

CHANNAHON *Illinois*



VILLAGE OF CHANNAHON COMPREHENSIVE LAND USE PLAN

DECEMBER 2008

Approved on December 1, 2008 by Ordinance # 1560



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HISTORY

In 1896, the Village of Channahon was formally incorporated as a municipal corporation; however, Channahon's history goes back much further. The name "Channahon" is derived from the area's original Potawatomi inhabitants meaning "Meeting of the Waters," where the Des Plaines, Kankakee, and DuPage rivers come together to form the Illinois River. The area was first settled in the mid 1800's with the construction and eventual opening of the I&M Canal in 1848. By the time the canal opened for business the railroad industry was becoming the primary mode of moving bulk and passengers in the United States. A railroad line was established in the late 1800's just outside of the Village by-passing Channahon all but eliminating the Village's commercial center. In 1911, the Village Board voted the town become unincorporated as a municipality.

Early development concentrated east of the I&M Canal and DuPage River. Commercial properties developed along Bridge and Fryer Streets. In the 1940's, the State of Illinois rerouted US Route 6 bypassing the original Channahon commercial and residential neighborhoods generating new commercial opportunities.

In 1961, Channahon was reincorporated as a municipality. From the time before reincorporation, Channahon remained a small agricultural based town. The surrounding area saw a surge of industrial development in the 70's with Mobil, Azkol, and others moving into the area. The 70's and 80's saw a slow but steady growth period with minimal commercial development. It wasn't until the mid 1990's that Channahon seen its first outburst of residential development and growth.

The late 1990's saw the housing market in the Chicago suburbs booming, pushing south and west towards Channahon. Large residential developments such as Hunter's Crossing and the Highlands began to develop in the area west of the river. The Channahon household counts nearly double from 1990 to 2000 and has since grown by 61% since 2000. McKinley Woods and Bell Roads became major collector roads, with more subdivisions stemming off of US Route 6, Bluff Road and Ridge Road.

Although Channahon residential development was steadily increasing and US Route 6 was widened to four lanes,

commercial development remained stagnant. In 2002, the area at US Route 6 and Ridge Road began to develop both commercially and residentially. Today, this area has a new grocery store, Walgreens, McDonalds, several banks, and a number of commercial strip centers. Despite such



Channahon Village Hall

development, Channahon has yet to see any large scale commercial developments.

In 2003, the Village annexed over 3,000 acres of land to the west and subsequently re-zoned the area I-1 and I-2 Industrial. The Village agreed not to approve any new single-family residential developments west of McLinden Rd, south of US Route 6 and generally east of Gun Club Rd. These actions created a massive industrial district that has yet to substantially develop.

The unrelenting push of the Chicago suburbia development and the careful planning of past, Village officials have transformed Channahon from a once small farm town to a growing community that still maintains those small town qualities and character of the past. Through the guidance of this comprehensive plan, Channahon will continue to strive for rich, aesthetic developments that will only enhance the quality of life for current and future residents.

PURPOSE OF THE COMPREHENSIVE PLAN

This Comprehensive Land Use Plan is an update to the 2003 Comprehensive Land Use Plan update. The structure and guidelines may have changed through this current update, but the vision of the original Comprehensive Plan from 1996 remains. As the original plan portrayed, this plan represents the community's ideas on how their Village should develop.

The Plan's purpose is to:

- Provide a long term outlook of growth and development and establish a consensus on objectives, priorities and the overall vision for the Village.
- Protect residential neighborhoods from incompatible adjacent development.
- Provide overall direction and guidance for the Village of Channahon.
- Identify the critical factors involved in the planning process and present key policies and recommendations and act as a planning tool for the Village policy makers.
- Demonstrate a pattern of land use that the Village believes will help to achieve their goals.
- To carefully control development by maintaining high standards for compatibility between new developments and existing adjacent land uses.

The use of this Plan will not only help guide the planning and development of Channahon, but also the revisions and amendments to the Zoning Regulations. The Comprehensive Plan should provide support to the standards set by the Zoning Regulations, but shall not act as a regulatory document to control the use of private property in any way. With the completion of this Plan, the Village should review and revise existing zoning code and development guidelines to insure that the objectives outlined in the plan can be implemented, and that consistency is maintained between these key planning documents.

Statutory planning limits of the 2007 Comprehensive Plan include unincorporated lands within 1½-mile of the Village boundary, unless reduced by proximity to adjacent municipalities or otherwise agreed to through intergovernmental boundary agreements. These statutory planning limits are referred to as the “Planning Area.”

On October 28, 2008, the Village hosted a public workshop providing residents, stakeholders, and elected officials the opportunity to comment on the proposed update. All issues and concerns raised by attendees were documented and integrated into the Plan. The public was informed of this workshop through notices in the Joliet Herald and the Morris Herald, as well as postings at the Village Hall.

On November 10, 2008, the Planning and Zoning Commission held a public hearing and heard public testimony in regards to the adoption of the updated Comprehensive Plan.

On November 17, 2008 the Village Board of Trustees considered the adoption of the updated Comprehensive Plan on first read.

On December 1, 2008 the Village Board of Trustees adopted the 2008 Comprehensive Plan update on second read.

DESCRIPTION OF PLANNING AREA

The Village of Channahon, incorporated in 1961, lies at the confluence of the Des Plaines, DuPage and Kankakee Rivers in western Will and eastern Grundy Counties. The rivers, transportation network and pattern of development have resulted in the establishment of an elongated community oriented northeast and southwest. Channahon's proximity to regional transportation routes is excellent. Channahon flanks the east and west sides of Interstate 55 and is bounded to the north by Interstate 80. The length of the Village is bisected by Illinois US Route 6.

The Village's planning area (See Exhibit A) is approximately 15 square miles, of which one-half is currently incorporated to the Village. The planning area is bounded on all sides by municipalities (See Exhibit B) through intergovernmental boundary agreements as follows:

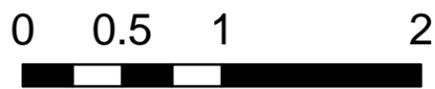
- East: City of Joliet and the Village of Elwood
- North: Village of Shorewood
- North and West: Village of Minooka
- South: City of Wilmington
- West: City of Morris

Services within the planning area are provided by the Channahon Park District, Channahon Fire Protection District, Minooka Fire Protection District and Channahon Library District. Educational districts (See Exhibits C & D) covering the planning area include: Channahon Elementary (#17), Minooka Elementary (#201C), Joliet Township High School (#204), Troy Community District (#30C) and Minooka Community High School (#111).

EXHIBIT A

Planning Area Map

 Channahon Planning Area



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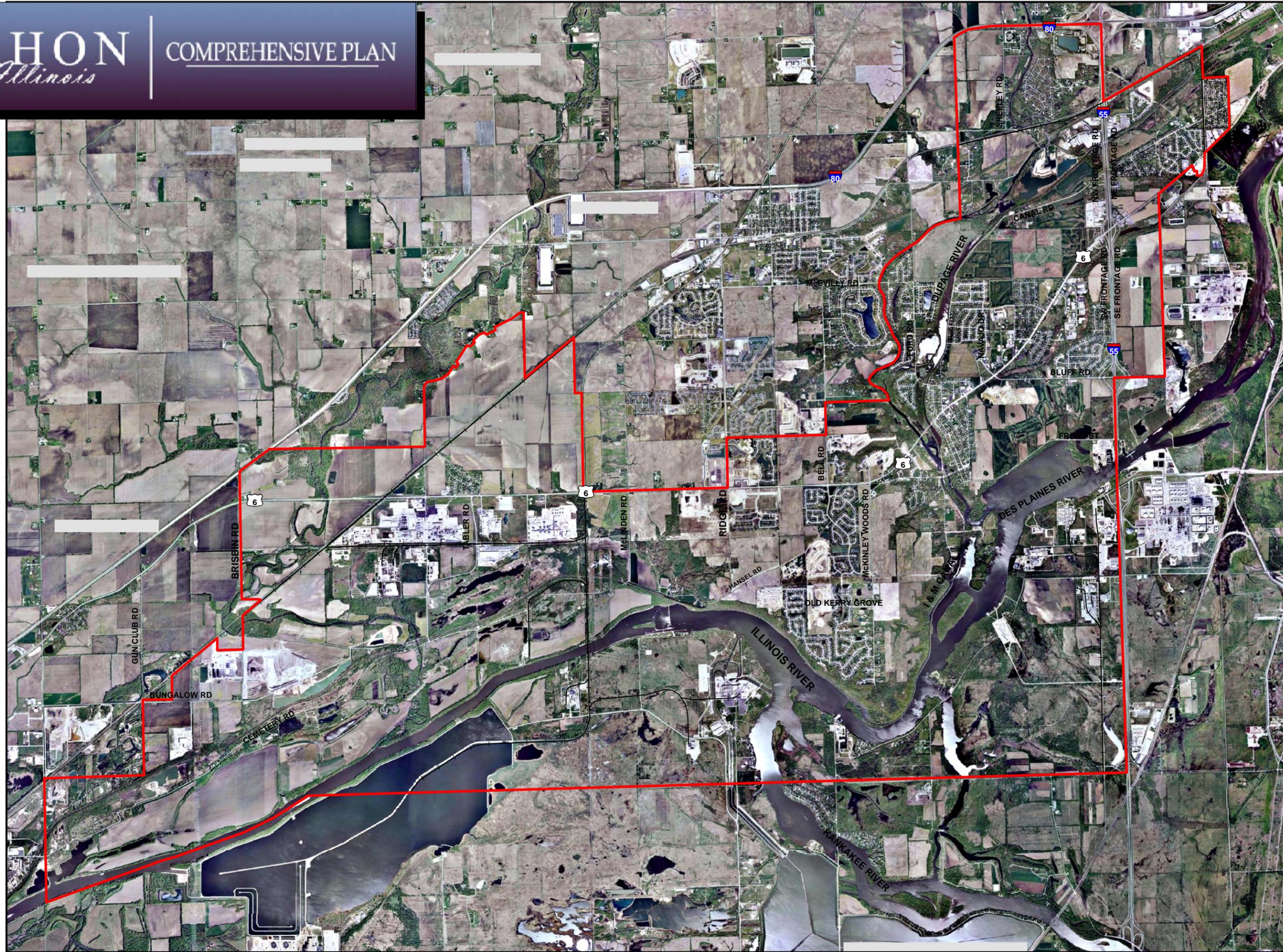
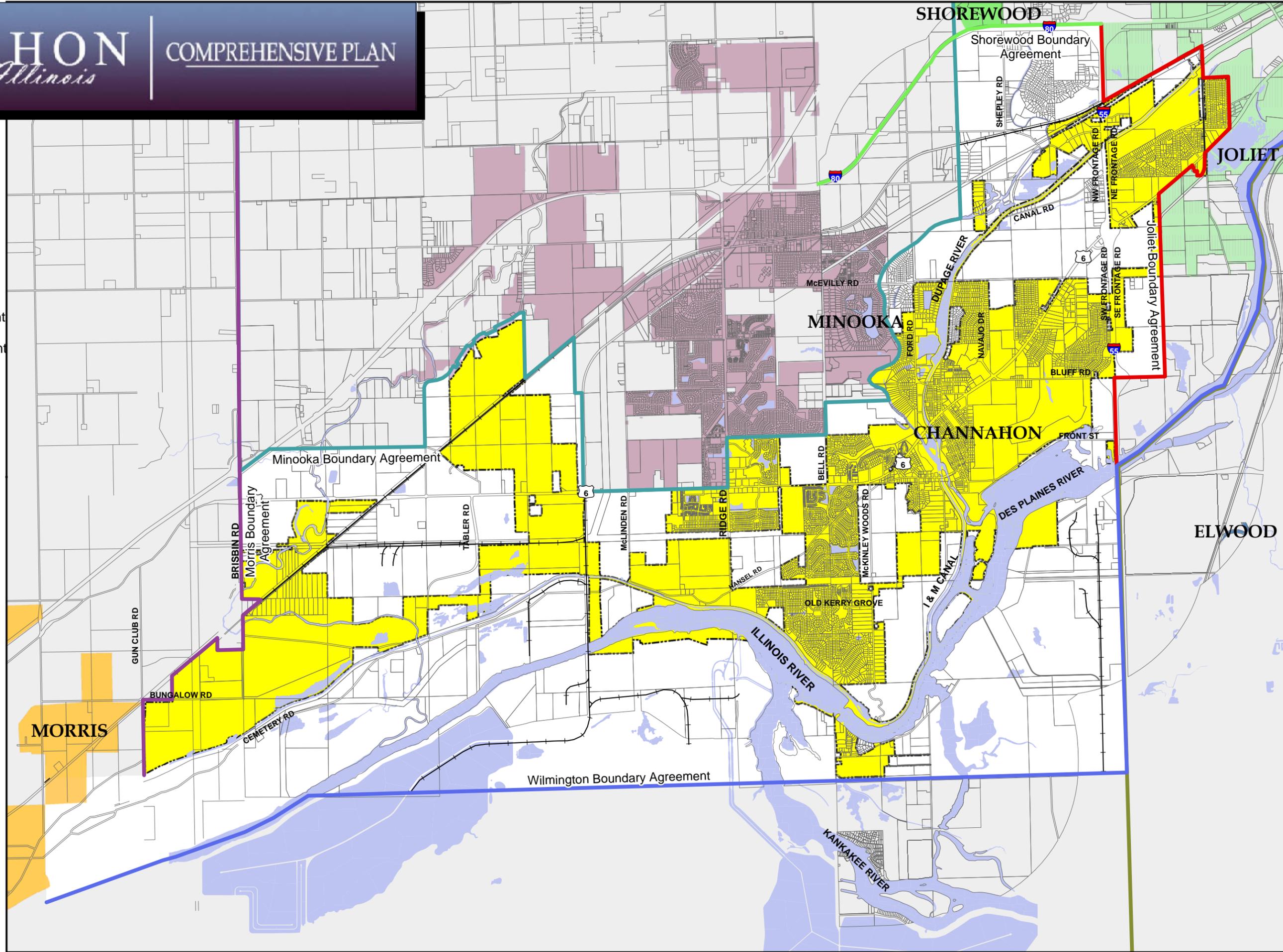


EXHIBIT B Political Map

- Boundary Agreements**
- Morris Boundary Agreement
 - Wilmington Boundary Agreement
 - Shorewood Boundary Agreement
 - Minooka Boundary Agreement
 - Elwood Boundary Agreement
 - Joliet Boundary Agreement
- Legend**
- Channahon
 - Elwood
 - Joliet
 - Shorewood
 - Morris
 - Minooka



Miles



EXHIBIT C Elementary Districts

-  Channahon Planning Area
- Grade School Districts**
-  Channahon District 17
-  Coal City District 1
-  Minooka District 201C
-  Morris District 54
-  Sarratoga District 60C
-  Troy District 30C
-  Wilmington District 209U

