

TOWNSHIP SUMMARY

SECTION SEVEN

FOX & KENDALL TOWNSHIPS

Introduction

Purpose

In March 1994, Kendall County adopted a Land Resource Management Plan (LRMP) which helps guide the County's future development and outlines specific strategies to address key growth issues. Since the LRMP only provides general guidelines regarding land use, the County agreed to develop individual land resource management plans for each township. A general timeline of township planning in Kendall County is shown below.

- The first township plan was prepared for the southeastern portion of the County, which includes Seward and Na-Au-Say Townships. This plan was adopted in October 1998.
- The second township plan was prepared for Big Grove Township and was adopted in March 2002.
- Little Rock, Bristol, and Oswego Townships comprised the collective Northern Three Townships, which was the next group of townships for which a land resource management plan was developed. The Northern Three Townships LRMP was adopted in June 2003.
- An update to the township plan for Na-Au-Say Township, particularly along the East Route 126 Corridor, was prepared to reflect current growth and development trends. This update illustrates how the County LRMP and the individual township plans have a dynamic quality that allows them to be updated as growth and development trends change and other influential factors dictate (e.g. consideration of new roadways such as the Prairie Parkway and the WIKADUKE Trail). The Na-Au-Say Township LRMP update was adopted in March 2004.
- The Fox and Kendall Townships LRMP was last updated in May 2005.
- Updated LRMP's for Lisbon, Seward, and the southern portion of Na-Au-Say Townships were adopted in December 2005.

The County selected Fox and Kendall Townships as the next set of townships for which to develop a land resource management plan based on local interests.

Planning Process

One of the primary reasons for adopting the County LRMP was to promote intergovernmental cooperation. To facilitate this intergovernmental cooperation, an advisory ad hoc committee was established to guide the development of a township LRMP for Fox and Kendall Townships. The ad hoc committee was comprised of key staff members and representatives from the County, the townships, and the affected municipalities, which includes Millbrook, Millington, Newark, and Yorkville.

Situation Audit

Overview

Preparation of a comprehensive plan for Fox and Kendall Townships requires a thorough and clear understanding of the local planning issues in the two townships. In particular, the population and housing trends, land use structure, environmental features, and transportation network of the two townships all have an impact on planning for future growth and development. This Situation Audit addresses these planning issues based on the analysis of information gathered from a land use survey, township workshops in October 2004, and other sources.

The Situation Audit is organized as follows:

- Planning Process
- Public Comments from Township Workshops
- Location Map
- Population Trends
- Existing Land Use (Existing Land Use Map)
- Environmental Issues (Planning Issues Map)
- Transportation Issues (Planning Issues Map)
- Public Facilities & Utilities

Public Comments from Township Workshops

A pair of Township Workshops were held on October 6 and 7, 2004, to summarize the planning process, present background information and existing conditions, and offer the general public the opportunity to provide input on preparing the LRMP, particularly the Future Land Use & Transportation Plan, for Fox and Kendall Townships. Below is a summary of key ideas discussed at the Township Workshops.

- Development should ideally progress from the municipalities outward into the County to prevent spotty/random or discontinuous development.
- A road easement around the Farmers State Bank in Millbrook could facilitate the potential realignment of Millbrook Road to create a straightened connection to Whitfield Road.
- Conservative growth and development are anticipated for the southern section of Fox Township, particularly around Millington and Newark. On the other hand, moderate growth and development are anticipated for the southern section of Kendall Township with particular attention given to creating an appropriate density buffer to prevent encroachment from Joliet's pending westward high-density development toward Brisbin Road.

- Low-density residential development within County jurisdiction helps provide a transition to higher density development that is allowed within municipalities. If the County didn't develop an LRMP, development within unincorporated areas would have densities as high as (or possibly even higher than) developments within incorporated areas. The County and township LRMPs ensure that unincorporated developments maintain the density levels that are most appropriate for areas that wish to maintain a rural/agricultural lifestyle. Where appropriate, the County's Future Land Use Plan gives property owners the choice to either continue farming the land, develop low density estate-like residential lots now, or wait for municipalities to grow out into the County to allow for higher density development.
- Future road extensions and other transportation improvements are shown on the Future Land Use & Transportation Plan map to ensure that rights-of-way are reserved to accommodate anticipated growth and development. Road extensions typically do not occur until growth and development are substantial enough to warrant a demand for the extensions.
- The location of future open space areas will be determined by how other land uses are laid out, particularly residential uses. The Forest Preserve District and local park districts are working together to create plans for open space, trails, parks, and recreation. The County's recently adopted Greenways Plan provides some direction in this regard.
- The County subdivision ordinance should include language that addresses the need for adequate fire services such as opportunities for dry hydrants and other accessible water sources to ensure all developments meet fire codes, particularly in reference to accessible water sources.
- Access to and views of the riverfront as well as properties with attractive or sensitive environmental features (e.g. healthy tree patches, creeks, wetlands, etc) should be protected and preserved. Land use boundaries should follow "hard" boundaries (i.e. physical barriers such as roads and creeks) as much as possible; otherwise "soft" boundaries should be used with careful consideration of key land characteristics such as property lines, tree masses, and differences in soil types (e.g. developable soils vs. less developable soils).
- The County holds an annual planning workshop to provide an opportunity for residents to proposed changes to the Future Land Use & Transportation Plan. This ensures that the LRMP is a fluid document and is dynamic enough to be updated to accurately reflect actual growth and development trends.

Specific suggestions raised at the Township Workshops were considered and directly incorporated into the Future Land Use & Transportation Plan where appropriate.

In preparation of the 2008 revision of the township LRMP update, the County's Ad Hoc Committee hosted a public Open House on September 26, 2007, to review and hear public comment on the LRMP update for Fox Township. Below is a summary of key ideas discussed at the Open House.

- Significant discussion was held regarding the private recreation area shown south of Silver Springs State Fish & Wildlife area. Should it be AG or private?
- Consider additional residential use west of the Fox River.
- Concerns were expressed for running trails through private property. The patrolling and maintenance issues would need to be addressed.
- The Village of Millbrook was very concerned with the Whitfield Road extension, feeling this would bring increased traffic down from Plano, taking them through the heart of Millbrook.
- Concern was raised for the need for the Eldamain Road bridge given the proximity to the Prairie Parkway bridge – was it necessary? (This was explained that they have different purposes – one is a local access and the other is a regional access.)
- There were concerns given for the type of businesses that would occur in the mixed business designation near the Route 71/Prairie Parkway interchange. They would like to see a better definition of mixed business uses.
- Newark emphasized their desire for an AG buffer between Newark and Millington. What is currently shown is not adequate.
- There was a request to extend the commercial at the SE corner of Fox River Drive and Millbrook Road to Budd Road.
- The plan needs to be adjusted to reflect the approved High Point Meadows subdivision.
- The owner of the old school house on the south side of Fox River Drive suggested that it was zoned commercial and he would like the map to show commercial use.
- Those who commented on the drafted plan supported the County's efforts to promote conservation design for future developments

A draft of the Fox River Corridor Plan, which is a separate document related to the County LRMP, was also reviewed at the Open House. Based on key stakeholder interviews and research conducted during the spring and summer of 2007, key issue areas included trail characteristics, scenic road corridors, preservation opportunities, and consideration of best practices. Trail characteristics included issues such as multiple users, standard trail design, educational and recreational opportunities, river access, and tourism/economic development opportunities.

