

An aerial photograph of Channahon, Illinois, overlaid with a teal color. A white, stylized map of the Channahon River and its tributaries is superimposed on the image. The river starts from the bottom left, flows towards the center, and then branches out towards the top right. The text 'RE-IMAGINE' is prominently displayed in white, bold, uppercase letters on the left side of the image.

RE-IMAGINE

Channahon Comprehensive Plan

ADOPTED
December 16, 2019

Acknowledgements

A special thank you to the residents of the Village of Channahon and everyone who participated in the planning process for the Re-Imagine Channahon Comprehensive Plan. This Plan was made possible by the contributions and insights of the residents, business persons, property owners, representatives from various groups and organizations, and other community stakeholders.

Village President

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Mike Pershey

Jeff Simon

Dennis Sullivan

Village Staff

Thomas J. Durkin, Village Administrator, AICP

Michael C. Petrick, Director of Community Development & I.S.

Karen James, Planner

Comprehensive Plan Advisory Committee

Ariel dela Cruz

Alena Doster

Ricky Gray

Doc Gregory

Ben Ingelson

Tina Lentz

Susanne Madding

Emily Maruszak

John Mathias

Grace McClimon

Casey McCollum

Wendy McSteen

John Moss

Tom Powell

Mike Ruffatto

Chicago Metropolitan Agency for Planning

Prepared by

HL
HOUSEAL
LAVIGNE

with assistance from

GHA

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Introduction

The Village of Channahon is a growing community positioned on the southwest edge of the Chicago region. Located where the DuPage, Des Plaines, and Kankakee Rivers merge to create the Illinois River, Channahon benefits from its regional position and multimodal access. Further defined by its unique landscape and natural assets, the Village provides residents with suburban amenities in a rural and picturesque setting. From the early 1980s onward Channahon experienced steady residential growth; however, development became stagnant in the late 2000s following the 2008 recession.

Today, Channahon is at the forefront of a new wave of investment. The Re-Imagine Channahon Comprehensive Plan serves to direct positive growth and attract new uses that meet the needs of current and future residents and businesses. The recommendations within this Plan were formulated through extensive analysis as well as public input received during the planning process. At its core, the Plan defines how Channahon may evolve over the next 10 to 20 years and the steps necessary for the Village to maximize its potential.

Introduction

Purpose of the Comprehensive Plan

The *Re-Imagine Channahon* Comprehensive Plan is the Village's core guiding document that establishes official policy and direction to ensure positive momentum within the Village. The Plan is a vital resource for the community, which should be used to help coordinate the efforts of Village officials and staff as well as service providers, property owners, employers, residents, and key stakeholders. It also helps inform future decision-making, building off past planning efforts while accounting for new issues, emerging trends, and conditions that could affect the community moving forward. *Re-Imagine Channahon* provides a vision for the future of Channahon and identifies the critical steps in making that vision a reality.

The Comprehensive Plan is not regulatory; it does not alter or amend existing regulations; and it does not indicate a commitment to the described actions and recommendations within the document. Instead, the Plan is a policy guide that outlines recommendations that must be separately considered and acted upon.

Local Technical Assistance (LTA) Program

This Comprehensive Plan is administered through the Chicago Metropolitan Agency for Planning's (CMAP) Local Technical Assistance (LTA) Program. The LTA Program was initiated in 2011 to assist municipalities across the Chicago metropolitan region with local planning projects that improve quality of life and foster resilient, thriving communities. Since the program began, CMAP has completed over 150 LTA projects. As part of the implementation of CMAP's comprehensive plan, ON TO 2050, the agency slated new projects to apply its principles and help communities plan for the future, including Channahon in developing *Re-Imagine Channahon*.

Planning Process

Re-Imagine Channahon was a community-driven planning process and included numerous engagement opportunities for residents, business owners, service providers, local officials, Village staff, and other key stakeholders. The planning process was carefully designed to examine existing conditions, account for the needs and desires of a diverse community and provide a document that is responsive and reflective of the Village of Channahon. Specifically, the planning process included the following seven steps:

STEP 2

Community Outreach & Engagement

Community Outreach & Engagement consisted of in-person events and online tools utilized to gather feedback and input from residents. This included engagement with a wide variety of community stakeholders to identify key issues, opportunities, strengths, and assets in Channahon.

STEP 4

Community Vision, Goals & Objectives

Community Vision, Goals & Objectives consisted of a visioning charrette to guide the development of a unified vision, goals, and objectives for the Village. These guided the development of the policies and programs within the Comprehensive Plan.

STEP 6

Draft Plan

Draft Plan consisted of the drafting of community-wide plans and policies as well as an implementation program. These address land use and development, residential areas and housing, community facilities, multimodal transportation, environmental systems and sustainability, and economic development and competitiveness.



STEP 1

Project Initiation

Project Initiation consisted of meetings with Village staff and the Comprehensive Plan Advisory Committee to begin the project.



STEP 3

Existing Conditions Analysis

Existing Conditions Analysis consisted of a complete review of Channahon as it exists today, based upon field reconnaissance, GIS data, and extensive research. This analysis provides a complete understanding of current conditions in Channahon that acted as a foundation for plan recommendations and policy. Step 3 culminated in the development of the Issues & Opportunities Memorandum.



STEP 5

Key Recommendations

Key Recommendations consisted of the development of preliminary recommendations and policies that are the core of the Comprehensive Plan, which guided the overall development of the plan document.



STEP 7

Plan Document & Adoption

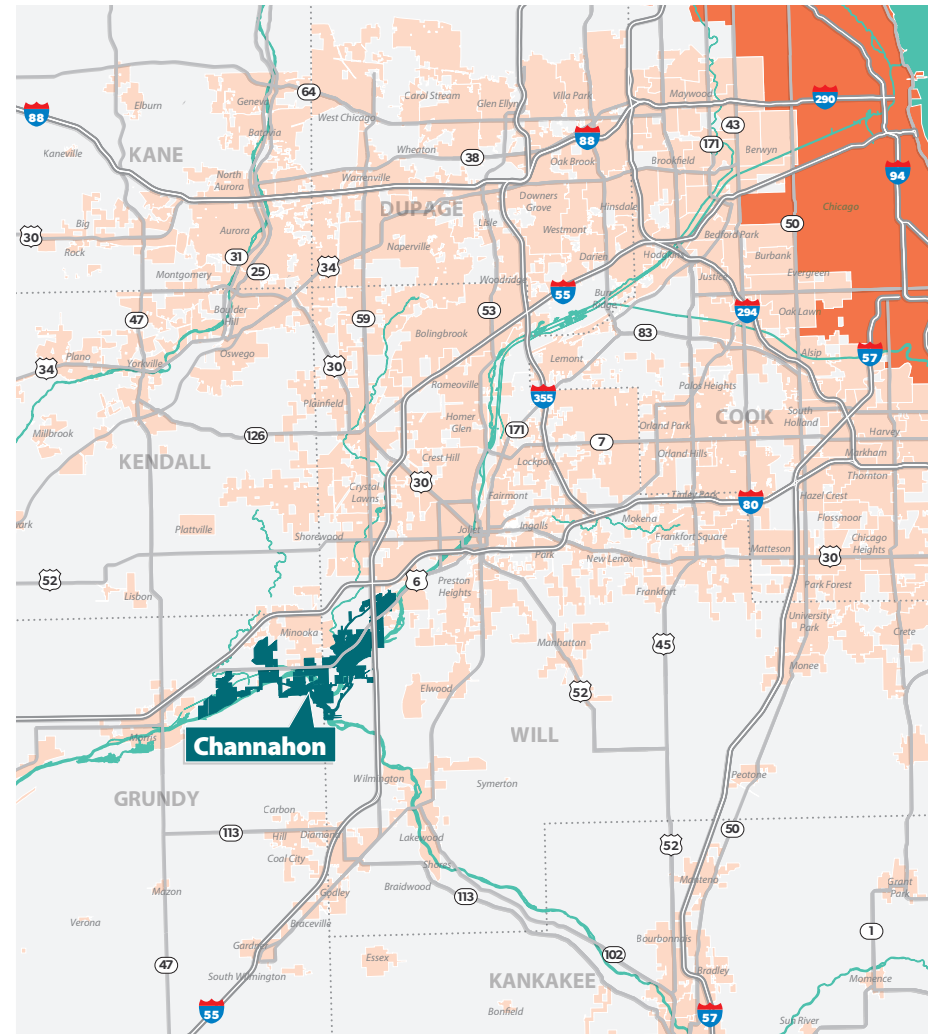
Plan Documents & Adoption consisted of the preparation of the final Comprehensive Plan document and adoption process, including a community open house, Planning and Zoning Commission Meeting, and adoption by the Village Board.

Regional Context

The Village of Channahon is a northern Illinois community of roughly 13,000 residents, located on the southwestern periphery of the Chicago Region. With immediate access to both Interstate 55 and Interstate 80, Channahon is closely connected to the larger Chicago Metropolitan Region, a dense area of over nine million residents. In addition, the Village is positioned at the confluence of the Des Plaines, DuPage, and Kankakee Rivers, which become the Illinois River to the west. This is how the community received its name. Channahon is a Native American term from the Pottawatomie tribe meaning “meeting of the waters.” Combining interstate, rail, and river access, Channahon has been a target for freight and industry related to intermodal transport. This is further heightened by proximity to the CenterPoint Intermodal Center and other transportation service facilities in the region.

Channahon is split roughly in half by county lines, with the eastern half located in Will County and western half located in Grundy County. The Village is surrounded by a number of unincorporated areas and shares direct borders with the Village of Minooka the City of Joliet, and the City of Morris. Route 6 is the primary roadway through Channahon, connecting from the City of Joliet and I-55 in the east across the DuPage River to Morris and I-80 (via Brisbin Road) to the west.

The Village’s regional location allows Channahon to offer the best of all worlds: suburban living, urban amenities, and a rural landscape. I-55, I-80, and Route 6 provide access to urban communities across the region, including the City of Chicago and nearby City of Joliet. This is balanced by a healthy housing market and well-maintained environment that offers quality homes in a rural, picturesque setting. In 2018, Channahon was named the second Safest City in Illinois and thirteenth Safest City in America by the National Council for Home Safety and Security, and was also identified by WalletHub as one of the top communities in which to raise a family.




Planning Area

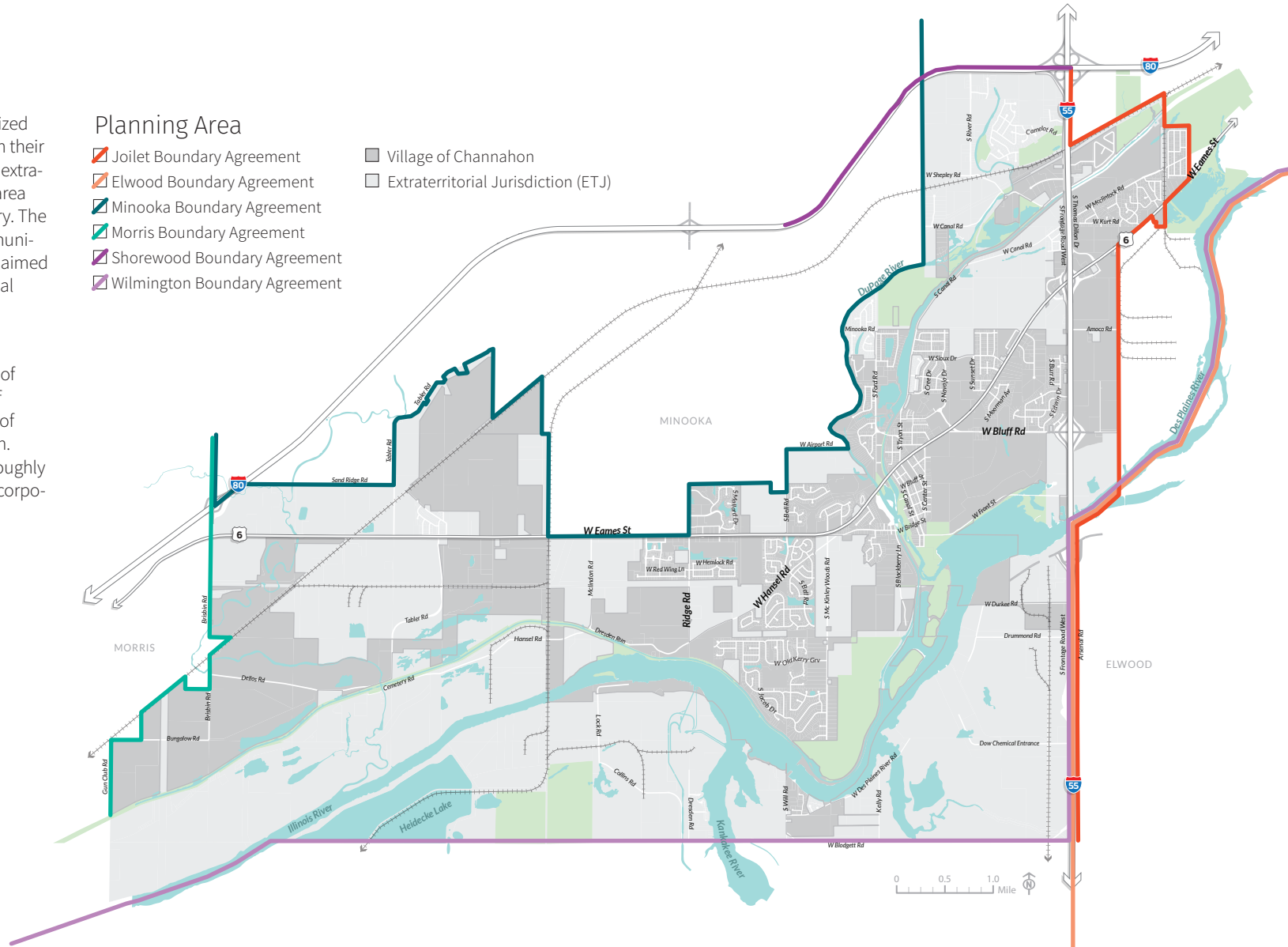
Per state statute, Channahon is authorized to plan for all areas incorporated within their jurisdiction as well as land within their extra-territorial jurisdiction (ETJ), a 1.5-mile area extending from the municipal boundary. The ETJ excludes other incorporated communities, non-contiguous areas, and land claimed by other municipalities through a formal boundary agreement.

The Village of Channahon has formal boundary agreements with the Village of Elwood, the City of Joliet, the Village of Minooka, the City of Morris, the Village of Shorewood, and the City of Wilmington. Channahon's planning area includes roughly 28,140 acres of land: 11,607 acres of incorporated land and 16,530 acres in the ETJ.

Planning Area

-  Joilet Boundary Agreement
-  Elwood Boundary Agreement
-  Minooka Boundary Agreement
-  Morris Boundary Agreement
-  Shorewood Boundary Agreement
-  Wilmington Boundary Agreement

-  Village of Channahon
-  Extraterritorial Jurisdiction (ETJ)



Community Profile

It is essential for the Village to establish a clear understanding of the community's current issues, trends and conditions before planning its vision for the long-term. The following chapter presents an overview of Channahon as it exists today, examining input from community outreach; past plans, studies, and reports; a market and demographic analysis; existing land use; and current zoning. This preliminary understanding of the Village's needs and existing opportunities created a foundation upon which the plan's recommendations were formed.

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Community Profile

Community Outreach

Community outreach is at the core of the *Re-Imagine Channahon* Comprehensive Plan. Informed by a planning process dedicated to engaging residents, businesses, officials, service providers, and other stakeholders, the Plan is responsive to the Village and addresses the issues and opportunities most important to the Channahon community. Public engagement included both in-person events that facilitated face-to-face discussion as well as online tools and applications that provided more accessible, around-the-clock outreach opportunities. These were thoughtfully designed to identify issues, opportunities, desired projects, and critical assets, all of which were carefully considered in preparing the recommendations and policies of *Re-Imagine Channahon*.

Outreach Completed

The outreach process resulted in **759** instances of participation in support of the *Re-Imagine Channahon* Comprehensive Plan. The following is a review of all outreach completed.

In-Person Outreach

Community Workshop

June 6, 2018 – 67 Participants

The Community Workshop was the primary outreach event and included an exercise designed to gather input regarding issues, opportunities, potential projects, and key strengths and assets of the Channahon Community.

Business Workshop

June 13, 2018 – 14 Participants

The Business Workshop was held to engage with the local business community and gather feedback and input from a business and development perspective.

Key Stakeholder Interview

June 6 & 13, 2018 – 29 Participants

One-on-one and group interviews were conducted with a range of stakeholders identified by Village staff for their unique perspective. These provided a more personal setting for detailed discussion of specific issues. This included a meeting with representatives of taxing bodies and service providers within the area.

Outreach Postcards

53 Participants

To support additional events, outreach postcards were developed and distributed locally, including at the Channahon Police Department's National Night Out event. The postcards included information about *Re-Imagine Channahon* and the planning process as well as a three-question survey intended to allow quick, easy engagement.

Online Outreach

Project Website

A project website was developed to support the planning process that contained information and updates concerning the project, meeting notices, and project documents. In addition, the website also hosted outreach tools, including online questionnaires and map.social.

Online Questionnaires

Available April through September, 2018 – 573 Participants

Online questionnaires were developed to supplement in-person events by offering opportunities for individuals to get involved that were not time constrained and could be accessed around-the-clock. This helped capture input from those unable or unlikely to attend a workshop. Two questionnaires were developed, one for Channahon residents and one for those who own or operate a business in the Village.

map.social

Available April through September, 2018 – 8 Participants

map.social is a public outreach tool that allowed individuals to provide feedback and comments tied spatially to a point or area. The tool provided a way for anyone to create a map of their community, identifying their own issues, opportunities, weaknesses, and threats.

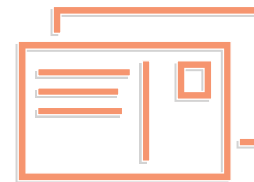
Summary of Outreach

Public engagement and outreach helped identify a wide range of issues, opportunities, concerns, and priority projects that should be addressed within Channahon. However, a few major themes consistently arose across all outreach conducted that represent the key points of discussion that are most important to Village residents. These themes helped guide the direction, policy, and recommendations of the *Re-Imagine Channahon* Comprehensive Plan.



759

Instances of Engagement



53

Outreach Postcards Completed



581

Individuals Engaged Online



110

Individuals Engaged In-Person



573

Online Questionnaire Responses



70

map.social Points Created

Lack of Retail

Outreach participants emphasized the lack of retail options within Channahon and called for additional businesses to support local shopping. Many residents noted that they are forced to leave Channahon for day-to-day necessities, leisure shopping, and entertainment, traveling to neighboring municipalities like Minooka, Joliet, and Shorewood. Respondents hoped that new businesses would help attract more visitors to Channahon and build a greater local tax base. Further, residents indicated a strong sense of community pride and a willingness to shop within Channahon if more options were available.

Infrastructure & Amenities for Expansion

Often related to the Village's lack of retail options and business was a concern that existing infrastructure does not support commercial growth. In addition, many participants indicated that the Village lacks certain amenities that would support both commercial, industrial, and even residential growth in the future. The capacity and location of existing infrastructure was often discussed, and many considered municipal-led infrastructure expansions a risky but potentially essential move for Channahon. This discussion often pertained to areas in western Channahon that are not fully integrated within the Village's urbanized footprint, with an indication that the high costs to make properties development-ready are discouraging investors from choosing Channahon.

Image & Brand

Overall, residents were highly positive about the Village's brand and image, with many saying they enjoyed Channahon's 'small-town character' and welcoming community. There was concern; however, that this does not translate outside the Village and that Channahon lacks the necessary external brand to attract investment, new businesses, and visitors. There was a common feeling that Channahon has much to offer, but those in neighboring communities and the larger region are unaware of those amenities or even where the Village is located. Others felt that the community's image moving forward is unclear, and that Channahon is unsure of what it wants to be. As a result, participants called for a well-stated brand and image that would communicate to visitors, investors, and residents alike what Channahon aims to become in the future.

Lack of a Village Center

Residents were concerned about the lack of a downtown or Village center. This was often connected to the lack of retail in Channahon as well as the Village's regional presence. The pre-recession 'Town Center' project was regularly discussed, with a variety of different solutions and new projects recommended. At the core, residents hoped to see action taken on the project, particularly given the empty fields that act as a visual reminder of its status. Further, many participants emphasized the need for a village center or focal point that offers retail options, entertainment, a community gathering space, and a concentrated district for activity. It was felt that without this, Channahon has no defining area or point of interest that supports residents and attracts visitors to the Village.

Note on Summary Context

This summary is comprised of thoughts, comments, and opinions received through community outreach. It is important to note that the items identified are not recommendations of the Comprehensive Plan, but rather feedback and comments received from those who participated in public engagement.



Traffic & Congestion

Another critical point of discussion was traffic and congestion within the community, particularly as relates to Route 6. Residents emphasized the issue of congestion along Route 6 and other roadways within the community, often linked to truck traffic. Located proximate to both I-55 and I-80, it was noted that traffic along these highways affects mobility within Channahon. In particular, accidents or backups on the highway can overflow into the Village as drivers choose to cut through Channahon. Participants also discussed the limitations of Channahon's roadway network, which has few north-south roadways and relies on Route 6 as the only east-west connection through the Village.

Truck Traffic & Intermodal Industry

Residents identified truck traffic and the growth of intermodal industrial and related businesses as a significant contributor to congestion within Channahon. Many argued that increases in the number of trucks moving within Channahon is affecting local traffic and making it dangerous to drive within the Village. Given its regional position, with access to multiple interstates and waterways, Channahon is currently a target for intermodal- and transportation-based businesses. As a result, the community has shown heightened concern that development of intermodal facilities and businesses will generate more truck traffic. Many called for limitations to industrial growth and a refocusing to attract other, less impactful industries to Channahon.

Preserving Community Character

As previously noted, residents are generally satisfied with the image and character of Channahon. As such, the need to preserve and maintain this character was regularly emphasized throughout outreach. Participants feared that continued growth, particularly intermodal and industrial uses, might change the character of the Village and disrupt the existing sense of community. Respondents felt it was important that, as growth and other improvements occur within Channahon, the community's character should always be considered and thoughtfully preserved as an essential assets for the Village.

Environmental Assets

When asked to list the strengths and assets of Channahon, environmental features were always discussed, particularly the local waterways and rivers. Residents felt that these are important to Channahon's image, but are often underutilized and inaccessible. As part of better attracting investment and activity to Channahon, participants recommended efforts to better activate these environmental assets. This included greater access and recreation along existing waterways, trails and routes that better connect to natural areas, and improvements to further beautify the community.



Past Plans, Studies & Reports

Re-Imagine Channahon is the latest landmark in a history of planning efforts and progress within the Village of Channahon. The Comprehensive Plan is responsive to the past plans, studies, and reports which have aided the Village in assessing its needs and ensuring healthy growth over time. To support the planning process, a thorough review and analysis of past planning efforts was completed. By incorporating the goals, strategies, and recommendations of past plans, *Re-Imagine Channahon* acts as a unifying document that provides a single, cohesive vision for the future of Channahon.

Channahon Town Center Design Guidelines (2002)

The Channahon Town Center Design Guidelines outlines development goals geared towards creating a well-rounded, attractive, and flexible village core. The guidelines specifically address the partially vacant area surrounding the Village Hall along Navajo Drive. The document examines existing conditions and considers how future growth can produce a unique town center featuring offices, housing, and entertainment with a multitude of amenities such as a government center, church, library, and post office. The plan specifies acceptable structural designs for housing, mixed-use, commercial and institutional developments, with details on corresponding parking, building height, and setback dimensions. Park space and street composition designs are included to promote attractive pedestrian environments that are accessible by foot and bicycle.

Commercial Design Guidelines (2006)

The Commercial Design Guidelines were developed to improve the design of future commercial areas within Channahon, specifically to address the negative impacts of “big-box retail” and “super retail” centers. The report provides design guidelines regarding façades, building materials, parking areas, street access, signage, bike paths, landscaping, lighting, and accessory structures, establishing a blueprint for the ideal future commercial development. Examples of design standards are consolidated retail signage, use of trees and large shrubs, textured pedestrian crossings, and variations in façade planes and rooflines.

West Side Sub-Area (2007)

The West Side Sub-Area plan recognizes the significant population growth of the West Side area and offers guidance for its continued growth. It was intended to complement The Village’s 2003 Comprehensive Land Use Plan amendment as a supplementary guide specific to the western portion of Channahon. By evaluating the area’s unique characteristics, the plan documents the goals and objects divided into the following five categories:

- Character and Environment
- Residential Development
- Non-Residential Development
- Transportation
- Parks and Open Space

These goals include creating attractive distinct view corridors, ensuring that future development is sensitive to the natural topography, planning future roadway improvements, providing pedestrian and bicycle paths, and encouraging quality residential development.

Channahon Comprehensive Plan (2008)

The 2008 Comprehensive Plan was the Village’s last community-wide comprehensive planning effort, establishing a long-term outlook for growth and development based on the objectives, priorities, and overall vision of the Village. The document was designed to guide decision making in Channahon by identifying land use patterns and assessing the compatibility of new investment with existing development. The plan identifies the following goals:

- Enhance the physical environment of the village;
- Maintain the character of community-oriented residential development;
- Promote commercial growth and employment opportunities;
- Strategically place land uses that correlate with their location;
- Achieve an efficient transportation system; and,
- Encourage the establishment of parks and passive recreational spaces.

Economic Development Initiative (2011)

The Economic Development Incentive report assesses both current and future development and redevelopment opportunities within the Village of Channahon by examining existing conditions through demographic analysis, community outreach, and market analysis. It identifies target redevelopment sites, design improvements, business attraction strategies, potential funding sources, and implementation techniques. Strategies include proper brand marketing, membership and organization formations, a new economic development website, and a wide range of economic development programs.

Brisbin Road Corridor Access Study (2012)

The Brisbin Road Corridor Access Study was completed by the Grundy County Highway Department in 2012 to coincide with construction of a highway interchange at I-80. Brisbin Road is located at the furthest western extent of Channahon and connects Route 6 north to the highway I-80. The Study presents a roadway improvement plan to support the influx of traffic produced by the new interchange and new development that may grow along the corridor. This includes an examination of existing traffic conditions, including corridor study limits, traffic volumes, roadway conditions, and public transportation, and assesses future land use and traffic conditions. The study recommends specific roadway designs that provide desired levels of service, access control, traffic signal spacing, intersection geometrics, traffic controls, and intersection operations.

Grundy County & Laborshed Regional Cluster Analysis (2014)

The Grundy County and Laborshed Regional Cluster Analysis was a joint effort by the Villages of Channahon and Minooka to prepare a cluster analysis of the development area surrounding the I-80 and Brisbin Road interchange. The cluster analysis evaluates demographic and business trends within Grundy County and creates connections between industries that have shared and specific needs which the study area would support. The study identifies six specific industry clusters which would best benefit from locating around the interchange:

- Advanced Materials
- Chemical and Chemical Based Products
- Energy (Conventional and Renewable)
- Glass and Ceramics
- Machinery Manufacturing
- Transportation and Logistics

In addition, the study provides recommendations on how to market the I-80 and Brisbin Road interchange for appropriate development as well as attract industries and investment that are most likely to succeed in the area.

DuPage River, Illinois Flood Risk Management Feasibility Study (2016)

The DuPage River and its major tributaries drain about 252 square miles in Illinois and meets with the Des Plaines River in the Village of Channahon. The DuPage River, Illinois Flood Risk Management Feasibility Study was a joint effort by the U.S. Army Corps of Engineers, DuPage County, and Will County investigating solutions to flooding along the DuPage River and its connecting waterways caused by major storm events. The flooding effects over 20 communities and causes significant damages to both residential and non-residential structures. The following solution tactics were prioritized by the community:

- Improve mapping and modeling of flood stages;
- Dredge the river to remove accumulated sediment;
- Clear debris or address constrictions at several bridges;
- Ensure appropriate retention times at existing detention ponds;
- Regulate allowed discharges from new development in the watershed, and;
- Modify existing dams to minimize flood impacts.

Demographic & Market Analysis

A thorough assessment of Channahon's demographics and the local and regional market was completed to ensure the goals, objectives, and recommendations identified through the planning process were viable and responsive to ongoing trends and influences. This analysis was completed in November, 2018 as part of the Issues and Opportunities Memorandum. It included a review of population demographics, employment, housing, and markets for retail, office, and industrial sectors, utilizing data obtained from the American Community Survey, the U.S. Census Bureau, ESRI Business Analyst, and CoStar.

For the complete Demographic & Market Analysis, see the appendix on *page 125* or the Issues & Opportunities Memorandum.

Existing Land Use

A holistic review of existing land use was conducted, guided by extensive field reconnaissance, research, and data analysis. Every parcel within Channahon and the Village's Extraterritorial Jurisdiction was considered and organized into one of the following twelve land use categories.

Agriculture

This category consists of properties dedicated to the production of crops, livestock, and other associated activities. This includes structures and related uses which contribute to agriculture operations, such as single-family homes that serve as farmhouses.

Single-Family Detached

This category consists of residential properties that contain a single, detached housing unit. These are commonly concentrated in planned subdivisions, but also include older neighborhoods developed over time.

Single-Family Attached

This category consists of residential properties that contain two or more units attached horizontally, with dedicated entrances for each dwelling unit. Common examples include duplexes, rowhouses, and townhomes.

Multi-Family

This category consists of residential properties that contain two or more units which are vertically stacked and share entrances, hallways, and communal spaces. Common examples include apartment and condominium buildings.

Manufactured Home

This category consists of residential properties that contain a manufactured home, either on permanent or temporary foundations. This includes both stand-alone mobile homes as well as planned neighborhoods containing numerous units with dedicated infrastructure and other amenities.

Commercial

This category consists of commercial businesses that offer goods and services. This includes retail stores, restaurants and establishments that sell food and drink, and hospitality uses such as hotels and motels. Commercial uses range in scale from stand-alone stores to strip malls with numerous tenants.

Office

This category consists of properties that contain office buildings for professional businesses and firms. This includes buildings dedicated to medical activities, such as clinics, outpatient centers, and private practices.

Industrial

This category consists of properties and structures dedicated to industrial businesses and operations. This includes both heavy and light industrial business, such as manufacturing, warehouse and distribution. In addition, higher intensity commercial uses that are similar or adjacent to industrial uses are included within this category, such as auto-repair garages and public storage facilities.

