

MINUTES – UNOFFICIAL UNTIL APPROVED
KENDALL COUNTY
ZONING BOARD OF APPEALS MEETING (HYBRID ATTENDANCE)
110 WEST MADISON STREET (109 WEST RIDGE STREET), THIRD FLOOR COURTROOM
YORKVILLE, IL 60560
March 29, 2021 – 7:00 p.m.

CALL TO ORDER

Chairman Randy Mohr called the Zoning Board of Appeals meeting to order at 7:02 p.m.

ROLL CALL:

Members Present: Scott Cherry, Karen Clementi, Cliff Fox (Attended Remotely), Tom LeCuyer, Randy Mohr, and Dick Thompson

Members Absent: Dick Whitfield

Staff Present: Matthew Asselmeier, AICP, CFM, Senior Planner

Others Present: Dan Kramer, Wanda Hogan, Jillian Prodehl, Jamie Prodehl, Cathleen Anzelc, Tom Anzelc, Anne Vickery, Pastor Andrew O’Neal, and John Tebrugge (Attended Remotely)

Chairman Mohr swore in Dan Kramer, Wanda Hogan, Jillian Prodehl, Jamie Prodehl, Cathleen Anzelc, Tom Anzelc, Anne Vickery, Pastor Andrew O’Neal, and John Tebrugge.

PETITIONS

The Zoning Board of Appeals started their review of Petition 21-10 at 8:34 p.m.

Petition 21 – 10 – Kendall County Regional Planning Commission

Request: Amending the Kendall County Land Resource Management Plan by Amending the Future Land Use Map by Having the Transportation Plan Correspond to the 2020-2040 Long Range Transportation Plan including the Trails Plan, Extending Cherry Road into the Henneberry Woods Forest Preserve, Updating Municipal Boundaries, Reclassifying Islands in the Fox River from Unknown to Open Space, Reclassifying the Remaining Unknown Properties to Match Adjoining Land Use Classifications, Changing the Residential Classification of Properties Immediately South of the Johnson Road Extension to Mixed Use Business, Correcting the Classification of the Minooka School District Property near Route 52 and County Line Road to Public/Institutional, and Associated Changes within the Text of the Land Resource Management Plan

Mr. Asselmeier summarized the request.

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

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

Remove

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

Add

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

Changes in Land Use

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

The proposal was presented at the February 6, 2021, Kendall County Regional Planning Commission Annual Meeting.

At their meeting on February 24, 2021, the Kendall County Regional Planning Commission voted to initiate the proposed amendments.

Petition information was mailed to the townships, Village of Millbrook, Village of Plattville, and impacted property owners on March 1, 2021. As of the date of hearing, Plattville, Millbrook, and no township have submitted comments on this proposal.

ZPAC reviewed this proposal at their meeting on March 2, 2021. ZPAC voted to forward the proposal to the Regional Planning Commission by a vote of seven (7) in favor and zero (0) in opposition; three (3) members were absent. The minutes of the meeting were provided.

Following the ZPAC meeting, discussion occurred with the Oliver-Hoffman Foundation regarding extending Millbrook Road northwest to Whitfield Road. Fran Klaas was in favor of removing this extension from the proposal. A copy of Fran Klaas' email was provided.

The Kendall County Regional Planning Commission held a public hearing on this proposal on March 24, 2021. Chad Feldotto of the Oswegoland Park District submitted an email expressing the Park District's support of the proposal. Johanna Byram from the Kendall County Historical Society asked about the zoning and land use classification of the Society's property. Mr. Asselmeier responded the property is zoned A-1 Agricultural. The Future Land Use Map calls for most of the Society's property to be Rural Residential. Ms. Byram asked which township the Society's property is located. Mr. Asselmeier responded that the Society's property is in Oswego Township. Mr. Asselmeier further explained that some properties were classified as Unknown. The Future Land Use Map impacts rezoning requests and not current land uses. The Kendall County Regional Planning Commission recommended approval of the requested amendments by a vote of ten (10) in favor and zero (0) in opposition. The minutes of the hearing were provided.

The current Future Land Use Map, road extension maps, an updated Future Land Use Map, and updated trail map were provided. The redline version of the related text was also provided. The listing of parcels changed from unknown to a different use was provided.

Member LeCuyer made a motion, seconded by Member Thompson, to recommend approval of the requested amendments.

The votes were as follows:

Ayes (6): Cherry, Clementi, Fox, LeCuyer, Mohr, and Thompson
Nays (0): None
Abstain (0): None
Absent (1): Whitfield

The motion passed.

The proposal goes to the Kendall County Planning, Building and Zoning Committee on April 12, 2021.

The Zoning Board of Appeals completed their review of Petition 21-10 at 8:39 p.m.

ADJOURNMENT OF THE ZONING BOARD OF APPEALS

Member Clementi made a motion, seconded by Member Cherry, to adjourn.

The votes were as follows:

Ayes (6): Cherry, Clementi, Fox, LeCuyer, Mohr, and Thompson
Nays (0): None
Abstain (0): None
Absent (1): Whitfield

The motion passed.

The Zoning Board of Appeals meeting adjourned at 8:41 p.m.

The next hearing/meeting will be on May 3, 2021.

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

Exhibits

1. Memo on Petition 21-10 Dated March 25, 2021
2. Certificate of Publication for Petition 21-10 (Not Included with Report but on file in Planning, Building and Zoning Office)

[illegible][illegible]



DEPARTMENT OF PLANNING, BUILDING & ZONING

111 West Fox Street • Room 203

Yorkville, IL • 60560

(630) 553-4141

Fax (630) 553-4179

MEMORANDUM

To: Kendall County Zoning Board of Appeals

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

Date: 3/25/2021

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

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

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

Remove

- Prairie Parkway
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- Caton Farm Road West Route 71
- Fox River Drive Westerly Bypass of Village of Newark
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- Gates Lane West of Route 47
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Add

- Millington Road Extending North of Lions Road to Connect to Route 34
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- Having Douglas Road's Alignment Correspond to the Village of Oswego's Plans
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- Miller Road Extended in DeKalb County

Changes in Land Use

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

The proposal was presented at the February 6, 2021, Kendall County Regional Planning Commission Annual Meeting.

At their meeting on February 24, 2021, the Kendall County Regional Planning Commission voted to initiate the proposed amendments.

Petition information was mailed to the townships, Village of Millbrook, Village of Plattville, and impacted property owners on March 1, 2021. As of the date of this memo, Plattville, Millbrook, and no township have submitted comments on this proposal.

ZPAC reviewed this proposal at their meeting on March 2, 2021. ZPAC voted to forward the proposal to the Regional Planning Commission by a vote of seven (7) in favor and zero (0) in opposition; three (3) members were absent. The minutes of the meeting are attached.

Following the ZPAC meeting, discussion occurred with the Oliver-Hoffman Foundation regarding extending Millbrook Road northwest to Whitfield Road. Fran Klaas was in favor of removing this extension from the proposal. A copy of Fran Klaas' email is attached.

The Kendall County Regional Planning Commission held a public hearing on this proposal on March 24, 2021. Chad Feldotto of the Oswegoland Park District submitted an email expressing the Park District's support of the proposal. Johanna Byram from the Kendall County Historical Society asked about the zoning and land use classification of the Society's property. Mr. Asselmeier responded the property is zoned A-1 Agricultural. The Future Land Use Map calls for most of the Society's property to be Rural Residential. Ms. Byram asked which township the Society's property is located. Mr. Asselmeier responded that the Society's property is in Oswego Township. Mr. Asselmeier further explained that some properties were classified as Unknown. The Future Land Use Map impacts rezoning requests and not current land uses. The Kendall County Regional Planning Commission recommended approval of the requested amendments by a vote of ten (10) in favor and zero (0) in opposition. The minutes of the hearing are attached.

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

If you have any questions, please let me know.

Thanks,

MHA

Encs.: Current Future Land Use Map
Road Extension Maps
Updated Future Land Use Map
Updated Trails Map
Redlined Text
Parcel List
March 2, 2021 ZPAC Meeting Minutes
March 4, 2021 Klaas Email
March 24, 2021 Kendall County Regional Planning Commission Public Hearing Minutes (This Petition Only)

**KENDALL COUNTY
REGIONAL PLANNING COMMISSION**

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

Unapproved - Meeting Minutes of March 24, 2021 - 7:00 p.m. (Hybrid Meeting)

Chairman Ashton called the meeting to order at 7:00 p.m.

ROLL CALL

Members Present: Bill Ashton, Roger Bledsoe, Tom Casey (Attended Remotely), Dave Hamman (Attended Remotely Starting at 7:05 p.m.), Karin McCarthy-Lange (Attended Remotely), Larry Nelson, Ruben Rodriguez, Bob Stewart, Claire Wilson (Attended Remotely), and Seth Wormley

Members Absent: None

Staff Present: Matthew H. Asselmeier, Senior Planner

Others Present: Kelly Helland, Wanda Hogan, Jillian Prodehl, Jamie Prodehl, George Vranas, Johanna Byram, Tom Anzelc, Gi Rios, Chuck Allen, Pastor Andrew O'Neal, Cathleen Anzelc, Anne Vickery, Jessica Nelsen, and John Tebrugge (Attended Remotely)

PUBLIC HEARING

Petition 21-10 Kendall County Regional Planning Commission

The Kendall County Regional Planning Commission started their review of Petition 21-10 at 7:02 p.m.

Chairman Ashton opened the public hearing at 7:02 p.m.

Mr. Asselmeier summarized the requested.

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

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

Remove

- Prairie Parkway
- Lisbon / Helmar Bypass
- Caton Farm Road West Route 71
- Fox River Drive Westerly Bypass of Village of Newark
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Add

- Millington Road Extending North of Lions Road to Connect to Route 34
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- Miller Road Extended in DeKalb County

Changes in Land Use

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

The proposal was presented at the February 6, 2021, Kendall County Regional Planning Commission Annual Meeting.

Member Hamman started attending the meeting remotely at this time (7:05 p.m.).

At their meeting on February 24, 2021, the Kendall County Regional Planning Commission voted to initiate the proposed amendments.

Petition information was mailed to the townships, Village of Millbrook, Village of Plattville, and impacted property owners on March 1, 2021. As of the date of hearing, Plattville, Millbrook, and no township have submitted comments on this proposal.

ZPAC reviewed this proposal at their meeting on March 2, 2021. ZPAC voted to forward the proposal to the Regional Planning Commission by a vote of seven (7) in favor and zero (0) in opposition; three (3) members were absent. The minutes of the meeting were provided.

Following the ZPAC meeting, discussion occurred with the Oliver-Hoffman Foundation regarding extending Millbrook Road northwest to Whitfield Road. Fran Klaas was in favor of removing this extension from the proposal. A copy of Fran Klaas' email was provided.

The current Future Land Use Map, road extension maps, an updated Future Land Use Map, and updated trail map were provided. The redline version of the related text was also provided. The listing of parcels changed from unknown to a different use was provided.

Mr. Asselmeier read an email from Chad Feldotto from the Oswegoland Park District. The Park District was in favor of the proposal.

Johanna Byram from the Kendall County Historical Society asked about the zoning and land use classification of the Society's property. Mr. Asselmeier responded the property is zoned A-1 Agricultural. The Future Land Use Map calls for most of the Society's property to be Rural Residential. Ms. Byram asked which township the Society's property is located. Mr. Asselmeier responded that the Society's property is in Oswego Township.

Mr. Asselmeier explained that some properties were classified as Unknown. The Future Land Use Map impacts

rezoning requests and not current land uses.

Member Nelson made a motion, seconded by Member Rodriguez, to close the public hearing.

The votes were as follows:

Ayes (10): Ashton, Bledsoe, Casey, Hamman, McCarthy-Lange, Nelson, Rodriguez, Stewart, Wilson, and Wormley

Nays (0): None

Absent (0): None

The motion carried.

Chairman Ashton closed the public hearing at 7:11 p.m.

Member Nelson made a motion, seconded by Member Bledsoe, to recommend approval of the proposed amendments.

The votes were as follows:

Ayes (10): Ashton, Bledsoe, Casey, Hamman, McCarthy-Lange, Nelson, Rodriguez, Stewart, Wilson, and Wormley

Nays (0): None

Absent (0): None

The motion carried.

This proposal will go to the Kendall County Zoning Board of Appeals on March 29, 2021.

The Kendall County Regional Planning Commission completed their review of Petition 21-10 at 7:12 p.m.

ADJOURNMENT

Member Nelson made a motion, seconded by Member Rodriguez, to adjourn.

The votes were as follows:

Ayes (10): Ashton, Bledsoe, Casey, Hamman, McCarthy-Lange, Nelson, Rodriguez, Stewart, Wilson, and Wormley

Nays (0): None

Absent (0): None

The motion carried.

The Kendall County Regional Planning Commission meeting adjourned at 9:26 p.m.

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

Exhibits

1. Memo on Petition 21-10 Dated March 17, 2021
2. Certificate of Publication for Petition 21-10 (Not Included with Report but on file in Planning, Building and Zoning Office)
3. March 8, 2021 Email from Chad Feldotto

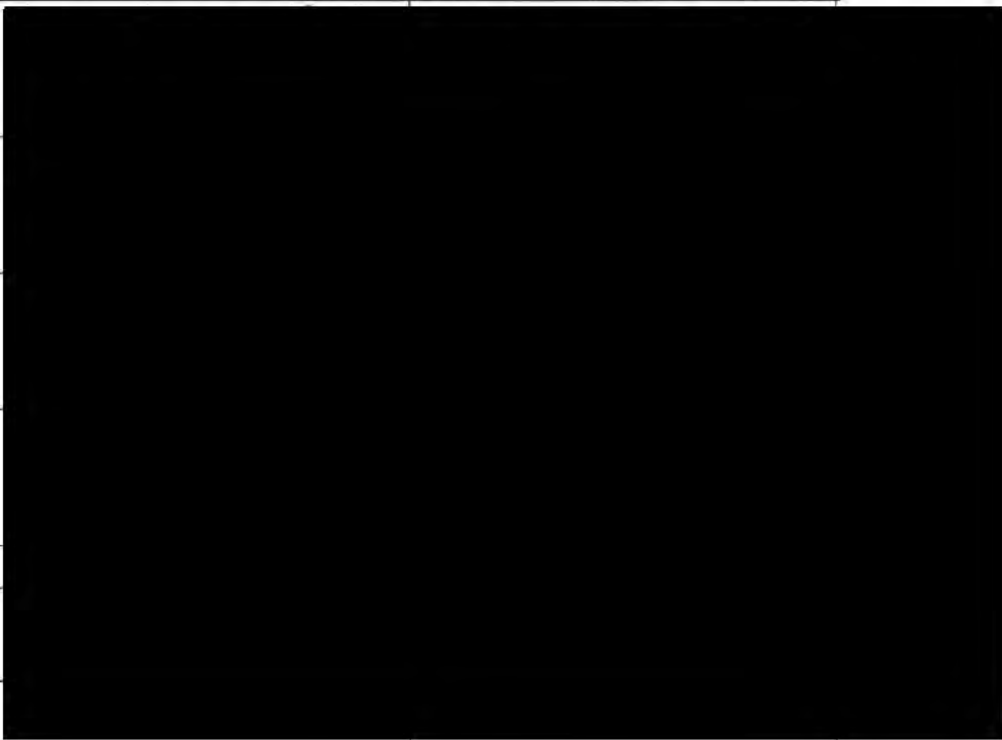
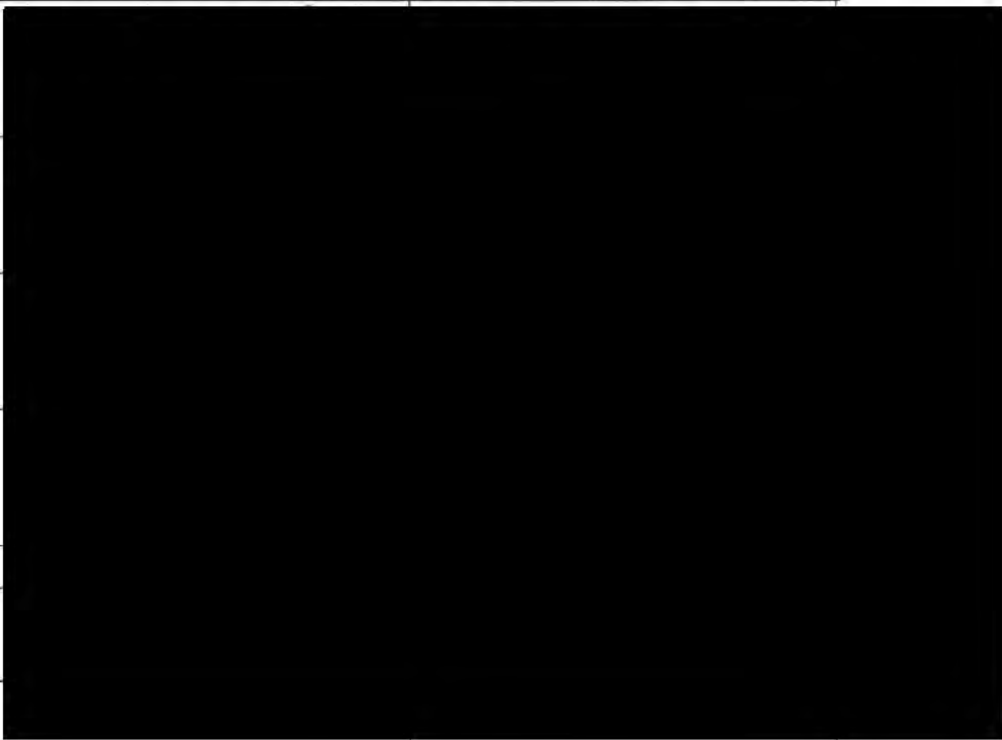
**KENDALL COUNTY
REGIONAL PLANNING COMMISSION
MARCH 24, 2021**