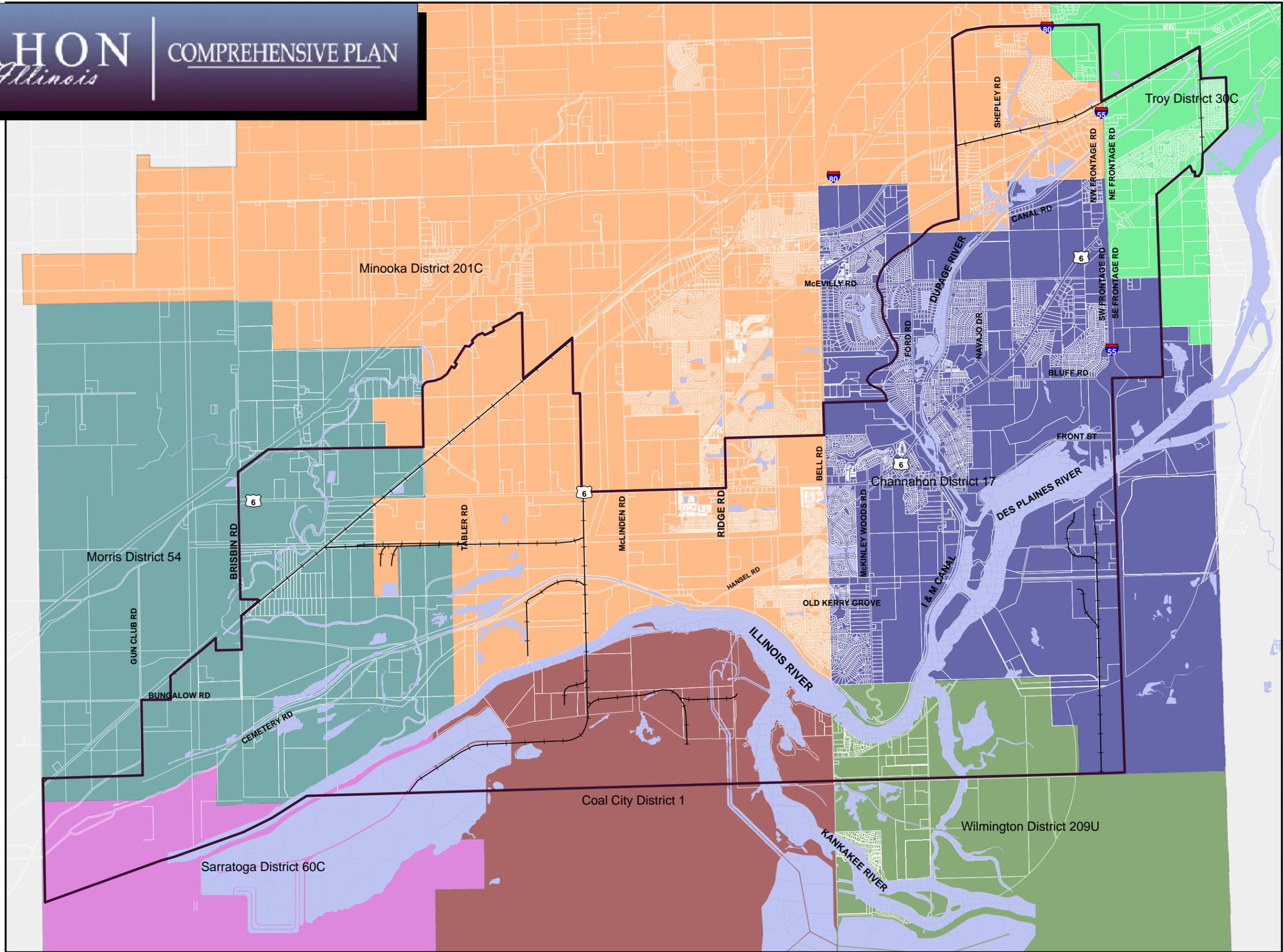
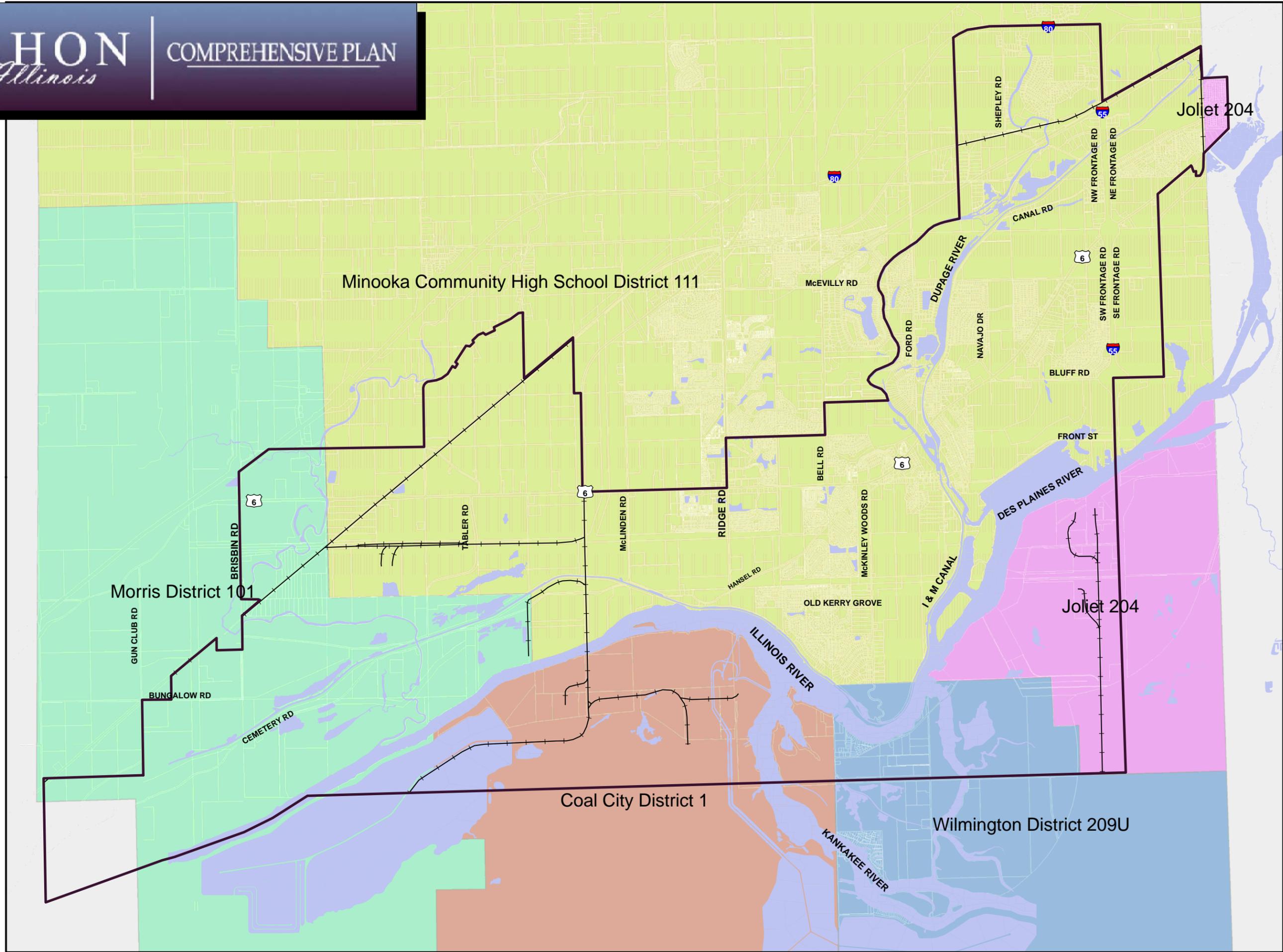


EXHIBIT D High School Districts

-  Channahon Planning Area
- High School Districts**
-  Coal City District 1
-  Joliet 204
-  Minooka Community District 111
-  Morris District 101
-  Wilmington District 209U




Miles



POPULATION

The Channahon population has experienced a stable increase from 1970 when the community was at a mere 1,505 residents. Between 1970 and 1990, Channahon grew by 180% to 4,266. It wasn't until the 1990's when the first major residential development began a period of significant growth. Since 1990, Channahon has grown by over 200% reaching above 12,683, as shown in the 2007 Special Census. According to the Chicago Metropolitan Agency for Planning (CMAP) projections, Channahon will reach 22,231 residents by 2030.

Neighboring Villages of Minooka and Shorewood have expanded their boundaries as well and have had similar patterns of growth. Shorewood has grown by 82% and Minooka 101% since 2000.

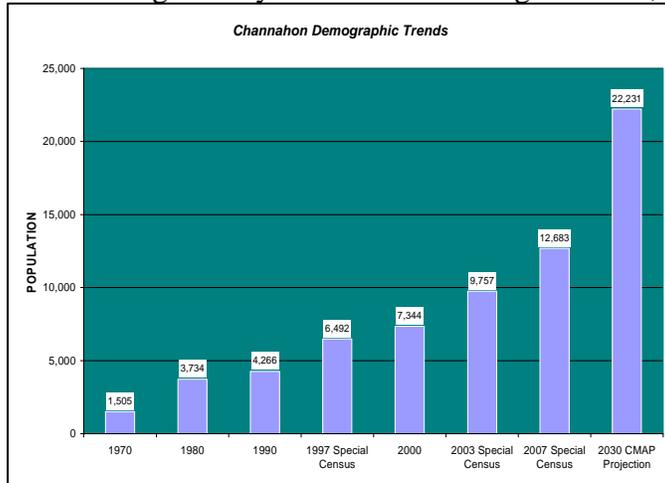


Table 1 Channahon Population Trends
**CMAP; US Census Bureau

Another neighboring municipality, the City of Joliet, has populations continuing to rise as a 2006 Special Census totaled the city's population at 142,702 making Joliet the fastest-growing city in the Midwest and the 12th fastest growing city in the United States.

The Channahon age demographics illustrated in Table 2 shows a smaller aging population, strong base of children, young adults and middle aged adults. This creates an

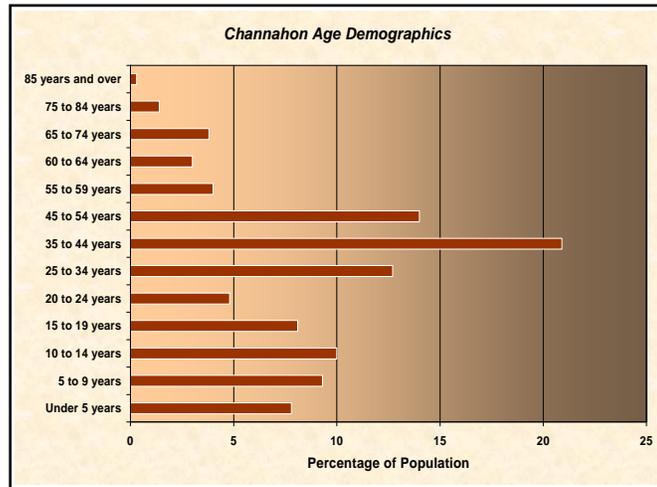


Table 2 Channahon Age Demographics
**US Census Bureau

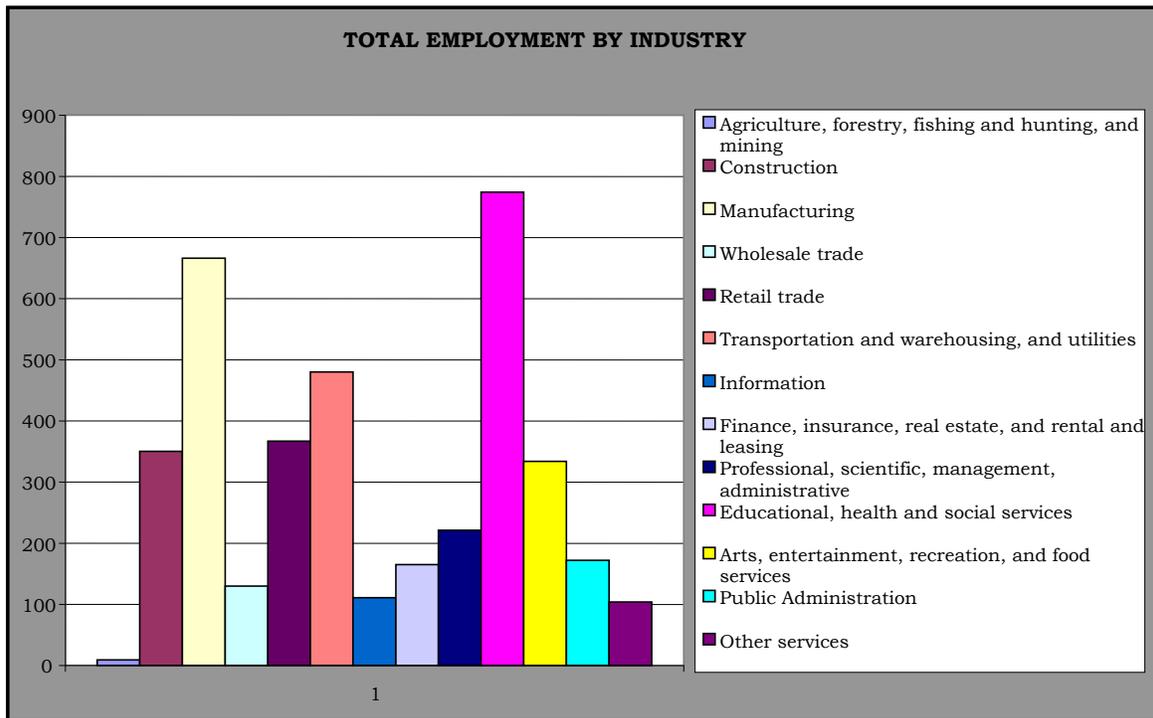
age structure model that suggests strong stable growth. These demographics coupled with the populations trends mentioned above and the ever increasing employment opportunities for professionals and laborers alike, is a firm indication the area will continue to grow.

The growing population of the Village is an important force driving the Land Use Plan. In addition to protecting valuable natural resources, the Village needs to ensure that it provides sufficient municipal resources, maintains efficient road and public infrastructure, and provides adequate residential, shopping, employment and recreational opportunities for its residents.

EMPLOYMENT

According to the 2000 US Census, Channahon had an employed labor force of 3,883 persons representing over 70% of the population 16 years old and over. The unemployment rate of Channahon in 2000 was 3% with 205 persons unemployed. The graph below shows that manufacturing is still the most prominent labor force with 666 persons. This number will continue to rise as the Western Industrial Area continues to grow and more transportation networks take shape.

The following graph illustrates the occupations by Industry of the employment labor force:



**US Census Bureau

GOALS & OBJECTIVES

Goals and objectives have been defined in order to communicate critical planning factors, which will influence the overall expansion of the Village of Channahon. These goals and objectives have been organized into nine categories:

- Character and Environment
- Residential Development
- Commercial
- Business Parks/Light Industrial
- Institutional/Civic
- Industrial
- Transportation
- Open Space/Environment Corridors
- Parks/Recreation and Forest Preserves
- Economic Development

The goals and objectives will remain consistent in the future, even if development proposals conflict. Developers, residents, and Village officials should use the goals and objectives as a guide to the desired vision of the Village. The West Side Sub-Area development should follow the goals and objectives stated below, while also following more specific goals and objectives assigned to the western region through the West Side Sub-Area Plan.

CHARACTER AND ENVIRONMENT

The character and environment of the Village has also had a small town ambiance with many areas available for development, open space protection and recreational opportunities. The following goals persuade the balance of development with the preservation of open land for environmental protection and recreation:

GOAL 1: *Create attractive, distinct view corridors throughout the Village.*

- Establish design standards that highlight and reinforce the community identity and unique character.
- Aux Sable Creek, Illinois, Kankakee, and DuPage Rivers, and the I & M Canal should be protected and utilized in planning efforts.

GOAL 2: *Encourage the most desirable and efficient use of land, while enhancing the physical environment through compatible land use configurations.*

- Ensure that new developments will be compatible with existing land uses in terms of use, density, building heights, scale and impact to adjacent property.

- Guarantee that the local infrastructure systems can accommodate future growth; ensure that such systems are expanded as needed.

GOAL 3: *Ensure that future development is sensitive to the natural topography, views, drainage patterns, existing vegetation and historic structures which serve as landmarks for Channahon.*

- Establish a plan for future development that is compatible with the Village’s natural features, environmentally-sensitive areas and existing land uses.
- Ensure that all reasonable efforts have been made to preserve and incorporate existing trees into future development plans.
- Encourage developments which are sensitive to the natural forms of the land and attempt to maintain scenic vistas and natural drainage patterns. Avoid proposals for massive cut and fill alterations which modify the visual character of the area.



Significant natural features exist through the Channahon area

RESIDENTIAL

The Village of Channahon’s predominant land use is single-family residential. A small mix of attached single-family/multi-family housing exists, but the percentage is minute in respect to single-family. To ensure that the community feel of Channahon is not blemished by the ever increasing demand for more housing and new housing types, the Village established the following goals and objectives:

GOAL 1: *Provide and maintain a character of community-oriented residential development for all existing and future residents of the Village of Channahon.*

- Preserve the predominantly single-family character of Channahon through the promotion of new single-family developments.
- Encourage the provision of quality senior housing within walking distance to shopping, medical facilities and personal services.
- Support housing of high quality design and material that follow the design standards of the Village code and the language herein.

GOAL 2: *Encourage a variety of creative site designs that protect the overall aesthetics*

of the Village and connect each development to Village services.

- Require landscaping, increased setbacks and restrict access for houses located along collectors and arterial roadways.
- Promote innovative site design through Planned Unit Developments incorporating a mix of uses such as commercial, parks, schools, residential and open space.
- Promote creative residential development design that transfers densities within a site in exchange for the protection of natural amenities and open space

COMMERCIAL

The greatest identified use needed within the Village of Channahon is commercial. Slightly more than 1 percent of the Village's planning area is currently utilized for commercial use. The following goals and objectives have been established to plan for the future commercial developments:

GOAL 1: *Promote commercial growth that will foster a wide-ranging tax base providing employment opportunities and a diversity of goods and services.*

- Actively pursue development of a commercial lifestyle center and business parks at Interstate 55 and U.S. Route 6 intersection.
- Actively pursue highway commercial and business park/light industrial uses at the future Brisbin Road and Interstate 80 interchange.
- Discourage the development of commercial uses at locations that cannot be adequately served by existing transportation, utilities and other public facilities.
- Discourage strip development along local, collector and arterial roads.

