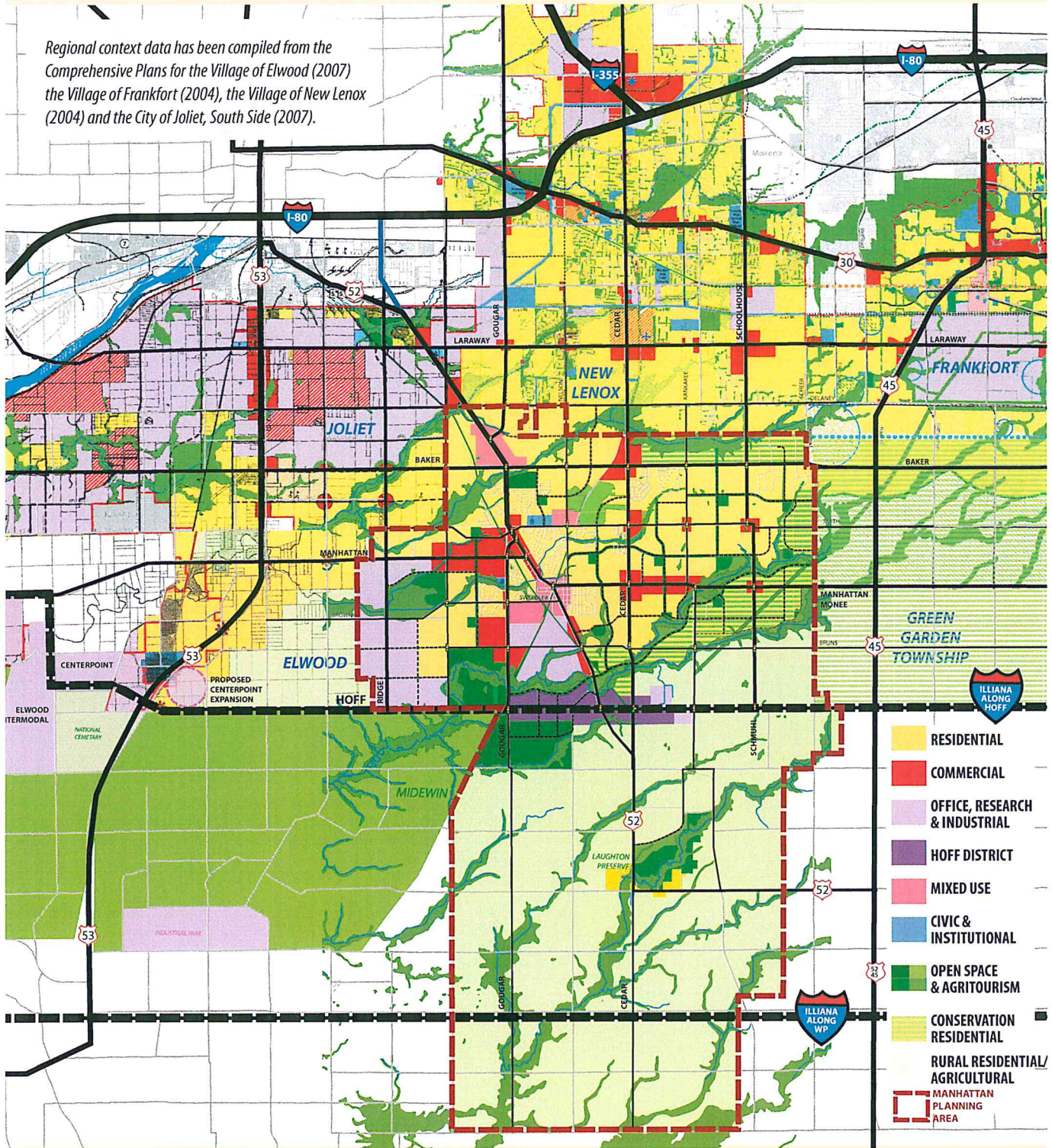
PRAIRIE CREEK DISTRICT: lower density and conservation neighborhoods building on the high quality homes to the east

WEST DISTRICT: creating a local job base that builds on the synergy to the west

WILTON CENTER DISTRICT: farmlands protected from encroachment of inappropriate development

MAP 2.3: GENERAL LAND USE MAP IN THE REGIONAL CONTEXT

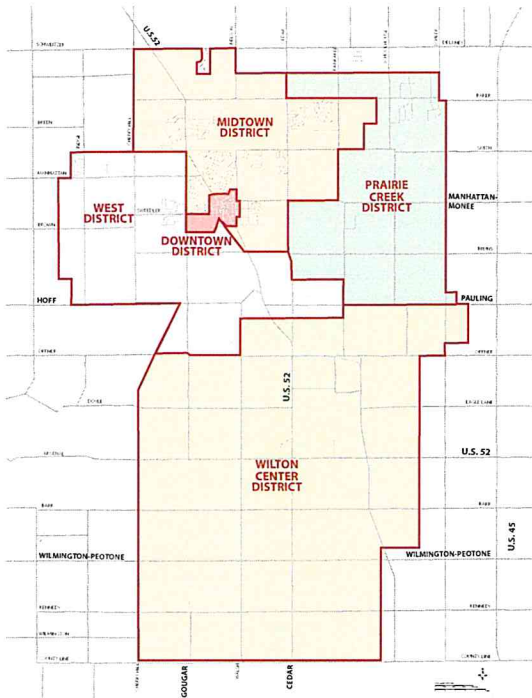
Regional context data has been compiled from the Comprehensive Plans for the Village of Elwood (2007) the Village of Frankfort (2004), the Village of New Lenox (2004) and the City of Joliet, South Side (2007).



Attract **JOB PRODUCING USES** that will build on the synergy of the Elwood Intermodal Center, Centerpoint and Cherry Hill Business Park
 Attract **REVENUE GENERATING COMMERCIAL USES** that will meet the needs of a future population of 40,000 residents
 Maintain a **DIVERSE HOUSING STOCK** that meets the needs of a variety of age and income groups

A Village of Five Unique Districts

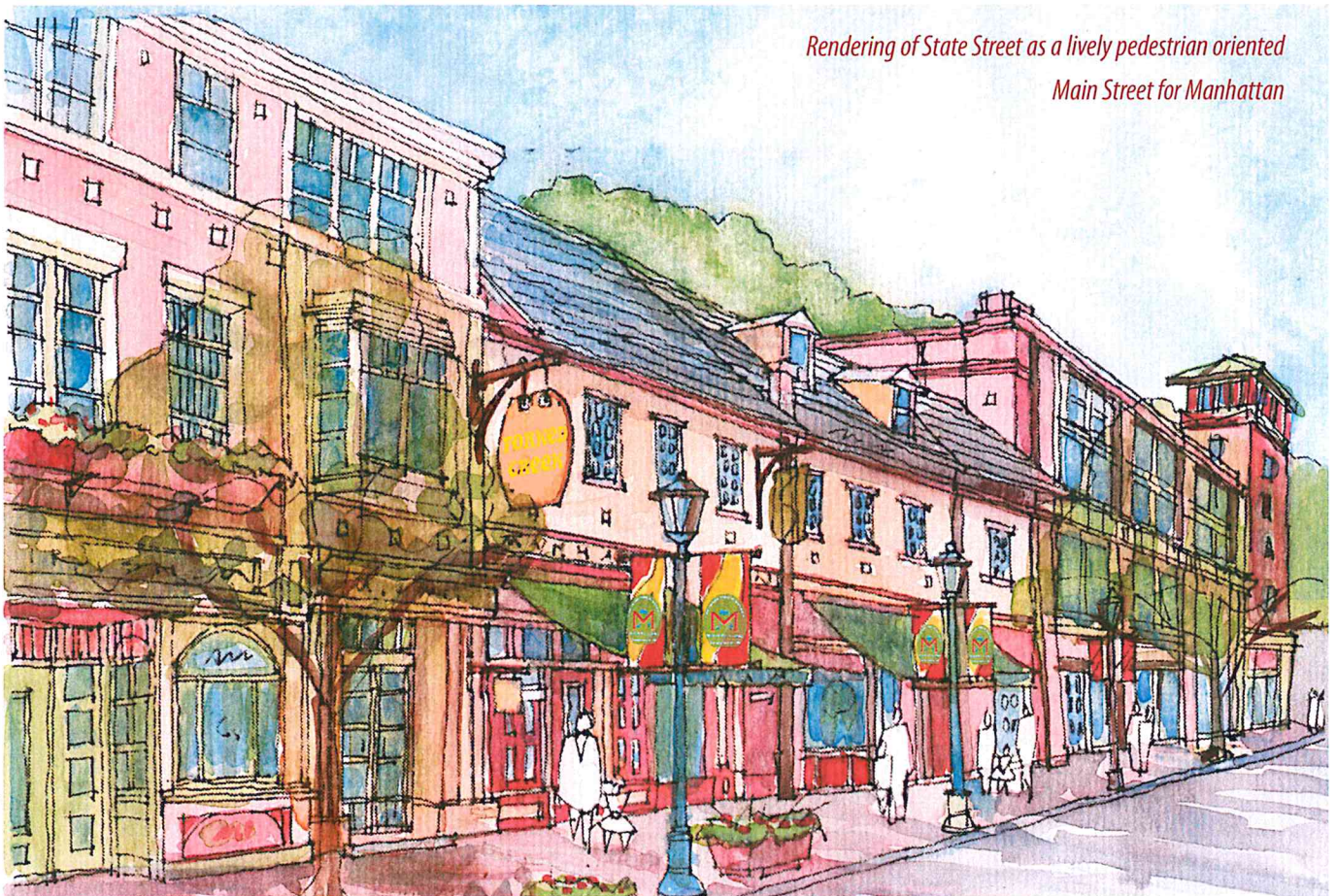
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The 2008 Comprehensive Plan is based on the premise that the same rules for land use, density and design cannot apply to the entire 70 square mile planning area. Such generic rules fail to create special places, and the uniqueness of each area can be lost. Instead, the Plan envisions the Village to be made of Five Unique Districts, each with its own set of recommendations, that can help build and maintain a strong sense of character and identity for each area.

The Downtown District will grow to a vibrant, walkable downtown that brings together the old part of town and a new neighborhood around the train station. State Street will have a strong identity as the “Main Street” of the Village with mixed-use buildings, incorporating shops at the street level and residences and offices above, lining the street. Ample parking will be provided to serve the downtown and Metra in small lots tucked behind buildings and along the railroad tracks. Streetscaping, lighting, signage and landscaping will reinforce the pedestrian feel of the district. Parks and squares will be provided to serve residents and visitors, and for accommodating Village events and festivals.

Rendering of State Street as a lively pedestrian oriented Main Street for Manhattan



A Village of Five Unique Districts

The Midtown District will continue to grow as the primary concentration of residential neighborhoods at the heart of the Village. Neighborhoods will offer a variety of housing options that can attract different population and income groups. Cluster development will be encouraged in areas that have creeks and floodplains. Walkable neighborhoods will allow residents easy access to schools, neighborhood retail, and open space amenities. Regional detention areas will be encouraged as major open space destinations in the district.



The West District will become the employment base for Manhattan and this part of Will County, with corporate office parks and appropriate industrial uses focused along Hoff Road and Manhattan-Monee Road. This district will build on the synergy of the new Elwood Intermodal Center to the west, and the potential airport in Peotone to the east. It will also benefit from the proposed Illiana Interstate Highway, which will give Manhattan better access to a major regional highway. Quality neighborhoods will grow around the job base and offer a diverse housing stock in a variety of price ranges. Restored creeks and floodplains will be natural buffers between neighborhoods and non-residential uses.



The Prairie Creek District will build on the high-quality neighborhoods that have grown to the east in the Village of Frankfort and Green Garden Township. Connected trails and open space amenities along the two branches of Prairie Creek will become the focus of these neighborhoods. Quality homes will be encouraged to cluster to lessen the impact on land in areas around the creeks and floodplains. Neighborhood scale retail will grow at major street intersections. Regional detention areas will be created as major open space destinations in the district.