Public/Semi-Public

This category consists of properties that provide public services and/or amenities that support quality of life within the community. This includes municipal buildings, community facilities, schools and educational institutions, and places of worship.

Parks & Open Space

This category consists of properties that support active and passive recreation. This includes dedicated parks, preserved open spaces, forest preserves, and other areas intended to allow outdoor recreation or preserve environmental features. Golf courses and cemeteries are included within the category.

Utility & Railroad

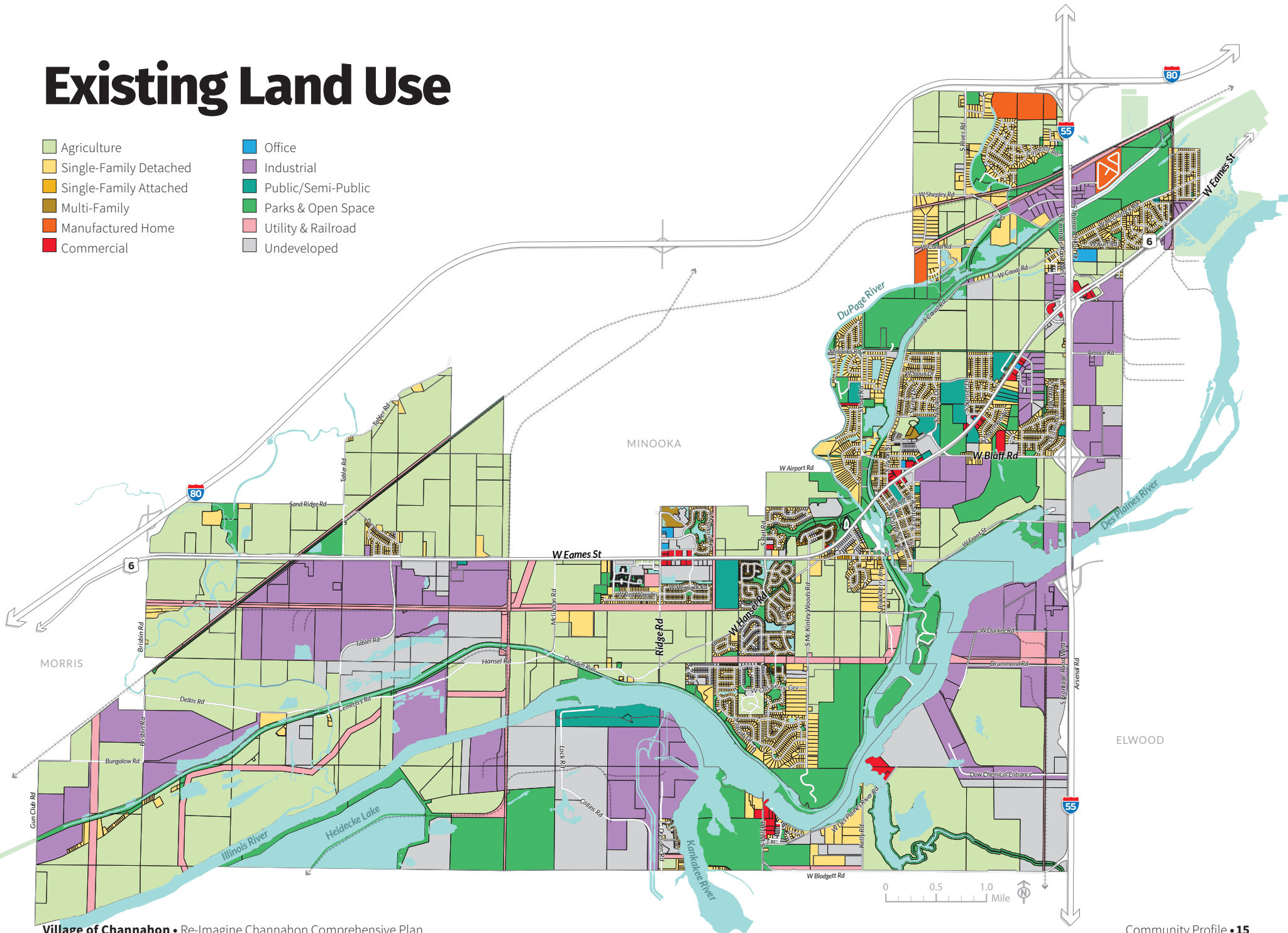
This category consists of properties that contain structures, facilities, or infrastructure that support utilities and railroad operations.

Undeveloped

This category consists of properties which are currently undeveloped. This includes vacant properties that have been prepared for development, properties for which previous structures have been removed or demolished, and uncleared properties that can be developed and are not preserved as open spaces.

Existing Land Use

- Agriculture
- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Manufactured Home
- Commercial
- Office
- Industrial
- Public/Semi-Public
- Parks & Open Space
- Utility & Railroad
- Undeveloped



Current Zoning

Channahon's codes and ordinances provide the framework for the type of uses and development permissible within the Village. Land use in Channahon is regulated by Title XV: Land Usage of the Village's Code of Ordinances and specifically by Chapter 156: Zoning Regulations. The chapter establishes the following 16 zoning districts and one overlay district, defining standards and requirements for how land within the districts can be utilized and developed.

A1 Agriculture encourages agricultural production, preserves fertile tillable soils, and provides vast open areas away from urban blight. It is comprised mainly of agricultural uses such as farming, horticulture, dairy farming, and domestic animal breeding. Residential uses like farm homesteads and single-family detached dwellings are allowed, as well as public facilities.

A2 Rural Residential allows residential development in rural areas where the land is unfit for long-term agricultural farming or urban development. This may be due to location, topography, soil characteristics, wetness, vegetation, or other natural or man-made reasons.

C1 Local Shopping creates an area for retail or service establishments to provide surrounding residents with daily goods and personal services.

C2 Community Shopping supports primary shopping areas for both the local and nearby communities, transients, and workers of business and industrial establishments. Almost all types of businesses, commercial enterprises, offices and service establishments are allowed.

C3 General Business provides for a wide range of retail and service commercial uses. The market area extends beyond the local area attracting from the broader region as well as pass-through traffic.

C4 Automotive Service supports commercial uses that focus primarily on automotive service, such as auto-repair shops. Given this focus, the district is restricted to major roads that provide for sufficient setbacks, visibility, and safe ingress and egress.

C5 Office/Transitional supports office and related uses that provide services to residents. This may include residential structures for both permanent and transient occupants as well as some commercial uses. The district allows both office buildings and larger homes used as office spaces, and is intended to serve as a buffer between residential and commercial areas.

C6 Office & Research Park supports campus-styled office parks that incorporate attractive, landscaped areas and an abundance of green space with large office buildings, research activities, and specialized industrial uses. No properties are currently zoned within this district.

C7 Day-Care & Professional Office supports day-care and preschool facilities along with professional office services that abut neighborhoods. It is typically situated next to low volume traffic near or by residential districts.

I1 Limited Industrial allows high quality, undistruptive manufacturing, transportation, warehousing, and wholesaling uses that can be intermixed with office and service uses. It does not permit any manufacturing activities that would be a nuisance to adjacent districts by means of noise pollution, smoke, vibration, toxic materials, dust, odors, explosion hazards, glare, or fire.

I2 Intensive Industrial allows high-intensity industrial uses, which includes heavy manufacturing, assembling, fabricating activities, and large scale or specialized operations that would be disruptive towards surrounding districts. Because it generally produces noise, glare, vibration, or odor, it is located far from residential areas.

PR Public Recreation provides land for public recreation such as parks, rivers, lakes, streams, golf courses, playgrounds, and other public spaces. It prohibits residential, commercial, and industrial uses in order to keep it open and free from development.

R1 Single-Family Residential supports predominantly low-density single unit residential dwellings with no commercial uses. It is the most restrictive of the residential districts and is meant to create quiet neighborhoods.

R2 Single-Family Residential protects older parts of Channahon that are mainly comprised of single-family homes. It both preserves and stabilizes the existing character of the residential area with the same regulations as an R-1 district at a slightly higher density.

R3 Multi-Family Residence supports predominantly medium-density residential dwellings, intended to allow a mixture of single-family, two-family, and multi-family dwellings along with schools, parks, churches, and public facilities.

















TC Town Center is intended to support a vibrant, pedestrian-oriented center to operate as the Village's focal point. This includes parks, shops, offices, entertainment, and public facilities, as well as high density residential and mixed-use development. This district was established based upon past planning efforts related to the Town Center.

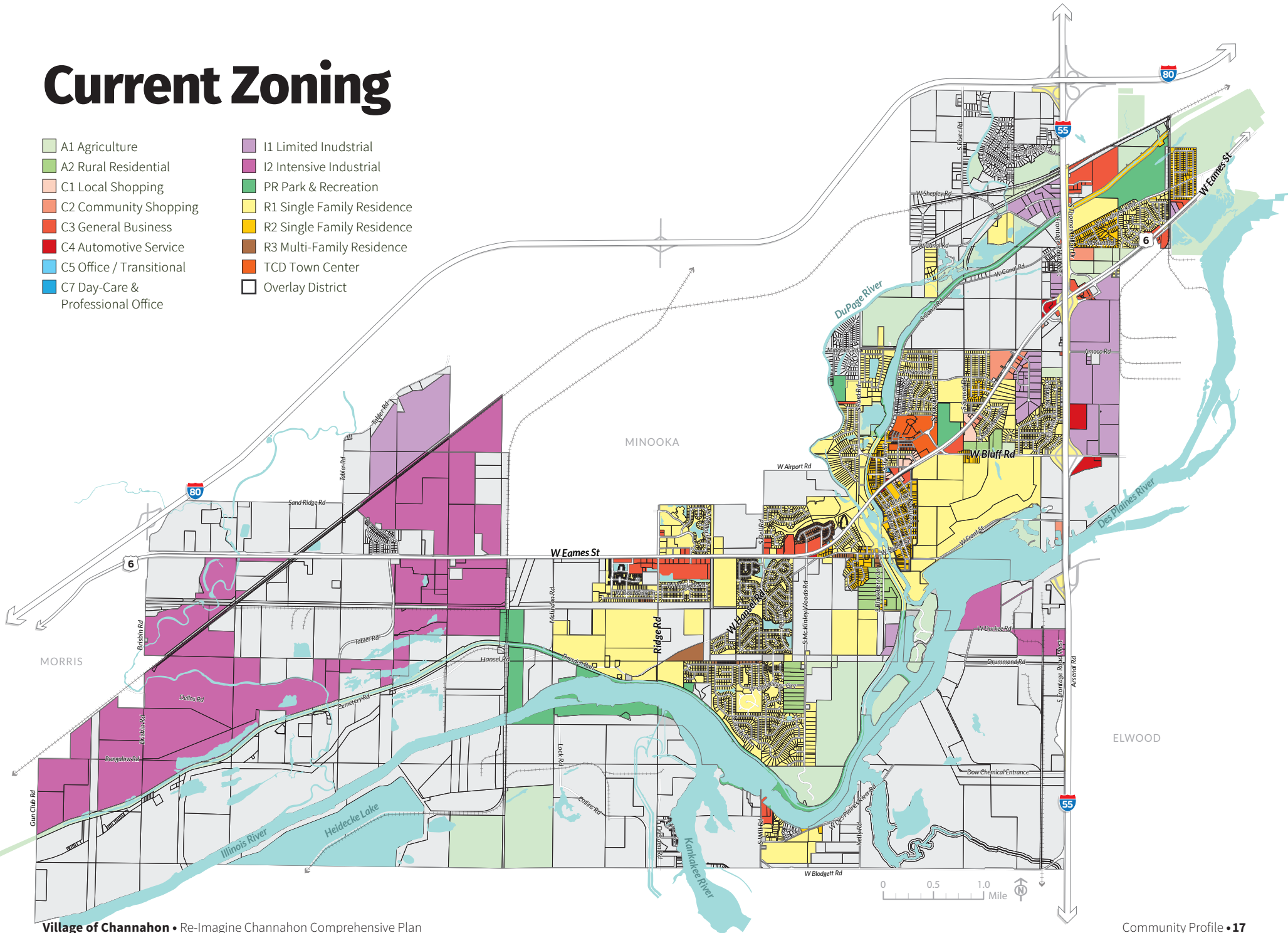
Overlay District

CP Channahon Proper

This overlay district is intended to preserve the historic value and character of the oldest part of Channahon and protect it from flood hazards. As an overlay district, it provides specific regulations that apply to the identified properties in addition to the underlying zoning.

Current Zoning

- | | |
|---|--|
|  A1 Agriculture |  I1 Limited Industrial |
|  A2 Rural Residential |  I2 Intensive Industrial |
|  C1 Local Shopping |  PR Park & Recreation |
|  C2 Community Shopping |  R1 Single Family Residence |
|  C3 General Business |  R2 Single Family Residence |
|  C4 Automotive Service |  R3 Multi-Family Residence |
|  C5 Office / Transitional |  TCD Town Center |
|  C7 Day-Care & Professional Office |  Overlay District |



Land Use & Development

Land use and how properties are developed and utilized are an essential component of long-range planning for any community. This is particularly important for Channahon given the opportunity for growth within the Village and the availability of underutilized land which could be the focus for new development. Understanding the potential for changes that could impact the character of Channahon, it is critical that the Village has a balanced approach to land use and development. This should enable growth and attract new uses that meet the needs and desires of residents while preserving the community's picturesque landscape and sense of place. This chapter establishes guiding policies for future land use and identifies specific recommendations and best practices for residential, commercial, and industrial uses within Channahon.

3

Land Use & Development

Vision

Leveraging the Village's regional location and healthy market position, Channahon will remain an inviting community that balances suburban living in a rural setting. Collaborative efforts to guide investment will allow the Village to continue growing while maintaining the unique character, landscape, and small-town charm that defines Channahon. This will include infill of planned subdivisions and new residential neighborhoods that serve to diversify the local housing stock. New commercial investment will bring additional retail and entertainment destinations near highway interchanges, complimented by local businesses throughout Channahon to provide shopping options that support residents and visitors alike.

By concentrating industrial uses on the Village's eastern and western periphery, Channahon will capitalize on multimodal transportation and industry in the area while buffering residential and commercial districts from negative impacts. As the community continues to grow, preservation and enhancement of natural area, water resources, and recreational amenities will ensure Channahon maintains its distinct landscape and provide activity to attract new residents, visitors, and businesses. At its foundation, growth in Channahon will be targeted, seeking to guide uses to appropriate areas for long-term success. This will ensure Channahon can balance residential, commercial, and industrial development while preserving community character and quality of life.

Goals

Goal #1

Direct development and investment to appropriate areas of Channahon, balancing investment in established areas with controlled outward growth.

Objectives

- Focus growth in priority areas that are best suited for investment and will contribute to the character and vitality of Channahon.
- Ensure future development is aligned with infrastructure capacities as well as water resources and limit unnecessary service extensions.
- Foster unique and welcoming environments for residential, commercial, entertainment and industrial uses that are desirable to residents, business owners, and developers.
- Carefully consider the impacts of outward growth and discourage, if possible, disconnected or 'leapfrog' development.

- Seek annexation of key areas that will allow the Village to guide future land use and influence the character of development.
- Ensure that the location and design of differing land uses does not result in conflicts or impact quality of life, particularly as a result of transportation and truck traffic.
- Launch a promotional campaign aimed at attracting new residential, commercial, and industrial investment to Channahon as well as visitors and activity from the surrounding region.
- Develop materials to educate property owners and developers pertaining to Village regulations, the permitting process, and applicable local, county, and state incentive programs.
- Consider economic development programs and incentives that will encourage development and investment and help guide growth to preferred locations within the Village.

Goal #2

Capitalize on a vibrant local housing market to provide diverse residential neighborhoods that appeal to current and prospective residents.

Objectives

- Prioritize residential infill within existing neighborhoods and the completion of incomplete subdivisions.
- Focus residential growth in the Village's established neighborhoods, generally between I-55 and McLinden Road.
- Encourage housing diversity, including residential products that differ in scale, density, tenure, and price.
- Encourage housing options for seniors looking to downsize or 'age-in-place,' including higher-density residential as well as assisted living facilities and developments.
- Regularly review and update subdivision and zoning regulations to address issues and inconsistencies and enforce established design standards within existing and future neighborhoods.

Goal #3

Foster a diverse business community that supports local needs while attracting regional shoppers and visitors.

Objectives

- Encourage regional commercial development around the I-55 and I-80 interchanges to capitalize on accessibility and higher traffic volumes.
- Encourage corridor commercial development in concentrated nodes along Route 6 to attract businesses that provide residents with daily goods and services.
- Encourage the development of entertainment uses that appeal to local and regional residents and promotes tourism.
- Explore the development of destination commercial, such as restaurants and cafés, in locations that benefit from access and proximity to recreational amenities and local waterways.

Goal #4

Support industry as a vital economic resource while mitigating impacts on other land uses.

Objectives

- Encourage light industrial uses in appropriate sites along the I-55 corridor.
- Encourage light and heavy industrial uses in western Channahon.
- Prohibit further industrial investment in central Channahon, roughly between Municipal Drive and McLinden Road.
- Encourage long-term relocation of industrial businesses which are incompatible with surrounding uses to more appropriate areas of Channahon.
- Establish formalized industrial parks to support on-site improvements, branding, and economic development, working with the Greater Channahon-Minooka Chamber of Commerce, the Will County Center for Economic Development, and the Grundy Economic Development Council.
- Explore economic development programs and incentives that will encourage industrial investment and help guide development to preferred locations within the Village.

Land Use Plan

The Land Use Plan provides direction for how land should be used and developed within Channahon. It is intended to act as a resource for Village staff, officials, and policy makers as well as developers, property owners, and residents, guiding how growth and development occurs within the community. All parcels within the Village and its planning area have been designated as a specific land use, taking into account existing and adjacent uses, development and market potential, infrastructure capacities and water resources, growth priorities, and other factors and considerations specific to Channahon. Collectively, these designations define the current and future uses for land within the community.



Agriculture

Properties designated Agriculture are primarily dedicated to the production of crops and livestock as well as low-density residential with a predominantly rural character.



Single-Family Neighborhood

Properties designated Single-Family Neighborhood are dedicated to both detached and attached single-family residential structures. This includes single-family homes, duplexes, and townhomes in planned subdivisions, established neighborhoods, and isolated stand-alone structures.

Multi-Family

Properties designated Multi-Family are dedicated to residential development that consists of two or more dwelling units which are vertically stacked and share entrances, hallways, and communal spaces.



Residential Flex

Properties designated Residential Flex are intended to provide the Village with flexibility in supporting appropriate and creative residential development. These properties are suitable for multi-family and single-family attached development, but could also enable single-family detached housing and other creative solutions that contribute to housing diversity within Channahon.



Regional Commercial

Properties designated Regional Commercial are dedicated to businesses offering goods and services that attract regional consumers as well as community residents. These are concentrated at the Village’s interchanges with I-55 and I-80.

Destination Commercial

Properties designated Destination Commercial are dedicated to businesses that act as destinations, attracting tourism to the community. This includes entertainment and cultural uses as well as businesses that elevate the landscape and natural assets of Channahon to attract visitors from the region.



Corridor Commercial Node

Properties designated Corridor Commercial Node are dedicated to businesses offering everyday goods and services to community residents. These are concentrated at key intersections and nodes along the Route 6 corridor and should also appeal to consumers moving to and through the community.

Town Center

Properties designated Town Center are included within the Village’s Town Center site and intended for development that creates a dense and active community focal point. Development of these properties should be guided by the Town Center Sub-area in **Chapter 8: Subarea Plans**.



Medical

Properties designated Medical are dedicated to medical uses and related facilities, including hospitals, clinics, outpatient centers, and private practices. In addition, this designation provides opportunities for medically-related residential and commercial development, such as assisted living facilities or businesses selling medical supplies and equipment.

Industrial

Properties designated Industrial are dedicated to industrial businesses and operations, including both heavy and light industrial as well as higher intensity commercial uses that are consistent with the character of industrial uses.



Parks & Open Space

Properties designated Parks & Open Space are dedicated to parks, preserved open spaces, forest preserves, and other areas intended to support active and passive recreation within the community. This includes golf courses and cemeteries that are similar in use and function to parks and open spaces.

Public/Semi-Public

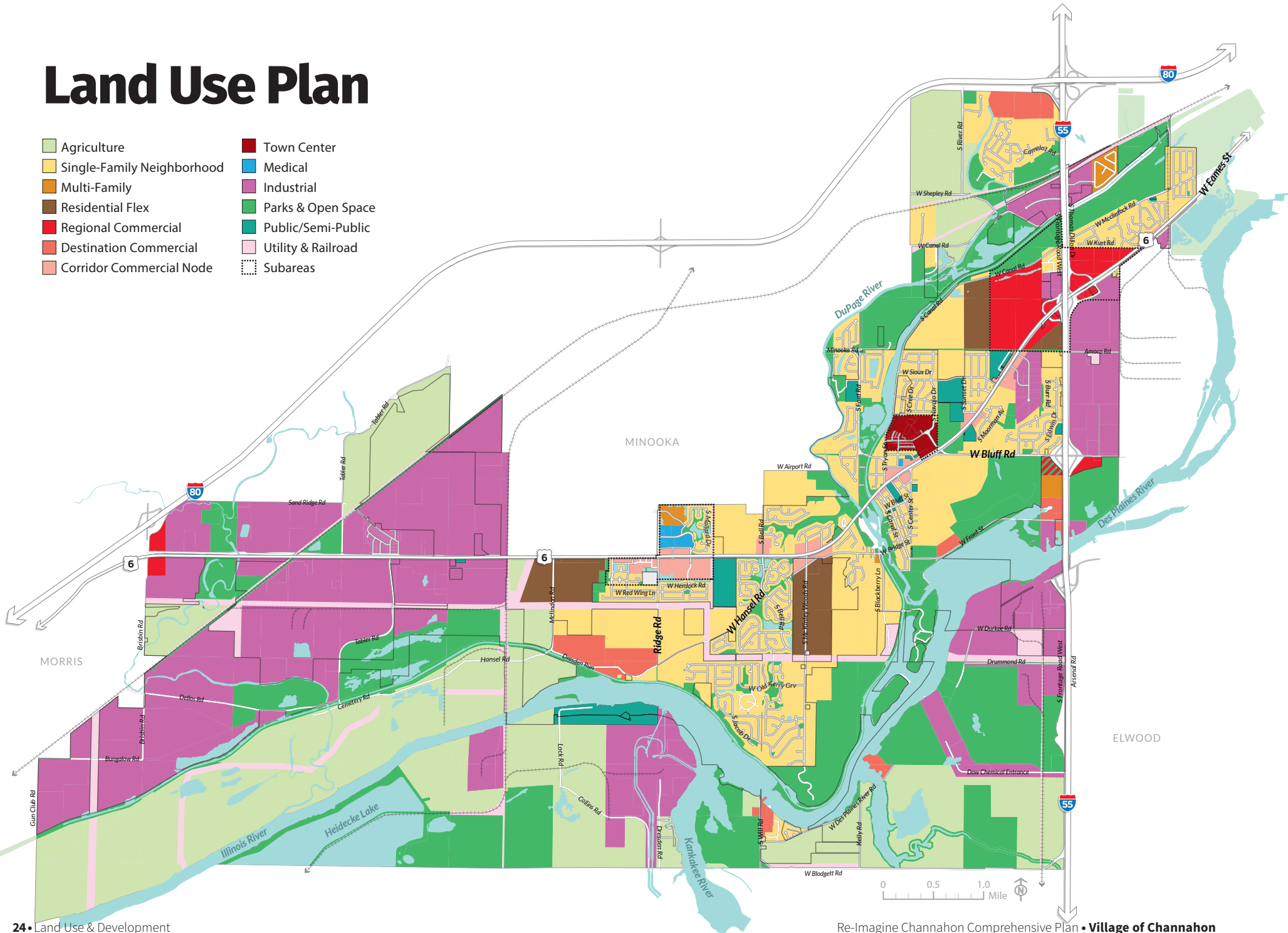
Properties designated Public/Semi-Public provide public services and amenities that support quality of life within the community. This includes municipal buildings, community facilities, schools, and places of worship.

Utility & Railroad

Properties designated Utility & Railroad are dedicated to the structures, facilities, and infrastructure that enable utilities and railroad operations.

Land Use Plan

- Agriculture
- Single-Family Neighborhood
- Multi-Family
- Residential Flex
- Regional Commercial
- Destination Commercial
- Corridor Commercial Node
- Town Center
- Medical
- Industrial
- Parks & Open Space
- Public/Semi-Public
- Utility & Railroad
- Subareas



Infrastructure

An essential component of growth within Channahon is the capacity of infrastructure to support new development. This is particularly important given the availability and location of areas for potential growth. Infrastructure capacity must continue to be a central consideration of development within Channahon. This should include analysis of sewer and stormwater utilities as well as water supply and capacity. The Village should ensure development is aligned with infrastructure by accounting for water resources and balancing both short- and long-term needs.

Water Resources

State surveys predict that the deep aquifer from which Channahon receives its water supply may be depleted in the next 30 years. The Village is in the process of exploring new water sources and is coordinating with other communities in the area to address this issue. Water resources must be considered as part of reviewing and approving future development. The Village should encourage development that reduces water usage through sustainable design and best practices. In addition, the Village should coordinate with developers and property owners to ensure future growth is aligned with the availability and capacity of water resources in the future. For more information regarding water service and water resources, see pages 64 and 65 of **Chapter 5: Community Facilities & Infrastructure**.

Short-term

In the short-term, The Village should work collaboratively with developers to enable growth while maintaining the quality of infrastructure systems. As part of the development review process, the Village should continue to analyze fiscal and environmental factors that may affect infrastructure capacities and water supply. This will ensure development is appropriate for Channahon, responsible with the Village's resources, and best positioned for long-term success. This should not be seen as restrictive to future development, but rather, the Village should aim to foster collaboration with developers to explore options that will ensure a high quality of service for existing and future projects.

Long-term

As a growing community, the Village will need additional facilities to accommodate the full potential of future growth. The Village should develop a detailed, multi-year Capital Improvement Plan (CIP) with considerations for infrastructure improvements and extensions. This should include a dedicated analysis or parallel study regarding new major facilities that will be necessary to enable long-term growth in western Channahon. Establishing a comprehensive understanding of the Village's long-term infrastructure needs is essential. This must be partnered with policies and best practices to reduce Channahon's water consumption and conserve existing water. In addition, the Village should continue to actively seek new water sources, coordinating with adjacent communities and agencies in the region.



Accommodating Future Growth

The Village of Channahon is positioned on the periphery of the Chicago Metropolitan Region, marking the edge where the suburban environments surrounding Chicago meet the rural landscapes of Illinois. Channahon and the Village's planning area include a large volume of agricultural uses and undeveloped land that could result in considerable growth in the future. This includes roughly 2,700 acres of undeveloped land within the Village's planning area as well as over 10,000 acres currently used for farming and agricultural uses.

The sheer amount of developable land within Channahon's planning area emphasizes the importance of growth management and the need for a defined approach to development. The Village should seek to activate development opportunities in a manner that will allow the community to grow, diversify, and continue to attract residents and businesses. However, this should be balanced by considerations for infrastructure, water resources, western expansion, and annexation to ensure the Village can maintain its high quality of life and reinforce existing areas with new development. Aiming to balance outward growth with internal reinvestment, the Village should consider the following approaches to accommodating future growth in the community.

Emphasizing Channahon's Core

Channahon's historic core grew around the intersection of Route 6 and Tryon Street, adjacent to the DuPage River. Over time the Village expanded eastward toward I-55 and Joliet as well as westward across the River. Today, the Village's core includes residential, commercial, and industrial uses roughly positioned adjacent to Route 6 between the DuPage River and the Village's eastern border with Joliet. Many of Channahon's most established neighborhoods, community facilities, and key destinations are located in this area.

Compared to other communities that have limited development opportunities in their central districts, Channahon's core has many undeveloped and underutilized properties that could support new development. For example, the agricultural land between Route 6 and Canal Road could enable residential and commercial development in close proximity to the Town Center site, the DuPage River, and I-55.

As the community continues to grow, the Village should emphasize Channahon's core as a priority for future development. Attracting and encouraging development within this area will help to reinforce existing neighborhoods and businesses as well as strengthen the core as an active central district. In addition, development within the core will be able to utilize existing infrastructure while reducing unnecessary or strenuous infrastructure expansions.

It is important to note that prioritization of development within Channahon's core should not restrict development in other areas of the community. Rather, the Village's core should be a target for new construction that will capitalize on past investment and reinforce existing neighborhoods, businesses, and activity centers. Appropriate development within Channahon's core will act as a foundation for long-term growth, supporting the stability and viability of outward expansion and continued development. While growth in the core should be prioritized, the Village should welcome development in other areas of the community where appropriate.

Encouraging Appropriate Western Growth

Western Channahon, generally including land west of the DuPage River, has the largest potential for new development. With considerable amounts of undeveloped and low-intensity agricultural land, future development could dramatically change the character of this area and Channahon as a whole. To ensure that future development provides the greatest benefit, the Village should coordinate with developers to guide appropriate western growth of the community.

As discussed, while development in Channahon's core should be a focus, concurrent growth within Western Channahon should not be restricted. Instead, the Village should ensure that development opportunities are carefully reviewed and considered to confirm they are consistent with the Village's desired pattern of development. In particular, considerations should be given to the impacts on infrastructure, water resources, traffic and congestion, truck traffic, accessibility, community facilities and services, and overall quality of life. In general, the Village should encourage continuous development in close proximity to Route 6 that minimizes required infrastructure extensions.