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

NAME	ADDRESS (OPTIONAL)	EMAIL ADDRESS (OPTIONAL)
Jillien Prodehl		
JAMIE PRODEHL		
George Vranas		
Johanna Byram		
Tom Anzick	LESBOW TOWNSHIP TRUSTEE	
Kelly Helland		
G.I. Rios		
Wanda Heggen		

**KENDALL COUNTY
REGIONAL PLANNING COMMISSION
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NAME	ADDRESS (OPTIONAL)	EMAIL ADDRESS (OPTIONAL)
Chuck Allen		
Andrew O'Neal PASTOR		
Cathleen Anzek		
Anne Vickery		
Jessica Neisen		



DEPARTMENT OF PLANNING, BUILDING & ZONING

111 West Fox Street • Room 203

Yorkville, IL • 60560

(630) 553-4141

Fax (630) 553-4179

MEMORANDUM

To: Kendall County Regional Planning Commission

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

Date: 3/17/2021

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

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If you have any questions, please let me know.

Thanks,

MHA

Encs.: Current Future Land Use Map
Road Extension Maps
Updated Future Land Use Map
Updated Trails Map
Redlined Text
Parcel List
March 2, 2021 ZPAC Meeting Minutes
March 4, 2021 Klaas Email

Future Land Use Plan Kendall County, Illinois

UNINCORPORATED	INCORPORATED
UNINCORPORATED	UNINCORPORATED
UNINCORPORATED	UNINCORPORATED
UNINCORPORATED	UNINCORPORATED

LEGEND

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

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

ZONE	MAXIMUM DENSITY	MAXIMUM LOT AREA	MAXIMUM LOT COVER	MAXIMUM LOT FRONT SETBACK	MAXIMUM LOT DEPTH SETBACK	MAXIMUM LOT WIDTH SETBACK	MAXIMUM LOT AREA	MAXIMUM LOT COVER	MAXIMUM LOT FRONT SETBACK	MAXIMUM LOT DEPTH SETBACK	MAXIMUM LOT WIDTH SETBACK
UNINCORPORATED	0.33	1.00	0.33	10	10	10	1.00	0.33	10	10	10
UNINCORPORATED	0.45	1.00	0.45	10	10	10	1.00	0.45	10	10	10
UNINCORPORATED	0.65	1.00	0.65	10	10	10	1.00	0.65	10	10	10
UNINCORPORATED	1.00	1.00	1.00	10	10	10	1.00	1.00	10	10	10

ORIGINAL ADOPTION - MARCH 1994 LAST REVISED - OCTOBER 2015



This work is provided as a public service by the County of Kendall, Illinois. It is not intended to constitute a contract or warranty of any kind. The County of Kendall, Illinois, and its Board of Supervisors, its officers and employees, shall not be held liable for any damages, including reasonable attorneys' fees, arising from the use of this work. The County of Kendall, Illinois, and its Board of Supervisors, its officers and employees, shall not be held liable for any damages, including reasonable attorneys' fees, arising from the use of this work.

KENDALL COUNTY

Townships

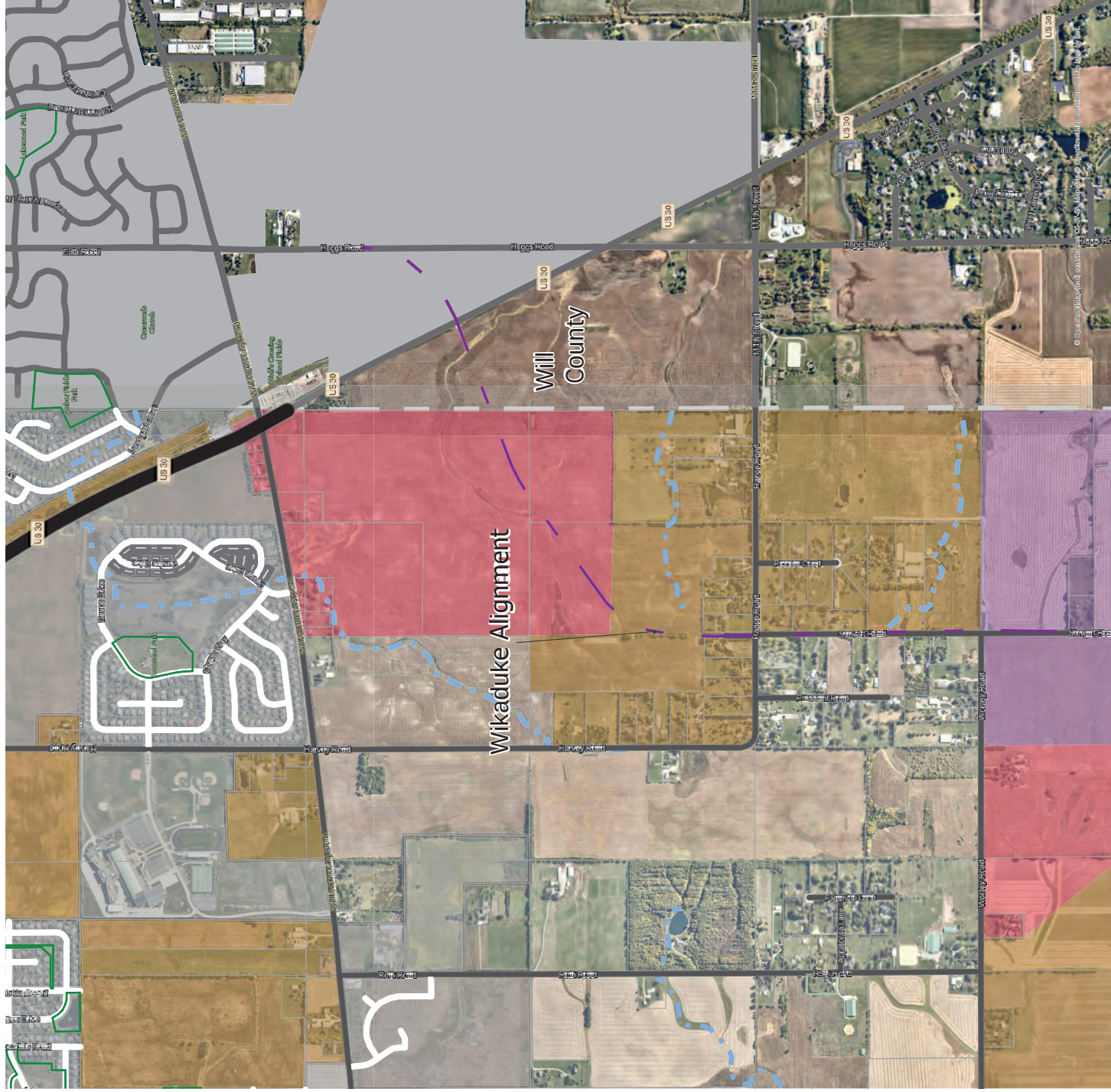
LITTLE ROCK	BRISTOL	OSWEGO
FOX	KENDALL	NA-AU-SAY
BIG GROVE	LISBON	SEWARD

- Road Type**
- Adjacent County
 - County
 - Interstate
 - State & Federal
 - Bluminous
 - Gravel
 - Dirt
 - Local
 - Political Townships
- Forest Preserves**
- State Park
 - County Forest Preserve
 - Hamlets
- Future Land Use**
- Urban Areas - Incorporated
 - Suburban Residential - Max Density 1.00 DU/Acre
 - Rural Residential Max Density 0.65 DU/Acre
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 - Commercial
 - Mixed Use Business
 - Commonwealth Edison
 - Transportation Corridors
 - Mining
 - Potential Mining District
 - Public/Institutional
 - Agriculture
 - Forest Preserve/State Parks
 - Open Space
 - Proposed Roadway Improvements
 - Prairie Parkway Proposed Centerline
- Parcels**
- condominium unit
 - leasehold or other
 - parcel

0 0.15 0.3 0.6 Miles



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



FUTURE LAND USE PLAN

KENDALL COUNTY

Townships

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

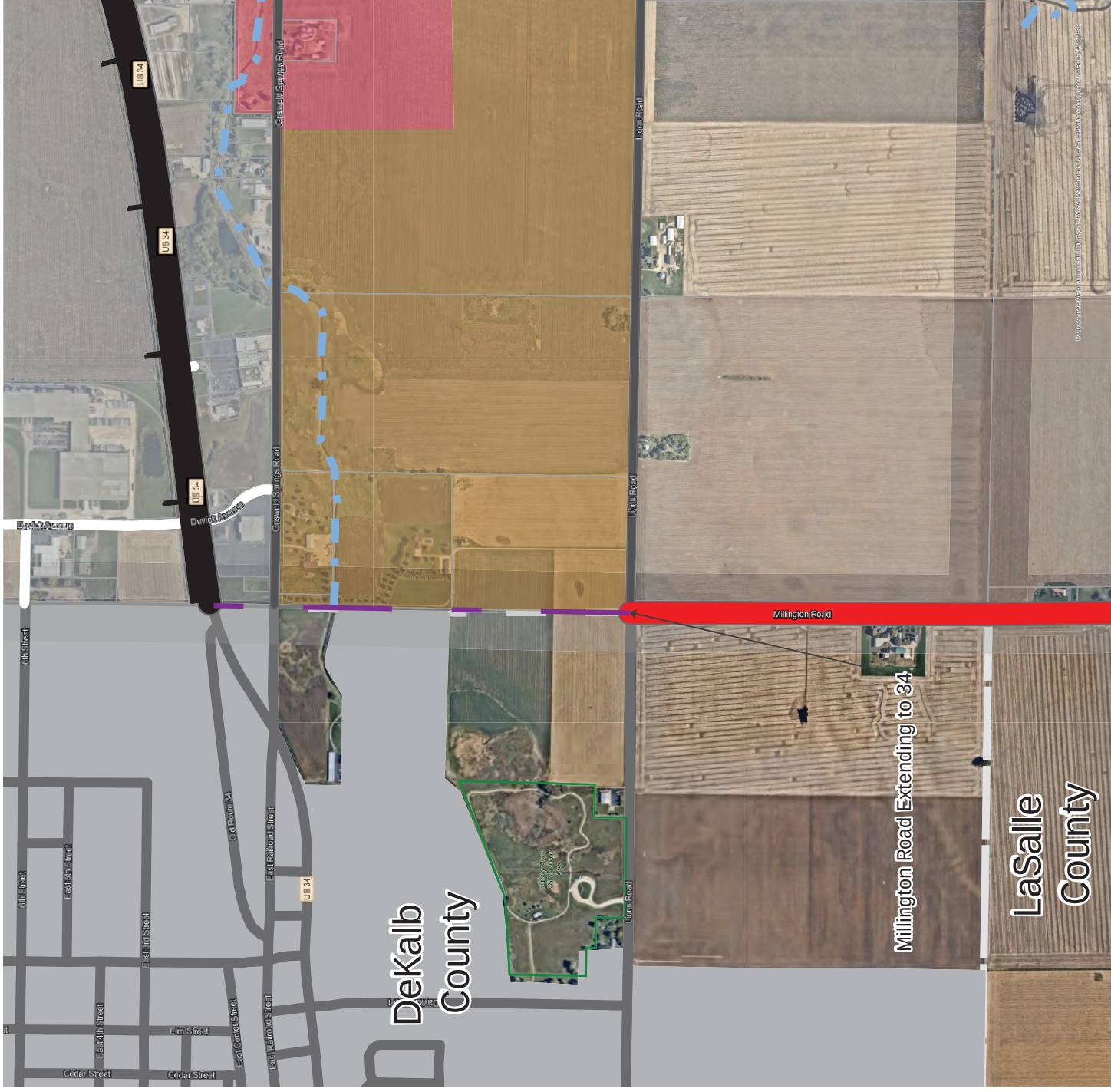
- Road Type**
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 - Mining
 - Potential Mining District
 - Public/Institutional
 - Agriculture
 - Forest Preserve/State Parks
 - Open Space
 - Proposed Roadway Improvements
 - Prarie Parkway Proposed Centerline
- Parcels**
- condominium unit
 - leasehold or other
 - parcel