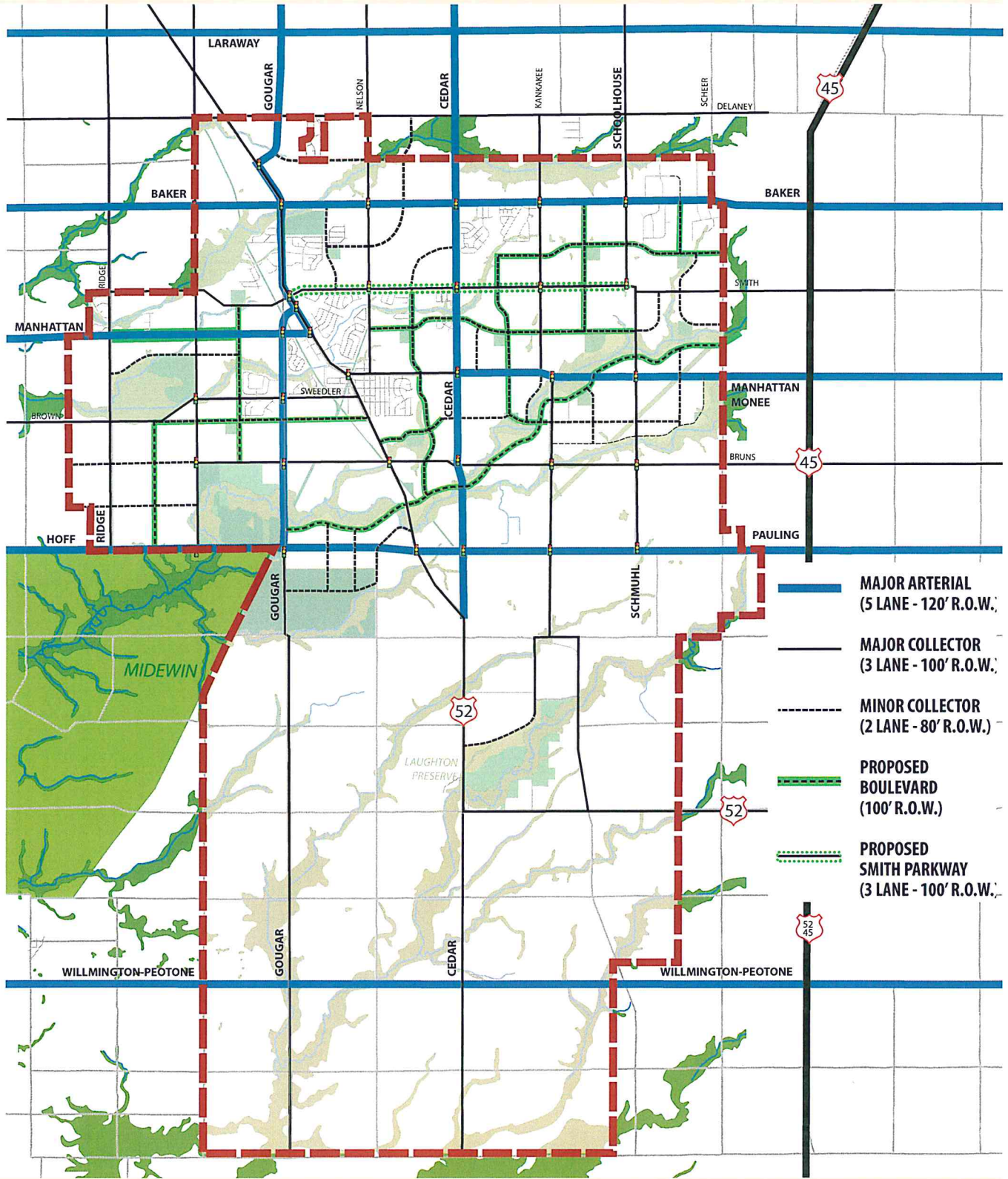


The Wilton Center District will focus on the protection of farmland and natural resources from the encroachment of inappropriate development. Forked Creek, one of the high-quality creeks in the Midwest, which flows through the district, will be preserved and restored as a precious open space resource and wildlife corridor. Laughton Preserve, one of the last remaining groves from the original Twelve Mile Grove, will become a major destination in the regional trail system. The heart of Wilton Center around the Preserve will retain its small hamlet character. Appropriate job producing uses will grow along Hoff Road without negatively impacting the natural resources of the district.



MAP 2.4: TRANSPORTATION PLAN

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Major Will County 2008 Infrastructure Projects

1. New interchange at I-55 and Arsenal Road
2. Development of Illiana Expressway from I-65 to I-55
3. Identify and preserve route of Daniel Burnham Outer Belt: I-57 to I-55 to I-80 to Prairie Parkway
4. Phase 1 engineering to add lanes to I-80 from Route 45 to I-55
5. Initiate engineering to widen I-55 south of I-80

TRANSPORTATION PLAN

CREATE A CONNECTED SYSTEM OF STREETS AND BOULEVARDS THAT CAN MEET THE TRAFFIC NEEDS OF THE FUTURE

INTERSTATE HIGHWAYS

- The Village of Manhattan is within 6 miles of Interstate Highways, including I-80, I-57, I-55 and the new I-355 extension. With the proposed Illiana Interstate, the Village could have immediate access to a major connection between I-65 in Indiana, the South Suburban Airport in Peotone, I-57, and I-55.
- Possible alignments that are currently being considered by the ILLIANA study include:
 - a) The north side of the proposed Peotone airport which would align with Hoff-Pauling Road, and
 - b) South of the proposed Peotone airport, which would align with Wilmington-Peotone Road.
- Regardless of which option is selected, this Transportation Plan recognizes the importance of the Hoff-Pauling corridor as a major east-west connector for the Regional Freight Corridor between Crete and Elwood.
- Hoff Road is designated as a six lane Regional Arterial with a required R.O.W. of at least 150 feet.

REGIONAL ARTERIALS

- **North-South Regional Arterials:** Gougar Road and Cedar Roads are designated as the major north-south regional arterials serving the Village, both proposed to be five lanes with at least 120 ft. R.O.W. This will keep major through traffic and truck traffic away from the heart of downtown and away from State Street.
- **Gougar Road** is intended to carry most of the north-south regional traffic, keeping heavy truck traffic away from the Downtown area.
- **Cedar Road** is intended to carry most of the traffic going north, especially traffic going to the regional commercial centers to the north.
- **East-West Regional Arterials:** Baker Road, Manhattan Road, Manhattan-Monee Road, and Hoff-Pauling Road are designated as the major regional arterials that will carry the majority of the east-west traffic passing through the Village. Manhattan Road and Manhattan-Monee Road will have a 120 ft. R.O.W. with five lanes, but the sections through the heart of Downtown will be no more than three lanes. This will help slow traffic through the center of town, and help maintain a pedestrian friendly environment.

MAJOR COLLECTORS

Major collectors are roadways that would carry most of the local traffic through the Village, typically with a 100 ft. wide R.O.W. with three lanes. Some of these have the potential to be designed as boulevards through the center of the Village to slow traffic and create more attractive streets and gateways.

MINOR COLLECTORS

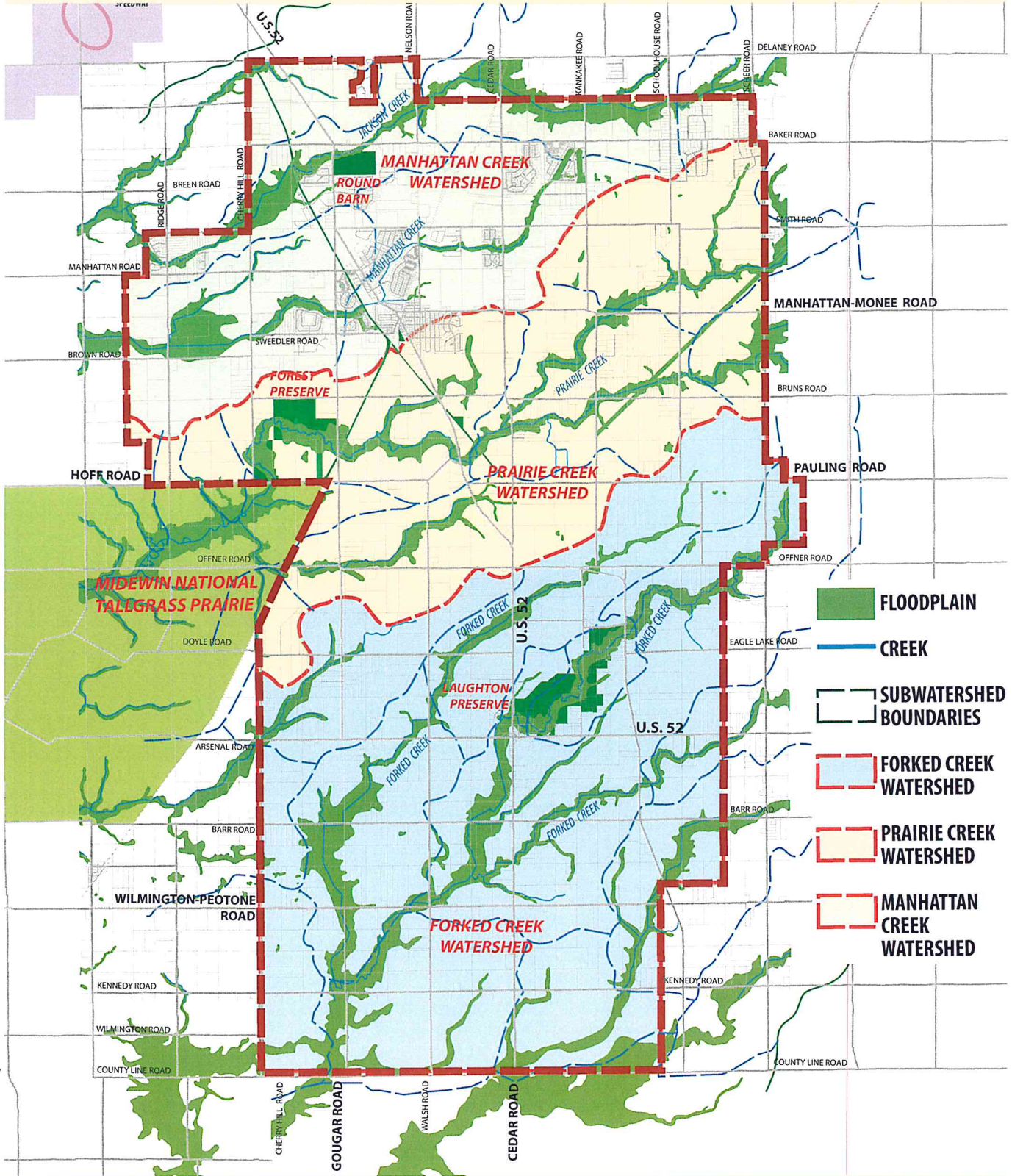
Minor collectors typically will have an 80 ft. wide R.O.W. with two lanes. These are streets for local traffic, and will have a pedestrian scale with ample landscaping. The Plan proposes a framework for these local streets to create a half mile connected grid. These streets should not end in dead ends or cul-de-sacs unless there is a natural or open space barrier. On-street trails will be added to these streets where appropriate.

BOULEVARDS & PARKWAYS

Boulevards are "Green Streets" with landscaped medians that create special streets in the Village. Boulevards will have at least a 100 ft. R.O.W., with a minimum 8 foot trail along one side. The boulevards will lead to the parks and open spaces to provide an overall connected system of green streets, trails and open areas. Parkway are streets with expanded landscape buffers on both sides. **Smith Parkway** will define a special school corridor along Smith Road, where existing and future school locations are concentrated (see Map 2.7, page 28). Additional landscaping in the expanded buffers will create a green and shaded street, and potential trails on both sides of the street will provide safe connections to the schools.

MAP 2.5: EXISTING NATURAL RESOURCES AND OPEN SPACE MAP

DRAFT DEC 07



A VILLAGE OF FOUR CREEKS: Jackson, Manhattan, Prairie and Forked Creeks

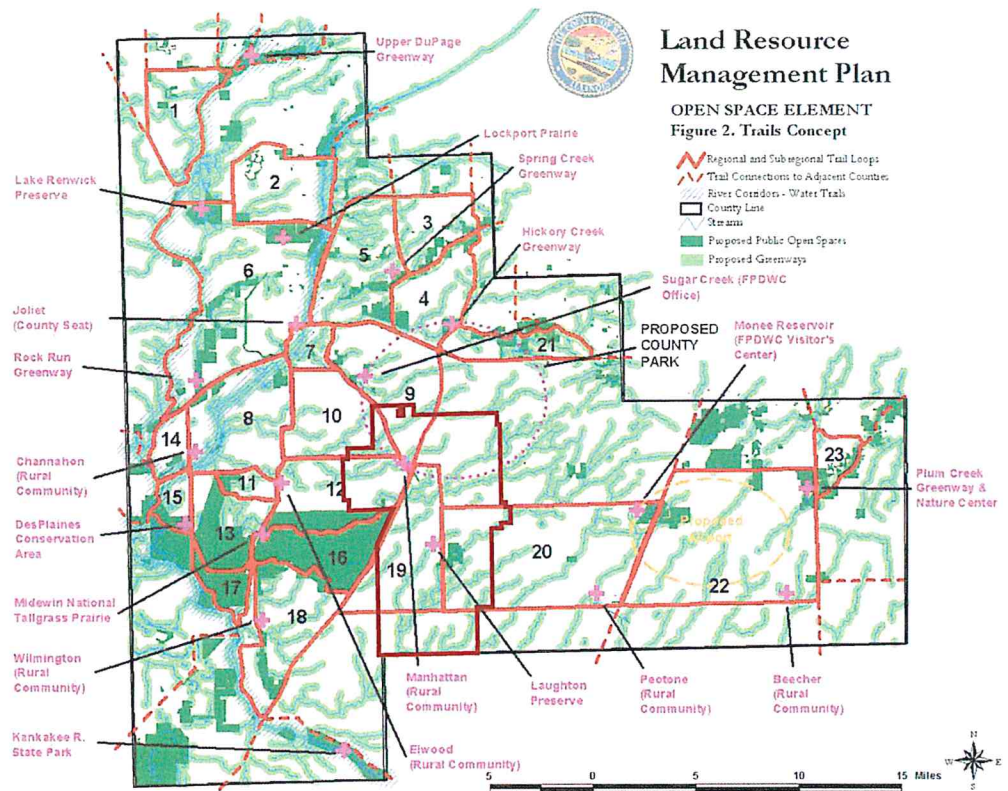
OPEN SPACE AND NATURAL RESOURCES

PRESERVE AND ENHANCE NATURAL RESOURCES AS PUBLIC AMENITIES FOR FUTURE GENERATIONS

Manhattan is home to some of the more pristine creeks in northeast Illinois. The approximately seventy square mile planning area contains four major creekways, three watersheds, the Wauponsee Glacial Trail, the Historic Round Barn, and the Laughton Preserve. Directly adjacent to Manhattan is the Midewin National Tallgrass Prairie, one of the last remaining original tallgrass prairies in the Midwest. Forked Creek and its many tributaries that run through the southern part of the planning area, is one of the highest quality creekways with very diverse aquatic life.