Location Map

Fox & Kendall Townships

Legend



Township



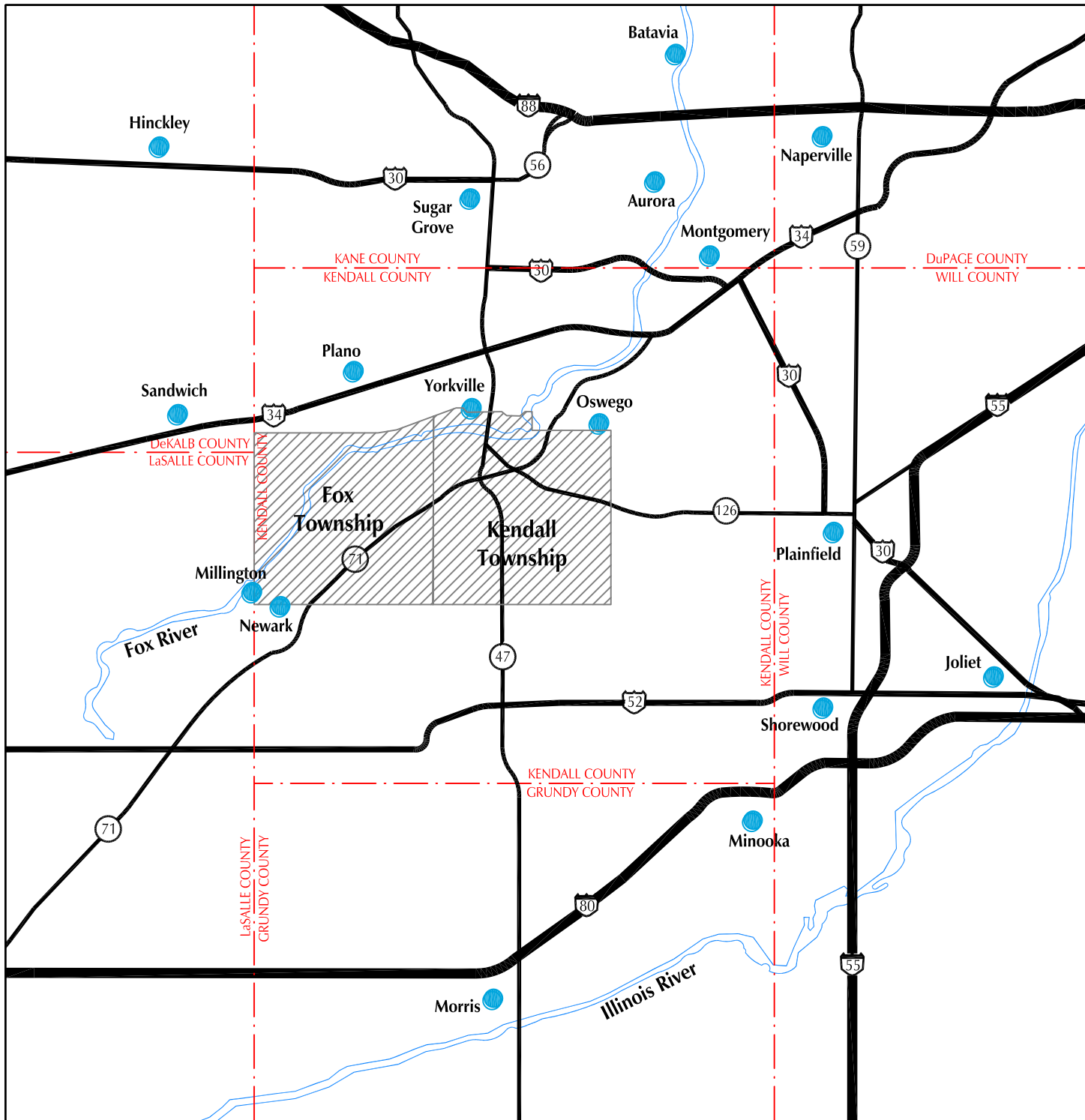
Neighboring Community



County Line

Townships in Kendall County

Little Rock	Bristol	Oswego
Fox	Kendall	Na-Au-Say
Big Grove	Lisbon	Seward



September 2004



Population Trends

Fox and Kendall Townships are fairly similar in terms of their predominantly rural character. However, the two townships differ in terms of their respective population size and growth since the 1990 U.S. Census. In particular, the 2000 Census indicates that the population of Kendall Township (4,636 residents) is over 3½ times the size of the population of Fox Township (1,257 residents). This disparity factor is up from population figures from the 1990 Census, where the population of Kendall Township (3,399 residents) was about 3 times the size of the population of Fox Township (1,140 residents). Furthermore, based on population estimates calculated by the Census using births, deaths, and migration, the disparity between the populations of the two townships continued to increase to a factor of over 4 in 2003. Although the two townships are both experiencing population growth, these trends demonstrate that Kendall Township is experiencing more growth than Fox Township. In fact, Kendall Township has had a markedly higher growth rate than Fox Township since 1990.

Population Trends within Incorporated Areas

Although a majority of Fox and Kendall Townships is unincorporated and comprised of agricultural land, a small portion of each township is covered by incorporated areas. The Community of Millbrook and the eastern portion of the Village of Millbrook collectively cover about 2.3% of the total land area in Fox Township. The southern portion of the United City of Yorkville covers about 8.8% of the total land area in Kendall Township. Millbrook's population has remained fairly steady at 288 residents since 1990. Though larger than Millbrook, Millington's population decreased from 500 residents in 1990 to 458 residents in 2000. Yorkville's population has experienced substantial growth increasing from 4,055 residents in 1990 to nearly 12,000 residents in 2006, as identified by a Special Census.

Population Trends within Kendall County

In general, the populations and growth of Fox and Kendall Township are fairly moderate compared to the other nine townships in Kendall County. In other words, Fox and Kendall Townships are neither the fastest nor the slowest growing townships in the County. Based on the 2000 Census, Fox and Kendall Townships have the 7th and 4th highest populations, respectively, among the other nine townships. Fox Township formerly had the 6th highest population in 1990 before being surpassed by Na-Au-Say Township in 2000 and falling to the 7th highest ranking. Kendall Township has maintained the 4th highest population ranking since 1990. In terms of percent change in population from 1990-2000, Kendall and Fox Townships have the 4th and 5th highest percent changes, respectively.

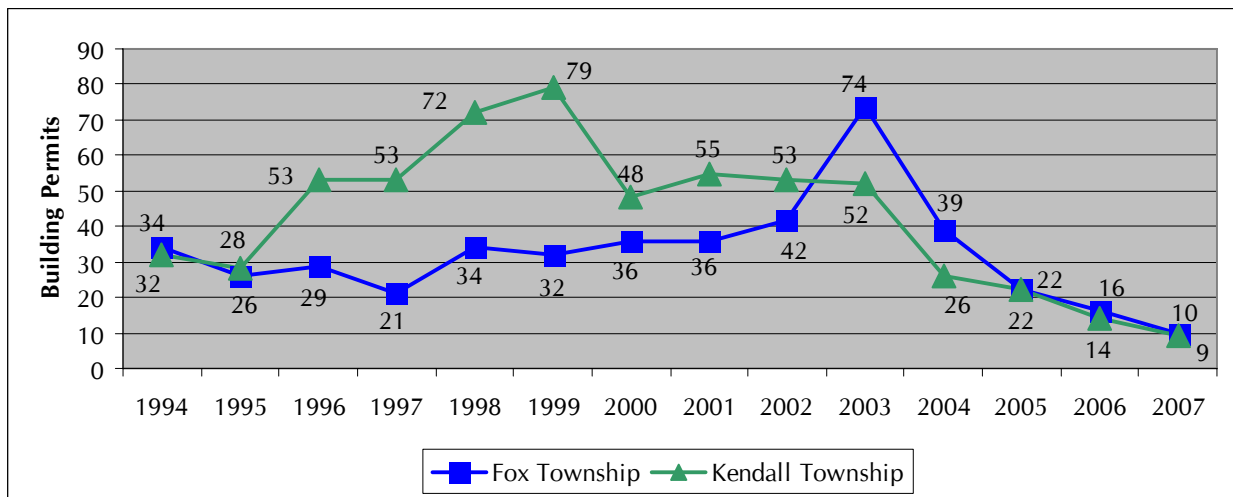
Population Trends within the Local Region

Relative to other neighboring communities throughout the local region, Kendall Township has experienced moderate population growth while Fox Township has experienced relatively low population growth. Neither township has grown as much as the area's high-growth communities like the Villages of Oswego or Plainfield. In particular, Fox Township had a percent population change of 10.3% from 1990-2000, which is comparable to the percent changes for the City of Plano (9.6%) and

Village of Lisbon (10.2%) and markedly greater than the percent change for the Village of Newark (5.6%), Community of Millbrook (0%), Boulder Hill Subdivision (-8.2%), and the Village of Millington (-8.4%). On the other hand, the 36.4% population change for Kendall Township is comparable to the percent changes for the City of Joliet (35.2%) and the City of Aurora (42.6%) and significantly greater than the Village of Montgomery (18.6%), City of Sandwich (15.6%), Plano, Lisbon, Newark, Millbrook, Boulder Hill, and Millington.

Residential Building Permits

Population growth may also be assessed by evaluating the number of residential building permits issued over a certain period of time. In particular, annual counts for building permits for residential units reveal the number of new homes that are constructed. The graphic below illustrates the number of residential building permits issued between 1994-2007 for unincorporated areas in Fox and Kendall Townships. The permit counts account for the permits issued for residences located within County jurisdiction but not within incorporated areas. Fox Township issued considerably less residential building permits than Kendall Township from 1994 until 1999 when the permit count for Fox Township began to gradually increase as the permit count for Kendall Township began to decrease. The permit count for Fox Township skyrocketed from 42 in 2002 to 74 in 2003 before decreasing again to 39 in 2004. The construction of subdivisions like the Estate of Millbrook, the Woods of Silver Springs, and the Settlement at Silver Springs have contributed to the large increase in residential building permits in Fox Township in that period of time. Permit counts in Kendall Township decreased dramatically from 79 in 1999 to 48 in 2000 before increasing slightly to 55 in 2001 and then beginning a gradual decrease since then. Although Kendall Township has been experiencing a gradual decrease in County building permits, new residential developments are either under construction (e.g. Brighton Oaks, White Tail, Highpoint Meadows, Rose Hill, Tanglewood, and Deere Crossing) or being planned, particularly around Yorkville. It is important to note that Yorkville has a large lot inventory including approximately 15,000 pending building permits. Although these pending building permits will not count towards the County’s permit count for unincorporated areas, Yorkville’s large lot inventory will have an impact on how all parts of Kendall Township, both incorporated and unincorporated, develop.



County Building Permit Trends
Land Resource Management Plan

Affordable Housing

The Affordable Housing Planning and Appeal Act (Public Act 93-595), which went into effect on January 1, 2004, is intended to encourage Illinois municipalities and counties to provide a sufficient amount of affordable housing into their communities. Under the Act, all municipalities and counties that do not provide sufficient affordable housing are required to adopt an affordable housing plan. In addition, affordable housing developers may appeal the denial of applications of development projects as well as infeasible conditions placed on tentative approvals of developments from local governments with insufficient affordable housing. A State Housing Appeals Board would hear and respond to these cases. The Illinois Housing Development Authority (IHDA) is required by the Act to determine and publish a list of municipalities and counties that are exempt and non-exempt from the requirements of the Act. Based on formulas, factors, and definitions stated in the Act, municipalities and counties with less than 10% affordable housing are required to incorporate more affordable housing into their communities.

The Act states that a community must meet one of the two criteria set by IHDA to determine whether the community is exempt under the Act. A community is exempt if it either (a) has over 10% of all housing units affordable, or (b) has a population of less than 1,000 residents. Based on these criteria, all four communities in Fox and Kendall Townships are exempt under the Act:

- Yorkville’s population in 2000 was 6,189 residents, which does not meet the population criterion; however, Yorkville merits exemption since it meets the 10% affordability criterion since 32.6% of its total housing units are devoted to affordable housing.
- Millington and Newark both merit exemption since they both meet the 10% affordability criterion (64.4% affordability and 45.2% affordability, respectively) and the population criterion (458 residents and 887 residents in 2000, respectively).

Affordable Housing Units, 2000

Exemption Test for Affordable Housing Act

Community	2000 Population	Total Affordable Housing Units	Total Housing Units	Percentage of Affordable Housing Units	Exemption	Affordable Sales Price	Affordable Monthly Rent
Communities within Fox & Kendall Townships							
Community of Millbrook *	287	n/a	n/a	n/a	Exempt	n/a	n/a
Village of Millington	458	94	146	64.4%	Exempt	\$116,444	\$705
Village of Newark	887	142	314	45.2%	Exempt	\$123,720	\$775
City of Yorkville	6,189	748	2,296	32.6%	Exempt	\$123,720	\$775
Balance of Counties (Chicago Metro Area)							
Kendall County	24,891	2,759	8,483	32.5%	Exempt	\$123,720	\$775
DeKalb County	16,521	2,110	5,851	36.1%	Exempt	\$123,720	\$775
DuPage County	104,075	6,528	37,994	17.2%	Exempt	\$122,381	\$775
Grundey County	12,075	1,946	4,250	45.8%	Exempt	\$123,720	\$775
Kane County	65,428	3,982	21,152	18.8%	Exempt	\$123,720	\$775
LaSalle County	31,445	4,847	11,202	43.3%	Exempt	\$104,825	\$605
Will County	128,448	13,035	43,536	29.9%	Exempt	\$123,720	\$775

Notes

- * Source: Report on Affordable Housing Planning and Appeal Act, July 2004.
- * Millbrook originally not considered in IHDA's research.
- * County data only considers population and housing data pertaining to unincorporated areas.

