



**KENDALL COUNTY
REGIONAL PLANNING COMMISSION**
109 West Ridge Street • East Wing Conference Room •
Yorkville, IL • 60560
AGENDA

Wednesday, January 27, 2021 – 7:00 p.m.

CALL TO ORDER

ROLL CALL: Bill Ashton (Chair), Roger Bledsoe, Tom Casey, Dave Hamman, Karin McCarthy-Lange, Larry Nelson (Secretary), Ruben Rodriguez (Vice-Chairman), Bob Stewart, Claire Wilson, and One Vacancy

APPROVAL OF AGENDA

APPROVAL OF MINUTES Approval of Minutes from October 28, 2020 Meeting (Pages 3-10)

PETITIONS None

CITIZENS TO BE HEARD/PUBLIC COMMENT

NEW BUSINESS

1. Approval to Initiate Amendments to the Future Land Use Map in the Kendall County Land Resource Management Plan by Having the Transportation Plan Correspond to the 2020-2040 Long Range Transportation Plan, Updating Municipal Boundaries, Reclassifying Islands in the Fox River from Unknown to Open Space and Reclassifying the Remaining Unknown Properties to Match Adjoining Land Use Classifications (Pages 11-83)
2. Election of Officers-Chairman, Vice Chairman, Treasurer, Secretary and Recording Secretary
3. Appointments to Comprehensive Land Plan and Ordinance Committee
4. Annual Meeting-February 6, 2021 at 9:00 a.m. (Pages 84-92)

OLD BUSINESS

None

REVIEW OF PETITIONS THAT WENT TO COUNTY BOARD

1. Petition 20-01 RV and Campground Zoning Regulations Text Amendment
2. Petition 20-24 Amendment to the Future Land Use Map for 17854 N. Wabena Avenue
3. Petition 20-25 Map Amendment Rezoning 17854 N. Wabena Avenue to M-1

OTHER BUSINESS/ANNOUNCEMENTS

ADJOURNMENT Annual Meeting February 6, 2021

Next Meeting February 24, 2021

[Join Microsoft Teams Meeting](#)

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Kendall County

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If special accommodations or arrangements are needed to attend this County meeting, please contact the Administration Office at 630-553-4171, a minimum of 24-hours prior to the meeting time.

Kendall County Regional Planning Commission 01-27-2021 Remote Meeting Attendance



In accordance with the Governor’s Executive Order 2020-07, Kendall County Board Chairman Scott Gryder is encouraging social distancing by allowing remote attendance to the Kendall County Regional Planning Commission Meeting scheduled for Wednesday, January 27, 2021, at 7:00 p.m. Instructions for joining the meeting are listed below.

For your safety and others, please attend the meeting by phone or computer, if possible. The East Wing Conference Room located at the Kendall County Historic Courthouse at 110 W. Madison Street (also addressed as 109 W. Ridge Street), in Yorkville, will have limited seating available. Masks are required when social distancing is not possible. If you plan to attend in person, please follow all social distancing requirements.

If anyone from the public would like to make a comment during the meeting there will be an allotted time on the agenda for public comment, and all of the county board rules of order still apply. We will also accept public comment by emailing: masselmeier@co.kendall.il.us. Members of the public may contact Kendall County PBZ Department prior to the meeting for assistance making public comment at 630-553-4139; email correspondence is preferred.

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Kendall County Regional Planning Commission Meeting Information:

<https://www.co.kendall.il.us/transparency/agendas-packets-and-meetings-schedules/planning-building-and-zoning/kcrpc-kendall-county-regional-plan-commission>

For information about how to join a Microsoft Teams meeting, please see the following link.

<https://support.office.com/en-us/article/join-a-meeting-in-teams-1613bb53-f3fa-431e-85a9-d6a91e3468c9>

**KENDALL COUNTY
REGIONAL PLANNING COMMISSION**

*Kendall County Historic Courthouse
East Wing Conference Room
110 W. Madison Street (109 W. Ridge Street), Yorkville, Illinois*

Unapproved - Meeting Minutes of October 28, 2020 - 7:00 p.m.

Chairman Ashton called the meeting to order at 7:01 p.m.

ROLL CALL

Members Present: Bill Ashton, Roger Bledsoe, Karin McCarthy-Lange, Ruben Rodriguez, and Claire Wilson

Members Absent: Tom Casey, Dave Hamman, Larry Nelson, and Bob Stewart

Staff Present: Matthew H. Asselmeier, Senior Planner

Others Present: Paul Martin

APPROVAL OF AGENDA

Member Bledsoe made a motion, seconded by Member McCarthy-Lange, to approve the agenda. With a voice vote of five (5) ayes, the motion carried.

APPROVAL OF MINUTES

Member Rodriguez made a motion, seconded by Member Bledsoe, to approve the minutes of the September 23, 2020, meeting. With a voice vote of five (5) ayes, the motion carried.

PUBLIC HEARING

Petition 20-24 Grainco FS, Inc.

The Kendall County Regional Planning Commission started their review of Petition 20-24 at 7:02 p.m.

Mr. Asselmeier summarized the request.

Grainco FS, Inc. would like an amendment to the Future Land Use Map contained in the Land Resource Management Plan for approximately three point two more or less (3.2 +/-) acres located 17854 N. Wabena Avenue. If approved, the Petitioner would like to rezone the property to allow the operation of a company that performs construction and maintenance work for gas utilities. This use is not allowed on property zoned A-1 Agricultural. This use and the previous uses at the property (i.e. fertilizer plant) are either permitted or special uses on M-1 Limited Manufacturing zoned property.

The application materials and aerial were provided.

The property is approximately three (3) acres in size.

The existing land use is classified as Commercial. The future land use is classified as Agricultural.

Wabena Avenue is a Township maintained local road. There are no trails planned in the area.

There are no floodplains or wetlands on the property.

The adjacent land uses are railroad/public utility and agricultural. The adjacent zoning districts are A-1 in the County and M-1 in the Village of Minooka. The Land Resource Management Plan calls for the area to be Mixed Use Business in the County and Light Industrial in the Village of Minooka. Zoning districts within a half mile in the County include A-1 and B-3 and M-1 and R-2 inside the Village of Minooka.

Pictures of the property were provided.

The existing special use permit was granted in 1966 for the mixing, blending, and manufacturing of fertilizers. A copy of the special use permit was provided. This special use permit is the second oldest active special use permit in unincorporated Kendall County.

Petition information was sent to Seward Township on September 23, 2020. To date, no response has been received.

Petition information was sent to the Village of Minooka on September 23, 2020. To date, no response has been received.

Petition information was sent to the Minooka Fire Protection on September 23, 2020. To date, no response has been received.

ZPAC reviewed this proposal at their meeting on October 6, 2020. Mr. Klaas asked why the property was not proposed for annexation into Minooka. Mr. Asselmeier responded that the Village of Minooka had not provided any comments on the proposal and the proposed change in the Future Land Use Map and map amendment would make the property compliant with County zoning. Mr. Klaas noted that jurisdiction of N. Wabena Avenue changes frequently in that area. Ms. Belville noted that the septic system would need to be evaluated if the uses change. Ms. Olson noted the limitations on development at the site caused by the soils. Mr. Asselmeier asked about the location of utilities from the Village of Minooka. The attorney for the Petitioner responded that Minooka had not offered to extend municipal services to the property. ZPAC recommended approval of the request by a vote of seven (7) in favor and zero (0) in opposition. Three (3) members were absent. The minutes of this meeting were provided.

The Village of Minooka's Future Land Use Map calls for this property to be Light Industrial.

The subject property has been used as a fertilizer plant since at least 1966. The proposed use and previous uses at the property since 1966 would be allowed by either permitted or special use on M-1 zoned property.

The Future Land Use Maps of both Kendall County and the Village of Minooka call for industrial related uses in the vicinity of the subject property.

A railroad is also located adjacent to the subject property.

Upon initial analysis, Staff has no objections to the proposed amendment.

Chairman Ashton opened the public hearing at 7:06 p.m.

Member McCarthy-Lange asked how this proposal differs from the request at 3485 Route 126 that the Commission reviewed in September 2020. Mr. Asselmeier responded that, in the case of 3485 Route 126, the Petitioner requested a use be added to the list of special uses in the A-1 district and for a special use at that property. The property on Route 126 would retain a base zoning of A-1. In the case of the Petition on Wabena Avenue, the Petitioner requested that the base zoning change from A-1 to M-1. If the map amendment is approved, the Petitioner on Wabena Avenue would not be able to engage in the uses allowed in the A-1 district and would be allowed to engage in the other uses allowed in the M-1 district.

Member McCarthy-Lange noted that the location and area of the subject property seemed compatible with the requested amendment because of the proximity of the railroad tracks and interstate.

Member Wilson noted that the Pipe Strong, LLC was already operating at the subject. Member Wilson why the proposal was under review at this time. Mr. Asselmeier responded that the Planning, Building and Zoning Department received a complaint about the business operating at the property and met with the Petitioner. The Petitioner started preparing the application and then the COVID shutdown slowed down the Petitioner's submittal. The Planning, Building and Zoning Department did not do active code enforcement, unless it was an emergency situation, during the COVID shutdown.

Member Wilson expressed dismay that the Petitioner allowed the business to locate at the property without securing the appropriate zoning. Chairman Ashton echoed this opinion and thought that the people at Grainco FS should have known that a zoning change was necessary before allowing Pipe Strong, LLC to move into the property.

Chairman Ashton asked if Pipe Strong, LLC was purchasing the property. Paul Martin, Attorney for the Petitioner, stated that Grainco FS was retaining ownership of the property.

Mr. Martin stated that, in his opinion, Grainco FS was not aware that they needed to secure a zoning change or the detailed needed for a zoning application. Mr. Martin stated that he originally approached Minooka regarding the zoning change, until he found out that the property was in the unincorporated area. He noted that the Village of Minooka has manufacturing zoning around the subject property.

Chairman Ashton asked why the Village of Minooka did not annex the property. The response was that no municipal utilities were in the area.

Member Wilson asked for clarification regarding Pipe Strong, LLC's operations. Mr. Martin responded that the company works with NICOR Gas and this site is an outpost where workers will arrive, get job assignments for work with NICOR, and dispatch crews to do the work. The number of employees onsite was not specified. Related equipment will be stored on the property. Member Wilson noted that roughly twenty (20) cars were parked at the property when she drove past the site. Chairman Ashton said that he saw about six (6) trucks at the property.

Member McCarthy-Lange asked if the Petitioner applied for changes to the special use permit. Mr. Asselmeier responded that the Petitioner secured a setback variance several years ago, but the special use permit did not have any review or renewal requirements.

Member Rodriguez asked how long Pipe Strong, LLC was operating at the property. Mr. Martin responded that the company has been at the property approximately one (1) year.

Mr. Martin expressed the Petitioner's desire to bring the property into compliance.

Member Wilson stated that she believed that the proposed use fits with the M-1 district. Chairman Ashton agreed and said that the amount of manufacturing onsite will be minimal and the proposed use will not have the negative impacts that previous uses had on the surrounding area.

Chairman Ashton closed the public hearing at 7:24 p.m.

Member Wilson made a motion, seconded by Member Bledsoe, to recommend approval of the requested amendment to the Future Land Use Map in the Kendall County Land Resource Management Plan.

The votes were as follows:

Ayes (5): Ashton, Bledsoe, McCarthy-Lange, Rodriguez, and Wilson

Nays (0): None
Absent (4): Casey, Hamman, Nelson, and Stewart

The motion carried.

This proposal goes to the Kendall County Zoning Board of Appeals on November 2, 2020.

The Kendall County Regional Planning Commission completed their review of Petition 20-24 at 7:25 p.m.

PETITIONS

Petition 20-05 Grainco FS, Inc.

Mr. Asselmeier summarized the request.

Grainco FS, Inc. leased the subject property to Pipe Strong, LLC, a company that performs construction and maintenance for gas utilities. This use is not a permitted or special use on A-1 zoned property, but is a permitted use on M-1 Limited Manufacturing zoned property. The main previous use at the property, a fertilizer plant, is a special use on M-1 Limited Manufacturing zoned property. Accordingly, the Petitioner would like to rezone the property to the M-1 Limited Manufacturing District.

The Petitioner is also pursuing an amendment to the Future Land Use Map reclassifying the subject property as Mixed Use Business.

The application materials and aerial of the property are provided.

The property is approximately three (3) acres in size.

The existing land use is classified as Commercial. The future land use is classified as Agricultural.

Wabena Avenue is a Township maintained local road. There are no trails planned in the area.

There are no floodplains or wetlands on the property.

The adjacent land uses are railroad/public utility and agricultural. The adjacent zoning districts are A-1 in the County and M-1 in the Village of Minooka. The Land Resource Management Plan calls for the area to be Mixed Use Business in the County and Light Industrial in the Village of Minooka. Zoning districts within a half mile in the County include A-1 and B-3 and M-1 and R-2 inside the Village of Minooka.

Pictures of the property were provided.

The existing special use permit was granted in 1966 for the mixing, blending, and manufacturing of fertilizers. A copy of the special use permit was provided. This special use permit is the second oldest active special use permit in unincorporated Kendall County.

EcoCAT Report submitted and consultation was terminated.

The application for NRI was submitted on September 17, 2020. The LESA Score was 178 indicating a low level of protection. The NRI Report was provided.

Petition information was sent to Seward Township on September 23, 2020. To date, no response has been received.

Petition information was sent to the Village of Minooka on September 23, 2020. To date, no response has been received.

Petition information was sent to the Minooka Fire Protection on September 23, 2020. To date, no response has been received.

ZPAC reviewed this proposal at their meeting on October 6, 2020. Mr. Klaas asked why the property was not proposed for annexation into Minooka. Mr. Asselmeier responded that the Village of Minooka had not provided any comments on the proposal and the proposed change in the Future Land Use Map and map amendment would make the property compliant with County zoning. Mr. Klaas noted that jurisdiction of N. Wabena Avenue changes frequently in that area. Ms. Belville noted that the septic system would need to be evaluated if the uses change. Ms. Olson noted the limitations on development at the site caused by the soils. Mr. Asselmeier asked about the location of utilities from the Village of Minooka. The attorney for the Petitioner responded that Minooka had not offered to extend municipal services to the property. ZPAC recommended approval of the request by a vote of seven (7) in favor and zero (0) in opposition. Three (3) members were absent. The minutes of this meeting were provided.

Per State law, map amendments cannot be conditioned. However, Section 13:10 of the Kendall County Zoning Ordinance requires that manufacturing site plans be approved by the Kendall County ZPAC.

The Petitioner desires the map amendment in order to lease the property to a construction and maintenance company for gas utilities.

According to the application materials, Pipe Strong, LLC uses the subject property as a show-up yard for pre-job safety checks and re-tooling of supplies. The site is also used to store pipe fittings and safety supplies.

The Petitioner also indicated that a long-term use of the property has not been identified.

Any new structures would require applicable building permits. No new structures are planned at this time.

The property accesses North Wabena Avenue. North Wabena Avenue has an eight (8) ton weight restriction.

No new odors are foreseen, but the site plan for future commercial/industrial activities on the site should be examined to address odors.

Security lights are located on several of the structures. The site plan for future commercial/industrial establishments should be evaluated to address lighting.

Any fencing or buffering should be evaluated as part of the site plan review process.

Future development on the site could require stormwater management permits, depending on the nature of development.

Electricity is onsite. New well and septic information would have to be evaluated as part of a building permit process, if new construction is planned.

The proposed Findings of Fact are as follows:

Existing uses of property within the general area of the property in question. The surrounding properties are used agricultural for agricultural purposes. Some of the adjacent properties already possess manufacturing zoning and almost all of the adjoining properties are planned to have manufacturing uses in applicable Future Land Use Maps.

The Zoning classification of property within the general area of the property in question. The surrounding properties in the unincorporated area are zoned A-1. The surrounding properties inside the Village of Minooka are M-1.

The suitability of the property in question for the uses permitted under the existing zoning classification. The property is presently zoned A-1 with a special use permit for fertilizer related operations. Fertilizer related operations are special uses in the M-1 Limited Manufacturing District. The existing use as a company performing construction and maintenance for gas utilities is a permitted use in the M-1 Limited Manufacturing District.

The trend of development, if any, in the general area of the property in question, including changes, if any, which may have taken place since the day the property in question was in its present zoning classification. The Zoning Board of Appeals shall not recommend the adoption of a proposed amendment unless it finds that the adoption of such an amendment is in the public interest and is not solely for the interest of the applicant. The Zoning Board of Appeals may recommend the adoption of an amendment changing the zoning classification of the property in question to any higher classification than that requested by the applicant. For the purpose of this paragraph the R-1 District shall be considered the highest classification and the M-2 District shall be considered the lowest classification. Per the existing Future Land Use Maps of Kendall County and the Village of Minooka, the trend of development in the area is manufacturing and light industrial uses.

Consistency with the purpose and objectives of the Land Resource Management Plan and other adopted County or municipal plans and policies. If the Petitioner's request for a reclassification of their property from Agricultural to Mixed Use Business is approved, the requested map amendment would be consistent with the purposes and objectives of the Land Resource Management Plan.

If the proposed change to the Future Land Use Map in the Land Resource Management Plan is approved, Staff recommends approval of the requested map amendment.

Chairman Ashton stated that the Petitioner had previously secured zoning permits at other properties they owned and should have secured the necessary zoning permits before leasing the property.

Member Wilson stated that the proposed use was probably safer for the neighborhood compared to previous uses at the site.

Member Rodriguez made a motion, seconded by Member Bledsoe, to recommend approval of the requested map amendment.

Member Wilson asked if the site complied with the Zoning Ordinance. Mr. Asselmeier responded yes.

The votes were as follows:

Ayes (5): Ashton, Bledsoe, McCarthy-Lange, Rodriguez, and Wilson

Nays (0): None

Absent (4): Casey, Hamman, Nelson, and Stewart

The motion carried.

This proposal goes to the Kendall County Zoning Board of Appeals on November 2, 2020.

CITIZENS TO BE HEARD/ PUBLIC COMMENT

None

NEW BUSINESS

None

OLD BUSINESS

Approval of a Motion by Commissioners Wilson, McCarthy-Lange, and Casey to Amend Article IX of the Kendall County Regional Planning Commission's Bylaws Deleting the Location of the Annual Meeting of the Election of Officers

The meeting location would have to comply with the requirements of the Open Meetings Act.

With a voice vote of five (5) ayes, the motion carried.

REVIEW OF PETITIONS THAT WENT TO COUNTY BOARD

None

Chairman Ashton asked about the status of the Petitions related to 3485 Route 126. Mr. Asselmeier responded that the Kendall County Zoning Board of Appeals recommended approval of the text amendment and special use permit. The Na-Au-Say Township Board discussed the proposals at their October meeting and emailed four (4) negative comments regarding the proposal. Na-Au-Say Township did not formally vote on the comments and the Na-Au-Say Township Planning Commission did not meet to review the proposal. No other township filed a formal objection. The proposals go to the Planning, Building and Zoning Committee in November. Mr. Asselmeier noted that no member of the public has attended a meeting in opposition to the requests.

OTHER BUSINESS/ANNOUNCEMENTS

Mr. Asselmeier said that the landscaping business at 9000 Route 34 is working on an application for a map amendment and special use permit for their property. The Petitioners are still working on the stormwater information for the application.

Mr. Asselmeier noted that the next meeting would be Wednesday, December 9, 2020, and the next application deadline is November 17, 2020.

Mr. Asselmeier noted that Teska is finalizing some of the links in the Zoning Ordinance and the project should be completed shortly.

Mr. Asselmeier noted that the Comprehensive Land Plan and Ordinance Committee is working on changes to the transportation plan and the initiation of the Petition for those changes could be on the next Commission agenda.

ADJOURNMENT

Member Wilson made a motion, seconded by Member McCarthy-Lange to adjourn. With a voice vote of five (5) ayes, the motion carried.

The Kendall County Regional Plan Commission meeting adjourned at 7:42 p.m.

Respectfully submitted by,
Matthew H. Asselmeier, AICP, CFM
Senior Planner

Encs.: Memo on Petition 20-24 Dated October 21, 2020

Certificate of Publication and Mailings for Petition 20-24 (Not Included with Report but on file in Planning, Building and Zoning Office).



**KENDALL COUNTY
REGIONAL PLANNING COMMISSION
OCTOBER 28, 2020**

IF YOU WOULD LIKE TO BE CONTACTED ON FUTURE MEETINGS REGARDING THIS TOPIC, PLEASE PROVIDE YOUR ADDRESS OR EMAIL ADDRESS

NAME	ADDRESS (OPTIONAL)	EMAIL ADDRESS (OPTIONAL)
<i>Paul Martin</i>		



DEPARTMENT OF PLANNING, BUILDING & ZONING

111 West Fox Street • Room 203

Yorkville, IL • 60560

(630) 553-4141

Fax (630) 553-4179

MEMORANDUM

To: Kendall County Regional Planning Commission

From: Matthew H. Asselmeier, AICP, CFM Senior Planner

Date: 11/30/2020

Subject: Potential Changes to the Transportation Plan in the Land Resource Management Plan

In December 2019, the County Board approved a 2019-2039 Long Range Transportation Plan. In December 2020, the County Board approved a 2020-2040 Long Range Transportation Plan that was similar to the 2019-2039 Long Rang Transportation Plan.

The Plan has several changes from the Future Land Use Map contained in the Land Resource Management Plan. After discussions with Fran Klaas, at their meeting on October 28, 2020, the Kendall County Comprehensive Land Plan and Ordinance Committee recommended the following changes to the Kendall County Land Resource Management Plan:

Remove

- Prairie Parkway
- Lisbon / Helmar Bypass
- Caton Farm Road West Route 71
- Fox River Drive Westerly Bypass of Village of Newark
- Whitfield Road Extension North to Griswold Springs Road
- Gates Lane West of Route 47
- County has now taken position to keep WIKADUKE Trail on the existing Stewart Road alignment all the way to Rance Road and then extend a new alignment northeasterly to Route 30 and Heggs Road, using the Village of Oswego's alignment for the WIKADUKE Trail.

Add

- Millington Road Extending North of Lions Road to Connect to Route 34
- Walker Road Relocated West of Route 71 to Make Connection to New Fox River Drive / Crimmins Road intersection
- Westerly Extension of Collins Road West of Minkler Road to Route 71
- Connecting Millbrook Road with the Millbrook Bridge by Aligning Millbrook Road and Whitfield Road behind the Existing Bank Building
- Having Douglas Road's Alignment Correspond to the Village of Oswego's Plans
- Aligning Cannonball Trail to Dickson Road and Gordon Street
- Extending Cherry Road into the Henneberry Woods Forest Preserve
- Extending Johnson Road East from Ridge Road to the County Line
- Miller Road Extended in DeKalb County

Changes in Land Use

- Changing the Suburban Residential Classification for the Properties South of the Johnson Road Extension to Mixed Use Business
- Updating the Future Land Use Map to Reflect Current Municipal Boundaries
- Correcting the Classification of the Minooka School District Property Near the Intersection of Route 52 and County Line Road
- Classifying the Parcels of Land Shown as "Unknown" on the Future Land Use Map to Match Adjoining Properties and/or Uses

The current Future Land Use Map, an updated Future Land Use Map, and updated trail map are attached to this memo. The redline version of the related text is also attached. The listing of parcels changed from unknown to a different use is also attached.