These significant natural resources need to be preserved and enhanced for the health of the regional ecosystem, and as unique amenities for future generations to enjoy.

Creekways, trails, farms, natural open areas, tree groves and the close proximity to the Midewin - these are the qualities that will continue to make living in Manhattan a unique experience.



Manhattan Planning Area shown on Forest Preserve District of Will County OPEN SPACE AND TRAIL PLAN



LAUGHTON PRESERVE: A Living Memory of the Twelve Mile Grove

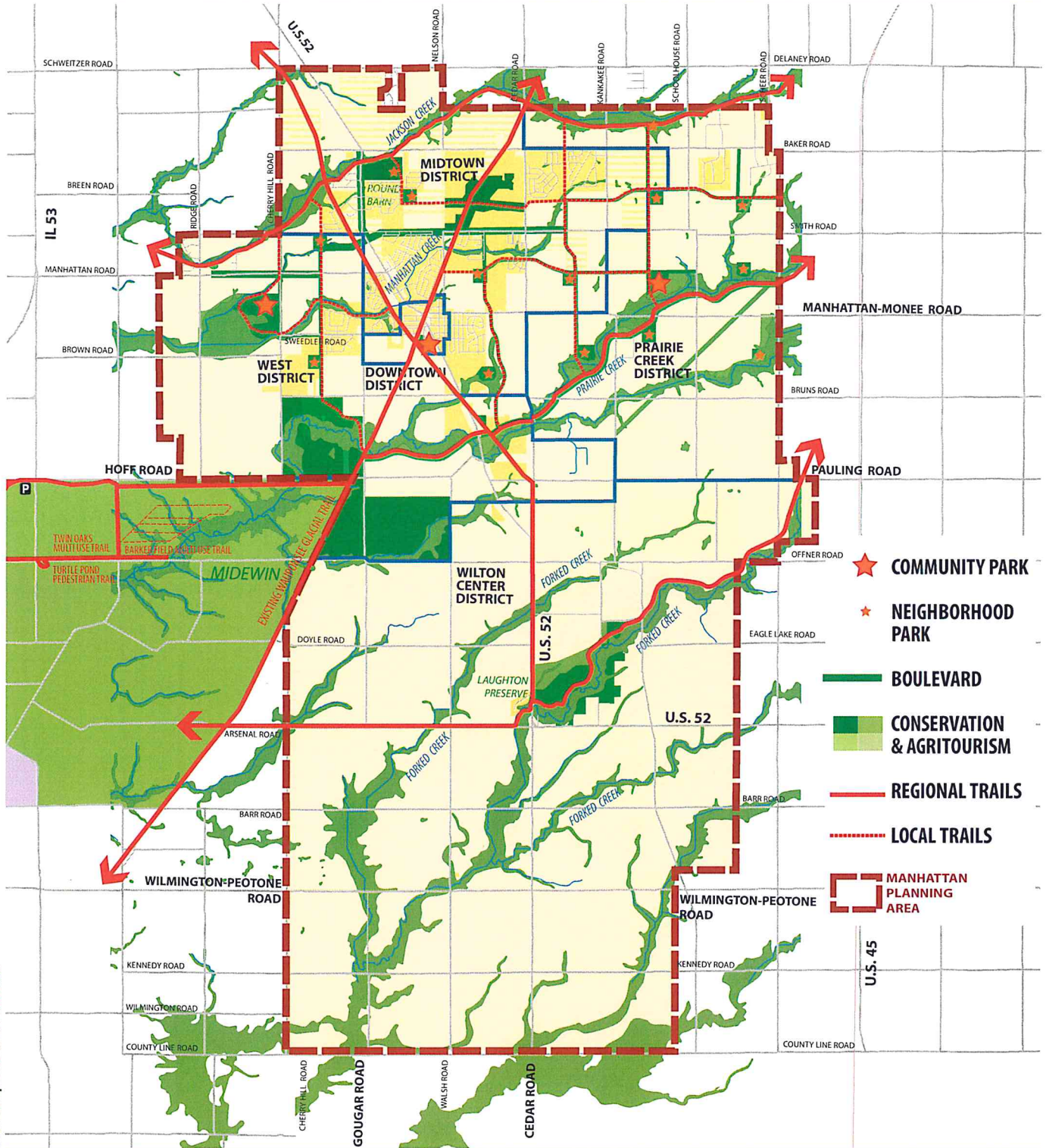


JACKSON CREEK: The northernmost of the four creeks that run through Manhattan



MIDEWIN NATIONAL TALLGRASS PRAIRIE: One of the last remaining original Midwest prairies

MAP 2.6: OPEN SPACE & TRAIL FRAMEWORK PLAN



Conserve **CREEKS, FLOODPLAINS AND TREE GROVES** as public open space amenities for future generations to enjoy
 Create a **CONNECTED SYSTEM OF OPEN SPACES, TRAILS & BOULEVARDS** accessible from all homes
 Protect **FARMING & EQUESTRIAN USES**, and make Manhattan a center for **AGRITOURISM** in Illinois
 Create an identity for Manhattan as the **GATEWAY TO THE MIDWINTER NATIONAL TALLGRASS PRAIRIE**

OPEN SPACE AND TRAIL PLAN

CREATE A CONNECTED GREENWAY SYSTEM THAT IS ACCESSIBLE FROM ALL NEIGHBORHOODS

One of the major goals of this Comprehensive Plan is to establish a framework for a connected Greenway System that is made of these elements:

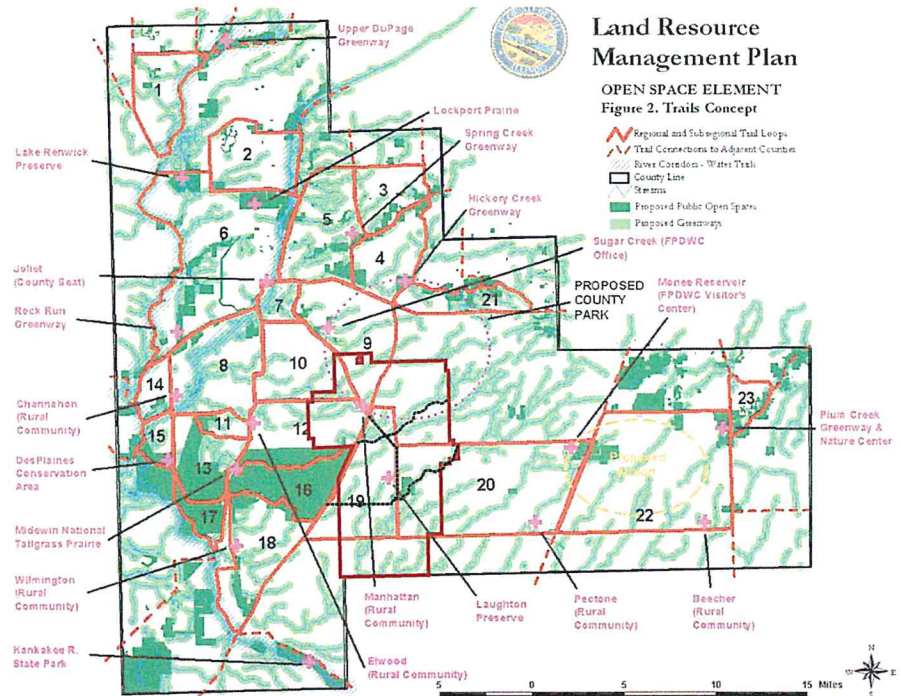
- Creekways: creeks, floodplains, buffer areas, and additional conservation areas along the creeks
- Tree groves
- Regional and local trails
- Parks and open spaces
- Boulevards and green streets
- Private open spaces and detention areas
- Other natural or historic sites

REGIONAL TRAILS AND GREENWAYS

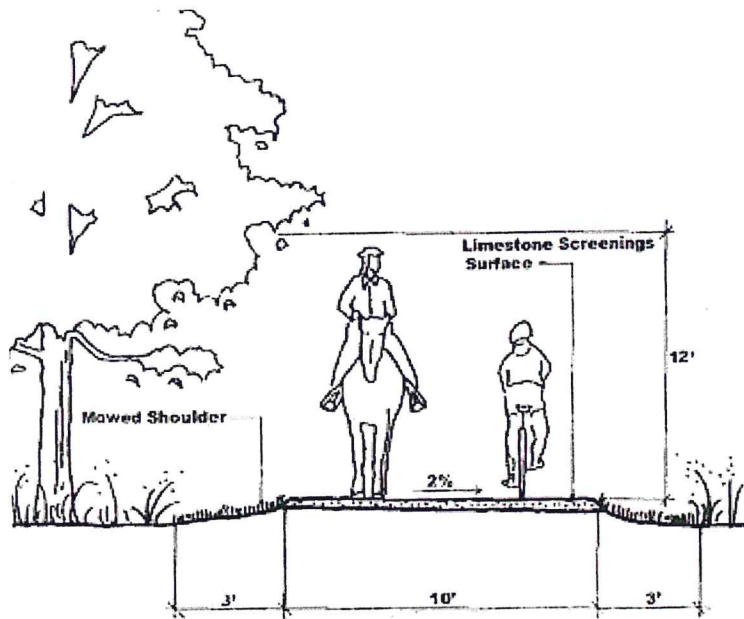
The Will County trail map shows three ON-STREET TRAIL connections through the Manhattan planning area. The Comprehensive Plan proposes changes to the County's Plan by shifting the trails away from the arterial streets and locating these along the major creekways.

Two Major Regional Multi-use Trails are proposed:

1. PRAIRIE CREEK REGIONAL GREENWAY along Prairie Creek, linking the Wauponsee Glacial Trail at the north entrance of the Midwin National Tallgrass Prairie, through the proposed Green Garden regional trail system, and up north to the Old Plank Trail in Frankfort.
2. FORKED CREEK REGIONAL GREENWAY along one of the major branches of Forked Creek, linking the Wauponsee Glacial Trail, a southern entrance to the Midwin National Tallgrass Prairie, passing through the Laughton Preserve, linking to the proposed Green Garden regional trail system, and up north to the Old Plank Trail in Frankfort.

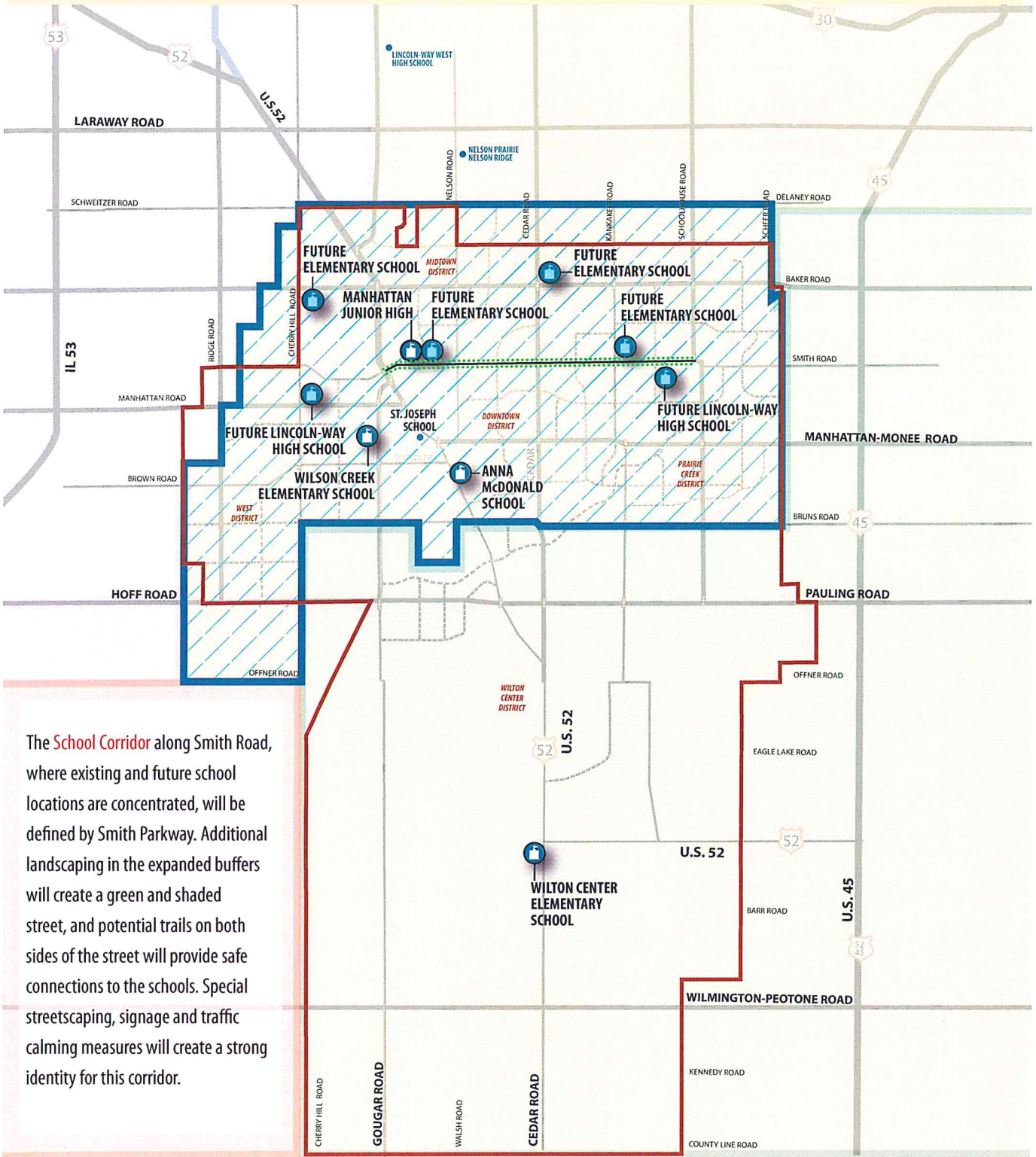


Proposed Prairie Creek and Forked Creek Greenway Trails shown on Will County Forest Preserve District's OPEN SPACE AND TRAIL PLAN