GOAL 2: *Strategically provide business locations that are convenient for public access.*

- Encourage the development of quality, neighborhood-scale commercial uses to serve the residents of outlying neighborhoods.
- Encourage the clustering of new retail uses in planned shopping centers, to:
 - Maximize consumer safety and convenience;
 - Improve safety and flow of traffic;

- Facilitate the provision of community services; and

GOAL 3: *Improve the overall site development of future and existing commercial properties.*

- Encourage the enhancement or redevelopment of existing commercial centers in the area.
- Require sidewalks along both sides of major roadways for pedestrian access to commercial centers, and promote internal pedestrian linkages and bicycle paths.

BUSINESS PARKS/LIGHT INDUSTRIAL

Business parks will provide opportunities for office and light industry development expanding the job opportunities within Channahon as well as diversifying the tax base. These goals and objectives will help plan for this expansion and diversification.

GOAL 1: *Encourage the construction of business parks/light industrial uses thus increasing employment opportunities.*

- Promote a well-designed site plan that provides attractive building elevations and a heavily landscaped campus-like atmosphere.
- Encourage less intense uses in the business park setting such as office and research businesses.

GOAL 2: *Promote the strategic location of business parks.*

- Locations of business parks should have direct access to arterial roads avoiding any increase in traffic through residential districts.
- Promote the locations of business parks to be located near Interstate connections such as Route 6 and Interstate 55.

HEAVY INDUSTRIAL

The main concentration of industrial property in Channahon exists in the West Side Sub-Area (see **Appendix A**), however; two large industrial parks exist less than a mile from the I-55/U.S. Route 6 interchange, and other large parcels off of U.S. Route 6 and the SE Frontage Road are potential industrial sites.

GOAL 1: *Encourage light industrial development on the east side of the Village.*

- Define land on the east side of the Channahon suitable for industrial uses as indicated on the land use map.
- Require high quality site design with heavy landscaping and attractive building elevations, specifically when visible from Interstate 55.



Existing industrial uses along U.S. Route 6

- Provide adequate public utilities and infrastructure to new industrial areas.
- Reduce the impact of industrial uses to neighboring residential uses by encouraging creative site designs and campus like settings.

GOAL 2: *Promote established industrial areas.*

- Retain established businesses in heavy and light industrial areas through incentives and/or improved infrastructures particular in the West Side Sub Area.
- Industrial uses should provide heavier landscape screening and buffers when abutting or adjacent to residential districts.

INSTITUTION/CIVIC

As Channahon continues to grow, different civic and institutional uses must grow with it. More schools will need to be built, churches will need to be larger and new churches will join the community, and more public services will be needed. These goals and objectives account for this growth and ensure community service to the Channahon residents:

GOAL 1: *Provide basic public services such as police and fire protection, road maintenance and snow removal, education, health, medical, social and other services.*

- Encourage the planning of schools and churches in areas designated for institutional uses.
- Promote the construction of new libraries and fire protection services to meet the future needs of the Village.
- Encourage efficient land use planning to minimize costs of public services such as: roadway plowing and repair; postal service; emergency services; and school bus travel.

TRANSPORTATION

The rise of population in Channahon has put a strain on the transportation networks throughout the Village. Main congestion areas are seen at the Route 6/I-55 interchange and at the intersection of Route 6 and Bell Road. In 2007, traffic signals were installed at Ridge/Route 6 and Yellow Pine/Route 6 intersections some of the west side traffic congestion.

The following goals and objectives also try to alleviate some of the transportation burdens and help plan accordingly to avoid future burdens on Channahon residents:

GOAL 1: *Achieve an efficient transportation system that provides for the safe movement of people and goods.*

- Require developments that will impact specific intersections to install traffic signals when proven necessary by traffic studies.
- Discourage curb cuts or driveways onto arterial or major collector roads.
- Continue support towards the widening of Route 6 west of the I & M Canal and the DuPage River.
- Create a Master Transportation Plan identifying new roads, access points, connections and extensions of roads to reserve adequate right-of-way for projected development.
- Work with the state government and IDOT to reconstruct the Route/Interstate 55 Bridge, ramps, and frontage roads.
- Promote the extension of collector roads allowing for interconnectivity and continuity in the Channahon transportation system

GOAL 2: *Encourage the reduction of traffic through different commuting alternatives.*

- Initiate new transit plan that will include bus and/or park and ride routes to train stations or places of work.

- Encourage the development of commercial lifestyle centers and campus business parks that promote internal pedestrian linkages, sidewalks, and bicycle paths within commercial developments.

OPEN SPACE/ENVIRONMENTAL CORRIDORS

By the goals and objectives listed below, the Village recognizes that the natural environment within the Channahon planning area is a unique, integrated system of land, water, plant and animal resources that warrants protection and enhancement for the benefit of future generations. To help preserve and protect these areas for the natural resources and aesthetic values, the following goals and objectives have been established:

GOAL 1: Preserve lands to provide for specific open space uses.

- Protect areas of archaeological importance for long-term preservation and interpretation.
- Protect the watershed areas and preserve the natural character of the rivers by implementing best management practices for all developments.
- Encourage the private contribution of environmentally sensitive properties (i.e., naturalized watershed, floodplain areas, etc.) through conservation easements, or dedication of land to public, or quasi-public organizations dedicated to preserving open space.
- Minimize the conversion of open space lands to urban uses.

GOAL 2: Promote creative site design and environmental planning with new developments.

- Encourage developments to add to the naturalized area by supplying high quality natural landscaped areas and open space.
- Support the efforts to protect, restore, and maintain quality natural areas within development areas.

GOAL 3: Promote the restoration of the I & M Canal for the purposes of conservation and tourism.

PARKS/RECREATIONAL AND FOREST PRESERVES

The effort of the Channahon Park District and the Village of Channahon to build functional and accessible parks has resulted in award winning parks and over 377 acres of total park area.

The goals and objectives stated below are to continue these efforts of supplying recreational opportunities to the existing and future residents of Channahon:

GOAL 1: *Encourage the establishment of parks and passive recreational uses within the Channahon planning area.*

- Promote the continued development of a multi-purpose trail system, using abandoned right-of-way, protected environmental corridors and easements.
- Require developers of residential subdivisions to set aside land for parks and recreation for the benefit of local residents and to provide bike paths where trails or continuation of existing trails are needed.
- Construct an interconnected trail system that allows bicyclist and other trail users to safely reach the larger park areas (Arrowhead Community Park, McKinley Woods Park, I & M Park) from anywhere in the Village.
- Support the expansions of existing parks.



The purpose of the Economic Development Element is to give an inventory of the existing economic circumstances and provide a guide for maintaining, enhancing and creating economic activity within the Village of Channahon. There are three steps in the Economic Development Element: 1) Understanding the community's strengths and weaknesses; 2) Identifying goals and objectives; and 3) Action steps to attract and maintain those desired businesses.

The Community:

Today, Channahon has a good ratio of many different types of land uses from heavy industrial to light commercial; single family residential to park/open space. This mix provides for many different economic development and quality of life opportunities.

Currently, Channahon has relatively low unemployment rate as the area has a large number of chemical and light manufacturing plants. What Channahon is lacking and what the community is seeking is additional commercial/retail opportunities.

Over the past fifteen years, Channahon has experienced strong residential growth. With that came the need for additional commercial/retail services. The Village began promoting itself to commercial developers and retailers. It soon became apparent that the population most commercial/retailers require was lacking. Channahon's 2007 population was 12,683 based on a Special Census. Within a 3 mile radius of Village Hall there is a population of 18,569. Most national commercial/retailers require a much larger population base. However, the strong growth trend did attract several small and mid-size developers to commit to Channahon.

Commercial Development Potential:

Beginning in the late 1990's, several commercial developers began developing the Ridge Road and US Route 6 area. Nearly 160 acres of commercially platted lands were approved for development. A number of early entrants to the area include Chase Bank, Harris Bank Walgreens and Starbucks. The Village of Minooka was successful in attracting Jewel Foods to the corner which thus assisted in attracting other retailers.

In the Channahon planning area the lack of target population numbers was not necessarily a problem to commercial developers as residential growth was strong. Retailers could see a future population that fit their business models. However, beginning in 2005 housing permit applications began dropping substantially. Most retailers tightened their development criteria and unfortunately Channahon numbers are currently too low to attract national retailers.

As stated early, there are 5,223 acres of potential residential land available in the planning area. With an average of 2.8 per household, Channahon can expect a population of approximately 27,000 at build-out. Averaging 50 building permits a year, build-out is

estimated to be in 2050. At this rate, it will take some time before Channahon has the numbers to attract good national retailers.

Impact of Geographic Location and Existing Natural Features:

Channahon's geographic location adjacent to the Des Plaines River is actually a negative for commercial development. Retailers most often look at how much population is within a certain mile radius of a site. The problem that exists in most of the region is river, open/natural area space and/or industrially zoned. Thus, the potential to generate additional roof tops is limited. However, the river systems in Channahon are a benefit as well. As the most prominent land feature the river systems provide many opportunities for recreation and industrial uses. The areas large chemical and light manufacturing plants take advantage of the river's ample water supply and relatively inexpensive means of transporting bulk goods. This translates into strong employment opportunities from these sectors.

With nearly 3,000 acres of available industrial zoned land in the west and nearly 1,000 acres in-and-around the US Route 6 and I-55 interchange, Channahon is in a strong position to attract and retain light industrial and logistics firms.

While Channahon's location on the Des Plaines River may hinder future residential numbers thus slowing commercial development, Channahon has many other positive attributes such as a good transportation network, quality schools, quality parks and forest preserves, and yes the Rivers.

Transportation advantage:

US Route 6 dissects Channahon and provides an excellent transportation access to much of Channahon and neighboring communities. US Route 6 from the DuPage River to I-55 was widened to four lanes in 2004. The roadway now sees roughly 13,000 trips a day; well below its capacity.

Channahon has two I-55 interchanges; US Route 6 and Bluff Road. Both are rural style interchanges that have a limited amount of capacity. However, the Village has been working with other local and regional governments and regional economic development associations promoting the widening of I-55 from I-80 through Will County. According to the Illinois Department of Transportation, I-55 carries approximately 60,000 trips past Channahon daily. Additionally, Channahon is located near I-80 that intersects with I-55 providing additional transportation opportunities. Village officials are actively working with other area governments and business interests to fund the Brisbin Road interchange. Once built, this new interchange will open up the west area to additional industrial and commercial development.

The development of the former Joliet Arsenal into the CenterPoint Intermodal Center has transformed the region into a transportation and logistics hub. This facility integrates several modes of transportation—direct rail, truck, transload and intermodal. The region has exploded with new warehousing, transportation and logistics firms. The I-55 and US Route 6 area has

over a thousand acres of undeveloped land that would be ideal for warehouse/distribution. Both the Planning and Zoning Commission and Board of Trustees are concerned about this trend and have directed staff to concentrate transportation related firms to the east side of I-55 and West of McLinden Rd.

Economic Development Goals and Objectives:

- Attract and site two national sit down restaurants, one grocery store and a variety of retail businesses.
- Site 6,000,000 sq. ft. of industrial warehouse/distribution within three years.
- Identify a commercial developer for the Channahon Town Center by the end of 2010.
- Identify a commercial developer for the Anderson Farm (NE Route 6) and the Hammel Property NW corner of US Route 6 and I-55).
- Increase livable wage jobs that raise the per capita income.
- Retain existing businesses and attract new businesses that provide living wage jobs and a diversity of products and services desired by Channahon residents.
- Develop a tourism event to attract people living outside Channahon fostering increase visibility and shopping in Channahon.
- Continue to grow the residential base to support existing and new businesses.
- Continue to market Channahon to the Chicago land region.

Policies:

- Solicit local citizen and businesses support to locate new businesses to Channahon.
- Continue to work with local real estate brokers to locate new businesses into the existing commercial store fronts.
- Continue to partner with local developers to provide needed infrastructure through tax incentives or other creative financing approaches.
- Work with local businesses and economic development associations to identify ways in which the Village and local businesses can cooperate on economic development issues and strategies.

- Allocate land for retail development in appropriate locations and in sufficient acreage to attract and maintain shopping opportunities at the neighborhood, community and regional levels.
- Identify and facilitate key public or private development projects with a high likelihood of market success and the potential to stimulate additional development.
- Ensure that new commercial development incorporates site and building design features to promote commuting by foot, bicycle, carpool and/or other transit.
- Continue to make the Channahon Town Center a key focus of marketing and promotion efforts.
- Encourage business, commercial and industrial building and site design to adhere to the highest architectural standards.
- As a means of promoting vibrant retail areas, encourage the combination of residential dwelling units and businesses on the same property or within an identified district, where deemed to be appropriate.
- Pursue transportation system improvements to ensure efficient transport of goods and convenient access for employees and customers to and from places of business.
- Promote recreational and cultural activities as an economic stimulus.
- Ensure that Village's licensing and permitting practices and procedures are consistent and expeditious.
- Encourage public and private investment in public infrastructure to improve the economic base and accommodate growth.
- Monitor, support, and where appropriate participate in State, County and regional economic development efforts.
- Identify tax incentives, grants, potential changes in state legislation, or other mechanisms to encourage business development.

Actions:

- Develop an Economic Development Marketing Program targeting commercial/retail developers and businesses.
 - Produce a multi-functional brochure with demographics, quality of life and development opportunities.
 - Produce a display board highlight Channahon's many qualities and attributes.

- Attend national and regional trade shows promoting Channahon's industrial and commercial potential.
- Develop Residential Marketing Program targeting home buyers through-out the Chicago land region:
 - Develop a theme or branding of Channahon highlighting Channahon's many positive quality of life attributes.
 - Develop audience specific self-mailers targeting residential and businesses in the Will/Grundy areas.
 - Develop a residential and a commercial high-end mailer positioning Channahon as the "place to be."
 - Develop an E-Marketing campaign.
 - Develop Public Relations campaign with press release and promotional interactive website.
 - Advertise in regional trade publications.
 - Advertise in newspapers and inserts of special events.
 - Advertise in radio spots cultivation interest in the region.
 - Develop billboard and downtown banner signage.

