

APPENDIX

Appendix A Transportation Plan

The following and the attached Transportation Plan Map have been developed to provide a framework for regional transportation planning in Kendall County. Key features of this plan include:

- A. Roadways** - The plan designates a roadway hierarchy including five categories: expressways, arterials, major collectors, minor collectors, and local streets. (See the subdivision regulations and the County Highway Department for right-of-way and other roadway characteristics.) This system is based on the existing roadway network in the County, with the following additions. These items have not been prioritized. Future planning efforts will address the timing and funding of recommended improvements. Proposed roadways are shown as dashed lines on the attached plan.
1. Wikaduke Trail between Will County and I-80.
 2. Eldamain Road extension across the Fox river to connect Route 71 and Lisbon Road.
 3. Realignment of U.S. Highway 52 north of Lisbon.
 4. Realignment of U.S. Highway 30 east of Oswego.
 5. Extension of Orchard Road across the Fox River to Illinois route 71 and Minkler Road.
 6. Realignment of Grove Road at Route 126.
 7. Realignment of Ashley and Minkler Roads at Route 126.
 8. Realignment of Douglas Road in Oswego.
 9. Realignment of Sherrill Road and Holt Road to provide a continuous connection near O'Brien Road.
 10. Realignment of Ridge Road to intersect with Plainfield Road at Route 126 (also part of Wikaduke Trail).
 11. Extension of Miller Road to connect with Corneils Road north of Plano, with a bridge over Big Rock Creek.
 12. Realignment of Van Dyke Road west of Arbieter Road.
 13. Realignment of Van Dyke Road and Plattville Road at Grove Road.
- B. Commuter Rail** - The potential for establishment of one or more Commuter stations along the Burlington Northern Railroad has been identified. The three sites around Plano are as identified in the Plano Comprehensive Plan as alternatives. Depending on demand, another station may be needed near Bristol.
- C. Multi-Use Trails** - The plan outlines a conceptual regional multi-use trail system, with routes

following major creeks, rivers and roadways. The intent of this system is to promote development of a regional trail system for the benefit of all County residents. The trails would provide opportunities for both recreation use and bicycle commuting. Routes shown on the plan are generalized, providing linkages between major population centers in the County. Actual trail routes will require refinement based on environmental and engineering constraints. It is assumed that the Oswegoland Park District, the Kendall County Forest Preserve District, and other local governments will have primary responsibility for development and maintenance of this trail system.

- D. Scenic Routes** - One of the objectives contained in the transportation section of this Land Resource Management Plan is to designate varied road segments in the County as scenic routes. The objective further states that regulations should be adopted to maintain and enhance the scenic qualities which make these routes enjoyable to drive. These regulations would address such issues as setbacks, development orientation and land use. Unique routes identified during the planning process are shown on the attached Transportation Plan.
- E. Wikaduke Trail Land Use and Access Management Study** – One of the objectives stated in Section Three “Planning Goals and Objectives” of this Land Resource Management Plan (LRMP) is to “*actively pursue regional Planning efforts to develop and preserve options for the Wikaduke Trail...*”. Section “A. Roadways” of this Transportation Plan Appendix goes on to say that future planning efforts should “*address the timing and funding of recommended improvements...*” to a number of important roadways including the Wikaduke Trail. In fulfillment of those objectives, the County and the Village of Plainfield in cooperation with the various municipalities located along this important transportation corridor, have developed a sub-area plan to assist in guiding the design and construction of this key transportation link. The land use component of that plan map shows development at the densities expected to occur as properties are annexed into the surrounding municipalities and does not supercede the densities reflected in this LRMP. Properties that remain unincorporated and develop under the County’s jurisdiction will be held to the density as depicted on the more detailed Township sub-area plans.

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.

KENDALL COUNTY SCENIC ROUTE GUIDELINES

The following guidelines address issues specifically related to scenic routes.

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.

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.
- 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. 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.