0.5 Miles



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

Map last updated: 12/17/2020



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

KENDALL COUNTY

Townships

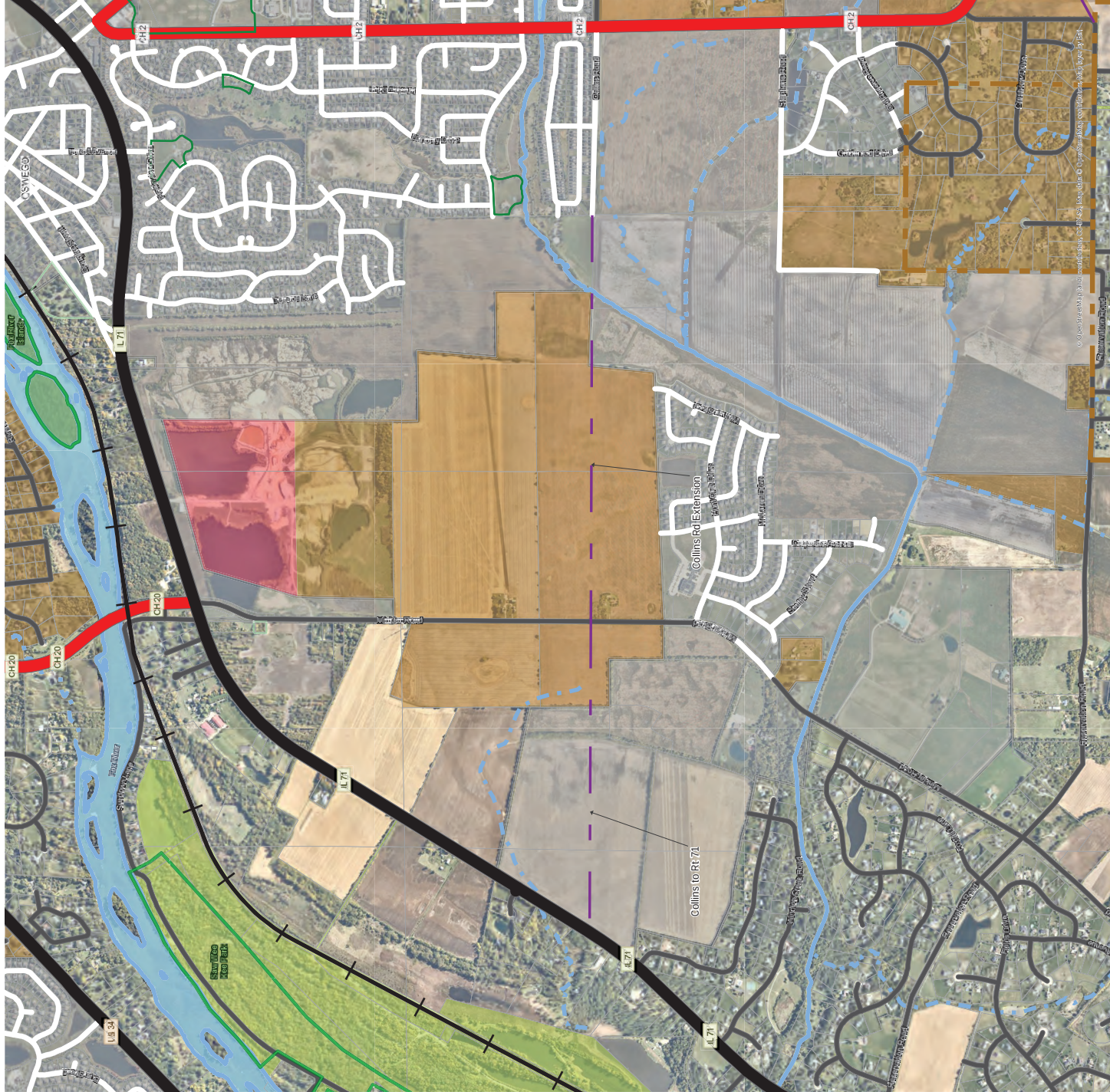
LITTLE ROCK	BRISTOL	OSWEGO
FOX	KENDALL	MA-AU-SAY
BIG GROVE	LISBON	SEWARD

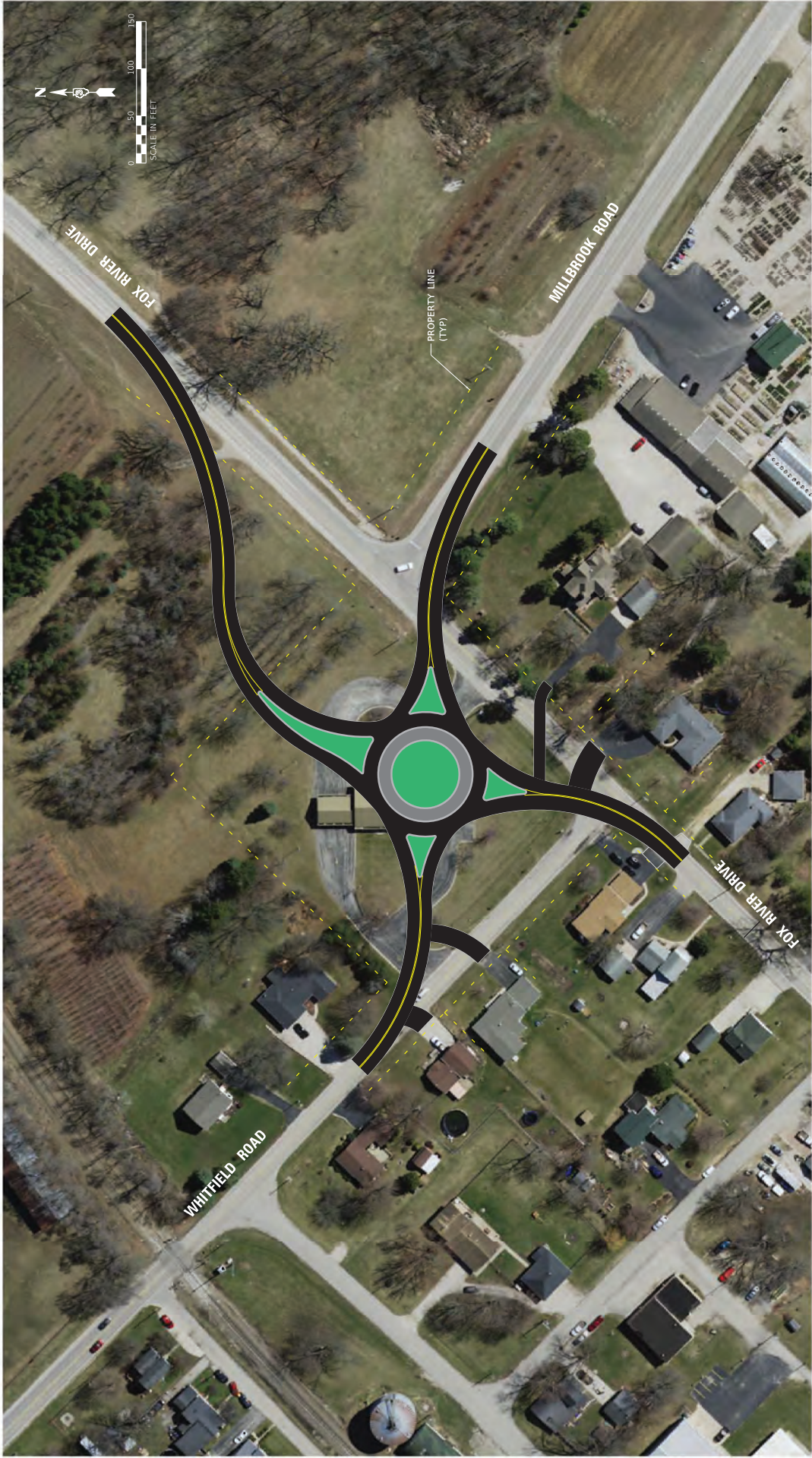
- Road Type**
- Adjacent County
 - County
 - Interstate
 - State & Federal
 - Bluminous
 - Gravel
 - Dirt
 - Local
 - Political Townships
- Forest Preserves**
- State Park
 - County Forest Preserve
 - Hamlets
- Future Land Use**
- Urban Areas - Incorporated
 - Suburban Residential - Max Density 1.00 DU/Acre
 - Rural Residential - Max Density 0.65 DU/Acre
 - Rural Estate Residential - Max Density 0.45 DU/Acre
 - Countywide Residential - Max Density 0.33 DU/Acre
 - Commercial
 - Mixed Use Business
 - Commonwealth Edison
 - Transportation Corridors
 - Mining
 - Potential Mining District
 - Public/Institutional
 - Agriculture
 - Forest Preserve/State Parks
 - Open Space
 - Proposed Roadway Improvements
 - Proposed Parkway Proposed Centerline
- Parcels**
- condominium unit
 - leasehold or other
 - parcel

0 0.5 Miles



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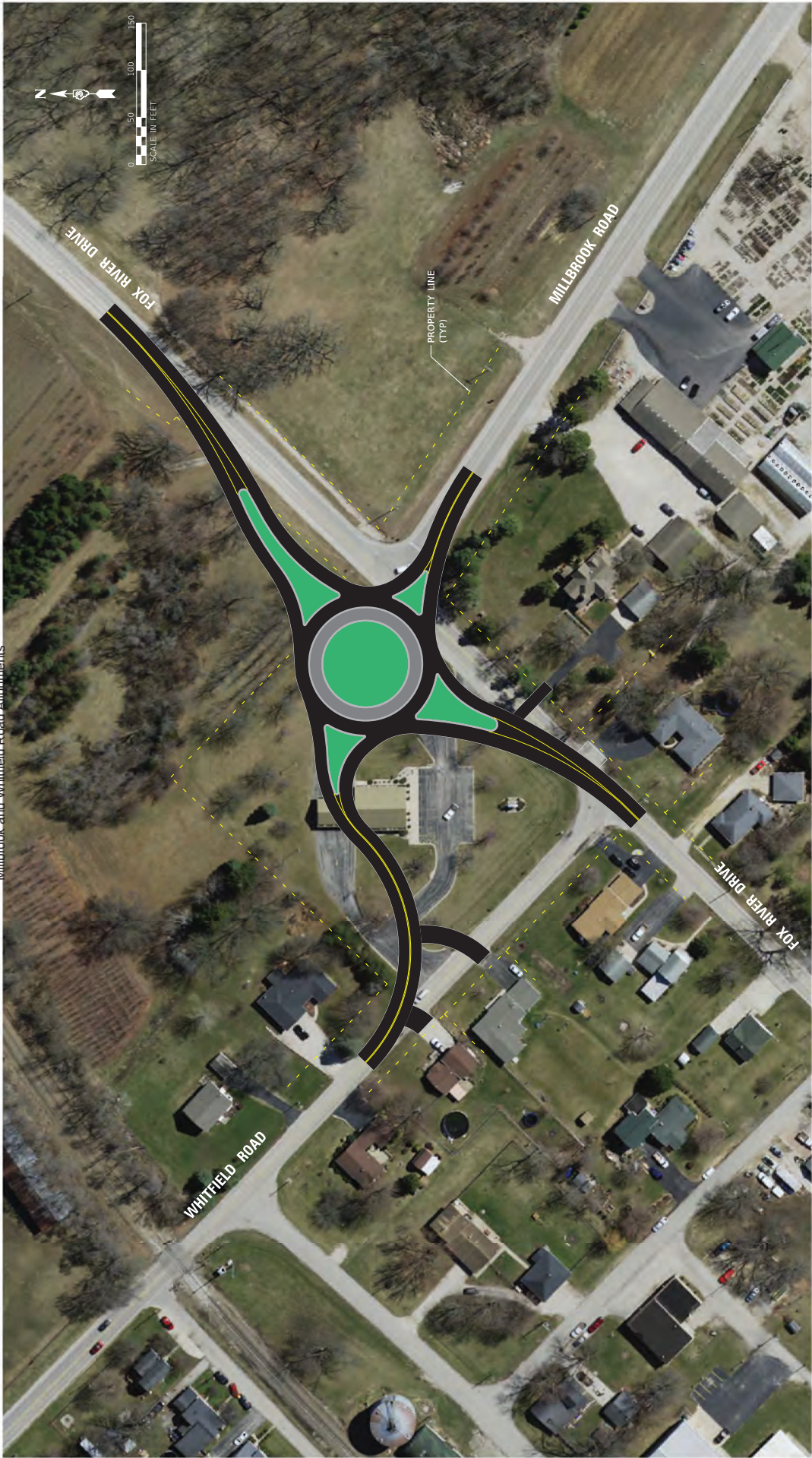


KEY CONSIDERATIONS FOR ALTERNATIVE 1A

- 1. BETTER OVERALL ALIGNMENT THAN ALTERNATIVE 1B. ENTITIES ARE ALIGNED ACROSS FROM EACH OTHER, WHICH INCREASES RIGHT-TURN ANGLES.
- 2. REQUIRES MORE ROW THAN ALTERNATIVE 1B.
- 3. ACCESS CONTROL IS NOT IDEAL AS DRIVEWAYS SHOULD BE FURTHER FROM ROUNDABOUT, THOUGH THIS IS NOT A DEAL BREAKER.
- 4. REVERSE CURVE ALIGNMENT ON NORTH LEG IS NOT IDEAL FOR DRIVER COMFORT, BUT COULD HELP WITH SPEED CONTROL.

 HRC Green, Inc. 11111 1st Avenue, Suite 100 P.O. Box 100000 Kendall, FL 33160 Tel: 305.400.1234 Fax: 305.400.1235 www.hrcgreen.com				USER NAME : j. green		DESIGNED -	REVISED -	KENDALL COUNTY HIGHWAY DEPARTMENT				ALTERNATIVE 1A									
PLOT SCALE : 1" = 100'		DRAWN -	REVISED -	COUNTY SHEETS		TOTAL SHEETS															
PLOT DATE : 1/11/2019		CHECKED -	REVISED -	SECTION NO.		KENDALL CONTRACT NO.															
		DATE -	REVISED -	SECTION NO.		KENDALL CONTRACT NO.															
HRC PROJECT NO. 190007				FILE NAME: 190007_alignment	PLOT DATE: 1/11/2019	PLOT SCALE: 1" = 100'	KENDALL COUNTY HIGHWAY DEPARTMENT	ALTERNATIVE 1A				SHEET NO. OF SHEETS STA. TO STA.		SECTION NO.		COUNTY KENDALL		TOTAL SHEETS 5		SHEET NO. 1	

Millbrook and Whitfield Road Alignments



- KEY CONSIDERATIONS FOR ALTERNATIVE 1B**
- 1. OVERALL LESS DESIRABLE ALIGNMENT THAN ALTERNATIVE 1A. ACUTE ENTRY ANGLES IN NE AND SW QUADRANTS MAKE RIGHT-TURNS SHARPER AND MORE DIFFICULT TO NAVIGATE.
 - 2. REQUIRES LESS ROW THAN ALTERNATIVE 1A.
 - 3. BETTER ALIGNMENT ON NORTH LEG AND IMPROVED ACCESS CONTROL FROM ALTERNATIVE 1A.
 - 4. SHARP CURVE ON WEST LEG IS NOT IDEAL, BUT COULD HELP WITH SPEED CONTROL.

		HRCGreen.com 916.664.5322 916.664.5323		HRCGreen	
DESIGNED -	-	REVISOR -	-	ALTERNATIVE 1B	
DRAWN -	-	REVISOR -	-	KENDALL COUNTY HIGHWAY DEPARTMENT	
CHECKED -	-	REVISOR -	-	SHEET NO. OF SHEETS STA.	
DATE	-	DATE	-	SCALE:	
PLOT DATE = 1/11/2019	-	PLOT DATE = 1/11/2019	-	FED. ROAD DIST. NO. PROJECT NO.	
USER NAME = jgreen	-	USER NAME = jgreen	-	COUNTY SHEET NO.	
PLOT SCALE =	-	PLOT SCALE =	-	SECTION NO.	
PLOT DATE = 1/11/2019	-	PLOT DATE = 1/11/2019	-	TOTAL SHEETS NO.	

1. REQUIRES THE LEAST AMOUNT OF ROW AND NEW PAVEMENT OF ALL THE ALTERNATIVES.

1. REQUIRES THE LEAST AMOUNT OF ROW AND NEW PLANTMENT OF ALL THE ALTERNATIVES.
2. INTERSECTIONS ON CURVES ARE NOT DESIRABLE, BUT ARE ALLOWED UNDER BLR POLICY UP TO AN ANGLE OF 30° MAXIMUM (15° PREFERRED) UNDER RESTRICTED CONDITIONS.
3. WOULD LIKELY HAVE TO REMOVE ALL THE MATURE TREES IN SE CORNER TO OBTAIN ADEQUATE SIGHT DISTANCE.