- Despite being an incorporated community, Millbrook was not considered in IHDA’s research; however, we are still able to determine if Millbrook is exempt under the Act based on the population criterion. Since Millbrook was not counted as a separate municipality in the 2000 Census, housing and income data are unavailable to determine whether or not Millbrook meets the 10% affordability criterion. On the other hand, Millbrook meets the population criterion (287 residents in 2000) and thus is exempt under the Act.

In addition to the housing units located within incorporated areas, it is important to evaluate the housing units located within unincorporated areas, which make up the “balance” of the county. The balance of Kendall County devotes about 32.5% of its total housing units to affordable housing. Although this percentage can not be reduced further at the township level, the 32.5% figure is a good indicator that Kendall County on the whole provides a sufficient amount of affordable housing to its citizens living in unincorporated areas. The balances of other neighboring counties such as DeKalb and Will Counties have comparable affordable housing percentages. Kane and DuPage Counties have considerably lower affordable housing percentages. Not surprisingly, the counties located on the outermost fringe of the Chicago metropolitan area (Grundey and LaSalle Counties) have considerably higher affordable housing percentages. Relative to all counties within or on the fringe of the Chicago metropolitan area, Kendall County’s affordable housing percentage is about average.

Existing Land Use

An existing land use survey was conducted on August 3, 2004, to assess current development patterns and record other existing conditions in Fox and Kendall Townships. In particular, existing land uses, notable environmental features, and other local characteristics were identified within the two townships, which also included the incorporated areas of Millbrook, Millington, and Newark in Fox Township and Yorkville in Kendall Township. The existing land use survey was supplemented by interpretations of aerial photographs. The existing land use data collected from the two identification methods are indicated on the Existing Land Use Map. The figure below summarizes the acreage and composition of existing land uses in the Fox and Kendall Townships.

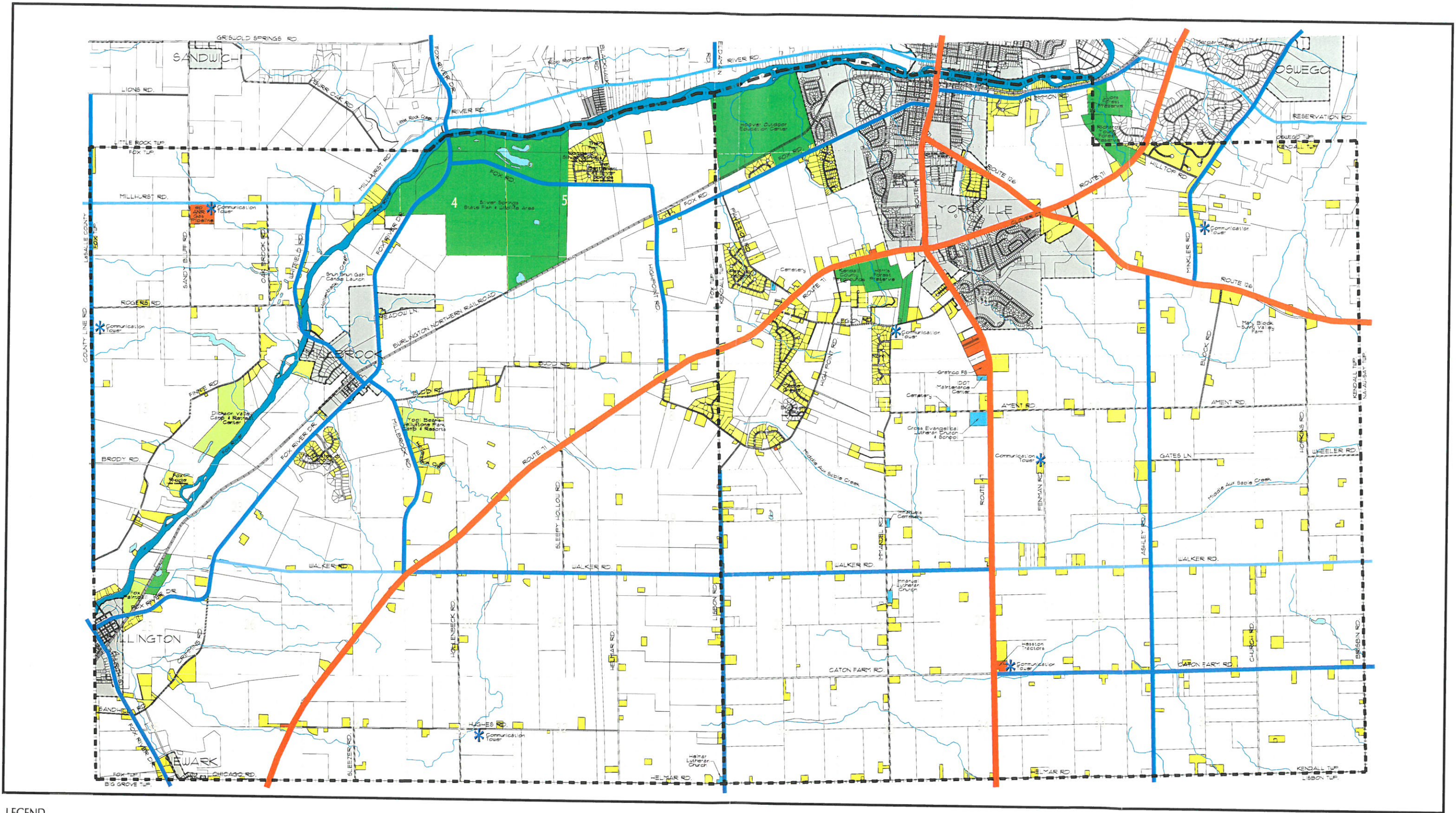
Existing Land Use Areas

Land Use	Fox Township		Kendall Township		Combined	
	acres	percent	acres	percent	acres	percent
Single Family Residential	365.1	1.6%	933.1	3.7%	1,298.3	2.7%
Farmstead	580.9	2.5%	769.7	3.1%	1,350.5	2.8%
Commercial	30.7	0.1%	40.5	0.2%	71.2	0.1%
Industrial	0.0	0.0%	4.5	0.0%	4.5	0.0%
Public/Institutional	2.1	0.0%	23.7	0.1%	25.8	0.1%
Public Recreation/Parks	1,053.8	4.5%	560.8	2.2%	1,614.6	3.3%
Private Recreation	204.2	0.9%	0.0	0.0%	204.2	0.4%
ComEd Utility ROW	254.0	1.1%	0.0	0.0%	254.0	0.5%
Municipalities	531.9	2.3%	2,201.9	8.8%	2,733.8	5.6%
Agricultural	20,439.5	87.1%	20,611.6	82.0%	41,051.1	84.5%
TOTAL	23,462.2	100.0%	25,145.8	100.0%	48,608.0	100.0%

In 2004, approximately 84.5% of the land within the two townships is used for agricultural purposes. Despite the majority of land currently being devoted to agriculture, both townships are populated to a small extent in the form of single-family homes and farmsteads in unincorporated areas and municipalities. The percent of land allocated to single family homes and farmsteads in the two townships is fairly even at 2.7% and 2.8%, respectively. Taken separately, the residential composition of Fox Township (1.6% single family homes, 2.5% farmsteads, and 2.3% municipalities) is markedly less than that of Kendall Township (3.7% single family homes, 3.1% farmsteads, and 8.8% municipalities).

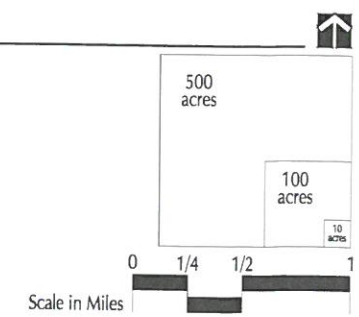
The two townships also include non-residential uses with Kendall Township having a greater composition of commercial, industrial, and public/institutional uses than Fox Township. Most of the commercial uses are agriculture-related businesses. The only industrial use is located in Kendall Township on the east side of Yorkville off of Routes 47 and 126. Churches and cemeteries comprise the public/institutional uses in the two townships.

On the other hand, Fox Township is comprised of more land devoted to public and private recreation areas (5.4%) than Kendall Township, including the Silver Springs State Fish & Wildlife Area, Dickson Valley Camp & Retreat Center, and Yogi Bear's Jellystone Park Camp & Resorts. The public and private recreation areas in Kendall Township (2.2%) include the Hoover Outdoor Education Center, Kendall County Fairgrounds, Harris Forest Preserve, and parts of the Lyons and Richard Young Forest Preserves. In addition, the only segments of ComEd utility right-of-way run through Fox Township.



LEGEND

- | | | | |
|---------------------------|-------------------------|----------------------------|-----------------------|
| Single Family Residential | Institutional | ComEd Utility Right-Of-Way | Arterial Roads |
| Farmstead | Public Recreation/Parks | Municipality | Major Collector Roads |
| Commercial | Private Recreation | Communication Tower | Minor Collector Roads |
| Industrial | Agricultural | Township Boundaries | |



KENDALL COUNTY, ILLINOIS
September 2004

Existing Land Use Plan
FOX & KENDALL TOWNSHIPS



Environmental & Transportation Characteristics

The Planning Issues Map depicts the environmental features and transportation network of Fox and Kendall Townships.

Environmental Features

The environmental features represented on the Planning Issues Map include floodplain, non-productive farmland, wooded areas, creeks, and watershed boundaries. Most of these features were identified from the Kendall County Environmental Factors Map, which was produced in December 1992. Some features such as scenic views were identified via observations from the existing land use survey. Key issues relating to these environmental features are noted below.