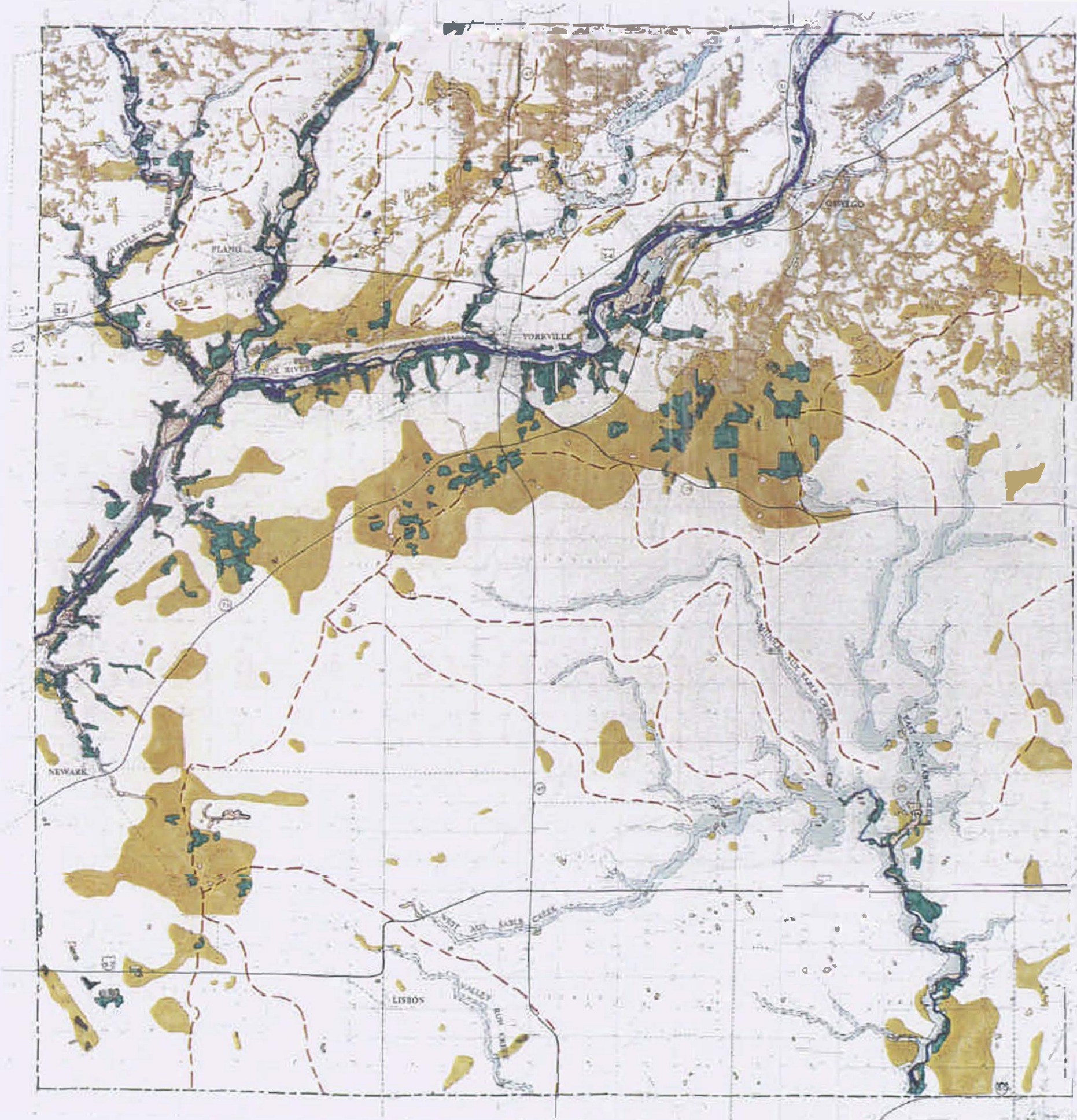
- New development along scenic routes should have generous setbacks to preserve roadway character. A minimum setback equal to the greater of either 150' from the centerline of the road right-of-way or 100' from the edge of the_ultimate roadway right-of-way is recommended in rural areas.
- Roadway pavement 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.