 H3Green #36001222		USER NAME : rbent DESIGNED - DRAWN - CHECKED - DATE -		REVISED - REVISED - REVISED - REVISED -		KENDALL COUNTY HIGHWAY DEPARTMENT ALTERNATIVE 2A		F.A.U. RTE. SECTION NO. TOTAL SHEET NO. KENDALL 5 3 CONTRACT NO.	
H3Green.com 11441 Professional Center Pl. #36001222		PLOT SCALE = PLOT DATE : 1/11/2019		SHEET NO. OF SHEETS STA. TO STA. SCALE:		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		TOTAL SHEET NO. KENDALL 5 3 CONTRACT NO.	

1. KEEPS INTERSECTION ON TANGENT WITH MAXIMUM ANGLE OF 15° (EXTEND LARGE CURVE TO THE EAST TO CREATE ANGLE ON MILLBROOK ROAD).
2. REQUIRES MORE ROW THAN ALTERNATIVE 2A. THE ROW REQUIRED FROM THE EXISTING RIGHT-OF-WAY COULD RESULT IN AN UNECONOMICAL REMNANT (HOUSE DISPLACEMENT).
3. LONG DRIVEWAYS ON WEST LEG.
4. REMAINING AREA TO SOUTH MIGHT BE LARGE ENOUGH TO SELL/DEVELOP.

 H3GREEN INCORPORATED	HRGreen.com 11001 Professional Center • P.O. Box 10000 # 60601-0002		USER NAME : rpoint		DESIGNED - REVISED -		ALTERNATIVE 2B			
			DRAWN - REVISED -		CHECKED - REVISED -		SECTION NO.		COUNTY	
	PLOT SCALE =		DATE - REVISED -		F.A.U. ATE.		KENDALL 5 4		TOTAL SHEET NO.	
	PLOT DATE : 1/11/2019		DATE - REVISED -		SCALE:		SHEET NO. OF SHEET'S STA. TO STA.		CONTRACT NO.	
							FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

KEY CONSIDERATIONS FOR ALTERNATIVE 2C

1. SAME ALIGNMENT FOR MILLBROOK ROAD/WHITEFIELD ROAD AS ALTERNATIVE 2A.
2. INTERSECTION IS STILL ON A CURVE, BUT ANGLE IS VERY CLOSE TO 90°.
3. COULD SUPERELEVATE NORTH LEG TO REDUCE LENGTH OF IMPROVEMENTS FROM WHAT IS SHOWN.

 H3 Engineering 11441 Independence Drive E #100 • 76061-1221	USER NAME : r.davis				DESIGNED - REVISED -				KENDALL COUNTY HIGHWAY DEPARTMENT				ALTERNATIVE 2C				F.A.U. SHEET NO. TOTAL SHEET NO.	
					DRAWN - REVISED -												COUNTY SHEETS 5 5	
	PLOT SCALE : *				CHECKED - REVISED -				KENDALL 5 5				CONTRACT NO.					
	PLOT DATE : 1/11/2019				DATE - REVISED -													
				SCALE:				SHEET NO. OF SHEETS STA. TO STA.				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						

FUTURE LAND USE PLAN

KENDALL COUNTY

Townships

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

Road Type

Adjacent County

County

Interstate

State & Federal

Bluminous

Gravel

Dirt

Local

Political Townships

Forest Preserves

State Park

County Forest Preserve

Hamlets

Future Land Use

Urban Areas - Incorporated

Suburban Residential - Max Density 1.00 DU Acres

Rural Residential Max Density 0.65 DU Acres

Rural Estate Residential Max Density 0.45 DU Acre

Countywide Residential Max Density 0.33 DU Acre

Commercial

Mixed Use Business

Commonwealth Edison

Transportation Corridors

Mining

Potential Mining District

Public/Institutional

Agriculture

Forest Preserve/State Parks

Open Space

Proposed Roadway Improvements

Prarie Parkway Proposed Centerline

Parcels

condominium unit

leasehold or other

parcel

0 0.25 0.5 Miles



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KENDALL COUNTY

Townships

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

Road Type

- Adjacent County
- County
- Interstate
- State & Federal
- Bluminous
- Gravel
- Dirt
- Local
- Political Townships

Forest Preserves

- State Park
- County Forest Preserve
- Hamlets

Future Land Use

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- Agriculture
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- Open Space
- Proposed Roadway Improvements
- Prarie Parkway Proposed Centerline

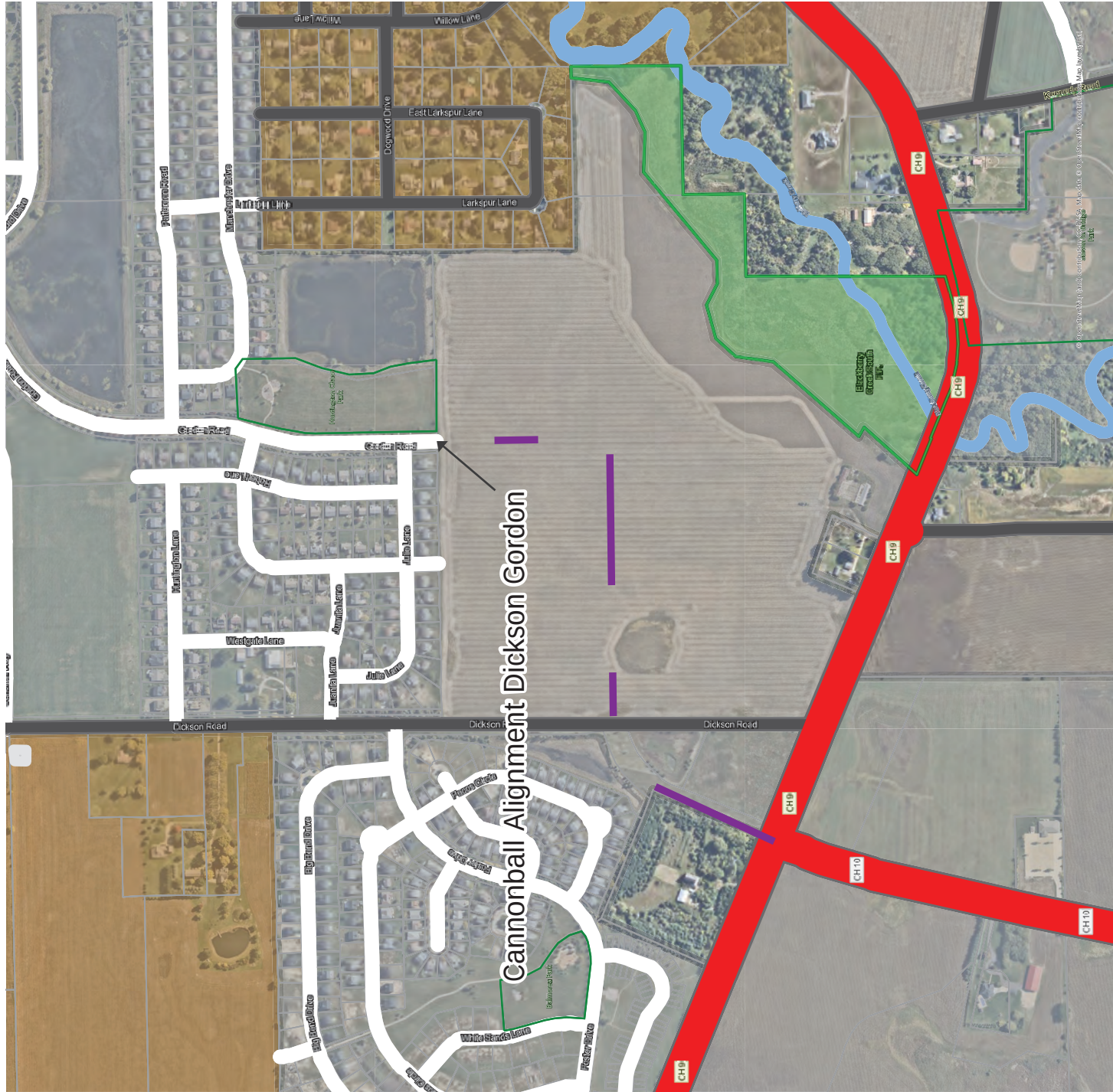
Parcels

- condominium unit
- leasehold or other
- parcel

0 0.13 0.25 Miles



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Cannonball Alignment Dickinson Gordon

KENDALL COUNTY



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

Road Type

- Adjacent County
- County
- Interstate
- State & Federal
- Bluminous
- Gravel
- Dirt
- Local
- Political Townships

Forest Preserves

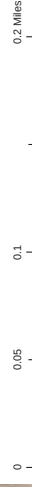
- State Park
- County Forest Preserve
- Hamlets

Future Land Use

- Urban Areas - Incorporated
- Suburban Residential - Max Density 1.00 DU Acres
- Rural Residential Max Density 0.65 DU Acres
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Parcels

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- leasehold or other
- parcel



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KENDALL COUNTY



Townships

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

Road Type

- Adjacent County
- County
- == Interstate
- State & Federal
- Bituminous
- - - Gravel
- Dirt
- Local
- Political Townships

Forest Preserves

- State Park
- County Forest Preserve

Future Land Use

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Parcels

- condominium unit
- leasehold or other
- parcel



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KENDALL COUNTY

Townships

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

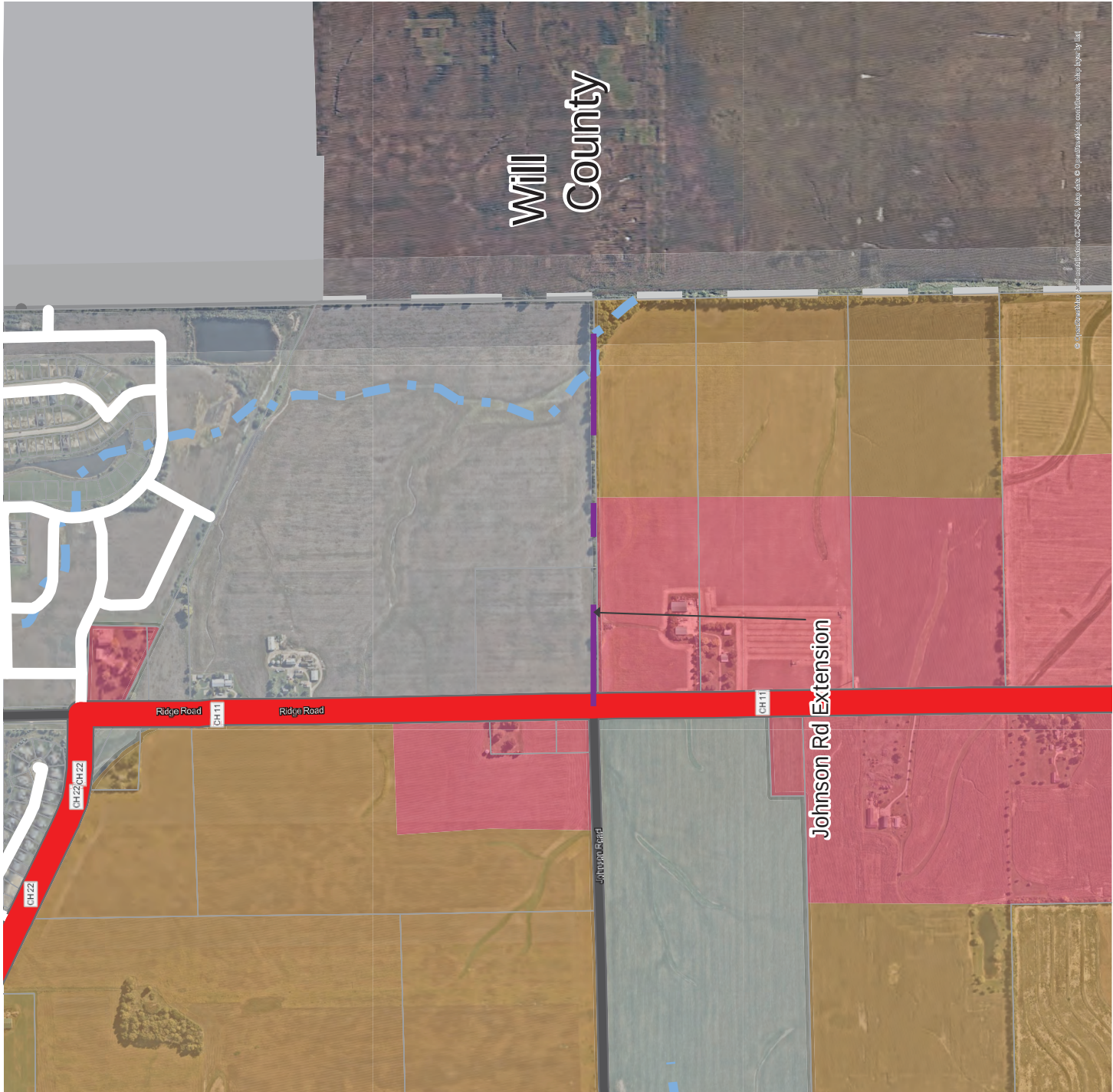
- Road Type**
- Adjacent County
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 - Bluminous
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 - Agriculture
 - Forest Preserve/State Parks
 - Open Space
 - Proposed Roadway Improvements
 - Prairie Parkway Proposed Centerline
- Parcels**
- condominium unit
 - leasehold or other
 - parcel

0 0.3 Miles



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Map last updated: 12/17/2020



KENDALL COUNTY

Townships

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

Road Type

- Adjacent County
- County
- Interstate
- State & Federal
- Bluminous
- Gravel
- Dirt

Local

- Political Townships

Forest Preserves

- State Park
- County Forest Preserve
- Hamlets

Future Land Use

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- Rural Residential Max Density 0.65 DU Acres
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Parcels

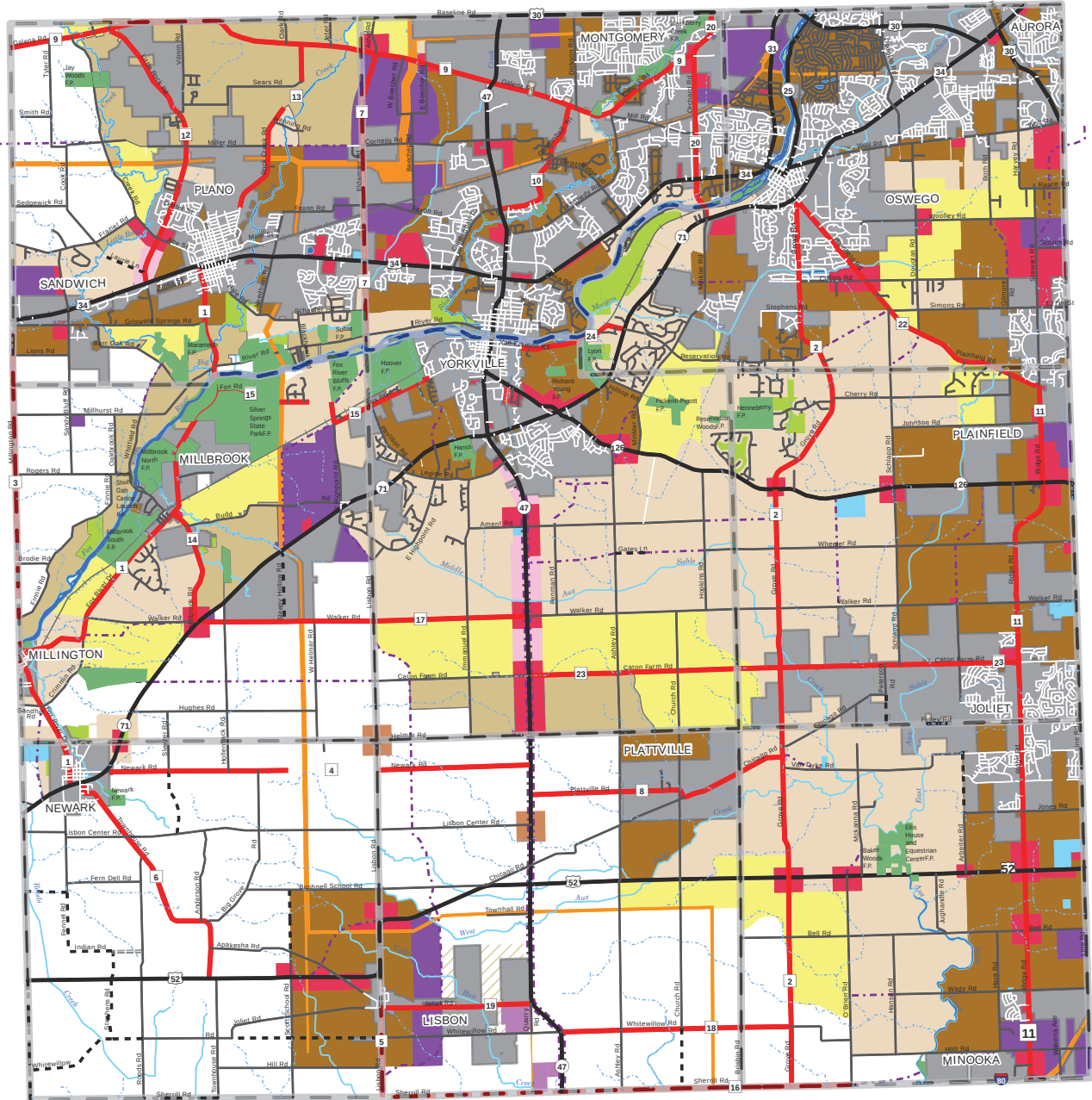
- condominium unit
- leasehold or other
- parcel