If you have any questions, please let me know.

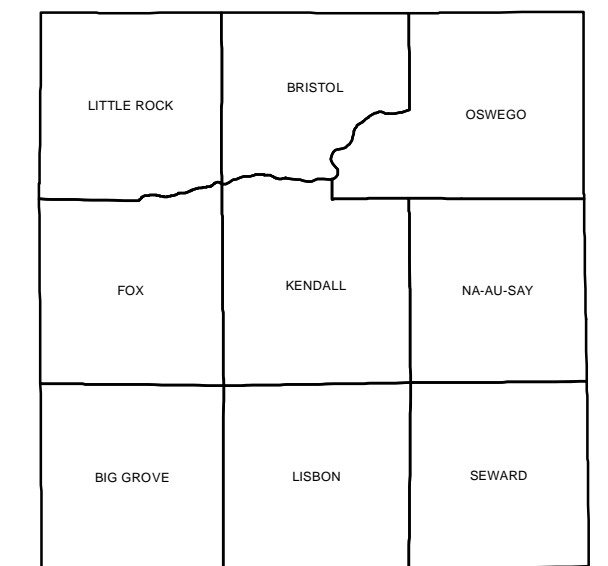
Thanks,

MHA

Encs.: Updated Future Land Use Map
Updated Trails Map
Current Future Land Use Map
Redlined Text
Parcel List

Future Land Use Plan

Kendall County, Illinois



LEGEND

- Urbanized Areas (Incorporated)
- Suburban Residential (Max Density = 1.00 DU/Acre)
- Rural Residential (Max Density = 0.65 DU/Acre)*
- Rural Estate Residential (Max Density = 0.45 DU/Acre)
- Countryside Residential (Max Density = 0.33 DU/Acre)
- Commercial
- Mixed Use Business
- Transportation Corridors
- Mining
- Potential Mining District
- Public/Institutional
- Hamlets
- Agricultural
- Open Space
- Forest Preserves/State Park
- Natural Resource Areas
- Utility

*Note: Additional Density Bonuses up to 0.85 DU/Acre may be applicable; refer to individual township summaries for explanation of density bonuses

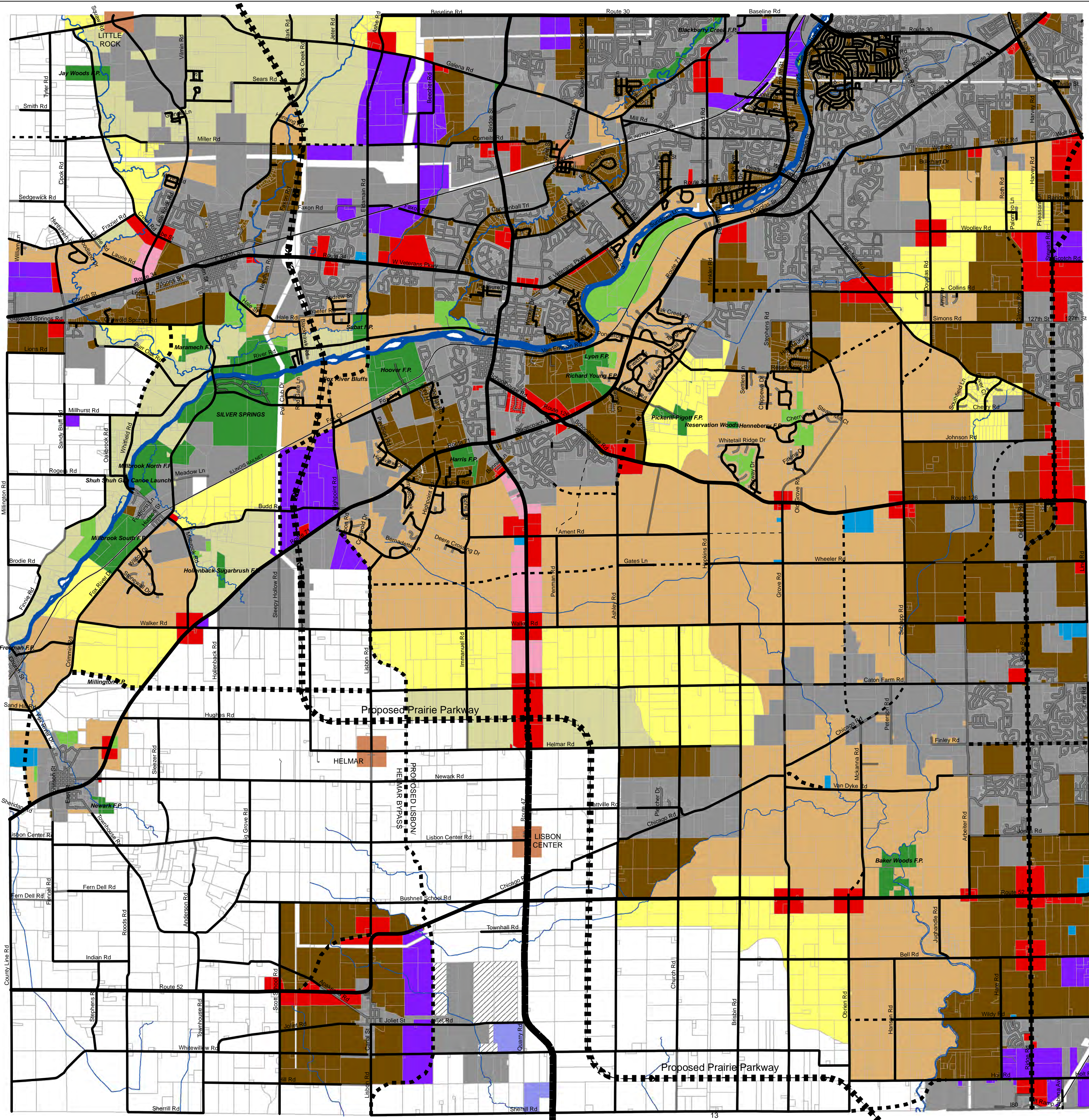
REVISIONS

RESOLUTION	DATE	CHANGE
2005-06	4/17/2005	MODIFIED CATEGORIES TO COORDINATE WITH PLANNED DEVELOPMENT ZONING, ADDED COMMERCIAL NODES AND UPDATE OF SEWARD AND NA-AU-SAY TOWNSHIPS
2007-21	06/20/07	ADDED RURAL RESIDENTIAL AND COMMERCIAL AREAS AROUND NEWARK AND LISBON TO REFLECT THE ADOPTED FUTURE LAND USE RECOMMENDATIONS FOR BIG GROVE TOWNSHIPS
2009-14	4/17/2009	MODIFIED CATEGORIES TO COORDINATE WITH THE FUTURE LAND USE PLAN FOR THE NORTHERN THREE TOWNSHIPS
2009-04	3/16/2009	ADDED FUTURE LAND USE AREAS IN LITTLE ROCK, BRISTOL, AND OSWEGO TOWNSHIPS TO REFLECT THE ADOPTED LAND USE RECOMMENDATIONS FOR THE NORTHERN THREE TOWNSHIPS AND REFLECT RECENT MUNICIPAL ANNEXATIONS BY SEWARD AND BRISTOL
2009-04	3/16/2009	ADDED FUTURE LAND USE AREAS IN NA-AU-SAY TOWNSHIP TO REFLECT THE ADOPTED LAND USE RECOMMENDATIONS FOR THE NA-AU-SAY TOWNSHIP (LAST ROUTE 130 CORRIDOR PLAN)
2005-08	3/15/2005	ADDED FUTURE LAND USE AREAS IN FOX, KENDALL, AND BIG GROVE TOWNSHIPS TO REFLECT ADOPTED LAND USE RECOMMENDATIONS
2005-25	12/20/2005	ADDED & UPDATED FUTURE LAND USE AREAS IN LISBON, SEWARD, AND SOUTHERN NA-AU-SAY TOWNSHIPS TO REFLECT ADOPTED LAND USE RECOMMENDATIONS
2009-03	8/22/2009	UPDATED PRAIRIE PARKWAY ALIGNMENT (PREFERRED ALTERNATIVE AS ALIGNMENT ANNOUNCED BY IDOT ON 06/15/07)
2009-24	06/30/09	UPDATED FUTURE LAND USE AREAS IN FOX, KENDALL, AND BIG GROVE TOWNSHIPS TO REFLECT ADOPTED LAND USE RECOMMENDATIONS FROM TOWNSHIP MAP UPDATES AND THE FOX RIVER CORRIDOR PLAN
2009-03	1/20/2009	UPDATED COUNTY AND TOWNSHIP MAPS BASED ON THE LAND USE MAP FOR THE ROUTE 130/MENLZER ROAD AREA
04/20/11	04/20/11	UPDATED SECTIONS 1 - 5

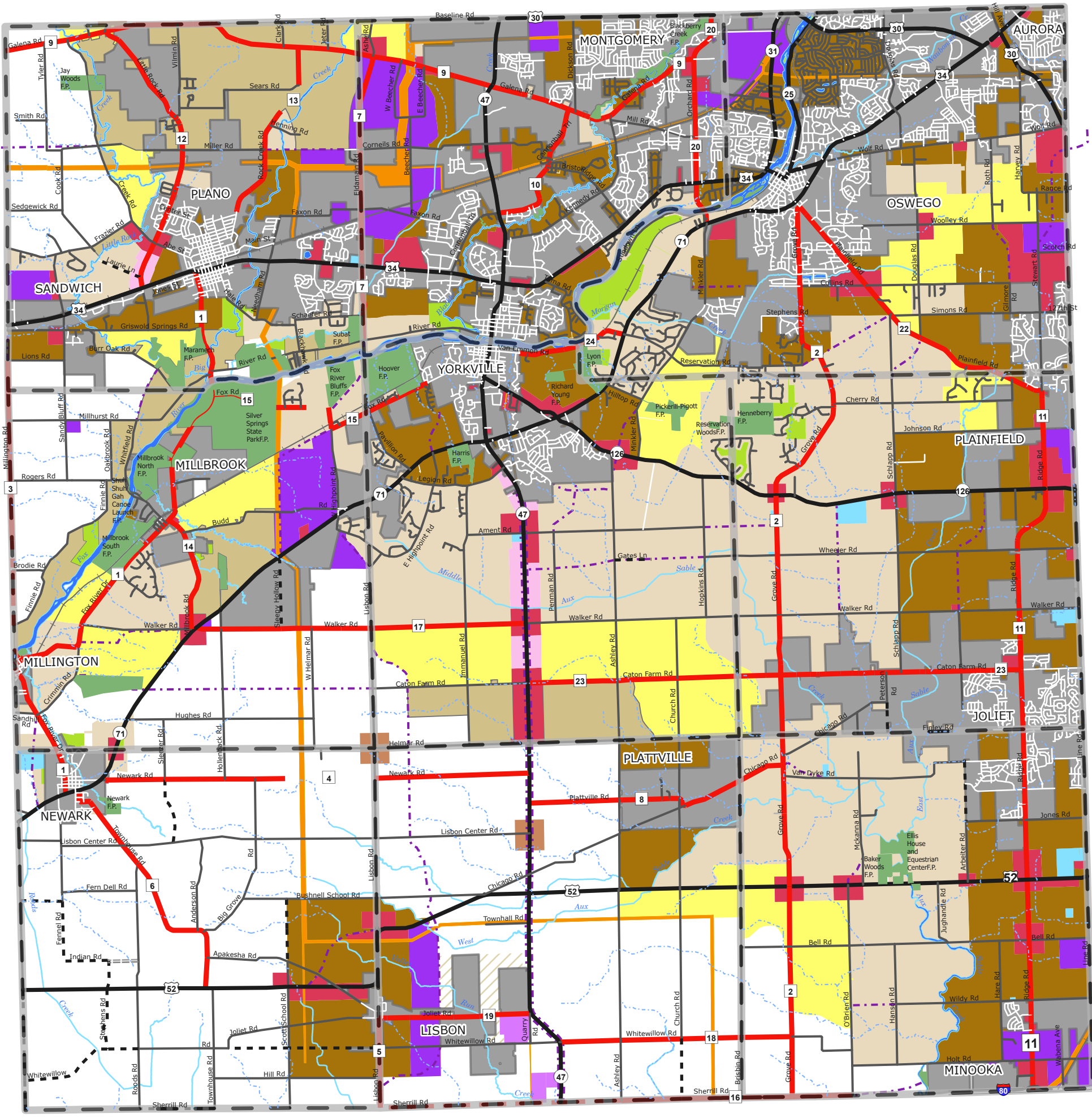
ORIGINAL ADOPTION - MARCH 1994 LAST REVISED - OCTOBER 2015



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Future Land Use Plan in Kendall County, IL



- | | | | | |
|--|---|--|---------------------------|-------------------------------|
| HAMLETS | RURAL RESIDENTIAL MAX DENSITY 0.65 DU ACRES | COUNTRYSIDE RESIDENTIAL MAX DENSITY 0.33 DU ACRE | COMMONWEALTH EDISON | AGRICULTURE |
| TOWNSHIPS | RURAL ESTATE RESEDENTIAL MAX DENSITY 0.45 DU ACRE | COMMERCIAL | TRANSPORTATION CORRIDORS | FOREST PRESERVE / STATE PARKS |
| URBAN AREAS - INCORPORATED | | MIXED USE BUSINESS | MINING | OPEN SPACE |
| SUBURBAN RESIDENTIAL - MAX DENSITY 1.00 DU ACRES | | | POTENTIAL MINING DISTRICT | PROPOSED ROADWAY IMPROVEMENTS |
| | | | PUBLIC/ INSTITUTIONAL | |



Kendall County GIS
 111 West Fox Street - Room 308
 Yorkville, Illinois 60560
 630.553.4212

Multi-Use Trail Plan KENDALL COUNTY

- 2020 -

<http://www.co.kendall.il.us>

Townships

LITTLE ROCK	BRISTOL	OSWEGO
FOX	KENDALL	NA-AU-SAY
BIG GROVE	LISBON	SEWARD



Built Local Trails

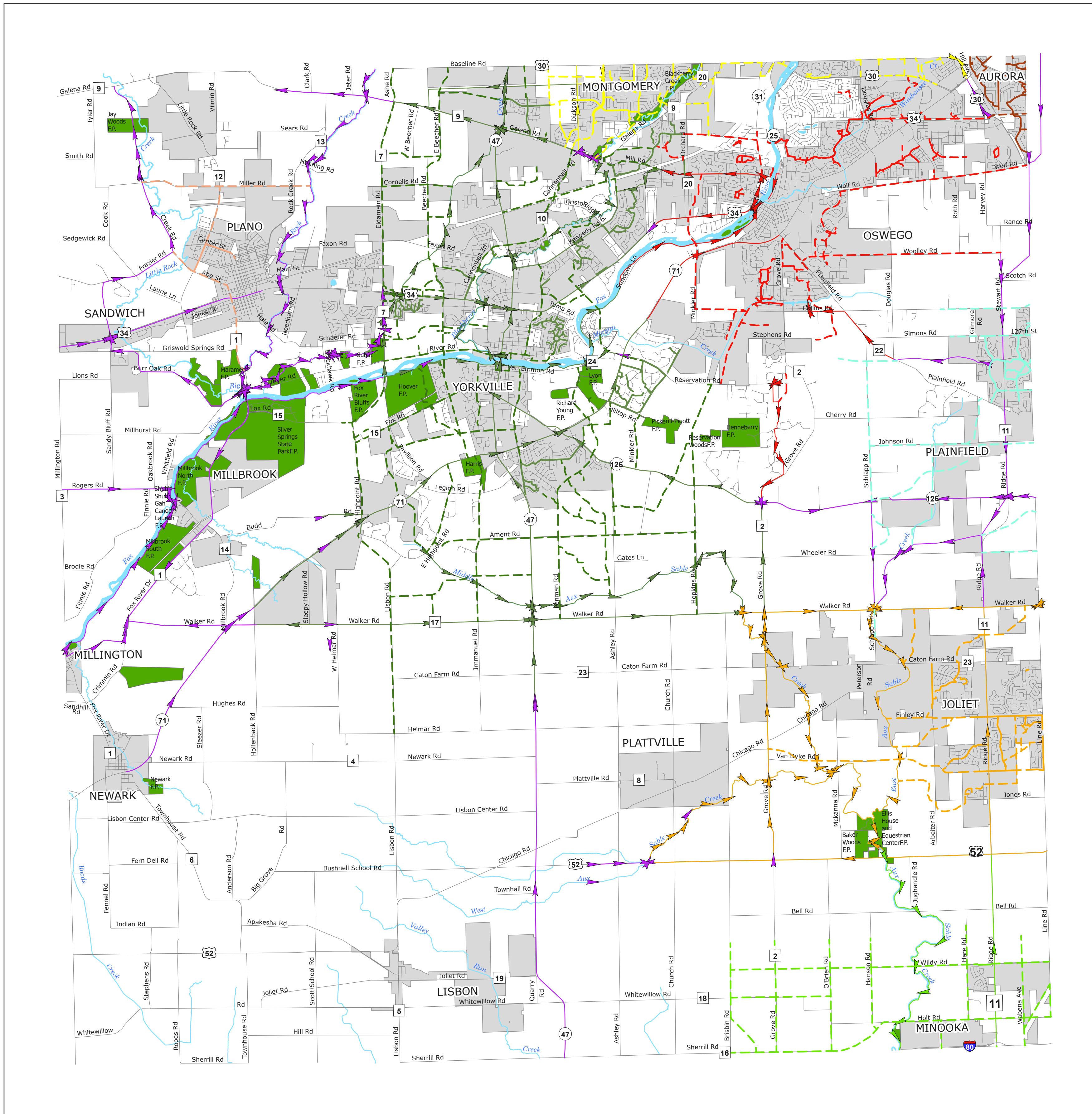
- Aurora
- Joliet
- Minooka
- Montgomery
- Oswego
- Plainfield
- Plano
- Yorkville

Proposed Local Trails

- Joliet
- Aurora
- Minooka
- Montgomery
- Oswego
- Plainfield
- Plano
- Yorkville

Proposed Regional Trails

- County
- Joliet
- Minooka
- Montgomery
- Oswego
- Yorkville
- Hydrography Lines
- Centerlines
- Forest Preserves
- Water Features
- Incorporated Areas



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Kendall County Land Resource Management Plan

2011-20

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APPENDIX

- A. Transportation Plan
- B. Environmental Factors
- C. East Route 126 Corridor Plan Summary

Revision Notes:

1. LRMP first adopted in March 1994.
2. The Resource Management Concept Plan was amended in 1997 to remove a natural resource overlay near the southeast corner of Minkler Road and Reservation Road.
3. Section Ten of the LRMP Summaries by Township was updated in 1998 to include a more detailed plan for Na-Au-Say and Seward Townships.
4. The Transportation Goals and Objectives and Transportation Plan were updated in 1999.
5. The LRMP was updated to enhance implementation of new planned development regulations, reflect municipal annexations and new plans, and provide additional opportunities for economic development in April 2001.
6. Section Eight of the LRMP Summaries by Township was updated in 2002 to include a more detailed plan for Big Grove Township. Reference to multi-use trails was also updated.
7. Section Six of the LRMP Summaries by Township was updated in 2003 to include a more detailed plan for the Northern Three Townships.

8. Section Ten of the LRMP Summaries by Township was updated in 2003 to reflect current growth and development trends in Na-Au-Say Township, particularly along the East Route 126 Corridor. The Future Land Use Plan for Na-Au-Say Township was revised in 2005.
9. Section Seven of the LRMP Summaries by Township was updated in 2004-05 to include a more detailed plan for Fox and Kendall Townships.
10. Section Nine of the LRMP Summaries by Township was updated in 2005 to include a more detailed plan for Lisbon and Seward Townships. [Note: The LRMP Summary for Seward Township was moved from Section Ten.]
11. Updated Chapters One thru Five in April, 2011
12. **Updated Transportation Plan in 2021.**

Related Documents:

The WIKADUKE Trail Land Use and Access Management Study and Fox River Corridor Plan are available as separate documents.

SECTION THREE

PLANNING GOALS & OBJECTIVES

production and soil and water conservation.

HOUSING

Goal: *Management of the quality, quantity, location, and rate of housing development to insure the efficient use and conservation of the County's natural and public resources.*

Objectives:

- A. Encourage a variety of housing types, commensurate with demands created by current needs and future growth, with an emphasis on single family development. Most attached housing products will likely occur within municipalities where public water and sewer service are available to support higher densities.
- B. Continue to improve deteriorating residential areas, and assure safe, healthy, and attractive communities through preventive maintenance and appropriate reinvestment that can include the County's weatherization program.
- C. Continue to insure that subdivisions provide a variety of designs and styles to avoid monotony.
- D. Support logical and properly located opportunities for housing the elderly and the disabled.



TRANSPORTATION

Goal: *A transportation plan that has the capacity to promote the safe, efficient, and speedy movement of persons and goods. This network must anticipate the demands of growth, promote energy conservation, reduce pollution, and be updated regularly.*

Objectives:

- A. Support and maintain the services of the Kendall Area Transit (KAT) which provides transportation services for the general public.
- B. Ensure that State, Federal, Township, and Municipal officials are fully informed of adopted policies on transportation planning and development. Participation from these groups will be sought in preparation of all transportation plans.
- C. Actively pursue regional planning efforts to develop and preserve options for the Wikaduke Trail, **and** Eldamain Road Corridor. ~~and the Prairie Parkway.~~ The Kendall County Scenic Guidelines and the WIKADUKE Trail Plan should be used in implementation of these roadways to promote context sensitive design solutions.



decisions.

- D. Construct a thoroughfare system based on a functional hierarchy, as established in the transportation plan. Identify key future thoroughfares and bridge crossings before development limits alternatives. Early identification of key future routes will also provide a framework for future land use

- E. Ensure that transportation plans and developments are consistent with county-wide goals and policies for Natural Resources, Agricultural Lands, Housing, Commercial and Industrial

SECTION FIVE

LAND RESOURCE AND
MANAGEMENT AREA POLICIES

B. URBANIZED COMMUNITIES

Urbanized communities can be characterized by the extent and level of services offered to residents, and by the variety of supporting non-residential activities. Municipal and public services often include the following: police, fire and emergency medical services, municipal street maintenance, sweeping and snow plowing, local parks and recreation activities, municipal operated or licensed waste collection, and local library and cultural services. Non-residential activities include extensive and varied retail uses, commercial and business services, industry, institutions, schools, churches and other places of assembly.