Multi-use trail section standards from Will County Forest Preserve District

MAP 2.7 SCHOOL CORRIDOR ALONG SMITH PARKWAY



The **School Corridor** along Smith Road, where existing and future school locations are concentrated, will be defined by Smith Parkway. Additional landscaping in the expanded buffers will create a green and shaded street, and potential trails on both sides of the street will provide safe connections to the schools. Special streetscaping, signage and traffic calming measures will create a strong identity for this corridor.

- | | | | |
|------------------------------------------------|----------------------------------------------|-------------------------------------------------|-----------------|
| LINCOLN-WAY COMMUNITY HIGH SCHOOL DISTRICT 210 | PEOTONE COMMUNITY UNIT SCHOOL DISTRICT 207-U | WILMINGTON COMMUNITY UNIT SCHOOL DISTRICT 209-U | EXISTING SCHOOL |
| JOLIET TOWNSHIP HIGH SCHOOL DISTRICT 204 | MANHATTAN ELEMENTARY SCHOOL DISTRICT 114 | MANHATTAN PLANNING AREA | PROPOSED SCHOOL |
| | | | SMITH PARKWAY |



Village of Manhattan, IL Comprehensive Plan 2008
A VISION FOR THE 21ST CENTURY

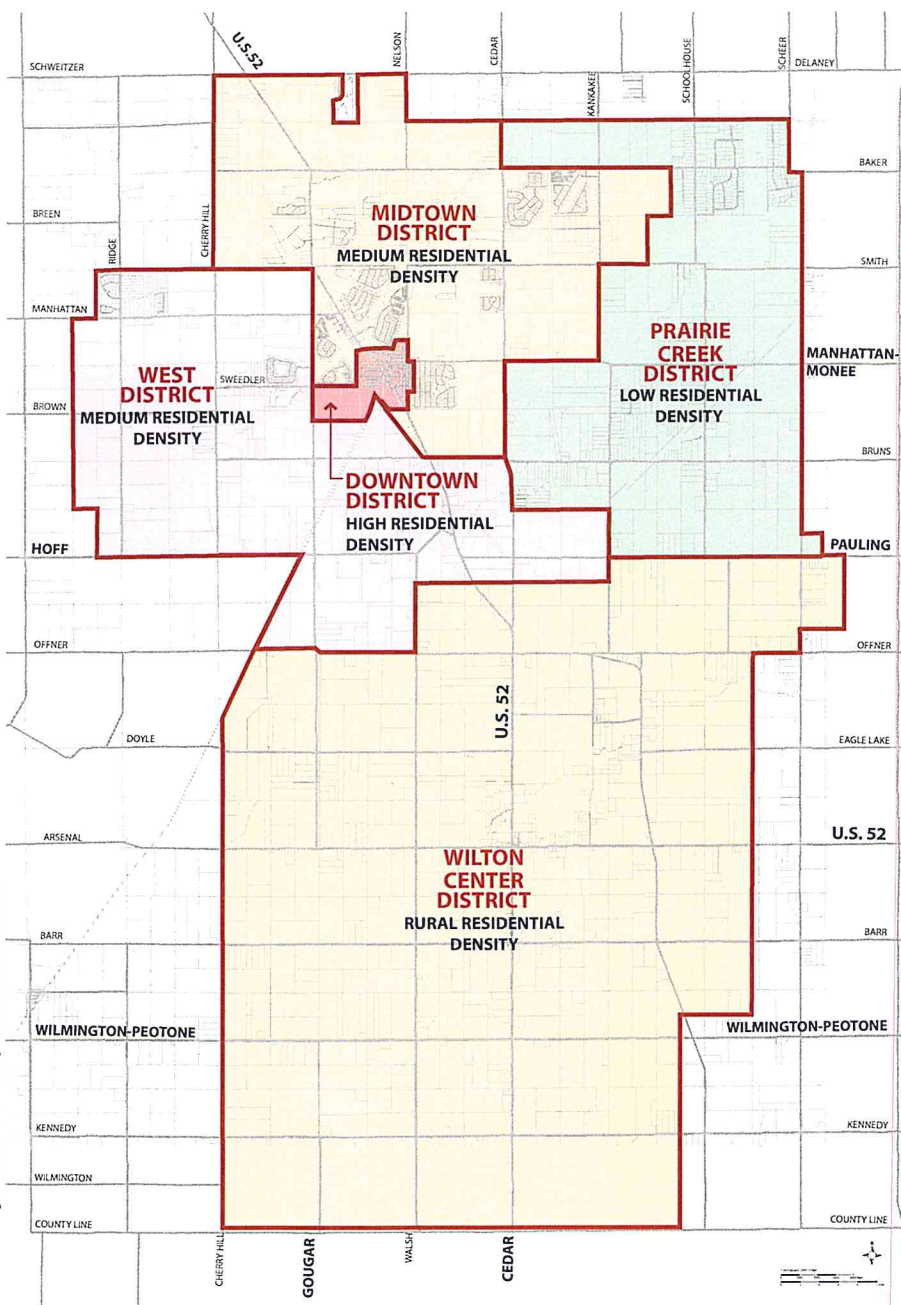
CHAPTER 3: THE DISTRICTS



CHAPTER 3: THE DISTRICTS

Unique Districts that help maintain a Healthy & Diverse Housing Stock

A healthy housing stock provides a variety of housing options and home prices, and maintains a diversity of lot and home sizes. The five districts, with varying residential densities and lot requirements, are envisioned to help maintain this diverse housing stock for the Village. Smaller lots may be allowed at the discretion of the Village, and in accordance with the approved design guidelines, to provide additional open space and conservation of natural features.



RESIDENTIAL DENSITY for each district is related to the character envisioned for the area, and the trends in the surrounding areas. Density is a numeric calculation, and serves as a guide to estimate the number of units a certain site can yield. Density is not a measure of the qualitative aspects of a project. A high or low density number does not necessarily relate to a high or low quality development.

DEFINITION:

Residential Density is defined as the number of Dwelling Units per Net Buildable Area.

Net Buildable Area is defined as the land that is available on a site after the following have been deducted from the Gross Site Area:

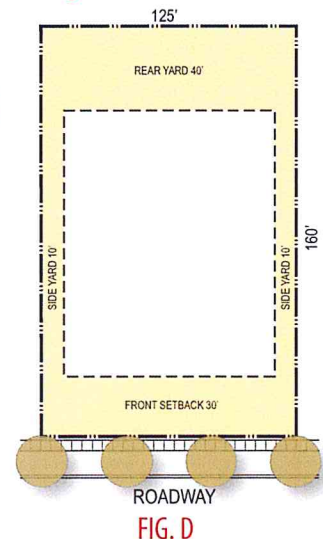
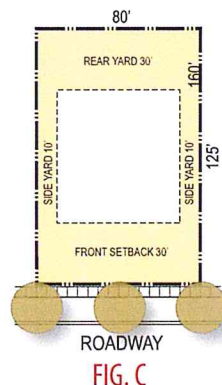
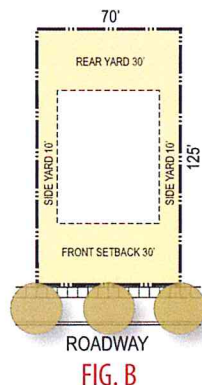
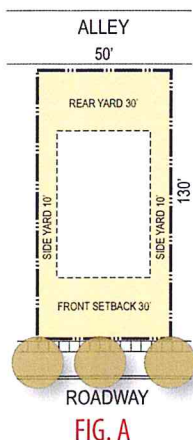
1. Any perimeter road right-of-way that needs to be dedicated
2. Floodplains and wetlands that must be conserved