Far Western Periphery

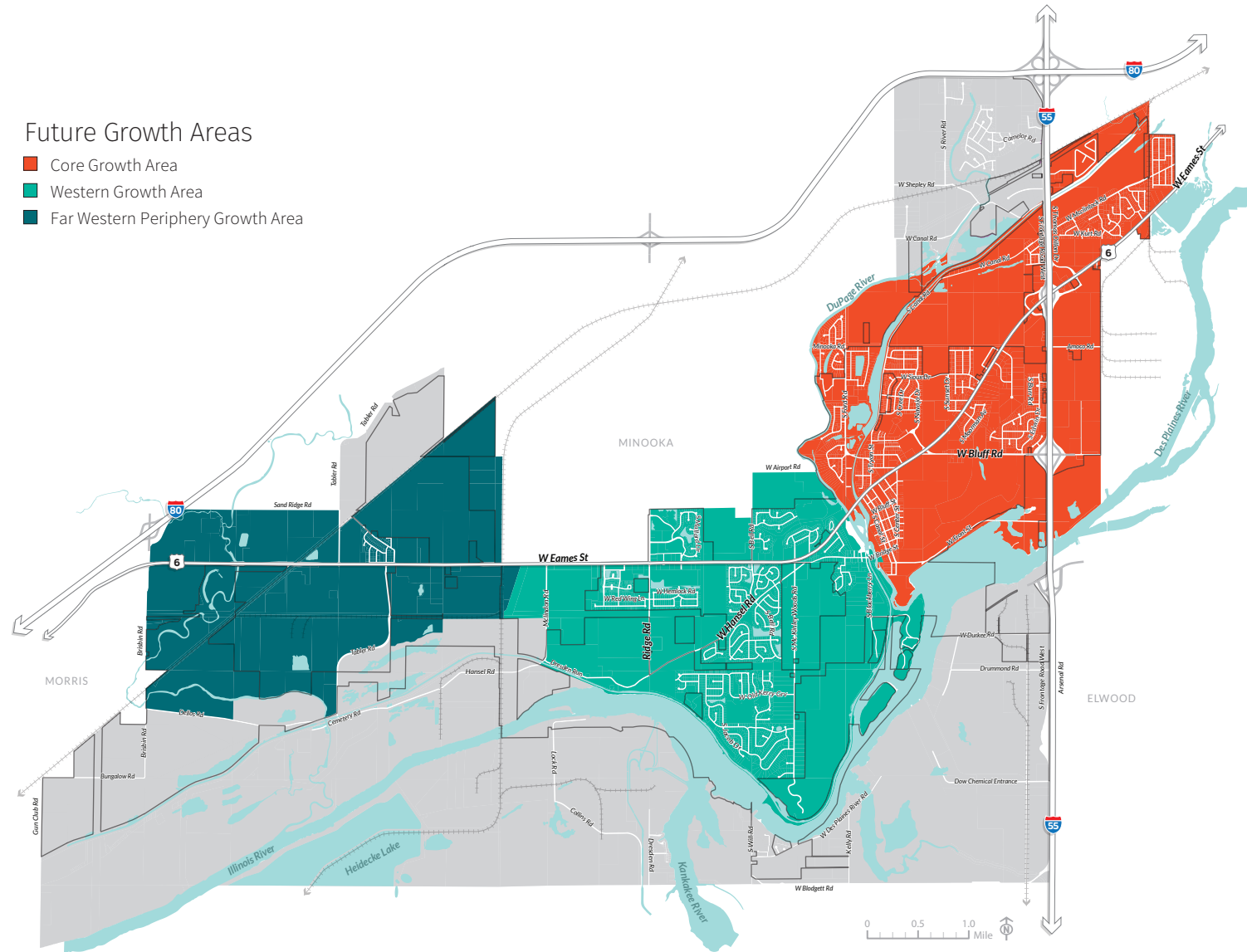
West of McLinden Road, the landscape becomes increasingly rural and industrial, featuring intense, heavy industrial companies near Tabler Road; low density residential neighborhoods and stand-alone homes; and widespread agricultural uses. As the farthest western periphery of Channahon, this area is distant from the Village's established neighborhoods, commercial centers, community facilities, and recreational amenities. In addition, the area is not consistently served by existing infrastructure.

Given these challenges, the far western periphery should be a lower priority for new development. In general, residential development should be discouraged and commercial development should be guided to properties further east that could contribute to activity in Channahon's established areas.

The primary focus for this area should be long-term industrial development that is consistent with existing users and capitalizes on access to I-80. By concentrating heavier industrial users in this area, the Village can continue to attract industrial development that supports economic growth and job creation while reducing impacts on residents and low intensity districts. This should include considerations for infrastructure capacities and the effect on water resources.

Future Growth Areas

- Core Growth Area
- Western Growth Area
- Far Western Periphery Growth Area

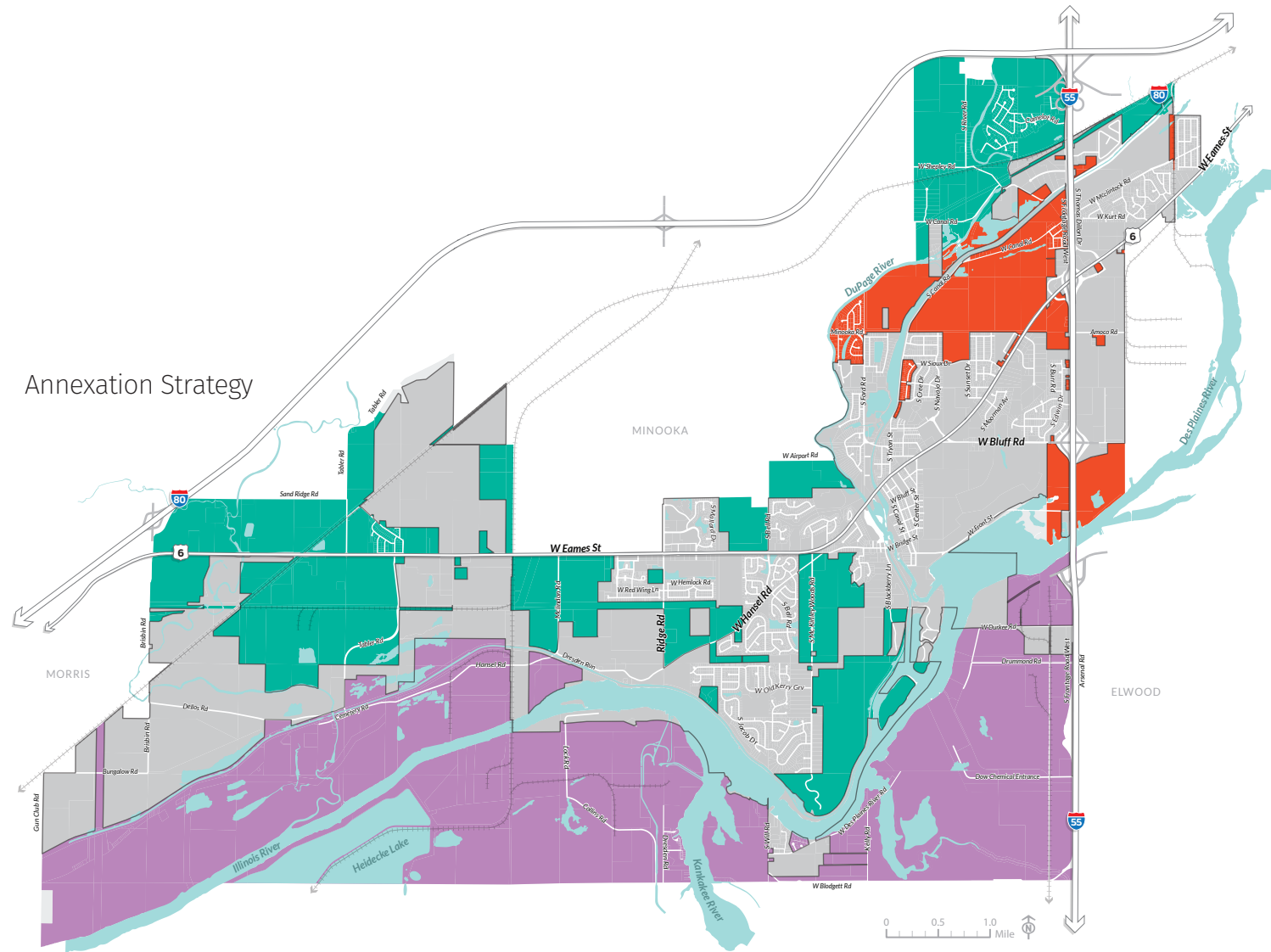


Annexation

Channahon's extraterritorial jurisdiction comprises over 16,000 acres of unincorporated land that could be annexed into the Village. This includes large swaths of land on the Village's periphery positioned between Channahon and adjacent municipalities as well as numerous smaller unincorporated pockets scattered throughout the community. Accounting for the sheer size of this area, the Village must balance appropriate annexation in specific areas while discouraging unnecessary outward growth that could strain the Village's infrastructure or improvements. Ultimately, annexation should give Channahon the ability to guide growth and development within its planning area without overextending the Village's services and amenities or impacting quality of life for existing districts.

Taking these factors into consideration, the Village should utilize the accompanying Annexation Strategy to guide future growth and the incorporation of property.

Annexation Strategy



Priority 1: Unincorporated Pockets and Critical Areas

Priority 1 includes unincorporated pockets within close proximity to established districts as well as critical areas that should be a focus for annexation and development. These are primarily concentrated in Channahon's Core and along major roadway corridors, including Route 6 and I-55. These should be the first priority for annexation that will allow the Village to control growth, development, and how land is utilized in areas that could have the largest impact on incorporated districts and properties.

Priority 2: Long-term Growth Areas

Priority 2 includes unincorporated areas that could be the focus for long-term growth and development. These are primarily concentrated west of the DuPage River and in close proximity to Route 6. Annexation of Priority 2 properties should be developer initiated or guided by anticipated development opportunities and projects.

Priority 3: Rural Conservation Areas

Priority 3 includes areas that are not well suited to annexation, largely due to their position relative to the Village municipal boundaries or physical barriers that would limit connectivity. These are primarily concentrated on the periphery or at the farthest western extent of the Village's planning area. These areas should not be prioritized for annexation or development in the immediate future to reduce unnecessary outward expansion and preserve the rural character of the surrounding landscape.

Branding & Promotion

Despite its unique location and wealth of recreational opportunities, Channahon is not well known across the greater Chicago region. Continued investment will be in part tied to how the community promotes and publicizes itself outside the Village.

As a first step toward establishing Channahon as a prominent destination within the region, the Village should launch a comprehensive promotional campaign. This should include a variety of materials designed to promote Channahon as a great place to live, visit, work, and invest. The campaign should aim to brand Channahon and provide a unified concept of how the Village will present itself on the regional level. The campaign's goals should outline how to attract new residents, businesses, and development as well as promote Channahon as a destination. For more details on the direction and objectives of a community-wide branding and promotional campaign, see **Chapter 7: Image & Identity**



Residential Areas

Housing Diversity

While Channahon has a strong and healthy housing market, residential products within the community generally lack diversity. Housing is over 90 percent owner occupied with 89 percent single family detached and 66 percent valued between \$150,000 and \$300,000. As the community continues to grow, the Village should actively seek greater diversification of housing options to ensure Channahon remains accessible and appealing to a variety of residents. This should include efforts to attract residential development of differing densities, tenures, values, and styles of development. Where appropriate and feasible, emphasis should be placed on affordable, high-density options, such as single-family attached and multi-family products. These will appeal to young professionals, new families, and older residents looking to downsize while remaining in the community.

To enable greater housing diversity, the Land Use Plan identifies specific areas within Channahon as Residential Flex. These properties are well suited for higher density residential development, based upon adjacent uses, accessibility, and the availability of developable land. This could include both single-family attached and multi-family residential products. However, the designation is intended to provide the Village flexibility when responding to development proposals to ensure new residential development is viable and reflects community needs. As such, single-family detached housing should not be prohibited within this area. Instead, the Village should remain open to all residential development while emphasizing creative design and options that will contribute to housing diversity and appeal to individuals from all walks of life.

In support of housing diversity, the Village should consider the following recommendations:

- Update the Village's zoning map to allow greater diversity of residential development in accordance with the Land Use Plan.
- Review and update development regulations to support housing diversity and remove unnecessary restrictions that may prohibit or discourage higher density residential development.
- Coordinate with developers and property owners to encourage residential developments that increase diversity and offer a range of products to new and existing residents.
- Engage with local and regional developers to identify regulations, existing conditions, and other factors that may be restrictive to residential development and diversity within the community.
- Explore potential funding mechanisms, programs, or incentives that could be used to encourage residential development that contributes to housing diversity, particularly projects that are not single-family detached homes.
- Partner with local and regional real-estate agents and professionals to identify gaps in the Village's housing market and discuss the challenges they face when showing homes in the community.

Housing for Seniors

As a central element of creating greater housing diversity, the Village should seek the development of additional housing options for seniors. This will enable Channahon to attract and retain senior residents as both local and regional populations continue to age. In addition, increased housing diversity will provide 'age-in-place' opportunities so that senior residents can remain in the community while downsizing their homes.

The Village should support the development of residential products that are accessible, affordable, and attractive to seniors and aging residents. This could include small-lot single-family detached homes as well as high density single-family attached and multi-family developments, such as apartments and condominiums. The Village should also encourage age-targeted residential, including senior living communities and assisted living facilities, such as St. Elizabeth Residences in the Town Center.

Reinforcing Channahon's Established Neighborhoods

A key component of Channahon's desirability is its established neighborhoods that are essential to the Village's character and community. While the Village has ample room to allow outward growth, there also remains considerable acreage of undeveloped or underutilized land within or adjacent to existing neighborhoods and subdivisions. By focusing residential development within these areas, the Village can foster diverse and thriving neighborhood communities that assist business growth and retention. Further, growth near established neighborhoods will capitalize on proximity to existing infrastructure and preserve the rural landscape of Channahon by discouraging unnecessary outward expansion.

As development continues within Channahon, the Village should prioritize residential growth in close proximity to existing neighborhoods along Route 6, roughly between McLinden Road on the west and I-55 on the east. This will help to reinforce established neighborhoods while allowing appropriate residential growth in Channahon. The Village should explore programs and incentives that will attract development to this area, such as expedited development review or other regulatory assistance.



Residential Infill & Subdivision Build-Out

As a component of reinforcing established neighborhoods, the Village should also emphasize residential infill and subdivision build-out where applicable. As discussed, Channahon is well positioned to attract residential investment that could result in considerable growth. However, the Village has ample room for development including platted subdivisions which have not been developed or are incomplete. Examples include parts of Hunters Crossings, Whispering Oaks, and Highlands as well as individual properties within the Town's historic core.

Given the availability of undeveloped residential properties, the Village should prioritize residential infill and the build-out of planned subdivisions over greenfield residential development and outward expansion. This will allow the Village to capitalize on existing plans for development while limiting infrastructure extensions and related costs. Further, focusing residential investment to existing and planned neighborhoods will reduce suburban sprawl and preserve the community's natural and pastoral landscape.

Subdivision Standards

Subdivisions in Channahon are generally inconsistent in the application of defined standards and regulations, resulting in irregular design and infrastructure. Common issues include subdivisions with poor lighting, lack of landscaping and street trees, and particularly the frequency of sidewalk gaps or neighborhoods that lack sidewalks entirely. It is important to note that Channahon's subdivisions are challenged not just by the lack of certain improvements but also the inconsistent application of local standards.

For example, while most of Hunter's Crossing has a complete sidewalk network, some new areas have sidewalk segments built on a lot-by-lot basis as construction occurs. By comparison, newer parts of the Highlands subdivision have sidewalks extended to all built homes, even where empty parcels still remain. This variation has created a haphazard or incomplete feel to subdivisions within the community.



These challenges are generally the result of two trends. First, older neighborhoods in Channahon did not have to comply with design standards, either because they were unincorporated when constructed or they were built prior to adoption of the Village's Subdivision and Development Regulations in 2002. Second, many subdivisions have been constructed incrementally or in phases, often due to the national recession, which halted development projects after 2008. However, allowing for variation in the application of design standards has enabled the completion of partially developed subdivisions and attracted new development to Channahon.

Understanding the strength of the local housing market and the potential for additional residential growth, the Village should strictly enforce its Subdivision and Development Regulations for all new subdivision construction. Specifically, new subdivisions should be improved with continuous sidewalks along all roadways, street trees, light poles, street signs, and other amenities required by Village ordinance. This should include coordination with future developers and property owners as part of the approval process and considerations for any phasing or incremental development. In addition, the Village should explore opportunities to retrofit existing neighborhoods with modern improvements, particularly infrastructure and amenities that will support pedestrian mobility.

The Village's Subdivision and Development Regulations are well defined and include best practices for design standards that should yield appropriate subdivision design. However, having been adopted in 2002, the Village should consider updating these regulations to reflect the Comprehensive Plan. This would also allow the Village to incorporate modern best practices, visuals and graphics, and other elements to more clearly present the standards and design components to future developers.

Commercial Areas

Business Growth & Diversity

As Channahon has grown over the past 20 to 30 years, residential development has significantly outpaced commercial development. As a result, Channahon has comparatively few commercial districts and lacks the amount and variety of businesses to support a growing population. This was emphasized throughout public engagement, with many residents indicating they are often forced to leave Channahon for basic goods and services, but would choose to shop within the Village if options were available.

Fostering business growth and greater diversity of commercial options should be a key focus for the Village of Channahon. This should include efforts to not just grow the total number of businesses in the community, but to attract new retail goods and services that fill the gaps in Channahon's commercial offerings. This will help to capture greater tax revenue and keep resident spending within the community.

To attract new and diverse businesses to Channahon, the Village should consider the following recommendations:

- As part of regional and corridor commercial development, encourage business diversity with a focus on new commercial uses that offer necessary goods and services to residents.
- As part of the branding and promotional campaign, develop a full suite of educational and promotional materials dedicated to business attraction and retention as well as outlining the process and resources for developing property in Channahon.
- As part of the branding and promotional campaign, target specific property owners, developers, and businesses in the region that could bring new and diverse businesses to the community.
- Explore the creation of incentives and funding mechanisms that could be used to attract development and target specific businesses that are most desired by residents. This could include small business loans, business incubators, or special service districts.
- Offer regulatory assistance and streamlined development review to preferred uses and developments that will increase business diversity and offer desired goods and services to the community.
- Regularly survey residents to identify potential business and specific goods and services that are most needed and desired by the community.
- Host regular engagement opportunities with the business community to identify issues facing existing businesses, challenges and limitations to opening new businesses, and partnership opportunities to grow and diversify commercial uses in Channahon.
- Seek public and private investment in existing commercial districts to improve their appearance and overall character. This should include branding efforts to make these districts more marketable and attract new development.
- Coordinate with the Greater Channahon-Minooka Area Chamber of Commerce and other business-oriented organizations in the region to address challenges facing the business community both locally and from a regional perspective.

Regional Commercial

Three highway interchanges are located within Channahon; two along I-55 at Route 6 and Bluff Road and one along I-80 at Brisbin Road, connecting to Route 6. These interchanges generate greater traffic volumes and provide regional access. Combined with the availability of undeveloped land, these areas are well positioned to support commercial investment that caters to a larger, regional consumer base.

To capitalize upon available opportunities, the Village should actively support the development of regional commercial uses adjacent to the I-55 and I-80 interchanges. This should include national retailers and chain restaurants as well as auto-oriented businesses to accommodate interstate travelers, such as gas stations and fast-food options. Further, development in these areas should contribute to business diversity and offer goods and services that appeal to both visitors and residents. The Village should encourage attractive site design to establish welcoming districts that function as gateways for the community, utilizing the existing Commercial Design Guidelines. Emphasis should also be given to pedestrian and bicycle access to ensure connectivity to adjacent residential neighborhoods.

Areas identified as Regional Commercial include:

- **I-55 & Route 6** – This interchange has the greatest potential for regional commercial development as the most heavily trafficked entryway into Channahon and offering a large amount of developable land. Recent and ongoing projects, such as the Thorntons and Speedway gas stations, demonstrate the interest and viability of development near the interchange. This area is further addressed by the Route 6 & I-55 Subarea in **Chapter 8: Subarea Plans**.
- **I-80 & Brisbin Road (Route 6)** – This interchange is relatively new and located at the far western periphery of Channahon, separated from the established neighborhoods of Channahon's core. As a result, businesses within this area will be primarily reliant on regional consumers. However, with ample room to support greater development, this interchange could be a focus for long-term growth as the Village and neighboring communities continue to expand and develop.





Corridor Commercial Node

To compliment larger regional commercial adjacent to the highway interchanges, the Route 6 corridor should be the backbone for local commercial nodes that cater to the needs and desires of Channahon's residents. This roadway provides the necessary traffic and accessibility to support smaller commercial development in specific nodes through the community. Concentrating commercial businesses at key intersections along Route 6 will help to provide goods and services to adjacent residents while attracting consumers traveling to and through Channahon. The Village should discourage linear commercial development along the corridor instead aiming to concentrate development in dense nodes of commercial activity.

The Village should support continued commercial development in nodes along Route 6, as indicated by the Land Use Plan. This should include a mix of commercial businesses that cater to the everyday needs of residents, featuring both independent businesses and national chains and retailers. The Village should continue to utilize the existing Commercial Design Guidelines to ensure commercial development is high quality and contributes to the character and appearance of Route 6. Emphasis should be placed upon site design, automobile access, and pedestrian amenities to ensure connectivity with adjacent residential areas while reducing negative impacts or encroachment.

Destination Commercial & Tourism

Promoting tourism and entertainment within Channahon was a top priority identified through community outreach. Residents consistently discussed the lack of commercial entertainment and attractions that provide 'things to do' for residents, particularly young adults and families with kids. Others felt that Channahon has numerous natural and recreational assets that are underutilized and could be better activated as unique amenities within the community.

To promote greater tourism and activity, the Village should seek opportunities for commercial development that will act as a destination and attraction within Channahon. This could include entertainment and cultural uses, such as movie theaters or art galleries, but should also feature more traditional commercial that is uniquely located or incorporates recreational opportunities and natural assets. For instance, properties along the Des Plaines River could be developed as restaurants and bars, shops and cafés, or breweries with views of the river. Further, waterfront properties should be a focus for rental companies that offer kayaking, canoeing, and other recreational options along Channahon's beautiful waterways. Examples of these kinds of commercial destinations include the Big Basin Marina, Three Rivers Marine Service, and Harborside Marina. The Village should remain open and flexible to creative development proposals that include unique destination commercial and businesses that will bolster tourism and activity in Channahon.



Town Center

Throughout public engagement, residents emphasized the lack of a centralized district or downtown in Channahon. Participants felt that there was no focal point or key destination within the Village that could attract visitors and provide a space for residents to shop and socialize. Channahon's Town Center project is a valuable opportunity to establish this kind of district, incorporating a mix of commercial and residential uses with public spaces and facilities that will act as the community's core.

As detailed within the Town Center Subarea in **Chapter 8: Subarea Plans**, the previously defined Town Center site offers a rare chance for the Village to define its central district and kick-start development and investment within the area. However, the Town Center site should be the beginning of long-term efforts to foster an active, diverse, and growing downtown area. As development occurs within the Town Center site, the Village should encourage similar uses and investment to the southwest in the Village's historic core at Route 6 and Tryon Street. This area features dense commercial and residential uses and a traditional grid pattern typical of downtowns and urban centers. It also is proximate to the ITM Canal, the DuPage River, Channahon State Park, and the historic mound site.

Working with property owners and developers, the Village should aim to transfer momentum from the Town Center site into this area, including mixed-use development, pedestrian orientation, placemaking improvements, and higher density development. This should include the coordination of public and private investment and collaboration with IDOT to consider necessary long-term improvements or reconfigurations for Route 6. Ultimately, the Town Center project should be utilized as a first step toward a Downtown Channahon; a comprehensive approach to expanding and growing from that site should be the second.

For more information regarding the Town Center, see the **Town Center Subarea Plan** on Page 106

Mixed-Use Development

As growth occurs, the Village should encourage appropriate mixed-use development within the community. This should include ground floor commercial uses with office or residential spaces above. Mixed-use development will help to provide dense and active commercial centers and provide housing options that appeal to seniors and young adults. Further, mixed-use will maximize the benefit of available development opportunities while reducing encroachment on natural and rural areas.

Mixed-use development should occur on a project-by-project basis and be carefully reviewed to ensure it matches the intended character of the surrounding district. The Village should support mixed-use options in the Town Center site, the Village's historic core along Route 6, and the commercial district at Route 6 and Ridge Road.

Industrial Areas

I-55 Industrial Corridor

In recent years, properties east of I-55 along the Village's eastern border with Joliet have been a focus for industrial growth based upon their advantageous location. This area offers access to I-55, I-80, and regional railroad networks as well as intermodal connectivity at the confluence of three major regional waterways. Further, the area is buffered from lower-intensity residential and commercial areas by the I-55 corridor and Route 6. On-going projects in this area include Crossroads 55 and the Channahon Corporate Center.

The Village should continue to support appropriate light industrial uses in this area, aiming to capitalize on interstate and intermodal access. Heavy industrial uses should be prohibited and guided to more appropriate areas in western Channahon. As part of development, careful consideration should be given to access between properties within this district and I-55, with particular emphasis on the management of truck movement. In addition, given the visibility of these properties along I-55, site designs should include landscaping, screening and buffering, attractive signage, and other onsite improvements.

Western Channahon Industrial Growth

To balance development along the I-55 corridor, the Village should direct additional industrial growth to western Channahon in the long-term, specifically properties west of McLinden Road. This area is already home to high-intensity industrial users, including Aux Sable Liquid Products, A&R Logistics, Lyondell Basell, Kinder Morgan, and Nouryon Surface Chemistry, among others. The Village should continue to support both light and heavy industrial uses within this district, providing a sizable growth area for new industrial development. This will strengthen economic development and employment within the Village while limiting the impacts to lower intensity uses to the east. Residential and commercial development should be discouraged; however, high-intensity commercial that is compatible with industrial should be allowed where appropriate.

Development within Western Channahon will require considerations for infrastructure capacities and water resources, particularly for larger industrial growth that could strain the infrastructure network. The Village should work with existing businesses and property owners to complete a detailed analysis of infrastructure capacities in this area, identifying necessary capital improvements, expansions, and renovations. This analysis should be used to inform a Capital Improvement Plan and prepare for long-term improvements that will enable industrial growth. The Village should also explore funding mechanisms and programs that could be used to help offset the cost of infrastructure extensions over time.

Limiting Industrial Growth in Channahon's Core

As discussed, industrial growth and new development opportunities should be guided to either the I-55 Industrial Corridor or Western Channahon, in accordance with the Land Use Plan. Simultaneously, industrial growth within Channahon's core, roughly between I-55 and McLinden Road, should be discouraged. This area should be primarily residential and commercial in nature, thus new industrial growth will be incompatible and could result in negative impacts.

Currently, the Core does include some industrial uses, such as the properties along Frontage Road west of I-55 or those along Northern Illinois Drive and Municipal Drive. The Village should continue to support these businesses and allow appropriate development projects where opportunities exist within established districts. However, outward expansion from these districts should be prohibited to reduce encroachment on residential and commercial areas. As opportunities arise, the Village should encourage existing industrial users in the core to relocate to more appropriate areas of the community, particularly standalone businesses like the auto salvage yard along Thomas Dillon Road adjacent to Central Park.

Formalized Business & Industrial Parks

Ongoing industrial projects along I-55 do include a few branded industrial parks, namely the Channahon Corporate Center and Crossroads 55. However, these are generally tied to a specific property or development rather than a larger area that features multiple buildings and businesses in a campus like environment. To support ongoing and future industrial growth, the Village should seek the creation of defined business and industrial parks. For example, while the I-55 Industrial Corridor includes a handful of individual industrial businesses, these could all be formalized as a singular industrial park.

Formalizing these areas will help with branding and promotion, allowing the Village to create materials and help to market the individual properties available within each area. It should also help establish a sense of unity, enable onsite improvements, and limit industrial uses from expanding into adjacent districts.

As part of this policy, the Village should consider the following recommendations:

- Establish a formal industrial park for industrial uses along the I-55 corridor that is appropriately branded.
- Establish new industrial and business parks in Western Channahon to promote desired growth in that area.
- Establish formal business and industrial parks for the following areas of existing industrial businesses: Properties along Northern Illinois Drive and Municipal Drive; Properties along Riverside Drive west of I-55; Properties along Winchester Drive east of I-55. Formalizing these areas should help to promote development opportunities, improve their attractiveness, and limit encroachment on adjacent uses.
- Brand each business and industrial park with an easily identifiable name, promotional materials, and signage that clearly indicates its location. These should also be incorporated within wayfinding signage as appropriate.
- Work with businesses within each business and industrial park to consider physical improvements that will foster a campus-like atmosphere, such as landscaping, public spaces, or pedestrian trails.

Truck Traffic

The opportunity for industrial growth, particularly related to intermodal and distribution businesses, has the potential to yield a high volume of truck traffic within the Village. This was consistently identified as a top issue through community outreach, with residents already concerned with the volume and frequency of trucks moving through Channahon's commercial and residential districts. While the movement of trucks and automobiles is addressed from a transportation perspective in **Chapter 4: Transportation**, it should also be considered as a component of land use and development. The Village must work with developers to actively manage and reduce truck traffic in Channahon as industrial growth occurs. This should include the following considerations:

- Incorporate analysis of truck and automobile traffic generation as part of the development review process for industrial and commercial users.
- Ensure that truck mobility, access, and parking is considered as part of new industrial properties and site design to reduce issues like idling and truck stacking.

- Develop educational materials about local and state regulations that apply to truck traffic within the community, aimed at informing truck drivers and businesses.
- Coordinate with adjacent communities as well as Will and Grundy Counties to strictly enforce all truck regulations, identify problem areas, and work collaboratively to address repeat offenders.
- Conduct a study of roadway capacity and potential congestion along Route 6 with an emphasis on truck traffic. This should be used to guide future improvements as well as identify maximum capacities for truck traffic that should be considered when approving new industrial development.

Transportation

Channahon's transportation network includes the various components and infrastructure that enable mobility and access throughout the community. The Village is generally reliant on automobile transportation given rural and suburban growth patterns. However, Channahon does provide access to regional trail networks and greenways that lay the foundation for greater active transportation. Efforts to build upon these amenities by expanding infrastructure for cyclists and pedestrians will support multi-mobility and appeal to a growing preference for healthier transportation alternatives. Further, the Village must be proactive in addressing truck traffic as industrial development continues to ensure this does not negatively impact efficiency and safety of other modes of transportation. This chapter provides key recommendations to maintain effective and efficient mobility for drivers while further diversifying and enhancing alternative transportation, particularly walking and biking.



4

Transportation

Vision

The Village of Channahon will be an accessible community, served by infrastructure that ensures efficient mobility for all modes of transportation. Projects to expand, upgrade, and improve the roadway network will create additional routes and better distribute traffic across the Village. Combined with efforts to reduce congestion and better manage truck traffic, driving in Channahon will be safe and effective. In addition, a dedication to extending pedestrian and bicycle infrastructure throughout the Village will offer residents safe driving alternatives as well as opportunities to be active and healthy. Building upon existing local and regional trails, new sidewalks and trail connections will establish a comprehensive network for cyclists and pedestrians, linking neighborhoods to natural areas, commercial districts, and important destinations. Ultimately, local transportation projects will be coordinated with the larger regional network to manage traffic through the Village, particularly to ensure I-55 and I-80 do not hinder local mobility. Addressing transportation from both a local and regional perspective will allow Channahon to continue to grow while efficiently accommodating all transportation modes.