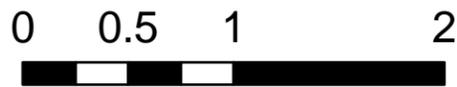
EXHIBIT E

Land Use Plan

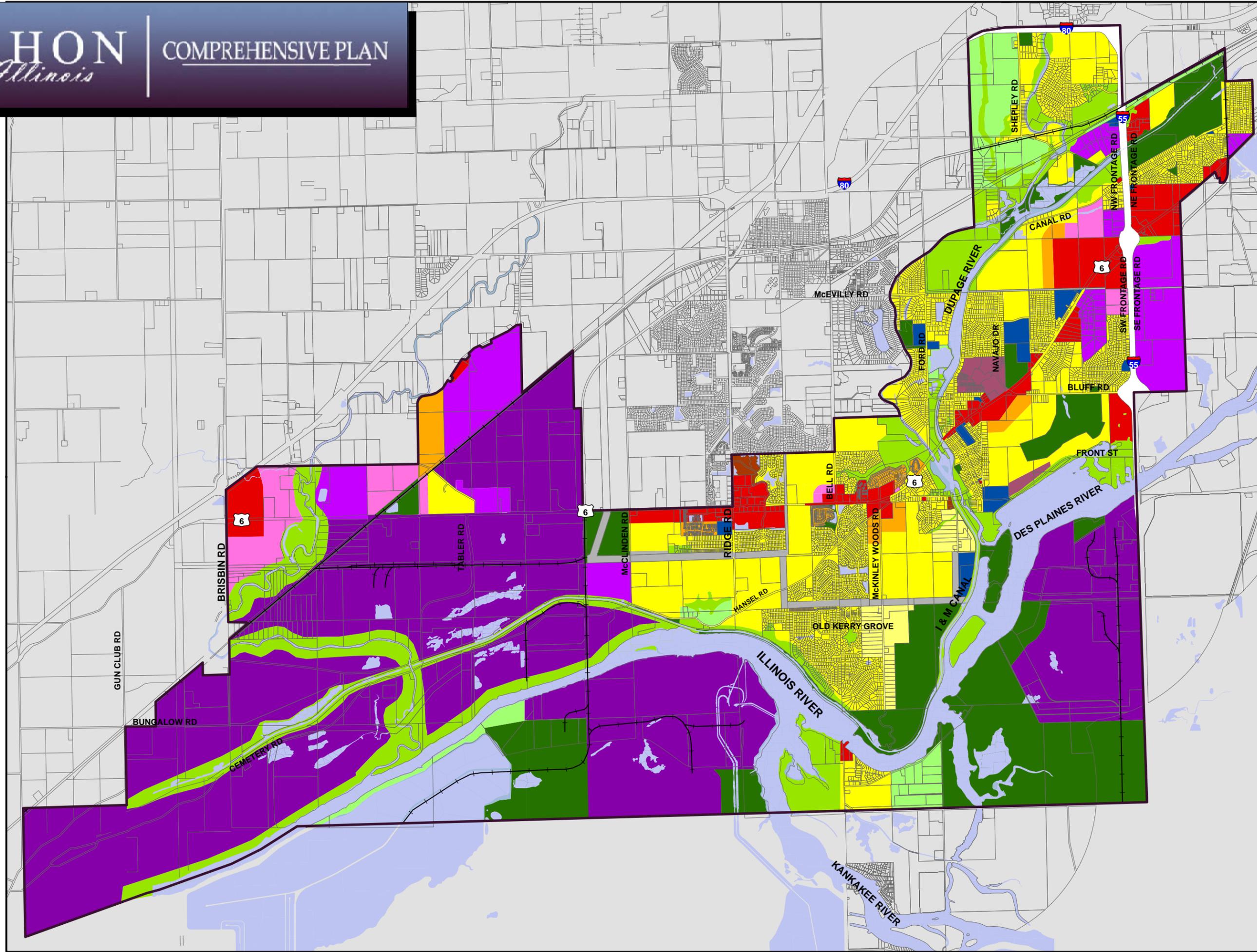
 Channahon Planning Area

LAND USE

-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Mix-Use Development
-  Commercial
-  Office/Transition Commercial
-  Business Park/Light Industrial
-  Heavy Industrial/Manufacturing
-  Agriculture
-  Rural Residence
-  Environmental Corridor
-  Parks/Forest Preserve
-  Institution/Civic
-  Utilities
-  Open Water



Miles



LAND USE PLAN CLASSIFICATIONS

Land Use Classifications are designed to help Channahon achieve an efficient and coordinated development pattern. The Land Use Plan (see Exhibit E) provides guidelines for the general location of land uses, taking into consideration many planning issues, goals and objectives, and policies described previously. Additionally, existing land use, and growth projections, and environmental features effect the placement and intensity of land uses significantly.

While the Comprehensive Plan provides guidelines for the location of general categories of land uses, the merit of each development proposal must be evaluated in light of its design elements, more detailed site data, and overall planning issues, objectives, policies and programs. Development proposals, which provide better responses to these criteria, should be encouraged. The Village will have the flexibility to respond to changes in the rate of growth and market demand and, thus, to capture the development which it desires.

LAND USES

TABLE 1:

EXISTING LAND USE

FUTURE LAND USE

Land Use Classification	Acres	% of Total	Land Use Classification	Acres	% of Total
Single-Family Residential	2,021	19.54	Single-Family Residential	5,223	19.95
Multi-Family Residential	188	1.81	Multi-Family Residential	289	1.10
Commercial/Service	190	1.83	Commercial/Service/ Recreational	1,334	5.09
Office/Industrial	2,201	21.28	Business Parks/ Industrial	12,943	49.44
Institutional/Civic	418	1.85	Institutional/Civic	214	.82
Other (utilities, etc)	31	4.04	Utilities	218	.83
Parks/Forest Preserve	1,847	17.86	Parks /Recreation & Forest Preserves	3,325	12.70
Vacant/ Open Space	416	4.02	Open Space/ Environmental Corridors	1,325	5.60
Agricultural	3,029	29.29	Agriculture	1,305	4.99
Total	10,341	100.00	Total	26,176	100.00

Table 1 represents the distribution of existing and future land uses within the planning area.

These numbers give a strong indication of the direction development has progressed, and provide the base to set goals and objectives for future land use. The table also illustrates the planned future land uses of Channahon. The same as the Comprehensive Plan, these numbers are fluid and may vary as the development landscape changes with time. For the purpose of data compilation and cross analysis of existing versus future land uses, the following changes in uses have been made in the table above:

- Light/heavy industrial and office uses have been combined.
- Residential uses are being examined as single family and multi-family uses, rather than low/medium/high density as shown on the Land Use Plan.

RESIDENTIAL

At present, Channahon's housing primarily consists of detached single-family homes with densities from 2.0 to 3.0 units per gross acre. The secondary housing use is multi-family townhomes with 3.0 to 5.0 units per gross acre. The older areas of the community, where homes are more than 40 years old, generally were built at densities from 3.0 to 5.0 units per gross acre. Rural residential homes, on lots greater than two acres in size, are scattered throughout the Village's planning area.

The Village seeks to guide new residential growth in a manner that efficiently concentrates the extension of streets, utilities and services. All new residential developments will be required to connect to public sewer and water if logistically able, to avoid individual septic problems and groundwater contamination. In addition, residential development should be designed in a way that encourages the creation of neighborhoods. These neighborhoods should include local parks for the use and enjoyment of residents and small commercial (see Design Guidelines).

Low Density Residential:

- * *Density: 1.0 to 2.5 units per gross acre*
- * *5,223 acres = 19.95% of planning area*

Intent

The Low Density Residential Land Use is intended to be comprised of single-family detached residences. This classification is located in areas adjacent to existing rural residences and low density residential areas. Integration of expansive open spaces, particularly along major roadways on the periphery of each development and transitioning to adjacent areas, is vital to the character of this land use.



Location

- Adjacent to agricultural areas, rural residences and existing low density residential uses.
- Throughout the perimeter of the study area as a transition to the rural sections and medium and high density areas.

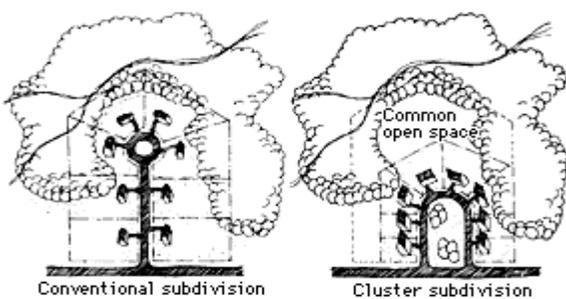
A primary planning goal of the Village is to maintain its community-oriented residential lifestyle. While striving to achieve a balance among residential, shopping and employment, the Village desires to enhance its image as a community with attractive, livable neighborhoods.

Approximately 19 percent of the existing land uses is designated for single-family residential use. The new Land Use Plan designates approximately 19 percent of the total planning area for single-family residential development. This represents an additional 3000 acres, which could accommodate approximately 8000-9000 new households at densities of 3.0 units per acre. With the addition of 200 new single-family residences each year the allocated residential area could accommodate growth for approximately 40 years on average, a majority of the planned residential area is located in the southwest portion of the Village, where utilities can accommodate this type of growth.

The zoning and subdivision ordinances establish minimum lot sizes and lot widths for residential development. However, current regulations generally do not provide the flexibility to integrate subdivision design with site features such as: preservation of quality environmental areas, steep slopes, mature forests, open space or recreational amenities. In instances where creative site design can protect important resources, provide community amenities or promote other objectives stated in this plan, the Village will evaluate allowing a reduction in residential lot sizes and lot widths (generally as part of the planned unit development process). However, Channahon does not seek to encourage an increase in the overall residential density allowed on a site.

As a trade off for allowing reduced lot standards, the Village will require that the development does not exceed the gross density on a site that could be achieved under the standard zoning requirements. This “averaging” of densities will benefit the community by: encouraging the creation of neighborhoods rather than subdivisions; promoting the efficient provision of utilities and services; providing community amenities; and preserving important natural resources. (See Principle 8 – Implement Conservation and Cluster Design Planning)

The Land Use Map (see Exhibit E) designates several areas as Agriculture within the Village’s



planning area that include single-family rural residential. Some of these areas represent existing homes on lots greater than two acres in size. Any new rural residential developments will be required to connect to public sewer and water.

Medium Density Residential:

* *Density: 2.5 to 4.5 units per gross acre*

Intent

The Village has less than 200 acres of existing multi-family residential use within its planning area. The new Land Use Plan expands this classification to designate approximately 260 acres for multi-family residential. This designation would apply to areas appropriate to residential densities between 2.5 to 4.5. units per gross acre.

The multi-family areas will often act as buffers or transitional points between single-family homes and commercial properties or busy arterial roads. These denser areas should be established near major collector or arterial access sites to lessen the traffic burden of adjacent single-family neighborhoods. Developments within this category would be subject to detailed project review, including evaluation of architecture and building materials assuring the development is of high quality design and constructed in a manner that creates an attractive neighborhood.



High Density Residential:

* *Density: 4.5 to 8.0 units per gross acre*

Intent

The land use classification of high density is used to designate areas for apartment complexes, senior housing, condo buildings and the like. Currently, there are four apartment complexes within the Village’s planning area, including Mallard Point Apartments. This designation would apply to areas appropriate to residential densities between 4.5 to 8.0 units per gross acre. These areas shall be concentrated in pocketed locations near commercial uses acting as transitions from incompatible uses, or as buffers for single family developments from major arterial or freeway roadways.

MIX-USE DEVELOPMENT

Mixed Use and Town Center:

- * *Density: 3.0 to 6.0 units per gross acre*
- * *0,000 acres = 00.00% of planning area*

Intent

The Mixed Use Development land use classification establishes a category that includes multiple residential uses of varying densities, and open spaces carefully located adjacent to compatible uses such as business and office uses. For example, constructing residential above commercial uses and structures is encouraged.



The Town Center term specifically addresses the need to create an urban core or lifestyle center and establish Channahon's central business district in a central location. This defined area will serve as "downtown" Channahon to integrate services and facilities designed for the needs of Village residents. Uses could include: commercial retail and service; governmental and institutional uses; cultural and civic activities; office and municipal plaza. The location for Town Center is at the northwest corner of US Route 6 and Bluff Road/Navajo Road intersection. The first phase of this planned area is constructed.



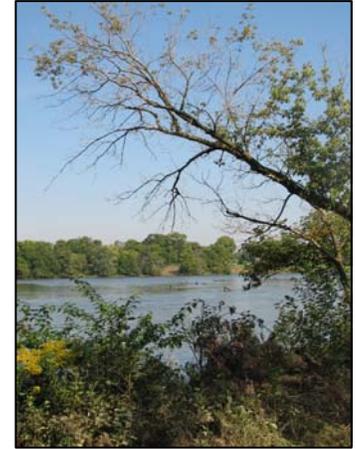
The Town Center integrates traditional single family housing with multi-family homes that will include terrace housing similar to brownstones, as well as senior housing, which is deemed as a crucial void in Channahon development. Commercial uses at the Town Center would be limited to local, specialty and service businesses that promote the face-to-face exchange of goods and services. Individual tenants would be generally less than 10,000 square feet in floor area, with one large lot specifically set aside for a grocery store. The intent is to provide quality traditional housing in the surrounding area creating a pedestrian environment.

Permitted uses of the Town Center District can be found in the Channahon Zoning Regulations, and building or construction standards can be found within the Town Center Design Guidelines

Front Street Riverfront Area:

Another location for potential Mixed Use Development is the Riverfront Area along Front Street. This specific location is at the confluence of three of Northern Illinois' major rivers; Des Plaines River, Kankakee River, and the DuPage River. The natural beauty of this confluence and the gross amount of undeveloped surrounding the Front Street Riverfront Area demanded the attention of the Village. The specific study area is approximately 350 acres of undeveloped property currently annexed to the Village located south of the Village's new Town Center project. The original Channahon Downtown and the I & M Canal State Park are located just to the west of the Study Area. Realizing the potential for the future development of the subject area, the Village will coordinate efforts with a consultant to create a Riverfront Master Plan to identify proper uses, design guidelines and an appropriate transportation and trail network. It will be important to identify specific goals and objectives for the Riverfront Master Plan process and listed below is a summary of potential goals and objectives that may be of particular focus.

- Protect the Des Plaines River and other important natural features
- Create an attractive destination for Riverfront development
- Establish an area with opportunities for water based activities, housing, and commerce
- Respect the Village of Channahon's unique character
- Develop an affordable Riverfront region that meets these goals, yet is not cost prohibitive from being realized



COMMERCIAL

As stated previously, the greatest identified need within the Village is for commercial purposes. The Land Use Plan seeks to expand the commercial and service base to provide goods and services that will provide future employment opportunities and an economic balance between revenue generators and residences. The Land Use Map



designates more than 6 percent of the planning area for commercial uses. National trends indicate that communities of Channahon's size can hope to achieve an economic balance with designated commercial use percentages between 5 and 10 percent. The proposed commercial areas illustrated on the Land Use Plan can be broken into two distinct categories:

- Regional commercial
- Neighborhood commercial

Regional Commercial:

Channahon's proximity to Joliet and regional transportation facilities has made Channahon an opportune location for regional commercial development. The Interstate 55 interchange at US Route 6 provides an excellent opportunity to establish planned commercial centers for regional and local businesses; however, the three lane bridge crossing I-55 is woefully inefficient. Recent traffic studies demonstrate the interchange is at capacity and its level-of-service is failing. The Village will continue to press for the widening of the US Route 6 bridge and the rerouting of the frontage roads to lessen the current congestion. The Village will also entertain private-public partnerships to encourage infrastructure improvements. The western portion of the interchange is the gateway entrance into the Village and a primary site for the mid-scale commercial development. The northeast quadrant of the interchange also offers the same type site with visibility from the highway and available acreage to create a well planned commercial lifestyle center.

The Village does not seek to encourage individual, unplanned commercial uses that are scattered along the US Route 6 corridor. Instead, the Village will only consider commercial developments that:

- Establishes coordinated access points with other uses;
- Limits the intensity and size of signage;
- Provides an attractive architectural structure;
- Provides ample landscaping and screening.

The area west of the DuPage River continues to grow as new residential subdivisions develop. This growth will be accompanied by an increasing need for commercial goods and services in this part of the Village. Commercial lots are available for larger retail stores at three of the four quadrants of the Ridge Road and US Route 6 intersection. With existing businesses such as McDonalds, Starbucks, Jewel, Chase and Walgreens all located at the intersection, more commercial opportunities are sure to follow.

Neighborhood Commercial:

Although the Village is seeking to cluster commercial uses in planned developments or the Town Center, it is recognized that there is a justified need for small-scale commercial uses for nearby neighborhoods. These neighborhood commercial centers should be planned and designed into residential developments as part of the planned unit development process. It is

anticipated that neighborhood commercial centers would be limited to several stores on three to five acres of property. The site plan of the neighborhood commercial uses should be aesthetically appealing maintaining a high standard of architectural design and implementing buffers and landscape screening mechanisms. Neighborhoods in which these uses would be appropriate include: the Material Service property, south of Bluff Road and US Route 6; and west of the DuPage River on US Route 6.

BUSINESS PARK/LIGHT INDUSTRIAL

The Business Park/Light Industrial Use classification intends to allow limited manufacturing, assembly, wholesale and warehouse uses in distinct areas that can be served well by transportation and other infrastructure. The Business Park/Light Industrial land use should be utilized as a transition from heavy industrial uses to residential areas.

The Channahon region has become the nexus for distribution centers and warehouse business parks. The area's proximity to the Illinois, Des Plaines and DuPage Rivers and the development of the I&M Canal promote a series of industrial uses of various scales. The rivers are an integral link in the region's water transportation system. With the development of the Interstate roadway system, the Village has reinforced its history by continuing to be in close proximity to excellent transportation linkages.

Southeast US Route 6/Interstate 55:

The Village Planning and Zoning Commission and Board of Trustees have unanimously agreed the US Route 6/Interstate 55 area be targeted for warehouse/distribution/logistics and commercial development. This area has excellent access and connectivity to I-55 via US Route 6 and Bluff Road and has little or no residential adjacent to the properties. Good access and transportation routes are critical for all of the truck traffic associated with business park/light industrial uses.

With the development of the Center Point Logistics facility in Elwood, Will County has become a prime location for warehouse/distribution/logistics centers. The Village will encourage the development of new logistics space on vacant properties and/or within current business parks that will have minimal effect on residential neighborhoods. To accomplish this, the Village may have to partner with industrial developers to provide the needed infrastructure.