Reference




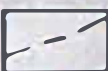



U.S. Department of Transportation Federal Highway Administration, Sept. 1997.
Flexibility in Highway Design



KENDALL COUNTY

ENVIRONMENTAL FACTORS

LEGEND

-  WATER BODIES
-  WETLANDS (1 ac. or more)
-  EXISTING WOODLANDS
(1 ac. or more)
-  FLOODPLAIN
-  WATERSHED BOUNDARIES
-  NON-PRODUCTIVE FARMLAND
-  STEEP SLOPES (10% or more)
-  SOIL & SUBSURFACE
CONSTRUCTION HAZARD
(Peat & muck, poor drainage,
high water table)
(Oswego, Little Rock,
& Bristol Twps.)

NOTE: AREAS NOT COLORED ARE CONSIDERED UNDESIRABLE FOR DEVELOPMENT

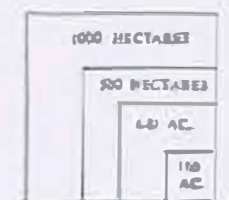
UNITS: METERS

SCALE IN KILOMETERS

SCALE IN MILES



TESKA ASSOCIATE



APPENDIX C - EAST ROUTE 126 CORRIDOR PLAN SUMMARY

The East Route 126 Corridor Plan provides future land use and transportation recommendations for the area around the eastern segment of Route 126, including all of Na-Au-Say Township, the southern section of Oswego Township, and the northeast section of Kendall Township. A corridor plan was developed to primarily plan for areas around Route 126 to accommodate anticipated future growth and development.

Planning Issues

Municipal service boundaries, existing and proposed roads, existing land uses, and environmental conditions such as heavily wooded areas and floodplains were considered in the corridor plan and are shown on the Planning Issues Map. The Planning Issues Map for the East Route 126 Corridor reflects most of the same planning issues shown on a similar map for Seward and Na-Au-Say Townships. The only major additions to the Planning Issues Map for the East Route 126 Corridor are the WIKADUKE Trail and proposed commercial and public/open space sites. Planning issues for southern Oswego Township and northeastern Kendall Township were also added.

Future Land Use

These planning issues helped 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, which is described in the previous section, 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.

The Future Land Use Plan for the East Route 126 Corridor, which follows the same land use designations from the South Eastern Kendall County Growth Management Plan, provides vastly different land use recommendations for Na-Au-Say Township. Residential land uses are now proposed as the most dominant use throughout a majority of Na-Au-Say 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. 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.

The land use recommendations for southern Oswego Township reflect the recommendations set in the Land Resource Management Plan for the Northern Three Townships (including Little Rock, Bristol and Oswego Townships), which was adopted in June 2003. A growth or resource management plan has not been developed yet for Kendall Township. The Future Land Use Plan for the East Route 126 Corridor primarily plans for residential uses for the sections of these two townships that are impacted by the corridor plan. Agricultural uses are maintained west of Ashley Road and south of Walker Road in Kendall Township.

Transportation

The Future Land Use Plan for the East Route 126 Corridor depicts the following changes to the local transportation network:

- 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.

The entire East Route 126 Corridor study area is served by a County-wide multi-use trail, which is proposed to connect existing and future public open space areas with major pockets of residential development.

RESOLUTION NUMBER 2021- 19

A RESOLUTION ADOPTING AMENDMENTS TO THE KENDALL COUNTY LAND RESOURCE MANAGEMENT PLAN BY AMENDING THE FUTURE LAND USE MAP BY HAVING THE TRANSPORTATION PLAN CORRESPOND TO THE 2020-2040 LONG RANGE TRANSPORTATION PLAN INCLUDING THE TRAILS PLAN, EXTENDING CHERRY ROAD INTO THE HENNEBERRY WOODS FOREST PRESERVE, UPDATING MUNICIPAL BOUNDARIES, RECLASSIFYING ISLANDS IN THE FOX RIVER TO OPEN SPACE, RECLASSIFYING THE REMAINING UNKNOWN PROPERTIES TO MATCH ADJOINING LAND USES, CHANGING THE RESIDENTIAL CLASSIFICATION OF PROPERTIES IMMEDIATELY SOUTH OF THE JOHNSON ROAD EXTENSION TO MIXED USE BUSINESS, CORRECTING THE CLASSIFICATION OF THE MINOOKA SCHOOL DISTRICT PROPERTY NEAR ROUTE 52 AND COUNTY LINE ROAD TO PUBLIC/INSTITUTIONAL, AND ASSOCIATED CHANGES WITHIN THE TEXT OF THE LAND RESOURCE MANAGEMENT PLAN