Existing urbanized communities include Aurora, Joliet, Minooka, Montgomery, Newark, Oswego, Plainfield, Plano, Sandwich and Yorkville. To accommodate varying needs, a full range of housing types should be provided, allowing a free choice to those families or individuals who will find that living in Kendall County best fulfills their personal needs. Development within urbanized communities is regulated by each individual municipality.

The LRMP is based on the following *Planning Policies* for Urbanized Communities:

1. Incorporate land uses as shown in municipal comprehensive plans within the boundaries of existing municipalities in this LRMP.
2. Encourage a compact development pattern that clusters neighborhoods, villages, and towns, rather than a pattern that scatters isolated buildings and subdivisions.
3. Encourage the single family character of urbanized areas in the County while permitting the inclusion of limited townhome, apartment, and other multi-family development.
4. Build on the pattern of established urbanized communities, rather than creating new urbanized places isolated from existing development.
5. Encourage the planned growth of urban communities, including the expansion of municipal boundaries through annexation of lands only as shown on adopted municipal

plans.

6. Maximize the use of non-automotive modes of transportation, including walking, the use of bicycles, and mass transit.
7. Encourage concentrations of employment located in areas within the county providing good access to transportation and public safety services.
8. Establish specific area plans for employment zones emphasizing coordinated transportation system planning integrated with land use planning. One such zone should be in the I-80 Corridor in southeastern Kendall County near and within the Village of Minooka. ~~Other possible zones would be located in proximity to future Prairie Parkway interchanges.~~
9. Encourage commercial development within the County; major intersections may lend themselves to commercial use. Appropriate transportation improvements such as limited curb cuts, turn lanes, and access roads must be considered to provide for movement of traffic.
10. Use open water areas for public open space and storm water management or as the buffer surrounding residential or office uses which benefit from attractive views of the water.
11. Encourage the preservation and enhancement of historic and cultural sites and structures within urbanized communities.

The LRMP is based on the following *Management Policies* for Urbanized Communities:

- a. The County acknowledges that the primary responsibility for achieving plan objectives within urbanized communities remains with the municipalities. The County further acknowledges that it shares responsibility with the municipalities and townships for achieving the plan objectives within the one and one-half (1½) mile area of shared jurisdiction.

TOWNSHIP SUMMARY

SECTION SIX

NORTHERN THREE TOWNSHIPS
(Little Rock, Bristol & Oswego Townships)

Initial Opinions & Observations of Planning Issues

Community representatives from the County, the three townships, and adjacent jurisdictions were invited to attend a kick-off meeting in June 2002. An Existing Land Use map for each township was displayed to show how land is currently used in each township. In addition, a Planning Issues map for each township was also displayed to show the existing transportation network as well as existing environmental characteristics. Community representatives were asked to make observations and express any concerns or opinions relating to the maps. They were also asked the following questions:

- What are the primary assets of the three townships?
- What are the main issues/problems that the three townships face?
- What are the main attractions in the three townships? (Why do people choose to move to this area?)
- What are the best examples of new developments in the three townships?

These questions help determine the strengths and weaknesses of the townships as well as the issues the townships face as they grow and develop. The following list summarizes the initial opinions and observations expressed by community representatives.

GENERAL COMMENTS

Initial comments/concerns

- Interviews with local representatives should include talks with representatives from the County Transportation Department, the township road commissions, township public works, and the Forest Preserve.
- Poor run-off in Bristol Township leads to flooding problems.
- Wetlands are separated by federal and local classifications, so it is important to differentiate between the two.
- It is important to see how the municipal plans will collectively impact the development of the 3 townships. An optimal coordination of the municipal plans (especially those of adjacent municipalities) should be sought to produce the best possible environment for growth and development in the three townships.

PRIMARY ASSETS

What are the primary assets of the three townships?

- Fox River
- Creeks and floodplains (e.g. Blackberry Creek Corridor)
- Connectivity of the greenways between the three northern townships as well as other adjacent townships
- Focus on watershed protection
- Potential for economic development spurred by the development of the Prairie Parkway corridor**

- ❑ Lisbon/Eldamain Road maintained as an industrial development corridor
- ❑ Proposed extension of Miller Road (in Little Rock Township) into DeKalb County to relieve some of the traffic on Route 34
- ❑ Rural character of the three townships (important to preserve this character as the townships grow and develop)

PRIMARY ISSUES

What are the main issues/problems that the three townships face?

- ❑ Mitigate traffic congestion on Routes 34 and 47 by providing road improvements to handle increased traffic introduced by new developments
- ❑ Mitigate traffic congestion at access points of major roads
- ❑ Resolve transportation issues in the townships using a comprehensive County approach (forward transportation planning is needed)
- ❑ Maintain/create roadway connections between the three townships
- ❑ Preserve a limited access corridor for the future alignment of Eldamain Road and Lisbon Road
- ❑ Orchard Road should serve as a model for Lisbon/Eldamain Road and other commercial corridors
- ❑ ~~Extend Little Rock Road (in Little Rock Township) southward into Fox Township~~
- ❑ Increase access by providing more major arterial roads
- ❑ Explore potential opportunities for extending Metra service and providing Metra commuter rail stations along the Burlington Northern Railroad
- ❑ Promote a healthy balance between growth/development and preservation of rural character
- ❑ Discern farmland and open space property rights (use environmental features, natural breaks, roads, and existing land uses to form edges between adjacent properties); farmland represents open space to many residents; property rights issues are becoming more prevalent, especially as newcomers arrive and wish to halt developments after their arrival
- ❑ Preserve existing trees and natural features when developing the local landscape as development progresses in the townships
- ❑ Preserve Routes 34 and 47 for commercial development (to create tax base and keep shopping local); maintain a healthy mix of big-box developments with locally-owned businesses to keep local dollars in the area
- ❑ Maintain a balance between resolving transportation and accessibility issues and providing economic development opportunities along Orchard Road

TRANSPORTATION NETWORK

The transportation network shown on the Planning Issues Map includes existing arterial roads, major and minor collector roads, the Burlington Northern Railroad, scenic routes, and multi-use trails. The features of the network were primarily identified from the Kendall County Transportation Plan, which was originally prepared in March 1994 and updated in December 2002.

Each level of the four-level transportation network that traverses the Northern Three Townships is described in greater detail below.

Arterial Roads

State and federal routes typically act as the arterial roads which provide regional roadway access to, from, and within an area.

- ❑ **Little Rock Township:** Route 34 is the only arterial road that runs through Little Rock Township. **Route 34** provides access within the township and connects the township to the rest of Kendall County, DeKalb County to the west, and extends east to Chicago and west towards Iowa.
- ❑ **Bristol Township:** Four arterial roads run through Bristol Township. Route 34 and Route 30 both provide access within Bristol Township and connect the township to the rest of Kendall County. **Route 34** runs through the southern portion of the township while **Route 30** runs along the township's northern boundary. **Route 47** is a major north-south arterial road that carries a large load of traffic in the township. **Orchard Road** is a fourth arterial road that is situated directly west of the Bristol-Oswego township boundary and runs in a north-south direction.
- ❑ **Oswego Township:** Four arterial roads run through Oswego Township. Route 34 and Route 30 both provide access within Oswego Township and connect the township to the rest of Kendall County. **Route 34** runs in a diagonal direction from the southwest to the northeast parts of the township. **Route 30** runs in an easterly direction between the adjacent village limits of Montgomery and Oswego, intersects with Route 34, and then continues in a southeasterly direction into Will County. Routes 31, 25, and 71 are three other arterial roads that carry large loads of traffic in the township. **Route 31** runs along the western side of the Fox River and merges into Route 34 at the Washington Street Bridge in Oswego. **Route 25** runs through Montgomery along the eastern side of the Fox River and merges into Oswego's Main Street before merging into **Route 71**, which runs diagonally from the northeast to southwest. Route 71 also merges into Route 34 directly north of Oswego Community High School. **WIKADUKE Trail** is a proposed arterial that runs along the eastern edge of the township.

Major Collector Roads

Major collector roads, which typically are county roads, are intended to collect traffic from local roads and feed this traffic onto the arterial roads.

- ❑ **Little Rock Township:** Little Rock Township's major collectors include Galena Road, Little Rock Road, Fox River Road, Rock Creek Road, and Eldamain Road. All the major collectors are located within Little Rock Township except for Eldamain Road which runs along the township's eastern edge. ~~An extension of Little Rock Road southward into Fox Township is proposed. Two alternatives are proposed: (1) extension to Fox River Road using Griswold Springs Road as a connection, or (2) extension to Whitefield Road in Fox Township.~~
- ❑ **Bristol Township:** Bristol Township's major collectors include Galena Road, Cannonball Trail, Bristol Ridge Road and Eldamain Road.
- ❑ **Oswego Township:** Oswego Township's major collectors include Plainfield Road, Grove Road, Wolfs Crossing Road, Collins Road, Douglas Road, Stewart Road, and Minkler Road. All the major collectors are located within Oswego Township. A realignment of Douglas Road is proposed to connect its intersections with ~~Route 34 and~~ Wolfs Crossing Road. Another proposed extension connecting Collins Road to Minkler Road ~~and Route 71. is under consideration.~~

Minor Collector Roads

Minor collectors are typically township roads with less regional connectivity than major collectors.

- ❑ **Little Rock Township:** Little Rock Township's minor collectors include Miller Road, Sandy Bluff Road, and River Road.
- ❑ **Bristol Township:** Bristol Township's minor collectors include Corneils Road, Dickson Road, Mill Road, Kennedy Road, and River Road.
- ❑ **Oswego Township:** Oswego Township's minor collectors include Light Road, Mill Road, Roth Road, Woolley Road, and Reservation Road. Another minor collector is the segment of Baseline Road from Route 31 to the Route 30 bypass.

Local roads

Local roads are typically residential streets or rural routes that provide direct access to homes and farms. Local residential roads are generally located within and around municipalities. Griswold Springs Road, Beecher Road, and Simons Road are examples of local roads.

Railroad

The Burlington Northern Railroad runs through all three Northern Townships. The railroad starts west of the Fox River in Montgomery (near the Route 31/Route 30 bypass), curves in a southwesterly direction into Bristol Township, passes through Yorkville and Plano, and eventually runs parallel to Route 34 as it enters Sandwich from Plano. Railnet is another local railroad which runs east of the Fox River, passes through downtown Oswego, veers slightly away from the river and follows along Route 71 towards Van Emmon Road (east of Yorkville).

Scenic routes

Scenic routes provide passing motorists with attractive views of the rural character of the Northern Three Townships. Identified scenic routes generally follow the Fox River and roadways that traverse the serene and undeveloped areas outside of municipalities (i.e. unincorporated areas).

Multi-use trails

Multi-use trails are primarily located along scenic routes, natural features (e.g. creeks), and some roadways. These trails create corridors that can potentially accommodate pedestrian, equestrian, bicycle, and other forms of trail users.

**PROPOSED PRAIRIE PARKWAY
CORRIDOR**

~~The proposed Prairie Parkway is a transportation corridor aimed at creating a western north-south highway between I-88 and I-80 as well as alleviating traffic congestion on other regional roads resulting from growing development pressures. The Illinois Department of Transportation (IDOT) and the Edwards & Kelcey consulting group have developed a proposed study area that encompasses the parkway and adjacent land (i.e. farmland, private residences, etc.) that are most directly impacted by the parkway's development. As stated by IDOT and its consulting group, the proposed corridor study area is the least intrusive of options that still offers the intended transportation benefits. The corridor study area creates the crucial need for corridor protection aimed at providing responsible planning to prevent costly and conflicting development of land.~~

~~Compared to other options that were studied, the proposed corridor passes through fewer environmentally sensitive areas but more open, undeveloped spaces. Also, the Prairie Parkway's proposed path attempts to better serve the existing developments in the area between the City of Plano and the United City of Yorkville. The proposed Prairie Parkway Corridor study area is shown on the Planning Issues Map. More specifically, the corridor study area runs along the eastern edge of Little Rock Township.~~

~~Although only a small segment of the proposed parkway would run through Little Rock Township, its impact on the township's environmental features, agricultural land, and present developments should be analyzed to establish methods to minimize negative effects.~~

Goals & Objectives

The following goals and objectives have been developed to guide planning efforts for the northern three townships of Little Rock, Bristol, and Oswego. Numbered goals have generally been extracted from the existing Kendall County LRMP, while more specific lettered objectives have been added to address concerns unique to the Northern Three Townships.

- 1. Mutually supportive, non-adversarial team of municipal, township, school, park, county and other governments working toward the benefit of everyone in Kendall County.**
 - a. Continue to work with municipalities to reach agreement on future land use patterns and develop effective growth management strategies.
 - b. Continue to work with municipalities to develop boundary agreements based on logical service areas and compatibility with County, municipal, and township goals and objectives to avoid competitive annexations and pre-mature development.
 - c. Evaluate the extent to which municipalities cumulatively envision development of the three townships.
 - d. The County should be the primary entity to be in charge of resolving regional transportation issues within the three townships and issues involving other counties, townships, and municipalities located outside Kendall County.
 - e. Encourage municipalities to provide a diversity of housing options.
 - f. Explore ways to amend County and municipal regulations to reduce potential conflicts between agricultural and non-agricultural uses and between other differing uses.

- 2. Use of land resources in a manner sensitive to inherent environmental limitations.**
 - a. Reduce flooding and generally prevent development within flood plain and wetland areas.
 - b. Enact measures to preserve existing trees and natural features as new developments occur in the three townships.
 - c. Increase connectivity of greenways within the three townships and to the surrounding townships and communities.

- d. Support creation of wetland banks to accommodate storm water management and to enhance the viability of wetland environments.
 - e. Pursue acquisition of key woodlands and open space corridors, where feasible.
 - f. Encourage expansion and maintenance of parkways along Route 34, **and** Route 71, ~~and the proposed Prairie Parkway.~~
- 3. A strong base of agricultural, commercial and industrial uses that provide a broad range of job opportunities, a healthy tax base, and improved quality of services to County residents.**
- a. Evaluate economic development potential along the proposed Prairie Parkway corridor.
 - b. Ensure Lisbon/Eldamain Road is maintained as a commercial-industrial development corridor.
 - c. Ensure that Little Rock Road and the WIKADUKE Trail are maintained for commercial development.
 - d. Preserve Orchard Road, Route 34, and Route 47 for commercial uses both to create a tax base and to encourage local shopping opportunities.
 - e. Allow limited big-box development opportunities to encourage local shopping rather than encouraging spending in areas like the Randall Road and Route 59 Corridors.
 - f. Encourage opportunities for locally owned businesses.
- 4. A pattern of compact, urban development, countryside residential, and agricultural environments that enhance the quality of personal and community life.**
- a. Maintain the viability of agriculture and open spaces by promoting residential planned developments. Provide open space buffers between agriculture and residential developments. Such buffers are typically located along natural drainage ways or along existing roadways.
 - b. Encourage development to occur within areas that are readily accessible to public infrastructure and support services.

Transportation Issues

As Kendall County's Northern Three Townships face increasing pressure for development, the transportation infrastructure must be upgraded to handle the subsequent increase in roadway traffic. Various types of road improvements have been planned by IDOT as well as Kendall County. The most notable transportation issue facing the Northern Townships (particularly Little Rock Township) is the proposed Prairie Parkway Corridor. Road improvements and the proposed parkway are discussed below.

The scheduled road improvements for the Northern Three Townships in IDOT's highway capital improvement plan are outlined in the Situation Audit. Additional road improvements are also needed to enhance the overall transportation system. Although these improvements are not part of the County's five-year capital improvement plan, they are shown on the Future Land Use and Transportation Plan map and are described below.

ROADWAY NETWORK

The Transportation Plan shows a four-level roadway network as follows:

Expressways

~~The Prairie Parkway is the only expressway proposed within this part of Kendall County.~~ Expressways are limited access roadways designed to carry regional and interstate traffic. Expressways are controlled by State or Federal government.

Arterial Roads

Typically state or federal roadways, arterial roads are designed to carry regional traffic through multiple municipalities and across counties. Route 47 and Route 34 are good examples of arterial roadways that are designed to move traffic through the area with limited access to abutting properties. Orchard Road is currently the only county-controlled arterial road in this part of Kendall County. Control of the WIKADUKE Trail is undetermined at this time.

Major Collector Roads

Major collector roads link homes and businesses to the regional arterial and freeway system. The majority of major collectors are controlled by the County, although stretches within municipalities may be locally managed.

Minor Collector Roads

Minor collector roads also connect homes and businesses to major collector roads and to the regional roadway system. Most minor collectors either serve a specific community or township. Minor collectors may fall under the control of Kendall County, the individual township, or the individual municipality. Many of the minor collectors shown on the trans-

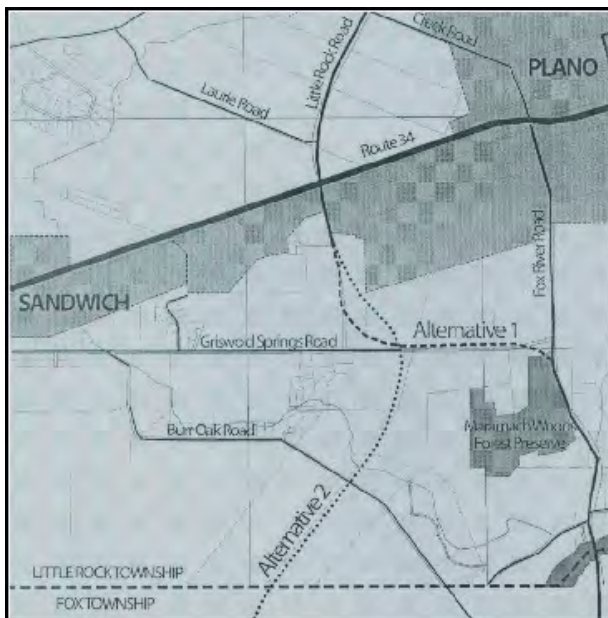
portation plan for the three townships do not appear on the County's Transportation Plan due to their limited regional impact. However, they do provide critical local connections at the township and municipal levels and are important to consider at this planning scale.

PROPOSED ROAD IMPROVEMENTS

Proposed road improvements for each township are outlined below:

Little Rock Township

- Extension of Miller Road from Tyler Road westward into DeKalb County. When linked with a similar extension in DeKalb County, this extension is expected to relieve some traffic on Route 34 through Plano.



~~Two alternative extensions of Little Rock Road southward into Fox Township are proposed. Alternative 1 connects Little Rock Road with Fox River Road via Griswold Springs Road (Fox River Road extends into Fox Township). Alternative 2 extends Little Rock Road along a curving path to connect with Whitefield Road in Fox Township.~~

- Extension of Miller Road from Rock Creek Road eastward to connect with Corneils Road.

~~Extension of Little Rock Road southward into Fox Township to connect with Whitfield Road.~~

- Extension of Eldamain Road from River Road southward to connect with Lisbon Road across the Fox River. ~~In addition, the name of Eldamain Road should be changed to Lisbon Road for consistency throughout the County.~~

- Intersection improvement at the intersection of Route 34 and Fox River Road.

~~Intersection improvements at the connection points of the proposed Little Rock Road extension to Fox River Road via Griswold Springs Road. The image on the left shows the two alternative extensions for Little Rock Road.~~

~~Incorporation of the Prairie Parkway Corridor, recorded by IDOT, as a key transportation element. The significance of the corridor is discussed in greater detail in the following subsection.~~

- Extend Millington Road North to Lions Road to Connect with Route 34.

- Development of a trail system within Little Rock Township, which includes off-street and on-street trails that traverse the township and connect to the trail systems within the municipal limits of Plano, Sandwich, and Yorkville

Bristol Township

- Realignment of Ashe Road with Eldamain/Lisbon Road at the Galena Road intersection providing improved north/south connections into Kane County and to the Aurora Airport in Sugar Grove.
- Extension of Cannonball Trail to connect with Dickson Road at Galena Road **and Gordon Street.**
- Intersection improvement at the intersection of Galena Road and Orchard Road.

- ❑ Extension of Light Road westward from the Burlington Northern Railroad (in Oswego Township) to Orchard Road.
- ❑ Intersection improvement at the intersection of Galena Road, Kennedy Road, and Mill Road.
- ❑ Development of a trail system within Bristol Township, which includes off-street and on-street trails that traverse the township and connect to the trail systems within the municipal limits of Montgomery, Plano, Oswego, and Yorkville.
- ❑ Development of a trail system within Bristol Township, which includes off-street and on-street trails that traverse the township and connect to the trail systems within the municipal limits of Montgomery, Plano, Oswego, and Yorkville.
- ❑ Development of a network of collector roads within the Village of Montgomery's planning area. Montgomery's 2002 Comprehensive Plan envisions a network of collector roads located north of Galena Road, south of Route 30, east of Route 47, and west of Orchard Road. Dickson Road is the only current collector road in this area, but Montgomery plans to develop additional collectors traveling in both east-west and north-south directions. The most prominent addition would be the Gordon Road Parkway, which connects with the intersection of Galena Road and Kennedy Road (east of Dickson Road) and curves northward past Route 30 into Kane County.
- ❑ Extension of Beecher Road and/or Countryside Parkway as potential river crossings over the Fox River in Yorkville. One alternative river crossing proposed by Yorkville is the north-south extension of Beecher Road, which would traverse just west of the P.N.A. Youth Camp grounds and cross the river at the Bristol-Kendall Township line. Another alternative is the western extension of Collins Road to connect with Countryside Parkway in Yorkville at Route 34. This extension would also tie into Route 71.

Oswego Township

- ❑ Realignment of Douglas Road from Wolfs Crossing Road northward to Route 34 (in the Village of Oswego).
- ❑ Extension of Collins Road eastward from Gilmore Road to Stewart Road. This extension will link to 119th Street, a strategic regional arterial roadway in Will County.
- ❑ Extension of Collins Road westward from Grove Road to Minkler Road **and Route 71.**
- ❑ Intersection improvements at the following intersections: Route 34 and Farnsworth Avenue (in the City of Aurora); Reservation Road/Van Emmon Road and Route 71; Plainfield Road and Collins Road; and Route 30 and Harvey Road.
- ❑ Realignment of the eastern segment of Reservation Road at Grove Road.
- ❑ Development of the WIKADUKE Trail, providing a continuous north/south arterial roadway between I-80 and I-88.
- ❑ Development of a trail system within Oswego Township, which includes off-street and on-street trails throughout the township and connects to the trail systems within the municipal limits of Aurora, Montgomery, Oswego, and Plainfield.

- Development of a network of collector roads within the Village of Oswego’s planning area. Oswego’s 2000 Comprehensive Plan envisions a network of collector roads primarily located southeast of Routes 34 and 71. Wolfs Crossing Road, Douglas Road, Collins Road, Plainfield Road, Grove Road, and Minkler Road comprise the current network of collector roads in this area. However, Oswego plans to develop additional collectors traveling in both east-west and north-south directions.