HEAVY INDUSTRIAL/MANUFACTURING

The Heavy Industrial/Manufacturing Use classification intends to allow heavy manufacturing facilities, large assembly, wholesale and warehouse uses in distinct areas that can be served well by transportation and other infrastructure. Uses that are consistent with the Village's I-1 and I-2 zoning districts would be appropriate within this category. Significant heavy industrial land use has been designated on the Plan, mostly south of the U.S. Route 6 corridor.

In no case, shall residential uses be located near, or adjacent to, this land use category. Business Park/Light industrial uses should serve as a buffer to this use.

The Village's existing industrial future land uses account for almost 50 % of the Village's planning area while less than 22% are in actually use. The Channahon and the Riverside Industrial Parks contain a good number of these active businesses. Additional land is designated in the Future Land Use Map for the establishment of larger business parks to help achieve a balanced economy. The Plan maintains approximately 50% of the planning area for industrial business park use. National trends indicate that communities of Channahon's size can hope to achieve an economic balance with designated industrial use percentages between 5 and 10 percent. Business parks should be of sufficient size to accommodate a range of industrial, office and research uses while maintaining an open campus-like setting. Design guidelines should be established to ensure that these parks develop with quality buildings, suitable roadway connections and ample landscaping. A recommended location for a business park would be east of Interstate 55, between US Route 6 and Bluff Road.

Another key area of focus for Heavy Industrial and Manufacturing uses is the western are of the Village of Channahon. In 2003, the Village annexed 1,590 acres west of McLinden Road and designated the majority of the area. In order to provide a more detailed planning approach to this area, the West Side Sub-Area Plan (see Appendix A) has been created by SEC Group, Inc.

OFFICE/TRANSITIONAL COMMERCIAL

In order to provide other business/office land uses that will allow some buffer from intense commercial and industrial uses; the Village has implemented the Office/Transitional Commercial Land Use category. This use seeks to encourage development of office uses in a park-like setting. Primary uses are intended to be office suites, facilities for corporate parks or for research, testing, and product development.

Nearly 500 acres of Office Transitional use has been planned across the Village of Channahon. The concentrated areas of this use can be found:

- Brisbin Road and Route 6
- NW Corner of Route 6 and Interstate 55
- SW Frontage Road
- Bell Road and Route 6

INSTITUTIONAL/CIVIC

Uses in the institutional and semi-public category include: schools and educational facilities; churches and religious institutions; governmental buildings and facilities; airports; and other similar public or quasi-public land uses.

The Land Use Map depicts a number of institutional and semi-public uses. A majority of these reflect existing uses within the community. One area proposed for future institutional use is located along Front Street, overlooking the Des Plaines River. This area is a known site of Native American archaeological remnants. The desired use of this site is a historical and interpretive museum depicting the cultural history of the Channahon region.

The proposed Town Center is also the intended location of several institutional uses. The commercial uses within the Town Center will be interspersed with uses such as a post office, Village Hall, St. Ann's Church, and possibly a community center and another church. The placement of these uses within the Town Center would help to reinforce this community hub.

The location of institutional and governmental land uses is reflective of the governmental jurisdictions found within the community. The Channahon Planning Area is served by a number of governmental and educational districts. These include the following:

- Channahon Park District;
- Channahon Fire Protection District;
- Minooka Fire Protection District;
- Three Rivers Library District;
- Channahon Elementary (#17);
- Minooka Elementary (#201C);
- Joliet Township High School (#204)
- Troy Community District (#30C); and
- Minooka Community High School (#111).

Other agencies with jurisdiction within the Planning Area include: the Will County Forest Preserve; Illinois Department of Transportation; Will County Highway Department; Illinois Department of Natural Resources; and the National Park Service.

Channahon is situated in a location with excellent transportation linkages (See Exhibit F). With close proximity to Interstates 55 and 80, and use of Illinois US Route 6 as a cross-town linkage, the Village has excellent access to the region and a majority of the planning area. Additionally, the future Prairie Parkway is planned to intersect Interstate 80 just north of the Village of Channahon and this will also have a tremendous impact on the Channahon region.

To further strengthen the transportation network, the Village of Channahon must determine future roadway improvements, extensions and connections to efficiently and effectively promote traffic flow within the Village and throughout the region. There are several components necessary to implement the transportation plan:

- Evaluate the existing transportation network within the study area to determine the system's conditions, natural features, potential amenities, and constraints including needs for connectivity;
- Identify the need for access control within the network. The major arterials identified will require access control restrictions which will be determined by the governing agency, the Illinois Department of Transportation. Access control for the secondary arterials will need to be determined by the local and county agencies having jurisdiction. These controls can consist of barrier median in key high traffic areas, and access spacing criteria for access proximity to intersections and other access locations.
- Designate a system of functional classifications for the roadways (existing and future) within the parameters of the study area. The Village has identified four (4) classifications of roadway systems within the study area which are in conjunction with Village of Channahon Ordinances.
 - a. *Major Thoroughfare (Major Arterial)* – Right-of-way = 100 to 200 feet, Pavement Section greater than 40 feet with auxiliary turn lanes, access controlled.
 - b. *Secondary Thoroughfare (Arterial)* – Right-of-way = 80 to 100 feet, Pavement Section equaling 40 feet with auxiliary turn lanes as determined by traffic projections.
 - c. *Collector* – Right-of-way = 80 feet, Pavement Section equaling 37 feet.
 - d. *Local Access Street* – Right-of-way = 66 feet to 80 feet, Pavement Section equaling 31 feet to 41 feet



Existing and future proposed major and secondary arterials as well as collectors as

identified within this study are illustrated in the Transportation Plan that follow. As previously stated the purpose of the transportation network is to adequately provide access to and from the various types of developments within the planning area. The proposed Transportation Plan identifies new corridors and roadway extensions which can accomplish this goal.

Freeways:

As previously stated, Channahon has two Interstate 55 interchanges in its planning area, one at the US Route 6 intersection and one at the Bluff Road intersection. And by traveling 3 miles north on Ridge Road from Channahon, a newly reconstructed interchange is found at Interstate 80. The widening improvements of Interstate 55 north of Interstate 80 will have a positive impact on traffic and thus on future development opportunities as traffic flows improve.



Interstate 55 provides good access to the Village of Channahon

The Village has also been an active participant in the Brisbin Road Interstate 80 Interchange Project. Currently, this project has not been fully funded by the State of Illinois. The Village believes this a crucial project for the future development of the western planning area (see the West Side Area Plan – Appendix A)



Another major project on the verge of State funding is the Prairie Parkway Corridor. The proposed roadway would be an access-controlled, four-lane freeway in Grundy, Kendall, and Kane counties, Illinois between I-80 and I-88 and the widening of IL-47 to four lanes from I-80 to Canton Farm Road. Three alternative actions were proposed:

- B2 Alternative – Widening of IL 47 and the construction of a straight forward connector from I-88 to I-80.
- B5 Alternative – Widening of IL 47 with the connection from I-88 to I-80 turning east at Caton Farm Road and connecting to I-80 near Channahon/Minooka, IL.
- No-action alternative.

Since 2003, public meetings and workshops have been held to review the Prairie Parkway. After much deliberation and public comment, the B5 Alternative was strongly favored by the public and surrounding local governments alike. This transportation

network connection provides many benefits to Channahon that includes:

- A second I-80 interchange (along with future Brisbin Road interchange) in the west side area providing developments with another form of major freeway access, thereby alleviating traffic at the future Brisbin Road interchange.
- A straight forward route providing developments and residents with a quicker path north to south that currently does not exist.

Arterial Roads:

The arterials of Channahon are intended to provide a high degree of mobility and function as the primary travel routes for vehicles entering, leaving, and passing through urban areas. Local, neighborhood access should be very limited to major arterial roads, as well as any driveways or curb cuts. The following roads in Channahon are classified as arterial roadways:

Major Arterial Roadway

- US Route 6/West Eames Street
- Ridge Road
- Brisbin Road

Collector:

Collector roadways carry less traffic than primary roadways, but still provide main access to arterials and generally handling near 15,000 vehicle trips per day. Collectors will often have three lane cross sections, with possibilities of less or more depending on their connections to arterials and the areas they feed. Roadways in Channahon classified under this category are:

Major Collector Roadway

- McKinley Woods Road
- Bluff Road
- Front Street
- Minooka/Ford Road.
- Interstate 55 Frontage roads
- Bell Road (north of US Route 6)
- Tabler Road
- McLinden Road

Minor Collector Roadway

- Bell Road (south of US Route 6)

- Navajo Drive (north of US Route 6 to round-a-about)
- Canal Road
- Hansel Road (west of Hunter’s Crossing)
- McClintock Road
- Shepley Road
- Bridge/Center Street
- Tryon Street
- Old Kerry Grove



Local Access Streets:

Local Access Streets are intended to connect residential access roads to arterial and collector roads. Although curb cuts and driveway access are often permitted, they should be greatly minimized. All other streets in the Village that been defined as arterials or collectors should be considered as a local access street.

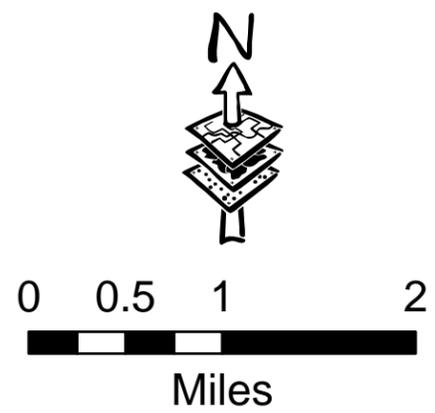
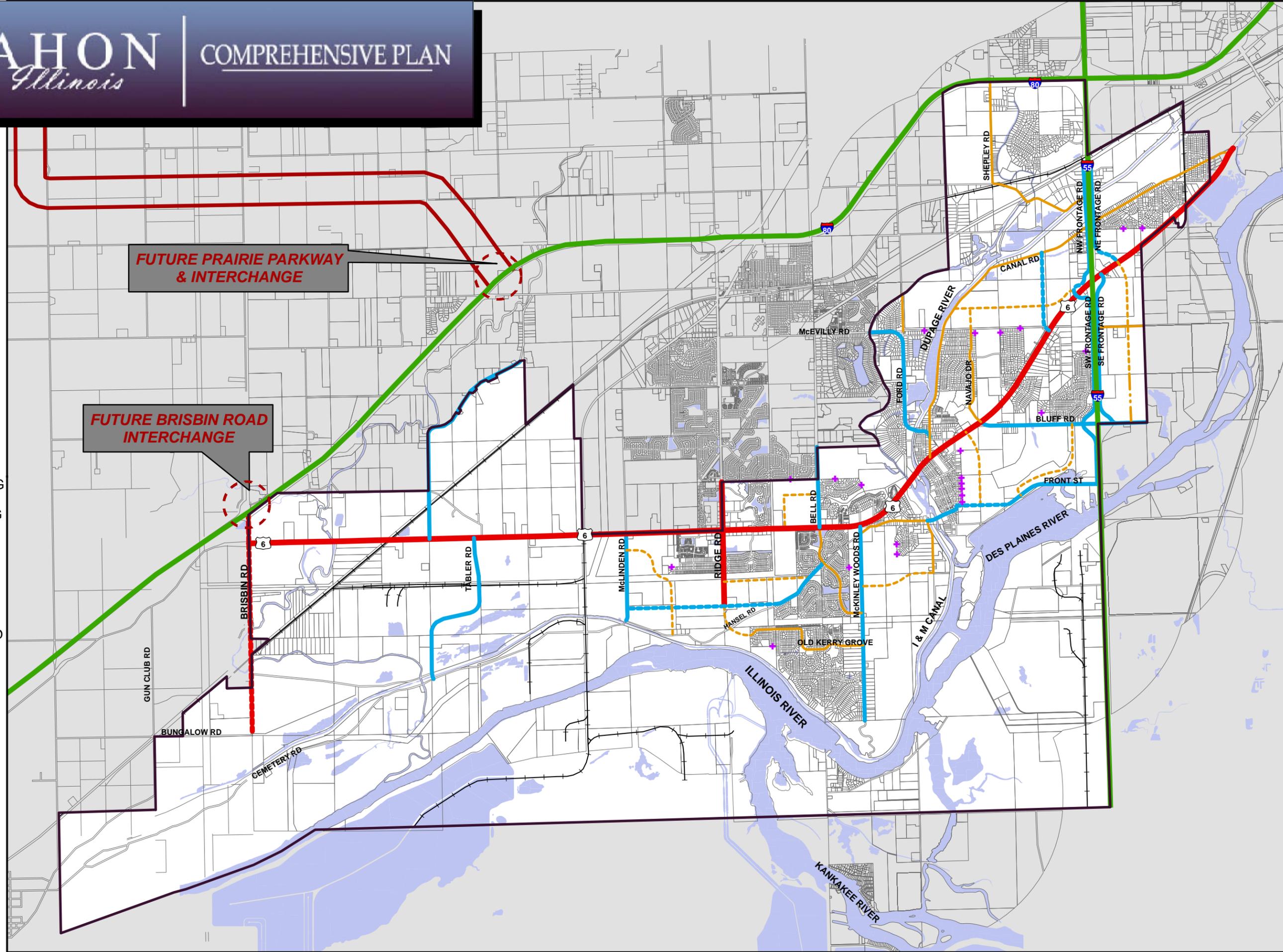
Future roadway connections will be required to efficiently interconnect the Village’s transportation network. A system of proposed collectors and key local roads are illustrated on the Transportation Plan. These proposed roadways would establish key linkages within the Village. The exact locations of the developed roadways are subject to refinement. However, it is critical that ongoing development creates an efficient system of transportation linkages. Rights-of-way for these linkages should be acquired at the time of adjacent development. The desired right-of-way width should be consistent with that required by the Village’s Subdivision Ordinance for collector roads.

The Master Transportation Plan (Exhibit F) illustrates the designations of existing, planned and future roadways of the Village. Existing roadways are currently in use while planned roadways are currently under construction, that are not in use or they have been approved in development plans. Future roadways illustrate the necessity of a major or minor collector that does not exist and has not been planned for any future development. By planning for these future roadways, the Village can guide the future development of the vacant land showing the essential transportation networks.

- Minor collector connection between McKinley Woods Road and Blackberry Drive;
- Realignment of the major collector of Front Street to Bridge Street;
- Minor collector connection from Bluff Road to US Route 6 through the Beith and Harvey Lewis properties.

EXHIBIT F Transportation Plan

- LEGEND**
-  Channahon Planning Area
 -  Future Roadway Connection
- ROAD CLASS**
-  PRAIRIE PARKWAY
 -  INTERSTATE, EXISTING
 -  ARTERIAL, EXISTING
 -  MAJOR COLLECTOR, EXISTING
 -  MINOR COLLECTOR, EXISTING
 -  ARTERIAL, FUTURE
 -  MAJOR COLLECTOR, FUTURE
 -  MINOR COLLECTOR, FUTURE
 -  MINOR COLLECTOR, PLANNED



OPEN SPACE, PARKS & TRAILS

Passive Open Space:

The Village recognizes that the protection and wise use of the existing natural resource base is vital to sound planning within the Channahon area. Village officials support the creation of a network of land and water-based resources, including open space that preserves and protects existing environmentally sensitive lands, threatened and endangered plants, and unique riparian areas.

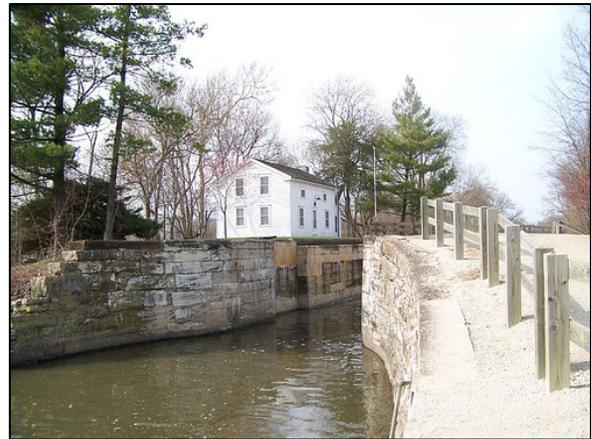
This system of open space is illustrated on the Open Space Plan (Exhibit H). Generally, these corridors consist of the following:

- River and stream corridors;
- Floodplains;
- Wetlands;
- Mature woodlands;
- Wildlife habitat areas;
- Wet, poorly drained or organic soils;
- Steep slopes or highly erodible areas;
- Significant scenic areas and vistas; and
- Parks, forest preserves and recreation areas.