TABLE 2.1 DISTRICT REQUIREMENTS FOR DENSITY, USE AND LOT SIZE

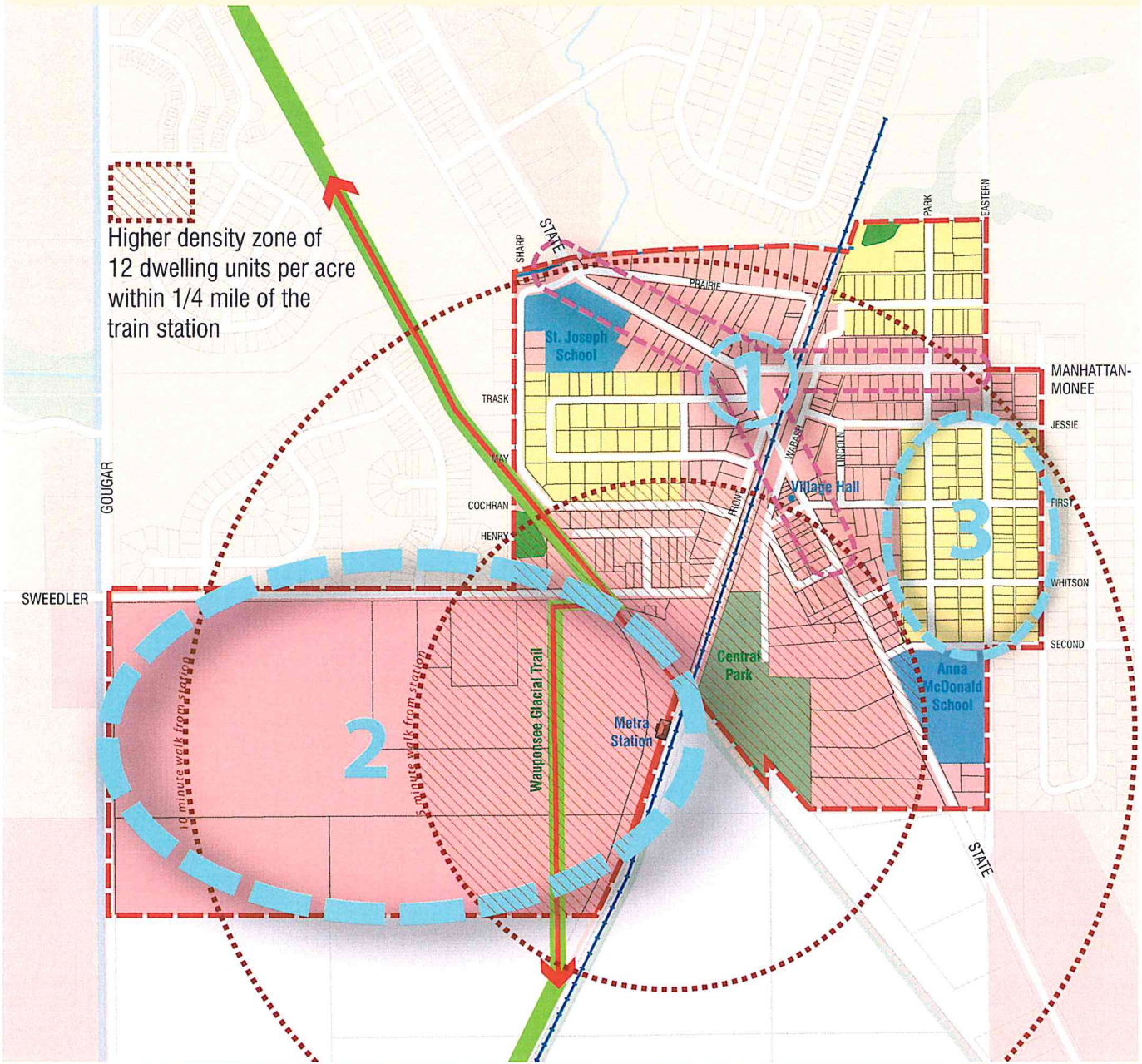
DISTRICT	TYPES OF RESIDENTIAL UNITS ALLOWED	TYPES OF NON-RESIDENTIAL USES ALLOWED	POSSIBLE MINIMUM LOT SIZE FOR SINGLE FAMILY DETACHED	MAXIMUM DENSITY ALLOWED PER NET ACRE	POTENTIAL ZONING DISTRICTS
DOWNTOWN DISTRICT	SINGLE FAMILY DETACHED SINGLE FAMILY ATTACHED MULTIFAMILY MIXED USE (RESIDENTIAL ABOVE OTHER USE)	COMMERCIAL USES PARKS AND OPEN SPACES CIVIC AND INSTITUTIONAL USES	ALLEY LOADED LOTS 6,500 SF MIN (APPROX. 50' X 130') FIG. A FRONT LOADED LOTS 8,750 SF, FIG. B	12.0 WITHIN 1/4 MILE OF STATION 6.0 REST OF DISTRICT	NEW VILLAGE CENTER ZONING DISTRICT TO REPLACE EXISTING CBD DISTRICT
WEST DISTRICT	SINGLE FAMILY DETACHED SINGLE FAMILY ATTACHED MULTIFAMILY MIXED USE (RESIDENTIAL ABOVE OTHER USE)	MAJOR EMPLOYMENT GENERATING USES, INCLUDING INDUSTRIAL, MANUFACTURING, OFFICE AND RESEARCH, AND AGRITOURISM RELATED USES MAJOR COMMERCIAL ALONG GOUGAR PARKS AND OPEN SPACES CIVIC AND INSTITUTIONAL USES	8,750 SF, FIG. B	2.8	R1, R2, R3, R4 and R5 Residential Districts C1, C2 and C3 Commercial Districts I1 and I2 Industrial Districts I3 only along Hoff Corridor CR Conservation / Recreation District
MIDTOWN DISTRICT	SINGLE FAMILY DETACHED SINGLE FAMILY ATTACHED MULTIFAMILY MIXED USE (RESIDENTIAL ABOVE OTHER USE)	COMMERCIAL USES PARKS AND OPEN SPACES CIVIC AND INSTITUTIONAL USES	10,000 SF, FIG. C AT THE DISCRETION OF THE VILLAGE, SOME LOT SIZES CAN BE REDUCED TO 8,750 SF TO PROVIDE MORE PUBLIC OPEN SPACE	2.0	R1, R2, R3, R4 and R5 Residential Districts C1, C2 and C3 Commercial Districts CR Conservation / Recreation District
PRAIRIE CREEK DISTRICT	SINGLE FAMILY DETACHED FARMSTEADS HOMES WITH EQUESTRIAN USES	NEIGHBORHOOD COMMERCIAL AT MAJOR INTERSECTIONS PARKS AND OPEN SPACES CIVIC AND INSTITUTIONAL USES	20,000 SF, FIG. D AT THE DISCRETION OF THE VILLAGE, LOT SIZES CAN BE REDUCED TO 10,000 SF TO PROVIDE MORE PUBLIC OPEN SPACE, AND TO PROVIDE CONSERVATION AREAS ALONG THE CREEKWAYS	1.5	ER Estate Residential District GR General Residential District R1 Single Family Residential District CR (conservation/recreation) C1 and C2 Commercial Districts
WILTON CENTER DISTRICT	SINGLE FAMILY DETACHED FARMSTEADS HOMES WITH EQUESTRIAN USES ESTATE RESIDENTIAL	AGRICULTURAL AND AGRITOURISM RELATED USES INDUSTRIAL, MANUFACTURING AND COMMERCIAL USES ALONG HOFF CORRIDOR PARKS AND OPEN SPACES CIVIC AND INSTITUTIONAL USES	10 ACRES	1 DU / 10 ACRES	A1 Agricultural District CR Conservation / Recreation District ER Estate Residential District I1, I2 and I3 Industrial Districts along Hoff Corridor C3 and C2 Commercial Districts along Hoff Corridor C1 Commercial District along U.S. 52

All residential developments must also follow the requirements of the **Planning and Architectural Design Guidelines** document.

MINIMUM LOT SIZES AND REQUIREMENTS



MAP 3.1: DOWNTOWN DISTRICT ~ THE HISTORIC CORE OF MANHATTAN



Higher density zone of 12 dwelling units per acre within 1/4 mile of the train station

- 1** Revitalize State Street as **MANHATTAN'S MAIN STREET**, and Manhattan-Monee as the **GATEWAY TO MANHATTAN** from the east. Strengthen the intersection of State Street and Manhattan-Monee Road as **THE HEART OF THE HISTORIC DOWNTOWN**.
- 2** Create a **NEW TRANSIT ORIENTED NEIGHBORHOOD (TOD)** around the train station. This neighborhood will allow many residents to live close to the train station, and also bring a variety of civic, institutional and commercial uses close to the old part of town.
- 3** Preserve the existing **RESIDENTIAL FABRIC** in the old part of town, with smaller alley loaded lots and small walkable blocks.

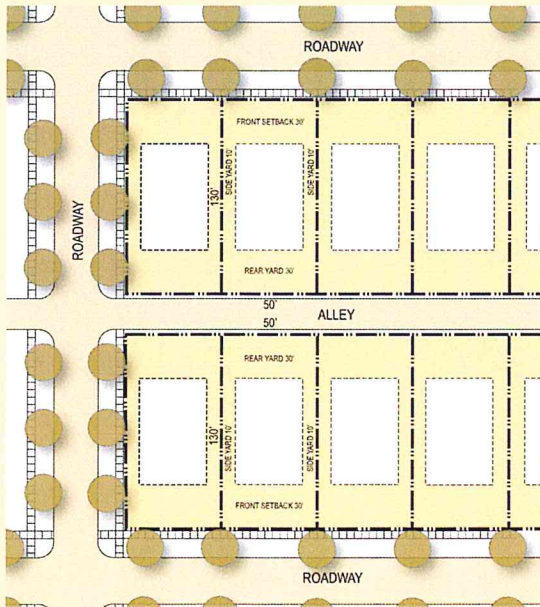
- RESIDENTIAL ONLY
- DOWNTOWN MIXED USE
- CIVIC & INSTITUTIONAL
- OPEN SPACE

To maximize the number of residents who can live at the heart of Downtown within walking distance of the train station, the Downtown District will allow a density of 12 dwelling units per acre within 1/4 mile of the station, and 6 dwelling units per acre in the rest of the district.

PRESERVE THE EXISTING RESIDENTIAL FABRIC IN THE OLD PART OF TOWN



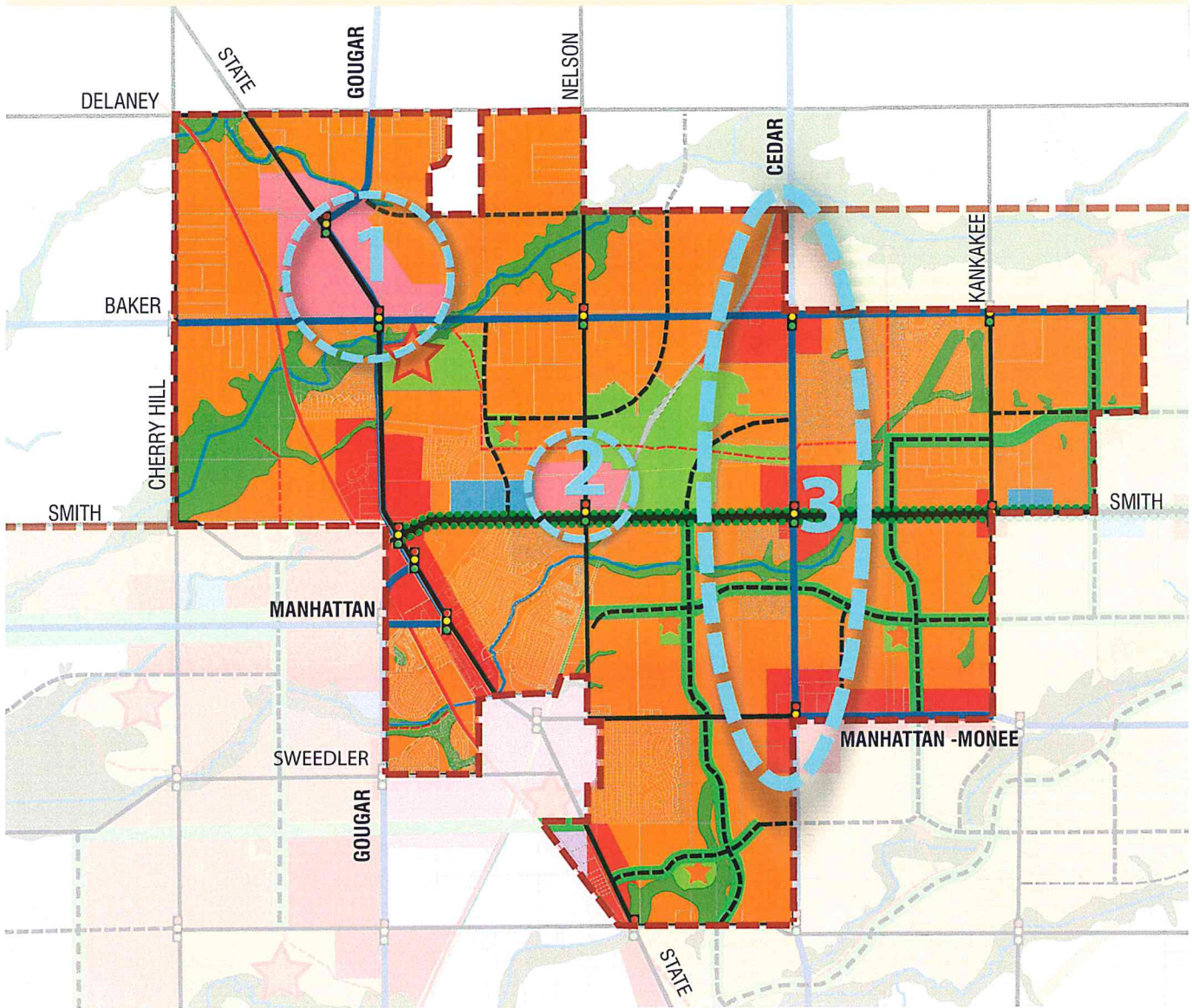
The old part of town has walkable blocks with continuous sidewalks, minimal curb cuts, and porches and front doors that connect to the sidewalk. The streets are more pedestrian friendly because alley loaded lots place garages and car access to the rear. Such narrow rear loaded lots are also appropriate for new development in the Downtown District, especially in areas within walking distance of the train station.