PRAIRIE PARKWAY CORRIDOR

~~The Prairie Parkway Corridor is IDOT’s response to the growing demand for a north-south transportation corridor between Interstate 88 in Kane County (northwest of the Village of Sugar Grove) and Interstate 80 in Grundy County (north of the Village of Minooka). The rapid commercial and residential growth south of I-88 (particularly around Yorkville, Oswego, Montgomery, and Aurora) gives rise to the need for protection of a transportation corridor that adequately serves the increasing traffic demand in the vicinity. As stated by IDOT, the proposed corridor is the least intrusive of options that still offers the intended transportation benefits. Designation of the corridor provides for corridor protection aimed at providing responsible planning to prevent costly and conflicting development of land.~~

~~Based on a series of public hearings and other forums as well as several modifications to proposed corridor designs, IDOT officially recorded the final alignment of the approved corridor on July 24, 2002. The final alignment of the Prairie Parkway Corridor is depicted on the Future Land Use and Transportation Plan map as a future expressway running along the eastern edge of Little Rock Township. It is anticipated that actual roadway construction will take at least ten years to complete. The County Transportation Plan suggests that the roadway should be designed as a scenic route, with attention given to views to and from the road. It is recommended that the roadway be designed as a true parkway with extensive prairie plantings and grade-separated and divided lanes. Overall, the County should work closely with IDOT and take a pro-active role in the planning and design process for the proposed Prairie Parkway.~~

~~Although developing the entire length of the Prairie Parkway as an attractively landscaped parkway may not be feasible, certain segments should be developed using the parkway design concept to optimize views of and from the road. In Little Rock Township, the segments of the Prairie Parkway that would provide optimal views of and from the road include the segment crossing Big Rock Creek and the segment crossing the Fox River. Other segments, such as along the ComEd power line north of Route 34, may be appropriate for a more typical highway design with enhancements focused at the Route 34 interchange.~~

Successful implementation of the land use and transportation strategies outlined in this plan requires Kendall County to work with the three townships and all affected municipalities. Certain implementation steps will be carried out by each entity, but the implementation strategy as a whole will be guided by intergovernmental cooperation to ensure that different steps either complement each other or avoid conflicts with each other.

Implementation action steps are separated into steps completed by the County and steps carried out by the townships and municipalities. Also, guidelines for the establishment of effective transition spaces between residential and agricultural uses are outlined.

County Action Steps

- ❑ Replace the Township Summaries for Little Rock, Bristol, and Oswego Townships in the Kendall County LRMP with this Land Resource Management Plan.
- ❑ Reserve appropriate right-of-way during plat review for proposed road improvements depicted on the Future Land Use Plan.
- ❑ Implement a notification and recognition program to identify and acknowledge landowners who have protected the County's environmental and scenic assets. Recognition should only be made with the landowner's permission but can create a sense of pride and renewed commitment to resource protection.
- ❑ ~~Work with IDOT and property owners along the proposed Prairie Parkway and other proposed road improvements throughout the Northern Three Townships to coordinate land use and roadway design standards.~~
- ❑ Encourage new residential developments to locate within municipal boundaries to prevent the construction of isolated subdivisions that have no link to any local municipality.
- ❑ Publish the LRMP for the Northern Three Townships on a webpage maintained by the County.

TOWNSHIP SUMMARY

SECTION SEVEN

FOX & KENDALL TOWNSHIPS

Transportation Network

The transportation network shown on the Planning Issues Map includes arterial roads, major and minor collector roads **and , and the proposed Prairie Parkway Corridor**. The features of the network were primarily identified from the Kendall County Transportation Plan, which was produced in August 1999 and has been updated regularly. Each level of the four-level transportation network that traverses Fox and Kendall Townships is described in greater detail below.

- **Arterial Roads**. State and federal routes typically act as the arterial roads, providing regional roadway access to, from, and within an area. Route 71, Route 47, and Route 126 are the three arterial roads serving the two townships. **Route 71** runs diagonally through the two townships providing access within the two townships as well as to Kane County to the north and LaSalle County to the west. **Route 47** runs north-south through the center of Kendall County serving Kendall Township and also provides access to Kane County to the north and Grundy County to the south. **Route 126** runs east-west through the center of Kendall County connecting to Route 47 and providing access to Will County to the east. **Lisbon Road/Eldamain Road** is another proposed north-south route through the County.
- **Major Collector Roads**. Major collector roads, which typically are county roads, are intended to collect traffic from local roads and feed this traffic onto the arterial roads. **Fox River Drive, County Line Road, Millbrook Road, Whitfield Road, Fox Road** (existing and proposed extension), **Van Emmon Road, Minkler Road, Crimmins Road, Caton Farm Road, and Ashley Road** are identified as the major collectors serving Fox and Kendall Townships. Segments of three other roads, including the **segment of Highpoint Road** north of Route 71, the **segment of Van Emmon Road** between Route 47 and Route 71, and the **segment of Walker Road** between Route 71 and Route 47 are also identified as major collectors.
- **Minor Collector Roads**. A minor collector road is similar to a major collector road such that they are both generally used to collect traffic from local roads and feed this traffic onto arterial roads. However, minor collectors differ from their counterparts in the sense that major collectors assume a greater regional significance and connectivity. In addition, minor collectors are typically township or municipal roads. **Millhurst Road, Budd Road, Immanuel Road**, the **segment of Van Emmon Road** east of Route 71, the **segment of Highpoint Road** east of Eldamain Road, **Gates Lane/Wheeler Road**, and **segments of Walker Road** (one segment running west of Route 71 and another segment running east of Route 47) are identified as the minor collectors currently serving Fox and Kendall Townships. Yorkville's transportation plan proposes classifying **Legion Road** and **Penman Road** as minor collectors as well as extending Legion Road east to Ashley Road and Penman Road south to Caton Farm Road and north to Van Emmon Road.
- **Local Roads**. Local roads are typically residential streets or rural routes that provide direct access to homes and farms. Local residential roads are generally located within incorporated areas. Local rural roads such as Rogers Road, Hollenback Road, Ament Road, and Immanuel Road, among others, run throughout Fox and Kendall Townships.

In addition to the Existing Land Use and Planning Issues Maps, the Location Map depicts Fox and Kendall Townships in the context of the larger regional transportation network as well as various neighboring communities in adjacent counties.

In addition to the general road system, Fox and Kendall Townships are also served by alternative forms of transportation, namely railroad and future multi-use trails.

- **Railroad.** The Illinois RailNet Railroad, which primarily provides freight service through the County and State, runs through both Fox and Kendall Townships. More specifically, the railroad enters the County in Millington and runs in a northeasterly direction through the two townships passing through Millbrook and Yorkville before continuing along the Fox River and north into Oswego Township. The railroad has various road crossings throughout the two townships, including a future crossing with the proposed Prairie Parkway.
- **Multi-Use Trails.** Multi-use trails are primarily proposed along scenic routes, natural features (e.g. creeks), and some roadways. These trails will potentially create recreation corridors that can accommodate pedestrian, equestrian, bicycle, and other forms of trail users.

Proposed Prairie Parkway Corridor

~~The proposed Prairie Parkway is a transportation corridor aimed at creating a western north-south highway between I-88 and I-80 as well as alleviating traffic congestion on other regional roads resulting from growing development pressures. Relative to Fox and Kendall Townships, the proposed Prairie Parkway Corridor is located within Fox Township between the ComEd utility right-of-way and the township boundary. In Spring 2007, the Illinois Department of Transportation (IDOT) announced the preferred alternative alignment for the Prairie Parkway, selecting the best of three alternatives that most effectively met the purpose and need for the roadway, had the least impact on environmental resources, and garnered the most support from local governments and the general public. With great participation from the public, IDOT's selection of the preferred alignment was evaluated on different travel alternatives, engineering studies, and environmental analysis.~~

~~Also, the Prairie Parkway's preferred alignment is designed to better serve existing and future developments in the vicinity of the parkway. The impact of the proposed Prairie Parkway Corridor on the two townships' environmental features, agricultural land, present residences and businesses, and planned developments should be analyzed to establish methods to minimize negative effects. The preferred alignment for the Prairie Parkway is shown on the Planning Issues Map.~~

Goals and Objectives

The following goals and objectives have been developed to guide planning efforts for Fox and Kendall Townships. Many of the goals reflect the general management goals outlined in Section 4 of the Kendall County Land Resource Management Plan (LRMP). The objectives listed under each goal address specific issues unique to the two townships.

- 1. Mutually supportive, non-adversarial team of municipal, township, school, park, county, and other governments working toward the benefit of everyone in Kendall County.**
 - a. Continue to work with municipalities to reach agreement on future land use patterns and develop effective growth management strategies.
 - b. Continue to work with municipalities to develop boundary agreements based on logical service areas and compatibility with county, municipal, and township goals and objectives to avoid competitive annexations and premature development.
 - c. Provide planning assistance to the Community of Millbrook, particularly with review of future development and general land resource management. Millbrook's zoning designations will be consistent with those of Kendall County.
 - d. Evaluate the extent to which municipalities cumulatively envision development of Fox and Kendall Townships.
 - e. Consign the County with the primary responsibility for resolving regional transportation issues within Fox and Kendall Townships and issues involving other counties, townships, and municipalities located outside Kendall County.
 - f. Encourage municipalities to provide a diversity of housing options with particular attention afforded to ensuring each municipality maintains a minimum of 10% affordable housing as mandated by the State's recently enacted Affordable Housing Plan and Appeal Act.
 - g. Explore ways to amend County and municipal regulations to reduce potential conflicts between agricultural and non-agricultural uses and between other differing uses.

- 2. Use of land resources in a manner sensitive to inherent environmental limitations.**
 - a. Reduce flooding and generally prevent development within floodplain and wetland areas.
 - b. Enact measures to preserve existing trees and natural features as new developments occur in Fox and Kendall Townships.

- c. Utilize the Fox River Corridor Plan in the County LRMP Appendix to evaluate areas to enhance connectivity of greenways within Fox and Kendall Townships and the surrounding townships and communities.
 - d. Support creation of wetland banks to accommodate stormwater management and to enhance the viability of wetland environments.
 - e. Conduct a natural resource inventory for all proposed developments located in unincorporated areas.
 - f. Pursue the acquisition of key woodlands and open space corridors, where feasible. Establishing additional public or private park or recreation areas would enhance the variety of existing public and private recreation areas in Fox and Kendall Townships.
 - g. Minimize negative impacts on productive farmland by directing development to farmland areas that are considered non-productive as well as areas immediately adjacent to existing communities.
 - h. Encourage expansion and maintenance of parkways along Route ~~71 and the proposed Prairie Parkway~~.
 - i. Investigate potential floodplain impact on the Millhurst dam in the Fox River.
 - j. Consider off-site stormwater impacts when reviewing new development projects. In particular, address drainage issues along Fox Road and the railroad in the northeast section of Fox Township.
- 3. A strong base of agriculture, commerce, and industry that provides a broad range of job opportunities, a healthy tax base, and improved quality of services to County residents.**
- a. Maintain the agricultural character of Fox Township by supporting existing and attracting new farms and agricultural businesses.
 - b. Enhance the quality of services provided by local businesses by catering to the needs and concerns of local business owners and local entrepreneurs.
 - c. Encourage opportunities for locally owned businesses.
 - d. Explore economic development opportunities along Route 47 Corridor to enhance the tax base and to encourage local employment and shopping opportunities.

- 4. An equally balanced pattern of compact, contiguous urban development, countryside residential, and agricultural environments to enhance the quality of personal and community life.**
 - a. Maintain the viability of agriculture in Fox Township by promoting compact residential development and providing open space buffers between agricultural and residential uses. Such buffers will typically be established along natural drainage ways or existing roadways.
 - b. Encourage development to occur within areas that are readily accessible to public infrastructure and support services.
 - c. Promote minimum fire safety standards relating to the provision of adequate water supplies for fire fighting in unincorporated areas, with particular consideration of incorporating the National Fire Protection Association's "NFPA 1142: Standard on Water Supplies for Suburban and Rural Fire Fighting" into the County's Subdivision Control Ordinance.
 - d. Create a transition of development densities between suburban scale and agricultural/rural scale.
 - e. Maintain the small town atmosphere in Millington and Millbrook by controlling the rate of growth and the size of developments.
- 5. A rural environment that provides for continuation of viable agricultural activities and a rural character and lifestyle.**
 - a. Require new developments adjacent to agricultural areas to provide open space buffers and transition between uses.
 - b. Preserve scenic routes and vistas by maintaining contiguous stretches of farmland and open space, requiring thoughtful design and placement of landscape features, and requiring appropriately scaled building setbacks from the road centerline.
- 6. Management of the quality, quantity, location, and rate of housing development to provide for the efficient use of the County's land resources.**
 - a. Provide opportunities for appropriate types of residential development in and around areas adequately served by public roads, utilities, and services.

- b. Encourage conservation design via clustered development and/or planned unit development (PUD) that protects and incorporates natural features and open space with creative land planning.
 - c. Establish a comprehensive and updated inventory of environmentally sensitive features, including wetlands, floodplain areas, and rivers and water bodies of local and statewide significance and develop regulations for their protection.
- 7. Provision of appropriate local and regional recreational facilities and schools to serve a growing population.**
- a. Share growth projections and new development proposals with local school and fire districts to facilitate their long-range planning activities.
 - b. Develop a broad range of recreational opportunities, including trails, forest preserves, woodlands, and community centers through acquisition and public/private partnerships.
 - c. Encourage consolidation of open space amenities provided in new developments into areas large enough to accommodate the needs of a variety of users.
- 8. Improvement of major transportation routes to facilitate travel to, within, and through the region.**
- ~~a. Continue to participate in planning for the Prairie Parkway.~~
 - b. Extend Eldamain Road (in Little Rock Township) south across the Fox River to connect with Lisbon Road.
 - ~~c. Extend Whitfield Road north to connect with Little Rock Road in Little Rock Township. Extend Millington Road North of Lions Road to Route 34~~
 - ~~d. Extend Caton Farm Road west from Lisbon Road to Crimmins Road.~~
 - e. Extend Ashley Road north to connect with the Minkler Road/Route 126 intersection.
 - f. Extend Penman Road south to Caton Farm Road and north along Yorkville's east side to intersect with Route 126 and Route 71 and terminate at Van Emmon Road (per Yorkville's Transportation Plan).
 - g. Extend Legion Road east to Ashley Road (per Yorkville's Transportation Plan).
 - h. Encourage intersection improvements at the intersections of Millbrook Road/Fox River Drive and Route 71/Walker Road.
 - i. Encourage interconnected street layouts between residential developments.

- j. Utilize the Fox River Corridor Plan in the County LRMP Appendix to plan for multi-use trails to accommodate the circulation, access, and recreational needs of pedestrian, equestrian, bicycle, and other forms of trail users. A network of multi-use trails also provides the opportunity to create an interconnected system of recreation paths connecting the variety of public and private parks and recreation areas in Fox and Kendall Townships. This trail network should also connect with trails within new residential developments wherever possible.
- k. Continue to plan for the proposed Fox Road extension
- ~~l. Continue to plan for the proposed Helmar and Lisbon bypass.~~
- m. Continue to plan for the proposed Crimmins Road bypass.
- n. Relocate Walker Road west of Route 71 to make connection with the new Fox River Drive/Crimmins Road Intersection.**
- o. Connect Millbrook Road with the Millbrook Bridge by aligning Millbrook Road and Whitfield Roads behind the existing bank building.**

Future Land Use & Transportation Plan

The Future Land Use & Transportation Plan Map depicts a long-range vision for the future growth and development of Fox and Kendall Townships. Like most comprehensive plans, it would take at least 15 to 20 years for the Future Land Use & Transportation Plan Map to completely materialize as depicted. The future land uses and transportation improvements depicted on the map are only recommendations and are subject to change in response to the dynamic growth and development of the two townships.

Transportation Issues

In addition to the planned road improvements outlined in IDOT's Proposed Highway Improvement Program for the Fiscal Year 2005-2011, the Future Land Use & Transportation Plan Map depicts a few other additions and improvements to the local transportation network. These transportation additions and improvements include:

- **Intersection Improvements.** Intersection improvements help resolve traffic problems at intersections by realigning roads, adding traffic lights and/or signs, and adding dedicated turn lanes if necessary. Potential intersection improvements are shown at the following four intersections:
 - Fox River Drive and Millbrook Road (within Millbrook)
 - Route 71, Walker Road, and Millbrook Road
 - Millhurst Road, Fox River Drive, and River Road (north of the river in Little Rock Twp)
 - Route 71, Highpoint Road, Lisbon Road, and Budd Road

- **Road Reclassifications.** As the population of the two townships grows and development increases, certain roads begin to carry more and more traffic. As a result, some roads may require reclassification to be properly identified in accordance with the amount of traffic they carry:
 - **Lisbon Road/Eldamain Road.** Anticipating the potential for Lisbon Road/Eldamain Road to become a major regional thoroughfare just as Orchard Road has become in recent years, it is recommended that Lisbon Road/Eldamain Road be redesignated from a major collector to an arterial. Lisbon Road/Eldamain Road is currently maintained by the County; however, increasing traffic volumes and other considerations may make it more practical to transfer the road to State jurisdiction, particularly if the road is to be redesignated as an arterial road. The future land use plan recommends primarily residential land uses along Lisbon Road/Eldamain Road. Therefore, a 50 ft setback is required for Lisbon Road/Eldamain Road outside of the required road right-of-way to ensure sufficient space between the road and development sites for landscaping and other buffering techniques.

- **Legion Road and Penman Road.** Yorkville’s transportation plan proposes that Legion Road and Penman Road be classified as minor collectors. These roads are anticipated to remain as Township and/or municipal roads.
- **Other minor collector roads.** Budd Road, Immanuel Road, and the segment of Highpoint Road looping south of Route 71 are also classified as minor collectors. All three of these roads are planned to remain as Township roads. In addition, realignment of the 90-degree turn near the middle of Budd Road is recommended to enhance safety.
- **Road Extensions.** In addition to reclassifying Legion Road and Penman Road as minor collectors, extensions are proposed for these two roads. In particular, Legion Road extends east to Ashley Road while Penman Road extends north to Van Emmon Road and south to Caton Farm Road. Other potential road extensions include:

■ ~~Whitfield Road extends north to connect with Little Rock Road (in Little Rock Twp).~~

■ **Millington Road extends north to Lions Road and Route 34.**

■ Eldamain Road extends south to connect with Lisbon Road with a bridge crossing of the Fox River.

■ ~~Caton Farm Road extends west to Crimmins Road.~~

■ Wheeler Road extends west to Lisbon Road.

■ Highpoint Road extends north to Fox Road.

■ Ashley Road extends north to connect with Minkler Road.

■ ~~Millington Road extends north to connect with Duvick Avenue in Sandwich (in Little Rock Twp).~~

■ ~~Crimmins Road extends south to Route 71 to create a bypass to the west of Newark.~~

■ ~~Lisbon Road splits from its current roadway alignment to form a secondary branch creating a bypass to the east of Helmar and Lisbon (both communities are located in Lisbon Township to the south; however, the north end of the bypass would start in Kendall Township).~~

■ Fox Road extends southwest from Highpoint Road to Route 71. The Future Land Use & Transportation Plan Map depicts a proposed alignment of this extension. The image to the right illustrates potential consideration of another alignment connecting the two separated segments of Fox Road, which currently connect in a disjointed manner via Highpoint Road.



- **Multi-Use Trails.** As described in the Situation Audit, multi-use trails are primarily proposed along scenic routes, natural features (e.g. creeks), and some roadways. These trails will potentially create recreation corridors that can accommodate pedestrian, equestrian, bicycle, and other forms of trail users. The County recognizes that there are existing homes located along the river and along areas that may be marked for potential trails. While this plan acknowledges the right of individual property owners to participate in the potential development of trails and related recreational amenities, the plan also reserves these properties or certain flood-prone areas for potential trail easements at such time these properties or areas become eligible for rezoning and resubdivision if and when trail development becomes viable. The Forest Preserve District and local park districts are working together to create plans for a connected network of trails, open space, parks, and recreation. The County's recently adopted Greenways Plan provides some direction in this regard. Also in progress is the Fox River Corridor Plan, which will also provide guidance for the design, development, and maintenance of trails and related recreational amenities.

- **Scenic Routes.** Scenic routes provide passing motorists with attractive views of the rural character of Fox and Kendall Townships. Identified scenic routes generally follow the Fox River and roadways that traverse the serene and undeveloped areas outside of municipalities. Scenic routes are identified along the following roads:
 - Route 71 (entire stretch from Newark northeast towards Oswego)
 - Fox River Drive (from Millington north towards Plano)
 - Millhurst Road (from Fox River Drive west to the Kendall/LaSalle County line)
 - Finnie Road (from Rogers Road south to Millington Road)
 - Crimmins Road (from Fox River Drive southwest to the Kendall/LaSalle County line)
 - Highpoint Road (south of Route 71)
 - Pavillion Road (from Fox Road south to Route 71)
 - Burr Oak Road (from Millhurst Road northwest towards Sandwich)
 - Van Emmon Road (from Route 47 east to Route 71)
 - Rogers Road (from Finnie Road to Whitfield Road)

~~The scenic route designation should also be assigned for the proposed Prairie Parkway.~~ In order to maintain these scenic routes in the face of development, roadways designated as scenic routes should maintain a minimum setback of 150 feet from the roadway centerline. Since scenic routes are not limited to roadways, attractive views should also be preserved along multi-use trails, particularly applying setback requirements as established in the County's Scenic Route Guidelines and guidelines identified in the forthcoming Fox River Corridor Plan.