Existing Illinois and Michigan Canal Trail

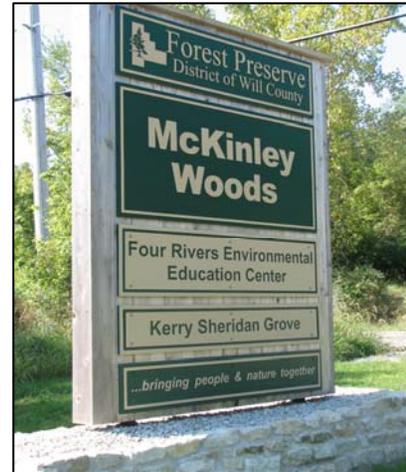
The establishment of open space areas would provide multiple benefits for the community. These areas would aid in protecting rivers, streams and wetlands enabling them to perform their natural functions. Open space would protect steep slopes and erosion prone areas from degradation caused by inappropriate development. These lineal corridors would connect open areas, mature woodlands and wildlife habitat, which animal and plant species need to survive. Through this plan, the Village is seeking to coordinate the dedication of environmentally sensitive lands as permanent open space, through conservation easements, or to organizations dedicated to preserving important resources.



These open space corridors will provide a range of passive recreational opportunities in areas including greenbelts and trails while not disturbing the naturalized landscape of the area. The corridors can provide a valuable recreational resource and encourage an awareness and appreciation of the natural environment.

The Des Plaines River, DuPage River, and I&M Canal feature are major environmental corridors that exist within the planning area. The waterways and adjoining lands provide a natural system of which parks and other natural areas could be linked. Existing parks and forest preserves contribute to the size, quality and range of opportunities within these corridors. McKinley Woods Forest Preserve and Community Park anchor both ends of the corridor system within the Village's planning area. The Des Plaines River Conservation Area, located south of the planning area, is an extensive natural preserve and waterfowl refuge directly contributing to the overall quality of the regional corridor system.

Channahon's proximity to a regional river system created a prime location for pre-European settlement. The Channahon planning area includes several identified archaeological sites (i.e. Briscoe Mounds) and the potential for identifying other archaeological artifacts. The Village desires to preserve important archaeological sites and support agencies or organizations interested in protecting, identifying and interpreting these important resources.



Active Open Space:

The Channahon Park District has established a diverse system of parks and recreational facilities to meet the needs of existing residents. The District's acquisition and development of parks has kept pace with the accelerated growth of the past decade. The District currently maintains more than 180 acres of parks and recreation areas scattered throughout the planning area. Notable Park District facilities include:

- Central Park;
- Skateland Recreation Facility;
- Arrowhead Community Center;
- Tomahawk Aquatic Center; and
- Heritage Bluffs Golf Course.

The Park District will continue to be challenged to provide land and facilities to meet the anticipated growth of the community. The Village supports the continued development of parklands that meet the active and passive recreational needs of residents at the neighborhood and community scale. The provision of adequate parks, recreation facilities and attractive open space is a primary goal of the Village.

The Channahon area is also home to extensive regional park and recreational facilities. The Village of Channahon is centrally located within the 100-mile I&M Canal National Heritage Corridor. Congress established this corridor in 1984 to recognize, enhance and interpret the cultural, historic, natural and recreational resources for present and future generations. The

Village’s entire planning area is included in this corridor. The Channahon State Park, located along Canal Street, is a specific element of the Heritage Corridor and a monument to the I&M Canal and corresponding State Trail. Users of the State Trail come from a large region. Other facilities include the Des Plaines Conservation Area, located south of the Des Plaines River, adjacent to the planning area. This extensive area offers fishing, hunting, camping and picnicking and features a nature preserve, game farm and waterfowl refuge. McKinley Woods Forest Preserve, located adjacent to the Des Plaines River in the southwest portion of the Village, features picnicking along the I&M Canal and State Trail. Just north on the I&M trail, bicyclists, pedestrians, and even motorists can enjoy the Will County Forest Preserve’s Moose Island where they can take in the Island’s aesthetics or visit the Four Rivers Environmental Education Center.



The Joliet Arsenal, located southeast of the Channahon Planning Area, is the site of the Midewin National Tallgrass Prairie. This 19,000-acre site is a long-term prairie restoration project, managed by the U.S. Forest Service. The National Prairie will be contiguous with the Des Plaines Conservation Area and the system of preserved resources and environmental corridors within the Channahon Planning Area. Also included in this plan is a 910-acre National Veterans Cemetery. This unique national site is a tremendous addition to the park and natural resource base of the area. Illinois State museum is another planned facility dedicated to interpreting the diverse history of the region. The museum would be located along Front Street, at the site of the Briscoe Burial Mounds.

The fiscal limitations of most local governments often restrict their ability to directly purchase the fee simple rights to desired property. As much as municipalities may want to obtain certain properties for parks, open space or recreation, alternative means for providing these facilities or preserving key resources are often required. In instances where the Village or Park District are unable to directly purchase parks and open space lands, through the use of donation ordinances, other alternatives should be investigated. These include:

- Dedication as a result of development approval
- Acquisition by a private land trust
- Private parks maintained by a public entity
- Combined school/park facilities
- Purchase of development rights
- Granting of conservation easements

Trail System:

The Village is seeking to create an integrated network of pedestrian pathways and bicycle routes to connect major destinations, such as schools and parks, in a safe and efficient manner. In addition, the Village



would like to integrate the extensive natural and recreation resources found within the Channahon planning area, with the regional trail system. This system is illustrated on the Master Trail Plan (Exhibit G)

The Master Trail Plan should be viewed as guidance tool, as future plans may vary from this plan. The purpose of this plan is to show the necessity of trails in specific areas. As seen on the Master Trail Plan, a trail system has been planned for those areas lacking trails or where connections are necessary. The illustration of the Master Trail Plan provides the Village with an integrated network of pathways across the rivers and I & M Canal, and also illustrates the needed internal network of trails for future developments. Five main focal points have been established to help achieve these goals of integration, connection, and continuity:

- Work directly with the Channahon Park District in the implementation of this Plan and to provide a high level of maintenance to the trails ensuring the safety of its users.
- Provide a trail connection across the DuPage River and I & M Canal ensuring the safe passage of bicyclists across these waterways, specifically at the Bridge Street crossing.
- Implement a trail system along Front Street through the open space greenbelt and tributary trails throughout what is currently the Material Service property.
- Construct a north-south trail along the length of McKinley Woods Road from US Route 6 to the McKinley Woods Park providing trail access to the large populations of the Highlands, Wedgewood Highlands, Whispering Oaks, and McKinley Oaks residents.
- Incorporate a bicycle path into the US Route 6/I-55 bridge widening design allowing areas such as McClintock Acres, McDonald Manor and Leland Hills accessibility to the Channahon Trail System.

As development progresses, the Village will encourage developers to not only incorporate internal trails but also provide connections to existing trails when suitable. For those areas that will remain undeveloped with connections still needed, the Village will seek federal and state aid/grants to help provide these links.

Currently, Channahon has increased its trail system considerably throughout the years. One major bike path on the north side of US Route 6 extends from the NW Frontage Road through Central Park and the Channahon Town Center to the I & M Canal Trail. The I & M Canal Trail connects Channahon to a regional trail system that extends nearly 75 miles from Lemont, IL to LaSalle-Peru, Illinois. Another regional trail system, the DuPage River Trail System, is currently being planned to extend from Naperville, IL to the I & M Canal in Channahon. The Village is currently in the construction phase of other bike trails in the west areas and is proposing connections that will eventually provide a safe route for bicyclists and other trail users to reach the central portion of the Village and its Town Center.

EXHIBIT G Master Trail Plan

LEGEND

-  Channahon Planning Area
-  Open Space
-  RECREATIONAL
-  PARK
-  LIBRARY
-  SCHOOL
-  TOWNCENTER
-  VILLAGE HALL
-  POST OFFICE
-  BUSINESS DISTRICT

TRAIL SYSTEM

-  DESIGN/CONSTRUCTION
-  EXISTING
-  PLANNED

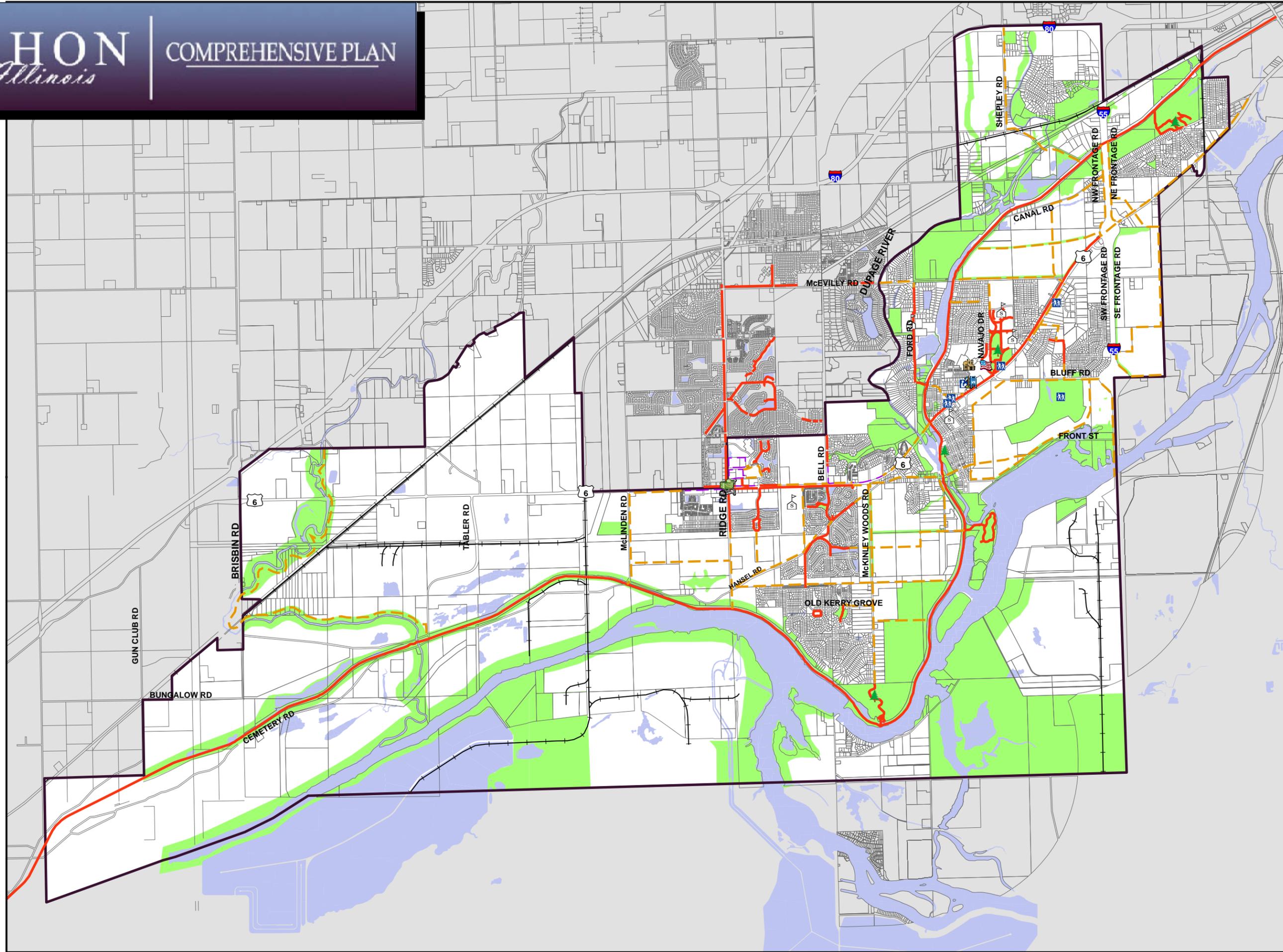
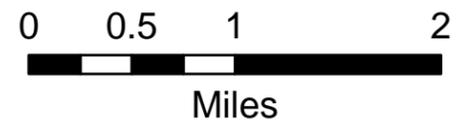
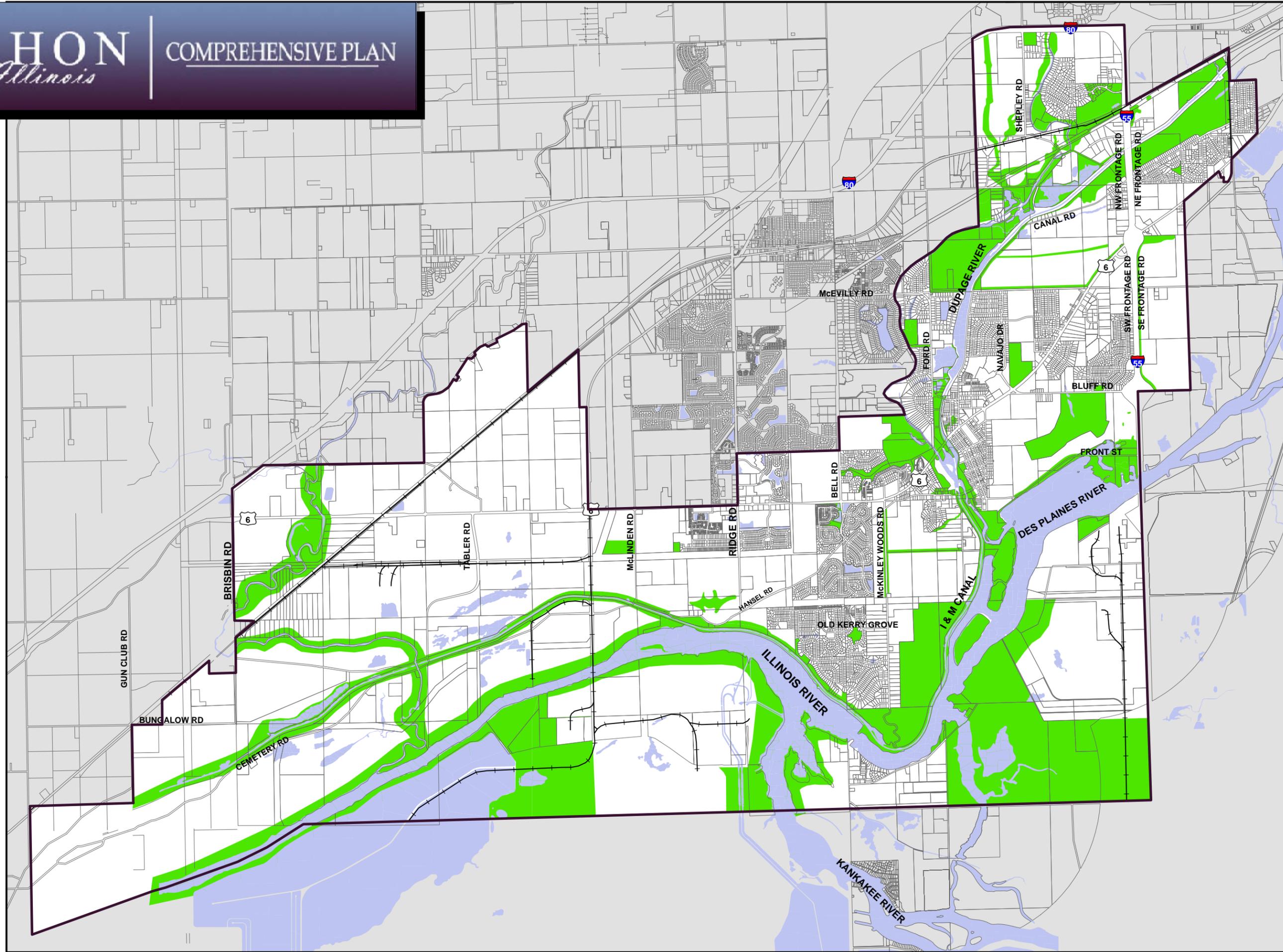


EXHIBIT H Open Space Plan

-  Channahon Planning Area
-  Open Space



PLANNING & DEVELOPMENT GUIDELINES

Introduction and Purpose of the Planning and Development Guidelines:

In addition to presenting a pattern of land uses, the Comprehensive Plan expands upon the more general land use goals, objectives and policies through the establishment of specific Planning and Development Guidelines. These guidelines identify and address site development, site planning and landscape issues, while providing guidance to the developers and Village staff creating and evaluating land development projects. As a result of utilizing these guidelines, future development should respect and enhance the character and quality of life in the Village.