0 0.25 0.5 Miles



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Future Land Use Plan in Kendall County, IL



HAMLETS
TOWNSHIPS
URBAN AREAS -
INCORPORATED
SUBURBAN
RESIDENTIAL -
MAX DENSITY
1.00 DU ACRES

RURAL
RESIDENTIAL
MAX DENSITY
0.65 DU ACRES
RURAL ESTATE
RESIDENTIAL
MAX DENSITY
0.45 DU ACRES

COUNTRYSIDE
RESIDENTIAL
MAX DENSITY
0.33 DU ACRE
COMMERCIAL
MIXED USE
BUSINESS

COMMONWEALTH
EDISON
TRANSPORTATION
CORRIDORS
MINING
POTENTIAL
MINING DISTRICT
PUBLIC/
INSTITUTIONAL

AGRICULTURE
FOREST
PRESERVE/STATE
PARKS
OPEN SPACE
PROPOSED
ROADWAY
IMPROVEMENTS

N

0 1.5 3 4.5 6

Miles



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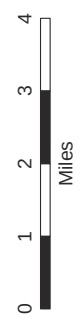
Created: 11/19/2020

Multi-Use Trail Plan KENDALL COUNTY

- 2020 -
<http://www.co.kendall.il.us>

Townships

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



Built Local Trails

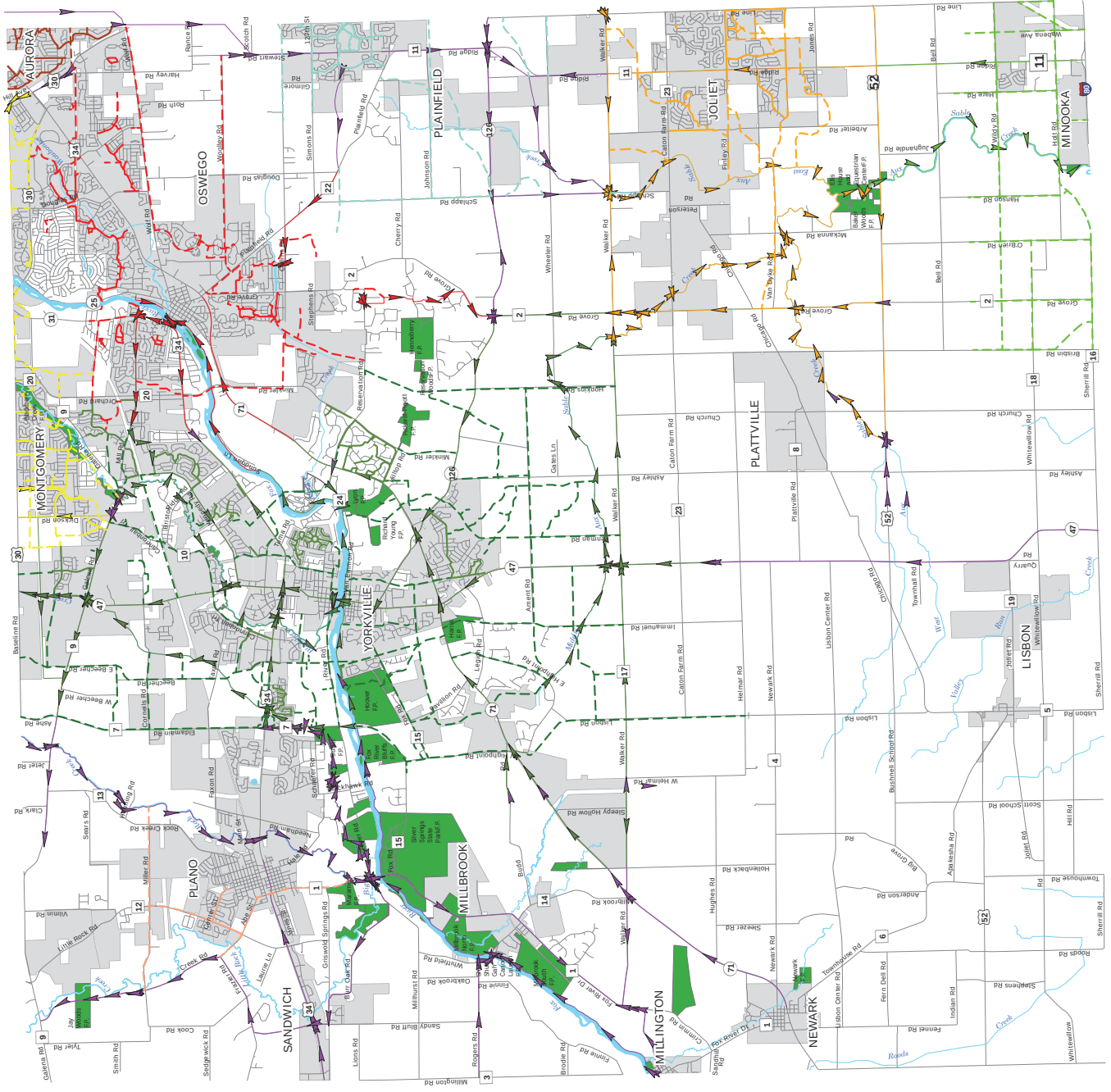
- Aurora
- Joliet
- Minooka
- Montgomery
- Oswego
- Plainfield
- Plano
- Yorkville

Proposed Local Trails

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

Proposed Regional Trails

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



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Kendall County *Land Resource Management Plan* 2011²⁰

Kendall County
Planning, Building & Zoning Department
111 Fox Street
Yorkville, Illinois 60560
phone: (630) 553-4141
fax: (630) 553-4179
web: www.co.kendall.il.us



Prepared by
Teska Associates, Inc.

APPENDIX

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

Revision Notes:

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

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

Related Documents:

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

SECTION THREE

PLANNING GOALS & OBJECTIVES

production and soil and water conservation.

HOUSING

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

Objectives:

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



TRANSPORTATION

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

Objectives:

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



decisions.

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

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

SECTION FIVE

LAND RESOURCE AND MANAGEMENT AREAPOLICIES

B. URBANIZED COMMUNITIES

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

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

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

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

plans.

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

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

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

TOWNSHIP SUMMARY

SECTION SIX

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

Initial Opinions & Observations of Planning Issues

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

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

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

GENERAL COMMENTS

Initial comments/concerns

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

PRIMARY ASSETS

What are the primary assets of the three townships?

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

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

PRIMARY ISSUES

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

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

TRANSPORTATION NETWORK

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

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

Arterial Roads

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

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

Major Collector Roads

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

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

Minor Collector Roads

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

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

Local roads

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

Railroad

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

Scenic routes

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

Multi-use trails

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

**PROPOSED PRAIRIE PARKWAY
CORRIDOR**

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

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

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

Goals & Objectives

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

- 1. Mutually supportive, non-adversarial team of municipal, township, school, park, county and other governments working toward the benefit of everyone in Kendall County.**
 - a. Continue to work with municipalities to reach agreement on future land use patterns and develop effective growth management strategies.
 - b. Continue to work with municipalities to develop boundary agreements based on logical service areas and compatibility with County, municipal, and township goals and objectives to avoid competitive annexations and pre-mature development.
 - c. Evaluate the extent to which municipalities cumulatively envision development of the three townships.
 - d. The County should be the primary entity to be in charge of resolving regional transportation issues within the three townships and issues involving other counties, townships, and municipalities located outside Kendall County.
 - e. Encourage municipalities to provide a diversity of housing options.
 - f. Explore ways to amend County and municipal regulations to reduce potential conflicts between agricultural and non-agricultural uses and between other differing uses.
- 2. Use of land resources in a manner sensitive to inherent environmental limitations.**
 - a. Reduce flooding and generally prevent development within flood plain and wetland areas.
 - b. Enact measures to preserve existing trees and natural features as new developments occur in the three townships.
 - c. Increase connectivity of greenways within the three townships and to the surrounding townships and communities.

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

Transportation Issues

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

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

ROADWAY NETWORK

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

Expressways

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

Arterial Roads

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

Major Collector Roads

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

Minor Collector Roads

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

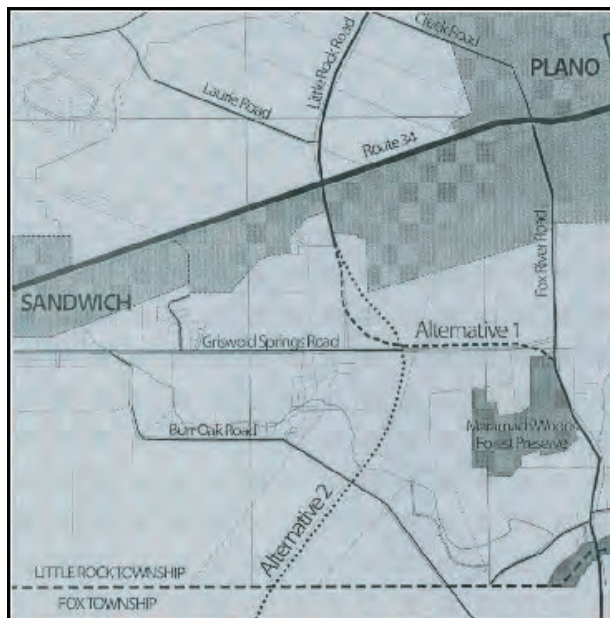
portation plan for the three townships do not appear on the County's Transportation Plan due to their limited regional impact. However, they do provide critical local connections at the township and municipal levels and are important to consider at this planning scale.

PROPOSED ROAD IMPROVEMENTS

Proposed road improvements for each township are outlined below:

Little Rock Township

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



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

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

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

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

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

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

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

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

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

Bristol Township

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

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

Oswego Township

- ❑ Realignment of Douglas Road from Wolfs Crossing Road northward to Route 34 (in the Village of Oswego).
- ❑ Extension of Collins Road eastward from Gilmore Road to Stewart Road. This extension will link to I 19th Street, a strategic regional arterial roadway in Will County.
- ❑ Extension of Collins Road westward from Grove Road to Minkler Road **and Route 71.**
- ❑ Intersection improvements at the following intersections: Route 34 and Farnsworth Avenue (in the City of Aurora); Reservation Road/Van Emmon Road and Route 71; Plainfield Road and Collins Road; and Route 30 and Harvey Road.
- ❑ Realignment of the eastern segment of Reservation Road at Grove Road.
- ❑ Development of the WIKADUKE Trail, providing a continuous north/south arterial roadway between I-80 and I-88.
- ❑ Development of a trail system within Oswego Township, which includes off-street and on-street trails throughout the township and connects to the trail systems within the municipal limits of Aurora, Montgomery, Oswego, and Plainfield.

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

PRAIRIE PARKWAY CORRIDOR

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

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

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

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

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

County Action Steps

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

TOWNSHIP SUMMARY

SECTION SEVEN

FOX & KENDALL TOWNSHIPS

Transportation Network

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

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

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

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

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

Proposed Prairie Parkway Corridor

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

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

Goals and Objectives

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

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

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

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

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

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

Future Land Use & Transportation Plan

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

Transportation Issues

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

- **Intersection Improvements.** Intersection improvements help resolve traffic problems at intersections by realigning roads, adding traffic lights and/or signs, and adding dedicated turn lanes if necessary. Potential intersection improvements are shown at the following four intersections:
 - Fox River Drive and Millbrook Road (within Millbrook)
 - Route 71, Walker Road, and Millbrook Road
 - Millhurst Road, Fox River Drive, and River Road (north of the river in Little Rock Twp)
 - Route 71, Highpoint Road, Lisbon Road, and Budd Road
- **Road Reclassifications.** As the population of the two townships grows and development increases, certain roads begin to carry more and more traffic. As a result, some roads may require reclassification to be properly identified in accordance with the amount of traffic they carry:
 - **Lisbon Road/Eldamain Road.** Anticipating the potential for Lisbon Road/Eldamain Road to become a major regional thoroughfare just as Orchard Road has become in recent years, it is recommended that Lisbon Road/Eldamain Road be redesignated from a major collector to an arterial. Lisbon Road/Eldamain Road is currently maintained by the County; however, increasing traffic volumes and other considerations may make it more practical to transfer the road to State jurisdiction, particularly if the road is to be redesignated as an arterial road. The future land use plan recommends primarily residential land uses along Lisbon Road/Eldamain Road. Therefore, a 50 ft setback is required for Lisbon Road/Eldamain Road outside of the required road right-of-way to ensure sufficient space between the road and development sites for landscaping and other buffering techniques.

- **Legion Road and Penman Road.** Yorkville's transportation plan proposes that Legion Road and Penman Road be classified as minor collectors. These roads are anticipated to remain as Township and/or municipal roads.
- **Other minor collector roads.** Budd Road, Immanuel Road, and the segment of Highpoint Road looping south of Route 71 are also classified as minor collectors. All three of these roads are planned to remain as Township roads. In addition, realignment of the 90-degree turn near the middle of Budd Road is recommended to enhance safety.
- **Road Extensions.** In addition to reclassifying Legion Road and Penman Road as minor collectors, extensions are proposed for these two roads. In particular, Legion Road extends east to Ashley Road while Penman Road extends north to Van Emmon Road and south to Caton Farm Road. Other potential road extensions include:
 - ~~Whitfield Road extends north to connect with Little Rock Road (in Little Rock Twp).~~
 - **Millington Road extends north to Lions Road and Route 34.**
 - Eldamain Road extends south to connect with Lisbon Road with a bridge crossing of the Fox River.
 - ~~Caton Farm Road extends west to Crimmins Road.~~
 - Wheeler Road extends west to Lisbon Road.
 - Highpoint Road extends north to Fox Road.
 - Ashley Road extends north to connect with Minkler Road.
 - ~~Millington Road extends north to connect with Duwick Avenue in Sandwich (in Little Rock Twp).~~
 - ~~Crimmins Road extends south to Route 71 to create a bypass to the west of Newark.~~
 - ~~Lisbon Road splits from its current roadway alignment to form a secondary branch creating a bypass to the east of Helmar and Lisbon (both communities are located in Lisbon Township to the south; however, the north end of the bypass would start in Kendall Township).~~
 - Fox Road extends southwest from Highpoint Road to Route 71. The Future Land Use & Transportation Plan Map depicts a proposed alignment of this extension. The image to the right illustrates potential consideration of another alignment connecting the two separated segments of Fox Road, which currently connect in a disjointed manner via Highpoint Road.