Prairie Parkway Corridor

~~One of the most prominent transportation issues facing the two townships is the Prairie Parkway, which is IDOT's response to the growing demand for a north-south transportation corridor between Interstate 88 in Kane County (northwest of the Village of Sugar Grove) and Interstate 80 in Grundy County (north of the Village of Minooka). The rapid commercial and residential growth south of I-88 (particularly around Yorkville, Oswego, Montgomery, and Aurora) gives rise to the need for protection of a transportation corridor that adequately serves the increasing traffic demand in the vicinity. As stated by IDOT, the proposed corridor is the least intrusive of options that still offers the intended transportation benefits. Designation of the corridor provides for corridor protection aimed at providing responsible planning to prevent costly and conflicting development of land.~~

~~In Spring 2007, IDOT announced the preferred alternative alignment for the Prairie Parkway, which was selected as the alternative that most effectively met the purpose and need for the roadway, had the least impact on environmental resources, and garnered the most support from local governments and the general public. The preferred alignment was evaluated on public comment, different travel alternatives, engineering studies, and environmental analysis. The preferred alignment of the Prairie Parkway is depicted on the Future Land Use & Transportation Plan map as a future expressway running between the ComEd utility ROW and the township line in Fox Township. It is anticipated that actual roadway construction will take at least ten years to complete. The County Transportation Plan suggests that the roadway should be designed as a scenic route, with attention given to views to and from the road. It is recommended that the roadway be designed as a true parkway with extensive prairie plantings and grade-separated and divided lanes. Overall, the County should work closely with IDOT and take a pro-active role in the planning and design process for the proposed Prairie Parkway.~~

~~Although developing the entire length of the Prairie Parkway as an attractively landscaped parkway may not be feasible, certain segments should be developed using the parkway design concept to optimize views of and from the road. The attractive vistas provided by Fox Township's rolling rural landscape would provide optimal views of and from the Prairie Parkway, particularly in the northern section of the township at the river crossing and near the Silver Springs State Fish and Wildlife Area. As a scenic route, the Prairie Parkway should follow the County's Scenic Route Guidelines, which is provided in the LRMP Appendix. The segment of the Prairie Parkway in the southern section would be appropriate for a more typical highway design, particularly along the ComEd transmission line south of Route 71. Road enhancements for the parkway would also be appropriate at the Route 71 interchange.~~

Compatible governmental, educational, religious, and recreational uses also may be permitted in these areas. Suburban Residential uses are typically located around incorporated areas since these areas have the highest likelihood of being annexed into the municipality. As a result, Suburban Residential uses are primarily proposed around Yorkville's current municipal boundaries as well as limited sections around Millbrook.

- **Commercial.** The Commercial land use category provides for office and retail establishments that offer goods and services in easily accessible locations. Commercial uses are mainly located along Route 47, particularly at the intersections with Ament Road, Walker Road, Caton Farm Road, and Helmar Road. Other Commercial uses are located along Route 71 at the intersections with the Route 126, ~~Prairie Parkway~~, Walker Road, and Chicago Road near Newark. One other Commercial use is proposed at the intersection of Millbrook Road and Fox River Drive near Millbrook.
- **Transportation Corridor.** The Transportation Corridor land use category includes concentrations of land uses that require accessibility to large metropolitan markets. Transportation corridors are located along major federal and state highways that carry high volumes of traffic. County economic development efforts can focus on preparing the areas adjoining high-capacity transportation routes for commercial, industrial, or office development. Limited residential uses may also be included along transportation corridors if integrated into larger planned developments of 40 acres or more. Route 47 is identified as the only transportation corridor in Fox and Kendall Townships, starting from Yorkville's southern boundary at Legion Road and extending south to Caton Farm Road. In order to maintain efficient circulation along the Route 47 transportation corridor, transportation elements such as frontage roads, limited curb cuts, right-in/right-out site access, and appropriate traffic light spacing (typically a minimum of ½-mile) are recommended. Minimum setbacks, landscaping requirements, and other physical design guidelines similar to those approved in Yorkville are also recommended to maintain an attractive appeal along the Route 47 transportation corridor. Appropriate zoning categories for the transportation corridor include B-5 PUD, B-6, and limited B-3.
- **Mixed Use Business.** The Mixed Use Business land use category provides for employment opportunities for County residents while providing a balanced tax base. Appropriate uses include offices, warehousing, highway-oriented commercial businesses, and light industrial uses as permitted within the County's B-5 Business Planned Development District, B-6 Office and Research Park District, and M-1 Limited Manufacturing District. Heavy industrial uses as defined for the County's M-2 Heavy Industrial District are prohibited. Buildings and land in this category should be properly landscaped and developed in an orderly manner that conveys a well-maintained environment, which is particularly important to create an attractive buffer between for Mixed Use Business areas and any adjacent residential areas. Due to their high trip generation rates, these uses are generally planned in easily accessible locations, such as the Mixed Use Business uses proposed ~~around the Prairie Parkway interchange at Route 71 and~~ at the Route 71/Walker Road intersection. The landscaping and appearance standards established

Implementation Strategy

Successful implementation of the land use and transportation strategies outlined in this plan requires Kendall County to work with the three townships and all affected municipalities. Certain implementation steps will be carried out by each entity, but the implementation strategy as a whole will be guided by intergovernmental cooperation to ensure that different steps either complement each other or avoid conflicts with each other. Implementation action steps are separated into steps completed by the County and steps carried out by the townships and municipalities. Also, guidelines for the establishment of effective transition spaces between residential and agricultural uses are outlined.

County Action Steps

- Replace the Land Resource Management Plan for Fox, Kendall, and Big Grove Townships in the Kendall County LRMP with this updated plan.
- Add the Fox River Corridor Plan to the Kendall County LRMP appendix.
- Reserve appropriate right-of-way during plat review for proposed road improvements depicted on the Future Land Use Plan.
- Implement a notification and recognition program to identify and acknowledge landowners who have protected the County's environmental and scenic assets. Recognition should only be made with the landowner's permission but can create a sense of pride and renewed commitment to resource protection.
- Work with IDOT and property owners along ~~the proposed Prairie Parkway and other~~ proposed road improvements throughout Fox, Kendall, and Big Grove Townships to coordinate land use and roadway design standards.
- Encourage new residential developments to locate within municipal boundaries to prevent the construction of isolated subdivisions that have no link to any local municipality.
- Publish the LRMP for Fox, Kendall, and Big Grove Townships on the County's webpage.

Municipal/Township Action Steps

- Maintain an intergovernmental agreement with Kendall County to promote continued joint planning and cooperation.
- Encourage neighboring communities to establish or update boundary agreements with each other.

TOWNSHIP SUMMARY

SECTION EIGHT

BIG GROVE TOWNSHIP

Future Land Use & Transportation Plan

Transportation Issues

As mentioned in the Situation Audit, the only short-term road improvement project planned for Big Grove Township is the resurfacing of the segment of Lisbon Road located between Joliet Road and the south county line (Kendall-Grundy Counties). According to Kendall County’s 5-year capital improvement plan, completion of this resurfacing project is slated for later this year.

Although they are not planned in the county’s 5-year capital improvement plan, the following road improvements have been proposed:

\$Improvement of road visibility along Townhouse Road at the curved intersection with Benton Street (southeast Newark). [*A sharp curve currently reduces road visibility.*]

\$Realignment of the intersection of Newark Road with Route 71 as a T-intersection (eastern section of Newark). [*A T-intersection would create a safer driving environment at this key intersection, especially if development occurs around it.*]

\$Realignment of two separated segments of Townhouse Road presently intersected by Route 52 (center of the township). [*Route 52 currently offsets the northern and southern segments of Townhouse Road.*]

\$Improvement of road visibility along the curved transition between Route 52 and Lisbon Road (north of Lisbon). [*A patch of trees currently obscures road visibility.*]

In addition to these road improvements, the following major road construction projects are currently under consideration:

\$Smoothing of Route 52 at the eastern section of the township (north of Lisbon) to eliminate existing tight curves.

~~\$Potential Crimmins Road extension extending south to Route 71 on the west side of Newark.~~

Implementation Strategy

In order to successfully implement transportation and land use strategies outlined in this plan, Kendall County must work alongside with Newark, Lisbon, and the rest of the township. Although each entity is responsible for carrying out its own implementation steps, the implementation must still be guided by intergovernmental cooperation to ensure that different steps either complement each other or avoid conflicts with each other. Implementation action steps are divided into steps completed by the county and steps carried out by the township and its municipalities. In addition, guidelines for the production of effective transition spaces between residential and agricultural uses are outlined.

County Action Steps

- Replace the Big Grove Township Summary in the Kendall County LRMP with this Land Resource Management Plan.
- ~~Amend the County Transportation Plan to include the Prairie Parkway corridor protection area after IDOT records a centerline.~~
- Reserve appropriate right-of-way during plat review for proposed road improvements depicted on the Future Land Use Plan.
- Install roadside pull-off stops and interpretive signs along the scenic routes of Route 71 and Townhouse Road.
- Implement a notification and recognition program to identify and acknowledge landowners who have protected the County's environmental and scenic assets. Recognition should only be made with the landowner's permission, but can create a sense of pride and renewed commitment to resource protection.
- Work with property owners and IDOT along the proposed Prairie Parkway and other proposed road improvements throughout the township to coordinate land use and roadway design standards.
- Encourage new residential developments to locate within municipal boundaries to prevent the construction of isolated subdivisions that have no link to any local municipality.

Municipal/Township Action Steps

- Maintain an intergovernmental agreement with Kendall County to promote continued joint planning and cooperation.
- Encourage new residential developments to locate within municipal boundaries to prevent the construction of isolated subdivisions that have no link to any local municipality.

TOWNSHIP SUMMARY

SECTION NINE

LISBON & SEWARD TOWNSHIPS

- **Scenic Views.** The rolling topography of the two townships provides various scenic views. Some views offer wide vistas of the County's natural landscape and rural character. Other scenic views offer a visual corridor along a roadway, some enhanced by tree canopies.

Transportation Network

The transportation network for Lisbon and Seward Townships is comprised of a system of major and minor roads, including two major proposed regional roadways. In addition to an expressway, arterial roads, and major collector roads, Lisbon and Seward Townships will be served by the proposed Prairie Parkway and WIKADUKE Trail. The features of the network were primarily identified from the Kendall County Transportation Plan, which was produced in August 1999 and has been updated regularly. Each level of the transportation network that traverses Lisbon and Seward Townships is described in greater detail below.

- **Expressways.** Federal highways are typically categorized as expressways and provide regional roadway access within an area as well as interstate access across the country. **Interstate 80**, which runs through the southeast corner of Seward Township, is the only existing expressway within the two townships. One interchange is provided at Ridge Road. Grundy County is also hoping to add another interchange on I-80 at a location mid-way between Ridge Road and the existing Route 47 interchange in Morris. ~~The proposed Prairie Parkway, which is described in greater detail below, will be the second expressway serving the two townships and will serve as a regional connection between I-88 and I-80.~~
- **Arterial Roads.** State and federal routes typically act as the arterial roads providing regional roadway access to, from, and within an area. The two townships are served by three existing and one proposed arterial roads. **Route 52** is an east-west arterial providing access within the two townships as well as to Big Grove Township to the west and Will County to the east. **Route 47** is a north-south arterial providing access within Lisbon Township as well as to Kendall Township to the north and Grundy County to the south. **County Line Road** is another north-south arterial which separates Kendall County from Will County to the east. The proposed **WIKADUKE Trail**, which is described in greater detail below, is intended to be a limited access arterial traveling along Ridge Road and serving as a regional north-south connection between I-88 and I-80.
- **Major Collector Roads.** Major collector roads, which are often county roads, are intended to collect traffic from local roads and feed this traffic onto arterial roads. **Newark Road, Plattville Road, Joliet Road, Sherrill Road, Lisbon Road, Ashley Road, Grove Road, Holt Road, Brisbin Road, Arbeiter Road, and Wildy Road** are identified as the major collectors serving Lisbon and Seward Townships. The **segment of Whitewillow Road** between Route 47 and Grove Road is also identified as a major collector. When incorporated into a municipality, jurisdiction of these major collector roads is typically transferred to the municipality.
- **Minor Collector Roads.** A minor collector road is similar to a major collector road. However, minor collectors differ from their counterparts in the sense that major collectors assume a greater regional significance and connectivity. In addition, minor collectors are typically township or municipal roads. Minor collectors serving the two townships include **Bell Road, Van Dyke Road, and Jones Road.**

- **Local Roads.** Local roads are typically residential streets or rural routes that provide direct access to homes and farms. Local residential roads are generally located within incorporated areas.

In addition to the Existing Land Use and Planning Issues Maps, the Location Map depicts Lisbon and Seward Townships in the context of the larger regional transportation network as well as various neighboring communities in adjacent counties.

The general road system serving Lisbon and Seward Townships is also supplemented by alternative forms of transportation, namely railroad and multi-use trails. The **EJ&E Railroad**, which primarily provides freight service through the County and State, runs through the far southeast corner of Seward Township. **Multi-use trails** are primarily proposed along scenic routes, natural features (e.g. creeks), and some roadways. These trails will potentially create recreation corridors that can accommodate pedestrian, equestrian, bicycle, and other types of trail users.

Proposed Prairie Parkway Corridor

~~The proposed Prairie Parkway is a transportation corridor aimed at creating a western north-south highway between I-88 and I-80 as well as alleviating traffic congestion on other regional roads resulting from growing development pressures. As it relates to Lisbon and Seward Townships, the proposed Prairie Parkway Corridor starts in the west-central portion of Lisbon Township and proceeds in a southeasterly direction through the two townships before terminating at a proposed interchange with I-80 just south of the Kendall Grundy County border. The Illinois Department of Transportation (IDOT) and the Edwards & Kelcey consulting group developed a proposed study area that encompasses the parkway and adjacent land (e.g. farmland, private residences, etc.) that are most directly impacted by the parkway's development. As indicated in the study, the proposed corridor study area is the least intrusive option that still offers the intended transportation benefits. The corridor study area creates the crucial need for corridor protection aimed at providing responsible planning to prevent costly and conflicting development of land. Compared to other options that were studied, the proposed corridor was selected because it passes through fewer environmentally sensitive areas. Also, the parkway's proposed path attempts to better serve existing and future developments in the vicinity of the parkway. The impact of the proposed Prairie Parkway Corridor on the two townships' environmental features, agricultural land, present residences and businesses, and planned developments will be analyzed to establish methods to minimize negative effects and maximize appropriate development opportunities.~~

WIKADUKE Trail

~~Similar to the proposed Prairie Parkway, †~~The WIKADUKE Trail is a transportation corridor intended to connect traffic between I-88 and I-80 and alleviate traffic congestion on other regional roads. The proposed road system alignment for the WIKADUKE Trail includes existing rights-of-way along Ridge Road, Plainfield Road, and Stewart Road extending north to Eola Road. As it relates to Lisbon and Seward Townships, the WIKADUKE Trail follows along the right-of-way for Ridge Road located near the Kendall-Will County boundary. Planning for the WIKADUKE Trail is a joint effort by Will, Kane, DuPage, and Kendall Counties. A Land Use & Access Management Study was conducted from 2002-2004 with primary focus on the concept of context sensitive design, which considers the total context within which a transportation improvement project will exist. The goal is a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources while maintaining safety and mobility. **This plan for Lisbon and Seward Township is cognizant of the context sensitive design ideas produced by the Land Use & Access Management Study as growth and**

Lisbon & Seward Townships

development in the two townships are addressed. Also, ~~just like the proposed Prairie Parkway~~, the impact of the WIKADUKE Trail on the two townships' environmental features, agricultural land, and present and future residential and non-residential developments will be analyzed to establish methods to minimize negative effects and maximize development opportunities.

Traffic Volume

IDOT regularly monitors traffic counts on major roads throughout the State and periodically publishes average daily traffic counts. The map below shows the annual average daily traffic counts for 2003 on the major roads serving Lisbon and Seward Townships [Note: All traffic counts were last recorded in 2002 except for major arterials Route 47 and Route 52, which were last recorded in 2003]. In general, the traffic volume on a road is measured by the annual average number of vehicles traveling on that particular road per day.

Annual Average Daily Traffic Counts, 2002-2003 Lisbon & Seward Townships



Source: Illinois Department of Transportation, 2002-2003.

In comparison to the annual average traffic counts recorded for 1994 and 1998, traffic volumes on most roads throughout Lisbon and Seward Townships have experienced increases. Aside from the arterials Route 47 and Route 52, most roads experienced moderate increases in traffic volume. The road segments that experienced the most significant increases in traffic volume were the segments crossing at the Route 47/Route 52 intersection. In particular, the traffic volume along the southbound segment of Route 47 experienced an increase of 41.6% from 1998-2003 (5-year span) and an increase of 51.8% from 1994-2003 (9-year span). Also, the traffic volume along the eastbound segment of Route 52 experienced an increase of 31.8% from 1998-2003 and a considerable increase of 93.3% from 1994-2003.

These trends generally indicate that the recent population growth and development of Kendall County have a significant impact on the local road network, particularly the major arterials with spillover effects

Lisbon & Seward Townships

on minor arterials and smaller local roads. Overall, the effects of future developments on traffic volumes on all roads should be kept under consideration in order to minimize traffic problems. In particular, any new developments should consider future transportation needs and reserve appropriate rights-of-way for future roadway improvements and new roadways (e.g. ~~the Prairie Parkway and~~ extensions of existing roads).

Road Improvements

IDOT's Proposed Highway Improvement Program for the Fiscal Year 2006-2011 outlines the planned road improvements for Lisbon and Seward Townships (as well as the rest of the state) to be undertaken within the next several years. Planned road improvements for Lisbon and Seward Townships are summarized in the table below.

Road Improvement	Township	Location/Road Segment	Project Date
Land Acquisition	Seward	I-80 interchange at Ridge Rd	2006
Interchange Reconstruction	Seward	I-80 interchange at Ridge Rd	2006
Resurfacing & Cold Milling	Lisbon	Rte 52 (Townhouse Rd to Rte 47)	2006
Bridge Replacement	Lisbon	Rte 52 over Aux Sable Creek	2007-2011
Preliminary Engineering (Plan Preparation)	Lisbon	Rte 52 over Aux Sable Creek	2007-2011
Resurfacing & Cold Milling	Lisbon & Seward	Rte 52 (Rte 47 to Will County Line)	2006

Public Facilities & Utilities

In addition to the circulation and access provided by the transportation network, the public infrastructure system serving Lisbon and Seward Townships also includes a system of public facilities and utilities. Public facilities include the school and fire districts. Utilities infrastructure includes electricity service, gas service, and water and sewer systems. In addition, a number of communication towers are located throughout the two townships.

School Districts

The tables below list the high school and grade school districts serving Lisbon and Seward Townships. Maps of school districts are also provided on pages 18 and 19.

High School Districts

District #	District Name	Service Area
18	Newark High School District	Western and southern sections of Lisbon Twp, including the Village of Lisbon
101	Morris High School District	A portion of Sections 32 and 33 of Lisbon Twp
111	Minooka High School District	Eastern and southern sections of Lisbon Twp and all of Seward Twp, including the City of Joliet and the Village of Minooka
115	Yorkville High School District	Northern and eastern sections of Lisbon Twp

Goals & Objectives

The following goals and objectives have been developed to guide planning efforts for Lisbon and Seward Townships. While many of the goals and objectives reflect the general management policies outlined in Section 4 of the Kendall County Land Resource Management Plan (LRMP), some goals and objectives relate to the unique character of Southeast Kendall County, particularly the Aux Sable Creek Watershed and the potential for a mining district east of Lisbon.

1. Mutually supportive, non-adversarial team of municipal, township, school, park, county, and other governments working toward the benefit of everyone in Kendall County.

- a. Continue to work with municipalities to reach agreement on future land use patterns and develop effective growth management strategies.
- b. Continue to work with municipalities to develop boundary agreements based on logical service areas and compatibility with county, municipal, and township goals and objectives to avoid competitive annexations and premature development.
- ~~c. Consider the incorporation of the Community of Plattville.~~
- d. Evaluate the extent to which municipalities cumulatively envision development of Lisbon and Seward Townships.
- e. Consign the County with the primary responsibility for resolving regional transportation issues within Lisbon and Seward Townships and issues involving other counties, townships, and municipalities located outside Kendall County.
- f. Work with the Aux Sable Creek Watershed Committee, the Conservation Foundation, the Kendall County Conservation Foundation, and the Kendall County Forest Preserve District to promote environmental awareness and best stewardship practices.

2. Use of land resources in a manner sensitive to inherent environmental limitations.

- a. Reduce flooding and generally prevent development within floodplain and wetland areas, including adoption of the 0.10 cfs allowable release rate proposed by the City of Joliet throughout the Aux Sable Creek Watershed.
- b. Encourage environmentally sensitive development within the Aux Sable Creek Watershed.
- c. Enact measures to preserve existing trees and natural features as new developments occur in Lisbon and Seward Townships.
- d. Increase connectivity of greenways within Lisbon and Seward Townships and the surrounding townships and communities, including maintenance of a 150 ft corridor on each side of the stream bank as outlined in the Kendall County Greenway Plan.
- e. Pursue the acquisition of key woodlands and open space corridors.

- f. Support creation of wetland banks to accommodate stormwater management and to enhance the viability of wetland environments.
 - g. Encourage creation of a greenway along the proposed ~~Prairie Parkway and~~ WIKADUKE Trail.
- 3. A strong base of agriculture, commerce, and industry that provides a broad range of job opportunities, a healthy tax base, and improved quality of services to County residents.**
- a. Maintain the agricultural character of Lisbon Township by supporting farms and agricultural businesses.
 - b. Explore economic development opportunities along I-80, Route 52, ~~and WIKADUKE Trail, and the proposed Prairie Parkway Corridor~~ to enhance the local tax base and to encourage local employment and shopping opportunities.
 - c. Evaluate the need for a mining district east of Lisbon to take advantage of the area's natural resources and create a special use district around the quarries.
 - d. Evaluate the need for additional industrial uses throughout the two townships to provide employment opportunities and complement agricultural and commercial uses.
- 4. An equally balanced pattern of compact, contiguous urban development, countryside residential, & agricultural environments to enhance the quality of personal & community life.**
- a. Encourage development to occur within areas that are readily accessible to public infrastructure and support services.
 - b. Create a transition of development densities between suburban and agricultural/rural scales.
 - c. Maintain the small town atmosphere in Lisbon and Plattville by controlling the rate of growth and the size of developments.
- 5. A rural environment that provides for continuation of viable agricultural activities and a rural character and lifestyle.**
- a. Require new developments adjacent to agricultural areas to provide open space buffers and transition between uses.
 - b. Preserve scenic routes and vistas by maintaining contiguous stretches of open space, requiring thoughtful design and placement of landscape features, and requiring appropriately scaled building setbacks from the road centerline.
- 6. Management of the quality, quantity, and location of housing development to provide for the efficient use of the County's land resources.**
- a. Provide opportunities for appropriate types of residential development in and around areas adequately served by public roads, utilities, and services.

- b. Encourage conservation design via clustered development and/or planned unit development (PUD) that protects and incorporates natural features and open space, particularly within and around the Aux Sable Creek Watershed.
- c. Establish a comprehensive and updated inventory of environmentally sensitive features, including wetlands, floodplain areas, watersheds, and rivers and water bodies of local and statewide significance and develop regulations for their protection.

7. Provision of appropriate local and regional recreational facilities and schools to serve a growing population.

- a. Share growth projections and new development proposals with local school, fire, and park districts to facilitate their long-range planning activities.
- b. Develop a broad range of recreational opportunities, including trails, forest preserves, woodlands, and community centers through acquisition and public/private partnerships.
- c. Encourage consolidation of open space amenities provided in new developments into areas large enough to accommodate the needs of a variety of users.