Goals

Goal #1

Maintain and enhance the local roadway network to ensure connectivity throughout Channahon.

Objectives

- Address traffic flow along Route 6, working with IDOT to consider improvements that will ensure safety and efficiency.
- Work creatively with IDOT, the Village of Minooka, and other partners to explore the long-term development of new east-west connections that will alleviate traffic concentrated along Route 6.
- Seek roadway extensions that will provide connectivity between adjacent neighborhoods and reduce drive times.
- Monitor capacities and traffic volumes over time to identify potential improvements or expansion projects as roadways become more frequently used.
- Work with IDOT to review designated truck routes, consider appropriate revisions or alterations, and strictly enforce regulations on truck and related industrial traffic.

Goal #2

Expand pedestrian and bicycle infrastructure to support safe and efficient alternative transportation and mobility.

Objectives

- Extend sidewalks throughout the community to create a comprehensive pedestrian network that connects residents to parks, recreational amenities, commercial districts, employment centers, and major destinations.
- Require sidewalks and pedestrian amenities be incorporated as part of all new development projects.
- Seek connections to regional trails that will improve local accessibility, make Channahon a recreational and tourism destination, and provide safe mobility for pedestrians and cyclists.
- Regularly review aging roadways and pedestrian infrastructure to identify opportunities to modernize amenities and extend sidewalk and bike path networks within Channahon.

Roadway Network

Mobility within Channahon is supported by the existing roadway network, which includes a few key routes through the community. The most prominent is US Route 6, which traverses the community east to west and is a critical link across the DuPage River and I&M Canal. US Route 6 is the Village's primary roadway, and very few destinations within Channahon can be reached without traveling along the roadway. Regional access to Channahon is supported by I-55 and I-80, which intersect to the northeast of the community. I-55 runs along the east side of the Village, with interchanges at US Route 6 and Bluff Road. I-80 runs north of the Village, with interchanges at Brisbin Road (connecting to Route 6) and Ridge Road (in Minooka). While these routes support access throughout the community, I-55 and Route 6 are considered a primary gateway into the community from the east.

Management of the roadway network will be critical to the efficiency of transportation in Channahon. As growth occurs, the Village must maintain a roadway network that offers effective routes to and through the community. This includes a combination of new roadways and connections with improvements and maintenance of existing roads to address congestion and capacity. This will also require coordination with IDOT, property owners, and adjacent communities to address existing and future challenges to automobile transportation.

Functional Classification

The roadways within the Village are generally designed and classified according to the character of service they are intended to provide. This functional classification process recognizes a hierarchy of roadways and the fact that they do not operate independently, but instead as a system-wide supportive network. Given the projected population increases in Channahon and neighboring communities, the functional classification of local roads could change in the future.

According to IDOT and through the existing conditions analysis, the roadways in Channahon are classified as follows:

- Interstate
 - I-55
 - I-80
- Other Principal Arterial
 - US Route 6 (East of I-55)
- Minor Arterial
 - US Route 6 (West of I-55)
 - Ridge Road
- Major and Minor Collectors
 - Bluff Road
 - Navajo Drive/Sioux Drive
 - Ford Road/McEvily Road/Tryon Street
 - South Tabler Road
 - McLinden Road
 - Brisbin Road
 - Old Kerry Grove
 - Bell Road












Roadway Connections

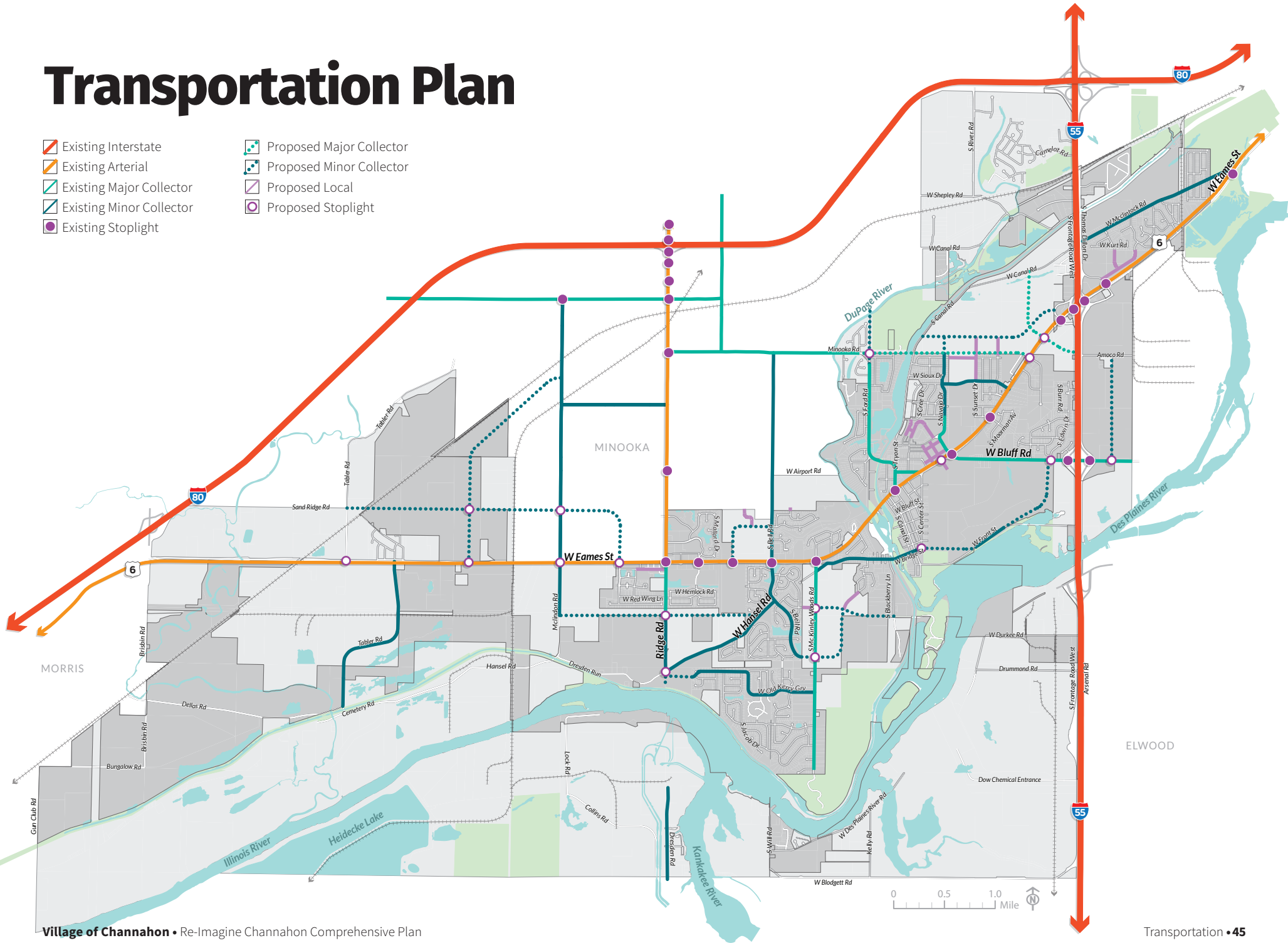
Overall, Channahon's roadway network lacks necessary connections to support efficient mobility and anticipated growth. US Route 6 is heavily relied upon as the dominant east-west arterial, with only a few other lower-volume roadways connecting across the DuPage River and I&M Canal. As the community continues to grow, the Village should connect and extend roadways to create a more complete roadway network and help reduce congestion by dispersing traffic. Emphasis is placed on exploring options for additional east-west connectors as well as linking adjacent subdivisions and residential areas. The recommended roadway connections were identified to complement the existing network and provide the efficiency and capacity needed to facilitate future growth.

Based upon existing roadways and opportunities, the Village should consider the following roadway extensions and improvements:

- Extend Minooka Road (via Meade Drive) east from its eastern terminus over the I&M Canal and connecting to US Route 6 opposite Northern Illinois Drive, creating a new east-west connection. This new route could also provide connections to the subdivisions that it would run adjacent to.
- Extend Ford Road north over the DuPage River to create a connection to W. Canal Road. Combined with the extension of Minooka Road, this would likely require installation of a traffic control at the new intersection of these roads.
- Connect W. Canal Road and US Route 6 with a new major collector, as detailed in the Route 6 & I-55 Subarea Plan in **Chapter 8: Subarea Plans**. Additionally, a new minor collector should extend west from the major collector toward the I&M Canal, with connections to W. Canal Road, Navajo Drive, Sunset Drive, and Cardinal Drive.
- Establish a continuous route from I-55 to where Bridge Street crosses the DuPage River to improve this east-west connection through the community. This could include a new minor collector roadway extending south from Edwin Drive and an appropriate re-routing of Front Street to provide a direct connection to Bridge Street. This will require considerations for reconfiguration of intersections with existing roadways to ensure appropriate access.
- Extend a minor collector roadway north from Minooka South High School's main access drive on Route 6, looping eastward to link with Ravine Woods Drive. This should include local roadway connections to Westward Drive, coordinating with the Village of Minooka.
- Construct a new minor collector roadway extending west from Hansel Road along the utility right-of-way to McLinden Road.
- Extend Walnut Lane from Blackberry Lane west to McKinley Woods Road.
- Extend Ridge Road south from Hansel Road to enable a trailhead along the I&M Canal.
- Partner with the Village of Minooka to coordinate roadway improvements north of Route 6 and west of Ridge Road, which includes incorporated and unincorporated areas of both Channahon and Minooka's planning areas. Potential improvements could include:
 - Extend a roadway north from the Aux Sable Liquid Products access on Route 6, curving east to connect with Twin Rail Drive.
 - Extend Sand Ridge Road east past McLinden Road, curving south to connect with Keating Boulevard along Route 6.

Transportation Plan

-  Existing Interstate
-  Existing Arterial
-  Existing Major Collector
-  Existing Minor Collector
-  Existing Stoplight
-  Proposed Major Collector
-  Proposed Minor Collector
-  Proposed Local
-  Proposed Stoplight



Neighborhood Connectivity

A critical element of the roadway network in Channahon is the connectivity between adjacent subdivisions and residential areas. Neighborhoods that lack appropriate connections will contribute to extended drive times and congestion. As residential growth continues, the Village should actively seek to improve neighborhood connectivity for existing and future neighborhoods. This will ensure accessibility throughout Channahon and help to alleviate congestion along Route 6 by providing alternative routes for residents.

As development of residential subdivisions occurs, the Village should review site plans to require necessary links between adjacent neighborhoods. The design of these connecting roadways can have an impact on how they are utilized. For example, if a linking roadway becomes a more efficient option as compared to an arterial or collector route, motorists may capitalize on this and use the route as a “cut through”, bringing unwanted traffic into residential areas.

To ensure the quality and mobility of neighborhood connections, the Village should consider the following policies:

- Anytime a new subdivision is proposed, the developer should explore any and all potential connections to existing and other planned neighborhoods.
- Both the benefits and potential disadvantages to any new connections should be studied by the project and Village engineers.
- Some policy solutions to increase existing neighborhood connectivity are:
 - Allow greater density if a developer constructs a desired street link to connect neighborhoods.
 - Maintain right-of-way in subdivisions to allow for future road connections where appropriate and necessary. If it is not needed, the unused right-of-way can be used for green space or trail connections.

Connections within and between existing neighborhoods should be encouraged where appropriate. This could include the following:

- Incorporate connections to adjacent residential areas as part of the identified roadway connection from Minooka Road to Route 6.
- In the Hunter’s Crossing Subdivision, connect both Bell Road and Squire Lane east to McKinley Woods Road. These should be complemented by roadway extensions to the east of McKinley Road as part of long-term residential development.
- Extend Old Kerry Grove west to connect with the southward extension of Ridge Road, providing access between The Highlands and Ridge Road.

Roadway Jurisdiction

Roadway jurisdiction is another important factor with regard to roadway function and maintenance. Some of the major roadways serving the Village are under the jurisdiction of the Illinois Department of Transportation (IDOT), Will County Division of Transportation, or the Grundy County Highway Department. In addition, due to annexation, township roads are often intermingled with those of the Village. Current roadways are under the following jurisdiction:

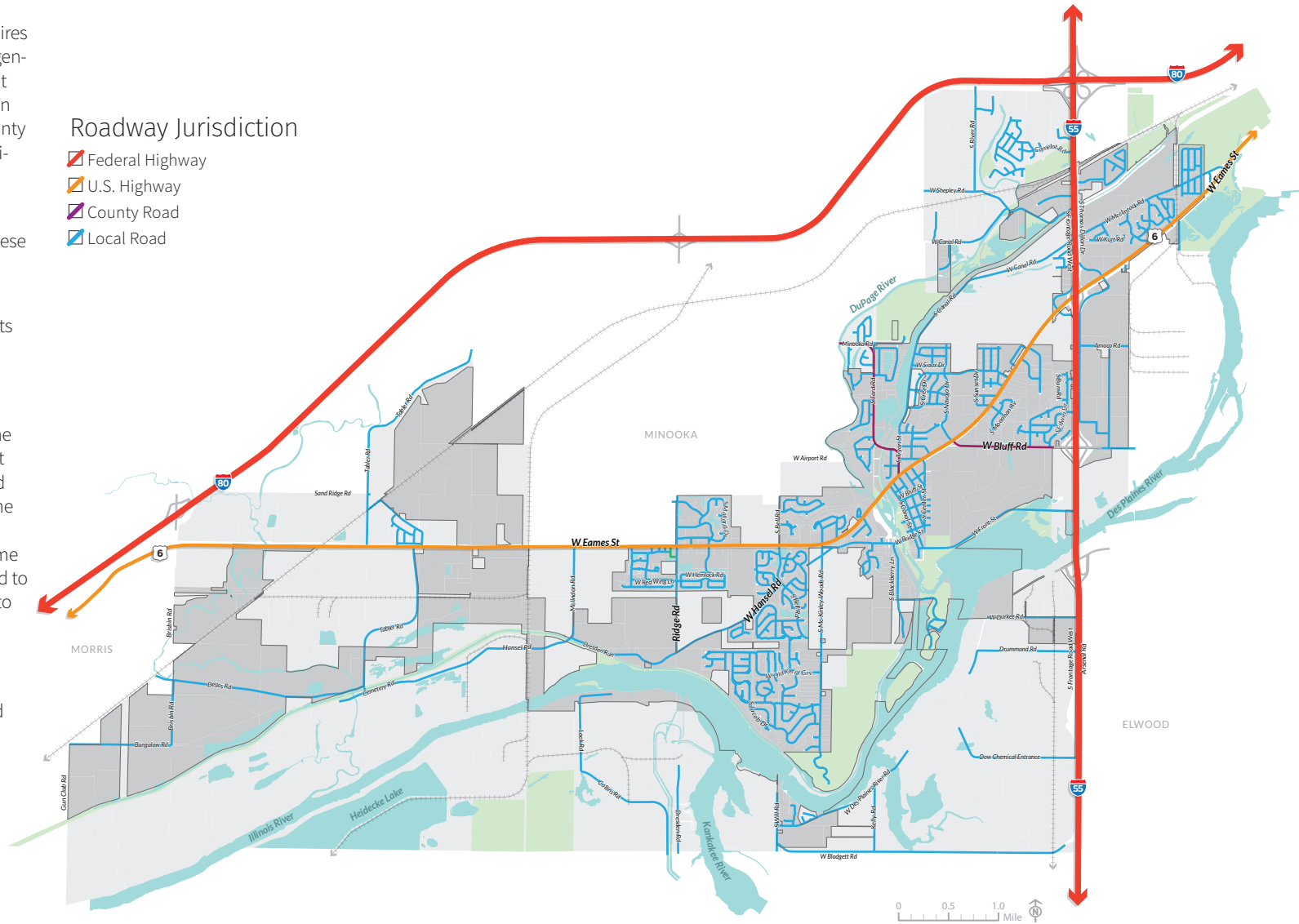
- IDOT
 - I-55
 - I-80
 - Route 6
- Will County Division of Transportation
 - Bluff Road
- Grundy County Highway Department
 - Ridge Road
- All other roadways are under the jurisdiction of the Village of Channahon, intermingled with Township roads.

With Route 6 being the major route outside of the Village’s jurisdiction, its ability to make improvements, control access, or unify roadway character is a challenge and requires cooperation and coordination between agencies. The following strategies should be put in place to facilitate regular communication between the Village and IDOT, Grundy County Highway Department, and Will County Division of Transportation:

- Appoint a lead contact to maintain communication between staff and these agencies.
- Each year, review the Multi-Year Programming/Planning (MYP) Documents of all three agencies to ensure that Channahon is up-to-date on planned projects and improvements.
- After review, present a summary to the board and state any partnerships that may be possible. For example, should Route 6 be resurfaced in the future, the Village may want to coordinate local access improvements during that same time period. This approach could lead to cost savings and less downtime due to coordinated construction schedules.
- Coordinate with other agencies to establish agreed upon access plans that seek to organize the projects and improvements of different agencies within the Village.

Roadway Jurisdiction

- ▣ Federal Highway
- ▣ U.S. Highway
- ▣ County Road
- ▣ Local Road





Roadway Maintenance & Improvements

The construction of new roadways in Channahon must be balanced with maintenance and upgrades to existing roadway infrastructure. This will be essential to providing an efficient and safe roadway network while enabling continued growth and development. Further, the Village must actively seek improvements to address increased traffic on existing roadways over time, particularly older, rural roadways that were not intended for greater capacities.

Currently, roadway maintenance for Village streets is handled by the Channahon Public Works Department. While the Village maintains an “Ongoing Construction & Projects” page on their website, Channahon no longer maintains a dedicated Capital Improvement Plan (CIP). This can contribute to inefficiencies and inconsistencies in how capital projects are organized, scheduled, and funded over time.

To prepare for long-term maintenance of roadways in Channahon and organize related capital improvement projects, including new roadway extensions, the Village should re-establish an official Capital Improvement Plan. A CIP is a short-range (up to 5 years in the future) plan that identifies and summarizes capital projects and equipment purchases, while also providing a planning schedule for implementation. It also includes financing options for the projects, such as Illinois Transportation Enhancement Program (ITEP), Motor Fuel Tax (MFT), or Surface Transportation Program (STP) funds.

In addition, the Village should also consider the following roadway improvements to existing roadways:

- Widen Bridge Street from its eastern terminus to McKinley Woods Road to the 37 feet set forth for minor collector roadways as stated in the Village Code of Ordinances.
- Widen Ridge Road to a 40 foot width for major collector roadways from just south of its intersection with Yellow Pine Drive/Red Wing Lane to Hansel Road.
- Coordinate with the Will County Division of Transportation to widen Bluff Road to the 40 feet set forth for major collector roadways as stated in the Village Code of Ordinances.
- Coordinate with the Will County Division of Transportation and Grundy County Highway Department to widen Bell Road to the 37 feet set forth for minor collector roadways as stated in the Village Code of Ordinances.
- Widen Ford Road/Knapp Street/Tryon Street to the 40 feet set forth for major collector roadways as stated in the Village Code of Ordinances. Additionally, coordinate with the Village of Minooka to continue the widening west along Minooka Road/McEvily Road. This project should include consideration for bike and pedestrian crossings and infrastructure.
- Widen McKinley Woods Road to the 40 feet set forth for major collector roadways as stated in the Village Code of Ordinances.



Route 6

Route 6 acts as the Village's backbone, playing a pivotal role in how individuals travel through and throughout Channahon. This roadway is crucial to almost all components of life in Channahon and must remain a critical focus for the Village. Both vehicular and truck traffic volumes along Route 6 are expected to increase in the coming decades. According to the Chicago Metropolitan Agency for Planning (CMAP), vehicular traffic is projected to increase by an average of 1.8% per year until the year 2050, while truck traffic is projected to increase by an average of 1.3% per year until the year 2050. Working closely with IDOT, the Village should continue to address congestion and ensure efficiency of travel along the Route 6 corridor.

Understanding the impacts Route 6 has on both land use and transportation decisions throughout the community, the Village should consider the following recommendations:

- Identify consolidated access points along Route 6 where full access will be maintained. This should include intersections with other major roadways as well as specific properties, such as the Town Center project.
- Reduce curb cuts along Route 6, especially the number of residential driveways that connect to the major route. Furthermore, as new connections are established along Route 6, it is important to make sure that the connecting roadway/drive is perpendicular to Route 6 to increase safety for all modes of travel. Cross access between commercial properties and parking areas should be encouraged to reduce curb cuts along Route 6.
- Monitor traffic volumes and CMAP projections to ensure that the roadway continues to operate efficiently. The Village Engineer should regularly coordinate with IDOT to maintain operations along Route 6. In order to address the future growth along Route 6, the Village should ensure that the Signal Coordination and Timing (SCAT) is up-to-date along the entirety of the route. This will help with the progression of traffic along the route and also ensure the turning movements onto and off of the route are timed properly to prevent excessive delays that may contribute to increased air pollution.

Truck Routes

Truck traffic was identified as one of the most important issues facing Channahon by residents and community stakeholders. This included the concern that continued industrial investment within Channahon will lead to further congestion. The Village must take an active stance in addressing truck traffic to ensure that industrial growth does not negatively affect safety and efficiency of the roadway network. This should include review of truck routes within Channahon, stricter enforcement of existing regulations, and greater consideration of how trucks access specific properties. A progressive approach to truck traffic is essential to facilitate industrial growth without negatively impacting the community.

Starting in 2020, changes to state law will affect how IDOT and the Village manage truck traffic. Specifically, as a result of Public Act 101-323, truck routes will include the following designations:

- Class I Routes consist of the expressway system. All trucks may travel unrestricted on these routes. This designation was retained from previous legislation
- Class II Routes consist of other designated through roads. All trucks may travel unrestricted on these routes. This designation was retained from previous legislation
- All previously designated Class III Routes and “Locally Preferred Truck Routes” are no longer recognized.

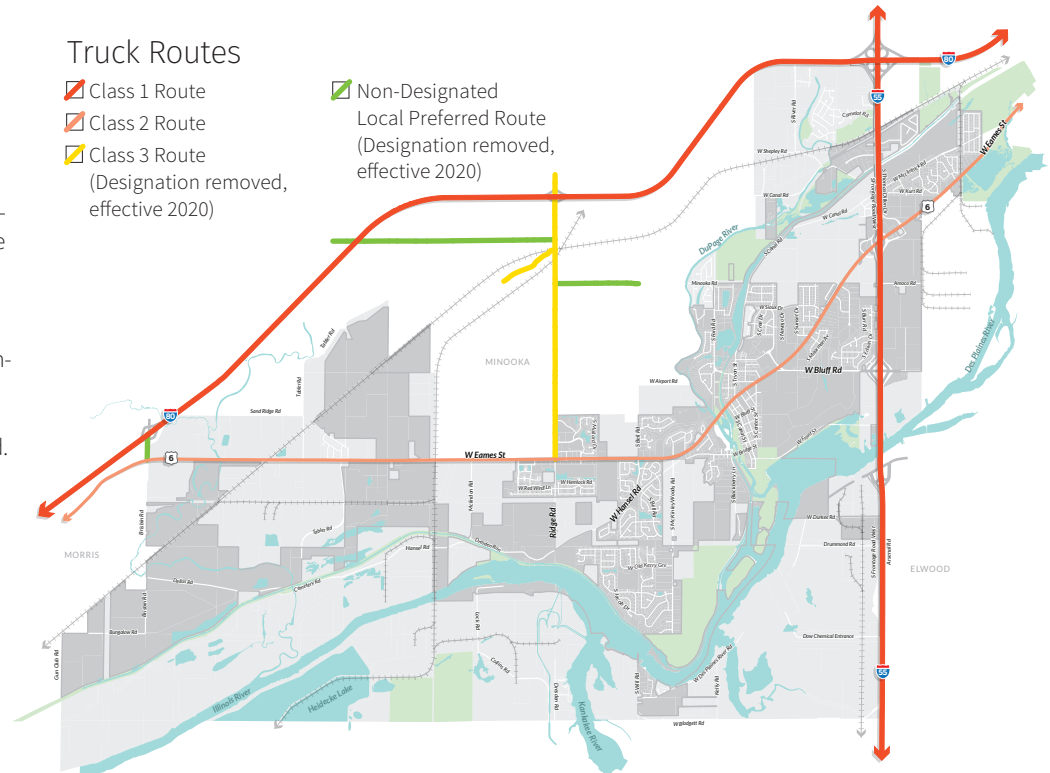
The new legislation allows trucks up to 65 feet in total length to travel on undesignated state and local roads unless otherwise restricted. In addition, the largest trucks may travel from a Class I or Class II roads onto undesignated roads for a distance of five miles for loading, unloading, food, fuel, repairs, and rest, provided the road is not otherwise restricted or being used as a through route between two designated routes.

The new law makes truck route designations less important for local communities. Due to the enhanced access for large trucks, communities need to consider truck restrictions more carefully. Likewise, truck access from local businesses needs to facilitate development, while directing trucks toward the expressway system. This is particularly important for Channahon as much of the Village's truck traffic consists of bulk carriers using trucks less than 65 feet in length, which can travel on any road.

Possible strategies to reduce truck traffic include turn restrictions from the industrial areas in western Channahon to direct trucks to the Brisbin Road interchange. The Village should work with IDOT to consider weight limits on residential streets and explore restricting trucks to the left lane on Route 6 to protect pedestrians and cyclists using adjacent sidewalks.

The Village should continue to explore traffic engineering to manage truck movement. In addition, the Village should review new legislation and related studies to identify changes to regulations as well as best practices for truck management. This should include two upcoming studies: The Western Will County Truck Routing and Communities Study and the Will County Freight Transportation and Land Use Strategy.

Truck Routes



Transit

The Village of Channahon does not currently have public transportation options. The closest transit networks are located in Joliet to the northeast, including Amtrak and Metra trains and Pace bus routes. Channahon's regional location and existing development patterns challenges the feasibility of local or regional transit in the community. However, continued growth in Channahon may enable long-term opportunities for transit. The Village should coordinate with regional providers to explore these opportunities as development occurs and encourage regional transit that will further connect Channahon with the Chicago region. In addition, the Village should explore the feasibility of providing local transit options, such as a fixed route bus that runs the length of Route 6. This should include coordination with adjacent communities, particularly Minooka, to consider potential transit options.

Pedestrian Infrastructure & Bikeways

The mobility of pedestrians and cyclists is critical to enabling healthier lifestyles and promoting active recreation and tourism. To better support driving alternatives, the Village should expand pedestrian and bicycle infrastructure to create a continuous network. This should include the extension of sidewalks along all major roadways and into subdivisions. The Village should inventory and prioritize necessary sidewalk extensions, working with property owners and developers. Notable areas that lack sidewalks or have prominent gaps include:

- Neighborhoods southeast of Route 6 between Canal Street and Center Street.
- Neighborhoods northwest of Route 6 and west of Tryon Street.
- Neighborhoods both north and south of Dove Drive and west of Route 6.
- Along Knapp Street/Tryon Street between the I&M Canal and Route 6.
- Along McKinley Woods Road.

To enable the expansion of pedestrian and bicycle infrastructure, the Village should pursue funding from the Community Facilities Grant Program through the U.S. Department of Agriculture (USDA). In addition, the Village should build upon existing and planned trails to better leverage these assets, including links that connect trails to residential and commercial areas and key destinations. Careful consideration should be given to all future development to ensure pedestrian and bicycle access is incorporated where appropriate.

Illinois and Michigan Canal Trail

The Illinois and Michigan Canal Trail is a state operated path that begins at the south branch of the Chicago River in Bridgeport and extends 96 miles to the Illinois River in LaSalle. The trail generally travels north and south through Channahon, with access provided at various trailheads and parks throughout the community. The I&M Canal Trail is a valuable asset for Channahon that should be leveraged to improve non-motorized mobility, enable active recreation for residents, and attract visitors to the community. To better activate the I&M Canal Trail, the Village should consider the following recommendations:

- Increase access and connectivity to the trail, including sidewalk connections and formal trailheads with supporting amenities and parking. The Village should consider trailheads or connections at the following locations:
 - Trailheads
 - Along Canal Trail north of Pawnee Lane as development occurs
 - As part of the proposed east-west river crossing between Minooka Drive and Route 6
 - At the Highlands Overlook along Kimberly Lane
 - At the future Greenwald Bluffs Park south of Edinburgh Court
 - At the southern Terminus of Ridge Road if extended as proposed
 - At Route 6 east of the canal on the north side of Route 6.
- Trail Connection
 - To the Remington Woods development from Woodside Drive
 - Between Lake Chaminwood Preserve and the I&M Canal Trail
 - At Liberty Drive
- Improve the existing at-grade crossing at Knapp Street with a high visibility crossing, similar to the crossing located at Tryon Street and McMillin Drive. This could include signage, pavement treatments, flashing lights, or even a pedestrian-activated crossing.
- Improve the connection between the I&M Canal Trail and Route 6 and explore open space improvements or amenities that could be introduced to emphasize this access point.
- Coordinate with IDNR to explore possible improvements that could be made to segments of the I&M Canal Trail, with a focus on elevating the appearance and character of the trail in proximity to Channahon's core and Route 6. This could include pavement treatments and pedestrian infrastructure as well as public art or wayfinding signage.
- Coordinate with IDNR to explore the feasibility of trail spurs to provide connection to non-adjacent areas or expand upon the existing network. For example, a spur across Bridge Street could continue along the Des Plaines River east toward I-55, activating this part of the riverfront and connecting to neighborhoods in this area.



Planned Improvements

Pedestrian and bicycle infrastructure throughout Channahon is well designed and the system attracts recreational enthusiasts, such as the Joliet Bicycle Club, as well as many training athletes. The Village should continue to plan and implement projects that increase multi-modal mobility within the community.

The following are projects and improvements that are already planned within the Village:

- Funded by state grants, the Route 6 Trail extends along the north side of the roadway from I-55 to Ridge Road. However, the trail is discontinuous, with a gap roughly between the DuPage River and McKinley Woods Road. The Village has already planned to fill the gap and is currently seeking state funding to continue this project. Once connected, the Route 6 Trail will provide full east-west mobility through the community for cyclists and pedestrians.
- The People for Channahon Park Foundation launched a capital improvement campaign initiative to develop the Arroyo Trails Project. This trail would begin at the trail head located on Silver Leaf Circle off Route 6, traverses just south of Ravine Wood Drive, and ends at the shared-use path along Bell Road. This two-million-dollar project is an excellent example of a foundation that is greatly beneficial to the community.