- **Floodplain.** A major floodplain follows along the Fox River, running diagonally through Fox Township and the north side of Kendall Township. Floodplain has also been identified along the Middle Aux Sable Creek in the south-central section of Kendall Township.
- **Non-Productive Farmland.** Although 84.5% of the area of the two townships is agricultural, almost one-quarter (23.5%) of agricultural land is considered less productive farmland due to soil and topographic conditions that make the land less favorable for farm production. Despite the non-productive identification, most areas are still used for agriculture. In Kendall County, this classification really just indicates land that is not considered prime farmland.
- **Wooded areas.** The wooded areas depicted on the Planning Issues Map only represent wooded areas that cover 1 acre or more. There are many other small patches of trees scattered throughout the township, but each patch covered less than an acre of land. All wooded areas, regardless of size, should be identified as development activity warrants.
- **Creeks and Watersheds.** The location of creeks and watershed boundaries are critical for stormwater management. Such natural features are also relevant to planning sanitary sewer systems.
- **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

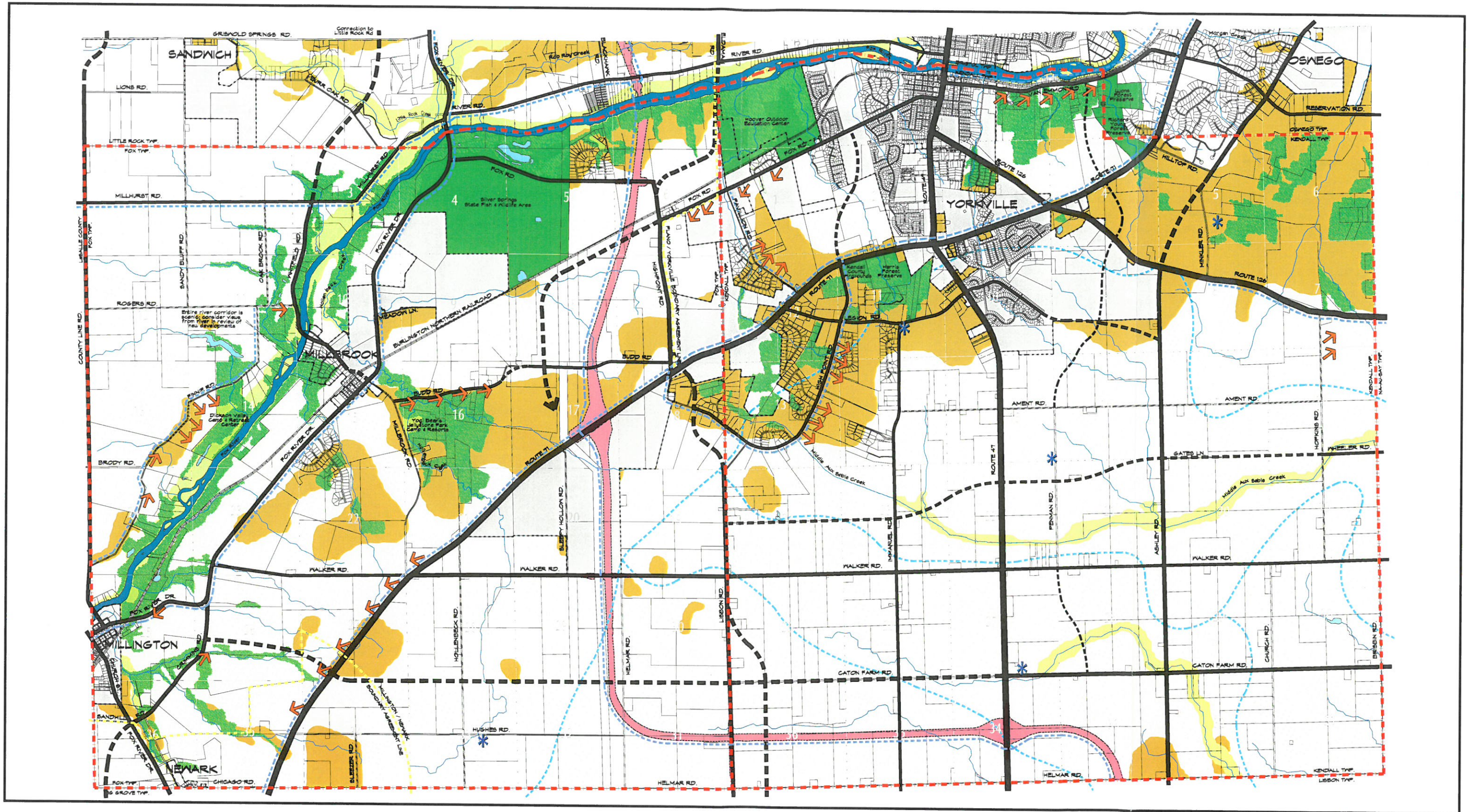
The transportation network shown on the Planning Issues Map includes arterial roads, major and minor collector roads. The features of the network were primarily identified from the Kendall County Transportation Plan, which was produced in August 1999 and has been updated regularly. Each level of the 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.

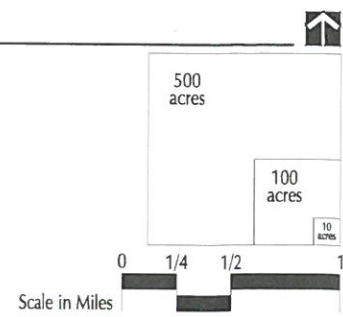
In addition to the general road system, Fox and Kendall Townships are also served by alternative forms of transportation, namely railroad and future multi-use trails.

- **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.



LEGEND

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|-------------------------|----------------------------------|---|---|
| Floodplain | Productive Agricultural Farmland | ComEd Utility Right-Of-Way | Township Boundaries |
| Watershed Boundary | Public Recreation/Parks | Communication Tower | Arterial Roads |
| Wooded Area | Private Recreation | Scenic Views
(As determined during Land Use Survey) | Major Collector Roads |
| Non-Productive Farmland | Municipality | Scenic Routes
(As shown on County Transportation Plan) | Minor Collector Roads |
| | | | Proposed Prairie Parkway Corridor
Preferred Alignment: Alternative B5
(Announced by IDOT on June 1, 2007) |



KENDALL COUNTY, ILLINOIS
June 2008

Planning Issues Map
FOX & KENDALL TOWNSHIPS



Traffic Volume

IDOT conducts periodic traffic counts on roadways throughout the state. The figures below and on the next page summarize traffic counts in 1994, 1998, 2002, and 2006 for major and minor roads in Fox and Kendall Townships. In general, the traffic volume on a road is measured by the annual average number of vehicles traveling on that particular road per day. 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 right-of-way for future roadway improvements.

- **Traffic Volume Increases in Fox Township.** Looking at the trend of traffic volumes from 1994 to 2006, several roads experienced traffic volume increases of 50% or more. For instance, the traffic volume on the segment of Millhurst Road extending east of Sandy Bluff Road increased from 850 vehicles in 1994 to 2,100 vehicles in 2006, which is a 147.1% increase over that time frame. In fact, this segment of Millhurst Road experienced the largest increase in traffic volume from 1994-2006. Among all roads that experienced traffic volume increases of 50% or more, several road segments experienced an increase of 100% or more:
 - **Millhurst Road** (138.9% and 147.1% - various segments)
 - **Walker Road** (136.4% - segment east of Route 71)
 - **Fox Road** (111.8% - segment west of Highpoint Road)
 - **Highpoint Road** (122.2% - segment north of Budd Road)
 - **Rogers Road** (166.7% - segment between Millington Road and Whitfield Road)
 - **Sandy Bluff Road** (100.0% - segment south of Millhurst Road)
 - **Crimmins Road** (250.0% - segment south of Fox River Drive)
 - **Budd Road** (100.0% - segment between Hollenback Road and Highpoint Road)
 - **Whitfield Road** (107.1% - segment south of Rogers Road)
 - **Hollenback Road** (100.0% - segment south of Walker Road)

The tables on the next page list these road segments as well as other major and minor roads in Fox Township.

- **Traffic Volume Decreases in Fox Township.** In addition, the tables also list two roads that experienced traffic volume decreases from 1994-2006:
 - **Hughes Road** (-25.0% - segment between Route 71 and Helmar Road)
 - **Hollenback Road** (-33.3% - segment north of Walker Road)

It is important to note that the decrease in traffic volume along Hughes Road can partly be attributed to the fact that it provides access primarily to farmsteads.

Fox & Kendall Townships Land Resource Management Plan

Traffic Volumes in Fox Township, 1994-2006

Major Road Segment (Arterials & Collectors)	Traffic Volume				Short-Term Change		Long-Term Change	
	1994	1998	2002	2006	2002-2006		1994-2006	
					Change	Percent	Change	Percent
Route 71								
* North of Budd Road	5,600	7,000	7,300	7,600	300	4.1%	2,000	35.7%
* Between Walker Road & Budd Road	5,500	6,400	6,900	6,700	-200	-2.9%	1,200	21.8%
* South of Walker Road	5,600	6,700	7,300	7,000	-300	-4.1%	1,400	25.0%
Millington Road								
* North of Rogers Road	1,100	1,100	1,200	1,350	150	12.5%	250	22.7%
* South of Rogers Road	1,100	1,100	1,700	2,050	350	20.6%	950	86.4%
Fox River Drive								
* North of Millbrook Road	1,550	1,800	2,250	2,050	-200	-8.9%	500	32.3%
* Between Walker Road & Millbrook Road	700	750	900	1,200	300	33.3%	500	71.4%
* South of Walker Road	1,500	1,700	1,700	1,700	0	0.0%	200	13.3%
Millhurst Road								
* West of Sandy Bluff Road	900	1,300	1,600	2,150	550	34.4%	1,250	138.9%
* East of Sandy Bluff Road	850	1,450	2,450	2,100	-350	-14.3%	1,250	147.1%
Millbrook Road								
* North of Budd Road	1,250	1,750	1,750	2,450	700	40.0%	1,200	96.0%
* South of Budd Road	1,400	1,300	1,300	1,900	600	46.2%	500	35.7%
Walker Road								
* West of Route 71	375	400	450	600	150	33.3%	225	60.0%
* East of Route 71	550	700	850	1,300	450	52.9%	750	136.4%
Lisbon Road								
* North of Walker Road	225	275	325	350	25	7.7%	125	55.6%
* South of Walker Road	300	450	400	450	50	12.5%	150	50.0%
Fox Road								
* East of Highpoint Road	1,800	2,250	2,350	2,350	0	0.0%	550	30.6%
* West of Highpoint Road	1,700	1,800	2,050	3,600	1,550	75.6%	1,900	111.8%
Highpoint Road								
* North of Budd Road	450	700	1,000	1,000	0	0.0%	550	122.2%