- **Multi-Use Trails.** As described in the Situation Audit, multi-use trails are primarily proposed along scenic routes, natural features (e.g. creeks), and some roadways. These trails will potentially create recreation corridors that can accommodate pedestrian, equestrian, bicycle, and other forms of trail users. The County recognizes that there are existing homes located along the river and along areas that may be marked for potential trails. While this plan acknowledges the right of individual property owners to participate in the potential development of trails and related recreational amenities, the plan also reserves these properties or certain flood-prone areas for potential trail easements at such time these properties or areas become eligible for rezoning and resubdivision if and when trail development becomes viable. The Forest Preserve District and local park districts are working together to create plans for a connected network of trails, open space, parks, and recreation. The County's recently adopted Greenways Plan provides some direction in this regard. Also in progress is the Fox River Corridor Plan, which will also provide guidance for the design, development, and maintenance of trails and related recreational amenities.
- **Scenic Routes.** Scenic routes provide passing motorists with attractive views of the rural character of Fox and Kendall Townships. Identified scenic routes generally follow the Fox River and roadways that traverse the serene and undeveloped areas outside of municipalities. Scenic routes are identified along the following roads:
 - Route 71 (entire stretch from Newark northeast towards Oswego)
 - Fox River Drive (from Millington north towards Plano)
 - Millhurst Road (from Fox River Drive west to the Kendall/LaSalle County line)
 - Finnie Road (from Rogers Road south to Millington Road)
 - Crimmins Road (from Fox River Drive southwest to the Kendall/LaSalle County line)
 - Highpoint Road (south of Route 71)
 - Pavillion Road (from Fox Road south to Route 71)
 - Burr Oak Road (from Millhurst Road northwest towards Sandwich)
 - Van Emmon Road (from Route 47 east to Route 71)
 - Rogers Road (from Finnie Road to Whitfield Road)

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

Prairie Parkway Corridor

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

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

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

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

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

Implementation Strategy

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

County Action Steps

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

Municipal/Township Action Steps

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

TOWNSHIP SUMMARY

SECTION EIGHT

BIG GROVE TOWNSHIP

Future Land Use & Transportation Plan

Transportation Issues

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

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

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

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

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

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

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

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

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

Implementation Strategy

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

County Action Steps

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

Municipal/Township Action Steps

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

TOWNSHIP SUMMARY

SECTION NINE

LISBON & SEWARD TOWNSHIPS

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

Transportation Network

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

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

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

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

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

Proposed Prairie Parkway Corridor

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

WIKADUKE Trail

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

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

Traffic Volume

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

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



Source: Illinois Department of Transportation, 2002-2003.

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

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

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

Road Improvements

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

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

Public Facilities & Utilities

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

School Districts

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

High School Districts

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

Goals & Objectives

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

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

- a. Continue to work with municipalities to reach agreement on future land use patterns and develop effective growth management strategies.
- b. Continue to work with municipalities to develop boundary agreements based on logical service areas and compatibility with county, municipal, and township goals and objectives to avoid competitive annexations and premature development.

~~c. Consider the incorporation of the Community of Plattville.~~

- d. Evaluate the extent to which municipalities cumulatively envision development of Lisbon and Seward Townships.
- e. Consign the County with the primary responsibility for resolving regional transportation issues within Lisbon and Seward Townships and issues involving other counties, townships, and municipalities located outside Kendall County.
- f. Work with the Aux Sable Creek Watershed Committee, the Conservation Foundation, the Kendall County Conservation Foundation, and the Kendall County Forest Preserve District to promote environmental awareness and best stewardship practices.

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

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

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

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

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

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

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

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

Future Land Use & Transportation Plan

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

Transportation Issues

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

- **Intersection Improvements.** Intersection improvements help resolve traffic problems at intersections by realigning roads, adding traffic lights and/or signs, and adding dedicated turn lanes if necessary. Potential intersection improvements are shown at the following four intersections:
 - Realignment of Van Dyke Road (near Arbeiter Road)
 - Grove Road, Chicago Road, and a realigned Van Dyke Road
 - WIKADUKE Trail and Route 52
 - County Line Road and Route 52
- **Road Reclassifications.** As the population of the two townships grows and development increases, certain roads begin to carry an increasing amount of traffic. As a result, roads may require reclassification to be properly identified in accordance with the amount of traffic they carry. As indicated on the map, Whitewillow Road (the segment of running west from Route 47) and Wildy Road have been reclassified as minor collectors and will remain under Township jurisdiction unless annexed into a municipality.
- **Road Extensions.** Potential road extensions include:
 - Route 52 (the curve leading from Lisbon Township into Big Grove Township)
 - McKanna Road (curving southwest to connect with O'Brien Road at Route 52)
 - Theodore Road (leading westward from the Kendall-Will County Line to Arbeiter Road)
 - Van Dyke Road (realigned and leading eastward from Arbeiter Road to the Kendall-Will County Line connecting with Black Road)
 - Baltz Road (leading westward from the Kendall-Will County Line into Seward Township)
 - Seil Road (leading westward from the Kendall-Will County Line into Seward Township)
 - Mound Road (leading westward from the Kendall-Will County Line into Seward Township)
 - Wildy Road (leading westward from Hanson Road to O'Brien Road)
 - Holt Road (curving southwest to connect with Sherrill Road at O'Brien Road)

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

Prairie Parkway Corridor

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

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

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

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

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

WIKADUKE Trail

~~Similar to the proposed Prairie Parkway, t~~The WIKADUKE Trail presents an opportunity to provide a transportation corridor that adequately serves the increasing traffic demand in the vicinity. In addition to the transportation benefits presented by the WIKADUKE Trail, economic development opportunities are also presented, particularly given Joliet's growth westward into Kendall County and Minooka's recent and anticipated annexations in southern Seward Township. As stated in the Situation Audit, **this plan will be cognizant of the context sensitive design ideas produced by the Land Use & Access Management Study** as growth and development in the two townships are addressed.

Future Land Use Issues

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

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

The future land use categories include the following:

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

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

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

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

TOWNSHIP SUMMARY

SECTION TEN

NA-AU-SAY TOWNSHIP

FUTURE LAND USE & TRANSPORTATION PLAN

Transportation Issues

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

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

Future Land Use Plan

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

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

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

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

Land Use Categories

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX

Kendall County Scenic Route Guidelines

PURPOSE/BACKGROUND

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

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

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

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

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

~~PRAIRIE PARKWAY~~ KENDALL COUNTY SCENIC ROUTE

GUIDELINES

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

Horizontal and Vertical Alignment

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



- The roadway should be designed with long, sweeping curves to vary the view from the road and provide a more pleasing appearance. Roadway alignment should blend with the topography to minimize earthwork.
- Where the right-of-way crosses existing farms at odd angles,

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

Bridge Design

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



Landscape Design

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

Lighting

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

Interchanges

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

Bike Trail

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

Other Design Elements

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



STATE, COUNTY AND TOWNSHIP ROUTE GUIDELINES

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

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

Building Setback

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

Horizontal and Vertical Alignment

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

Bridge Design

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



Landscape Design

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

Intersection Design

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

Other Design Elements

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

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

REVIEW PROCESS

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

References

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

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

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

Changed Parcels

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

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

**ZONING, PLATTING & ADVISORY COMMITTEE (ZPAC)
March 2, 2021 – Unapproved Meeting Minutes**

PBZ Chairman Scott Gengler called the meeting to order at 9:01 a.m.

Present:

Matt Asselmeier – PBZ Department
Scott Gengler – PBZ Committee Chair
David Guritz – Forest Preserve (Arrived at 9:09 a.m.)
Brian Holdiman – PBZ Department
Fran Klaas – Highway Department (Attended Remotely)
Commander Jason Langston – Sheriff's Department (Attended Remotely)
Alyse Olson – Soil and Water Conservation District (Attended Remotely)
Aaron Rybski – Health Department

Absent:

Meagan Briganti – GIS
Greg Chismark – WBK Engineering, LLC

Audience:

Dan Kramer, Wanda Hogan (Attended Remotely), John Tebrugge (Attended Remotely), Jillian Prodehl, and Jamie Prodehl

AGENDA

Mr. Klaas made a motion, seconded by Mr. Holdiman, to approve the agenda as presented.

The votes were as follows:

Yeas (7): Asselmeier, Gengler, Holdiman, Klaas, Langston, Olson, and Rybski
Nays (0): None
Abstain (0): None
Absent (3): Briganti, Chismark, and Guritz

The motion carried.

MINUTES

Mr. Holdiman made a motion, seconded by Mr. Klaas, to approve the February 2, 2021, meeting minutes.

The votes were as follows:

Yeas (7): Asselmeier, Gengler, Holdiman, Klaas, Langston, Olson, and Rybski
Nays (0): None
Abstain (0): None
Absent (3): Briganti, Chismark, and Guritz

The motion carried.

PETITIONS

Petition 21-06 Jhon Cordero on Behalf of Cordero Real Estate, LLC

Mr. Asselmeier summarized the request.

The Petitioner purchased the subject property in 2020 and wishes to operate a tree service business onsite.

In discussing the proposal, the Petitioner's Attorney indicated that the Petitioner would engage in making, storing, selling of mulch from trees the Petitioner's business cuts down from clients. The Petitioner would not grow trees onsite. The Petitioner's Attorney believed that the site would be used for contractor's office, storage of trailers, farm implements, and other similar equipment on an open lot, truck, truck tractor, and truck trailer storage yards, wholesaling and warehousing. These uses are permitted uses in the M-1 Limited Manufacturing District. Landscaping businesses are special uses in the M-1 Limited Manufacturing District. Accordingly, the Petitioner would like to rezone the property to the M-1 Limited Manufacturing District.

The application materials, Wetland Delineation Report, site plan, aerial of the property, and aerial of the property showing the location of wetlands on the property were provided.

The property is located approximately two sixty-eight feet (268') west of the intersection of Galena Road and East Beecher Road. The property consists of approximately twenty-five (25) acres.

The property is used agriculturally and the historic aerials show a house formerly located at the north end of the property.

The Future Land Use Map calls for the property to be Mixed Use Business.

Galena Road is a County maintained Major Collector Road. East Beecher is a Township maintained Local Road.

Yorkville has a trail planned along Galena Road. The Kendall County Forest Preserve has a trail planned along East Beecher Road.

There are no floodplains on the property. There are three (3) wetlands on the property totaling approximately ten (10) acres in size. Two (2) of the wetlands are farmed wetlands.

The adjacent land uses are Agricultural, Single-Family Residential, Commercial, and ComEd Right-of-Way.

The adjacent zoning districts are A-1, A-1 SU, and M-2 in the County. R-2, R-3, and B-3 districts are in Yorkville.

The Land Resource Management Plan calls for the area to be Mixed Use Business, Suburban Residential, and ComEd Right-of-Way in the County. Yorkville's Comprehensive Plan calls for the area to be Estate/Conservation Residential.

The A-1 Special Use Permit to the south are for gravel mining operation and compost facility. A M-3 Special Use Permit to the south of the property is for asphalt production.

EcoCAT Report submitted and indicated the presence of the Mottled Sculpin. Adverse impacts were unlikely and consultation was terminated.

The application for NRI was submitted on January 21, 2021. The LESA Score was 176 indicating a low level of protection. The NRI was provided.

Petition information was sent to Bristol Township on February 10, 2021.

Petition information was sent to the United City of Yorkville on February 10, 2021.

Petition information was sent to the Bristol Kendall Fire Protection on February 10, 2021.

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

According to the site plan included, four (4) structures are proposed for the site. Any new structures would require applicable building permits.

The site plan proposes access off of Galena Road and E. Beecher Road.

While no new odors are foreseen, future site plan submittals should be examined to address odors.

No lighting information was provided. The site plan for the proposed business should be evaluated to address lighting.

No screening information was provided. Section 10:01.A.2 of the Kendall County Zoning Ordinance requires storage to be in completely enclosed buildings if located within one hundred fifty feet (150') of a residential zoning district. Any fencing or buffering should be evaluated as part of the site plan review process.

The site plan shows a detention pond on the south side of the property. Applicable stormwater and wetland permits could be required as part of the site plan review.

The site plan indicates a utility box onsite. Well and septic information would have to be evaluated as part of a building permit process.

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The proposed Findings of Fact were as follows:

Existing uses of property within the general area of the property in question. The surrounding properties are used for agricultural purposes with gravel mining, asphalt production, and composting uses also located in the vicinity.

The Zoning classification of property within the general area of the property in question. The surrounding properties in the unincorporated area are zoned A-1, M-2, and M-3.

The suitability of the property in question for the uses permitted under the existing zoning classification. The property is presently zoned A-1. A more intense Manufacturing zoning classification is necessary to cover all of the proposed uses instead of the existing A-1 zoning classification.

The trend of development, if any, in the general area of the property in question, including changes, if any, which may have taken place since the day the property in question was in its present zoning classification. The Zoning Board of Appeals shall not recommend the adoption of a proposed amendment unless it finds that the adoption of such an amendment is in the public interest and is not solely for the interest of the applicant. The Zoning Board of Appeals may recommend the adoption of an amendment changing the zoning classification of the property in question to any higher classification than that requested by the applicant. For the purpose of this paragraph the R-1 District shall be considered the highest classification and the M-2 District shall be considered the lowest classification. The trend of development in the area includes uses associated with Manufacturing zoning districts and Commercial zoning districts.

Consistency with the purpose and objectives of the Land Resource Management Plan and other adopted County or municipal plans and policies. The Future Land Use Map in the Land Resource Management Plan classifies this property as Mixed Use Business. The M-1 Limited Manufacturing District is consistent with the Mixed Use Business classification.

Because the Future Land Use Map calls for this property to be Mixed Use Business, Staff recommends approval of the requested Map Amendment. However, careful site plan review should occur when the property is developed to ensure that negative impacts on the wetlands and other environmentally sensitive features of the property are minimized.

Mr. Gengler asked if any lighting was proposed at this time. Mr. Asselmeier reported no lighting information has been provided. No information was provided regarding signage.

David Guritz arrived at this time (9:09 a.m.).

Mr. Klaas reported no lighting would be required.

Dan Kramer, Attorney for the Petitioner, explained the locations of wetlands on the property. He said the main entrance would be on East Beecher with a hard surface drive. The Petitioner was not a landscaping business and was not in the composting business. No retail would occur at the site at this time. The yard would be fenced. The mulching machine will be outdoors. There is a small odor after a rain. He provided a history of the business.

Mr. Rybski asked about dust control plans. Mr. Kramer responded that water and a chemical compound would be used to control dust. Mr. Kramer also provided information on the new septic system. Discussion occurred regarding the well; it is believed that the well was capped.

Mr. Gengler asked about the neighboring house. The house is owner-occupied.

Mr. Klaas requested that the septic system be placed twenty feet (20') from the existing right-of-way of Galena Road. He requested a sixty foot (60') right-of-way dedication. He also requested a partial access, like right-in right-out. He also noted that chipping machines are loud.

Ms. Olson requested that soil erosion and sediment control practices occur on the property during construction. Mr. Kramer agreed.

Mr. Kramer stated that the Petitioner would like to be in business at the property by Fall 2021.

Mr. Holdiman made a motion, seconded by Mr. Klaas, to forward the proposal to Regional Planning Commission.

The votes were as follows:

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Yeas (8): Asselmeier, Gengler, Guritz, Holdiman, Klaas, Langston, Olson, and Rybski
Nays (0): None
Abstain (0): None
Absent (2): Briganti and Chismark

The motion carried.