The key objectives of the Planning and Development Guidelines are to:

- Educate the public, developers, property owners and plan reviewers as to the desired and expected vision for development within the planning area.
- Present clear principles and priorities for achieving the vision and goals of the Village.
- Illustrate specific techniques to use when planning and developing within the planning area.
- Support the existing Village Comprehensive Plan

The Planning and Development Guidelines for the Comprehensive Plan are intended to maintain the unique character of Channahon. In order to respect these objectives, there is a need to establish and maintain certain standards by which future development within Channahon may occur. While the guidelines provide specific recommendations for development, they cannot cover all circumstances. It is the intent of the Planning and Development Guidelines to provide flexibility, while achieving a sense of continuity and visual harmony within the Village. To establish these standards, eight principles of development have been distinguished:

PRINCIPLE 1: Preserve and Protect the Environmental Corridors.

PRINCIPLE 2: Provide transitions between land uses.

PRINCIPLE 3: Provide a sense of interest and unique identity throughout the study area.

PRINCIPLE 4: Thoughtful consideration of vehicular and pedestrian circulation within individual developments.

PRINCIPLE 5: Appropriate design of parking lots, utilities, service areas and detention areas, to reduce the negative impact of typically-unattractive site components.

PRINCIPLE 6: Provide a unified landscape treatment throughout the Village through the use of consistent right-of-way and buffer treatments.

PRINCIPLE 7: Enhance the aesthetic appearance of development and lessen the impact of undesirable site components through the effective use of landscaping.

PRINCIPLE 8: Implement Conservation Design Techniques and Cluster Planning Techniques.

PRINCIPLE 1: Preserve and Protect Environment Corridors:

One of the primary goals of the Planning and Development Guidelines is to preserve the natural features within the planning area, including open space areas, watersheds (Aux Sable Creek, I & M Canal, DuPage, Kankakee, Des Plaines-Illinois Rivers) and other greenbelts or buffer areas. Several strategies can be implemented in order to protect the sensitive features that currently exist.

- B.M.P.'s (Best Management Practices) should be utilized throughout all designated Environmental Corridors with all proposed development.
- Grading should be managed, in an effort to reduce mass grading activities that would negatively impact existing trees.
- Site planning should incorporate strict preservation requirements, focusing development into clusters that protect all environmental features.
- Protect and respect all natural features such as existing trees, wetlands, flood-prone areas, drainages, steep slopes and other similar features.

PRINCIPLE 2: Provide transitions between land uses:

Provide transitions between different land use intensities, in order to create compatible uses within the Village. This can be done a variety of ways, ranging from the architectural style, scale and location of buildings, to the use of open space and landscaping.

- **Building Mass Hierarchy**

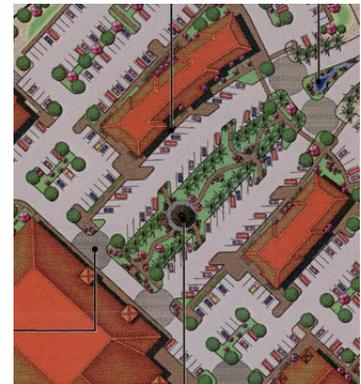
- Incorporate medium-intensity development between projects of low and high intensities.
- Building massing and height should provide a “step down” effect, as a transition between different land use intensities.
- Similar architectural styles may be incorporated on different land uses and various densities within a development.
- In residential developments, higher densities should be located closest to commercial areas.

- **Utilize Open Space and Landscaping as a Transition**

Landscaping and/or open space may be used to provide a transition. Utilizing any existing natural feature will provide a natural buffer. Utilizing landscaping will screen and buffer residential uses from high intensity, non-residential uses, if natural features do not exist.

PRINCIPLE 3: Provide a sense of interest and unique identity for commercial and residential uses:

Note: The Village requires that building elevations, plans, materials samples, color samples and illustrations be submitted for review and approval prior to the commencement of building construction. Refer to the Village’s commercial design guidelines specific architectural standards. The following guidelines focus on general site planning and landscape issues and do not represent complete architectural guidelines and standards.



- **Buildings**

- *Orientation and site planning:*

Building orientation should take advantage of the building-to-site relationship. The

orientation and location of buildings defines open spaces and circulation corridors.

- Buildings adjacent to Interstate 80, U.S. Route 6 and Brisbin Road must face the primary roadway. No service access, storage, etc. is allowed to be visible from any public roads.
- Align focal architectural elements along major view or circulation axis.
- Primary buildings; such as major anchors, public buildings or major attractions, shall be located at prominent intersections and locations, or anchoring a major view axis.
- *Facade of buildings:*

Building facade should achieve a high level of visual interest when viewed from automobile and pedestrian vantage points. For all proposed residential neighborhoods refer to the Village's anti-monotony guidelines.



Front porch provides one-story element at a pedestrian level encouraging social interaction between residents

- In residential developments, front yards and porches should be used to create a sense of place and community.
- Natural stone and masonry materials are to be used on the first floor of buildings to create a visual anchor to the ground and provide interest at the pedestrian level.
- Vary the planes of exterior walls in depth and/or direction.
- Excessive vertical planes are prohibited without incorporating meaningful techniques, such as awnings or a change in building material, to break up the perceived building mass.
- Awnings are encouraged along facades to provide color, shade and architectural interest. Where awnings are used along a row of contiguous buildings, a consistent form, material, color, location and mounting arrangement must be used.



Varying roofline of building facade

- In residential areas, garages should not dominate the street view. Rather, provide parking and garages to the side or rear of lots, or set the garage face back from the primary facade of the house. Avoid allowing the garage to become the primary architectural feature.



- *Roof Treatment:*

Rooftops should be considered important design elements in residential and commercial development, as viewed from a variety of vantage points such as at ground level, from other buildings and from adjacent perimeter roadways. Roof forms should serve as natural transitions from ground level to intermediate masses to the tallest masses and back to the ground.

Avoid architecture without windows or with uninterrupted facades

- *Building Height:*

The overall appearance of development shall be low and horizontal, with building heights throughout the community generally low to medium scale. Building heights are expected (and desired) to vary to ensure visual interest.

- Consider the use of taller buildings and/or elements to highlight significant intersections and pedestrian nodes.

- Maintain compatible relationships with adjacent dwellings and street frontages.



- Sight lines to greenbelts, open areas, water features and scenic horizon views are to be optimized and maintained to the fullest extent possible by minimizing the building height and obstruction.

- Within a neighborhood, a combination of one, one and a half and two-story dwellings is encouraged, to add diversity to the streetscape. Entire neighborhoods or blocks of continuous two-story dwellings are discouraged.

- Building heights shall be determined in a manner which enhances an overall residential quality.

- *Scale:*

Buildings should appear to be of a “pedestrian” or “human” scale. Therefore, the size,

patterns, textures, forms and overall three-dimensional composition can be appreciated at the pedestrian level.

- Vary the height of buildings, and/or building elements, where feasible, so they appear to be divided into distinct elements or masses.
- Avoid large-scale buildings that are “box-like” and typically dominate a site.
- Use building mass appropriate to the site. Place buildings with larger footprints, height and massing in core activity areas, or in the center of the development near similar densities, to reduce the impact on adjacent land uses.
- In residential areas, the relationship between the lot size, street width and building scale are important to creating a human scale. Elements such as trees, pedestrian path lighting and porches can aid in achieving human scale.
- *Entrances:*
 - Primary entrances should be easily identifiable, and relate to both human scale as well as the scale of the building(s) they serve.
 - Main building entrances should be designed to be clearly identifiable from primary driveways and drop-offs. Additionally, they should be visible from parking areas.



PRINCIPLE 4: Thoughtful consideration of vehicular and pedestrian circulation within individual developments:

The purpose of the circulation standards is to minimize hazards and conflicts, and establish logical circulation patterns. The appropriate integration of vehicular and pedestrian circulation is intended to provide safe and convenient access to all sites, while being attractive, efficient and functional.

- **Vehicular Circulation**

- *Primary Site Entrances:*

Each entrance to a parcel, individual building site or residential neighborhood from a

primary roadway should be designed as a “gateway” to the area it serves. Design elements should be visually interesting and consistent with other streetscape materials used throughout the Village.

When designing entries into residential and non-residential tracts, developers shall:

- Coordinate with adjacent properties to consolidate entries and minimize access points along major roadways
- Clearly identify site entries and provide a clear entry/arrival sequence.
- Provide at least one “primary” and one secondary entry to parking lots or residential communities. The use of medians and/or special paving or landscaping to identify primary entries is encouraged.



- All internal drives should visually lead drivers to building entries, site amenities or focal elements.
- Align streets and drives to offer views to significant architectural features and site amenities, and to direct drivers.
- Internal streets shall be separated from parking lots by landscape islands and walkways.
- Establish 1 cross access between lots and buildings.



- *Service Areas:*

Service vehicle circulation shall be designed to provide safe and efficient delivery routes for all anticipated service and delivery vehicles. The design of individual parcels to accommodate truck access shall meet all regulatory requirements for turning movements without sacrificing other important design objectives.



Service area screened with landscaping

- Locate service areas away from major streets

and building entrances.

- Hide/screen views into service areas. Screening can be provided with landscaping or screen walls. Screen walls shall repeat materials and elements of the primary building.
- Adjoining uses should share service drives, where possible.

▪ **Pedestrian Circulation**

The purpose of pedestrian circulation standards is to establish guidelines for creating a pedestrian circulation system that is safe and efficient. Good walking environments include: continuous routes between sites, clearly defined access from parking areas, a variety of connected destinations and a feeling of safety and security.

▪ *Sidewalks:*

Sidewalks must be constructed to provide pedestrian access to adjacent development and connections to the pedestrian trails throughout the Village. Within specific developments, sidewalks shall provide access to and from parking lots, neighborhoods, schools, parks and open spaces.

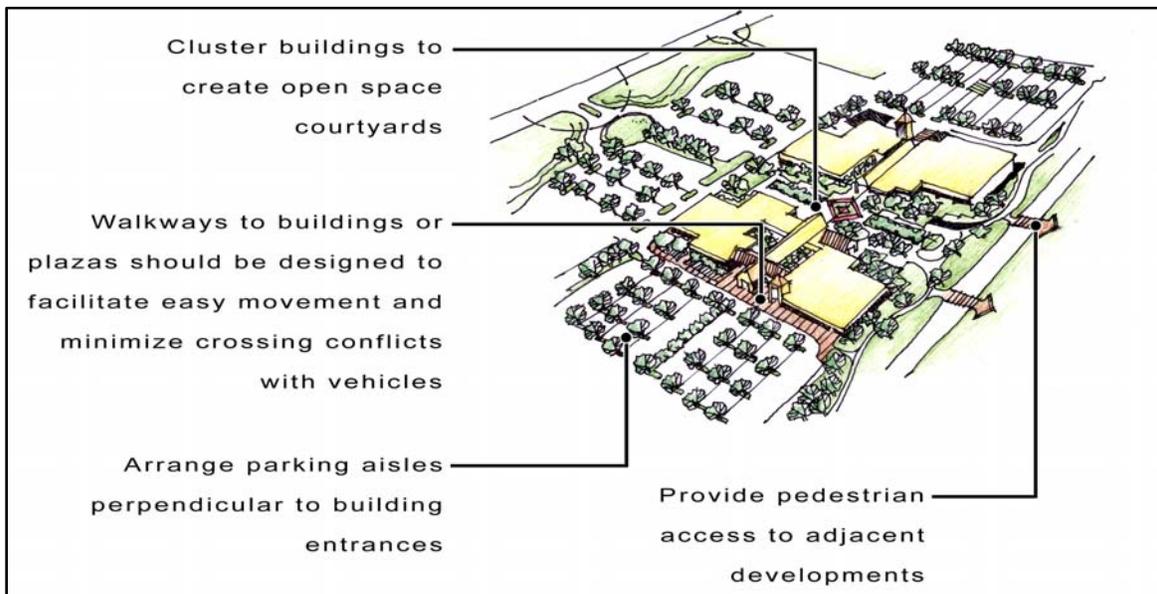
- Place special emphasis on pedestrian connections that link schools, recreation areas and other major activity areas.
- Neighborhoods should have access to open space and parks by way of sidewalks and trails. adjacent
- Pavers or other changes in material should be used for walks adjacent to buildings and at street intersections to identify and enhance pedestrian routes.

PRINCIPLE 5: Appropriate design of parking lots, utilities, and detention areas, to reduce the negative impact of typically-unattractive site components:

This section provides standards for the siting and layout of parking lots, service and loading areas, utilities, trash, storage and detention facilities. Site plans specifying parking and circulation designs, utility and detention requirements shall be submitted to the Village for review.

▪ **Parking**

- Parking areas should be designed and located so they provide safe and efficient vehicular and pedestrian circulation within a site.
- Minimize negative visual impacts from adjacent roadways.
- Break large expanses of pavement with landscape medians and islands.
- Avoid situations where parking spaces directly abut structures.
- Separate parking aisles from interior collectors and entry drives, whenever possible.
- Provide attractive, pedestrian oriented-streetscapes in front of retail shops, with angled parking provided where needed.



Parking areas for all non-residential land uses should be screened with landscape buffers

Shared Parking

Where opportunities exist for shared parking between uses with staggered peak parking demands, consider reducing the total number of parking spaces within each site or parcel. Parking should be shared between complementary uses such as churches and office buildings.

■ **Detention**

- Drainage facilities should be used as an amenity to a development. If the existing topography allows, the location can be incorporated into an entry feature or can be the foundation for a park with trails and open space.
- Natural and/or vegetated drainage swales provide open space connections, filter runoff and improve the aesthetic appearance of development.

■ **Location of Utilities**

Visual and sound impacts of utilities, mechanical equipment, data transmission dishes, towers and other equipment should be minimized in all development plans.

- Temporary overhead distribution power and telephone lines are permitted during construction but shall be removed immediately upon completion of site and building construction.
- Screen all electrical transformers, gas meters and other utility cabinets from view.
- Air conditioning units, vent systems and other mechanical systems that must be located on building roofs shall be screened from sight at the ground plane.
- In residential communities:
 - Items requiring screening should be located on the rear or side yards, when possible, and should be integrated into the unit design.
 - In residential areas, install all permanent utility service lines underground.
 - Air conditioning units must be located behind a screen wall or planting hedge.
 - Utility meters must be located on side or rear elevations of the dwelling and should be screened by significant landscaping.

PRINCIPLE 6: Provide a unified landscape treatment throughout the Village, through the use of consistent right-of-way and buffer treatments:

This section provides guidelines to maintain the rural character along the major roadways throughout the Village of Channahon. The following goals are to be realized:

- Enhance Channahon’s sense of place.
- Enhance the living environment for all residents.
- Aid in the enhancement of property values.
- Create an attractive, consistent appearance as residents and visitors travel the area.
- Provide appropriate buffers between land uses.



PRINCIPLE 7: Enhance the aesthetic appearance of development and lessen the impact of undesirable site components through the effective use of landscaping:

▪ **Intersections and Site Entrances**

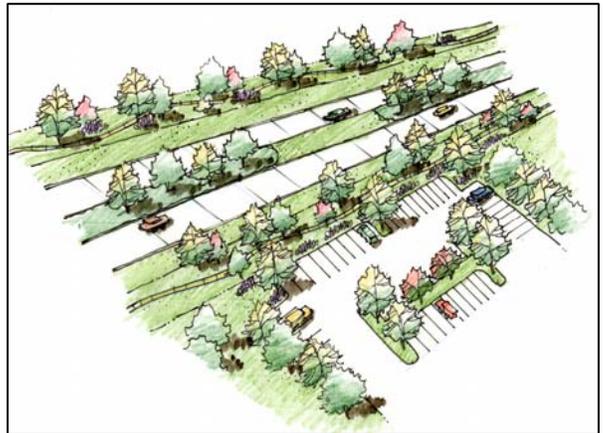
- Intersections and site entrances should be identified with ornamental landscaping coordinated with the signage. Clearly enhancing the entrances with landscaping and lighting will help identify key access points and add to the aesthetic appeal of the Village.

▪ **Landscaping Adjacent to Non-Residential Buildings**

- Consider evergreen trees to screen undesirable elements especially in areas of heavy and light industrial land uses.
- Accent entrances and architectural elements with ornamental plantings.
- Landscaped islands shall be planted with seasonal color and/or groundcover.