New Trails & Extensions


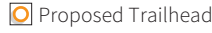
Building upon the I&M Canal and existing trails within the community, the Village should seek to expand the trail network and make extensions that will improve connectivity. This could include the following:

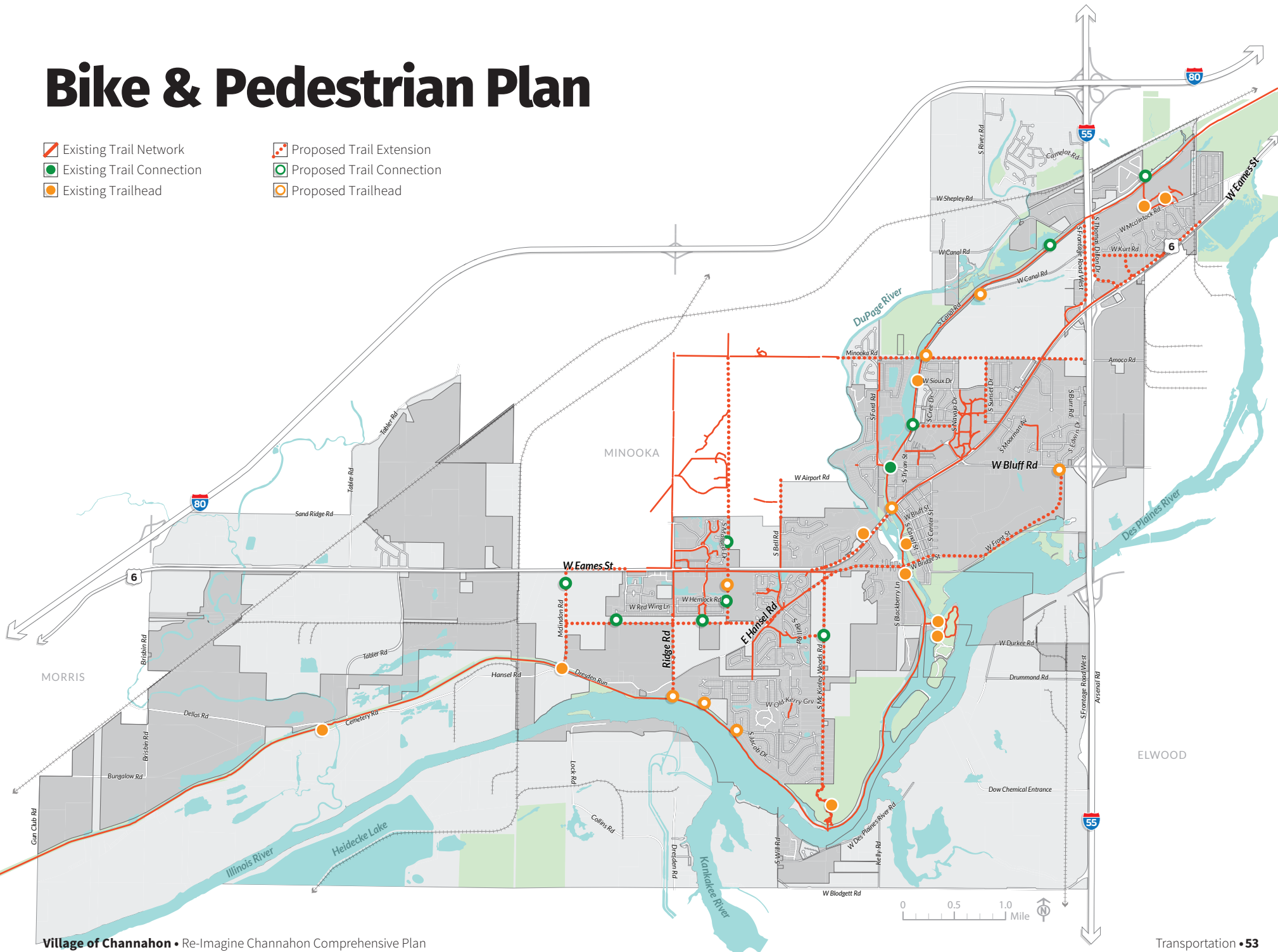
- Coordinate with the Village of Minooka to connect the shared-use path along Ford Road in Channahon with that to the west in Minooka.
- Incorporate a shared-use path along the proposed extension of Minooka Road to Route 6, with connections to shared-use paths along Ford Road and crossing the I&M Canal to Minooka.

- Coordinate with both Will and Grundy County, as well as the Village of Minooka, to extend the shared-use path on Bell Road north to McEvilly Road/Minooka Road.
- Install a shared-use path along the entirety of McKinley Woods Road to provide increased connectivity between the path along Route 6 and the I&M Canal Trail as well as residential neighborhoods west of the DuPage River.
- Extend the shared-use path along Ridge Road south to Hansel Road and continue the path to connect to the I&M Canal Trail.

As applicable, these trail improvements should be coordinated when roadway widening or maintenance projects occur. Appropriate connections to adjacent neighborhoods, commercial areas, and destinations should be considered.

Bike & Pedestrian Plan

-  Existing Trail Network
-  Existing Trail Connection
-  Existing Trailhead
-  Proposed Trail Extension
-  Proposed Trail Connection
-  Proposed Trailhead



Complete Streets

During public engagement, residents expressed a desire to safely walk and bike to destinations within Channahon, such as shops, restaurants, community facilities and parks. As a component of providing a network of pedestrian and bicycle routes throughout Channahon, the Village should consider the development of a Complete Streets policy. Complete Streets policies require that all roadways be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets considerations vary based on the existing street hierarchy and should apply only to public roadways. For example, on collector routes such as Ford Road, a shared-use off street path is appropriate, while on residential roads such as St Elizabeth Drive, bicycle lanes or shared lane markings, also called sharrows, may be more suitable.

Best practices for multi-modal functionality and amenities will be drawn primarily from two national sources, the American Planning Association (APA) and the Institute of Transportation Engineers (ITE).

According to the APA Planning Advisory Service Report #559, a comprehensive complete streets policy document:

- Includes a vision for how and why the community wants to complete its streets.
- Specifies that “all users” includes pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as automobile drivers and transit-vehicle operators.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by all relevant agencies to cover all roads.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right-of-way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design standards while recognizing the need for flexibility in balancing user needs.
- Directs that complete streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementing the policy

To develop and implement a local Complete Streets policy, the Village should consider the following:

Draft an Ordinance

This ordinance would require that all roadway construction and reconstruction include bicycle and pedestrian facilities. However, some exceptions to this ordinance should be included. According to the Federal Highway Administration (FHWA) the three most commonly used exceptions are on roads where nonmotorized use is prohibited (freeways), when the project cost is disproportionate to the probable use, and when there is a documented absence of need. Another exception communities adopt is when the work will only include ordinary maintenance and repairs or the lack of available right-of-way.

Incorporate Design Standards

Design standards for complete streets can often be very specific. However, it is recommended that the Village pursue a policy that states that complete streets accommodations will be built and designed, or installed, using guidance from IDOT, American Association of State Highway and Transportation Officials (AASHTO) publications, the Manual for Uniform Traffic Control Devices (MUTCD), and the Americans with Disabilities Act Accessibility Guidelines (ADAAG). This will provide greater flexibility in application of the policy.

Provide Context

Sensitivity to community context is important when drafting a complete streets policy. The policy should encourage that projects be designed within the context of adjacent land uses with emphasis on increasing safety, providing transportation access, and improving neighborhood livability. IDOT provides a context sensitive solutions document that should be referenced.

Establish Performance Measures

Typical performance measures for transportation planning include examination of vehicular Level of Service (LOS). Complete streets would require a broader look at how the transportation services are meeting the community’s needs. Coordination amongst community stakeholders and public officials will be needed to establish performance measures and goals. The following are some quantitative measures to consider: total miles of on-street bike lanes, linear feet of new pedestrian accommodations, and number of new curb ramps installed. Qualitative performance measures should also be incorporated, such as asking a community member... “How safe do you feel when walking along or crossing Route 6.”

Community Facilities & Infrastructure

Community facilities and infrastructure provide the essential services and amenities that contribute to quality of life and make Channahon a desirable place to live and work. This includes a system of municipal buildings, emergency services, schools, and other facilities as well as the infrastructure network that supports development throughout the community. The management of both community facilities and infrastructure in particular will be critical to Channahon's ability to sustain continued growth. Further, the maintenance and expansion of services and amenities over time will ensure Channahon remains an attractive and desirable community for existing and prospective residents. This chapter provides key recommendations to address the Village's key community facilities and infrastructure needs with an emphasis on local and regional collaboration.

5

Community Facilities & Infrastructure

Vision

The Village of Channahon will be highly livable and desirable by providing residents with well-maintained community facilities, services, and infrastructure. These will elevate the quality of life for residents and ensure the Village is a safe and welcoming community. Through dedicated long-range planning, continued development within the Village will be matched with new facilities and appropriate infrastructure upgrades and extensions, particularly for growth areas west of the DuPage River. This will ensure that new residents and businesses are appropriately served without impacting the quality of Channahon's various facilities or amenities.

At the same time, the process of reviewing and identifying potential improvements and expansions within established areas of the community will help support modernization and ensure a high quality of life for both existing and future residents. Critical to these efforts will be coordination between the numerous local and regional organizations that serve Channahon's residents. Encouraging open communication and cooperation, the Village will foster a collaborative environment that coordinates resources and ensures that community facilities and infrastructure continue to meet and exceed Channahon's needs.

Goals

Goal #1

Ensure Channahon continues to provide high quality services and amenities to residents and businesses that make the Village a safe, exciting, and welcoming place to live and work.

Objectives

- Regularly monitor existing amenities and services to ensure appropriate maintenance and plan for long-term expansions or improvements as well as opportunities to modernize infrastructure systems.
- Host regular meetings with the numerous public service providers who serve Village residents and businesses, facilitating open communication and cooperation.
- Work with emergency response providers to identify emerging trends and potential issues that could impact the ability to provide service.
- Continue to work with education providers to maintain the high quality of local schools and mitigate potential impacts to facilities and funding.
- Work with Village departments to regularly inventory and review facilities to adequately plan for long-term renovations, replacements, expansions, modernizations, and other improvement projects.

Goal #2

Ensure continued quality of infrastructure and services while seeking enhancements to allow for appropriate growth over time.

Objectives

- Regularly review local roadways to identify necessary maintenance projects, working with IDOT, Grundy County, Will County, and local townships where necessary.
- Coordinate with local service providers to regularly review utilities and infrastructure networks to identify necessary upgrades and long-term improvement projects.
- Continue to work with regional partners in addressing water supply and exploring potential alternative sources.
- Continue to reduce the Village's water consumption and work with developers to reduce the demand upon water resources.
- Work with existing businesses to extend infrastructure services and amenities west of McLinden Road to support future investment in that area.
- Utilize Green Infrastructure practices and policies to reduce environmental impacts as well as improve efficiency of infrastructure networks.

Local Government

The Village of Channahon is governed by the Village President and a six-member Board of Trustees. The Administration Department is responsible for planning, organizing, and steering all Village operations. The Village Administrator leads the department heads in recommending actions to the Board of Trustees, preparing the Village budget, and assuring the proper enforcement of Village laws and ordinances. The department is also in charge of municipal services, including business licenses, permits, election services, and village resolutions.

The Board of Trustees is the Village's legislative body that executes all municipal powers that have not been allocated to a specific office, commission, committee, or board. Along with the president, trustees are elected for four-year terms with three members elected every two years. Village departments are located at the Channahon Municipal Center at 24555 S Navajo Drive.

The Village government is well functioning and no major concerns were identified through the outreach process.

To support the continued quality of government services within Channahon, the Village should consider the following recommendations:

- Continue to monitor the condition of municipal buildings, facilities, and equipment to identify necessary upgrades, replacements, renovations, and long-term maintenance projects.
- Regularly review the capacity of existing municipal buildings and facilities to address community needs and identify necessary expansions or improvement projects to support long-term growth.
- Implement sustainable best practices on Village owned properties to act as examples for private developers and property owners and test new and emerging practices and technologies.
- Emphasize the Channahon Municipal Center as a community focal point by incorporating it within the Town Center project and continuing to host events or activities that will foster a sense of openness with residents.



Emergency Response

Fire Protection

Channahon is served by five fire districts which provide fire suppression and emergency medical services to the Village. The following districts include facilities both within and outside the municipal boundaries. Also included is their Insurance Service Office (ISO) classification, which is a rating of the level of first safety response on a scale of 1-10, with 1 being the best rating.

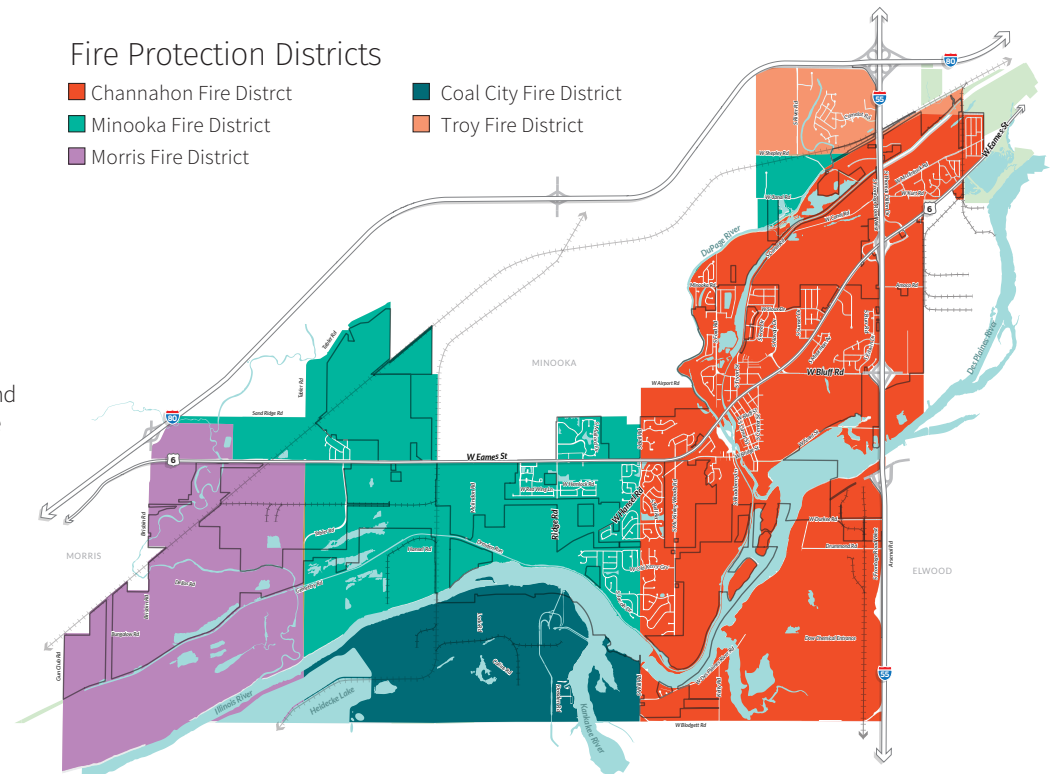
- Channahon Fire Protection District (ISO 2) (Serves central eastern Channahon)
- Minooka Fire Protection District (ISO 1) (Serves central western Channahon & Minooka)
- Coal City Fire Protection District (ISO 3) (Serves central southern Channahon & Coal City)
- Troy Fire Protection District (ISO 1) (Serves northeastern Channahon & south Shorewood)
- Morris Fire Protection & Ambulance District (ISO 3) (Serves western Channahon & Morris)

The Channahon Fire Protection District and the Minooka Fire Protection District are the main fire districts that serve the majority of Village residents. Fire services within Channahon are highly regarded by residents.

While no critical issues were identified for fire protection, both natural and manmade barriers in Channahon impede the fire districts' ability to access emergency calls. This includes Interstate 55 and the Des Plaines River, which limits the Channahon Fire Protection District's access to the western and southern ends of its service area. The Village should coordinate with each fire district to identify significant impediments to efficient emergency call response times. This could include considerations for new intersections and roadway connections as well as improvements to ensure ease of access for emergency vehicles.

Fire Protection Districts

- Channahon Fire District
- Minooka Fire District
- Morris Fire District
- Coal City Fire District
- Troy Fire District





Existing water supply and distribution systems are considered adequate for firefighting operations; however, specific areas within the Village are not fully served, including the industrial area south of the Des Plaines River. The Village should work together with each fire district and the Public Works Department to assess the provision of water supply to underserved areas and examine opportunities to use static water sources rather than transport mobile water. As the community continues to grow westward, coordination with the fire districts, especially the Minooka and Morris Fire Districts, will be essential in maintaining the quality of fire protection services and ensuring all residents are covered.

Police

The Village is protected by the Channahon Police Department which strives to create a safe living environment that is comfortable to community members. The Department is centrally located at the Municipal Center and currently employs 25 full-time police officers. Community outreach demonstrated that residents hold the Police Department in high regard and are satisfied with the quality of police services in Channahon.

In the next several years, the Channahon Police Department plans on growing its personnel, forming a dedicated truck enforcement unit, and providing opportunities for officers to become involved with the Will County Gang Suppression Unit (GSU) and Cooperative Police Assistance Team (CPAT).

The Police Department facility was identified as having issues with its entry and exit points, an overloaded evidence room, and limited employee parking. In coordination with the department, facility expansions and upgrades should be examined to address these issues.

In addition, increased truck traffic was identified as a potential threat to public safety and disruptive to residential neighborhoods during public outreach. The Village should work with the Police Department to address unsafe driving conditions and decrease chances of traffic conflicts, while working with IDOT to reroute truck traffic away from lower capacity roadways and residential areas. Together with the Department, public safety concerns should continue to be monitored and addressed to foster safety and sense of security within the community.



Education

Public education in Channahon and the Village's service area is provided by 10 school districts, including facilities both within and outside the community.

- Channahon District 17 (All facilities located in Channahon)
 - NB Galloway Elementary School
 - Pioneer Path Elementary School
 - Three Rivers School
 - Channahon Junior High School
- Minooka Community Consolidated District 201 (Facilities located in Minooka, Joliet, and Shorewood)
 - Aux Sable Elementary School
 - Jones Elementary School
 - Minooka Elementary School
 - Minooka Intermediate School
 - Minooka Junior High School
 - Minooka Primary Center
 - Walnut Trails Elementary School

- Minooka Community High School District 111 (Facilities in Minooka and Channahon)
 - Minooka Community High School – Central Campus
 - Minooka Community High School – South Campus
- Troy Community Consolidated School District 30C (Facilities located in Joliet and Shorewood)
- Joliet Township High School District 204 (School located in Joliet)
- Wilmington School District 209U (Facilities in Joliet and Wilmington)
- Morris District 101 (Facility located in Morris)
- Coal City Community Unit School District 1 (All facilities located in Coal City)
- Sarratoga Community Consolidated School District 60C (Facility in Morris)
- Morris Elementary School District 54 (Facility in Morris)

During community outreach, schools were ranked as the Village's greatest strength and all educational programs were rated positively by the majority of residents. As one of Channahon's most valued assets, the Village should coordinate with each school district to ensure its youth continues to receive quality education and monitor school capacities as the community further develops its residential neighborhoods. Strong communication should be maintained to ensure the districts are aware of Village plans to expand, which may eventually put pressures on existing school facilities. In that case, the Village should assist districts in approving plans for expansions or in identifying new sites for larger facilities that can better accommodate the student population.

In particular, the Village should coordinate with School District 111 to consider necessary improvements or expansion to Minooka South Community High School. Originally built as a southern campus to accommodate growing enrollment, this facility was intended to enable long-term growth within the community. As residential development continues west of the DuPage River, renovations to the High School may be necessary to increase capacity, including sports fields. Additionally, long-term impacts to enrollment in School District 201 as a result of continued growth should be considered and addressed.

Community Facilities

Local Government

- 5 Village of Channahon & Police Department
- 10 Channahon Township

Federal Government

- 6 U.S. Post Office

Fire Protection

- 1 Channahon Fire Protection District Station 2
- 8 Channahon Fire Protection District Station 1
- 12 Minooka Fire Protection District Station 2 and Channahon Police Station 2

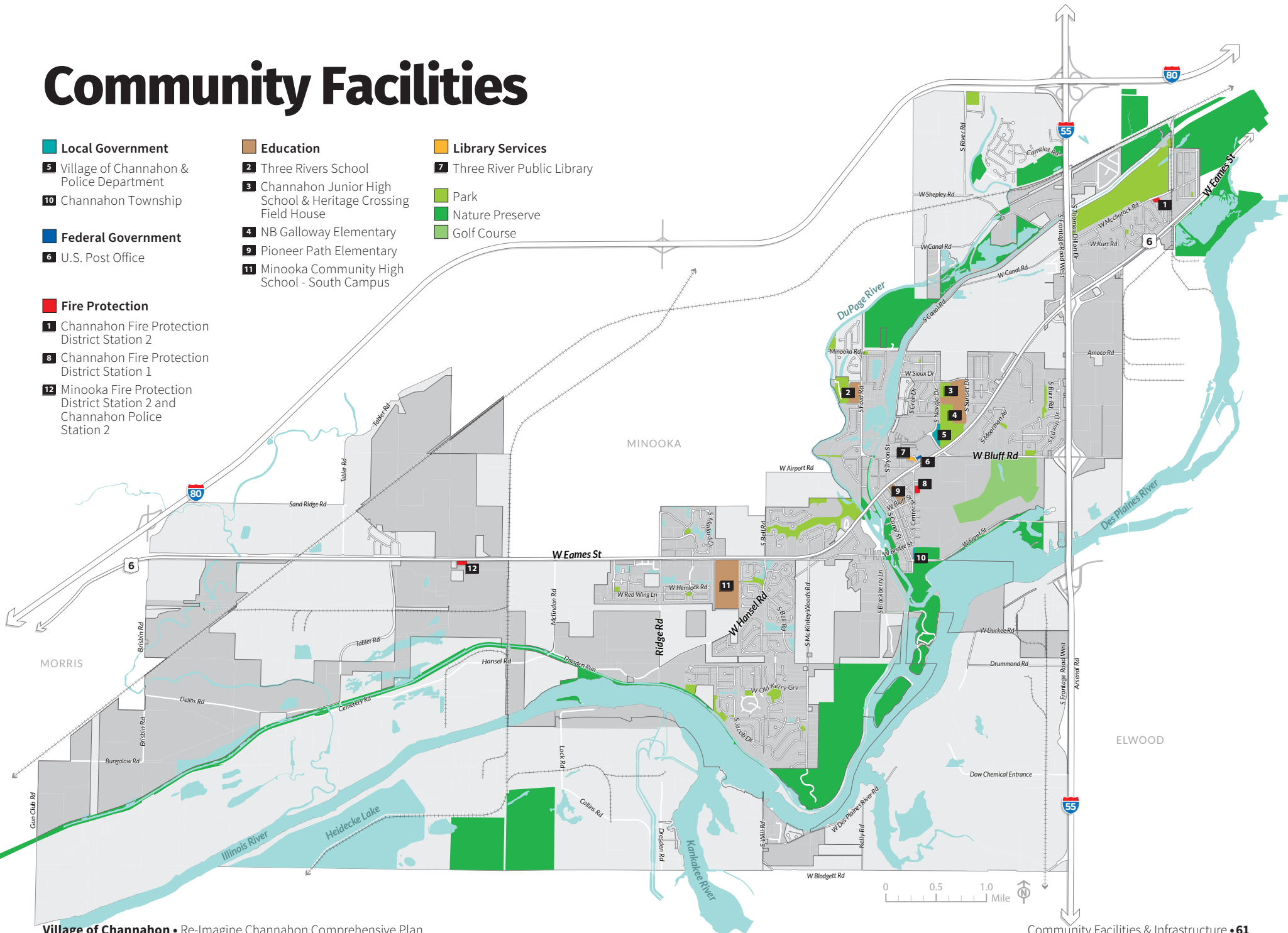
Education

- 2 Three Rivers School
- 3 Channahon Junior High School & Heritage Crossing Field House
- 4 NB Galloway Elementary
- 9 Pioneer Path Elementary
- 11 Minooka Community High School - South Campus

Library Services

- 7 Three River Public Library

- Park
- Nature Preserve
- Golf Course



Joliet Junior College

Joliet Junior College (JJC) is the predominate provider of higher education within close proximity to Channahon. Established in 1901, JJC is the first public community college in the United States, offering both pre-baccalaureate programs for students planning to transfer to a full, four-year institution as well as non-credit courses, adult education, associates degrees, and workforce programs. The college's main campus is located in Joliet along Houbolt Road, with additional facilities in Joliet, Romeoville, Morris, and Frankfort. The Village should collaborate with JCC to explore partnership opportunities that would provide educational amenities to residents and students in Channahon. Emphasis should be placed on workforce training and education that will assist in attracting jobs and employers to Channahon. In addition, the Village should coordinate with JCC and local employers to explore internships and opportunities for hands-on experiences, creating a pathway for JCC students to obtain employment within Channahon.

Library Services

A vast majority of Channahon residents are served by the Three Rivers Public Library District, which provides a large collection of resources, programs, technology, and services to residents. The library district was originally established as the Tri-County Library District in 1977 before changing its name to Three Rivers and expanding its facility into the 9,200 square foot brick and redwood Channahon Library known today. The District covers 62 square miles in Grundy, Will, and Kendall Counties, with a second location in Minooka. There are plans to renovate both library locations with possible additions to the buildings in the next three to 10 years, as the existing facilities are too small to accommodate over 26,000 residents in the district. Additional library services are provided to northern areas of the community by the Troy-Shorewood Public Library, located north of Jefferson Street in Shorewood.

Moving forward, continued coordination with both libraries is recommended to ensure residents have sufficient access to library resources as it continues to grow. The Village should support the Three Rivers Public Library District as it undertakes any facility improvements and seek opportunities for partnerships to benefit community members, such as business partnerships, literacy programs, and afterschool activities for children.

Intergovernmental Coordination

Split between two different counties, Channahon has a complex network of service providers and organizations that support the community. Careful coordination of these different groups will be essential to ensure the continued quality of services in Channahon, particularly as growth occurs. The Village should continue to take a lead role in facilitating communication between the various service providers within the area. Ultimately, the Village should foster intergovernmental coordination and a collaborative environment that activates the community's various districts and providers as resources to address emerging issues and ensure a high quality of service.

As a component of intergovernmental coordination, the Village should seek to establish a regional approach to issues and opportunities. Many of the challenges facing Channahon are not individual to areas within the Village, but instead spread across municipal boundaries and between different communities within the region. For example, traffic and congestion along Route 6 is not isolated within Channahon but flows from and to adjacent communities, especially Joliet. Utilizing a regional perspective will allow Channahon and adjacent communities to pool their resources and address the root causes of different challenges within the surrounding area.

To best coordinate intergovernmental coordination and regional cooperation, the Village should explore the following recommendations:

- Organize regularly scheduled meetings with individual service providers in the community to review issues and opportunities, emerging trends, and potential partnerships.
- Organize regularly scheduled meetings with adjacent municipalities and regional organizations to address issues and opportunities in the area from a regional perspective. This should include the neighboring communities of Joliet, Minooka, and Morris as well as CMAP, Will County, Grundy County, the Forest Preserves of Will County, Will County Division of Transportation, Grundy County Highway Department, and IDOT.

- Organize an annual or biannual meeting or roundtable with all service providers to discuss major issues, ongoing and emerging trends, and ways to address local concerns using the pooled resources of organizations within Channahon.
- Develop educational materials and online tools to inform residents and property owners about the different districts and organizations that serve their properties.
- Coordinate with service providers and regional organizations to identify duplicative services that could be eliminated, combined, or expanded.
- Maintain lines of communication between service providers, organizations, and neighboring communities that foster collaboration and the sharing of best practices and information.

Long-Term Expansion & Facility Needs

The potential for significant growth, including a thriving housing market, could place an increasing demand on services and amenities within the community. In particular, the western half of Channahon has an abundance of land available for development and annexation. To prepare for continued growth, the Village should coordinate long-term expansion of community facilities, both to meet the needs of a growing population and ensure that new development does not overburden existing facilities.

This should include the review and analysis of existing facilities, services, and amenities to consider current capacities, potential issues, future needs, and both short- and long-term projects. As a component of intergovernmental coordination, the Village should partner with local and regional providers to plan for necessary improvements that will align services and amenities with long-term growth expectations.

Where appropriate, the Village should identify potential sites that should be preserved for new facilities or improvements. Emphasis should be placed upon planning for growth west of the DuPage River and preparing for new emergency response facilities, schools, and municipal services.

Community Center

As part of expanding facilities, the Village should explore the feasibility of developing one or more community centers within Channahon. These could provide public gathering spaces, recreational amenities, classes and vocational programs, senior services, and other amenities. Such improvements or programs should be coordinated with the Channahon Park District as appropriate.

Given the growing residential population and availability of land, western Channahon is well suited for a new community center. This kind of public investment could establish a neighborhood center and provide greater access to services for residents west of the DuPage River. A second community center may be cost prohibitive in the short-term; however, the Village should explore the feasibility and consider alternative options. For example, new programs and services hosted at the Channahon Municipal Center could strengthen the Town Center project and balance public investment in different areas of the community.

Infrastructure

Western Infrastructure Extensions

As emphasized within the Land Use Plan, a critical component of maintaining and expanding services will be the extension of infrastructure west of McLinden Road. As part of preparing this area for industrial growth, the Village should analyze the costs and benefits of extending municipal infrastructure to properties west of Ridge Road. The Village should also consider necessary regulations and funding mechanisms to support infrastructure improvements. Overall, this investment is worthwhile to facilitate growth, but the Village must balance its own investment against long-term gains related to economic development.

To enable the extension of infrastructure to western Channahon, the Village should consider the following:

- The Village should explore imposing an impact fee on any new industrial development west of McLinden Road to help pay for all or a portion of associated infrastructure to support growth in this area.
- Another alternative is a partnership with new industrial developers to reach an agreement where both parties pay for a portion of the funding needed to construct new infrastructure. The Village and the developer will also have to coordinate with the Village of Minooka and the Grundy County Highway Department as some of the infrastructure will cross jurisdictional lines.