The proposal goes to the Kendall County Regional Planning Commission on March 24, 2021.

Petition 21-07 Wanda and Thomas Hogan

Mr. Asselmeier summarized the request.

According to the information provided to the County, the Petitioners would like to offer an outdoor, twenty (20) stall flea market on the subject property with food. The flea market would feature vendors, including the Petitioners, their family members, and other vendors, that would sell goods not produced on the premises.

The application materials, plat of survey, site plan, and the aerial of the property were provided.

The property is located at 14975 Brisbin Road.

The property is approximately three point eight (3.8) acres.

The current land use is Agricultural. The future land use is Rural Estate Residential.

Brisbin Road is a township maintained Major Collector.

There are no trails planned along Brisbin Road.

There are no floodplains or wetlands on the property.

The adjacent land uses are Agricultural.

The adjacent zoning districts are A-1.

The Future Land Use Map calls for the area to be Agricultural and Rural Estate Residential. The Village of Plattville's Future Land Use Map calls for the property to be Low Density Residential. The subject property is greater than one point five (1.5) miles from the Village of Lisbon. However, the Village of Lisbon's Future Land Use Map calls for this property to be Mixed Use Business and Agricultural.

The A-1 special use to the west is for an indoor storage facility of boats, trailers, recreational vehicles and classic cars.

EcoCat submitted on February 2, 2021, and consultation was terminated.

NRI application submitted on January 28, 2021. LESA Score was 190 indicating a low level of protection. The NRI Report was provided.

Lisbon Township was emailed information on February 10, 2021.

Brisbin Road is maintained by Seward Township in this area. Seward Township was emailed information on February 10, 2021.

The Village of Plattville was emailed information on February 10, 2021.

Lisbon-Seward Fire Protection District was emailed information on February 10, 2021.

According to the plat of survey and the site plan, the site will consist of twenty (20) outdoor vendor stations plus one (1) additional food vendor located along the western and southwestern portion of the property near the existing approximately forty foot by eighty foot (40'X80') steel barn. A food area will be located north of the barn. An existing red storage trailer is located north of the existing gravel drive.

No new buildings are planned for the site. No existing structures are planned for demolition.

Section 7:01.D.48 places several conditions and restrictions on special use permits the sale of pottery, art, and home décor. These include:

1. A sit-down food area is allowed if incidental to the primary operation of retail sales.
2. The subject parcel must not be less than three (3) acres in size.
3. Must be along a hard surfaced road classified as an arterial or major collector in the Land Resource Management Plan.
4. Is located in an area not designated as Agricultural on the Land Resource Management Plan.
5. Must occur in a manner that will preserve the existing farmhouse, barns, related structures, and the pastoral setting.
6. Must serve as a transitional use between agricultural areas and advancing suburban development.
7. Must serve to prevent spot zoning.
8. Retail and wholesale must occur in an existing building, unless other approved by the County Board.
9. Any new structures must reflect the current architecture of the existing structures.
10. No outside display of goods.
11. Cannot generate noise, vibrations, glare, fumes, odors, or electrical interference beyond which normally occurs on A-1 zoned property.
12. Limited demolition of farmhouse and outbuildings is allowed.
13. Site plan is required.
14. Signage must follow the requirements in the Zoning Ordinance.
15. Off-street parking must follow the requirements in the Zoning Ordinance.

Assuming the County Board approves sales outside existing buildings, all of the above requirements of the Zoning Ordinance are addressed.

If approved, this would be the eleventh (11th) special use permit for the sale of products not grown on the premises in the unincorporated area.

According to the business plan, the Petitioner would like operate the flea market a maximum two (2) weekends per month. The flea market would be open from 8:00 a.m. until 5:00 p.m. with vendors given addition time to set-up their spaces. A weekend is considered Saturday and Sunday.

Other than the Petitioner and their family, the business will not have any employees.

No new structures are planned for the property.

A barrier will be installed by the propane tank.

According to the site plan, two (2) porta-johns are planned south of the existing red storage trailer.

A potable water source is available in the existing steel barn.

The Petitioner would make accommodations for vendors that want electricity. Solar panels are onsite.

A refuse area is planned east of the porta-johns.

The property drains to the east.

The Petitioner secured stormwater permits in 2000 for the construction of the two (2) ponds on the premises.

Based on the information provided, no stormwater permits are required.

The property fronts Brisbin Road. Patrons would drive west on the existing gravel driveway and parking in one (1) of the designated areas. Patrons would leave the property on the same gravel driveway.

The site plan shows two (2) parking areas. The parking area by the existing steel barn consists of seven (7) parking spaces plus two (2) handicapped accessible parking spaces. The seven (7) parking stalls would be eight feet by fifteen feet (8'X15'). The two handicapped parking spaces would be ten feet by fifteen feet (10'X15') with a five foot (5') landing area. An additional thirteen (13) parking spaces are planned along the north property line. The parking spaces would be gravel with the exception of the two (2) handicapped accessible spaces which would be hard surfaced.

Vendors would park at their vending station.

The Petitioners plan to use cones with chains to keep vehicles away from pedestrians.

No additional lighting was planned as part of this project. If additional lighting were added, a photometric plan would be required because the number of parking spaces exceeds thirty (30).

The Petitioner plans to have a sign at Brisbin Road when the flea market is open. A picture of the sign was provided. The sign is approximately four feet by six feet (4'X6') in size. While the sign can be illuminated, the Petitioner will not light the sign.

No additional landscaping is planned.

No information regarding noise control was provided.

Before issuing a final recommendation, Staff would like comments from ZPAC Members, Lisbon Township, Seward Township, the Village of Plattville, and the Lisbon-Seward Fire Protection District.

Mr. Rybski requested a phone call with the Petitioner regarding the food vendor. Wanda Hogan, Petitioner, was agreeable to this request. No concerns existed regarding the porta-potties. There is a hose in the existing building which is connected to the existing well.

The business owners live at the property.

There is a slide going into one (1) of the ponds. The slide will be closed.

The current building is used for agricultural storage.

Mr. Holdiman asked if live music would occur. Ms. Hogan responded no.

Mr. Klaas made a motion, seconded by Mr. Guritz, to forward the proposal to the Kendall County Regional Planning Commission.

The votes were as follows:

Yeas (8): Asselmeier, Gengler, Guritz, Holdiman, Klaas, Langston, Olson, and Rybski

Nays (0): None

Abstain (0): None

Absent (2): Briganti and Chismark

The motion carried.

The proposal goes to the Kendall County Regional Planning Commission on March 24, 2021.

Petition 21-08 Jamie and Jillian Prodehl

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Mr. Asselmeier summarized the request.

Jamie and Jillian Prodehl would like to operate the Sable Creek Homestead, LLC banquet facility at the subject property.

From 2008 until 2018, the subject property had a special use permit for a place of worship.

The application materials, plat of survey, site plan, engineering plan, landscaping plan, photometric plan, building elevations, and aerial were provided.

The property is located at 4405 Van Dyke Road.

The property is approximately five point eight (5.8) acres.

The Existing Land Use is Single-Family Residential and Institutional.

The Future Land Use is Rural Residential.

Van Dyke Road is Township maintained Minor Collector.

A trail is planned along Van Dyke Road in this area.

A floodway and one hundred (100)-year floodplain are located along the southwest corner of the property.

The adjacent land uses are Agricultural.

The adjacent properties are zoned A-1.

The Future Land Use Map calls for the area to be Rural Residential and Public Institutional.

There is a special use permit to the east for a place of worship.

Based on the aerial of the site, there are eight (8) homes within a half mile of the subject property.

The Illinois Natural Heritage Database shows the following protected resource in the vicinity of the project location:

Aux Sable Creek INAI Site

Negative impacts to the above are considered unlikely and consultation was terminated.

NRI application submitted on February 8, 2021.

Seward Township was emailed information on February 22, 2021.

Lisbon-Seward Fire Protection District set the maximum occupancy of the building at two hundred (200). They will do a pre-inspection of the facility. The email outlining this information was provided.

The Village of Plattville was emailed information on February 22, 2021.

The City of Joliet was emailed information on February 22, 2021.

The Petitioners intend to establish the Sable Creek Homestead, LLC banquet facility run by the Petitioners. As noted in the business plan, the Petitioners live at the subject property and will manage the facility. Jillian Prodehl is a Certified Wedding Planner, Venue Owner Certified, and Certified Wedding Designer. Jamie Prodehl owns Revolution Fabrications Services.

This type of use is permitted as a special use on an A-1 property with certain conditions. Those conditions include:

- a. The facility shall have direct access to a road designated as an arterial roadway or major collector road as identified in the Land Resource Management Plan.
- b. The subject parcel must be a minimum of five (5) acres.

- c. The use of this property shall be in compliance with all applicable ordinances.
- d. Retail sales are permitted as long as the retail sales will be ancillary to the main operation.
- e. The noise regulations are as follows:

Day Hours: No person shall cause or allow the emission of sound during daytime hours (7:00 A.M. to 10:00 P.M.) from any noise source to any receiving residential land which exceeds sixty-five (65) dBA when measured at any point within such receiving residential land, provided; however, that point of measurement shall be on the property line of the complainant.

Night Hours: No person shall cause or allow the emission of sound during nighttime hours (10:00 P.M. to 7:00 A.M.) from any noise source to any receiving residential land which exceeds fifty-five (55) dBA when measured at any point within such receiving residential land provided; however, that point of measurement shall be on the property line of the complainant.

EXEMPTION: Powered Equipment: Powered equipment, such as lawn mowers, small lawn and garden tools, riding tractors, and snow removal equipment which is necessary for the maintenance of property is exempted from the noise regulations between the hours of seven o'clock (7:00) A.M. and ten o'clock (10:00) P.M.

The subject property and proposed business meets the above requirements except the first condition regarding roadway classification. The Petitioners are seeking a variance to this requirement.

The subject property possessed a special use permit for a place of worship. The ordinance granting this special use was provided. The previous owners voluntarily sought and the County Board approved a revocation of this special use permit in 2018.

If approved, this would be the ninth (9th) special use permit for a banquet facility in the unincorporated area.

The business plan for the proposed operations and the plat of survey were provided. The site plan was also provided.

According to the information provided to the County, the proposed banquet facility will utilize the existing approximately four thousand two hundred sixty-three (4,263) square foot metal barn for weddings and similar events. The site plan showed an approximately four hundred fifty (450) square foot patio south of the existing metal building. A proposed grassy area was planned southeast of the existing metal building for outdoor ceremonies. An existing concrete pad was shown next to the planned grassy area; a silo building or gazebo was planned for this area. The existing parking area next to the existing metal building would be expanded. A temporary tent would be located south of the parking area to accommodate events requiring social distancing. A new three thousand eight hundred forty (3,840) square foot storage building was planned north of the existing one thousand eighty (1,080) square foot metal building. An existing house and detached garage were also located on the property.

The existing metal building is fully insulated with over four inches (4") of spray foam insulation and exterior steel for noise and climate control. The maximum capacity of the existing metal building, as determined by the Lisbon-Seward Fire Protection District, is approximately two hundred (200) people. The building has dual furnace and AC units and can be used year-round. The renderings of the building were provided.

The maximum number of employees would be four (4), including the Petitioners.

The Petitioners would comprise a list of preferred, local vendors. All vendors would be required to be licensed and insured. The Petitioners would not provide food or alcohol for events; vendors would be utilized for these services.

The original proposed hours of operation were weekdays from 9:00 a.m. until 10:00 p.m. and 9:00 a.m. until Midnight on weekends. Weekends would be Fridays, Saturdays, the day prior to any Federal or State Holiday, and any Federal or State Holiday that lands on a Thursday. Vendors would operate from 9:00 a.m. until Midnight on weekends and 9:00 a.m. until 10:00 p.m. on Sundays; this time includes setup and breakdown of events. Weddings could occur between 10:00 a.m. until 11:00 p.m. on weekends. Amplified music must cease by 10:00 p.m. Event guests must leave by 11:00 p.m. on weekends. Bridal parties and individuals helping with breakdown must leave by Midnight on weekends. Cleanup for Sunday weddings shall be at 10:00 p.m. Rehearsals would occur on Tuesdays through Thursdays. Tours would be Monday through Thursday from 9:00 a.m. until 8:00 p.m. Planned maintenance would occur on Fridays through Mondays from 7:00 a.m. until 10:00 a.m.

A forty-eight (48) square foot trash enclosure is planned north of the new storage building. Garbage will be placed in a dumpster. The enclosure will have a swing door. Trash will be picked up on Tuesdays and additional pickups could occur, if necessary.

If approved, the Petitioners hope to start operations as quickly as possible.

Although the Petitioners do not have current plans to do so, ancillary items, such as shirts and glasses, may be sold on the premises.

The Petitioners have also developed a marketing plan, which was provided.

An updated Occupancy Permit will be required reflecting the change of use for the existing metal building. Any structures constructed as part of the banquet facility operations will be required to secure applicable building permits.

The existing metal building has indoor restroom facilities. The septic field was located south of the existing metal building and the well is located north of the existing metal building.

The southwest corner of the property is located within a floodway and one hundred (100) year floodplain. An eight foot (8') wide grass path is proposed inside this area along with plantings.

The property fronts Van Dyke Road.

A right-of-way dedication was asked for when the property was a church. The dedication was supposed to run along the entire frontage of the property at a depth of twenty feet (20'). This dedication did not occur.

The site plan shows the gravel driveway expanding to twenty-four feet (24') in width.

The parking lot will consist of fifty-nine (59) parking spaces, including three (3) handicapped accessible parking spaces. The parking lot would be gravel except for the area reserved for the handicapped accessible parking spaces.

The photometric plan calls for three (3) new light poles. Two (2) of the poles would have twin head and one (1) pole would be a single head. One (1) new wall light is proposed on the new storage building. No lighting would leave the sight. The photometric plan was provided.

As noted on the site plan, one (1) circular sign is planned for the property. The supports for the sign will be seven feet (7') in height and five feet (5') in width. The circle will be no larger than four foot (4') in circumference. The sign will be doubled faced and will not be illuminated. A sign example was provided.

The landscaping plan shows five (5) six foot (6') ornamental trees, ten (10) six foot (6') Skyhigh Juniper trees, four (4) six foot (6') Emerald Green Arborvitae, six (6) five (5) gallon Isanti Redtwig Dogwoods, six (6) one (1) gallon Sweet Autumn Clematis, six (6) five (5) gallon Limelight Hydrangea, seven (7) five (5) gallon Vanilla Strawberry Hydrangea, and eight (8) one (1) gallon Kodiak Black Honeysuckle. The floodplain area is planned to have a dry mesic prairie seedmix with wildflowers. IDOT class seedmix 1 is also planned to be installed near the parking lot and between the tent area and new accessory building.

In addition to the plantings, two (2) split rail fences are planned south of the existing septic field and southwest of the temporary tent. Split rail fences are also planned along the outer perimeters of the grass areas east of the existing metal building, between the parking lot and the northern property line and at the northeast corner of the property.

The landscaping plan was provided.

The Petitioners agreed to follow Kendall County's noise regulations. As noted previously, the existing metal building is insulated to reduce noise from escaping the building. All amplified music will cease by 10:00 p.m. Non-amplified music will be allowed as part of wedding ceremonies.

Before issuing a recommendation, Staff would like comments from ZPAC members, Seward Township, City of Joliet, Village of Plattville, and the Lisbon-Seward Fire Protection District.

As of the date of this meeting, the following are the proposed conditions and restrictions for this special use permit and variance.