WHEREAS, 50 ILCS 805 allows Counties to create and adopt Land Resource Management Plans; and

WHEREAS, 55 ILCS 5/5-14001 through 5-14008 specifies how a County may adopt and amend Official Plans; and

WHEREAS, Kendall County adopted a Land Resource Management Plan in March 1994; and

WHEREAS, the Kendall County Board has amended the Land Resource Management Plan on several occasions since its adoption in March 1994; and

WHEREAS, the Kendall County Land Resource Management Plan has adopted official Future Land Use Maps for each township and for the County as a whole; and

WHEREAS, on November 17, 2020, the Kendall County Board adopted a 2020-2040 Long Range Transportation Plan; and

WHEREAS, the addition of certain road extensions approved in the 2020-2040 Long Range Transportation Plan required an evaluation of land uses adjacent to these extensions; and

WHEREAS, changes in municipal boundaries have occurred since the Land Resource Management Plan was originally adopted; and

WHEREAS, several properties were classified as Unknown on the Future Land Use Map contained in the Land Resource Management Plan; and

WHEREAS, certain property owned by the Minooka School District 111 was incorrectly classified on the Future Land Use Map contained in the Land Resource Management Plan; and

WHEREAS, on or about February 24, 2021, the Kendall County Regional Planning Commission filed a petition requesting certain changes to the Kendall County Land Resource Management Plan and shall hereinafter be referred to as "Petitioner"; and

WHEREAS, the Petitioner's petition included the following amendments to the Kendall County Land Resource

Appendix D

State of Illinois
County of Kendall

LRMP
Petition #21-10

Management Plan: amending the Future Land Use Map by having the Transportation Plan correspond to the 2020-2040 Long Range Transportation Plan including the Trails Plan, extending Cherry Road into the Henneberry Woods Forest Preserve, updating municipal boundaries, reclassifying islands in the Fox River from Unknown to Open Space, reclassifying the remaining Unknown properties to match adjoining land use classifications, changing the Residential classification of properties immediately south of the Johnson Road extension to Mixed Use Business, correcting the classification of the Minooka School District Property near Route 52 and County Line Road to Public/Institutional, and associated changes within the text of the Land Resource Management Plan.

WHEREAS, following due and proper notice by publication in the Kendall County Record on March 4, 2021, the Kendall County Regional Planning Commission conducted a public hearing on March 24, 2021, at 7:00 p.m., in the Kendall County Historic Courthouse at 109 W. Ridge Street in Yorkville, at which the Petitioner's representative presented evidence, testimony, and exhibits in support of the requested amendments and zero members of the public testified in favor of the request and zero members of the public testified in opposition to the request and two members of the public asked questions regarding the proposal; and

WHEREAS, based on the evidence, testimony, and exhibits, the Kendall County Regional Planning Commission has recommended approval of the proposed amendments; and

WHEREAS, the Kendall County Zoning Board of Appeals met on March 29, 2021, at 7:00 p.m., in the Kendall County Historic Courthouse at 109 W. Ridge Street in Yorkville, at which the Petitioner's representative presented evidence, testimony, and exhibits in support of the amendments and zero members of the public expressed support and zero members of the public expressed opposition to the request; and

WHEREAS, based on the evidence, testimony, and exhibits, the Kendall County Zoning Board of Appeals has recommended approval of the proposed amendments; and

WHEREAS, the Kendall County Planning, Building and Zoning Committee of the Kendall County Board has reviewed the testimony presented at the aforementioned public hearing and meetings, and has forwarded to the Kendall County Board a recommendation of approval of the proposed amendments; and

WHEREAS, the Kendall County Board has considered the recommendation of the Planning, Building and Zoning Committee, the recommendation of the Kendall County Zoning Board of Appeals, the record of the public hearing conducted by the Kendall County Regional Planning Commission, the recommendation of the Kendall County Regional Planning Commission, and has determined that said proposed amendments to the Kendall County Land Resource Management Plan are necessary and in the best interests of Kendall County; and