TYPICAL ALLEY LOADED LOT IN DOWNTOWN



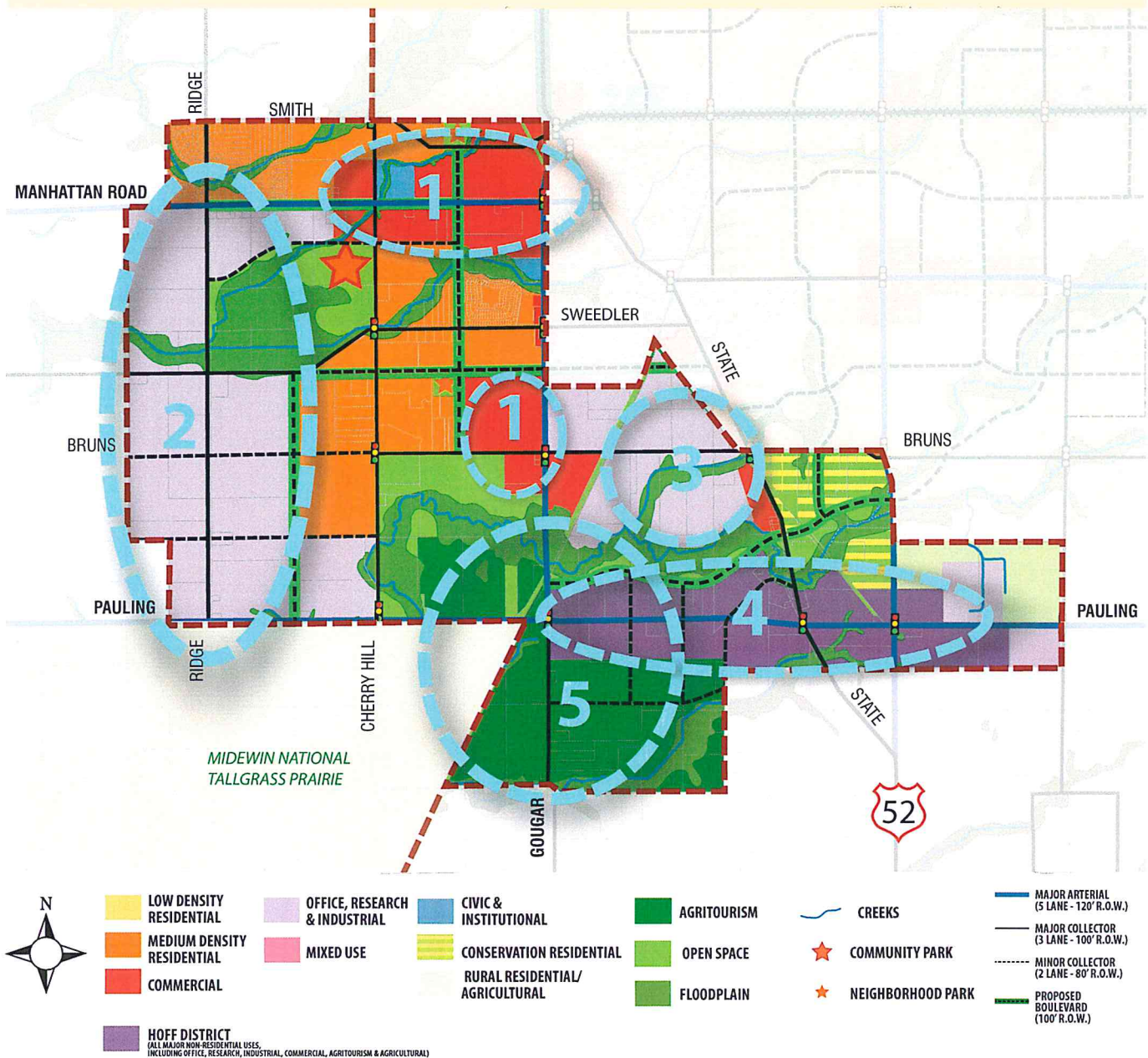
MAP 3.2: MIDTOWN DISTRICT



LOW DENSITY RESIDENTIAL	OFFICE, RESEARCH & INDUSTRIAL	CIVIC & INSTITUTIONAL	AGRITOURISM	CREEKS	MAJOR ARTERIAL (5 LANE - 120' R.O.W.)
MEDIUM DENSITY RESIDENTIAL	MIXED USE	CONSERVATION RESIDENTIAL	OPEN SPACE	COMMUNITY PARK	MAJOR COLLECTOR (3 LANE - 100' R.O.W.)
COMMERCIAL	RURAL RESIDENTIAL/ AGRICULTURAL	FLOODPLAIN	NEIGHBORHOOD PARK	MINOR COLLECTOR (2 LANE - 80' R.O.W.)	PROPOSED BOULEVARD (100' R.O.W.)

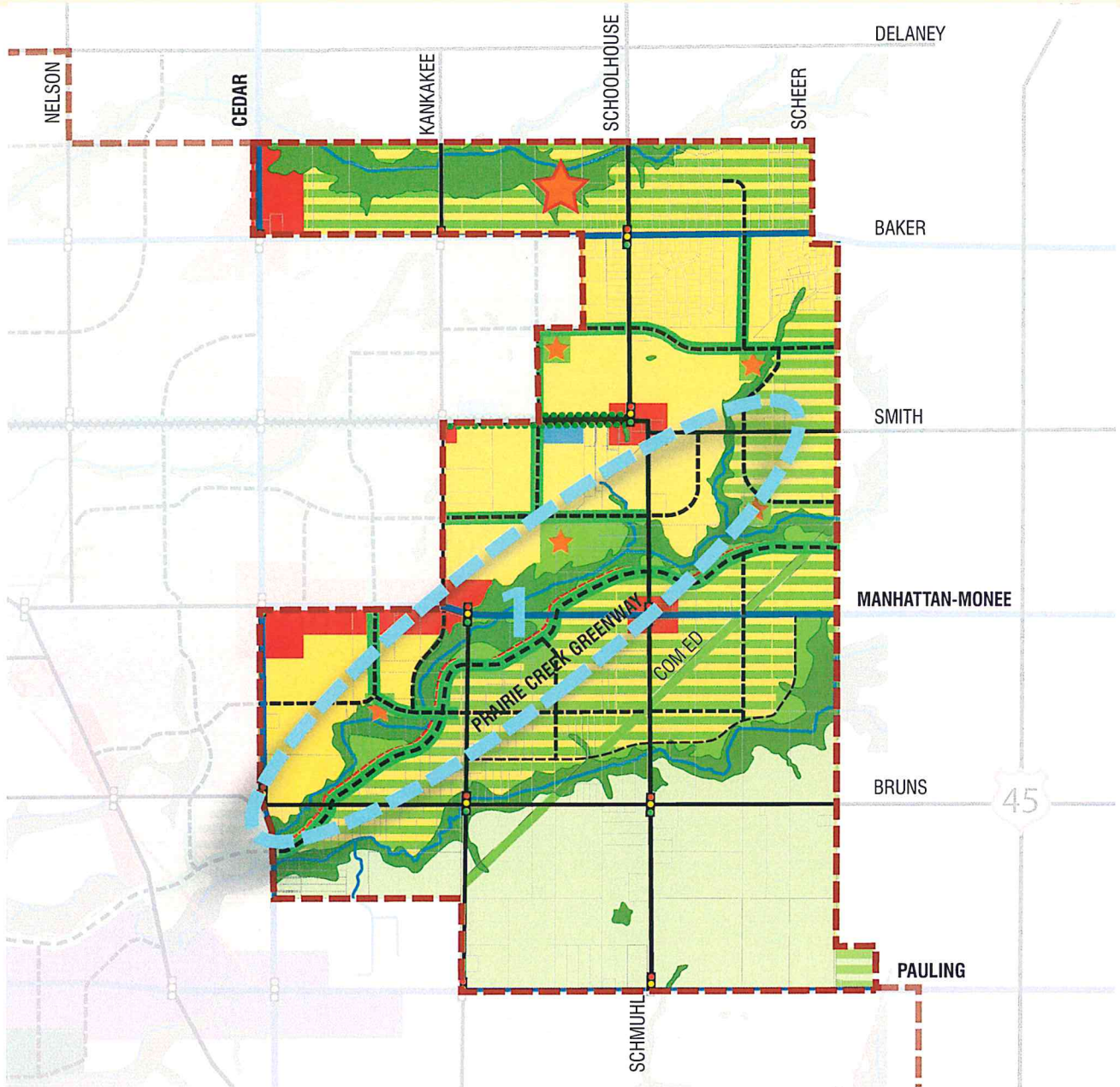
- 1** Create a **GATEWAY FROM THE NORTH** around the Round Barn Farm, with a variety of uses that can build on the synergy of the **SPEEDWAY** to the west. Potential land uses can include hotels, restaurants, retail, recreational uses and mixed-use developments.
- 2** Create a **CIVIC HUB** at the intersection of Nelson and Smith Roads that will build on the neighboring schools. Potential land uses can include civic and institutional uses, neighborhood retail, open spaces and recreational uses.
- 3** Reserve land for **REVENUE GENERATING COMMERCIAL USES** along major intersections at Cedar Road.

MAP 3.3: WEST DISTRICT



- 1** **REVENUE GENERATING COMMERCIAL USES** along Gougar and Manhattan Roads that will meet the needs of a future population of 40,000 residents. Potential uses include major commercial, office, medical office, mixed-use and research.
- 2** **JOB PRODUCING USES** that will build on the synergy of the REGIONAL FREIGHT CORRIDOR along Hoff Road and the Regional Intermodal Centers in Elwood. Potential uses include major office, medical office, research, manufacturing and warehousing, and support retail.
- 3** Build on the existing job & revenue base along **STATE STREET** to extend south to the Hoff Corridor. Potential uses include major office, medical office, research, light manufacturing, and retail.
- 4** **NON-RESIDENTIAL USES ALONG THE HOFF CORRIDOR:** Potential uses include major office, medical office, research, manufacturing and warehousing, and retail, agritourism and agricultural uses.
- 5** Potential uses should reinforce the area as the **GATEWAY FROM THE SOUTH** and a center for **AGRITOURISM** for Illinois, and can include office and research facilities, agritourism and agricultural uses, civic and institutional uses.

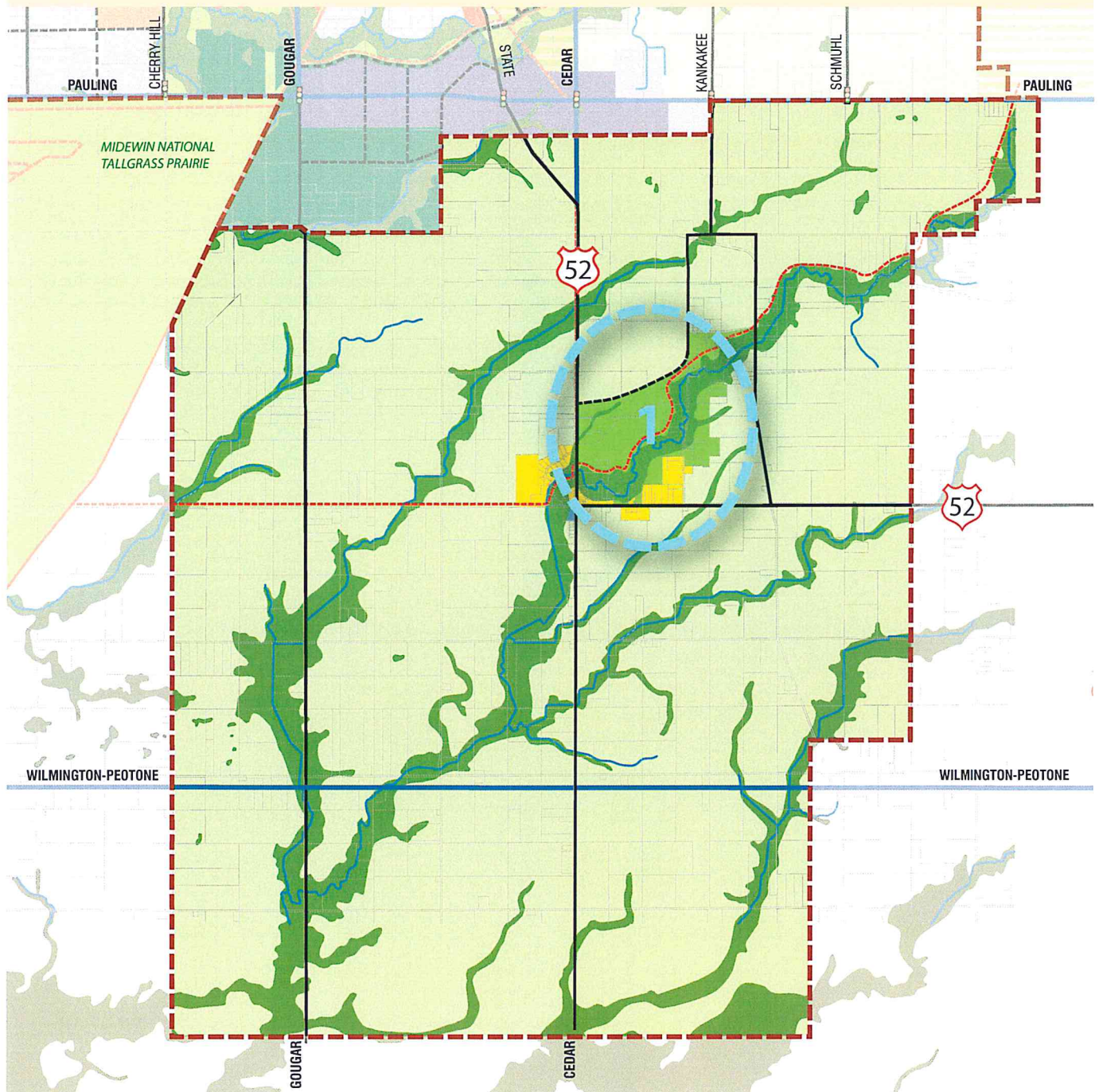
MAP 3.4: PRAIRIE CREEK DISTRICT



LOW DENSITY RESIDENTIAL	OFFICE, RESEARCH & INDUSTRIAL	CIVIC & INSTITUTIONAL	AGRITOURISM	CREEKS	MAJOR ARTERIAL (5 LANE - 120' R.O.W.)
MEDIUM DENSITY RESIDENTIAL	MIXED USE	CONSERVATION RESIDENTIAL	OPEN SPACE	COMMUNITY PARK	MAJOR COLLECTOR (3 LANE - 100' R.O.W.)
COMMERCIAL	RURAL RESIDENTIAL/ AGRICULTURAL	FLOODPLAIN	NEIGHBORHOOD PARK	MINOR COLLECTOR (2 LANE - 80' R.O.W.)	PROPOSED BOULEVARD (40' R.O.W.)

