

**KENDALL COUNTY  
COMPREHENSIVE LAND PLAN AND ORDINANCE COMMITTEE**

*Kendall County Office Building  
Rooms 209 & 210  
111 W. Fox Street, Yorkville, Illinois  
5:00 p.m.  
Meeting Minutes of December 20, 2017*

**Members Present:** Larry Nelson (Chairman), Bill Ashton, John Shaw, Robert Davidson, Matthew Prochaska (Representing the County Board Chairman), Jeff Wehrli and Randy Mohr (Arrived at 5:10 p.m.)

**Member Absent:** Megan Andrews

**Others Present:** Matt Asselmeier, Senior Planner, Dave Broviak and Wayne Phillips from the Illinois Department of Transportation

Chairman Larry Nelson called the meeting to order at 5:00 p.m.

1. **APPROVAL OF AGENDA**

Chairman Nelson requested representative from the Illinois Department of Transportation be moved to the beginning of the agenda. Mr. Davidson made a motion to approve the agenda with Chairman Nelson's amendment. Mr. Wehrli seconded the motion. With a voice vote of six ayes, the motion carried.

2. **NEW BUSINESS**

**Discussion of Land Resource Management Plan Amendments for Properties Along Route 47**

Chairman Nelson introduced Mr. Broviak and Mr. Phillips from the Illinois Department of Transportation. IDOT District 3 includes all of Kendall County; Kane County is inside District 1.

District 3 is doing the Phase I study from Yorkville to Sugar Grove.

Mr. Broviak provided a history of the development of Prairie Parkway and the reasoning for a four-lane road along Route 47. The widening of Route 47 was a part of the Prairie Parkway plans. The Prairie Parkway was defunded by Governor Quinn and the Record of Decision was revoked by the federal government. IDOT had an earmark and used those funds to pay for the widening of Route 47 south of Caton Farm Road in Kendall County. Route 47 north of Yorkville has been studied for four (4) or five (5) years and IDOT hopes to have a public meeting in the spring for that portion of the road. Phase II in this area will be funded. Every project is evaluated on an economic and budgetary basis. Phase I

for Route 47 from Caton Farm to Yorkville is funded, but Phase II is not funded. NEPA approval is valid for three (3) years.

The leg of the Prairie Parkway from Caton Farm Road to Minooka is unfunded. The centerline is still in place for this portion of the corridor. They are waiting for IDOT in Springfield to make a determination about the centerline. IDOT would have to update the NEPA study. A CAG might be necessary for the project.

There were no demographic studies completed by IDOT for the widening of Route 47 in Lisbon Township.

The design of the road was for access in limited cases; access points could be adjusted.

Mr. Davidson asked if the intersection with Joliet Road will have a light. Mr. Broviak said that he would check to see if a light would be placed at that location. Lights will be at Routes 47 and 52. Lights need to be warranted.

Randy Mohr arrived at this time.

The State does not have any setbacks except for berms and ponds. Locals set the setbacks for distance from main roads to outer roads. Outer roads must be setback two hundred fifty to three hundred feet (250'-300') in order to have stacking power. Mr. Broviak said that he has not seen any stacking issues with quarries.

The outside shoulder of Route 47 was designed to be an additional lane.

The letting for the work on Route 71 between Routes 47 and 126 will be happening shortly. IDOT is also working on Route 34 between Orchard Road and Plano. The work on Route 34 between Orchard Road and Oswego Village Hall was started and stopped due to lack of funds.

The State is in a maintenance mode when it comes to transportation projects.

Discussion occurred regarding public-private partnerships for highways. The proposed Illiana Expressway is dead for the moment. A risk exists that the traffic volumes will not generate enough revenues in tolls in pay bonds in public-private partnerships.

A split exists in the funding for lights that are necessary. The County pays if the light is not warranted by the State.

**Discussion of Land Resource Management Plan Amendments for Properties Along Route 47 in Lisbon Township**

Mr. Asselmeier presented a draft map of the area and the reasons certain areas were made specific colors. The existing grain operations south of Helmar Road are permitted uses in the M-2 District, which is why they were classified as Mixed Use Business. The intersection of Route 47 and Plattville Road is the only location on the west side of Plattville where Plattville could place sales tax producing businesses, which is the reason the area was designated Commercial. The intersection of Routes 47 and 52 was the only location on the northeast side of the Village of Lisbon where sales tax generating businesses could locate, which is the reason the area was designated Commercial. The existing quarrying operations, both straight zoned Mining and Court Ordered Mining were shown in the southern portion of the map. A Mixed Use Business area was placed next to the Mining Area as a buffer with other uses.

Discussion occurred regarding creating a Tax Increment Financing (TIF) district to finance the extension of water and sewer lines in the area.

Discussion also occurred regarding creating an overlay zoning district to control the aesthetics of the area. The Committee also discussed restricting rezoning of land to Planned Business or Planned Manufacturing in order to ensure that the outer roads were constructed.

The consensus of the Committee was to remove the Mixed Use Business designation on the west side of Route 47 next to the Mining area. The Mixed Use Business designation at the intersection of Routes 47 and 52 should line up with the rest of the corridor; the Mixed Use Business designation should not extend as far east as Ashley Road and should be adjusted on the west side to match the east side. The Committee also recommended the creation of a Commercial designation at the northeast corner of Sherrill Road and Route 47 (north half mile and east half mile). The Rural Settlement and Transportation Corridor between Route 52 and Lisbon Center Road should be removed and replaced with Mixed Use Business. The Transportation Corridor east and south of Newark Road should be changed to Mixed Use Business.

The consensus of the Committee was that Mixed Use Business should include Planned Business and Planned Manufacturing Development.

Chairman Nelson said that he wanted an updated map at the January meeting and a draft proposal at the Annual Meeting on February 3<sup>rd</sup>.

The Zoning Board of Appeals and the Planning, Building and Zoning Committee will be informed of the revised draft.

**Discussion of Land Resource Management Plan Amendments for Properties Along Route 47 in Kendall Township**

This matter was laid over to a future meeting.

**Discussion of Land Resource Management Plan Amendments for Properties Along Route 47 in Bristol Township**

This matter was laid over to a future meeting.

There were no additional comments from the public or press.

**Adjournment:**

The next meeting will be January 24, 2018. Mr. Davidson made a motion to adjourn the meeting. Mr. Wehrli seconded the motion. With a voice vote of seven ayes, the motion passed unanimously and the meeting adjourned at 7:13 p.m.

Respectfully submitted,  
Matthew H. Asselmeier, AICP  
Senior Planner