NOW, THEREFORE, BE IT RESOLVED, BY THE COUNTY BOARD OF KENDALL COUNTY, ILLINOIS, as follows:

1. The Recommendations of the Kendall County Regional Planning Commission and Kendall County Zoning Board of Appeals attached hereto as Exhibits A and B respectively are hereby accepted.
2. The Kendall County Board hereby grants approval of Petitioner's petition for amendments to the Transportation Plan contained in the Land Resource Management Plan to match the 2020-2040 Long Range Transportation Plan including the Trails Plan as outlined in Exhibit C.
3. The Kendall County Board hereby grants approval of Petitioner's petition for amendments to the Transportation Plan contained in the Land Resource Management Plan to include an Extension of Cherry Road into the Henneberry Woods Forest Preserve in substantially the location shown on

Appendix D

State of Illinois
County of Kendall
Exhibit C.

LRMP
Petition #21-10

4. The Kendall County Board hereby grants approval of Petitioner's petition for amendments to the Future Land Use Map contained in the Land Resource Management Plan to reflect municipal boundaries as they exist on the date of adoption of this resolution.
5. The Kendall County Board hereby grants approval of Petitioner's petition for amendments to the Future Land Use Map contained in the Land Resource Management Plan to reclassify certain parcels as outlined in the document attached hereto as Exhibit D.
6. Any text or maps contained in the Kendall County Land Resource Management Plan in conflict with this resolution are hereby amended to match the amendments approved by this resolution.

IN WITNESS OF, this resolution has been enacted by a majority vote of the Kendall County Board and is effective this 20th day of April, 2021.

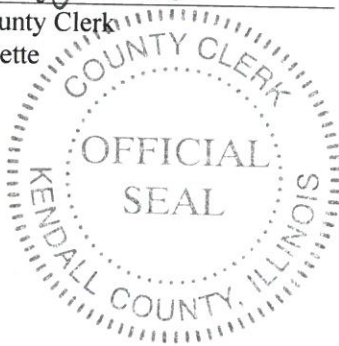
Attest:



Kendall County Clerk
Debbie Gillette



Kendall County Board Chairman
Scott R. Gryder



Appendix D

Exhibit A

The Kendall County Regional Planning Commission held a public hearing on the Petition on March 24, 2021. Zero (0) members of the public testified in favor or in opposition to the request. Two (2) members of the public asked questions regarding the request. On the same date, the Commission issued the following recommendation by a vote of ten (10) in favor and zero (0) in opposition.

RECOMMENDATION

Approval

Appendix D

Exhibit B

The Kendall County Zoning Board of Appeals held a public meeting on the Petition on March 29, 2021. Zero (0) members of the public spoke in favor or in opposition to the request. On the same date, the Board of Appeals issued the following recommendation by a vote of six (6) in favor and zero (0) in opposition. Member Whitfield was absent.

RECOMMENDATION

Approval

Appendix D

Exhibit C

Transportation Plan Changes-Narrative

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
- 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 Now Owned by the Oliver-Hoffman Foundation
- 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