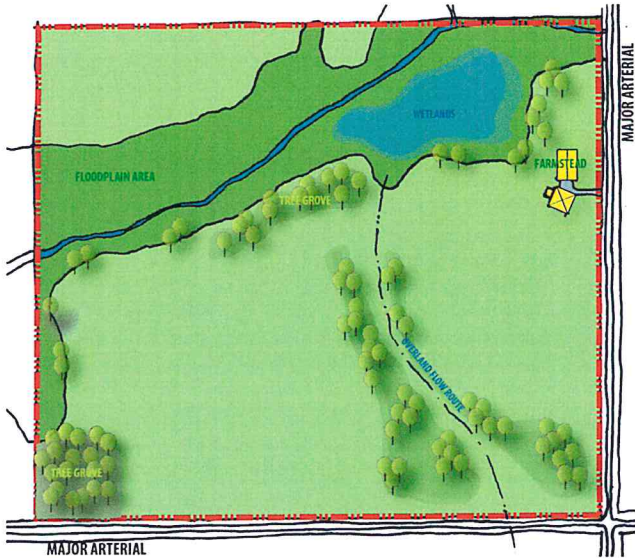
- 1** PRAIRIE CREEK GREENWAY will be a major regional greenway in Will County, and the heart of this district. A multiuse regional trail will connect to the Midewin and the Green Garden trails, and parks and conservation areas will be located along the greenway.
- 2** CONSERVATION DESIGN approaches, as shown on pages 38 and 39, are encouraged for all areas of the Prairie Creek District. For areas shown as Conservation Residential, these approaches are strongly encouraged, especially to preserve more open space along creeks.

MAP 3.5: WILTON CENTER DISTRICT



1 Strengthen **LAUGHTON PRESERVE** as the center of the Wilton Center District, with better roadway and trail access. Maintain the sense of a small hamlet around the heart of the district at US 52 and Cedar Road.

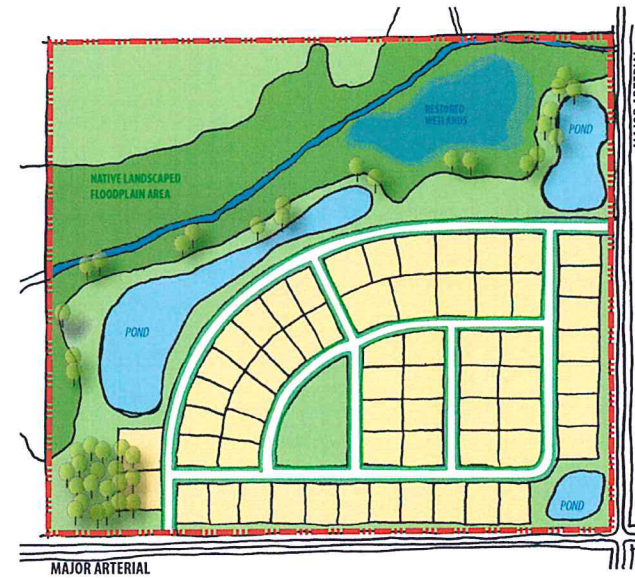
CONSERVATION DESIGN: A BEST PRACTICE APPROACH



Conservation Design has two major features:

- 1: It is a density neutral approach that provides the same number of lots and density as a traditional approach.
- 2: Some or all lots are allowed to be smaller to conserve the unique and valuable natural features of a site.

THE SITE: A 70 acre site in the PRAIRIE CREEK DISTRICT with a regional creekway running through it, and significant acreage in floodplains and wetlands. There are existing trees scattered through the site, and an overland flow route running to the south. There is a farmstead on the site, and the area around the site is currently undeveloped.



PLAN WITH 20,000 SF LOTS

ALLOWABLE DENSITY:	1.5 DU/ACRE
GROSS SITE AREA:	70 ACRES
DEDUCTIONS:	
R.O.W. DEDICATION	2 ACRES
FLOODPLAIN and WETLANDS	26 ACRES
NET BUILDABLE AREA:	42 ACRES
MAXIMUM LOTS ALLOWED:	63

Example of a possible site plan that has met many Best Practice principles and the density requirements for the site. However, existing tree groves, overland flow routes and farmstead could not be conserved.



CONSERVATION PLAN WITH 10,000 SF LOTS

Example of a CONSERVATION PLAN that gives the option to conserve unique features of the site by making some, or all of the lots smaller. Features of the conservation plan include:

- SAME NUMBER OF LOTS ARE PROVIDED. THERE IS NO LOSS IN DENSITY
- TREE GROVES CAN BE PRESERVED
- FARMSTEADS AND OTHER UNIQUE SITE FEATURES CAN REMAIN
- OVERLAND FLOW ROUTES CAN BE MAINTAINED AND IMPROVED
- DETENTION IS SMALLER BECAUSE OF LESS ROADWAYS AND SMALLER IMPACT ON LAND

**CONSERVATION OF OPEN SPACE
AND PRESERVATION OF MATURE
TREE GROVES**



Examples: Tuscan Hills and Canterbury Lakes, Conservation Developments in Green Garden Township

**CONSERVATION AND
RESTORATION OF CREEKS AND
PRAIRIES**



Example: Coffee Creek in Chesterton, Indiana and Prairie Crossing in Grayslake, Illinois

**CONSERVATION OF FARMSTEADS
AND HISTORIC SITES**



Example: Stellwagen Living Farm in Orland Park and The Round Barn in Manhattan, Illinois

**EDUCATIONAL SIGNAGE IN
CONSERVATION AREAS**



Example: Educational Signage in Conservation Areas in Orland Park and Frankfort

OTHER ENCOURAGED BEST PRACTICES IN SITE PLANNING

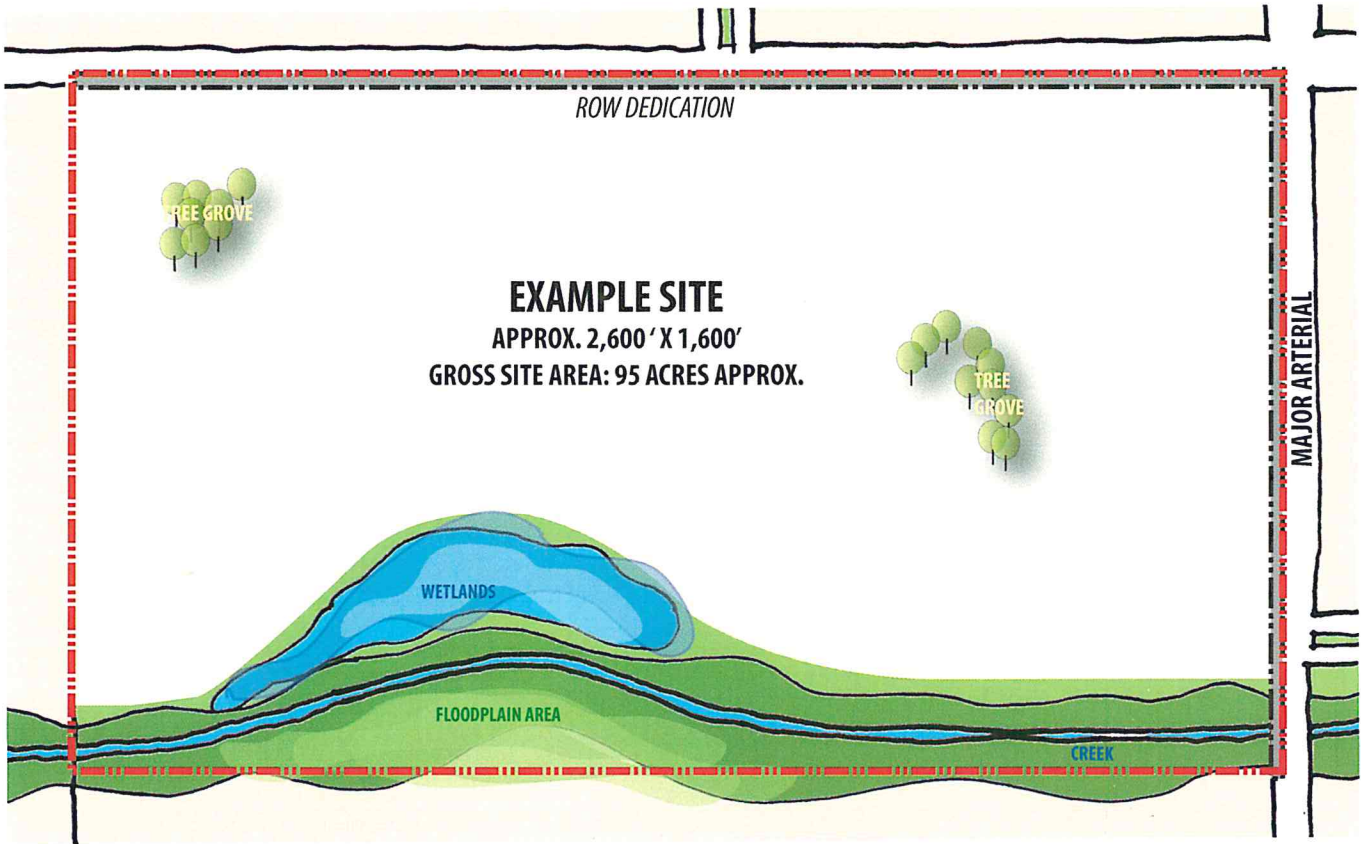
TRADITIONAL VS. BEST PRACTICES IN SITE PLANNING

Traditional Practices in Site Planning refer to the planning approaches that are typical of most of suburban developments built since the post-war decades. In recent years, the long-term environmental impacts of these practices have become more evident, with the continued loss of open space and natural resources, increased flooding and erosion, higher traffic congestion, and very high maintenance costs for municipalities. Best Practices in Site Planning offer alternate approaches to site engineering, stormwater detention systems, and roadway and open space systems so that many of these negative long-term impacts can be avoided, and more livable and sustainable communities can be developed.

Some of the major differences between Traditional Practices and Best Practices in Site Planning include the following:

TRADITIONAL PRACTICES	BEST PRACTICES
<p>OPEN SPACES AND STORMWATER MANAGEMENT AREAS</p> <ol style="list-style-type: none"> Open areas and ponds are primarily behind premium lots, with limited public access for recreation and maintenance. Open areas and pond edges are primarily sodded, requiring high maintenance, fertilization, and irrigation, and often leading to erosion issues. Existing trees and groves are often removed to accommodate development. 	<p>OPEN SPACES AND STORMWATER MANAGEMENT AREAS</p> <ol style="list-style-type: none"> Open areas and ponds are primarily fronted with public roadways, ensuring greater public access for recreation and maintenance. Natural areas and pond edges are primarily landscaped with native plants that require low maintenance, and need no fertilization and irrigation. Soil erosion is minimized. Sodded areas are minimized, and reserved for areas of recreation or other active uses. Existing trees and groves are preserved and enhanced wherever possible. Mature trees are seen as assets that add great value to the neighborhood.
<p>SITE ENGINEERING</p> <ol style="list-style-type: none"> Stormwater management has the primary goal of removing runoff from the site as quickly as possible. Water quality is not a major goal. Detention ponds are often scattered through the site to maximize prime developable land, and can be forced into angular geometric shapes that are inefficient and unattractive. Mass grading of site disrupts natural drainage patterns and overland flow routes. 	<p>SITE ENGINEERING</p> <ol style="list-style-type: none"> Stormwater management has the primary goal of capturing and treating rainwater on site, with natural systems as much as possible. Improving water quality is a major goal. Detention ponds are consolidated into larger ponds where possible, and are seen as part of the overall open space system. Natural drainage patterns and overland flow routes are maintained as much as possible.
<p>ROADWAYS</p> <ol style="list-style-type: none"> Many cul-de-sacs are provided to maximize premium lots. These create disconnected streets and long term maintenance issues. Often only one access is provided to a subdivision from the main arterial. Minimum connections are provided to adjoining developments, often creating isolated subdivisions instead of connected neighborhoods. 	<p>ROADWAYS</p> <ol style="list-style-type: none"> Cul-de-sacs are avoided, and a connected street system is provided to disperse traffic evenly. From the main arterial, access roads are provided at least at every 1/4 mile interval. Multiple connections are provided to adjacent developments to create seamless neighborhoods.