- Establish a policy that requires that infrastructure built west of Ridge Road is constructed to facilitate future growth. For example, storm sewer piping should be sized to accommodate long-term increases to capacity. It should be noted that a recapture agreement may be necessary in order to reach consensus around this strategy. The recapture agreement would allow the original developing party (Village or Developer) to recover the cost associated with the prebuilt upgrades when the future parcels are eventually developed.
- Partner with utility providers in the community to conduct parallel analysis for non-municipal utilities. This should help to identify challenges and potential projects that will need to be completed to support continued western growth.

Water Service

The Public Works Department is responsible for water supply within the Village, including the delivery of potable water to residents and the treatment of wastewater to minimize environmental impacts and maintain sanitary living conditions. Overall, water service within the community is well maintained and was not identified as a critical issue by residents.

The Village currently obtains water using a deep aquifer well; however, state surveys have predicted that this aquifer may be unable to meet expected demands by 2030. The Village's public works department is currently in the process of exploring new water sources, such as a shallow well and surface water, including Lake Michigan. The department is coordinating with other communities in the area to address this issue. While the Village should continue to explore new sources for water, this effort should be complimented by projects to reduce Channahon's overall water usage. This should include the regular inventory and analysis of existing infrastructure to identify deficiencies and issues that may be causing water loss. In addition, the Village should prioritize the reduction of water consumption as part of sustainable and low-impact initiatives. Efforts to emphasize sustainable best practices for residents, developers, and businesses will help to lower Channahon's water intake and ensure the quality and longevity of water service within the community.

Stormwater Management & Sewer Service

The Public Works Department is responsible for stormwater management, including the collection and dissemination of stormwater runoff within the Village. Channahon is a Municipally Separate Storm Sewer System (MS4), meaning that infrastructure used to collect stormwater is separated from the sanitary sewer system. A combined system collects both wastewater from inside a structure and stormwater from outside a structure to be treated before dissemination. A separated system; however, collects and treats wastewater while disseminating stormwater without a treatment process. As a result, MS4's can have a harsher impact on local waterways, given the potential that polluted water may flow untreated into local rivers and streams.

As an MS4, Channahon is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit from the Environmental Protection Agency (EPA) and maintain a Stormwater Management Program, intended to help reduce the potential of pollution through the system. Moving forward, the Village should continue to implement its adopted Stormwater Plan and seek the reduction of water-based pollution through the stormwater system. The Village should continue to work with the Lower DuPage River Watershed Coalition (LDRWC) and the Lower Des Plaines River Watershed Group (LDRWG) to reduce pollution, monitor each systems, and educate the public about related impacts.

Floodplains

Portions of the Village along the DuPage, Des Plaines, and Illinois Rivers are located in a FEMA Special Flood Hazard Area, meaning they are susceptible to the floods that have a one percent chance of occurring annually. The State of Illinois recently published updated Bulletin 70 rainfall data, which will impact flood mapping and related stormwater requirements for development throughout the state. Understanding the potential impact of flooding within Channahon and the concern with stormwater runoff, the Village should coordinate with regional partners to analyze these changes and consider steps to address them. This could include updates to local regulations and amendment to the Stormwater Plan, coordinating with IDNR, FEMA, or other agencies.

Water Resources

Located ‘where the waters meet,’ the Village’s waterways are an invaluable asset that not only defines Channahon’s position within the region but contributes to the community’s quality of life and individual identity. Further, these waterways are a vital resource for the greater Chicago region, the State of Illinois, and numerous downstream communities. This places a significant emphasis on how the Village manages the health of local waterways and the utilization of water resources, including the DuPage, Des Plaines, Kankakee, and Illinois Rivers as well as tributaries, wetlands, and water recharge areas.

The Village should take an active role in the preservation of water resources to ensure the health and stability of local waterways and related ecosystems. This must include considerations for the variety of potential impacts that continued growth and development in Channahon could have on water resources. To assist with preservation and conservation of water resources, the Village should consider the following strategies:

- Continue to take an active role in regional initiatives, programs, and organizations that focus on the protection of water resources. This should include continued coordination with the Will-South Cook Soil & Water Conservation District (SWCD), the Grundy County Soil and Water Conservation District, and the LDRWC to further advance the technical assistance and education efforts that are already provided to local stakeholders and residents.
- Develop a suite of educational materials to provide residents, developers, and businesses with information about water conservation efforts and best practices to reduce water consumption, limit pollution, and contribute to the protection of water resources. This should include information about the Channahon Park District’s existing Green Initiative services.
- Develop a dedicated green infrastructure plan or initiative that identifies recommendations and policies to comprehensively incorporate green infrastructure in Channahon. This should include best practices, benchmarks, and performance metrics tied to a Capital Improvement Program.
- Develop incentives, programs, and funding mechanisms that encourage developers to incorporate green infrastructure as part of future projects.
- Continue to install green infrastructure on Village-owned properties and public rights-of-way, including street trees and native landscapes that increase stormwater absorption. This should also include test projects to explore new techniques and act as examples for developers and residents.
- Strictly enforce local stormwater and floodplain regulations to reduce impacts to local waterways from existing and future development.
- Review existing regulations for outdoor water usage and the overall usage of water during these times to analyze the potential for stricter rules or alterations that may help to minimize water use. This should include strict application of existing regulations for outdoor watering and education on why it is necessary.
- Regularly inventory and review existing water infrastructure within the community to identify issues, necessary upgrades and replacements, and explore new innovations and best practices that could improve water efficiency.
- Encourage and incentivize the use of rain barrels, irrigation systems, and landscaping that helps to filter and retain water. This should include the creation of rain gardens and the Village should consider requiring these and other practices as part of the PUD process. In addition, the Village should establish programs and materials to educate or provide assistance to residents, developers, and businesses interested in these practices.
- Seek the reduction of impermeable surfaces as part of new development and encourage the use of permeable pavers and landscaped areas to assist with stormwater absorption and filtration.
- Identify and protect areas that contribute to the health of local waterways, resources, and the aquifer, including water recharge areas. These should be protected from development and maintained as open space.
- Work with the Public Works Department to implement water quality improvements that will reduce contamination as a result of infrastructure, maintenance, and upkeep.
- Update local regulations to incorporate conservation design and green infrastructure practices to reduce stormwater runoff and preserve open space and natural areas, such as cluster housing.
- Promote and encourage restorative farming practices and agricultural uses in appropriate rural areas, including agritourism that emphasizes the importance of sustainability.
- Monitor and record water usage data reported annually or monthly to establish local trends and provide locally and regionally applicable data for water resources.
- Coordinate with IDNR and other regional partners to regularly test the quality of local water resources and monitor trends in water quality over time. This should include appropriate test for the Village’s aquifer water source.

Parks, Open Space & the Environment

Channahon is a community defined by its distinctive landscape and valuable opportunities for residents to spend time outdoors. Including a variety of parks, open spaces, and unique environmental assets, these provide access to nature and recreational opportunities and contribute to the Village's image, character, and overall quality of life. As Channahon continues to grow, it is crucial that the Village preserves open spaces and environmental features while identifying opportunities for new parks, trails, and recreational amenities. This will ensure all residents have access to outdoor spaces and encourage healthy, active lifestyles. This chapter provides key recommendations for the conservation and activation of Channahon's natural assets as well as reviewing best practices and policies to help make the Village a more sustainable community.

6

Parks, Open Space & the Environment

Vision

The Village of Channahon will continue to be a picturesque community where the natural landscape is preserved and enhanced as a critical component of the Village's identity. All residents and visitors will have safe access to parks, trails, forest preserves, and outdoor spaces that enhance quality of life and support a healthy, active lifestyle. Primary amongst these will be the local waterways that define Channahon, which will continue to act as a backbone for recreation in the area. These invaluable features will not only be activated but protected through dedicated efforts for water conservation and sustainability. As growth occurs, the Village will remain dedicated to the surrounding environment, guiding development to improve without impacting natural areas and open space.

Goals

Goal #1

Maintain and enhance parks, open space, and environmental assets to ensure residents and visitors have access to recreation and the local landscape.

Objectives

- Work with the Channahon Park District to plan for necessary new facilities or improvements as growth occurs.
- Continue to expand the Village's pedestrian and bicycle network to safely connect residents to parks, forest preserves, and recreational areas.
- Explore recreational opportunities to activate local waterways, such as canoe or kayak rentals.
- Work with the Illinois Department of Natural Resources, the Army Corps of Engineers, the Forest Preserve District of Will County, and private property owners to consider activating riverfront properties as destinations within the community and allow appropriate commercial investment.

Goal #2

Demonstrate a dedication to sustainability and water conservation through preservation of local resources, encouraging conservation-conscious development, and taking an active role in regional efforts.

Objectives

- Establish dedicated commissions for sustainability and water conservation, charged with advising the Village on best practices and policies that will preserve natural resources, ensure the health of local water systems, and reducing Channahon's impact on the environment.
- Adopt and enforce development regulations that ensure proper conservation and protection of all local watersheds.
- Update development standards, codes, and ordinances to require sustainable development practices and incentivize efforts to reduce environmental impacts.
- Identify and preserve important environmentally sensitive areas, water resources, and related natural areas that should be protected from future development.
- Prohibit future development within local floodplains and seek the conversion and/or relocation of non-conforming structures to more appropriate uses.
- Address future water supply and take an active role in regional sustainability and water conservation programs.

Parks & Recreation

Channahon Park District

The Channahon Park District manages the Village's parks and recreational facilities with the vision to provide opportunities for socializing, recreation, and community building. The District maintains approximately 520 acres of dedicated parkland, including 17 parks and 9 special use facilities and amenities. Currently, there are prospective parks and recreational spaces being planned, such as McGowan Woods and Greenwald Bluffs Park, which will add further to the volume of green-space within the community. The Park District is currently undergoing a master plan update which should be referenced for greater details on park facilities and future projects.

Parks Inventory

Each of Channahon's parks have been classified based on size and functional standards of the National Recreation Parks Association (NRPA), the recognized authority for parks and recreation planning in the United States. The following classification hierarchy creates a formal structure for assessing facilities, establishing the role and function of each park, and understanding how they serve the community.

Mini Parks

Mini Parks address a limited and small-scale recreational need and are generally smaller than one acre in size. They typically serve the local population that lives within a quarter-mile.

Neighborhood Parks

Neighborhood Parks are the basic unit of any park system and serve as the recreational and social focus of the neighborhood. They generally range from several acres to fifty acres in size. The NRPA recommends that each resident have access to a neighborhood park within a half-mile walk of their home, reflecting an average walk time of 10 minutes.

Community Parks

Community Parks serve both local neighborhoods as well as a greater population that drives to the park. They serve a larger geographic area and often have ball fields and trails, offering recreational activities beyond what is available in neighborhood parks. Their service area is two miles.

Special Use Facilities

Special Use Facilities include facilities dedicated to specific recreational activities or uses. This includes outdoor areas as well as structures that enable indoor recreation and activity.

PARK CLASSIFICATION		
Park Name	Acreage	Category
Al Wood Park	0.75	Mini
Amberleigh Park	1.4	Mini
Arrowhead Community Center	-	Special Use
Arroyo Trails	76.8	Special Use
Bluff Park	5	Neighborhood
Central Park	48.5	Community
Community Park	123	Community
Deer Path Park	7.8	Neighborhood
Diamond Park	1	Mini
DuPage Park	1.5	Mini
DuPage River Access	3	Special Use
Greenwald Bluffs Park	4.6 (estimate)	(Future park)
Henneberry Park	5	Neighborhood
Heritage Bluffs Public Golf Course	166	Special Use
Heritage Crossing Field House	-	Special Use
Highlands Overlook Park	11.7	Neighborhood
Louie Moorman Memorial Park	0.92	Mini
McGowan Woods	22.14 (estimate)	(Future park)
Potawatomie Park	0.78	Mini
Prairie Wetland	55	Special Use
Red Hawk Park	0.38	Mini
Ridge Park	7.6	Neighborhood
Seneca Park	0.37	Mini
Skateland Recreation Center	-	Special Use
Swifton Park	2.6	Mini
Tomahawk Aquatic Center	-	Special Use
Whispering Oaks Park	2.6 (estimate)	(Future park)
Woods of Aux Sable Park	2.6 (estimate)	(Future park)
Yellow Pine Park	1.88	Mini

Park Supply Evaluation

Population-Based Analysis

NRPA's standards for parkland acreage were used to compare Channahon's park inventory to national benchmarks. This establishes an understanding of how existing parks serve the community based upon the Village's population, as defined in the accompany table. Channahon is well served by its existing parks system, with all park classifications exceeding national standards. The Park District has announced plans to add approximately 32 more acres of parkland through developing four new parks; Greenwalk Bluffs Park, McGowan Woods, Whispering Oaks Park, and Woods of Aux Sable Park.

NRPA ACREAGE STANDARDS

10 acres of park per 1,000 residents

0.5 acres of mini park per 1,000 residents

2.0 acres of neighborhood parks space per 1,000 residents

7.5 acres of community park space per 1,000 residents

NRPA SERVICE AREA STANDARDS

Park Type	Buffer (miles)
Mini	0.25
Neighborhood	0.5
Community	2

Service Area Analysis

NRPA's standards for service areas, as defined previously in the park classifications, were used to assess whether the Village's existing parks were dispersed equitably throughout the community, as shown on the Parks & Open Space Map. Overall, Channahon is well served by the existing parks system and the majority of neighborhoods have access to one or more parks. While some neighborhoods lack access to localized mini or neighborhood parks, these areas are generally served by immediate access to community parks. For example, homes between Center Street and the DuPage River south of Route 6 have no access to mini or neighborhood parks but are directly adjacent to Channahon State Park.

In addition, local waterways form geographic barriers which can impede resident's ability to access parks. For example, though residents may technically be located only a half mile from Swifton Park, they would have to walk or drive three times that distance to the next bridge to access the park.

Leveraging Parks

Given the quality of parks within Channahon, efforts to improve recreational amenities should be focused on refining and fine-tuning the existing parks network as well as thoughtfully locating new parks and amenities through new development. Moving forward, it is important that the Village works together with the Park District to manage park amenities and ensure all residents have access to nearby recreational opportunities. This should include the following recommendations:

- Coordinate with the Park District to identify and develop new park spaces as opportunities arise, with a focus on new mini and neighborhood parks that provide recreational access to underserved areas.
- Assist the Park District as appropriate with monitoring the condition of parks and recreational facilities and performing necessary facility upgrades as needed.
- Collaborate with the Park District to conduct an annual survey to determine residents' desires for parks space improvements and programming.
- Together with the Park District, identify opportunities for new community events and programming within existing park spaces and public spaces. These could include music and dance performances, movie nights, and markets.
- As future annexation occurs, work together with the Park District to ensure sufficient park space is integrated within new residential development.

Park Access

Given that Channahon is currently well served by the existing park supply, stress should be placed on improving access to maximize usage of these facilities. Though parks are managed by the Park District, the Village is responsible for ensuring residents are able to easily reach specific parks through the transportation network. This requires addressing existing impediments including physical barriers, inconsistent pedestrian and bicycle infrastructure, and poor connectivity between adjacent neighborhoods. The Village should examine new opportunities for connections across the DuPage River and I&M Canal, such as pedestrian bridges, to provide access to adjacent neighborhoods that would otherwise be reliant upon driving. Safe and highly visible pedestrian crosswalks should be implemented along major roadways, especially Route 6.

In addition, the Village should look to expand non-motorized connectivity to provide greater park access. This should include efforts to address gaps in sidewalk infrastructure, provide a robust bike network, and developing dedicated trails and pathways with connections to regional trails. Particular focus should be given to neighborhoods adjacent to Community Park, south of Route 6 along the DuPage River, and as growth occurs west of the DuPage River. In coordination with the Park District, these pathways should be clearly marked with wayfinding that directs individuals to parks, residential neighborhoods, and other destinations within the Village.

Parks & Open Space

Parks

- 5 Community Park
- 6 Al Wood Park
- 8 Potawatomi Park
- 9 Prairie Wetland
- 11 Swifton Park
- 13 McGowan Woods (Future)
- 14 Seneca Park
- 16 Central Park
- 19 Ridge Park
- 20 Louie Moorman Memorial Park
- 21 Bluff Park
- 24 DuPage Park
- 28 Henneberry Park
- 29 Yellow Pine Park
- 30 Amerleigh Park
- 31 Woods of Aux Sable Park (Future)
- 33 Greenwald Bluffs Park (Future)
- 34 Whispering Oaks Park (Future)
- 35 Highlands Overlook Park
- 36 Red Hawk Park
- 37 Deer Path Park
- 38 Diamond Park

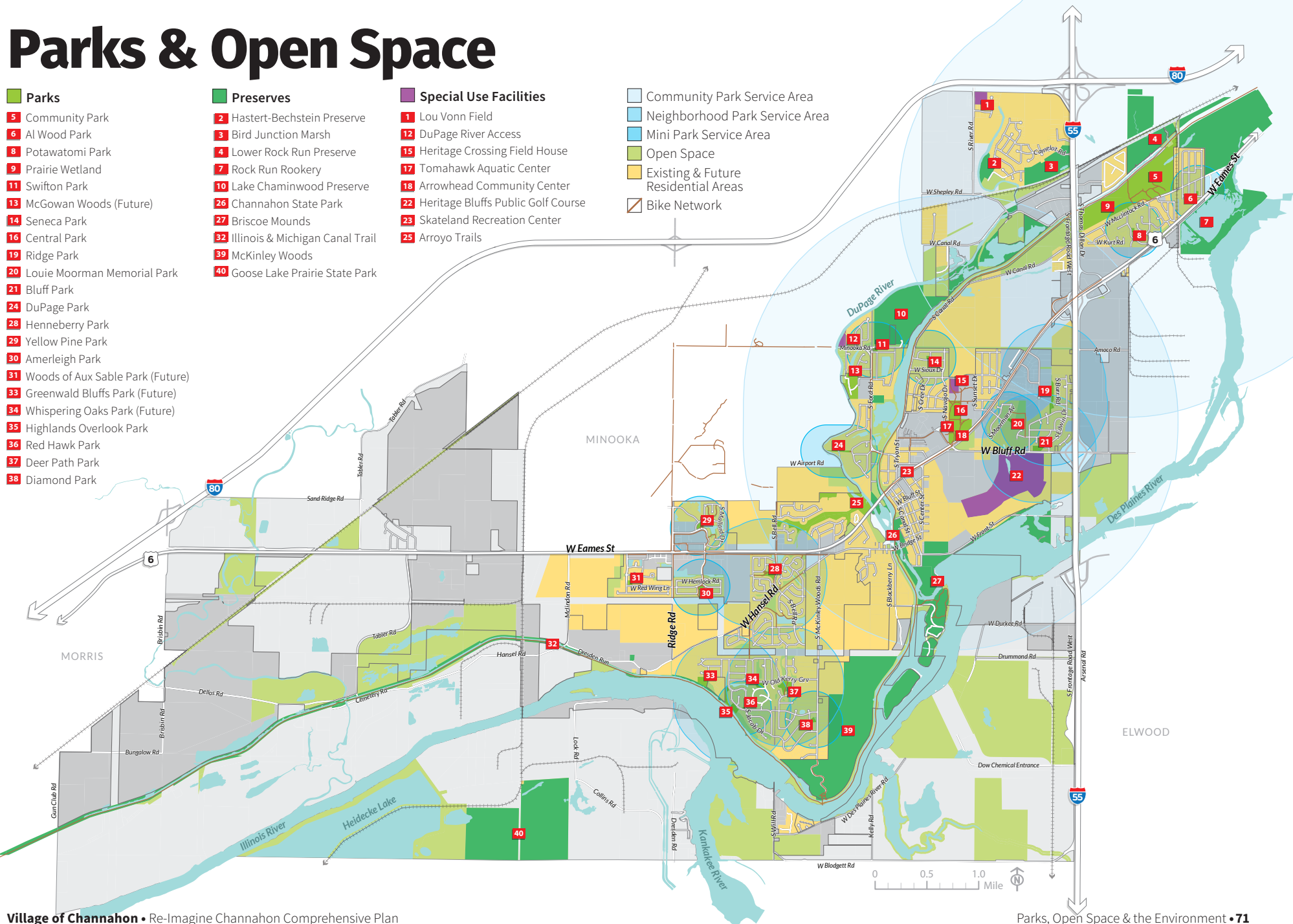
Preserves

- 2 Hastert-Bechstein Preserve
- 3 Bird Junction Marsh
- 4 Lower Rock Run Preserve
- 7 Rock Run Rookery
- 10 Lake Chaminwood Preserve
- 26 Channahon State Park
- 27 Briscoe Mounds
- 32 Illinois & Michigan Canal Trail
- 39 McKinley Woods
- 40 Goose Lake Prairie State Park

Special Use Facilities

- 1 Lou Vonn Field
- 12 DuPage River Access
- 15 Heritage Crossing Field House
- 17 Tomahawk Aquatic Center
- 18 Arrowhead Community Center
- 22 Heritage Bluffs Public Golf Course
- 23 Skateland Recreation Center
- 25 Arroyo Trails

- Community Park Service Area
- Neighborhood Park Service Area
- Mini Park Service Area
- Open Space
- Existing & Future Residential Areas
- Bike Network



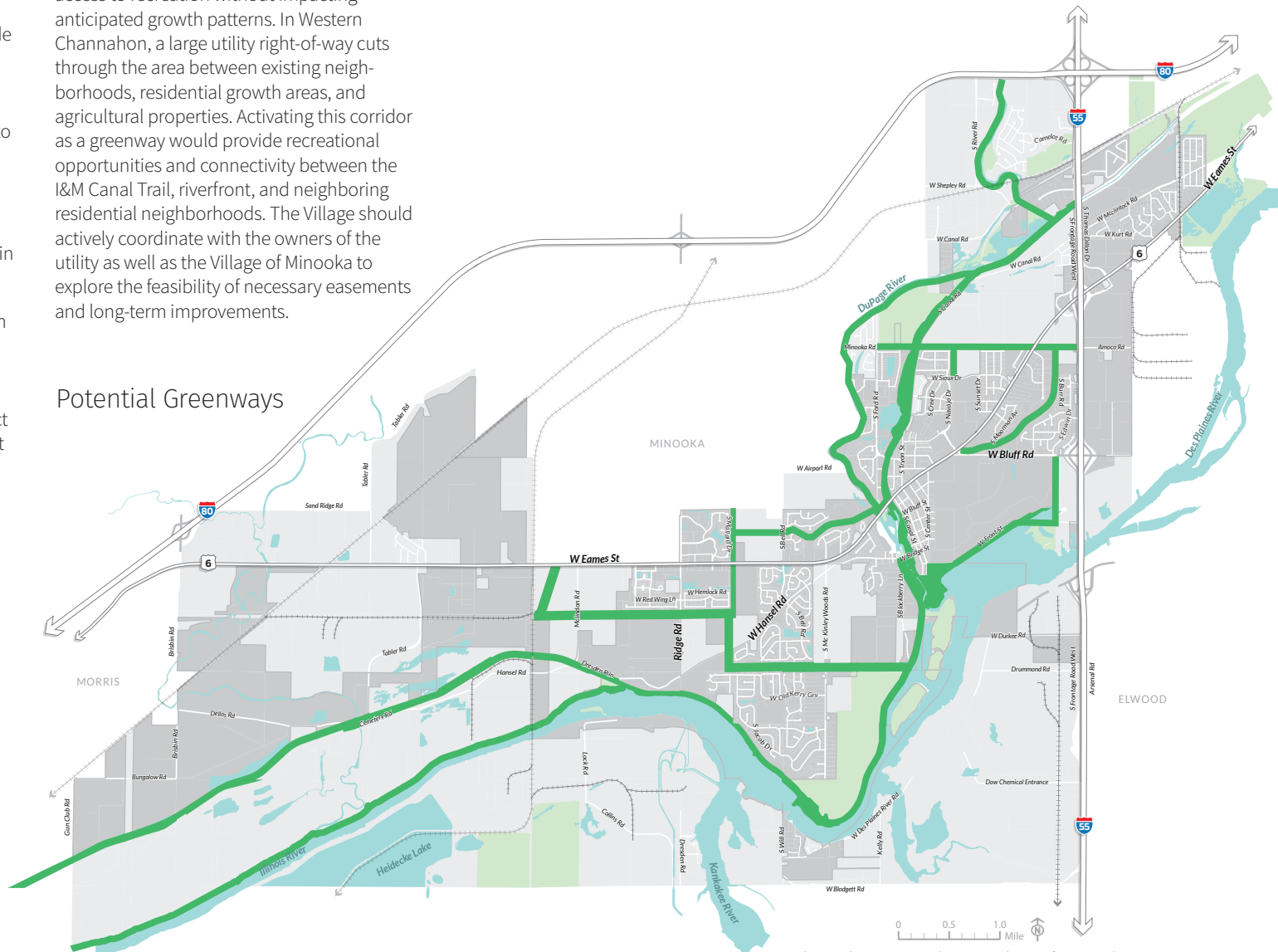
Greenways

As a component of improving access to parks, Channahon should seek to establish and maintain connective greenways throughout the Village. Existing waterways and open spaces within the community already provide a foundation for formalized greenways, particularly the DuPage and Des Plaines Rivers and the I&M Canal. Building upon these, the Village should extend greenways to residential neighborhoods, parks, key community destinations, and existing regional trails. Coordination with the Forest Preserve District of Will County may be necessary to implement greenways in locations outlined in the Land Use Plan.

An opportunity for a greenway exists through the expansion of the trail north of Meadowlark Drive that divides the residential neighborhood to the south from the agricultural land to the north. This would provide a direct connection to the I&M Canal Trail to the west as well as to the residential neighborhood along I-55, if the greenway is expanded eastward to the interstate. Additionally, if a roadway connection is made across the Canal, it should incorporate pedestrian and bicycle amenities to provide connectivity to neighborhoods located between the Canal and DuPage River along Ford Road.

The Village should also explore opportunities to activate utility rights-of-way as part of the greenway network. This will help prepare for long-term residential growth and ensure access to recreation without impacting anticipated growth patterns. In Western Channahon, a large utility right-of-way cuts through the area between existing neighborhoods, residential growth areas, and agricultural properties. Activating this corridor as a greenway would provide recreational opportunities and connectivity between the I&M Canal Trail, riverfront, and neighboring residential neighborhoods. The Village should actively coordinate with the owners of the utility as well as the Village of Minooka to explore the feasibility of necessary easements and long-term improvements.

Potential Greenways



Recreational Facilities

The Park District owns and maintains eight special use facilities, including Heritage Crossing Field House, Skateland Recreation Center, Arrowhead Community Center, and Tomahawk Aquatic Center. These facilities are essential in providing residents with recreational opportunities and should continue to be upgraded as needed. In coordination with the Parks District, the Village should explore opportunities for new recreational facilities in the long-term as the Village continues to grow westward. Apart from the Park District, the Village should coordinate with school districts to enhance their sports facilities and establish a partnership for public usage.

Open Space

Open space includes natural areas that have been specifically preserved from development. These support passive recreation, protect environmental assets, and contribute to the character of Channahon. Existing open space is primarily located along the Village's major waterways but also includes small parcels that serve as landscaping and storm-water management areas within residential neighborhoods.

Informed by the Land Use Plan, The Village should seek to identify and protect open spaces within Channahon, with a focus on preserving the natural landscape and rural identity of the community. Priority should be given to conservation of environmentally sensitive areas, including land that supports groundwater recharge or could impact the health of waterways within Channahon. The Village should work with partner organizations, such as the forest preserve districts of Will and Grundy Counties and the Park District, to identify such areas that should be designated as open space. In addition, the Village should continue to require appropriate open space as part of new development, with an emphasis on landscaping and natural areas that elevate the character and sense of place within Channahon.

Waterways

Located at the convergence of the DuPage, Des Plaines, and Kankakee Rivers into the Illinois River, local waterways are a defining element of Channahon. These waterways serve as a major water route and connection between Lake Michigan and the Chicago region to the east and the Mississippi River to the west. They are a significant community asset that holds attractive natural environments and a wide range of unique species and habitats.

Despite this, access to waterfronts is limited, due to the combination of private land, development patterns, and topography. While the I&M Canal Trail runs along the DuPage and Des Plaines River, the infrequency of trailheads restricts access to the trail as a riverfront amenity. Given the importance of local rivers as an asset for the community, the Village should consider the following recommendations to better activate its waterfront while ensuring preservation of local hydrology:

- Consider development of a riverfront plan which comprehensively addresses activation and preservation of the Village's waterfront.
- Explore the development of additional trails along the Village's waterways, similar to the I&M Canal, which support active and passive riverfront recreation. This should include the already complete DuPage River Trail Plan. These should include trailheads and appropriate trail connections to adjacent neighborhoods, commercial districts, and destinations.

- Leverage the I&M Canal Trail as a valuable asset that helps to activate local waterways and riverfronts. This should include new trailheads at key locations as well as improvements to existing trailheads, such as rest areas, benches, informational signs, and wayfinding. The Tryon Street and McMillin Drive trailheads would be good opportunities for these improvements as well as where Route 6 crosses the I&M Canal Trail.
- Develop additional parkland and recreational amenities along waterfronts, such as designated swimming areas; picnics areas; kayak, tube, and canoe rentals, and additional boat launches, docks, and moorings.
- Develop educational boardwalks or trails with informational signs on the history of the rivers, local species, and surrounding natural habitats. Boardwalks could also include designated viewing points, boat ties, public art, and other amenities.
- Coordinate with property owners to explore destination uses that activate and utilize waterfront locations. This could include recreational uses such as boat rentals as well as new public open spaces and plazas.
- Enhance and formalize access points by commercial uses, such as along Route 6, to encourage trail users to patronize local restaurants and shops.



Other Natural Features

In addition to Channahon's parks, open space, and waterways, the Village is home to a variety of other natural features. The Village should coordinate with each entity to continue maintenance of these valuable natural assets and explore opportunities to improve access and distribution of recreational amenities. Future implementation of trails and greenways should aim to connect these natural areas as a complete network within the Village and provide consolidated approach to increase opportunities for tourism.

Channahon Park District

Prairie Wetland. A 55-acre natural area one mile east of Interstate 55 off of Community Park. The wetland contains a bench rest area with connection to the Daryl Cole Trail Network.

Arroyo Trails. A 77-acre park space located off of Route 6. In 2011, the Park District created a master plan to incorporate a trail system with a picnic pavilion, rest rooms, picnic tables, and bench rest area, which has yet to be implemented.