Minor Road Segment (Local Roads)	Traffic Volume				Short-Term Change		Long-Term Change	
	1994	1998	2002	2006	2002-2006		1994-2006	
					Change	Percent	Change	Percent
Rogers Road								
* Between Millington Road & Whitfield Road	450	750	1,000	1,200	200	20.0%	750	166.7%
Sandy Bluff Road								
* North of Millhurst Road	1,750	2,350	2,850	2,950	100	3.5%	1,200	68.6%
* South of Millhurst Road	375	550	600	750	150	25.0%	375	100.0%
Finnie Road								
* Between Rogers Road & Millington Road	200	250	225	225	0	0.0%	25	12.5%
Church Street								
* South of Crimmins Road	1,550	1,800	1,750	1,850	100	5.7%	300	19.4%
Crimmins Road								
* South of Fox River Drive	200	250	550	700	150	27.3%	500	250.0%
Budd Road								
* Between Hollenback Road & Highpoint Road	325	400	450	650	200	44.4%	325	100.0%
Whitfield Road								
* North of Rogers Road	400	500	500	600	100	20.0%	200	50.0%
* South of Rogers Road	700	1,100	1,150	1,450	300	26.1%	750	107.1%
Hughes Road								
* Between Route 71 & Helmar Road	100	125	75	75	0	0.0%	-25	-25.0%
Hollenback Road								
* North of Walker Road	75	75	75	50	-25	-33.3%	-25	-33.3%
* South of Walker Road	75	125	150	150	0	0.0%	75	100.0%
Helmar Road								
* North of Hughes Road	75	100	50	125	75	150.0%	50	66.7%
* South of Hughes Road	100	125	100	150	50	50.0%	50	50.0%

Source: Annual Average Daily Traffic Maps, IDOT.

- **Traffic Volume Increases in Kendall Township.** Similar to Fox Township, several roads experienced traffic volume increases of 50% or more from 1994-2006. Among all the roads that experienced traffic volume increases of 50% or more, the following road segments experienced an increase of 100% or more:
 - **Route 71** (114.7% - segment between Route 47 and Route 126)
 - **Walker Road** (109.1%, 140.0% and 172.7% - various segments)
 - **Ashley Road** (340.0%, 2000.0%, 242.9% and 260.0% - various segments)
 - **Minkler Road** (900.0% and 483.3% - various segments)
 - **Hilltop Road** (225.0% - segment between Route 71 and Minkler Road)
 - **Ament Road** (350.0% - segment west of Route 47)
 - **Wheeler Road** (800.0% - segment east of Hopkins Road)
 - **Hopkins Road** (100.0% - segment between Route 126 and Walker Road)

The tables below and on the next page list these roads as well as other major and minor roads in Kendall Township.

Traffic Volumes in Kendall Township, 1994-2006

Major Road Segment (Arterials & Collectors)	Traffic Volume				Short-Term Change 2002-2006		Long-Term Change 1994-2006	
	1994	1998	2002	2006	Change	Percent	Change	Percent
	Route 71							
* Southwest of Pavillion Road	5,600	7,000	7,300	7,600	300	4.1%	2,000	35.7%
* Between Pavillion Road & Route 47	7,400	9,000	10,000	9,600	-400	-4.0%	2,200	29.7%
* Between Route 47 & Route 126	4,750	6,400	8,700	10,200	1,500	17.2%	5,450	114.7%
* Northeast of Route 126	5,300	6,100	8,600	9,900	1,300	15.1%	4,600	86.8%
Route 47								
* Between Van Emmon Road & Route 126	13,400	14,300	17,100	19,000	1,900	11.1%	5,600	41.8%
* Between Route 126 & Route 71	10,500	11,200	13,000	14,100	1,100	8.5%	3,600	34.3%
* Between Route 71 & Ament Road	5,900	7,100	8,700	10,800	2,100	24.1%	4,900	83.1%
* Between Ament Road & Caton Farm Road	4,600	5,900	7,000	8,600	1,600	22.9%	4,000	87.0%
* South of Caton Farm Road	4,400	5,700	6,400	8,200	1,800	28.1%	3,800	86.4%
Route 126								
* East of Route 47	3,850	3,950	5,500	6,000	500	9.1%	2,150	55.8%
* Between Route 47 & Route 71	3,150	3,950	5,000	6,000	1,000	20.0%	2,850	90.5%
* East of Route 71	3,250	3,800	5,100	5,900	800	15.7%	2,650	81.5%
Fox Road								
* Between Highpoint Road & Pavillion Road	1,700	1,800	2,050	2,350	300	14.6%	650	38.2%
* Between Pavillion Road & Yorkville City Limits	2,450	2,750	3,750	2,400	-1,350	-36.0%	-50	-2.0%
* Between Yorkville City Limits & Route 47	3,000	3,000	4,100	3,150	-950	-23.2%	150	5.0%
Walker Road								
* West of Route 47	550	700	750	1,150	400	53.3%	600	109.1%
* Between Route 47 & Ashley Road	375	500	600	900	300	50.0%	525	140.0%
* East of Ashley Road	275	325	450	750	300	66.7%	475	172.7%
Caton Farm Road								
* East of Route 47	850	1,300	1,300	1,650	350	26.9%	800	94.1%
Ashley Road								
* Between Route 126 & Ament Road	250	275	450	1,100	650	144.4%	850	340.0%
* Between Ament Road & Walker Road	50	250	400	1,050	650	162.5%	1,000	2000.0%
* Between Walker Road & Caton Farm Road	175	175	300	600	300	100.0%	425	242.9%
* South of Caton Farm Road	125	175	275	450	175	63.6%	325	260.0%
Minkler Road								
* Between Route 126 & Hilltop Road	175	250	650	1,750	1,100	169.2%	1,575	900.0%
* North of Hilltop Road	300	500	850	1,750	900	105.9%	1,450	483.3%
Van Emmon Road								
* East of Route 47	2,250	2,200	2,350	2,650	300	12.8%	400	17.8%
* West of Route 71	1,800	2,200	2,500	2,950	450	18.0%	1,150	63.9%

- **Traffic Volume Decreases in Kendall Township.** In addition, the tables also list two roads that experienced traffic volume decreases from 1994-2006:
 - **Fox Road** (-2.0% - segment between Pavillion Road and Yorkville city limits)
 - **Church Road** (-50.0% - segment south of Walker Road)

Traffic Volumes in Kendall Township, 1994-2006

Minor Road Segment (Local Roads)	Traffic Volume				Short-Term Change 2002-2006		Long-Term Change 1994-2006	
	1994	1998	2002	2006	Change	Percent	Change	Percent
Hilltop Road								
* Between Route 71 & Minkler Road	200	225	275	650	375	136.4%	450	225.0%
Pavillion Road								
* South of Fox Road	600	650	750	800	50	6.7%	200	33.3%
* North of Route 71	450	600	650	700	50	7.7%	250	55.6%
Legion Road								
* East of Route 71	225	275	250	325	75	30.0%	100	44.4%
* West of Route 47	700	750	800	900	100	12.5%	200	28.6%
Ament Road								
* West of Route 47	100	450	300	450	150	50.0%	350	350.0%
* Between Route 47 & Ashley Road	200	275	225	300	75	33.3%	100	50.0%
* East of Ashley Road	50	50	50	75	25	50.0%	25	50.0%
Immanuel Road								
* North of Ament Road	450	600	600	650	50	8.3%	200	44.4%
* Between Ament Road & Walker Road	200	200	225	250	25	11.1%	50	25.0%
* South of Walker Road	50	50	50	50	0	0.0%	0	0.0%
Wheeler Road								
* East of Hopkins Road	25	50	100	225	125	125.0%	200	800.0%
Church Road								
* South of Walker Road	150	150	150	75	-75	-50.0%	-75	-50.0%
Hopkins Road								
* Between Route 126 & Walker Road	50	100	75	100	25	33.3%	50	100.0%
Brisbin Road								
* South of Walker Road	50	50	100	75	-25	-25.0%	25	50.0%
Helmar Road								
* East of Lisbon Road	125	175	175	200	25	14.3%	75	60.0%

Source: Annual Average Daily Traffic Maps, IDOT.

Road Improvements

IDOT's Proposed Highway Improvement Program for the 2007-2012 outlines the planned road improvements for Fox and Kendall Townships (as well as the rest of the state) to be undertaken within the next several years. Planned road improvements for Fox and Kendall Townships are summarized in the table on the next page.

In addition to these scheduled improvements, IDOT is also in the planning stages for major widening projects along Route 47 through Yorkville and Route 71 between Route 34 and Orchard Road. The widening of Route 47 would be done in conjunction with the planning and future construction of the Prairie Parkway. While neither of these projects has made it into the current capital improvement program, IDOT has recognized the need for these improvements and will proceed with the enhancements when funds become available.

IDOT Proposed Highway Improvement Program (2007-2012)

Route/Street	Location	Improvements	Time
Route 47	Between Route 34 & Route 126	Resurfacing & Bridge Repair	2008-2012
Route 71	Between Route 47 & Oswego	Preliminary Engineering	2008-2012
Route 71	Between Route 126 & Orchard Rd	Resurfacing & Cold Milling	2008-2012
Route 126	Between Route 47 & Route 71	Resurfacing & Cold Milling	2008-2012
Prairie Pkwy	Between Route 71 & Route 30	Preliminary Engineering, Land Acquisition, Utility Adjustment, New Construction & Engineering	2008-2012
Caton Farm Rd	Route 47 to Arbeiter Rd	Resurfacing	2008-2012
Eldamain Rd	At the Fox River	Preliminary Engineering & Land Acquisition	2008-2012

Public Facilities & Utilities

In addition to the circulation and access provided by the transportation network, Fox and Kendall Townships are also served by 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

Fox and Kendall Townships are served by the following four school districts:

- **Districts 18 and 66 (Newark High and Elementary School Districts)** serve the southwest portion of Fox Township, including the Community of Millbrook, and a small part of the southwest corner of Kendall Township.
- **District 88 (Plano School District)** serves a small portion of Fox Township located between the Fox River and Fox River Drive. Aside from a few small lots, a majority of this area covered by District 88 is located within the Silver Springs State Fish & Wildlife Area.
- **District 115 (Yorkville School District)** serves the northeast portion of Fox Township and a majority of Kendall Township, including the United City of Yorkville.
- **District 430 (Sandwich School District)** serves the Village of Millington and the portion of Fox Township located west of the Fox River.