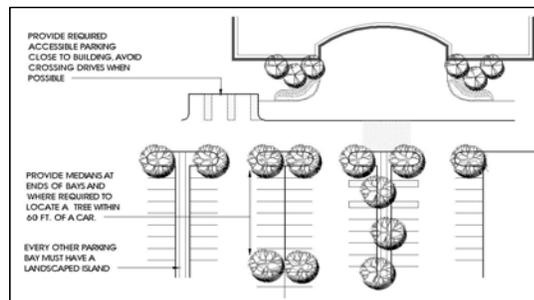


- Use plantings adjacent to buildings and along walkways.
- Incorporate landscape beds and planters at key entryways and seating areas.
- Explore opportunities to break up large expanses of pavement.



▪ **Parking Lot Landscaping**

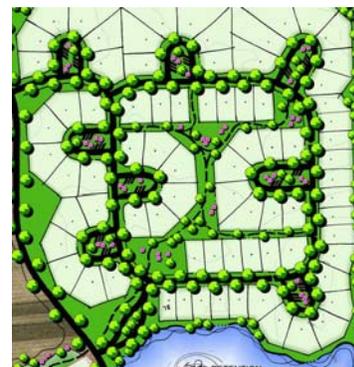
- Avoid more than 20 parking stalls in a row without a landscaped island.
- Landscape islands should be a minimum of 10 feet in width.
- Every parking stall should be located within 60 feet of a tree.



PRINCIPLE 8: Implement Conservation Design and Cluster Design Planning

▪ **Conservation and Cluster Design Planning Techniques**

Conservation and Cluster Design techniques should be considered for all residential. These designs and techniques are intended to encourage more efficient use of land and public services through unified development that is principally intended to embrace natural systems, conserve community resources, and preserve natural features such as existing trees, topography and character. For example, in a residential conservation community (or cluster community), house lot size is substantially decreased, so that large areas of contiguous, natural areas can be preserved or created, with no net loss of housing units.



The primary objective of conservation design is to promote these goals through the application of flexible land development techniques in the arrangement and construction of dwelling units, roads, surface drainage, and underground improvements.

All involved parties (i.e. the Village, developers, and future homeowners) can contribute to more environmentally-friendly development by observing several principals listed below:

- Utilize Best Management Practices and Low Impact Development Techniques (alternative stormwater solutions)
- Develop flexible lot design standards
- Protect and create natural landscape and drainage systems
- Implement sustainable stormwater management techniques
- Protect and manage natural areas for long term preservation



Conventional development techniques often involve carving the development site into parcels such that the lots and road rights-of-way consume nearly all developable land, without regard for the natural conditions on the site. Developments constructed this way often have wide roads, minimal pedestrian access, and may be similar in character and design to many other neighborhoods.

Goals of Conservation and Cluster Design:

- Minimum of 30% common open space (parks, natural areas, trails and other open space).
- Minimize development on, and destruction of, sensitive natural resource areas; existing drainage ways, wildlife habitats, woodlands, wetlands, mature trees, and steep slopes.
- Reduce the quantity and improve the quality of stormwater runoff from development.
- No minimum or maximum lot size shall be imposed and the maximum density shall be that of the Comprehensive Plan or underlying zoning.
- Minimize impervious surface area through reduction of pavement and other surfaces.
- Reduce soil erosion through appropriate techniques.
- Reduce the capital cost of development for the Village and the developer.
- Protect scenic views of open land from adjacent roads. Visual impact should be minimized through use of landscaping, setbacks, buffers or other methods.
- Encourage sense of community through thoughtful and creative site planning.



Conventional Subdivision Design Layout



Conservation and Cluster Design Concept

Benefits of Conservation and Cluster Design Planning

Through conservation and cluster design techniques, development can still occur while respecting and preserving the natural features of the land and character of the area, or by creating significant open space areas. Communities, developers, and homeowners all can benefit from well-planned and implemented techniques.

Improved Quality of Life

Conservation and cluster design addresses concerns about community interaction and access to the natural environment. In addition to potentially conserving large areas of valuable natural resources, conservation design may create a variety of formal and informal public spaces within developments. These spaces create opportunities for neighbors and residents to meet and to build community together. Preserved and created open space offers a variety of recreational opportunities such as biking, passive play areas, picnics, active sport recreation, trails through natural areas, or areas to view and learn about native plants and wildlife. For residents of conservation developments, these amenities can make a noticeable difference in the quality of daily life.



Increasingly, notice is being given to the importance of community and social

interaction in residential neighborhoods. Large homes, private backyards, and automobiles work together to make it possible for residents of conventional suburbs to spend all their time in private space without interacting with neighbors. While this type of privacy is sometimes considered an advantage, many people seek opportunities to interact with their neighbors and enjoy nature. Conservation design offers this type of an experience. It has been realized that homes in conservation developments show greater increase in value. Overall there is an increase in the demand to connect with the natural environment and socially interact with neighbors.

Environmental Benefits

Conventional development practices have historically led to flooding, degraded water quality, and habitat destruction. On the contrary, conservation design practices can benefit the natural environment in many ways.

- Preserve natural drainage ways, creeks or rivers
- Preserve major stands of existing trees and natural vegetation
- Improved water quality through Low Impact Development techniques
- Reduced flooding in areas that are prone to downstream flooding
- Protect native wildlife habitat areas and provide new areas for wildlife habitation
- Protect and recharge aquifers
- Reduce the amount of infrastructure improvements and reduce long-term maintenance

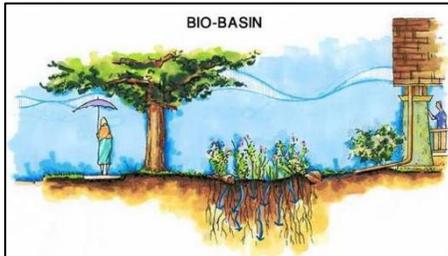


Economic Benefits

- Minimizes stormwater pipe and length of streets thus reducing costs and long term maintenance
- Minimize stormwater runoff, and its negative impacts, by reducing the amount of runoff released from the site
- Increases property values for residents
- Reduces municipal long-term costs of open space, since natural areas are more economical through conservation design than through outright purchase.
- Reduces long-term maintenance and development costs, since infrastructure (roads, sewer pipe, streetlights, water lines, stormwater pipe, etc.) is reduced. This minimizes the public sector's long-term infrastructure maintenance costs.

- Lowers overall development costs short and long-term

Protect and Create Natural Landscapes and Drainage Systems with Low Impact Development or Best Management Practices



Stormwater control can be implemented with more natural systems utilizing Low Impact Development and Best Management Practices (BMP'S) such as bio-swales and bio-basins. The term "bio-swale" (a.k.a. grassy channel, dry swale, wet swale, biofilter) refers to a series of vegetated, open channel practices that are designed specifically to attenuate stormwater runoff for a specified water quality volume. As stormwater runoff flows through the channels, it is treated through filtering by the vegetation in the channel, filtering through a subsoil matrix, and/or infiltration into the underlying soils. Maintenance of grassed channels mostly involves maintenance of the grass or wetland plant cover.

Compared to roadside ditches, vegetated swales have a wider bottom, gentler slopes, and denser vegetation. They are designed to detain stormwater flows for ten to twenty minutes to allow sediment and heavy particles to filter out. Vegetated swales are relatively easy to construct and maintain. If applied under the right conditions, and installed properly, grass channels experience few of the nuisance problems associated with roadside ditches.



- Reduces flooding and stormwater management costs.
- Reduces long-term maintenance costs of stormwater facilities.
- Meets increasing demand for public open space and allows connections to existing natural areas, open space, greenways, and trails.
- Increases opportunity for passive recreational and educational activities – fosters health and fitness of residents.



Trail corridor along preserved tree line with naturalized plantings

Preserved "specimen" tree and naturalized plantings within storm water area

STRATEGIES FOR IMPLEMENTATION

GOAL 1: Accomplish goals by recognizing the Comprehensive Plan as a fluid document that is flexible towards development in order to provide options on future land uses.

- Grant approval of development consistent with the Comprehensive Plan.
- Follow the established land use plan to promote a balance of residential and non-residential growth.
- Adopt a comprehensive amendment to the Zoning Ordinance.

APPENDIX A

WEST SIDE SUB-AREA PLAN

The Village of Channahon, has studied the West Side Sub-Area in more detail to specifically address this area of the Village and to provide guidance for continued growth and development.



Heavy industrial uses along U.S. Route 6

The study area for this West Side Sub-Area Plan extends generally from the Illinois River on the south, Minooka boundary agreement to the north (Interstate 80 corridor), the ComEd utility easement on the east (near McLinden Road) and the Morris boundary agreement (Brisbin Road) on the west.

The existing and future accessibility to major rail and transportation routes help make Channahon an attractive area for industrial development south of Interstate 80.

Future Interchange at Brisbin Road and Interstate 80

As the Comprehensive Land Use Plan and the sketch plan exhibit illustrates, it is recommended that commercial, business park and light industrial uses are located at the future interchange of Interstate 80 and Brisbin Road. Intensive highway commercial uses are imminent with direct access to Interstate 80. Additionally, transitional areas



are proposed along U.S. Route 6 to the east of this intersection to buffer the existing heavy industrial areas. At the completion of this interchange the West Side Sub Area will have extremely good accessibility and visibility.

Representative sketch plan of the future Interstate 80 and Brisbin Road interchange. Significant highway commercial uses and business/park and light industrial uses are planned. The Village of Channahon controls the southeast area of the interchange.

Existing Conditions

The West Side Sub area exhibits good potential for economic growth due to several factors including existing and future transportation amenities. These amenities include a future full access to Interstate 80 at Brisbin Road within the study area; an existing east-west major arterial in U.S. Route 6; existing and proposed north-south Secondary Arterials in Ashley Road, Brisbin Road, Tabler Road, and McLinden Road; existing railroad mainline and spurs within the study limits; and close proximity to the Illinois River. With the mentioned transportation amenities the Village has the opportunity for excellent access to a majority of the planning region.



The existing transportation street system within the study area and adjacent to the Channahon/Morris boundary agreement is generally found to be of adequate condition to carry the existing traffic volume. However, some existing issues worth noting are as follows: (1) pavement failure of Dellos Road due to poor drainage in particular areas and deficient pavement design for the existing volume of truck traffic; (2) a major barrier to north-south travel caused by the existing C.R.I. & P. railroad tracks; (3) sub-standard intersection at Bungalow Road, C.R.I. & P. Railroad and Gun Club Road intersection, and (4) poor circulation in some areas within the project limits.



Transportation System Analysis

The transportation portion of this area includes the development and determination of future roadway improvements, extensions and connections for the purposes of creating the transportation network which will efficiently and effectively promote traffic flow throughout the West Side Sub-Area. One of the key components to initiating the transportation plan is to evaluate the existing transportation network within the study area to determine the system's conditions, natural features, potential amenities, and constraints including needs for connectivity.

Existing and future proposed major and secondary arterials as well as collectors as identified within this study are illustrated in the Transportation Plan that follows. As previously stated the purpose of the transportation network is to adequately provide access to and from the various types of developments within the planning

Existing condition – Dellos Road

area. The proposed Transportation Plan identifies new corridors and roadway extensions which can accomplish this goal.

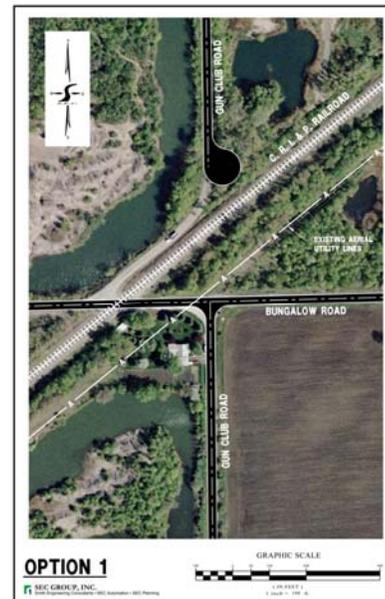
Yet another key component of an effective transportation plan is to identify the need for access control within the network. The major arterials identified will require access control restrictions which will be determined by the governing agency, the Illinois Department of Transportation. Access control for the secondary arterials will need to be determined by the local and county agencies having jurisdiction. These controls can consist of barrier median in key high traffic areas, and access spacing criteria for access proximity to intersections and other access locations.

The intersection of Gun Club Road, Bungalow Road, and the C.R.I. & P. Railroad is identified as a problematic intersection; however, the new Morris and Channahon Boundary Agreement have placed the subject area within Morris' boundary. Still, this problematic intersection affects not only Morris properties but Channahon as well and it is imperative that each municipality work together to alleviate this problem.

Bungalow Road is identified as a collector within this transportation plan and currently carries a significant volume of truck traffic from the existing gravel pit located south and east of Dellos Road. Bungalow Road intersects both the C.R.I. & P. Railroad and Gun Club Road at an approximate 30 degree angle causing poor stopping and decision sight distances thus resulting in a safety issue at the intersection. The intersection configuration was reviewed and analyzed resulting in three options.

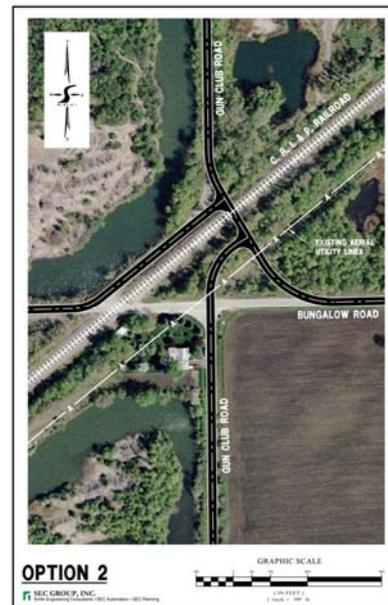
Option 1

Consists of, realignment of Gun Club Road to the west of the existing intersection and strip mine water feature to intersect Bungalow Road at a right angle west of the existing railroad track. This option provides an intersection that has safe stopping and decision sight distances while causing no negative impact to the east-west traffic which is a majority of the intersection traffic volume. However, Option 1 proposes to move the intersection west of the current proposed Channahon-Morris planning boundary. Also, this option adversely impacts north-south travel along Gun Club Road.



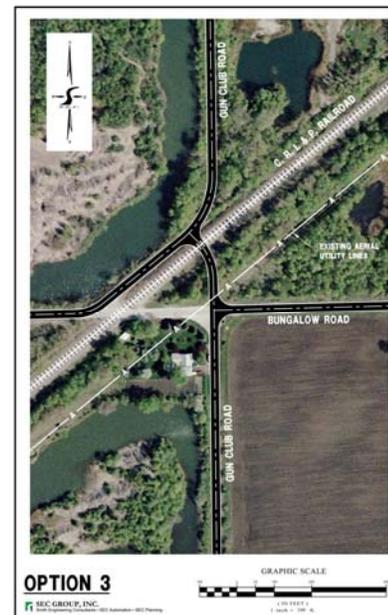
Option 2

Consists of, revising the intersection of the railroad to the northeast to provide a right angle crossing and continuous traffic flow for westbound to northbound (Bungalow Road to Gun Club Road) traffic. This option improves stopping and decision sight distance and maintains the intersection within the proposed Village of Channahon Planning Area. However, this option adversely impacts east-west travel along Bungalow Road requiring a newly introduced left turn movement located just north of the railroad crossing. This left turn movement has the potential for creating a safety issue by way of stacking of traffic across the tracks due to minimal distance available for left turn storage. This option also has a potential conflict with existing overhead power lines.



Option 3

Consists of revising, the intersection of the railroad to the northeast to provide a right angel crossing and continuous traffic flow for eastbound to northbound (Bungalow Road to Gun Club Road) traffic. This option improves stopping and decision sight distance and maintains the intersection within the proposed Village of Channahon Planning Area. However, this option adversely impacts east-west travel along Bungalow Road requiring newly introduced right and left turn movements located at Gun Club Road south of the railroad and just north of the railroad crossing. As with Option 2, this left turn movement has the potential for creating a safety issue by way of stacking of traffic across the tracks due to minimal distance available for left turn storage. This option also has a potential conflict with existing overhead power lines.



Given the resulting performance and constraints of each intersection option, Option 1 is identified as the alternative, for the improvement of the Bungalow Road and Gun Club Road intersection with the most favorable benefit to adverse impact.

Transportation Plan Implementation

The following items are some key components for the implementation of the Transportation Plan.

- Formally designate the roadways which are identified in the Transportation Plan exhibit as arterial roadways.
- Provide guidelines for access control, signage, utility corridors, lighting, intersection criteria, and landscaping along the Primary and Secondary Arterials.
- Identify traffic generation for each proposed development within the planning area and utilize local development controls and annexation agreements to facilitate and implement roadway system improvements in conjunction with the transportation plan.