Forest Preserve District of Will County

McKinley Woods. A 524-acre preserve located along the curve of the Des Plaines River, south of the Highlands neighborhood. The preserve is part of the Des Plaines River preservation system and contains a variety of unique species, habitats, and recreational amenities. The land was originally used as a Civilian Conservation Corps camp before the District acquired the McKinley Woods between 1931 and 2004.

Lake Chaminwood Preserve. A 120-acre preserve in northern Channahon that is part of the DuPage River preservation system. Contains two lakes and a portion of the DuPage River with associated wetland habitats.

Rock Run Rookery Preserve. A 224-acre preserve northeast of Channahon along Route 6 that is part of the Rock Run preservation system. Contains a wide variety of forest and wetland habitats as well as two lakes that were originally used for quarrying before their acquisition between 2002 and 2011.

Birds Junction Marsh. A 58-acre located south of the I-55/I-80 interchange that is part of the DuPage River preservation system. The preserve is home to a variety of plant species and habitats, including forest, savanna, and wetlands, and is managed with invasive species controls.

Lower Rock Run Preserve. A 372-acre preserve with access to the I&M Canal. The preserve is part of the Rock Run preservation system and protects forest, prairie, savanna, and wetland habitats and a variety of plant species.

Four Rivers Environmental Education Center. A 140-acre natural area located where the DuPage River flows into the Des Plaines River. This includes a wildlife educational center, a trail network, and outdoor areas that support passive recreation. Together with the Forest Preserve District of Will County, the Village should explore opportunities for partnerships and programs that leverage Four Rivers Environmental Education Center as an asset and promote it as a destination within Channahon



Illinois Department of Natural Resources

Channahon State Park. Serves as the trailhead of the I&M Canal State Trail. The Channahon State Park now provides entry to a natural oasis supportive of recreational activities including camping, picnicking, and hiking.

Des Plaines State Fish and Wildlife Area. The area extends over 5,000 acres with 200 acres of water, housing a variety of natural habitats including still water, swamp, woodland, and farmland, as well as waterfalls, picnic areas, and wildlife.

The Canal Corridor Association

I&M Canal. The canal is a historic waterway connecting Lake Michigan to the Mississippi River. It was closed in 1933 due to the opening of the Illinois Waterway. Since that time, the Canal has undergone extensive clean-up due to contaminated waters and been converted for passive recreation. It is considered America's first national Heritage Area and contains a 15-mile trail along its western branch that provides recreational opportunities, including hiking, bicycling, and wildlife watching.

Illinois State Museum

Biscoe Mounds. Native American burial mounds located on Front Street that originate from 1200 to 1500 A.D. during the Mississippian Period. The archeological site's restored mounds were excavated in 1940 and 1964, unearthing nine pieces of pottery and sixteen bodies.

Tree City USA

Tree City USA is a program established by the Arbor Day Foundation in 1976 that aims to create greener communities across the country. The program presents a framework for cities and towns to manage and grow their public tree canopy. Over 3,400 communities have joined the movement to become a Tree City USA, including the Village of Channahon. As of 2018, the Village celebrated its 20th year as a participating community. There are four criteria that must be met: the maintenance of a tree board or department, incorporation of a community tree ordinance, disbursement of at least two dollars per capita on urban forestry, and celebration of Arbor Day.

The Village should continue to be an active member of the program by enforcing its community tree ordinance and working with the Tree Board to seek opportunities to expand its tree canopy. The Tree Replacement Program should continue to be promoted along with the Village of Channahon Emerald Ash Borer Plan to remove dead or dying Ash Trees impacted by the Emerald Ash Borer (EAB). As Channahon further develops, attention should be given to the preservation of existing trees canopy and long-term growth of new trees and canopies as well as diversification of trees planted as part of new developments.

Environmental Stewardship & Sustainability

Channahon's unique landscape and environment were consistently highlighted throughout public engagement. Protecting the environment and promoting sustainability is key to fostering a healthy, clean, and attractive community. Further, fostering environmental stewardship and sustainability will help the Village protect its distinct natural assets and areas.

The Village has undertaken a variety of sustainable initiatives and become involved with related organizations at the regional level. However, efforts to more thoroughly coordinate ongoing and future projects should help create a united dedication to sustainability within the community. Successful implementation of green practices will be reliant on collaboration between the Village, residents, businesses, regional agencies, and other stakeholders within the community.

As a first step toward environmental stewardship, the Village should develop a dedicated plan that establishes the community's goals and objectives for sustainability. This should include a unified vision for environmental preservation and establish an action plan to guide long-term efforts.

The plan should include partnership opportunities with regional entities, business owners, major employers, and other stakeholders to build a collective effort in making Channahon a sustainable community.

Moving forward, the Village should actively seek opportunities to maintain clean water, air, and land. This should include efforts to protect Channahon's natural topography and unique habitats, provide clean drinking water to its residents, and incorporate sustainable best practices within new development. In support of environmental stewardship and sustainability, the Village should consider the following recommendations:

- Regularly review existing watersheds and water bodies to identify necessary projects to improve and preserve water quality, working with the Illinois Department of Natural Resources, the Illinois Environmental Protection Agency (IEPA), and the Army Corps of Engineers.
- Continued to adhere to MS4 regulations and complete watershed assessments as required. This could also include efforts to implement best practices that reduce the volume of discharge during major rain events.
- Support and promote innovative stormwater management efforts that increase infiltration, reduce runoff, and improve water quality.
- Identify opportunities to implement water quality improvements in the Village's capital improvement projects.
- Review and update the municipal ordinance to require conservation design practices and stormwater management systems in future developments.
- Work with IDNR and IEPA to enforce the regulations of the Clean Air Act and identify industrial and commercial uses that are exceeding pollutant emission standards.
- Work with the Environmental Protection Agency (EPA) to utilize the New Source Review (NSR) program to create incentives for new heavy industrial developments or existing developments undergoing modifications to install pollution control equipment.
- Seek opportunities to "green" the Village by installing green roofs and moss walls to further filter particles out of the air.
- Promote walkable neighborhood designs within the Village to eliminate the need to drive and reduce carbon monoxide and other greenhouse gas emissions.
- Incentivize the construction of Leadership in Energy and Environmental Design (LEED) certified buildings and promote practices that reduce energy consumption in buildings.
- Encourage waste reduction in commercial projects.
- Improve the Village's recycling system by sending out educational pamphlets to residents and businesses on how to correctly recycle and explore creation of a compost program.
- Explore a pay-as-you-throw program for residential garbage collection as an incentive for recycling where residents are charged for municipal trash collection based on the amount of non-recyclable trash thrown away.
- Encourage residents to reuse by promoting donation stores such as Habitat for Humanity ReStore, which resells donated home goods and appliances at affordable prices while reducing landfill waste.
- Actively seek opportunities to reduce waste in Village projects and work with future developments to apply best solid waste management practices for construction and demolition waste.

Environmental Features

- Open Water
- Parks & Open Space
- Wetlands
- Preserves
- 100 Year Floodplain
- 500 Year Floodplain

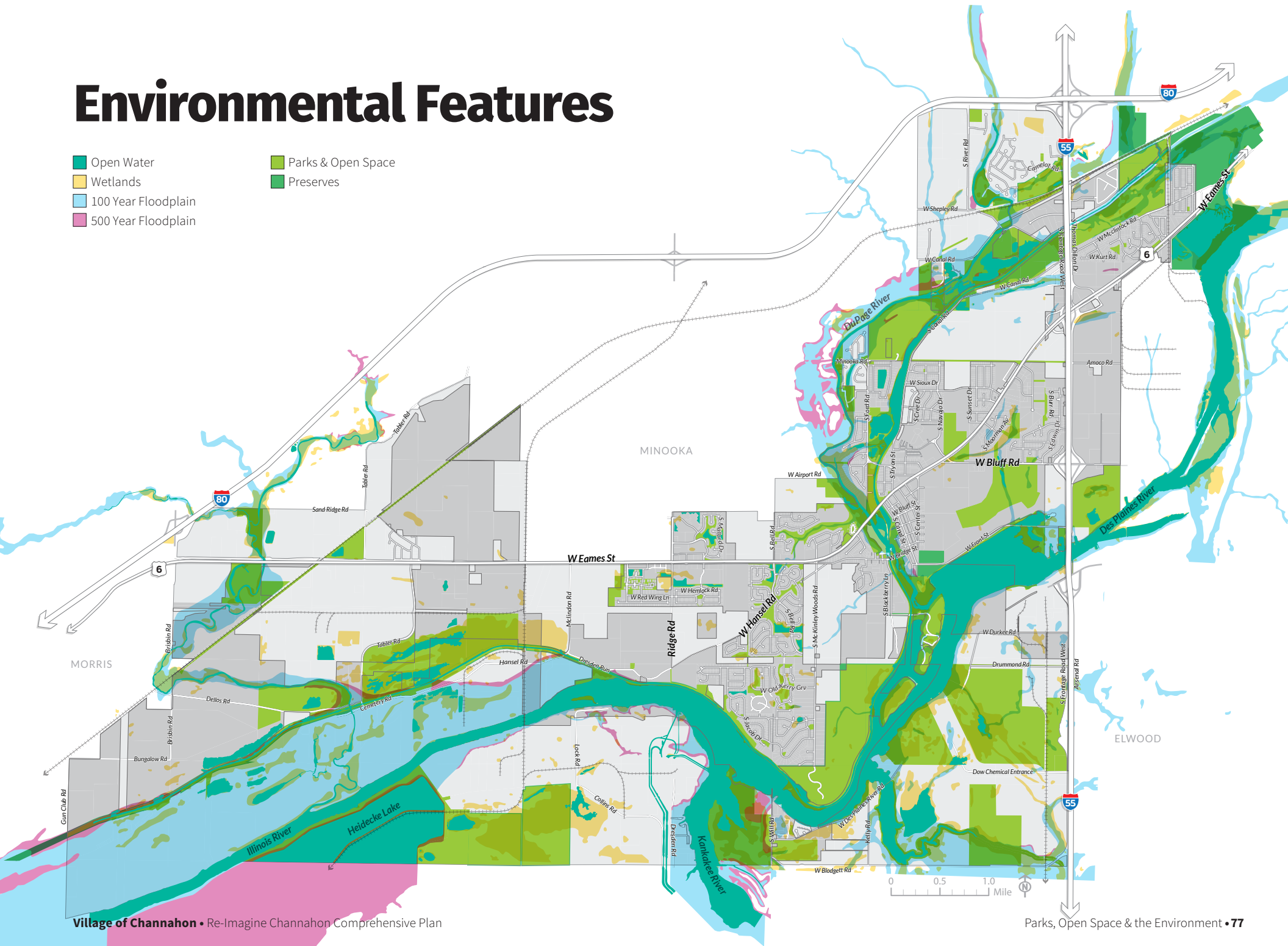


Image & Identity

The manner in which Channahon presents itself and is perceived, both locally and across the region, has a direct impact on the Village's ability to attract new residents, development, and tourism. Further, a municipality's image is directly tied to its sense of place and fosters the feeling of community that makes Channahon somewhere people want to be. Channahon's image and the branding of individual projects and developments will be essential to the Village's success in achieving its long-term vision for the community. This chapter provides key recommendations to cultivate a welcoming and attractive identity for Channahon, both locally and regionally, helping to promote tourism and growth while bolstering a sense of unification and community pride.



Image & Identity

Vision

The Village of Channahon will be a regional destination, renowned for its distinct character, abundant natural resources and recreational opportunities and variety of exciting things to see and do. Through community events and activities, residents will be connected to and feel an added sense of pride in living in the Village. This will include new events and activities as well as enhancements to Channahon staples, such as the Three Rivers Festival. All these assets will be thoughtfully promoted across the region, boosting Channahon's external reputation making the Village a desirable destination for visitors, investors, businesses, and potential residents.

Goals

Goal #1

Elevate the Village's reputation to position Channahon as a destination in the Chicago region.

Objectives

- Launch a campaign to promote Channahon's position in the region and highlight those assets that make it a desirable and inviting community.
- Encourage commercial investments that attract visitors to the community, including entertainment uses and businesses that capitalize on Channahon's regional position and distinctive landscape.
- Utilize gateway features and wayfinding signage to clearly mark Channahon's location and announce entry into the community as well as direct residents and travelers to various community assets.
- Continue to host community events and explore opportunities to improve or develop new events that foster a sense of community and attract a regional audience.
- Explore opportunities to activate local waterways as recreational amenities that will attract visitors and support residents in Channahon.

Goal #2

Preserve the Village's local character and foster an inviting sense of place and community in Channahon.

Objectives

- Work with developers, property owners, and service providers to maintain the Village's character, particularly Channahon's small-town charm and rural landscape.
- Coordinate with local and regional partners to foster excitement and build upon the distinct sense of community in Channahon.
- Seek improvements to public spaces and rights-of-way that will elevate the appearance and sense of place throughout Channahon.
- Continue to host events and community gatherings that appeal to Channahon residents and facilitate social interaction at the local level, with an emphasis on regularity and consistency of events.
- Provide additional opportunities for residents to be involved in bettering their community.

Promotional Campaign

Despite its unique location and wealth of recreational opportunities, Channahon is not well known across the greater Chicago region. Channahon's image and reputation were a key focus throughout public outreach, with individuals concerned about the Village's ability to attract investment, bring in new residents, and capture regional tourism.

As a first step toward establishing Channahon as a prominent destination within the region, the Village should launch a comprehensive promotional campaign. This should include a variety of materials designed to promote Channahon as a great place to live, visit, work, and invest. The campaign should aim to brand Channahon and provide a unified concept of how the Village will present itself on the regional level.

The campaign's goals should outline how to draw new residents and businesses, attract development, and promote Channahon as a destination, including the following elements:

- Establish a branding guide for the Village that should be applied to all marketing materials, including media platforms published by the Village. This brand should define all components of how materials are prepared and stylized, including fonts, color schemes, layout, and other design elements. These should be applied to Village flyers, ads and marketing, wayfinding signage, gateway features, flags and banners, and other Village-made materials and media.
- As part of branding, the Village's logo should be incorporated with guidelines for how it can be used, altered, and incorporated within the design of materials. The Village should review the existing logo to consider if it could be simplified or should be replaced with a logo that is more easily and rapidly recognizable.
- Develop a collection of slogans, descriptive phrases, and other language that can be used in promoting the community. This should include the Village's slogan "Where the Waters Meet," as well as other phrases geared toward different audiences.
- Identify opportunities to publish and distribute promotional and marketing materials, including brochures, flyers, newsletters, and posters. Other media outlets could include radio ads, TV commercials, and social media postings. Materials should be developed that target both internal and external audiences to promote Channahon both locally and regionally.
- Identify local partnerships for cross-promotion and cooperative marketing with recreational businesses and public entities, including the Dollinger Family Farm, Four Rivers Environmental Education Center, and Channahon Lanes. Such partnerships would strengthen the regional perception of Channahon as an entertainment destination.
- Incorporate local attractions and natural features as part of branding and promotional materials, such as the three rivers, the I&M Canal Trail, Route 6, or Channahon State Park. This will contribute to both tourism by promoting destinations within the Village and community pride by highlighting the unique assets and strengths of Channahon.

Regional Promotion

Emphasizing intergovernmental collaboration and a regional perspective to planning, the Village should consider opportunities for a cooperative approach to promoting the region. This could include a dedicated promotional campaign for the region, partnering with adjacent communities to establish a greater presence across the larger Chicago metro. By pooling resources and fostering collaboration, Channahon and its partner municipalities may be able to reach a wider audience and more effectively promote the area to attract new residents, businesses, visitors, and overall activity. This could include close cooperation as part of ongoing branding or establishment of a new, dedicated shared campaign. Creating a dedicated name for the region with supporting branding components should be a priority for any regional promotion.



Tourism & Entertainment

Channahon is home to an impressive collection of natural and cultural assets and recreational opportunities due to its natural landscape and distinctive waterways. Together these provide an invaluable foundation to boost local tourism and cultivate a thriving entertainment industry. Building upon the traffic generated by existing destinations within the community, the Village is well positioned to attract more visitors and new development that will emphasize Channahon as a tourism destination and contribute to a positive regional identity.

The Village should actively promote tourism, entertainment, and related uses that will position Channahon as an active and exciting regional destination. This should include efforts to enhance and leverage existing recreational assets while expanding entertainment and cultural uses that will offer more things to do within the community. Further, the Village's landscape, natural areas, and cultural assets should be integral to tourism, serving as a backdrop for entertainment and contributing to the image and brand that Channahon broadcasts to the surrounding region.

To support greater tourism and foster a growing and diverse entertainment industry, the Village should consider the following recommendations:

- As a component of a promotional campaign, incorporate materials and information focused upon tourism and attracting visitors to the community. This could include brochures and pamphlets that highlight local attractions, promotional deals and offers made available through the Village, and other tools to promote tourism and entertainment.
- Incorporate local attractions as part of branding and promotion to help broadcast the Village's unique image and emphasize specific destinations as being located within Channahon.
- Actively seek destination commercial development, with an emphasis on entertainment and cultural uses and commercial that activates local waterfronts.
- Encourage the development of additional agritourism within Channahon, such as the Dollinger Family Farm, to highlight and leverage the rural character of the community and surrounding area.
- Explore the creation of programs and funding mechanisms that incentivize destination commercial, entertainment, and cultural uses. This could include movie theaters, performance venues, indoor and outdoor recreation, breweries, tasting rooms, restaurants, and businesses that utilize local waterfronts and landscapes.
- Partner with local forest preserves and property owners to activate local waterfronts with additional trails and parks as well as recreational opportunities, such as swimming, canoeing, kayaking, or tubing.



- Coordinate efforts to improve local trails and develop promotional materials, such as trail maps, that will emphasize trail amenities within the community as an asset and recreational attraction.
- Include notable entertainment uses and tourism destinations as part of the Village's network of wayfinding signage.
- Partner with local attractions to host regular events and festivals that will attract visitors and offer events for residents while promoting specific destinations and locations within the community.
- Explore promotional deals for residents as well as visitors that will help promote local uses and tourism destinations and increase awareness of their location within the community.

Historic Route 66

Channahon was once located along the U.S. Route 66, the historic highway connecting Chicago, Illinois to Los Angeles, California. The segment of I-55 that cuts through Channahon operated as part of Route 66 from the 1930s until its replacement in 1957. Some reminders of this important historic route and its designation can still be found within Channahon today, chief among them Manor Hotel at I-55 and Route 6. The Village should incorporate Route 66 as part of Channahon's image and explore opportunities to utilize the roadway as part of tourism within the community.

Community Events & Gatherings

Every year, Channahon hosts a collection of events, including the Channahon Three Rivers Festival, Channaholiday's Christmas Tree Lighting Ceremony, and National Night Out. In conjunction with its promotional campaign, the Village should increase efforts to better publicize these events and identify ways to enhance each. This could include adding food and drink stands from local restaurants, music performances, and stations with interactive activities or art. Such events should be leveraged to attract younger crowds that live in Channahon and create a sense of community through social interaction and activity.

In addition to reinforcing existing events, the Village should explore new opportunities for both regional-scale and smaller, local events that build upon the community's assets and celebrate the local identity. This could include a "Taste of Channahon" food festival where local restaurants sell drinks and food from their establishments, or block parties at a neighborhood level that would promote socialization and stronger sense of community amongst residents. Along with a farmer's market or food truck rally, these events would act as business incubators, providing businesses with opportunities to gain greater exposure and increase economic vitality. Partnership opportunities should be explored when organizing the events, including local businesses, library and school districts, the Channahon Park District, and the Forest Preserve District of Will County.

The Village should also explore opportunities to expand upon the existing Arbor Day Celebration as a dedicated event that shares Channahon's designation as a Tree City USA.



Beautification & Sense of Place

Channahon is valued by its residents for its natural beauty; balance of suburban and rural character; and numerous parks, preserves, and environmental features. To maintain what makes it a great and beautiful place, the Village must play an active role in the preservation and enhancements of its assets. This includes both public and private investment to elevate the character of Channahon as an attractive and inviting place where residents want to be and visitors want to spend time. To help beautify Channahon, establish a distinct sense of place, and maintain the community's small-town charm, the Village should consider the following:

- Collaborate with developers and property owners to ensure existing and future development contributes to the character of the community. This should include the continued enforcement of Channahon's Commercial Design Guidelines to promote desirable site design, building materials, landscaping, and access.
- Consider the creation of design guidelines for non-commercial developments, particularly industrial and residential uses.
- Consider the creation of programs and funding mechanisms to incentivize improvements to existing commercial properties, such as façade improvements, landscaping, signage upgrades, or other renovations.
- Explore the feasibility of streetscaping projects along Route 6 to incorporate branding efforts, landscaping, unique pavement treatments, and other improvements that will elevate the character of the roadway as the backbone of Channahon.
- Coordinate with property owners along Route 6 to ensure appropriate landscaping is incorporated throughout the corridor. This should include temporary landscaping where the roadway width may be increased in the future.
- Continue to maintain local roadways, public spaces, and rights-of-way to address cracked pavement, necessary repaving, and other issues that could detract from the appearance of Channahon.
- As capital improvements and maintenance occurs, explore opportunities to incorporate branding elements and components that will help to establish a unified and attractive image in the Village.
- Expand streetscaping improvements and other components of the Town Center project southwest to the intersection of Route 6 and Tryon Street to incentivize development in the Village's core.

Wayfinding

The Village has an existing wayfinding network that includes signage predominantly located along Route 6. This helps to direct drivers to key destinations within the community, such as municipal buildings and recreational areas, and contributes to a welcoming experience for visitors.

Building upon existing wayfinding, the Village should expand signage to additional roadways and destinations within the community. This should include considerations for non-motorized wayfinding for pedestrian and cyclists along trails and bike routes within the community. As Channahon continues to grow, the Village should regularly review wayfinding to identify new signage and destinations that should be added, including parks, forest preserves, community facilities, cultural assets, and popular destination commercial.

Wayfinding signage should utilize a consistent design and incorporate elements of the Village's brand. While the design of existing signage is high quality and could be continued, the Village should consider a new design that is consistent with the recently constructed gateway feature at I-55 and Route 6.



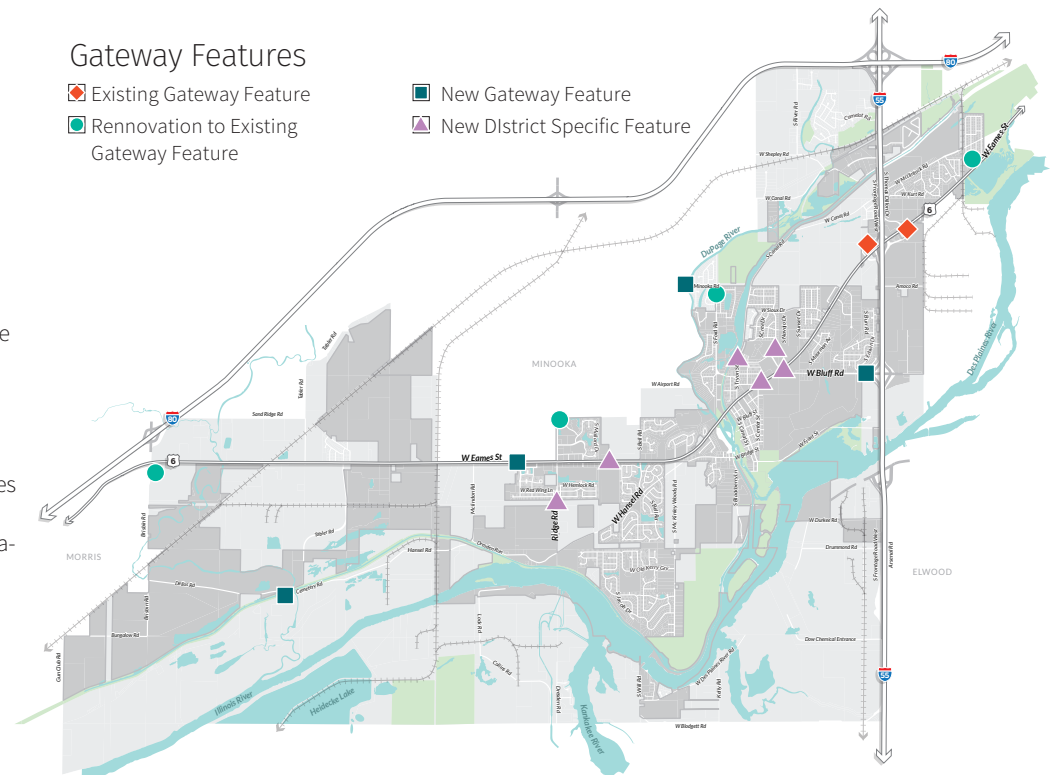
Gateway Features

The Village's unique shape and position within the region present challenges in clearly communicating its presence and location. As a result, individuals who travel through or live near Channahon may be unaware of the Village or unsure of its exact boundaries. To better announce Channahon's location, the Village should make physical improvements that will visually define the community and announce entry into Channahon. This should include the construction of gateway signs with complementary features, such as landscaping and smaller directional signs, that are visually captivating and welcome individuals into the community. Where appropriate, the Village should also consider district specific signage to assist with branding of the unique places within the community, particularly the three subareas. The gateway features should have a consistent design that match the recently completed improvements at Route 6 and I-55.

Based upon Channahon's roadway network and existing amenities, the Village should consider the following projects:

- New gateway features that announce entry into the community. Potential locations include:
 - Route 6 & Keating Boulevard
 - Bluff Road & I-55
 - Minooka Road & The DuPage River
 - Cemetery Road near Tabler Road
- New district specific features that define specific places within Channahon. This should include signage for the Route 6 & Ridge Road Subarea and the Town Center Subarea.
- Renovations to existing gateway features to make them more prominent and consistent with the Village's brand. Locations include:
 - Ridge Road north of Drake Drive
 - Route 6 east of Brisbin Road
 - Route 6 & Carrie Avenue
 - Ford Road & Minooka Road

Gateway Features



Subarea Plans

The subarea plans include direct recommendations and site-specific improvements related to future land use, potential development, built form, access and mobility, urban design, and character. These are intended to address the issues and opportunities of each subarea while also demonstrating how the broader vision and overarching themes of Re-Imagine Channahon can be applied to specific places in the community. This provides an example for future development, guides public and private investment, and acts as a template for plan implementation.

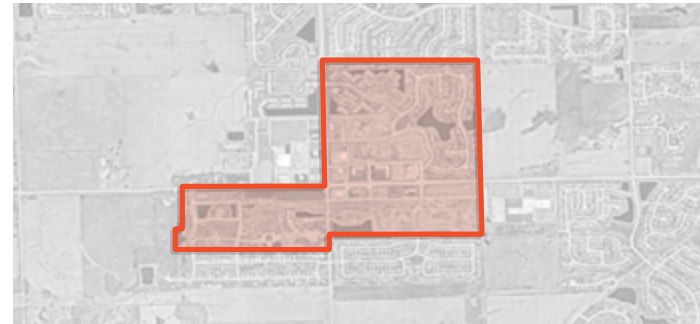


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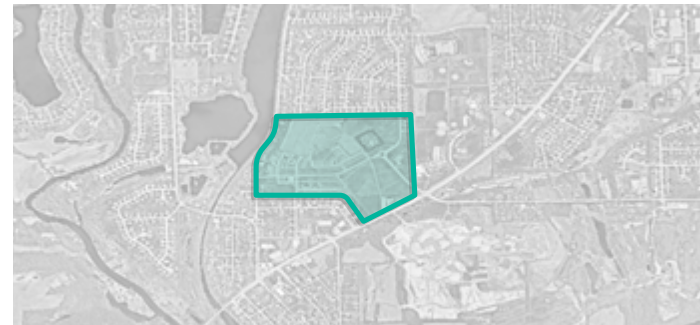
Subarea Plans

In support of the vision, goals, and objectives of *Re-Imagine Channahon*, subarea plans were developed for three areas of the community. These subareas present unique opportunities and could benefit from greater focus to address specific issues and challenges. The three subareas are:

- Route 6 & Ridge Road
- Town Center
- Route 6 & I-55



Route 6 & Ridge Road



Town Center



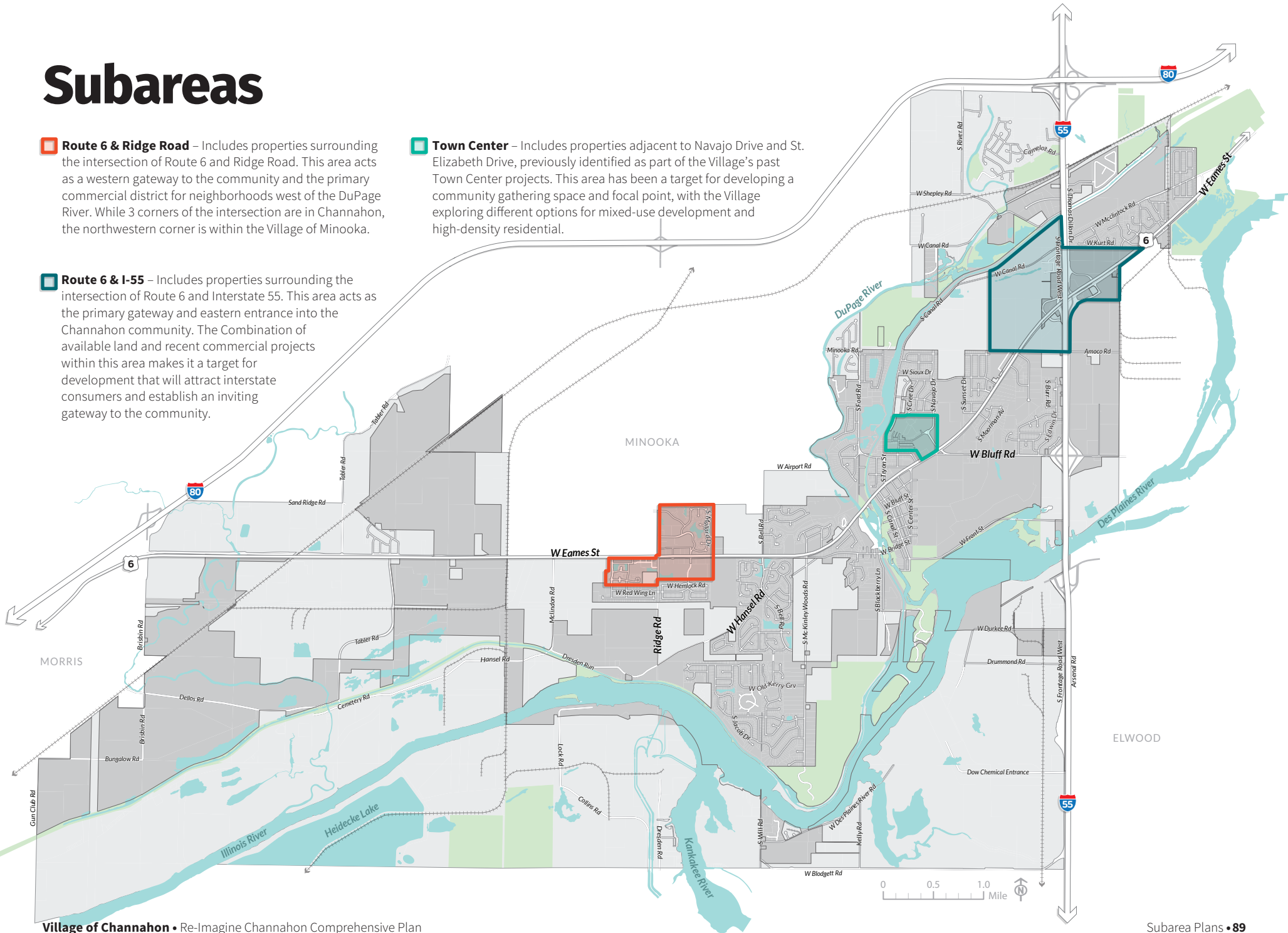
Route 6 & Interstate 55

Subareas

Route 6 & Ridge Road – Includes properties surrounding the intersection of Route 6 and Ridge Road. This area acts as a western gateway to the community and the primary commercial district for neighborhoods west of the DuPage River. While 3 corners of the intersection are in Channahon, the northwestern corner is within the Village of Minooka.