FUTURE LAND USE PLAN

KENDALL COUNTY

Townships

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

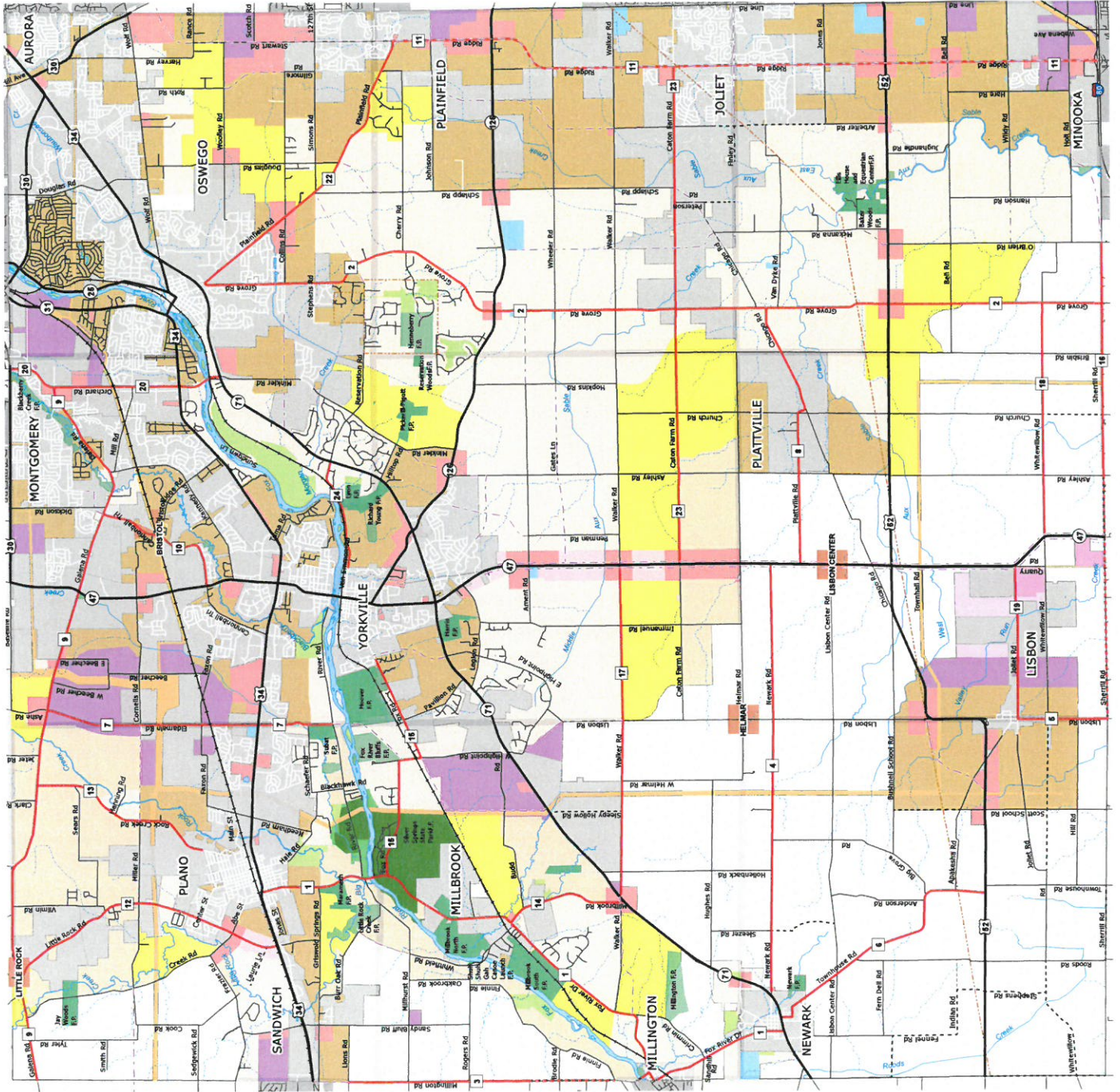


Road Type

- Adjacent County
- County
- Interstate
- State & Federal
- Blumhous
- Gravel
- Dkt
- Local
- Rail Roads
- Intermittent Hydrology
- Parcels
- Hamlets
- Incorporated Areas
- Political Townships

Future Land Use

- 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
- Country Side Residential Max Density 0.33 DU/Acre
- Commercial
- Mixed Use Business
- Commonwealth Edison
- Transportation Corridors
- Mining
- Potential Mining District
- Public/Institutional
- Agriculture
- Forest Preserves
- Open Space
- Proposed Roadway Improvements



Kendall County GIS
 111 West Fox Street - Room 308
 Yorkville, Illinois 60560
 630-553-4212

Map last updated: 4/6/2021

More info about the LRMP can be found at: <https://www.co.kendall.il.us/departments/planning-building-zoning/lrmp>