1. The site shall be developed substantially in accordance with submitted site plan, landscaping plan, and photometric plan.
2. A variance to Section 7:01.D.12.a shall be granted to allow the placement of the banquet hall on a non-arterial and non-major collector roadway.
3. A maximum of two hundred (200) guests, vendors, and employees in attendance at a banquet center related event may be on the subject property at a given time.
4. The business allowed by this special use permit may have a maximum of four (4) employees, including the property owners.
5. The subject parcel must maintain a minimum of five (5) acres.
6. The owners of the business allowed by this special use permit may install one (1) sign in substantially the location shown on the site plan. The sign shall look similar to the sign example. The supports for the sign will be seven feet (7') in height and five feet (5') in width. The circle will be no larger than four foot (4') in circumference. The sign may be double sided. The sign shall not be illuminated.
7. Retail sales are permitted as long as the retail sales will be ancillary to the main operation.
8. The noise regulations are as follows:

Day Hours: No person shall cause or allow the emission of sound during daytime hours (7:00 A.M. to 10:00 P.M.) from any noise source to any receiving residential land which exceeds sixty-five (65) dBA when measured at any point within such receiving residential land, provided; however, that point of measurement shall be on the property line of the complainant.

Night Hours: No person shall cause or allow the emission of sound during nighttime hours (10:00 P.M. to 7:00 A.M.) from any noise source to any receiving residential land which exceeds fifty-five (55) dBA when measured at any point within such receiving residential land provided; however, that point of measurement shall be on the property line of the complainant.

EXEMPTION: Powered Equipment: Powered equipment, such as lawn mowers, small lawn and garden tools, riding tractors, and snow removal equipment which is necessary for the maintenance of property is exempted from the noise regulations between the hours of seven o'clock (7:00) A.M. and ten o'clock (10:00) P.M.

9. No music shall originate outside of any building. This restriction shall not apply to non-amplified music used or performed as part of a wedding ceremony. All speakers shall be pointed towards the inside of the building. For music originating inside the building, all amplified music shall cease on or before two hours prior to closing.
10. The hours of operation for the business allowed by this special use permit shall be between 9:00 a.m. and 10:00 p.m. on weekdays and between 9:00 a.m. until Midnight on weekends. For the purposes of this ordinance, a weekend shall be Fridays, Saturdays, the day prior to any Federal or State Holiday, and any Federal or State Holiday that falls on a Thursday. All other days shall be considered weekdays. Maintenance of the property may occur outside these hours of operation.
11. All guests at events related to the business allowed by this special use permit shall vacate the property no later than one (1) hour prior to the business closure time listed in the previous condition. Vendors and individuals assisting with the cleanup of events must vacate the property by the closure time listed in the previous condition.
12. None of the buildings associated with the business allowed by this special use permit shall be considered agricultural exempt structures. Applicable building and occupancy permits shall be secured for all new structures related to the business allowed by this special use permit. A new certificate of occupancy must be issued for the existing metal barn.
13. The owner(s) or operator(s) of the business allowed by this special use permit shall live at the subject property as their primary place of residence.
14. All trash and garbage generated by events associated with the business allowed by this special use permit shall be stored in the trash enclosure shown on the site plan. The owner(s) or operator(s) of the business allowed by this special use permit shall ensure that garbage and trash shall be removed from the property at least one (1) time per week or as necessary to maintain the property clear of garbage and trash.

15. The subject property shall be landscaped substantially in accordance with the landscaping plan. All landscaping and the driveway widening shall occur within one hundred twenty (120) days after the approval of the ordinance granting a special use permit for a banquet facility at the subject property.
16. The operator(s) of the banquet facility acknowledge and agree to follow Kendall County's Right to Farm Clause.
17. The operator(s) of the banquet facility allowed by this special use permit shall follow all applicable Federal, State, and Local laws related to the operation of this type of business.
18. Failure to comply with one or more of the above conditions or restrictions could result in the amendment or revocation of the special use permit.
19. If one or more of the above conditions is declared invalid by a court of competent jurisdiction, the remaining conditions shall remain valid.

Mr. Klaas left at this time (9:55 a.m.).

Mr. Rybski asked about restroom facilities. Jillian Prodehl, Petitioner, responded that restrooms existed in the existing building. Mr. Rybski noted that the septic system was designed for a church. He requested to meet with the Petitioners to discuss the septic system. The new occupancy will be lower than the occupancy for the church. Discussion occurred regarding the well.

Mr. Gengler noted Mr. Klaas requested that larger deliveries should head west from the property and Van Dyke Road is planned to be paved.

Mr. Holdiman made a motion, seconded by Mr. Guritz, to forward the proposal to the Regional Planning Commission.

The votes were as follows:

Yeas (7): Asselmeier, Gengler, Guritz, Holdiman, Langston, Olson, and Rybski

Nays (0): None

Abstain (0): None

Absent (3): Briganti, Chismark, and Klaas

The motion carried.

The proposal goes to the Kendall County Regional Planning Commission on March 24, 2021.

Petition 21-10 Kendall County Regional Planning Commission

Mr. Asselmeier summarized the request.

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

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

Remove

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

Add

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

Changes in Land Use

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

The proposal was presented at the February 6, 2021, Kendall County Regional Planning Commission Annual Meeting.

At their meeting on February 24, 2021, the Kendall County Regional Planning Commission voted to initiate the proposed amendments.

The current Future Land Use Map, an updated Future Land Use Map, and updated trail map were provided. The redline version of the related text was also provided. The listing of parcels changed from unknown to a different use was also provided.

Mr. Guritz asked about the WIKADUKE Trail. Mr. Asselmeier explained the location of the Trail.

Mr. Guritz was happy to see the extension of Cherry Road.

Mr. Holdiman made a motion, seconded by Mr. Guritz, to forward the proposal to the Regional Planning Commission.

The votes were as follows:

Yeas (7): Asselmeier, Gengler, Guritz, Holdiman, Langston, Olson, and Rybski

Nays (0): None

Abstain (0): None

Absent (3): Briganti, Chismark, and Klaas

The motion carried.

The proposal goes to the Kendall County Regional Planning Commission on March 24, 2021.

REVIEW OF PETITIONS THAT WENT TO COUNTY BOARD

Mr. Asselmeier reported that Petitions 20-02 and 20-05 were withdrawn by the Petitioner. The Planning, Building and Zoning Committee will be discussing the next steps for this property at their March 8, 2021, meeting.

OLD BUSINESS/NEW BUSINESS

Follow-Up from the Kendall County Regional Planning Commission Annual Meeting

Mr. Asselmeier provided a report from the Annual Meeting.

Mr. Asselmeier reported the summary for 2020 and 2021 future projects and goals.

Thirty-two (32) Petitions Filed in 2020; forty-six (46) Petitions Filed in 2019; thirty-three (33) Petitions Filed in 2018; thirty-three (33) Petitions Filed in 2017.

Thirty-four (34) New Housing Starts in 2020; twenty (20) New Housing Starts in 2019.

Three hundred twenty-six (326) Total Permits in 2020; two hundred fifty-seven (257) Total Permits in 2019.

Clarified the Enforcement Section and Fines Section of the Zoning Ordinance and Removed the Hearing Officer from the Zoning Ordinance.

Senior Planner Passed the Certified Floodplain Manager (CFM) Exam.

Completed the Zoning Ordinance Project with Teska to Correct Typographical and Citation Errors within the Zoning Ordinance.

Updates to the Recreational Vehicle Park and Campground Zoning Regulations Approved.

Updated the Historic Preservation Ordinance to Meet the Criteria for Certified Local Government Status.

Adjusted Departmental Operations due to the COVID-19 Pandemic.

Code Compliance Official Trained New Part-Time Code Enforcement Officer.

Code Compliance Official Held a Community Event at Ace Hardware in Yorkville.

ISO Improved to 4.

Department Revenues in June Were the Highest Revenues for a Single Month Since Mid-2000s.

Department Revenues for the Fiscal Year Were the Highest in at Least Ten (10) Years.

Worked with GIS to Place 2018 Contour Information on the Website.

Updated the Number of Members on the Stormwater Planning Committee to Match State Law
Zoning Administrator or His/Her Designee Named Administrator of Stormwater Administrator.

Four (4) Parties Were Found Guilty for Violating the Zoning Ordinance.

Organized a Public Hearing Regarding Kendall County's Stormwater Management Ordinance.

Distributed a Survey to the Townships Regarding Kendall County's Stormwater Management Activities.

Organized a Joint Meeting of Historic Preservation Groups within the County.

Continued Historic Preservation Commission Awards.

Noxious Weed Related Documents and Notices Drafted and Approved by the County Board.

Update Transportation Plan in Land Resource Management Plan to Match the Long Range Transportation Plan.

Start Researching and Planning for Updating the Land Resource Management Plan in 2022.

Assist with the Codification Process.

Continue to Implement the Citation Policies for the Various Ordinances.

Work with Kendall County EMA to Pursue Disaster Related Grants and Other Funding.

Continue to Meet with Townships Regarding Their Role in the Development Approval Process.

Work with WBK Engineering to Review the County's Stormwater Regulations and Recommend Appropriate Changes Based on Changes in Federal and State Stormwater Regulations.

Continue to Monitor Changes to Zoning Related Regulations at the State Level.

Continue to Work with GIS to Ensure Correct Zoning Information for Each Parcel.

Continue to Work with GIS to Connect Parcels to the Applicable Special Use and Map Amendment Ordinances.

Continue to Work to Ensure Special Use Permits that Require Renewals and Reviews Are Examined in a Timely Manner.

Ensure that Noxious Weed and NPDES Permit Documents Are Submitted to the State in a Timely Manner.

Work with the Illinois Historic Preservation Agency and Historic Preservation Commission on Certified Local Government Projects.

Increase the Visibility and Activities of the Historic Preservation Commission Through Collaboration with Other Historic Preservation Organizations and Events.

Continue Working with the Northwest Water Planning Alliance.

Participate with Implementation of CMAP's 'On To 2050 Plan' for the Chicago Region.

Continue Reviewing and Addressing Potential Changes to the Zoning Ordinance and Departmental Operations for Increased Efficiency.

In 2020, there were five (5) new special use permit applications initiated; three (3) of these are on-hold cannabis related special uses.

Regarding major amendments to special uses, there were (0) in 2020.

Regarding minor amendments to special uses, there was one (1) in 2020.

There was one (1) special use permit revocation.

There were zero (0) special use permit renewals.

ZPAC Meeting Minutes 03.02.21

There were five (5) stand-alone variances.

There were two (2) administrative variances.

There were zero (0) stormwater variance.

There was one (1) approved conditional use permit.

There was one (1) approved temporary use permit.

There was one (1) site plan review.

There were two (2) plats of vacation.

There was one (1) preliminary and final plat approved.

There were four (4) text amendments initiated.

There was two (2) Land Resource Management Plan initiated; one (1) was approved and one (1) was withdrawn.

There were two (2) map amendments approved initiated.

There were two (2) Stormwater Ordinance Related amendments.

There were no historic landmarks.

There were (2) text amendments to the Historic Preservation Ordinance.

There were nine (9) ZPAC meetings in 2020.

The Regional Planning Commission met eight (8) times in 2020, including the Annual Meeting.

The Zoning Board of Appeal met eight (8) times in 2020.

The Historic Preservation Commission met eight (8) times in 2020.

The Stormwater Management Oversight Committee met one (1) time in 2020.

The Comprehensive Land Plan and Ordinance Committee met six (6) times in 2020.

The Planning, Building and Zoning Committee met thirteen (13) times in 2020.

Of the twenty-six (26) ordinances approved by the County Board in 2020, thirteen (13) were Planning and Building related.

The Department investigated zero (0) noxious weed violations in 2020.

In 2020, there were thirty-four (34) single-family residential permits approved in the unincorporated area. The breakdown by township and subdivision was provided to the Committee.

The Code Inspector did two hundred thirteen (213) site visits inspections in 2020.

There were two hundred fifty-six building related violation investigations in 2020 compared to four hundred six (406) building related violations in 2019. There were fourteen (14) zoning related violations in 2020 compared to seven (7) the previous year.

Total permits issued were three hundred thirty (330) in 2020 compared to two hundred sixty-one (261) in 2019.

CORRESPONDENCE

None

PUBLIC COMMENT

None

ADJOURNMENT

Mr. Guritz made a motion, seconded by Mr. Holdiman, to adjourn.

The votes were as follows:

Yeas (7): Asselmeier, Gengler, Guritz, Holdiman, Langston, Olson, and Rybski

Nays (0): None

Abstain (0): None

Absent (3): Briganti, Chismark, and Klaas

The motion carried.

The ZPAC, at 10:20 a.m., adjourned.

Respectfully Submitted,
Matthew H. Asselmeier, AICP, CFM
Senior Planner

Enc.

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

[illegible]

Matt Asselmeier

From: Fran Klaas
Sent: Thursday, March 4, 2021 8:34 AM
To: Matt Asselmeier
Cc: Scott Koepfel; Scott Gengler
Subject: RE: [External]Dedication

That would be fine with me.

Francis C. Klaas, P.E. Kendall County Engineer 6780 Route 47, Yorkville, IL 60560 (630) 553-7616 fklaas@co.kendall.il.us

From: Matt Asselmeier
Sent: Thursday, March 4, 2021 8:04 AM
To: Fran Klaas <FKlaas@co.kendall.il.us>
Cc: Scott Koepfel <skoepfel@co.kendall.il.us>; Scott Gengler <sgengler@co.kendall.il.us>
Subject: RE: [External]Dedication

So, you want me to remove it from the proposal?

Matthew H. Asselmeier, AICP, CFM
Senior Planner
Kendall County Planning, Building & Zoning
111 West Fox Street
Yorkville, IL 60560-1498
PH: 630-553-4139
Fax: 630-553-4179

From: Fran Klaas
Sent: Wednesday, March 3, 2021 4:04 PM
To: Matt Asselmeier <masselmeier@co.kendall.il.us>
Cc: Scott Koepfel <skoepfel@co.kendall.il.us>; Scott Gengler <sgengler@co.kendall.il.us>
Subject: RE: [External]Dedication

I discussed with Sharon that the dedication of right-of-way along the north side of the lot (commitment from 20 years ago) wasn't really at all useful for any possible future consolidation of the intersections. So there really wasn't any point in making said dedication at this time... or ever, for that matter.

As for keeping the eventual consolidation of the Millbrook Road / Whitfield Road intersections in the long range transportation plan... I would say that it is still a long-range goal. But if it's not going to happen for 20 years, why make the current owner suffer?

Francis C. Klaas, P.E. Kendall County Engineer 6780 Route 47, Yorkville, IL 60560 (630) 553-7616 fklaas@co.kendall.il.us

From: Matt Asselmeier
Sent: Wednesday, March 3, 2021 3:43 PM
To: Fran Klaas <FKlaas@co.kendall.il.us>
Cc: Scott Koepfel <skoepfel@co.kendall.il.us>; Scott Gengler <sgengler@co.kendall.il.us>
Subject: FW: [External]Dedication

Matt Asselmeier

From: Chad Feldotto <cfeldotto@oswegolandpd.org>
Sent: Monday, March 8, 2021 10:40 AM
To: Matt Asselmeier
Subject: [External]Land Use Plan Meeting

Hi Matt,

Received your letter on reclassifying land use, in particular our parcel 03-05-230-001. The Oswegoland Park District fully supports this reclassification.

If it would be beneficial to you to have me in attendance to support the measure I will be there. Let me know...makes no difference to me. If not, I or a staff member will join remotely.

Chad Feldotto, ASLA PLA

Director of Parks & Planning | District ADA Coordinator
Oswegoland Park Foundation Administrator

313 E. Washington St. | Oswego, IL 60543
p: 630.554.4428 | f: 630.554.1577
oswegolandparkdistrict.org



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