8. Improvement of major transportation routes to facilitate travel to, within, and through the region.

- ~~a. Create an overlay zone over the Prairie Parkway to ensure attractive and appropriate right-of-way design as well as adequate circulation for various modes of transportation.~~
- b. Continue planning for the WIKADUKE Trail in accordance with the recommendations cited in the WIKADUKE Trail Land Use & Access Management Study.
- c. Provide road extensions, road realignments, and intersection improvements to facilitate efficient circulation and sufficient road access throughout the County.
- d. Encourage pathway bridge crossings across WIKADUKE Trail.
- e. Encourage interconnected street layouts between residential developments.
- f. Encourage the maintenance of scenic routes by preserving vistas and maintaining adequate right-of-way setbacks along scenic roadways, particularly along the WIKADUKE Trail and proposed Prairie Parkway as well as within the vicinity of the Aux Sable Creek.
- g. Provide multi-use trails to accommodate the circulation, access, and recreational needs of pedestrian, equestrian, bicycle, and other forms of trail users.

Future Land Use & Transportation Plan

The Future Land Use & Transportation Plan Map depicts a long-range vision for the future growth and development of Lisbon and Seward Townships. Similar to a comprehensive plan, a 15 to 20 year time period is generally anticipated for the recommendations shown on the Future Land Use & Transportation Plan Map to completely materialize as depicted. The future land uses and transportation improvements depicted on the map are subject to change in response to the dynamic growth and development of the two townships.

Transportation Issues

In addition to the planned road improvements outlined in IDOT's Proposed Highway Improvement Program for the Fiscal Year 2006-2011, the Future Land Use & Transportation Plan Map depicts a few other additions and improvements to the local transportation network. These transportation additions and improvements include:

- **Intersection Improvements.** Intersection improvements help resolve traffic problems at intersections by realigning roads, adding traffic lights and/or signs, and adding dedicated turn lanes if necessary. Potential intersection improvements are shown at the following four intersections:
 - Realignment of Van Dyke Road (near Arbeiter Road)
 - Grove Road, Chicago Road, and a realigned Van Dyke Road
 - WIKADUKE Trail and Route 52
 - County Line Road and Route 52

- **Road Reclassifications.** As the population of the two townships grows and development increases, certain roads begin to carry an increasing amount of traffic. As a result, roads may require reclassification to be properly identified in accordance with the amount of traffic they carry. As indicated on the map, Whitewillow Road (the segment of running west from Route 47) and Wildy Road have been reclassified as minor collectors and will remain under Township jurisdiction unless annexed into a municipality.

- **Road Extensions.** Potential road extensions include:
 - Route 52 (the curve leading from Lisbon Township into Big Grove Township)
 - McKanna Road (curving southwest to connect with O'Brien Road at Route 52)
 - Theodore Road (leading westward from the Kendall-Will County Line to Arbeiter Road)
 - Van Dyke Road (realigned and leading eastward from Arbeiter Road to the Kendall-Will County Line connecting with Black Road)
 - Baltz Road (leading westward from the Kendall-Will County Line into Seward Township)
 - Seil Road (leading westward from the Kendall-Will County Line into Seward Township)
 - Mound Road (leading westward from the Kendall-Will County Line into Seward Township)
 - Wildy Road (leading westward from Hanson Road to O'Brien Road)
 - Holt Road (curving southwest to connect with Sherrill Road at O'Brien Road)

- **Multi-Use Trails.** As described in the Situation Audit, multi-use trails are primarily proposed along scenic routes, natural features (e.g. creeks), and some roadways. A network of multi-use trails creates an interconnected system of recreation paths connecting the variety of public and private parks and recreation areas in Lisbon and Seward Townships. These trails will accommodate pedestrian, equestrian, bicycle, and other forms of trail users. In some locations, it may be appropriate to develop separate trails to accommodate various trail users. It is anticipated that the Forest Preserve District will continue to work together with local park districts to create plans for a connected network of trails, open space, parks, and recreation. The County's recently adopted Greenways Plan provides some direction in this regard. Links to this regional trail system should be provided within new developments.
- **Pathway Bridge Crossings.** As indicated in the Land Use & Access Management Study for the WIKADUKE Trail, two pathway bridge crossings are planned to provide safe pedestrian and bicycle access across the WIKADUKE Trail. The first bridge crossing is located north of Jones Road within an area recently incorporated into Joliet. The second bridge crossing is located north of Bell Road. These two potential bridge crossings will also tie into the planned multi-use trail system.
- **Scenic Routes.** Scenic routes provide passing motorists with attractive views of the rural character of Lisbon and Seward Townships. Identified scenic routes are located near the area including the Aux Sable Creek and Baker Forest Preserve as well as along the proposed Prairie Parkway and WIKADUKE Trail corridors. In order to maintain these scenic routes in the face of development, roadways designated as scenic routes should maintain a minimum setback of 150 feet from the roadway centerline for any new structures.

Prairie Parkway Corridor

~~One of the most prominent transportation issues facing the two townships is the Prairie Parkway, which is IDOT's response to the growing demand for a north-south transportation corridor between Interstate 88 in Kane County (northwest of the Village of Sugar Grove) and Interstate 80 in Grundy County (north of the Village of Minooka). The rapid commercial and residential growth south of I-88 (particularly around Yorkville, Oswego, Montgomery, and Aurora) gives rise to the need for protection of a transportation corridor that adequately serves the increasing traffic demand in the vicinity. As stated by IDOT, the proposed corridor is the least intrusive of options that still offers the intended transportation benefits. Designation of the corridor provides for corridor protection aimed at providing responsible planning to prevent costly and conflicting development of land.~~

~~Based on a series of public hearings and other forums as well as several modifications to proposed corridor designs, IDOT officially recorded a roadway corridor on July 24, 2002. The Prairie Parkway Corridor is depicted on the Future Land Use & Transportation Plan map. This alignment is subject to revision based on further environmental and engineering review. It is anticipated that actual roadway construction will take at least ten years to complete. IDOT holds periodic public workshops and presentations to gather input from local communities to properly plan for the Prairie Parkway. The County Transportation Plan suggests that the roadway should be designed as a scenic route, with attention given to views to and from the road. It is recommended that the roadway be designed as a true parkway with extensive prairie plantings and grade-separated and divided lanes. The County has adopted a set of scenic route guidelines that are designed to promote roadway design which is~~

~~sensitive to the unique natural characteristics of Kendall County. Overall, the County should work closely with IDOT and take a pro-active role in the planning and design process for the proposed Prairie Parkway.~~

~~A potential Prairie Parkway Overlay District may also be appropriate in the area where the parkway intersects with Routes 47 and 52. An overlay district would include characteristics such as efficient interchanges, economic development opportunities, and enhanced landscaping or other streetscape elements.~~

~~Given the potential for a shift in the roadway alignment and the need to minimize conflicting land uses, all areas in the general corridor of the Prairie Parkway are currently identified for agricultural use. When a specific roadway path is determined, future land uses in these areas should be re-examined.~~

WIKADUKE Trail

~~Similar to the proposed Prairie Parkway, †~~The WIKADUKE Trail presents an opportunity to provide a transportation corridor that adequately serves the increasing traffic demand in the vicinity. In addition to the transportation benefits presented by the WIKADUKE Trail, economic development opportunities are also presented, particularly given Joliet’s growth westward into Kendall County and Minooka’s recent and anticipated annexations in southern Seward Township. As stated in the Situation Audit, **this plan will be cognizant of the context sensitive design ideas produced by the Land Use & Access Management Study as growth and development in the two townships are addressed.**

Future Land Use Issues

In addition to showing proposed transportation improvements, the Future Land Use & Transportation Plan Map depicts a pattern of land uses that would accommodate growth and development in Lisbon and Seward Townships over the next 15 to 20 years. Future land use recommendations were based on a synthesis of analyses of existing land uses, current and anticipated growth and development patterns, and input from the Ad Hoc Committee, County, township, and municipal officials, residents, and other local stakeholders.

Future land use categories include three different residential categories, commercial, mixed use business, mining, public/institutional, public recreation/parks, open space, and agricultural uses. The recommended residential densities are based upon the gross buildable acreage of a given parcel of land. The gross buildable portion of the land is determined by subtracting those areas of the property that are not suitable for development. These areas include floodplains and wetlands. Refer to the definition in the Residential Planned Development (RPD) section of the County Zoning Ordinance for more details.

The future land use categories include the following:

- **Municipality.** The Municipality category represents areas that are incorporated into one of the following municipalities: Lisbon, Joliet, and Minooka. Land uses within an incorporated area are governed by the municipal zoning ordinance.
- **Agricultural.** Intended primarily to encourage farming and agricultural businesses and to protect the existing character of rural areas, the Agricultural land use category is designed to provide for

The County is exploring the concept of establishing a **Mining District** (denoted by the hatched areas on the map), which would create a special use district within which other mining quarries could be established to take advantage of Kendall County's rich stock of natural resources. The County continues to work with its mining consultant to identify the most viable location(s) for a Mining District, keeping in mind the availability of natural resources, impacts on the environment, access to key transportation routes, and proximity to incompatible land uses. Any specific mining application will be closely reviewed to ensure that it meets environmental performance standards appropriate to Kendall County and the specific location, including the buffering of such uses from adjacent residential, institutional, or public uses. Road impacts will also be closely evaluated to minimize impact on local transportation systems.

The proposed Mining District illustrated on the Future Land Use & Transportation Plan Map was based on review of soil borings in the area and testimony regarding the presence of quality stone with limited cover. The Illinois Department of Natural Resources is preparing to conduct the Illinois Geological Survey to study and map subsurface geology throughout the State. The survey is anticipated to provide a wealth of data that will provide insight on the type, quality, and location of natural resources. Survey results would also provide insight into the potential designation of a Mining District or a set of multiple dispersed quarries. The County plans to monitor the progress of the survey and accordingly plan for a Mining District as data becomes available over the next few years. The proposed Mining District has been pulled back from Route 47 to preserve opportunities for future commercial development.

- **Public/Institutional.** The Public/Institutional land use category applies to those lands where existing or proposed federal, state, or local governmental activities are conducted. Public and private educational and other non-profit organization facilities are also categorized as public/institutional uses, but none of these types are currently present in Lisbon and Seward Townships. The Public/Institutional uses shown on the Future Land Use & Transportation Plan represent only existing churches, cemeteries, public utility facilities, and schools including the future Minooka High School site ~~at~~ **near** Route 52 and County Line Road. Additional Public/Institutional uses will certainly be established in the two townships to accommodate future population growth, but they are not shown on the map due to the complexity of projecting the size and locations of these future uses.
- **Public Recreation/Parks.** The Public Recreation/Parks land use category includes all state parks, forest preserves, and other public recreational uses such as parks, nature preserves, multi-use trails, picnic areas, and other recreation facilities. Public Recreation/Park uses provide for recreational opportunities for a growing population and also provide opportunities for improved flood control and wetland banking. Lisbon and Seward Townships currently offer a select amount of Public Recreation/Park uses, including small recreational ball fields and Baker Forest Preserve along the Aux Sable Creek. Similar to Public/Institutional uses, the Future Land Use & Transportation Plan only shows existing Public Recreation/Park uses. Additional Public Recreation/Park uses will certainly be established in the two townships to accommodate future population growth, but they are not shown on the map due to the complexity of projecting the size and locations of these future uses.

TOWNSHIP SUMMARY

SECTION TEN

NA-AU-SAY TOWNSHIP

FUTURE LAND USE & TRANSPORTATION PLAN

Transportation Issues

Major transportation improvements anticipated within the study area include the following. No specific time frame has been established for these improvements.

- Development of the WIKADUKE Trail, including realignment of Ridge Road north of Wheeler Road to connect with Plainfield Road at Route 126.
- Realignment of Grove Road to permit a continuous north/south movement at Route 126.
- A multi-use trail system is proposed to connect existing and future public open space areas with major pockets of residential development.
- Extension of Reservation Road northeast from Grove Road to the intersection of Plainfield Road and Simons Road.
- Alignment of Schlapp Road to connect with Douglas Road at Plainfield Road.
- Alignment of Ashley Road to connect with Minkler Road at Route 126.
- Extension of Wheeler Road from Hopkins Road west to Ashley Road.
- Extension of Arbeiter Road directly north to Wheeler Road and then curving northeast from Wheeler Road to Johnson Road.
- Extension of Theodore Road from County Line Road west to Arbeiter Road.
- Development of a north-south minor collector road located halfway between Grove Road and Schlapp Road, extending from Route 126 to Caton Farm Road and then curving southeast to McKanna Road.
- Development of a local neighborhood road system for the Planned Rural Residential neighborhood located northwest of the intersection of Route 126 and Grove Road.
- A multi-use trail system is proposed to connect existing and future public open space areas with major pockets of residential development.
- **Extension of Johnson Road to the County Line.**
- **Extension of Cherry Road into the Henneberry Woods Forest Preserve.**

Future Land Use Plan

The planning issues described earlier provide the basis for the Future Land Use Plan. The Future Land Use Plan for Na-Au-Say Township was originally adopted in October 1998 as part of the overall South Eastern Kendall County Growth Management Plan for Seward and Na-Au-Say Townships. The 1998 Future Land Use Plan planned for the western half of Na-Au-Say Township to maintain an agricultural character. The eastern half of the township was planned for residential land uses of varying densities, particularly due to the expected growth and development of the Village of Plainfield and the City of Joliet. Regional commercial and mixed use business uses were also proposed in the 1998 Plan.

Prompted by growing development pressure and completed in 2004, the Future Land Use Plan for Na-Au-Say Township was updated with specific focus on the East Route 126 Corridor. Although the updated Future Land Use Plan follows the same land use designations from the 1998 Future Land Use Plan, the updated version provides vastly different land use recommendations for the for Na-Au-Say Township. Residential land uses are now proposed as the most dominant use throughout a majority of the township. In particular, most of the residential land uses east of Schlapp Road are designated as Suburban Residential (maximum density of 1.00 du/ac). Planned Rural Estate Residential and Planned Rural Residential uses also characterize Na-Au-Say Township and are scattered throughout the township. Under the updated plan prepared and adopted in 2004, the remaining agricultural areas in the township are located in the southwest corner, south

of Walker Road and west of the East Aux Sable Creek. Regional commercial uses are located along the WIKADUKE Trail at the Route 126 and Caton Farm Road intersections. Neighborhood commercial uses are also located along the WIKADUKE Trail as well as along Route 126. Public/Institutional uses, parks, open spaces and creek corridors also characterize the township.

In conjunction with the 2004 update for Na-Au-Say Township, some of the proposed land uses for southern Oswego Township were adjusted to complement the land use pattern under the East Route 126 Corridor Plan. This did not however alter the recommendations set in the Land Resource Management Plan text for the Northern Three Townships (including Little Rock, Bristol and Oswego Townships), which was adopted in June 2003. It should further be noted that at the time the updated Future Land Use Plan for Na-Au-Say Township was approved, a growth or resource management plan had not been developed yet for Kendall Township; as a result, the future land use recommendations shown for neighboring Kendall Township reflected the available information at the time of approval. A resource management plan for Kendall Township was approved later in March 2005 (see Section Seven). With the update of Lisbon and Seward Townships in 2005, it was recognized that the agricultural uses originally shown in Southern Na-Au-Say Township were no longer viable. Accordingly, the plan map has been adjusted to provide a more seamless transition with the land uses projected for Seward Township per the 2005 update of the portion of the Land Resource Management Plan.

Land Use Categories

All recommended residential densities described below are based upon the gross buildable acreage of a given parcel of land. The gross buildable portion of the land is determined by subtracting those areas of the property that are not suitable for development. These areas include flood plains and wetlands.

The land use categories described below are illustrated on the Future Land Use Plan.

Agricultural. Intended primarily to encourage farming and agricultural businesses and to protect the existing open space character of rural areas, this land use category is designed to provide for continued agricultural use. Residential use shall generally not be permitted unless it is directly associated with the operation of a local farm.

Planned Rural Estate Residential. (Not to exceed .45 dwelling units per gross buildable acre.) The Planned Rural Estate Residential land use category promotes large-lot and/or low density detached single family residential development. This land use category is generally consistent with the County's R-1 zoning district which requires a minimum 3 acre lot size. Planned development and clustering based on the County's RPD-1 zoning district are encouraged within this land use category to preserve the natural features of the land such as topography and vegetation. Lot size may be varied with a planned development, but the overall density should generally be within the guidelines established in this plan. The district provides a semi-rural or countryside setting, retaining a greater amount of open space. Compatible governmental, educational, religious, and recreation uses also may be permitted in these areas.

Planned Rural Residential. (Generally not to exceed .65 dwelling units per gross buildable acre.) The Planned Rural Residential land use category promotes large-lot and/or low density detached single family residential development. This land use category is generally consistent with the County's R-2 zoning district which requires a minimum 2 acre lot size. Planned development and clustering based on the County's RPD-2 zoning district are encouraged within this land use category to preserve the natural features of the land such as the topography and vegetation. Lot size may be varied with a planned development, but the overall density should generally be within the guidelines established in this plan. Particularly creative development plans

providing additional public amenities may be appropriate for an additional density bonus. Density transfers may be considered where land with unique natural features such as woodlands will be dedicated to the Forest Preserve District. The district provides a semi-rural or countryside setting, retaining a greater amount of open space. Compatible governmental, educational, religious, and recreational uses also may be permitted in these areas. Public water should be provided where practical.

Suburban Residential. (Not to exceed 1.0 dwelling units per gross buildable acre if developed under County zoning authority or 2.5 dwelling units per gross buildable acre if developed within a municipality.) This land use category promotes a residential character of low to medium density residences. Higher municipal densities are appropriate on lots where adequate public sewer and water systems exist or can be made available. Creative planned developments may also be appropriate under County zoning authority at a much lower density under the County's RPD-3 zoning regulations. While anticipated to contain primarily single family detached housing, some attached housing units may be considered, particularly within a planned development. Compatible governmental, educational, religious, and recreational uses also may be permitted in these areas.

Neighborhood Commercial. This land use category provides for office and retail establishments that offer a limited range of goods and services in locations that have direct access to residential neighborhoods. The purpose is to provide for commercial uses which are oriented to the automobile. These uses are concentrated at the intersection of Caton Farm Road and County Line Road and at major intersections along Route 126.

Mixed Use Business. The Mixed Use Business land use category provides for employment opportunities for County residents while providing a balanced tax base. This land use category is consistent with the County's Office and Research Park District as well as the County's three manufacturing districts. Buildings and land in this category should be properly landscaped and developed in an orderly manner that conveys a well-maintained environment. Due to their high trip generation rates, these uses are generally planned in easily accessible locations, such as the Mixed Use Business uses located along County Line Road and near the I-80 interchange at WIKADUKE Trail/Ridge Road. The land south of the Johnson Road extension should be classified as Mixed Use Business.

Regional Commercial. This land use category provides for office and retail establishments that offer a wide range of goods and services in locations that have access to heavily traveled expressways and arterial roadways. The purpose is to provide for commercial uses which are oriented to the automobile. These uses are concentrated along the future WIKADUKE Trail.

Public/Institutional. The Public/Institutional land use category applies to those lands where existing or proposed federal, state, or local governmental activities are conducted. Also included are public and private educational and other non-profit organization facilities. A church or a nursing home are two examples of institutional uses. The only major new public use illustrated on the future land use plan is a parcel near Walker Road and the County line which is owned by the Plainfield School District.

Parks and Forest/Nature Preserve. This category includes all Forest Preserve and Park District public open space and recreation facilities such as parks, nature preserves, multi-use trails, picnic areas and other recreation facilities. As illustrated on the Future Land Use Plan, expansion of Waa-Kee-Sha Park is anticipated to preserve the environmental character of the area, provide for recreational opportunities for a growing population, and provide opportunities for improved flood control and wetland banking.

Open Space. This category identifies lands that are sensitive to development containing unique environmental characteristics that should be preserved. These characteristics include: wetlands, flood plains,

significant tree coverage, and prairies. These areas also provide the County with such natural functions as flood storage and conveyance, pollution control, and wildlife habitats. Conservation easements, land trusts and other preservation techniques are encouraged to protect these valuable open space assets of Kendall County.

APPENDIX

Kendall County Scenic Route Guidelines

PURPOSE/BACKGROUND

Since development of the Kendall County Land Resource Management Plan (LRMP) in 1994, the County's Transportation Plan has illustrated scenic routes. One of the goals outlined in the plan regarding transportation is to "designate varied road segments in the County as scenic routes and adopt regulations to maintain their scenic qualities." Within the chapter on Seward and Na-Au-Say Townships, the LRMP further states a goal of "preserving scenic routes and vistas by maintaining open space, requiring careful placement and design of landscape features, and requiring buildings to be setback a minimum of 150' from the ultimate right-of-way."

Identification of scenic routes has occurred through discussions with members of the Regional Planning Commission, County staff, and the County's planning consultants. As the County has progressed through more detailed planning at the Township level, additional routes have been identified such as Route 126 between Schlapp Road and Ashley Road or Creek Road in Little Rock Township north of Miller Road.

When IDOT announced identification of the centerline for the Prairie Parkway, concern was raised that the proposed roadway would change the character of the County. While the availability of expressway access will likely alter land use patterns near major interchanges, the overall impact of the roadway can be softened through creative planning and design. When the County updated the Transportation Plan in late 2002 to reflect the proposed Prairie Parkway, it was suggested and accepted that the County would like to see this new roadway thought of as a scenic route, with consideration given to blending this new

"Context sensitive design" (CSD) is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. CSD is an approach that considers the total context within which a transportation improvement project will exist."

roadway with the character and environment of Kendall County. This approach of blending the roadway into the environment, referred to as "context sensitive design" in recent years, is becoming more popular as the success of such projects as Paris Pike near Lexington, Kentucky and Route 50 in Loudon County, Virginia, spreads.

~~PRAIRIE PARKWAY KENDALL COUNTY SCENIC ROUTE~~

GUIDELINES

The following guidelines address issues specifically related to **scenic routes the proposed Prairie Parkway. IDOT is encouraged to work with Kendall County and local municipalities to incorporate these guidelines into the final design of the roadway. Through such an approach, the Prairie Parkway can serve as an example of the benefits of newly mandated context sensitive roadway design in Illinois.**

Horizontal and Vertical Alignment

- Minimize impact on the environment and enhance the visual character of the roadway by varying median width, ranging from as narrow as 60' to 300' or more.
- Where the roadway will traverse areas with significant cross-slope, utilize separate roadway profiles to provide four to ten feet of vertical separation between north and south bound travel lanes. This approach will help to blend the roadway into the environment, minimize requirements for earthwork, and enhance the overall driving experience.



- The roadway should be designed with long, sweeping curves to vary the view from the road and provide a more pleasing appearance. Roadway alignment should blend with the topography to minimize earthwork.

- Where the right-of-way crosses existing farms at odd angles,

small remnant parcels should be integrated into the right-of-way for expansion of the parkway open space system. Such parcels can also be used for picnic groves, rest areas, and trail -heads for the parallel bike path.