Fire Districts

Fox and Kendall Townships are served by the following five fire protection districts (FPD's):

- The **Bristol/Kendall FPD** serves the eastern edge of Fox Township and a majority of Kendall Township, including the United City of Yorkville.
- The **Little Rock FPD** serves part of the northern half of Fox Township, including the Community of Millbrook.
- The **Newark FPD** serves most of the southern half of Fox Township, including the Village of Millington.
- The **Oswego FPD** serves Section 6 of Kendall Township, which is located in the northeast corner of the township.
- The **Sandwich FPD** serves part of the northwest section of Fox Township.

Electrical Service

Electrical service for the two townships is provided by ComEd and Ameren. Electrical transmission lines run in a north-south direction along the eastern edge of Fox Township. A segment of the transmission lines runs through the Silver Springs State Fish & Wildlife Area before crossing the Fox River into Little Rock Township to the north. The southern segment of the transmission lines continue south into Big Grove Township. Future development should be cognizant of the location of these transmission lines.

Gas Service

The two townships receive gas service primarily from Nicor Gas. In addition, the El Paso Corporation, which is one of the largest suppliers of natural gas and related energy products in North America, operates a gas pipeline facility at its Sandwich Station located in the northwest corner of Fox Township. The gas pipeline facility at the Sandwich Station is part of the ANR Pipeline Company, which is a subsidiary of the El Paso Corporation. Operating one of the nation’s largest interstate natural gas pipeline systems, the ANR Pipeline Company provides storage, transportation, and various capacity-related services to a variety of customers in the United States and Canada.

Water & Sewer Systems

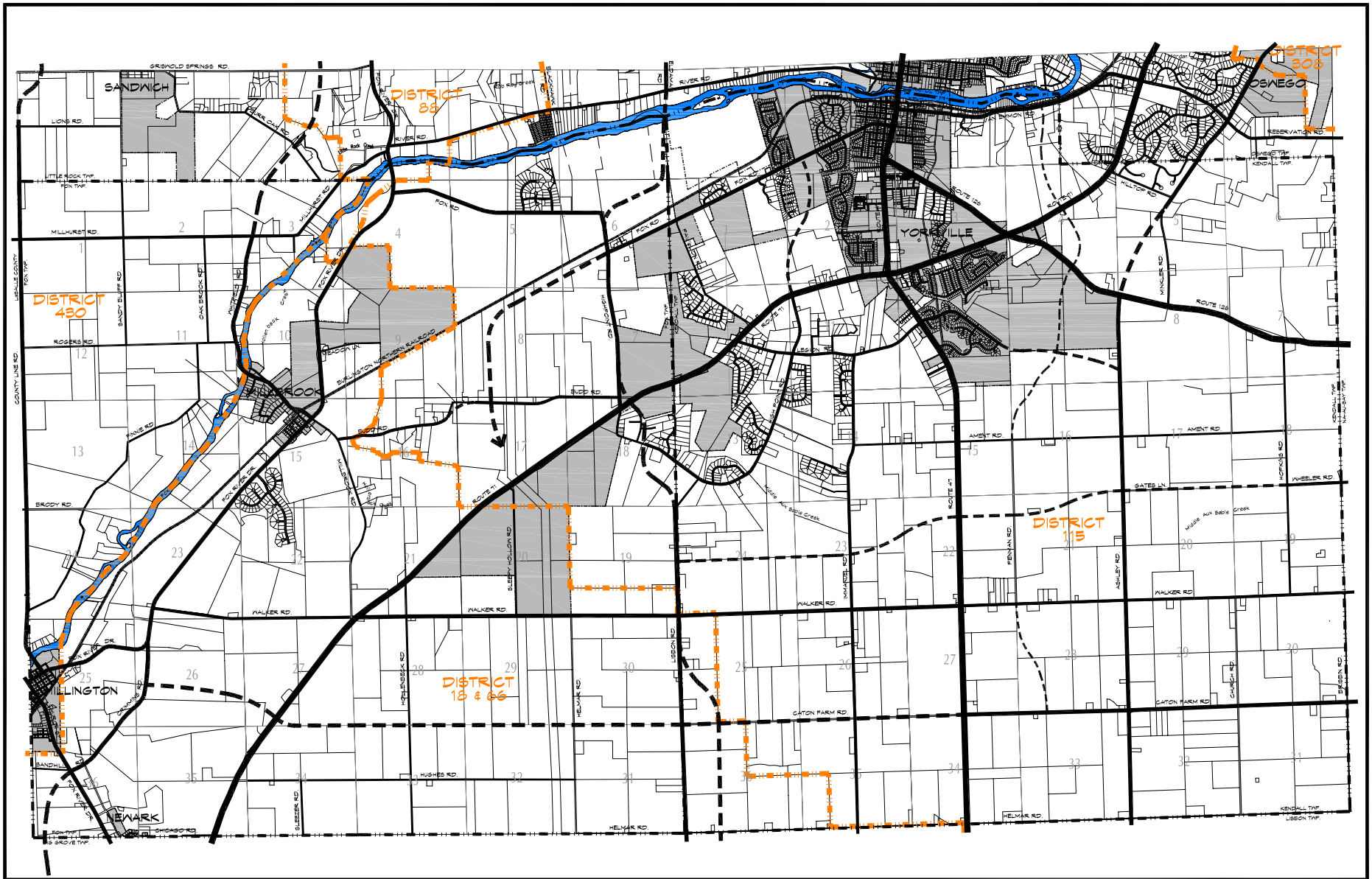
Residents living within incorporated areas in Fox and Kendall Townships are generally served by municipal water and sewer services. Yorkville supplies municipal water service to its residents. The City presently has a storage capacity of 800,000 GPD (gallons per day) with an additional 2,000,000 GPD to be added by late 2004. Storage, treatment, and excess capacity as well as average and peak daily demand are listed in the figure to the right. Sewage treatment is handled by the Yorkville-Bristol Sanitary District. The present load of sewage treatment commands only half of the total available treatment capacity. Treatment capacity, present load, and excess capacity are listed in the figure to the right along with the water supply numbers. Despite living in incorporated communities, residents of Millington and Millbrook use well and septic systems for their water and sewage treatment sources, just like residents living within unincorporated areas.

Water & Sewage Treatment

City of Yorkville

	Gallons Per Day
Water	
Storage Capacity	800,000
Treatment Capacity	2,952,000
Average Daily Demand	900,000
Peak Daily Demand	1,400,000
Excess Capacity	1,752,000
Sewage Treatment	
Treatment Capacity	3,600,000
Present Load	1,800,000
Excess Capacity	1,800,000

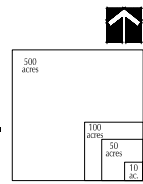
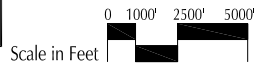
Source: Illinois Department of Commerce & Economic Opportunity (DCEO), February 2004.



LEGEND

- Township Boundaries
- School District Boundaries

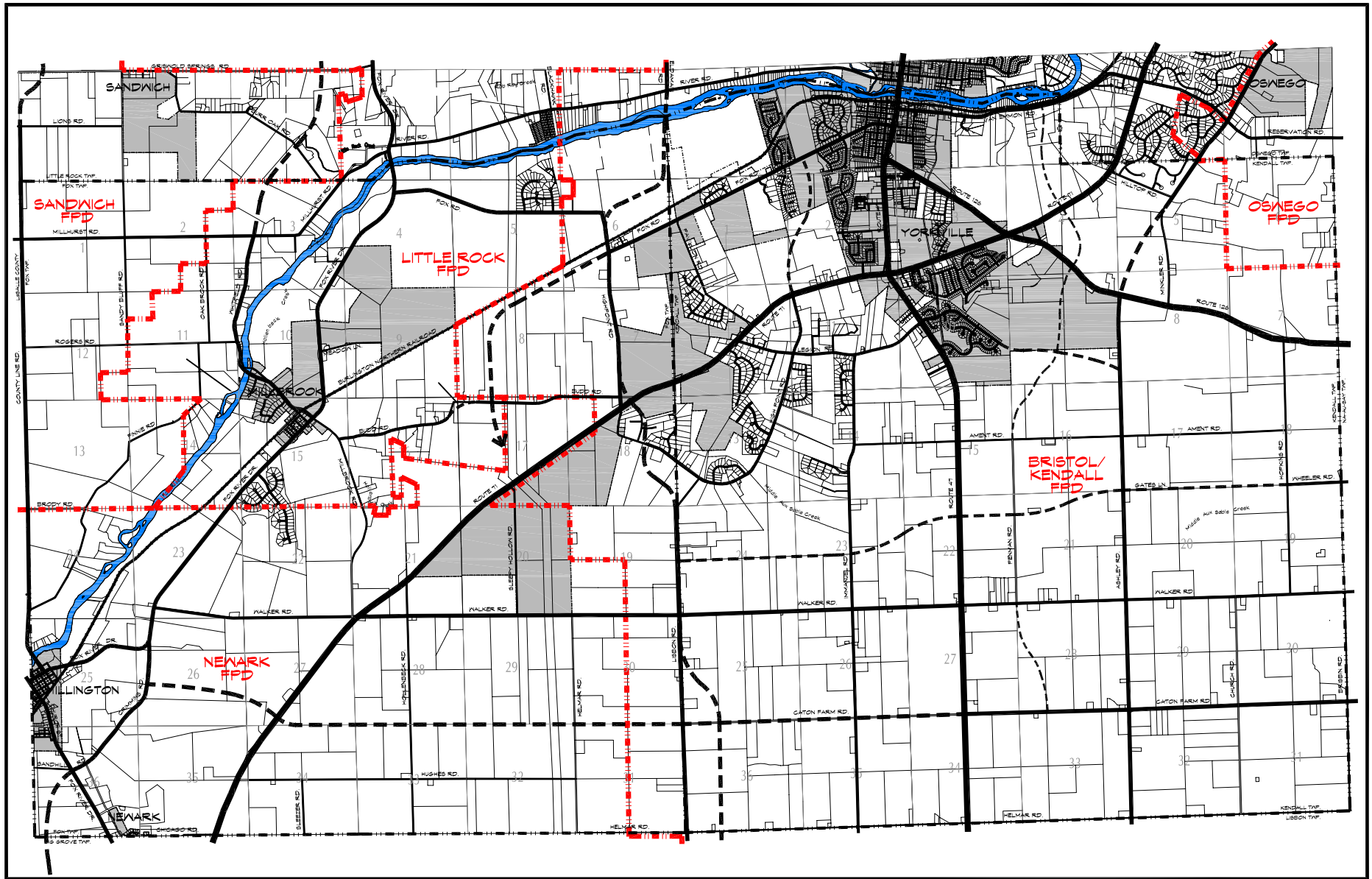
HIGH SCHOOL DISTRICTS	
District 18	Newark High School
District 66	Newark Elementary School
District 88	Plano High School
District 115	Yorkville High School
District 308	Oswego High School
District 430	Sandwich High School