EXAMPLE: BEST PRACTICES IN SITE PLANNING



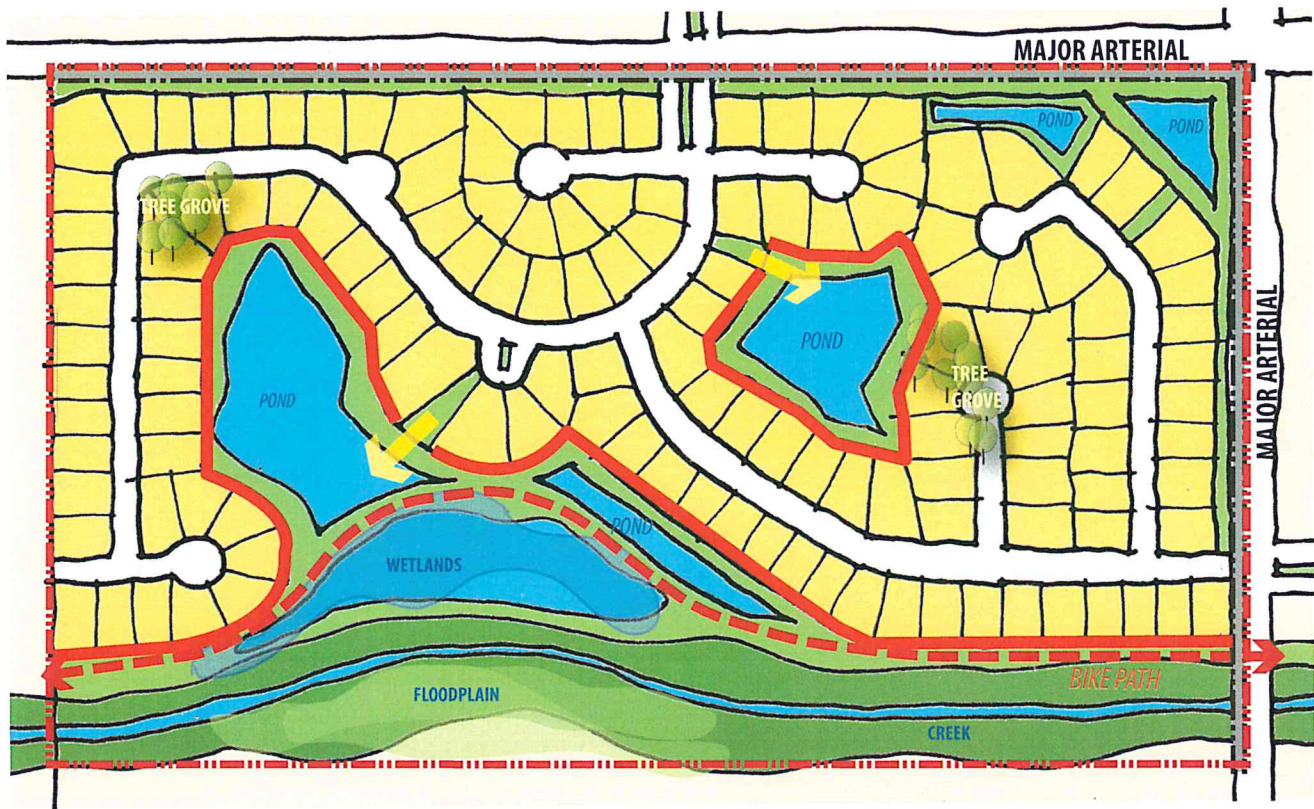
SITE ASSUMPTIONS

- Example site is a hypothetical 95 acre site at the southeast corner of two major arterials.
- The site has a regional creekway running through it, with significant acreage in floodplains and wetlands.
- Right-of-way dedication of about 20 feet will be required along both arterials.
- Land surrounding the site is undeveloped.
- The only significant trees are in two small groves in the center of the site.

CALCULATING DENSITY

GROSS SITE AREA:	95 ACRES
DEDUCTIONS:	
R.O.W. DEDICATION	6 ACRES
FLOODPLAIN	11 ACRES
WETLANDS	11 ACRES
TOTAL	28 ACRES
NET BUILDABLE AREA	67 ACRES
ALLOWABLE DENSITY	2 DU/ACRE
MAXIMUM UNITS ALLOWED	134 DU

EXAMPLE (contd.): TRADITIONAL PRACTICES IN SITE PLANNING



As shown by the hypothetical plan above, Traditional Practices in Site Planning often demonstrate the following issues:

Majority Of Natural Area Frontage Is Behind Private Lots

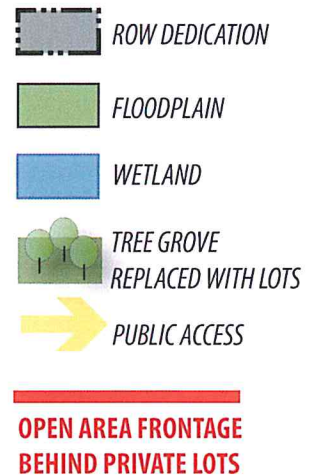
- Very limited public access to open areas for the rest of the neighborhood
- Views of the natural areas are primarily restricted to the homes bordering the open space
- Long-term maintenance of natural areas becomes difficult because of limited access
- Private homeowners can encroach into natural areas
- Installing and maintaining natural landscapes and trails behind private lots can raise concerns from the owners

Poor Stormwater Management Practices

- Instead of consolidated ponds, detention is provided in scattered ponds that are forced into angular geometric shapes that are inefficient and unattractive
- Ponds are primarily behind private lots with limited access from the roads, making long-term maintenance a major issue

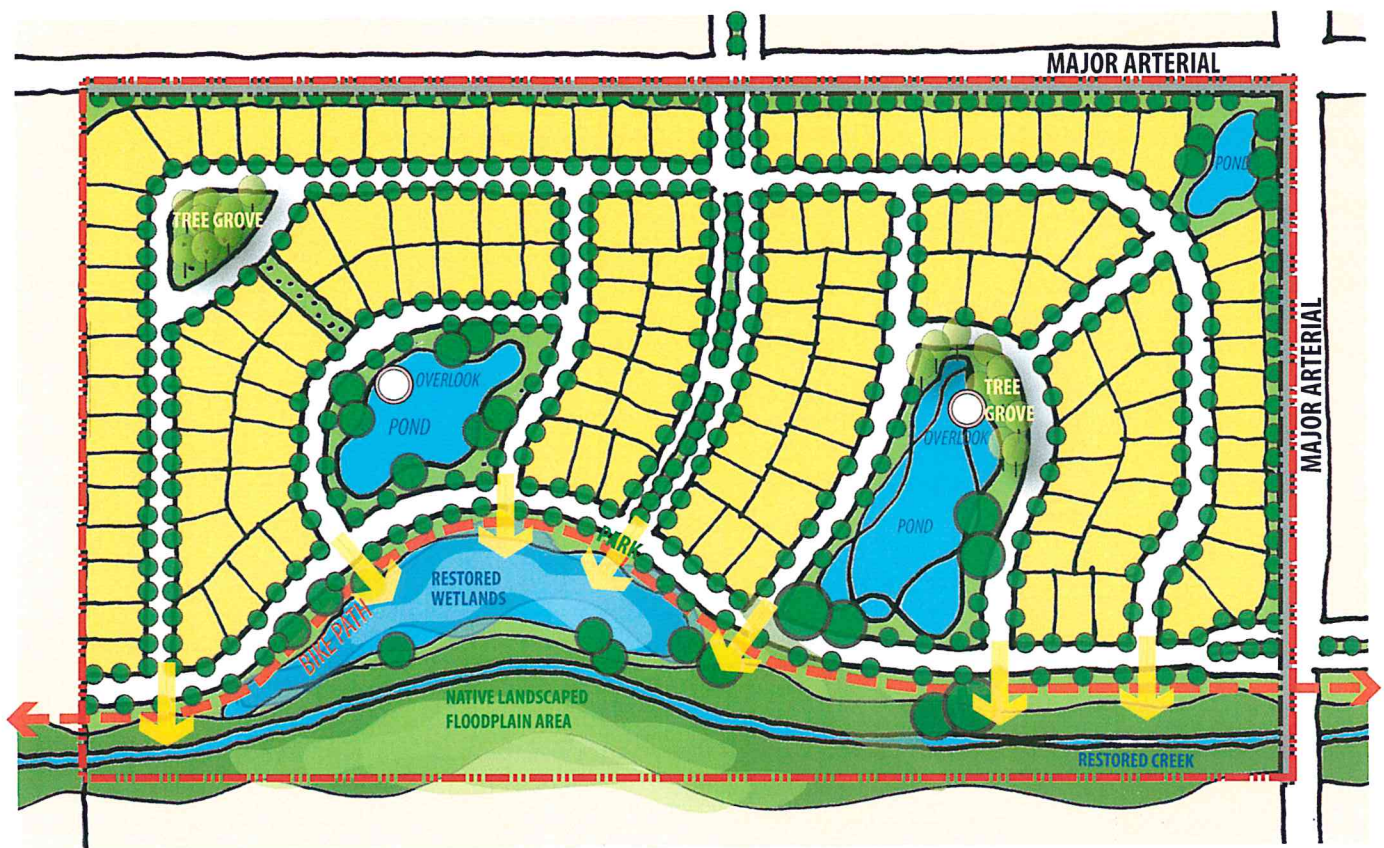
Disconnected Street System

- Many cul-de-sacs create many premium lots, but do not allow traffic to disperse evenly. Long-term maintenance of cul-de-sacs becomes costly and only benefits a few homes



Plan achieves the net density of 2 DU/Acre and 134 lots

EXAMPLE (contd.): BEST PRACTICES IN SITE PLANNING



As shown by the hypothetical plan above, Best Practices in Site Planning can add the following benefits to any site plan:

Majority of Natural Area Frontage is Defined by Public Roadways, Maximizing Public Access for the Entire Neighborhood

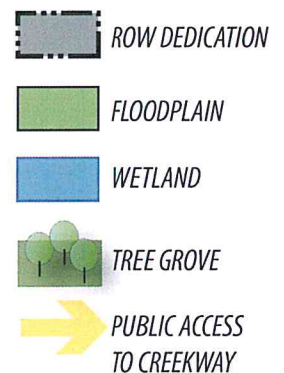
- Unrestricted views of the natural areas are maintained for the whole neighborhood
- Installing and maintaining natural landscapes and trails is easier because of reduced conflicts with private lot owners
- Open spaces are assets for the whole neighborhood, raising the value of all lots instead of a few premium lots

Better Stormwater Management Practices

- Detention ponds are consolidated into fewer ponds with natural shapes and naturalized edges
- Ponds are contiguous with larger public open spaces, with easy access for maintenance
- An adequate buffer is shown between the floodplain and the private lots

A Connected Street System

- Cul-de-sacs are avoided, with a connected street system that creates small, walkable blocks
- Multiple connections are provided to adjacent developments to create seamless neighborhoods



Plan achieves the net density of 2 DU/Acre and 134 lots

IMPLEMENTATION

A Comprehensive Plan is a living document that must be periodically re-examined and updated to respond to changes in demographic patterns and community needs. Recommendations of the Plan can be implemented by the following means:

1. Guiding development proposals within the Planning Area Boundary
2. Marketing the Village to attract the Land Uses identified in the Plan
3. Creating an Action Plan that reflects the Goals and Principles of the Comprehensive Plan, and is the basis of a Capital Improvement Program (CIP)

The following Action Items can be considered by the Village to implement the Plan:

ECONOMIC DEVELOPMENT

- Coordinate with the Will County Center for Economic Development and other agencies to help promote the Village to potential employers and commercial anchors
- Coordinate with adjacent municipalities to attract employers to the regional freight corridor along Hoff Road
- Identify possible businesses that could locate near the two Speedways, including restaurants, lodging and other attractions, to serve the thousands of visitors that come to these venues
- Expand Manhattan's presence in the region as an equestrian center, and investigate attracting equestrian related businesses

AGRITOURISM

- Identify farmsteads that might be appropriate for Agritourism venues, especially near the Midewin
- Initiate a plan to promote Agritourism in the Village by coordinating with the Agriculture & Tourism Partners of Illinois (ATPI) and the Department of Agriculture
- Coordinate with ATPI to have venues and attractions in the Village listed in the Illinois AgFun web site for Central Illinois
- Investigate potential financial tools and incentives to help local farmsteads pursue Agritourism activities

TRANSPORTATION

- Support the Illiana Interstate connection through the Manhattan Planning Area, and spearhead awareness of the need to extend the current feasibility study from I-57 to I-55
- Coordinate with the State and adjacent municipalities to ensure that the proper R.O.W. is reserved for the Illiana and/or Hoff Road
- Investigate Ridge Road as a potential north-south arterial to serve a future industrial corridor from Hoff to Manhattan Road

OPEN SPACE AND TRAILS

- Coordinate with the Will County Forest Preserve District to ensure that the regional multi-use trails along Prairie Creek and Forked Creek are included in their Trail Plan
- Coordinate with the Park District to ensure that the Park and Open Space Plan underway is consistent with the goals and recommendations of the Comprehensive Plan
- Develop a policy for the maintenance and management of conservation areas

IMPLEMENTATION (contd.)

DOWNTOWN DISTRICT

- Develop a Transit Oriented Neighborhood (TOD) around the train station
- Consider major infrastructure improvements to connect the TOD to the old part of town around State Street, including the extension of Sweedler Road to the east with a potential at grade crossing over the Metra Tracks
- Revise the Village Zoning Ordinance for the Central Business District to be consistent with the boundaries and recommendations outlined for the Downtown District in the Comprehensive Plan
- Investigate alternatives to improve the traffic conditions along State Street at the Front Street and Manhattan-Monee intersections
- Establish a Centralized Detention Plan for the Downtown District
- Strengthen State Street's identity as Manhattan's Main Street with streetscaping and signage
- Identify redevelopment sites in the downtown area, and a parking plan to accommodate future parking needs for Downtown and commuters

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Village of Manhattan, IL Comprehensive Plan 2008

A VISION FOR THE 21ST CENTURY

*The Village of Manhattan will be a **great place to live** in the heart of Will County, where new development can coexist with agricultural and equestrian uses.*

*It will be known as the **Gateway to the Midewin National Tallgrass Prairie**, and become a center for agritourism in the Midwest.*

*Manhattan will be known in the region as a **leader in conservation** of creekways, and become a hub in the regional trail system.*

*Manhattan will build its **own local job and revenue base** along the Hoff and Gougar Corridor and along its western border to build on the synergy to the west and north.*

*The Village will be made of **unique districts and neighborhoods**, and have a vibrant walkable downtown around the train station and historic part of town.*



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