Bridge Design

- Bridge railings over creeks and rivers should utilize steel pipe bridge railings to provide a view of scenic rivers for motorists. Railings should be painted a consistent shade of green to reinforce the parkway theme.
- Bridge abutments and crash barriers should utilize textured and colored concrete to blend with the rural character of the area.
- Design of bridge supports and structure(s) over the Fox River should take into consideration the view of the bridge from the river and the adjacent Silver Springs State Park. Arch supports and other features are encouraged to create visual interest. Consideration should be given to the inclusion of public art into the bridge design.
- Where appropriate, bridge design should also accommodate opportunities for wildlife passage along environmental corridors such as creeks and the Fox River.



Landscape Design

- Landscape enhancements should place a strong emphasis on the use of prairie plantings and wildflowers. Tree groves should also be incorporated into the landscape theme, particularly near or in Big Grove Township to reflect the history of the area.
- Wildflower areas, particularly at key interchanges, should also be incorporated into the landscape.
- All plantings should emphasize native plant materials.
- Every effort should be made to preserve existing trees, including tree protection during construction and minimizing grading activity new wooded areas.
- Rural fence lines and hedgerows should be preserved, enhanced, or recreated as appropriate to blend the roadway into the environment.

Lighting

- To maintain the rural character, roadway lighting should be limited to interchanges and other critical areas.
- Where lighting is required, high-pressure sodium fixtures are recommended for their softer color rendition.
- Design of fixtures and poles should integrate the parkway theme, with earth tone colors and decorative fixtures where mounting height is 25' or less.

Interchanges

- ~~IDOT should work closely with the City of Plano and Kendall County on the design of the Route 34 interchange. The design should incorporate gateway elements to welcome visitors to Kendall County. Features such as sculpture, banners, community identity elements, and unique landscape design would be appropriate for the interchange in Plano.~~
- ~~IDOT should work closely with Kendall County on the design of the Route 71 and Route 47 interchanges. These interchanges should incorporate identity elements related to Kendall County's farming and Prairie heritage.~~
- ~~To emphasize this parkway as a Chicago area by-pass, and to maintain the rural character of the County, IDOT should continue to limit the number of interchanges permitted on the Prairie Parkway.~~

Bike Trail

- A regional trail should be incorporated into or adjacent to the road right-of-way to provide an important regional connection such as Silver Springs State Park, the Fox River, and future shopping and employment areas in Plano.
- The trail should be designed to provide a link to other regional trails in Kane County to the north and Grundy County and Minooka to the south. Linkages to other regional east-west trail routes in Kendall County should also be developed.

Other Design Elements

- Guardrails, other than those placed directly on a bridge, should be timber with steel reinforcement.
- Noise buffering should focus on berms, plantings, and grade changes to reduce sound impacts. Sound barrier walls should be avoided, as they tend to create a more urban character than is appropriate in Kendall County. Where feasible, the roadway should be depressed through future urban areas like Plano to reduce noise and visual impact on the community.
- Highway directional signs should incorporate an identity element, **such as a Prairie Parkway logo.**
- ~~■ The continuity of existing roads that intersect the Prairie Parkway should be maintained. Priority should be given to allowing existing roadways to cross the Parkway with bridges and underpasses. Where such crossings are not feasible, frontage road connections should be provided.~~
- Where interchange or other construction requires significant roadside excavation, the resulting ponds should be shaped and configured to blend into the environment and the overall parkway character of the highway.



STATE, COUNTY AND TOWNSHIP ROUTE GUIDELINES

Most routes illustrated as scenic on the Kendall County Transportation Plan are in rural, predominately agricultural areas. As such, the goal of any major rural road improvements should be to incorporate rural character features such as large tree masses, homes and outbuildings, and views to creeks and streams. The County recognizes that maintaining the scenic, historic, agricultural and natural setting of rural Kendall County also offers tourism and economic vitality benefits.

The following guidelines are designed to outline the County's intent with regard to preserving the scenic character of roadways illustrated on the Transportation Plan as Scenic Routes. Separate sets of guidelines are currently being developed for the WIKADUKE Trail and should be available in late 2003.

Building Setback

- Currently, the County's agricultural zoning district requires a one hundred (100) foot setback from a dedicated road right-of-way or one hundred and fifty (150) foot from the centerline of all adjacent roads, **whichever is greater**. This setback requirement should be maintained along scenic routes in all zoning districts.

Horizontal and Vertical Alignment

- Roadways should be designed with long, sweeping curves to vary the view from the road and provide a more pleasing appearance. Roadway alignment should blend with the topography to minimize earthwork.

Bridge Design

- Where scenic views to creeks and rivers are considered significant, bridge railings should utilize steel pipe bridge railings to provide a view of rivers for creeks for motorists. Railings should a consistent earth-tone shade to blend into the environment.
- Where traffic counts are anticipated to exceed 15,000 A.D.T., columns or monuments should be provided at the start of bridges, with the name of the creek or river being crossed embedded in the monument.



Landscape Design

- Every effort should be made to preserve existing trees, including tree protection during construction and minimizing grading activity new wooded areas.
- Rural fence lines and hedgerows should be preserved, enhanced, or recreated as appropriate to blend the roadway into the environment.

Intersection Design

- Consider the use of rural splitter islands that announce an intersection location and provide space for a car either making a left turn from the scenic route or making a making a left turn onto the scenic route.

Other Design Elements

- When guardrails are required due to surrounding topographic conditions, consider the use of steel reinforced timber guardrails.
- Roadside pull-offs should be provided in rural areas, with interpretive displays that highlight those elements of the environment and geography that give the area a scenic quality.
- For low volume roadways (A.D.T. of 2,000 or less), consider replacing gravel shoulders with stabilized turf shoulders to reinforce the desired driving characteristics by visually narrowing the road and improving the roadway aesthetics. Eight-foot wide shoulders are suggested, using an aggregate/topsoil blend and terracells or geogrid for stability as needed.
- Develop a landscape field guide for selected scenic routes. This field guide will provide illustrations and descriptions of the characteristics of the rural landscape. The guide should be easy to understand, and designed to educate community residents, tourists, and visitors about the value of the landscape as an important historical resource. The guide would serve as an interpretive guide, and can be used for promotion of tourism and general resident education.
- Access points should be limited to maintain traffic flow and to preserve the scenic character of the area.

- New development along scenic routes should have generous setbacks to preserve roadway character. A minimum setback equal to the greater of either 150' from the centerline of the road right-of-way or 100' from the edge of the ultimate roadway right-of-way is recommended in rural areas.
- Roadway pavement cross-sections should be kept as narrow as practical for safe travel. Where needed, roadway intersections should be expanded to accommodate traffic flow while preserving keeping the main roadway section relatively narrow.
- Where separate bicycle facilities or multi-use trails have not been identified, consideration should be given to accommodating these types of facilities as part of the overall roadway design.

REVIEW PROCESS

All major roadway projects, such as bridge replacement or major widening with new travel lanes, along scenic routes shall be reviewed by the Regional Plan Commission (RPC) for compliance with these guidelines. Resurfacing projects of any size shall not be considered a major roadway project for the purposes of these guidelines. After review, the RPC will forward a recommendation to the County Highway Committee. The County Highway Committee will consider RPC recommendations for Township and County Projects. The County Highway Committee will also consider RPC recommendations for State and Federal projects and will forward RPC State and Federal recommendations to the County Board along with any additional Comments from the County Highway Committee. The County Board will review and may act upon the RPC and County Highway Committee comments for State and Federal Projects.

References

U.S. Department of Transportation Federal Highway Administration, Sept. 1997.
Flexibility in Highway Design,

Links to several relevant web sites regarding Context Sensitive Design are provided on the WIKADUKE Trail web site, www.wikaduketrail.net.

PIN	Classification	mailto_name
02-15-154-006	Urban Area	2831 SEPTRAN PROPERTIES LLC
04-09-400-005	Countryside Residential	ALAN R SAGEN
01-24-501-001	Mixed Use Business	BN&SF RAILWAY COMPANY
01-30-501-001	Mixed Use Business	BN&SF RAILWAY COMPANY
02-18-501-001	Mixed Use Business	BN&SF RAILWAY COMPANY
02-11-501-001	Urban Area	BN&SF RAILWAY COMPANY
02-14-501-001	Agricultural	BN&SF RAILWAY COMPANY
03-07-501-001	Mixed Use Business	BN&SF RAILWAY COMPANY
02-12-501-001	Urban Area	BN&SF RAILWAY COMPANY
04-02-226-010	Rural Residential	BRIAN R & JENNIFER A GORE
03-32-100-011	Suburban Residential	DENNIS H & SUSAN M SULLIVAN
02-23-251-001	Open Space	DIRK E & ROBIN L BROWNING
09-36-300-002	Commercial	FIRST MIDWEST TRUST CO % WILLIAM C WUNDERLICH
02-01-300-019	Commercial	FOX METRO WATER REC DISTRICT
02-01-300-026	Commercial	FOX METRO WATER REC DISTRICT
02-01-300-017	Commercial	FOX METRO WATER REC DISTRICT
01-36-300-003	Open Space	FOX RIVER BLUFFS LLC %CNC
04-11-200-002	Rural Residential	FREDERICK BRUMMEL LIVING TRUST
02-24-126-007	Rural Residential	GEORGE & JESSICA BANNISTER
02-24-105-001	Open Space	GOODE CORPORATION
02-33-253-006	Urban Area	GREGORY AND COURTNEY FREEMAN
05-04-201-007	Urban Area	IMPERIAL INVESTMENTS, LLC
01-25-100-001	Urban Area	IRENE CORBIN
01-36-100-033	Countryside Residential	JONATHAN & RONDA FRANTZ
05-07-351-002	Rural Residential	JOSEPH C & LILLIAN REIN
01-36-400-003	Open Space	JOYCE MALACINA DEC TRUST
03-18-484-001	Open Space	KENDALL COUNTY FOREST PRESERVE
02-34-400-007	Rural Residential	KENDALL COUNTY HIST SOCIETY
02-34-179-001	Open Space	LEE RICHARD MILLER
02-27-251-001	Open Space	LEE RICHARD MILLER
02-23-326-001	Open Space	LEE RICHARD MILLER
02-23-229-001	Open Space	LEE RICHARD MILLER
02-24-229-001	Open Space	LEE RICHARD MILLER
03-05-205-001	Open Space	LEE RICHARD MILLER
01-35-437-001	Open Space	LEE RICHARD MILLER
01-34-400-005	Open Space	LEE RICHARD MILLER
02-34-152-001	Open Space	LEE RICHARD MILLER
02-24-104-001	Open Space	LEE RICHARD MILLER
02-24-127-001	Open Space	LEE RICHARD MILLER
02-24-205-001	Open Space	LEE RICHARD MILLER
06-07-375-012	Rural Residential	MICHAEL J JENKINS
05-03-250-002	Rural Residential	OSWEGO VENTURE INC
03-05-230-001	Open Space	OSWEGOLAND PARK DISTRICT
03-05-226-001	Open Space	OSWEGOLAND PARK DISTRICT
03-05-227-001	Open Space	OSWEGOLAND PARK DISTRICT
05-07-352-003	Rural Residential	REINA CARRILLO
02-23-276-001	Open Space	RUSSELL J & MELISSA M WATSON
02-34-153-010	Open Space	SCOTT PAPENDICK
02-09-100-009	Open Space	STATE OF IL DEPT OF TRANS
02-33-254-003	Suburban Residential	TERRY GIBSON
09-35-400-009	Commercial	VIDHYA 3RD INC
04-02-226-001	Rural Residential	WILLIAM M BARBIER
05-04-201-006	Urban Area	YORKVILLE 126 LLC

Changed Parcels

06-12-200-002 Mixed Use Business
06-12-200-007 Mixed Use Business
09-13-200-003 Public/Institutional

Balm LLC
Betzwiser Family, LLC
Board of Education Minooka DT 111



**KENDALL COUNTY
REGIONAL PLANNING COMMISSION
ANNUAL MEETING**

109 West Ridge Street • East Wing Conference Room •
Yorkville, IL • 60560

AGENDA

February 6, 2021 – 9:00 a.m.

- I. Call to Order**
- II. KCRPC Roll Call**
Bill Ashton (Chairman), Roger Bledsoe, Tom Casey, Dave Hamman, Karin McCarthy-Lange, Larry Nelson (Secretary), Ruben Rodriguez (Vice-Chairman), Bob Stewart, Claire Wilson, and One Vacancy (Fox Township)
- III. Welcoming Remarks**
Bill Ashton, Kendall County Regional Plan Commission Chairman
- IV. Approval of Agenda**
- V. Review of Minutes from 2020 Annual Meeting**
- VI. Requests for Plan Amendments**
Residents of Kendall County & Staff
 - a. Changes to the Future Land Use Map to Correspond to the 2020-2040 Long-Range Transportation Plan, Classifying Unknown Properties to Match Adjacent Uses, and Update to Municipal Boundaries
 - b. Changes to the Future Land Use Map for Land Uses Along the Eldamain Road Corridor Between the Fox River and Route 71
- VII. 2020 Projects Summary & 2021 Future Projects/Goals**
Matthew H. Asselmeier, Senior Planner & Others in Attendance
 - a. Kendall County
 - b. Other Communities and Organizations in Attendance
- VIII. Old Business**
- IX. New Business**
- X. Other Business**
- XI. Public Comment**
- XII. Adjournment**

If special accommodations or arrangements are needed to attend this County meeting, please contact the Administration Office at 630-553-4171, a minimum of 24-hours prior to the meeting time.

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Kendall County

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DEPARTMENT OF PLANNING, BUILDING & ZONING

111 West Fox Street • Room 203

Yorkville, IL • 60560

(630) 553-4141

Fax (630) 553-4179

MEMORANDUM

To: Kendall County Regional Planning Commission**From:** Matthew H. Asselmeier, AICP, CFM Senior Planner**Date:** 1/11/2021**Subject:** Potential Changes to the Future Land Use Map Along the Eldamain Road Corridor

At the October Kendall County Comprehensive Land Plan and Ordinance Committee meeting, discussion occurred regarding changing the Future Land Use Map for properties located along the Eldamain Road Corridor south of the Fox River, in light of the funding for the Eldamain Road Bridge and the abandonment of the centerline for the Prairie Parkway. In particular, the Committee discussed possible commercial and/or manufacturing investment in this area. The Committee requested that potential amendments to the Future Land Use Map for this area be discussed at the February 6, 2021, Annual Meeting.

The Kendall County Future Land Use Map currently calls for this area to be Rural Residential (Max Density 0.65 DU/Acre) and Mixed Use Business.

The Yorkville Future Land Use Map currently calls for this area to be Estate Residential.

The Millbrook Future Land Use Map currently calls for this area to be Business Park Office and Commercial with Industrial near the former Prairie Parkway alignment.

The Plano Future Land Use Map currently calls for the area in their planning jurisdiction to be Estate Residential (0-0.8 DU/Acre).

Copies of all of the Future Land Use Maps for this area are attached.

In November 2020, the Kendall County Board approved a resolution renaming portions of W. Highpoint Road and Fox Road to Eldamain Road.

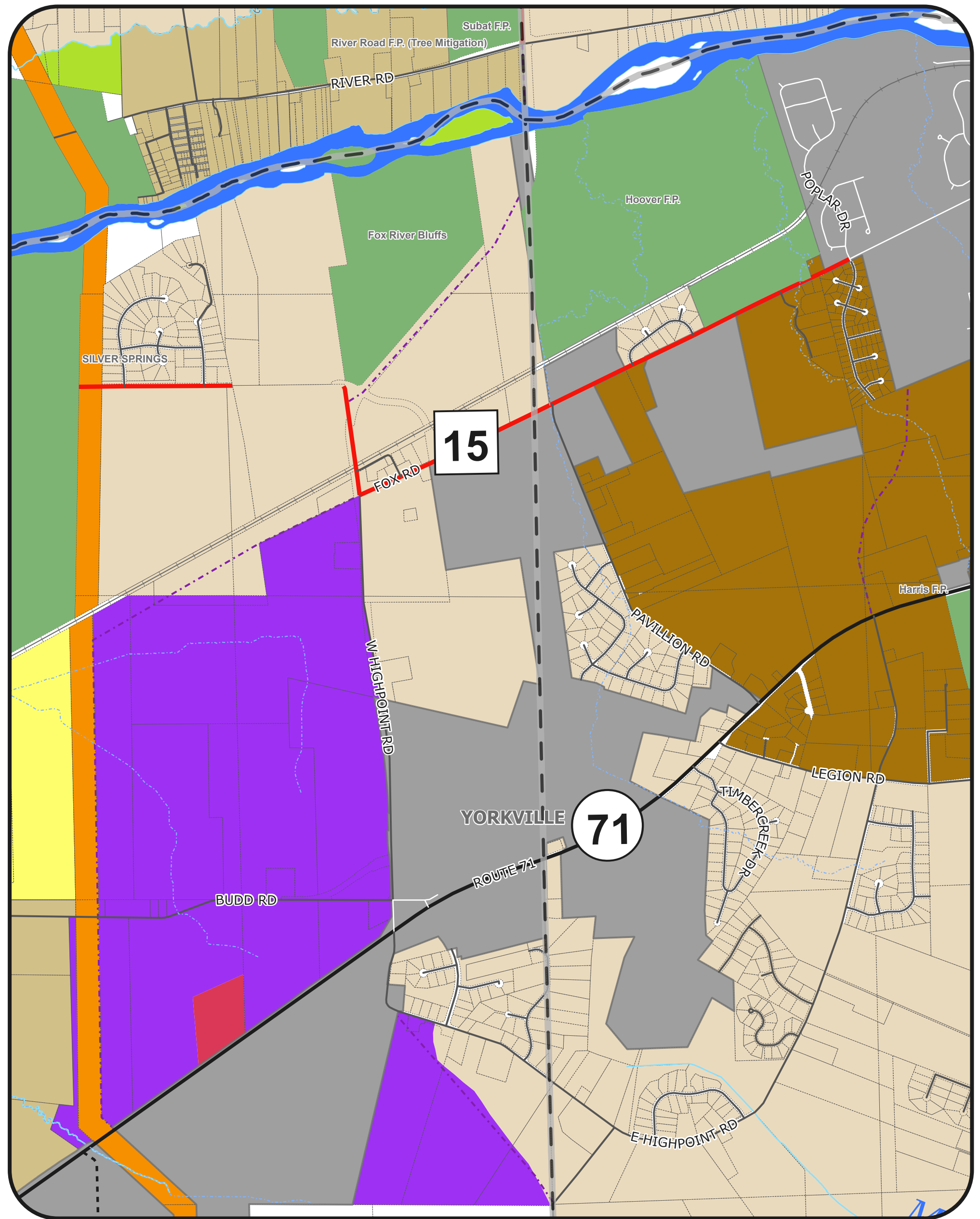
If you have any questions regarding this memo, please let me know.

Thanks,

MHA

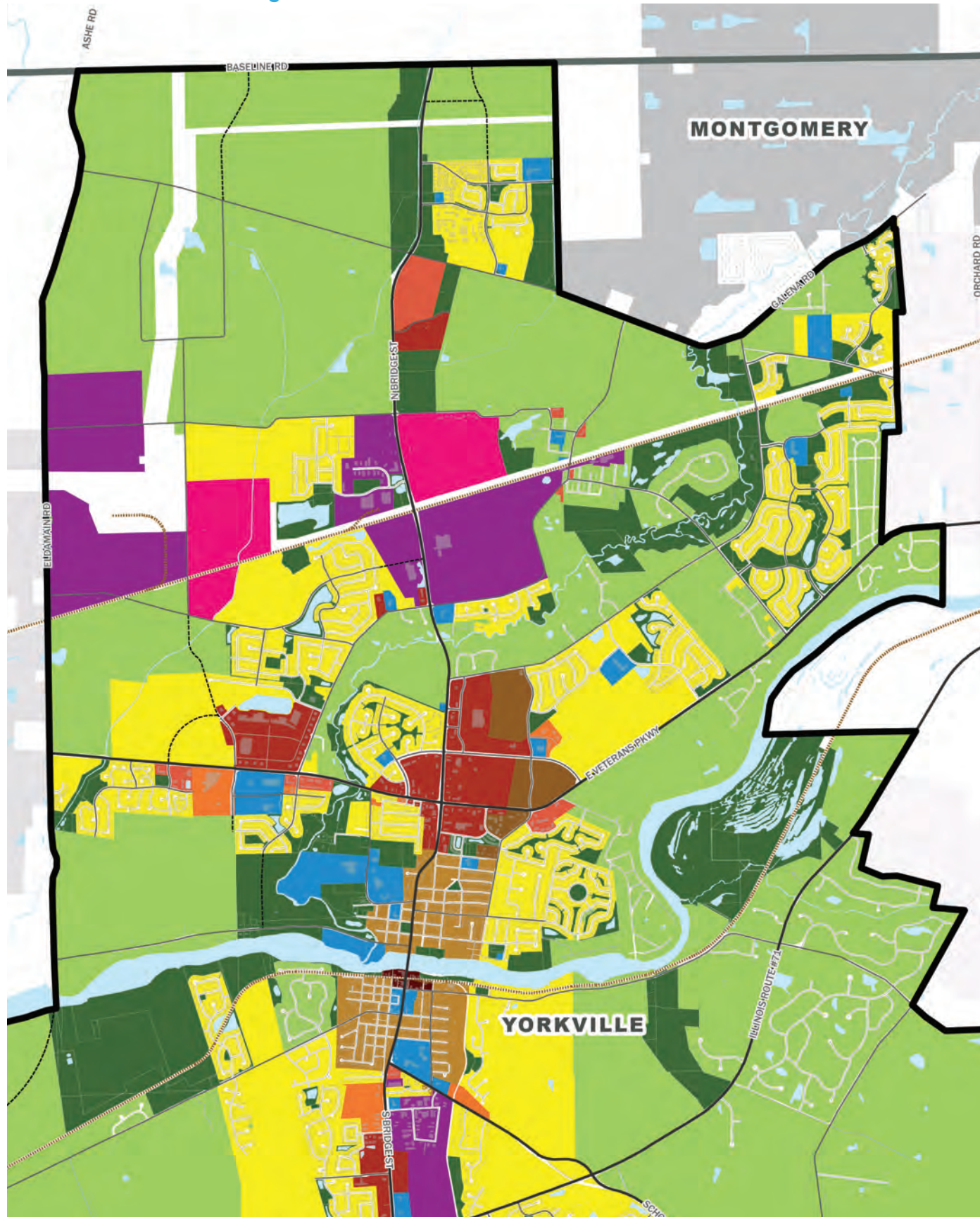
Encs.: Kendall County Future Land Use Map
United City of Yorkville Future Land Use Map
Village of Millbrook Future Land Use Map
City of Plano Future Land Use Map

Future Land Use Plan in Kendall County, IL



TOWNSHIPS	RURAL RESIDENTIAL MAX DENSITY 0.65 DU ACRES	COUNTRYSIDE RESIDENTIAL MAX DENSITY 0.33 DU ACRE	COMMONWEALTH EDISON	AGRICULTURE
URBAN AREAS - INCORPORATED	RURAL ESTATE RESEDENTIAL MAX DENSITY 0.45 DU ACRE	COMMERCIAL	TRANSPORTATION CORRIDORS	FOREST PRESERVE / STATE PARKS
SUBURBAN		MIXED USE BUSINESS	MINING	OPEN SPACE
RESIDENTIAL - MAX DENSITY 1.00 DU ACRES			POTENTIAL MINING DISTRICT	PROPOSED ROADWAY IMPROVEMENTS
			PUBLIC/ INSTITUTIONAL	

Figure 4.1: Future Land Uses North of the Fox River



LAND USE CHANGES

The Land Use Strategy and Future Land Use Map presented above describes the distribution of general land use categories (Residential, Commercial, industrial, Open Space and Parks, and so on) that will set the framework for achieving the goals of the Comprehensive Plan. It is not a zoning map but should set the stage for future changes and modifications to the Yorkville Zoning Ordinance. The Land Use Strategy seeks to “re-position” Yorkville’s future land use pattern given current development conditions in Yorkville since the 2008 economic downturn and the unlikelihood that the Prairie Parkway will be constructed within this Plan’s time horizon. Several changes in land use classifications are proposed from those included in the 2008 Comprehensive Plan. Changes in the land use categories are summarized below:

RESIDENTIAL

A Mid-Density Residential land use zone is proposed in order to encourage new multi-family housing types in Yorkville; new housing types could diversify housing opportunities and provide housing at different price points that what is currently offered in Yorkville’s housing market. The Rural Neighborhood land use classification in the 2008 Comprehensive Plan is eliminated given that such residential development is unlikely to occur in the southeastern portions of the Yorkville planning area where there are significant infrastructure and market constraints. The primary infrastructure constraint is the need to construct a lift station along a ridge line, generally located south of Illinois Route 71. In its place, an Estate/Conservation Residential land use category has been created to accommodate large-lot residential development in areas where infrastructure exists and smaller-lot single family residential subdivisions are less likely

to be supported by market demand. Conservation subdivisions should also be encouraged in order to preserve significant environmental and topographical features, provide alternative housing types, and provide opportunities to expand Yorkville’s open space network. A Metra Station TOD zone is also included to plan accordingly for future development even if the Metra Station is years away from construction.