Exhibit C

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



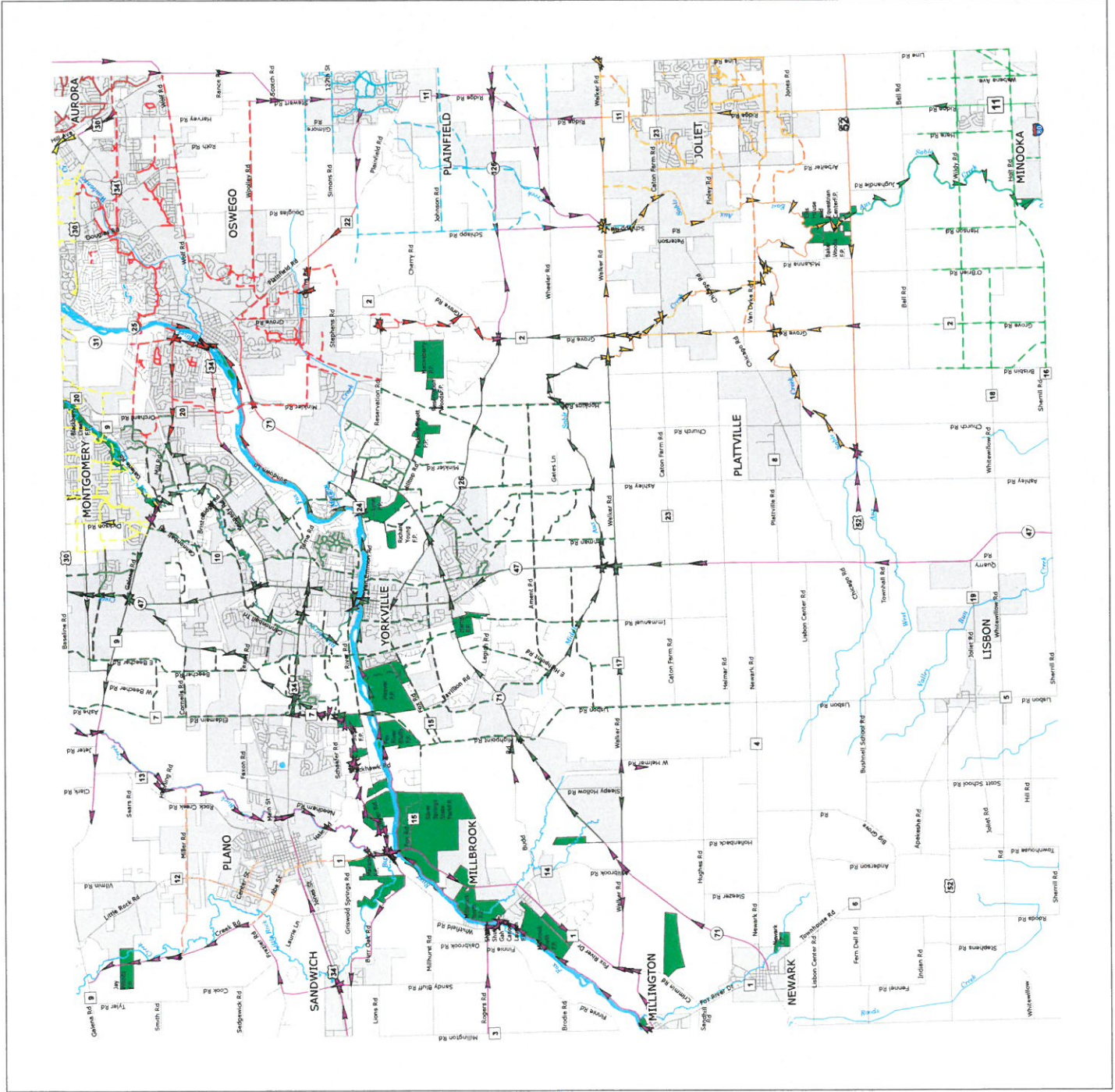
Appendix D

- 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



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

Exhibit C



Appendix D
Exhibit D, Page 1

PIN	New 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

Appendix D
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	New Classification	
06-12-200-002	Mixed Use Business	Balm LLC
06-12-200-007	Mixed Use Business	Betzwiser Family, LLC
09-13-200-003	Public/Institutional	Board of Education Minooka DT 111