KENDALL COUNTY, ILLINOIS
March 2008

School Districts Map
FOX & KENDALL TOWNSHIPS



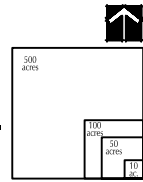
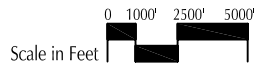


LEGEND

- - - - - Township Boundaries
- ■ ■ ■ ■ Fire District Boundaries

FIRE DISTRICTS

- | | |
|---------------------|--------------|
| Bristol/Kendall FPD | Oswego FPD |
| Little Rock FPD | Sandwich FPD |
| Newark FPD | |



KENDALL COUNTY, ILLINOIS
March 2008

Fire Districts Map
FOX & KENDALL TOWNSHIPS



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.
 - 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. Extend Eldamain Road (in Little Rock Township) south across the Fox River to connect with Lisbon Road.
 - b. Extend Ashley Road north to connect with the Minkler Road/Route 126 intersection.
 - c. 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).
 - d. Extend Legion Road east to Ashley Road (per Yorkville's Transportation Plan).
 - e. Encourage intersection improvements at the intersections of Millbrook Road/Fox River Drive and Route 71/Walker Road.
 - f. 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 Crimmins Road bypass.
- m. Relocate Walker Road west of Route 71 to make connection with the new Fox River Drive/Crimmins Road Intersection.
- n. Connect Millbrook Road with the Millbrook Bridge by aligning Millbrook Road and Whitfield Road behind the former bank building now owned by the Oliver-Hoffman Foundation.

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:
 - Eldamain Road extends south to connect with Lisbon Road with a bridge crossing of the Fox River.
 - Wheeler Road extends west to Lisbon Road.
 - Highpoint Road extends north to Fox Road.
 - Ashley Road extends north to connect with Minkler Road.
 - Fox Road extends southwest from Highpoint Road to Route 71. The Future Land Use & Transportation Plan Map depicts a proposed alignment of this extension.

- **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)

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.

Fox River Corridor Plan

As a supplement to this section and the rest of the County LRMP, the Fox River Corridor Plan is a focused study and set of guidelines for a segment of the Fox River Corridor extending west of Route 47 to the County line. This area is experiencing less growth and development pressure than other segments further upstream in the County's northeast section. The Fox River Corridor Plan, which is provided in the Appendix of the overall County LRMP document, includes an inventory of existing conditions, planning and design recommendations, and an implementation plan. The primary goals of the Fox River Corridor Plan are as follows:

- Create a unified greenway system that provides parks, recreational amenities, trails, and natural areas along the Fox River;
- Preserve, restore, and protect the beauty and character of the Fox River by establishing consistent planning concepts that can be applied along the river corridor;
- Establish means for inter-connecting the communities along the river corridor by way of a County-wide common asset; and
- Accommodate appropriate development that capitalizes on the beautiful Fox River setting.

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 Fox and Kendall Township over the next 15-20 years. Determining the recommended future land uses was 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.

The future land use categories depicted on the Future Land Use & Transportation Plan Map include 4 different residential categories, 3 different commercial categories, public/institutional, parks/recreation, 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 as of January 2008: Millbrook, Millington, Newark, and Yorkville. Each incorporated area is governed by its own municipal zoning ordinance, except for Millbrook which adheres to County zoning codes.
- **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 continued agricultural use. Residential use shall not be permitted unless it is directly associated with the operation of a local farm or existing physical constraints are consistent with Section 7.01E-2d of the Kendall County Zoning Ordinance, which states that “physical features which serve as barriers to farm operations such as streams, rock outcroppings and property configuration in relationship to wetlands, flood-prone areas or buildings” render a site incompatible with agricultural use. Expansive woodland coverage, poor soil conditions, and excessive slopes are other physical constraints that would render a site incompatible with agricultural use. Agricultural uses cover a significant portion of Fox Township.
- **Countryside Residential.** *(Not to exceed .33 dwelling units per gross buildable acre.)* The Countryside Residential land use category promotes large-lot, low-density detached single-family residential development in an area that primarily maintains an agricultural/rural environment. This land use category is generally consistent with the County’s R-1 zoning district requiring a minimum 3-acre lot size. The district provides a rural or countryside setting, retaining a large amount of agricultural land or open space. Countryside residential uses are proposed along the Fox River, around Millbrook, and south of Caton Farm Road in Kendall Township.

- **Planned Rural Estate Residential.** *(Not to exceed .45 dwelling units per gross buildable acre.)* The Planned Rural Estate Residential land use category promotes low-density detached single family residential development. This land use category is generally consistent with the County's R-1 and RPD-1 zoning districts, permitting a base density of 0.33 du/ac and a maximum density of 0.45 du/ac. Planned development and clustering are strongly 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 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 Estate Residential uses are generally proposed at the outermost fringe of municipalities. The Planned Rural Estate Residential uses proposed for southern Kendall Township help establish a density buffer between low density within the township and higher density uses within Joliet's growth area in Na-Au-Say Township.

- **Planned Rural Residential.** *(Not to exceed .65 dwelling units per gross buildable acre; a density bonus to increase the maximum density up to .85 du/ac may also be granted.)* The Planned Rural Residential land use category promotes large-lot, low-density detached single-family residential development. This land use category is generally consistent with the County's RPD-2 zoning district, permitting a base density of 0.45 du/ac and a maximum density of 0.65 du/ac. Planned development and clustering are strongly encouraged within this 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 be within the guidelines established in this plan. An additional density bonus up to 0.85 du/ac may be granted if a proposed development: (1) is partially or entirely located within 100 ft of a Class A Stream (as defined by IDNR) or its tributaries, or (2) utilizes both community septic and community water services. 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. Planned Rural Residential uses are primarily proposed at the outer fringe of municipalities but closer in than Planned Rural Estate Residential uses. The Planned Rural Residential uses proposed on the east-central part of Kendall Township serve the same purpose as the Planned Rural Estate Residential uses in the same area by forming a density buffer between low density uses in the township and higher density uses within Joliet's growth area in Na-Au-Say Township.

- **Suburban Residential.** *(Not to exceed 1.0 dwelling units per gross buildable acre if developed under County zoning authority.)* The Suburban Residential land use category promotes a residential character of low to medium density residences. This land use is consistent with the County's RPD-3 zoning district, permitting a base density of 0.86 du/ac and a maximum density of 1.0 du/ac. Higher municipal densities are appropriate on lots where adequate public sewer and water systems exist or can be made available (via community septic and well systems). Creative planned developments may also be appropriate under County zoning authority at a much lower density. 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. 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, 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 at the Route 71/Walker Road intersection. The landscaping and appearance standards established for Mixed Use Business uses would help create an attractive land use buffer between the residential community in Lisbon and the mining quarries near Route 47.

- **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 Fox and Kendall Townships. Churches and cemeteries are the most prominent institutional uses in the two townships. The Public/Institutional uses shown on the Future Land Use & Transportation Plan represent only existing churches, cemeteries, and governmental buildings. 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 difficulty 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 provide opportunities for improved flood control and wetland banking. Fox and Kendall Townships currently offer a variety of Public Recreation/Park uses, including the Silver Springs State Fish and Wildlife Area, Hoover Outdoor Education Center, Kendall County Fairgrounds, Harris Forest Preserve, and parts of the Lyons and Richard Young Forest Preserves. 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 difficulty of projecting the size and locations of these future uses. It is important to note, though, that the Kendall County Forest Preserve District continually builds upon the County's supply of public recreation areas to enhance its recreational offerings to meet the varying needs and interests of the community.
- **Private Recreation.** The Private Recreation land use category includes all privately owned and operated recreation facilities. Fox and Kendall Townships are home to a few Private Recreation uses, including the Dickson Valley Camp & Retreat Center, Yogi Bear's Jellystone Park Camp & Resorts, and the Fox Paintball facility north of Millington. Similar to Public/Institutional and Public Recreation/Park uses, the Future Land Use & Transportation Plan only shows existing Private Recreation uses. Additional Private Recreation 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 difficulty of projecting the size and locations of these future uses.
- **Open Space.** The Open Space land use category identifies lands that are sensitive to development containing unique environmental characteristics that should be preserved or protected from encroachment by developments. These characteristics primarily include woodlands, floodplains, wetlands, creeks, and the Fox River. 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. Open space boundaries depicted on the Future Land Use & Transportation Plan are only conceptual. Appropriate open space boundaries for a particular parcel shall be determined based on specific site analysis at the time of development.

Conservation Design

According to the Land Resource and Management Area Policies of the Kendall County LRMP, the County “shall promote the use of clustered development or residential planned development (RPD) procedures that allow the construction of dwellings in an arrangement that encourages the permanent protection of open space within the immediate area of those dwellings”. The use of clustered development or RPD procedures to protect open space is commonly referred to as “conservation design”. Relative to the Future Land Use & Transportation Plan map, the areas designated as Countryside Residential, Planned Rural Estate Residential, and Planned Rural Residential areas shall provide opportunities for conservation design wherever possible. Conservation design is also encouraged in areas designated as Suburban Residential and within municipalities.

Future Land Use Areas (Updated March 19, 2024 by Resolution 2024-08)

The following table lists the land areas of the future land uses in Fox and Kendall Townships.