COMMERCIAL

Several new commercial land use categories are suggested in this Comprehensive Plan. A Downtown Mixed-Use Core zone is intended to focus revitalization and redevelopment efforts in Yorkville’s traditional downtown; new mixed-use development is envisioned on various opportunity sites that expand the Downtown’s footprint further to the east on Van Emmon Street with potential residential and commercial development. The need to address particular development design and land use issues within the Downtown necessitates the need for a Downtown-specific land use classification.

The general Commercial land use classification in the 2008 Plan is now designated Destination Commercial to recognize that a high percentage of commercial land in Yorkville accommodates large format and chain store formats, usually located along major transportation thoroughfares. Destination Commercial uses have their own particular physical design and development issues and should be distinguished from commercial uses located in the Downtown and in neighborhood retail areas.

A Commercial Office land use category has been created to accommodate small-scaled office uses in single developments or as part of an office park setting;

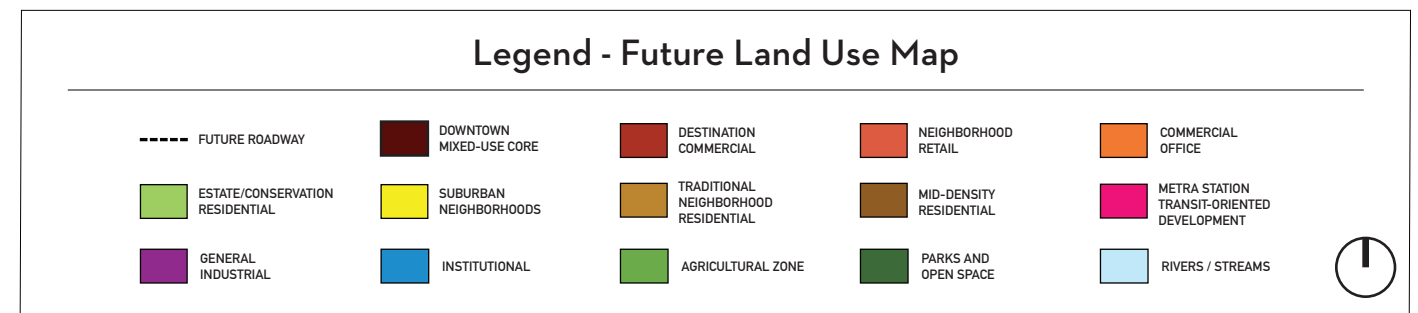


Figure 4.1 - Future Land Uses North of the Fox River

Figure 4.2: Future Land Uses South of the Fox River

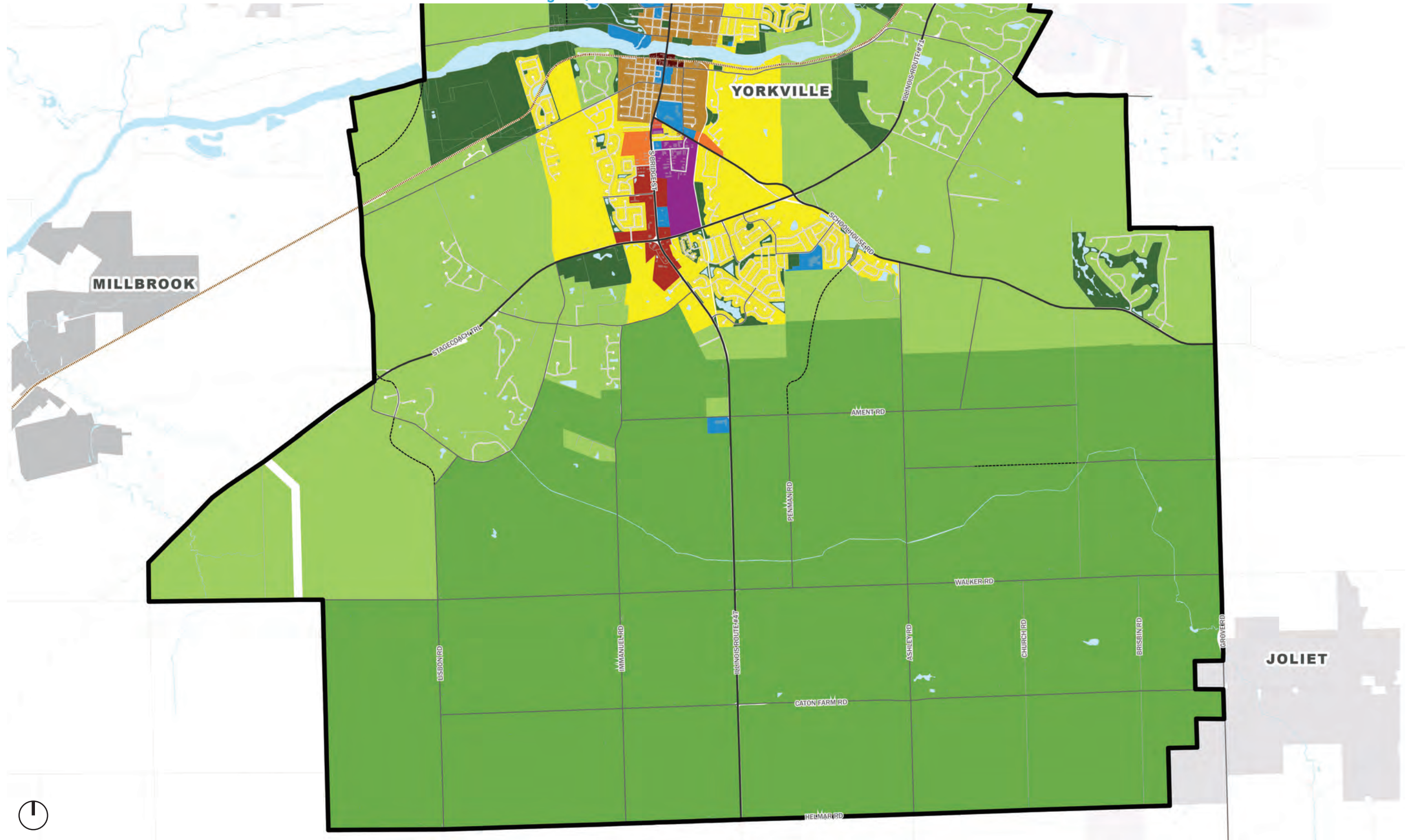
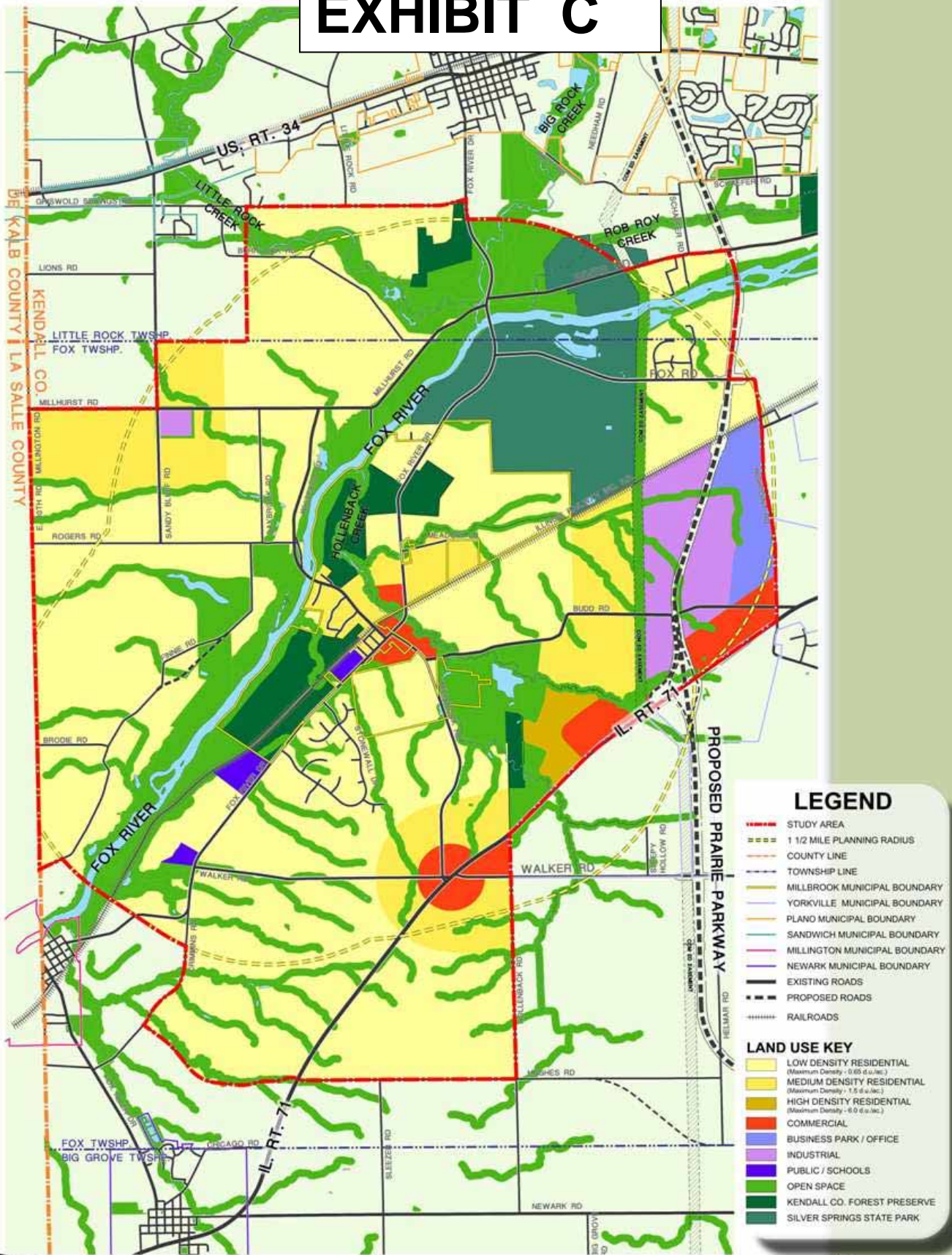


EXHIBIT C



FUTURE LAND USE PLAN - DRAFT

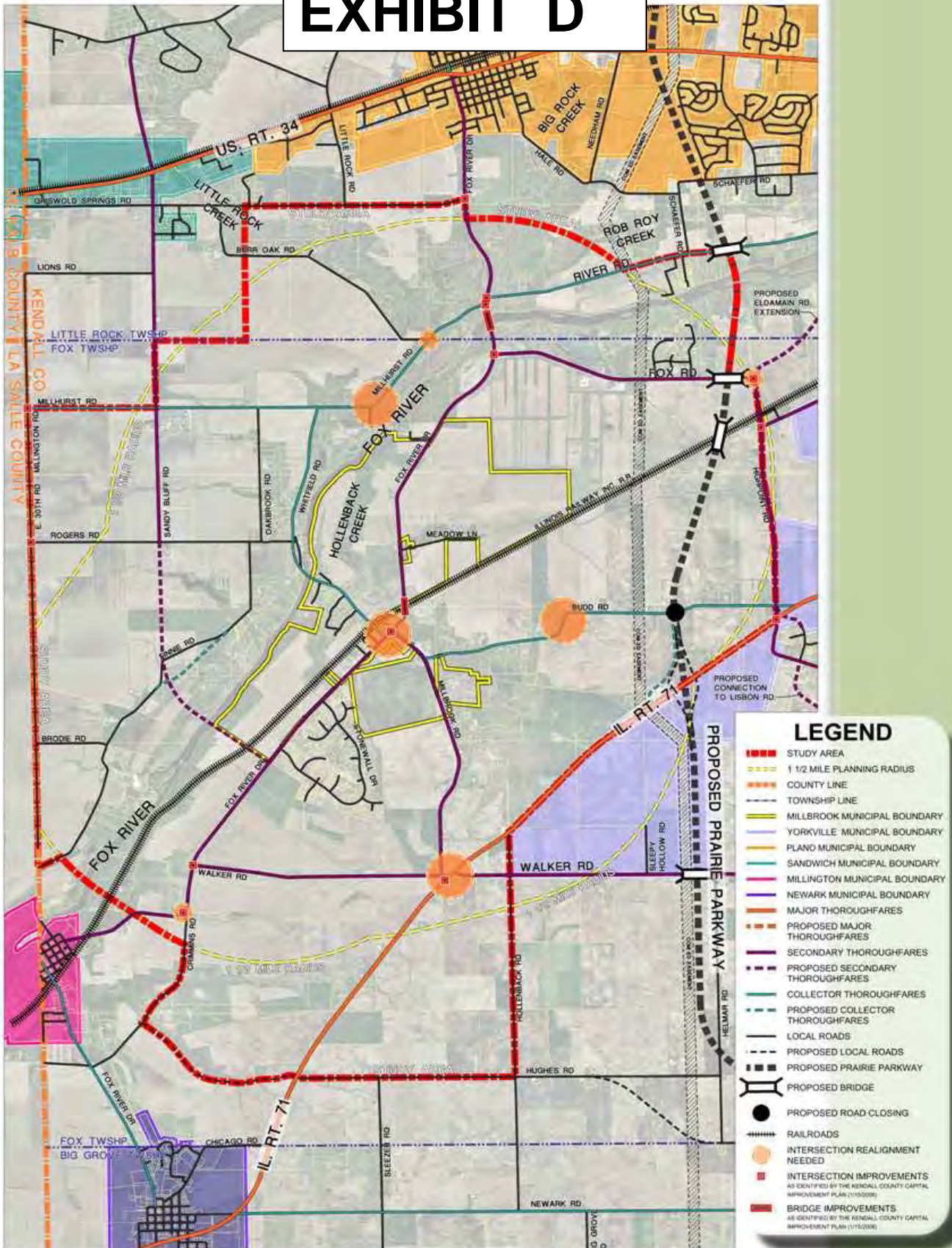
Millbrook Comprehensive Plan | Village of Millbrook



Date: May 16, 2009



EXHIBIT D

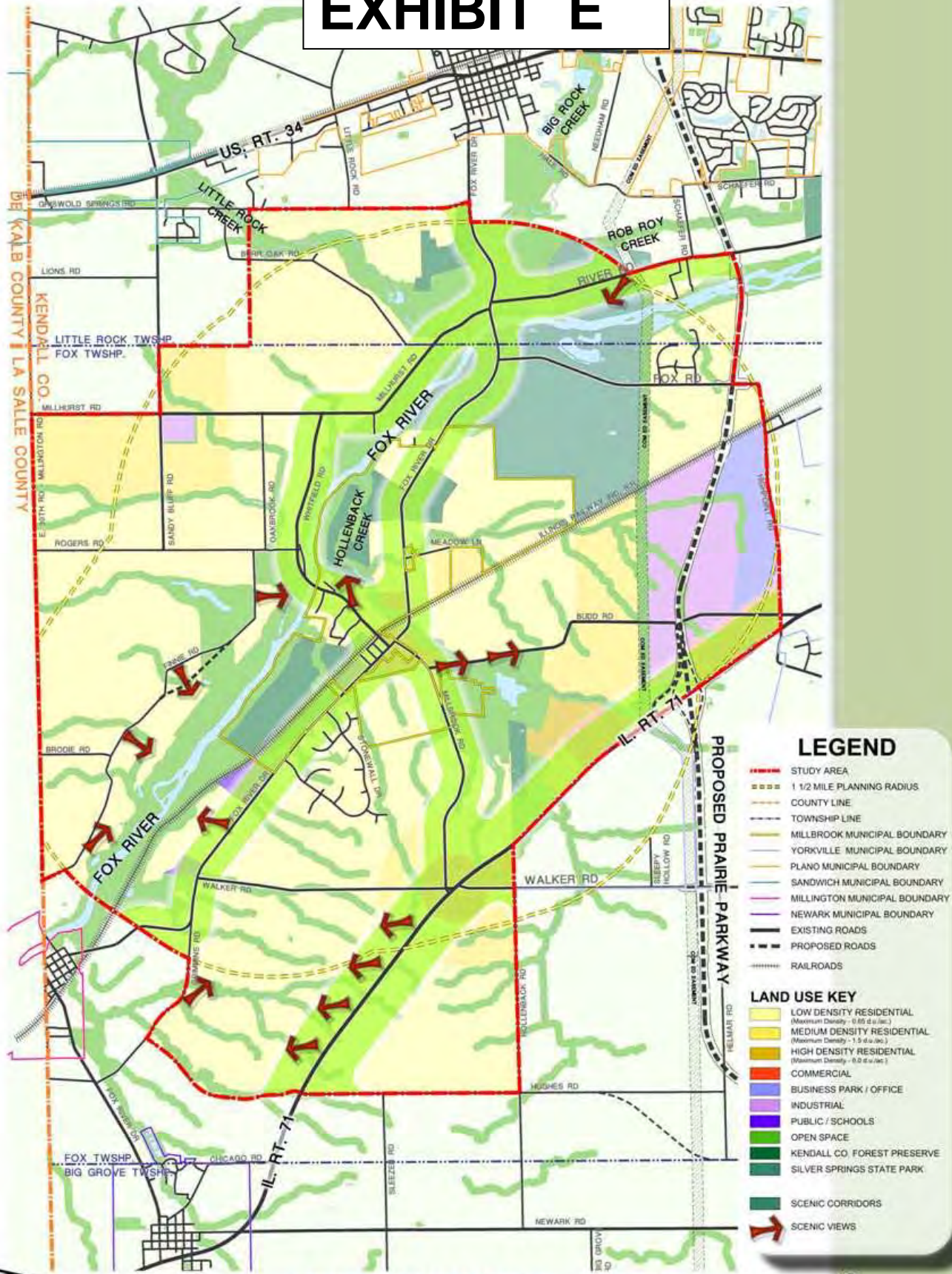


- ### LEGEND
- - - STUDY AREA
 - - - 1 1/2 MILE PLANNING RADIUS
 - COUNTY LINE
 - TOWNSHIP LINE
 - MILLBROOK MUNICIPAL BOUNDARY
 - YORKVILLE MUNICIPAL BOUNDARY
 - PLANO MUNICIPAL BOUNDARY
 - SANDWICH MUNICIPAL BOUNDARY
 - MILLINGTON MUNICIPAL BOUNDARY
 - NEWARK MUNICIPAL BOUNDARY
 - MAJOR THOROUGHFARES
 - PROPOSED MAJOR THOROUGHFARES
 - SECONDARY THOROUGHFARES
 - PROPOSED SECONDARY THOROUGHFARES
 - COLLECTOR THOROUGHFARES
 - PROPOSED COLLECTOR THOROUGHFARES
 - LOCAL ROADS
 - PROPOSED LOCAL ROADS
 - PROPOSED PRAIRIE PARKWAY
 - PROPOSED BRIDGE
 - PROPOSED ROAD CLOSING
 - + RAILROADS
 - INTERSECTION REALIGNMENT NEEDED
 - INTERSECTION IMPROVEMENTS AS IDENTIFIED BY THE KENDALL COUNTY CAPITAL IMPROVEMENT PLAN (2/15/2008)
 - BRIDGE IMPROVEMENTS AS IDENTIFIED BY THE KENDALL COUNTY CAPITAL IMPROVEMENT PLAN (2/15/2008)

TRANSPORTATION PLAN - DRAFT

NORTH
Scale: 1" = 1,320'

EXHIBIT E



LEGEND

- STUDY AREA
- 1 1/2 MILE PLANNING RADIUS
- COUNTY LINE
- TOWNSHIP LINE
- MILLBROOK MUNICIPAL BOUNDARY
- YORKVILLE MUNICIPAL BOUNDARY
- PLANO MUNICIPAL BOUNDARY
- SANDWICH MUNICIPAL BOUNDARY
- MILLINGTON MUNICIPAL BOUNDARY
- NEWARK MUNICIPAL BOUNDARY
- EXISTING ROADS
- PROPOSED ROADS
- RAILROADS

LAND USE KEY

- LOW DENSITY RESIDENTIAL (Maximum Density - 0.65 d.u./ac.)
- MEDIUM DENSITY RESIDENTIAL (Maximum Density - 1.5 d.u./ac.)
- HIGH DENSITY RESIDENTIAL (Maximum Density - 6.0 d.u./ac.)
- COMMERCIAL
- BUSINESS PARK / OFFICE
- INDUSTRIAL
- PUBLIC / SCHOOLS
- OPEN SPACE
- KENDALL CO. FOREST PRESERVE
- SILVER SPRINGS STATE PARK
- SCENIC CORRIDORS
- ➔ SCENIC VIEWS

SCENIC CORRIDORS - DRAFT

NORTH
Scale: 1" = 1,320'