Land Use	Fox Township		Kendall Township		Combined	
	acres	percent	acres	percent	acres	percent
Countryside Residential	2,325.6	10.0%	1,861.2	7.4%	4,186.8	8.7%
Planned Rural Estate Res	1,909.0	8.2%	5,032.2	20.1%	6,941.2	14.4%
Planned Rural Residential	3,377.1	14.6%	9,392.9	37.5%	12,770.1	26.5%
Suburban Residential	17.6	0.1%	2,157.8	8.6%	2,175.4	4.5%
Commercial	193.5	0.8%	1136.8	4.5%	1330.3	2.8%
Transportation Corridor	0.0	0.0%	521.9	2.1%	521.9	1.1%
Mixed Use Business	1,170.1	5.1%	49.3	0.2%	1,219.4	2.5%
Public/Institutional	0.0	0.0%	18.4	0.1%	18.4	0.0%
Public Recreation/Parks	0	0.0%	0	0.0%	0	0.0%
Private Recreation	228.7	1.0%	0.0	0.0%	228.7	0.5%
Open Space	1,887.0	8.1%	700.6	2.8%	2,587.5	5.4%
ComEd Utility ROW	306.8	1.3%	36.7	0.1%	343.5	0.7%
Municipalities	2,713.8	11.7%	3,275.4	13.1%	5,989.2	12.4%
Agricultural	9,257.4	40.0%	849.8	3.4%	10,107.3	21.0%
TOTAL	23,157.8	100.0%	25,033.1	100.0%	48,191.0	100.0%

Population Capacity Analysis

A population capacity analysis determines the potential population growth that the future residential land uses will generate based on the full build-out of the future land use plan. However, with a County plan it can be assumed that in the case that a piece of land is near a municipality, it may well develop at a higher density if the land is annexed. In this case, the United City of Yorkville has recently developed a plan for all of Kendall Township as well as parts of Oswego, Na-Au-Say and Fox Townships. This plan shows a wide variety of residential housing types and densities ranging from estate residential development in the 1.25 to 1.75 dwelling units per gross acre range to up to 8 dwelling units per acre in limited existing urban neighborhoods. Yorkville's current plan could produce a future population of between 56,000 and 82,000 residents within Fox and Kendall Townships if fully developed. Yorkville is currently working on a plan update which could alter these estimates. Combined with additional residential development generating approximately 4,000 residents indicated on the County's plan within Fox Township, the two plans together could produce an ultimate population of between 60,000 and 86,000 people. In contrast, if all development were to occur according to the County plan for unincorporated areas, the ultimate population of the two townships would be approximately half these amounts, in the range of 30,000 to 43,000.

Population Projections

Population growth trends and existing development patterns are key indicators in determining how much the total population of Fox and Kendall Townships will grow in the future, particularly in reference to the Future Land Use & Transportation Plan presented in this LRMP. Population projections are a useful tool to County, municipal, and other governmental officials as well as local school, park, and forest preserve districts in that these estimates provide a basis for determining the appropriate allocation of land, funds, and other resources to establish new schools, parks, and recreation areas as well as expand forest preserve areas and municipal service areas for water, sewer, and fire protection.

From 1990 to 2000, the total population of Fox and Kendall Townships grew by 29.8%, increasing from 4,539 residents in 1990 to 5,893 residents in 2000. Based on 2003 Census population estimates¹, the total population of the two townships increased by another 15.3% since 2000, indicating the moderate growth pattern in the two townships. Yorkville in particular experienced substantial growth and development between 2000 and 2006. A Special Census commissioned in 2003 verified Yorkville's rapid growth², showing that the City's population grew from 6,189 residents in 2000 to 8,789 residents in 2003 (a 42% increase in about 3-1/2 years). Later in 2006, another Special Census substantiated additional growth with Yorkville's population reaching nearly 12,000 residents.

Another indicator pointing to Yorkville's substantial growth and development is the considerable number of single family residential building permits the City has issued since 2000, starting with 127 permits that year and increasing each year to 809 permits in 2006. While this part of the County is

¹ The U.S. Census bases its population projections on birth, death, and migration statistics.

² It is important to keep in mind that only the southern section of Yorkville is located in Kendall Township. The northern section is located in Bristol Township.

still generally viewed as a high growth area, Yorkville issued only 413 single family residential building permits in 2007; furthermore, the issuance of County residential building permits has also slowed down as illustrated on the graph on page 7-7.

Based on full build-out of the residential densities depicted on the Future Land Use & Transportation Plan, the total population of Fox and Kendall Townships could ultimately grow to 53,005 residents. This population estimate is not a projection – this population level is not anticipated within the 15-20 year timeframe of this plan. The table below provides current and projected population figures for Fox and Kendall Townships. In addition to showing the full-build out population projection, the table also shows population projections based on two different population growth rates:

- (1) The 29.8% growth rate is the moderate rate at which Fox and Kendall Townships grew from 1990-2000; and
- (2) The 116.7% growth rate is the rapid growth rate at which the United City of Yorkville grew from 1990-2003. This rate of growth is not anticipated to continue, but is provided as a high-side value.

	Expected Population (based on 29.8% Growth Rate)*	Potential Population (based on 116.7% Growth Rate)**
2000 Population	5,893	5,893
2010 Population	7,649	12,770
2020 Population	9,929	27,673
2030 Population	12,887	59,967
Population (based on full build out)***	53,005	53,005

* Based on 29.8% growth rate as experienced by the Fox and Kendall Townships from 1990-2000.

** Based on 116.7% growth rate as experienced by Yorkville from 1990-2003.

*** Based on population densities as depicted on the Future Land Use & Transportation Plan Map.

Using the same 29.8% growth rate, the total population of the two townships is anticipated to grow to 7,649 residents by 2010, 9,929 residents by 2020, and 12,887 residents by 2030. At the 116.7% growth rate, the two townships would increase to 12,770 residents in 2010, 27,673 residents in 2020, and 59,967 residents by 2030. The population projections at the townships’ moderate 29.8% growth rate are substantially lower than the full build-out projection; however, the population projections at Yorkville’s substantially higher 116.7% growth rate places the townships’ estimated population growth fairly close to being on target by the year 2030. It is highly unlikely that the two townships will maintain either of these exact same growth rates; however, the population projections based on these growth rates provide a broad range of population estimates to help County and municipal officials prepare for varying growth and development scenarios in Fox and Kendall Townships.

Regardless of which population projection is the most accurate, the County and municipalities should accommodate residential growth by first providing development within incorporated areas (i.e. infill development) and areas located as close to municipalities as possible (i.e. avoid spot developments that are too secluded or located too far from municipal services or). Once these areas are developed, the County and municipalities may develop areas located further away in County jurisdiction as long as water and sewer services are provided (either by municipal services or individual wells and septic tanks). Areas that are planned for residential development (based on the Future Land Use & Transportation Plan) but do not develop due to a sufficient amount of housing opportunities (i.e. housing demands are satisfactorily met) should remain undeveloped and be maintained as agricultural areas as much as possible.

Future Schools

As the population of Fox and Kendall Townships grow, local school and park districts will need to provide sufficient facilities to accommodate a growing population of school-aged children and an overall need for additional parks and recreational opportunities. Based on the full-build out population projection, the table shown below lists the total land acreages needed to accommodate the anticipated student population growth at the elementary, junior high, and high school levels. At full build-out, 7,906 elementary school students will require at least 158 acres of school land. In addition, 4,445 junior high school students and 5,370 high school students will need at least 85 acres and 107 acres of school land, respectively. These projections are fairly generous estimates since they are based on full build-out of the Future Land Use & Transportation Plan. More moderate population growth and development will yield lower student population and school acreage projections; however, the need for additional land for schools will likely remain the same regardless of the degree of growth and development. Existing schools will accommodate the anticipated student population growth as much as possible; however, new school will need to be built as existing facilities reach full capacity. Communities and local school districts will determine the type, size, and location of new schools.

Residential Land Use Classification	Total Land Acreage	Res Density (du/ac)	Total Dwelling Units	Elementary School		Junior High School		High School	
				Total Students	Total Acres	Total Students	Total Acres	Total Students	Total Acres
Countryside Residential	3,867	0.33	1,276	676	14	380	7	459	9
Planned Rural Estate Residential	6,999	0.45	3,150	1,669	33	939	18	1,134	23
Planned Rural Residential	12,480	0.65	8,112	4,299	86	2,417	46	2,920	58
Suburban Residential	2,380	1.00	2,380	1,261	25	709	14	857	17
TOTAL	25,726	-	14,918	7,906	158	4,445	85	5,370	107

* Estimates for school age population based upon Illinois School Consulting Service/AMCI.

Future Parks

Based on a ratio of 20 acres of park space per 1,000 residents, the anticipated population growth for Fox and Kendall Townships at full build-out (53,005 residents) will require 802 acres of land to be devoted to parks and open space. The two townships are currently served by a variety of public and private parks and open spaces, including the County fairgrounds, forest preserves, outdoor areas, and camp and resorts. Communities such as Yorkville, Newark, and Millington also provide parks and recreational facilities. To accommodate the need for 802 acres of park space, local park and forest preserve districts will need to work together to plan for additional parks and recreational spaces. Park and forest preserve districts may choose to either expand existing facilities or establish new ones. In fact, the Kendall County Forest Preserve District continues to add to its stock of open space, most notably with its recent acquisition of land south of Yogi Bear’s Jellystone Park Camp & Resorts area and land along the east side of the Fox River near Millbrook. Similar to the student population and school acreage projections, the 802 acres of park space is considered a fairly generous estimate since it is based on full build-out of the Future Land Use & Transportation Plan. More moderate population growth will yield a lower park acreage projection, which will still likely require the need for additional park space if existing facilities are overburdened. Any new parks and recreational facilities must be linked to the connected network of trails, open space, parks, and recreation that is currently being planned by local park and forest preserve districts. The County’s recently adopted Greenways Plan will be a useful reference in this regard.

Residential Land Use Classification	Total Population	Park Acreage
Countryside Residential	3,254	65
Planned Rural Estate Residential	7,876	158
Planned Rural Residential	22,847	457
Suburban Residential	6,134	123
TOTAL	40,111	802

* Park acreage based on a ratio of 20 acres per 1,000 residents (National Recreation & Parks Association).

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 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.

Residential/Agricultural Transition Guidelines

The following guidelines are appropriate for both County and municipal adoption to promote a more effective transition between residential and agricultural uses.

- Utilize existing streams, roadways, hedgerows, and other physical barriers to provide a separation between agricultural uses and new residential developments.
- Continue or expand the practice of notifying new homeowners that they are moving into an agricultural area where they can expect some inconveniences (e.g. late/early operation of farm machinery, slow moving vehicles on the road, etc.).
- Promote the use of cluster subdivisions which provide open space buffers between homes and agricultural land.
- Consider requiring all residential dwellings to be set back at least 150 feet from the property line of land that is actively used for agriculture prior to issuance of a building permit.