Town Center – Includes properties adjacent to Navajo Drive and St. Elizabeth Drive, previously identified as part of the Village’s past Town Center projects. This area has been a target for developing a community gathering space and focal point, with the Village exploring different options for mixed-use development and high-density residential.

Route 6 & I-55 – Includes properties surrounding the intersection of Route 6 and Interstate 55. This area acts as the primary gateway and eastern entrance into the Channahon community. The Combination of available land and recent commercial projects within this area makes it a target for development that will attract interstate consumers and establish an inviting gateway to the community.



Route 6 & Ridge Road Subarea

The Route 6 & Ridge Road Subarea features commercial, residential, and medical uses as well as vacant properties surrounding the intersection of Route 6 with Ridge Road. This does not include properties to the northwest of the intersection which are located in the Village of Minooka; however, these uses play an integral role in the function of the subarea with businesses in both Channahon and Minooka forming a singular commercial district.

Recently, this area has been a focus for commercial and residential development, with ample room for additional growth. Positioned at the western extent of Channahon's residential core, development within this subarea should bolster the Route 6 and Ridge Road intersection as a community shopping center for both Channahon and Minooka. This should include a mix of uses that offers essential goods and services to nearby neighborhoods and diversifies housing within the community. Opportunities for development of medical uses and supporting businesses should establish the subarea as a medical district within the community, building upon the Morris Hospital's Ridge Road Campus.

As development occurs, the Village should also seek to elevate the character and vibrancy of the subarea through improvements to urban design and mobility. This should include pedestrian connections, landscaping and beautification, screening, gateway features, and other public and private investments that will foster a welcoming and active neighborhood center. These efforts should be coordinated with the Village of Minooka to maintain cohesion and grow the intersection of Route 6 and Ridge Road as a commercial center within the area.

Land Use Plan

Existing Single-Family

Existing Single-Family within the Subarea includes the subdivisions of Hunters West and Keating Pointe, currently under construction, which consist of a mix of attached and detached single-family homes. Protecting Channahon's residential areas from negative impacts of commercial development while enhancing positive impacts is important. Compatibility, screening, and transition areas should be considered when evaluating development proposals for areas adjacent to these neighborhoods. The Village should require screening and consider the impacts of noise, light, and traffic when reviewing plans for non-residential development adjacent to its existing single-family areas. Promoting lower-intensity commercial uses and residentially compatible scale and architecture near or adjacent to existing single-family areas can also help with the land use transition.

Existing Multi-Family

Areas designated as Multi-Family provide opportunities for higher density residential development to diversify Channahon's housing stock while helping transition between single-family neighborhoods and businesses along Route 6 and Ridge Road. Increased density can also help the financial viability of nearby commercial development and other community services. The Village should encourage appropriate medical-related residential and age-targeted housing options, particularly in proximity to the Medical designation and Morris Hospital Ridge Road Campus. This could include senior living communities and assisted living facilities. When working with developers, the Village should promote site plans that create connections and interactions between multi-family and adjacent commercial uses. This could include pedestrian paths, shared public spaces and detention areas, and opportunities for mixed-use buildings.

Commercial

Areas designated as Commercial provide opportunities for businesses offering goods and services. The success of the Route 6 & Ridge Road Subarea as a neighborhood center will be dependent upon providing a mix of commercial options that offer everyday necessities to nearby residents. This should also include stores, restaurants, entertainment uses, and other businesses that will generate activity and attract consumers to the Subarea from throughout Channahon and the surrounding region. In addition, the Village should allow medical and medical-related uses in areas designated as Commercial. This can include smaller clinics, businesses selling medical supplies and equipment, and other ancillary uses that will benefit from proximity to the Morris Hospital Ridge Road Campus. When working with commercial developers, the Village should promote site plans that create connections and interactions with adjacent uses, and opportunities for mixed-use buildings.

Commercial/ Residential Flex

Areas designated as Commercial/Residential Flex could develop as either commercial or residential uses dependent upon market viability and the development of other sites within the Subarea. The Village should be flexible in working with developers to seek a balance of commercial and residential uses that is best supported by the market. Emphasis should be placed on mixed-use options that will foster activity and sense of place. Commercial development should increase business diversity within the community and contribute to the vision for the subarea as a vibrant neighborhood center. Residential should include multi-family or single-family attached that helps transition between single-family neighborhoods and businesses along Route 6. Single-family attached should mimic the 'Villa Ranch' styled homes under construction in the Keating Pointe subdivision. Overall, development that is exclusively residential or commercial should be discouraged in favor of mixed-use options, but the Village should remain open to different alternatives based upon market viability. The Village should work with developers to encourage site plans that are high density and consider pedestrian mobility, including shared parking, public spaces, and pedestrian paths.

Medical Flex

Areas designated as Medical Flex are well suited for medical uses, such as clinics and outpatient centers, that will reinforce the Morris Hospital Ridge Road Campus and strengthen the subarea's role as a medical district. However, these properties could also support related residential and commercial uses, such as private practices, businesses selling medical supplies and equipment, senior living communities, and assisted or skilled care facilities. While site plans for medical uses must be responsive to the specific needs and functions of that facility, the Village should encourage development that reflects the design and character of commercial uses within the Subarea, including connections and interactions with adjacent uses.

Parks & Open Space

The Parks & Open Space designation includes Yellow Pine Park and open spaces throughout the subarea that offer recreation opportunities to residents, serve as detention for existing development and provide natural areas. In addition, these areas positively contribute to the character of the Subarea and help to buffer residential neighborhoods from higher-intensity development. The Village should maintain existing Parks & Open Space areas and consider opportunities for additional open space as development occurs.

Utility

The Utility designation includes a municipal water tower, a radio tower, and a corridor of power lines on the east side of the Subarea with an electric substation directly south of Route 6. While these facilities can be unappealing and detract from the character of the area, they are unlikely to relocate. Where the opportunity exists, the Village should coordinate with future developers to require screening to reduce the impact of utilities and related infrastructure. In addition, the Village should seek opportunities to activate underutilized areas of Utility uses. For example, the Village should work with the property owner to explore construction of a trail along the utility corridor on the east side of the Subarea. This could include connections to adjacent neighborhoods, north to the Village of Minooka, and east to the Minooka Community High School – South Campus.

Key Development Opportunities

To direct long-term development in the Route 6 & Ridge Road Subarea, Key Development Opportunities have been identified. These include preferred uses to guide potential development based upon existing conditions and the established vision for the subarea.

- 1** Commercial development is the preferred option for this site and could include a larger single- or multi-tenant building on the southern portion of the site with outlot buildings on the northern portion along the extended frontage. However, given the size of the site, a mix of uses may be more viable. Based on this, a second option would incorporate residential development to transition between commercial along Route 6 and Amberleigh Estates. This would include commercial buildings along the extended frontage road with multi-family and single-family attached uses on the southern portion of the site. The frontage road could be extended south through the site, connecting to Yellow Pine Drive. Incorporating public, outdoor spaces would help generate activity and vibrancy. Both options should utilize shared surface parking with access from the extended frontage road and Yellow Pine Drive. Sidewalks and trail extensions should be required as part of development, connecting to Amberleigh Estates, commercial to the north, and a potential trail along the utility corridor to the east. Other improvements should include screening of adjacent uses, on-site landscaping, and shared public spaces and detention.
- 2** Similar to Site 1, commercial development is the preferred option for this site. This could include a larger single- or multi-tenant building on the southeast corner with outlot buildings along the frontage road north of the site. This site has greater potential for commercial development given visibility and access from the intersection of Route 6 and Ridge Road. However, a mixed-use development that features residential may be more viable. A second option would incorporate residential to balance development on the site and transition between commercial along Route 6 and Amberleigh Estates. This could include commercial buildings along the frontage road with multi-family and single-family attached uses on the southern portion of the site. Development should be consistent with the layout and design of Site 1 and could include an internal road, connecting from Ridge Road to the southward extension of the service road through Site 1. Other improvements should include screening of adjacent uses, on-site landscaping, shared public spaces and detention, and sidewalk and trail extensions, connecting adjacent uses and the potential utility corridor trail.
- 3** Multi-family development on this site will help transition between commercial and medical uses along Route 6 and Ridge Road and the Hunters West Subdivision. The size of the site provides space for multiple residential structures, and the Village should be flexible in reviewing site plans based on access and configuration of parking. However, the Village should encourage that a structure be placed along the eastern edge of the site which would provide access to the Yellow Pine Greenway and screen single-family homes from commercial uses. An additional structure could be placed on the western side of the site that interacts with adjacent commercial and medical uses, including pedestrian pathways or a shared plaza. The extension of Plainview Drive south through the site to connect with Saxony Drive should be considered. Access to the site should be from Saxony Drive or Bluegrass Drive west of Plainview Drive to limit traffic impacts to the Hunters West Subdivision.
- 4** Similar to Site 4, multi-family development on this site will help transition between medical uses along Ridge Road and the Hunters West Subdivision. The multi-family structure should be located on the eastern side of the site to capitalize on views of Yellow Pine Park and screen residential homes from medical uses and parking lots. Development should also interact with the adjacent medical uses and could include pedestrian pathways or a shared plaza or open space. This site provides the best opportunity for medical-related residential in proximity to the Morris Hospital Ridge Road Campus, such as an assisted living facility.
- 5** Commercial development is the preferred option for this site, including single- or multi-tenant buildings fronting to Three Gables Drive. While the site provides ample space for development, the lack of visibility and easy access from Route 6 may challenge the potential for development. Similar to Sites 1 and 2, a mixed-use option may provide the flexibility necessary to attract development. This could include commercial businesses fronting to Three Gables Drive with multi-family or single-family attached on the southern edge of the site that helps transition to Keating Pointe to the south. Parking would be concentrated in the center of the site and could be shared between commercial and multi-family uses. Considerations should also be given to screening of adjacent uses, on-site landscaping, and shared public spaces and detention.
- 6** Commercial development on this site would benefit from traffic along Route 6 and could include businesses selling goods and services, restaurants, and entertainment uses. Access should be limited to Three Gables Drive and considerations should be given to screening between commercial uses and Keating Pointe to the south. In addition, development should account for pedestrian connections and infrastructure and on-site landscaping.

Subarea Land Use Plan

Proposed Land Use

- Existing Single-Family
- Existing Multi-Family
- Commercial
- Commercial/Residential Flex
- Medical Flex
- Parks & Open Space
- Utility
- # Key Development Opportunities
- # Catalyst Site



Mobility & Urban Design

As growth occurs within the Subarea, it is essential that new development contributes to the area's character and ensures efficient movement for all modes of transportation. This will require the coordination of public and private efforts to address mobility and urban design aiming to foster an active neighborhood center where residents and visitors enjoy spending their time. The Village should focus on improvements that will enable safe and efficient pedestrian mobility, reduce conflicts between incompatible uses, and elevate the appearance of the Subarea. This should include the following recommendations:

Roadway Extensions

The identified roadway extensions will improve access to individual properties and support commercial investment within the Subarea. For larger properties, the Village should coordinate with developers to organize internal roadways to compliment the Village's roadway network.

Automobile Access

The Village should limit direct access along Route 6 and Ridge Road and encourage consolidated access points to direct traffic to collector streets. This should include using adjacent roadways for alternate access to commercial properties along these corridors. If provided, access should be configured as right-in-right-out to limit impacts to traffic flow along these roadways. Where feasible, future development should utilize existing curb cuts along roadways within the subarea.

Route 6 Widening

IDOT has identified long range plans to widen Route 6 in the future to accommodate additional lanes. As such, adjacent properties and new development must account for the potential widening. This should include considerations for access and mobility, pedestrian connections, and overall site design. While rights-of-way must remain open for long-term widening, the Village should explore temporary alternatives, such as landscaping, that will reduce the visual distance between properties along the roadway.

Streetscaping

The Village should coordinate with IDOT and the Village of Minooka to complete streetscaping improvements along both Route 6 and Ridge Road to enhance the appearance of these roadways. This could include extension of curb infrastructure, medians and pedestrian refuge islands, pavement maintenance, and other elements that will improve the character and safety of these corridors.

Yellow Pine Greenway

The Village should formalize the trail along Bluegrass Drive as a greenway to preserve open space and connect Yellow Pine Park, residential uses, and properties along Route 6 and Ridge Road. This would also connect adjacent properties to the larger trail network that spans the community along Route 6. The greenway should be improved with landscaping which could include street trees and native plants.

Sidewalk Extensions

The Village should extend sidewalk infrastructure throughout the Subarea to provide a complete sidewalk network for pedestrians and cyclists. This should include coordination with developers, IDOT, Minooka, and both Will and Grundy Counties to provide pedestrian access and connections to individual properties. In addition, the Village should improve all crosswalks with necessary striping, curb cuts, and signage to ensure pedestrian safety. Where sidewalks cross high traffic roadways, such as Route 6, pedestrian-activated signals should be installed and the Village should work with IDOT to consider pedestrian refuge islands and similar improvements.

Trails & Bike Lanes

The Village should expand pedestrian and bicycle infrastructure through development of trails and bike lanes within the Subarea. This should include coordination with owners of the utility use along the east side of the Subarea to explore construction of a trail with connections to Minooka South High School. The Village should also work with IDOT to explore feasibility of a trail connection across Route 6, considering both at-grade and grade-separated options.

Screening & Buffering

The Village should coordinate with developers to construct appropriate screening and buffering between residential neighborhoods and higher intensity uses along Route 6 and Ridge Road. This could include landscaping and berms intended to reduce views between incompatible uses within the Subarea.

Branding

As an entryway into Channahon, the Village should brand the subarea as a distinct area of the community. Channahon should coordinate with the Village of Minooka to establish a shared name for the area to be used in physical improvements and promotion. Branding components should be implemented as part of gateway features, light pole banners, and existing wayfinding signage as well as incorporated as part of streetscaping and related beautification. Ultimately, branding should emphasize the subarea and make it clear to individuals exactly where they are within Channahon. The intersection of Ridge Road & Route 6 is the best location for branding that will have the largest impact, complimented by additional improvements elsewhere in the subarea.

Gateway Features

The Village should construct or enhance gateway features to clearly mark entrance into the community and subarea, including:

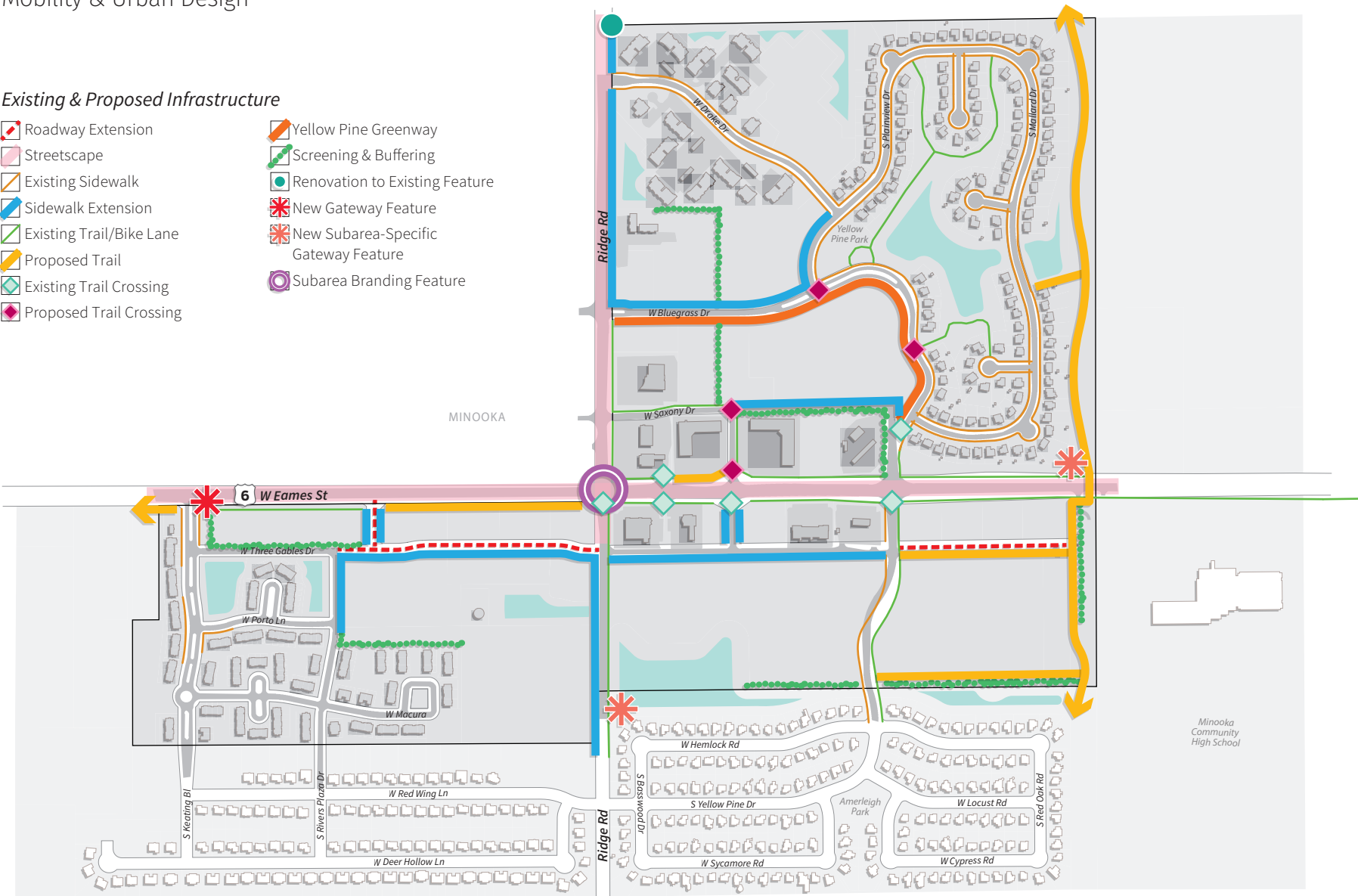
- Renovations to the existing gateway feature along Ridge Road to improve visibility.
- A new gateway feature at Route 6 and Keating Boulevard that announces entry into Channahon's residential core.
- New subarea specific gateway features along Route 6 and Ridge Road that marks entry into the area and brands the subarea as a neighborhood center.

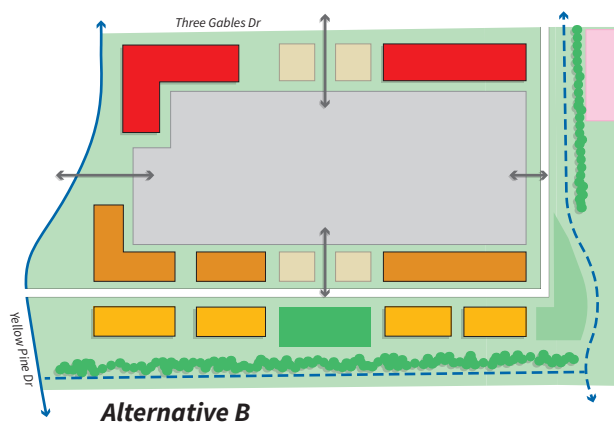
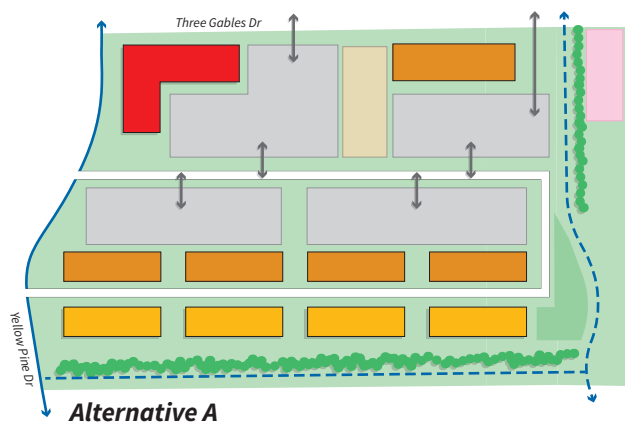
These should utilize the same design as the gateway features directly west of the southbound I-55 off ramp at Route 6, creating a cohesive identity for Channahon while incorporating elements to specifically brand the Subarea.

Mobility & Urban Design

Existing & Proposed Infrastructure

- | | |
|--------------------------|--------------------------------------|
| Roadway Extension | Yellow Pine Greenway |
| Streetscape | Screening & Buffering |
| Existing Sidewalk | Renovation to Existing Feature |
| Sidewalk Extension | New Gateway Feature |
| Existing Trail/Bike Lane | New Subarea-Specific Gateway Feature |
| Proposed Trail | Subarea Branding Feature |
| Existing Trail Crossing | |
| Proposed Trail Crossing | |





Catalyst Site Concepts

- Commercial
- Multi-Family
- Duplex/Villas Concept
- Plaza
- Park/Playground
- Open Space
- Parking Lot
- Utility
- Parking Lot Access
- Existing Trail
- Proposed Trail
- Screening

Route 6 & Ridge Road Catalyst Site

Site 1 has been designated a Catalyst Site for the Route 6 & Ridge Road Subarea. Development on this site has the potential to improve the character of the subarea and act as a catalyst for development and investment. To illustrate this potential, two alternatives were developed for the site. Each presents a unique approach that differs in land use configuration, layout, parking access, circulation, and other components.

In addition, an illustrative concept based upon Alternative B has been created, shown on the accompanying page. It is important to note that this visualization is conceptual, intended to illustrate how the site could develop in the future. It does not represent a dedicated site plan or intent for how the site must develop. Instead, the Village should build upon this concept and coordinate with potential developers to explore an appropriate layout and design that best reflects the community's vision for the subarea.

Alternative A

Alternative A includes a mix of commercial and residential uses, with a focus on housing that will contribute to housing diversity and support commercial businesses throughout the subarea. This Alternative features commercial in the northwest corner of the site to capitalize upon visibility and access from Route 6 with residential development on the remainder of the site. The northeast corner and central portion would provide opportunities for multi-family development with single-family attached housing on the southern edge of the site. Together, these will help transition between commercial businesses to the north and existing lower-density residential to the south.

Alternative B

Alternative B would also include a mix of commercial and residential uses, with greater emphasis on commercial development that has visibility along Route 6. This Alternative features commercial along the access road north of the site, multi-family on the central portion of the site, and single-family attached housing along the southern edge. Together, these will create a transition in both density and intensity of use across the site. The inclusion of shared parking and public plazas at the center of the site would also enable greater pedestrian mobility and interaction between residential and commercial uses.



Catalyst Site Illustrative Concept

- 1 Mixed-use buildings along Three Gables Drive with visibility to Route 6
- 2 Parking for mixed-use buildings
- 3 Outdoor plazas for gathering space or outdoor dining
- 4 Existing utility substation
- 5 Minooka South Community High School
- 6 Landscape buffering
- 7 Trail along the utility corridor with potential connections to the Route 6 Trail as well as adjacent commercial and residential areas
- 8 Multi-family parking lot
- 9 Multi-family buildings; potential for conversion to 3 story mixed-use development if market viable
- 10 Front loaded single-family attached units
- 11 Playground for residential uses
- 12 Trail connection from trail along Yellow Pine Drive to proposed trail along utility corridor
- 13 Amberleigh Estates Subdivision

Town Center Subarea

The Town Center Subarea features residential and public/semi-public uses as well as vacant properties surrounding the Channahon Village Hall, roughly between Route 6 and Tryon Street along Navajo Drive and St. Elizabeth Drive.

This area has been a point of emphasis for the Village and was the focus of a past project to develop a mixed-use district that would function as a town center or 'downtown' for Channahon. While some of the planned improvements did occur, including construction of a new Village Hall, development was halted following the 2008 national recession. This resulted in a large, visibly undeveloped property at the center of Channahon; however, it also provided the opportunity for the Village to better guide development within this area to ensure a successful and market viable Town Center.

Moving forward, the Village should continue to seek development that will establish the subarea as a Town Center and focal point for the Channahon community. This should include a pedestrian-oriented development at the subarea's core that offers a mix of commercial, residential, and public/semi-public uses intended to foster activity and excitement as a community gathering space. This should be reinforced by walkable neighborhoods in the surrounding area that feature housing types of different densities and styles as well as community facilities and public uses.

Building upon existing improvements, the Village should continue to enhance the character of the Town Center through improvements to urban design and mobility. This should include branding and gateway features, landscaping and beautification, pedestrian infrastructure, and other public and private investments to make the Town Center walkable, inviting, and reflective of the character of Channahon.

Land Use Plan

Single-Family Detached

The Single-Family Detached designation includes both existing homes and opportunities for additional single-family detached that will strengthen the viability of mixed-use development within the subarea. Fostering walkable neighborhoods surrounding the Town Center Core will be essential to the success of businesses within the Subarea and creating an active and vibrant district. The Village should encourage single-family residential that appeals to seniors, young professionals, and other individuals looking to live in dense, urban environments and decrease home maintenance and costs. This should include smaller homes on smaller lots with shallow setbacks and pedestrian connections to adjacent uses. While new residential should be consistent with existing single-family detached, opportunities to reflect the scale and architecture of the Town Center Core as well as adjacent single-family attached and multi-family residential should be encouraged.

Single-Family Attached

This designation provides opportunities for development of single-family attached homes that will diversify residential uses in the subarea and provide housing options that appeal to seniors, young professionals, and new families. Using the existing single-family attached on St. Elizabeth Drive as a reference, the Village should promote development that is urban in scale, architecture, and design. This should include minimal setbacks, buildings 3-4 stories in height, rear-loaded garages and parking, and appropriate pedestrian connections.

Multi-Family

This designation provides opportunities for multi-family development within the subarea that provide high-density residential contributing to housing diversity in the community. This should include age-targeted housing with a focus on seniors, young professionals, empty nesters, and age-in-place options. Increased density reinforces walkable neighborhoods and can help the financial viability of nearby mixed-use and commercial development as well as other community services. Working with developers, the Village should promote site plans that create connections and interactions between multi-family and adjacent uses, including the Town Center Core, public and semi-public uses, and parks and open spaces.

Public/Semi-Public

This designation includes the Channahon Village Hall and St. Ann's Catholic Church as well as an available property best suited for a new public/semi-public use along St. Paul Avenue. These facilities are important to the function and character of the subarea and should remain as essential components of the Town Center. However, to enable mixed-use investment along Route 6, the Village should assist the Resurrection Lutheran Church in finding a suitable alternative location that is better suited to their needs. The church could use the identified public/semi-public area along Willard Street or relocate to another area of the community. As growth occurs within the subarea, the Village should encourage developers to consider connections and interactions with public/semi-public uses. This could include pedestrian pathways and shared plazas as well as architectural elements, building orientation and site design that emphasize and create cohesion with community facilities.

Town Center Core

The Town Center Core designation includes the vacant site at the center of the subarea, bounded by St. Elizabeth Drive, Navajo Drive, and Route 6. This site provides an opportunity for dense, mixed-use development that will be transformative to the character and function of the Town Center subarea. Development within the Core area should feature commercial, residential, and office uses that will contribute to business and housing diversity within Channahon and create a focal point for the community by drawing residents to the area. This could include a combination of single- and mixed-use buildings with stores, restaurants and bars, entertainment uses, professional offices, apartments, and community facilities. The Village should work with potential developers to promote a comprehensive and detailed approach to development of the site that is urban in scale and pedestrian-oriented, which could include phased development. This should address the orientation of buildings, internal roadways, public and open spaces, and connections with adjacent uses. Special focus should be given to areas directly adjacent to Route 6 which provide an opportunity for commercial uses that would benefit from greater traffic along the roadway. While development in this area may front to Route 6, the urban scale and pedestrian orientation of the site should be maintained through appropriate connections and site design.

Parks & Open Space

The Parks & Open Space designation identifies areas that are best suited for active and passive recreation, should be preserved due to natural features, or will serve as detention for future development. These areas positively contribute to the character of the subarea, support higher-density residential with opportunities for outdoor recreation, and create community gathering spaces. Within the subarea, this includes distinct Parks & Open Space areas:

- A dedicated village green that will be incorporated as part of the Town Center Core
- A greenway extending along Navajo Drive and St. Elizabeth Drive
- A park north of the identified Multi-Family

The Village should seek the formalization and improvement of these three areas to include active and passive recreational amenities, working with the Channahon Park District. This could include walking paths, community gardens, natural areas and native plants, playgrounds and small sports facilities, and other improvements that will provide recreation to adjacent residents and create activity in the Town Center while establishing connections to adjacent properties and path systems.

Key Development Opportunities

To direct long-term investment in the Town Center Subarea, Key Development Opportunities have been identified. These include preferred uses to guide potential development based upon existing conditions and the established vision for the subarea.

- 1** Development of this site should be a top priority for the Village of Channahon, aiming to create a formal town center that acts as a community focal point, commercial center, and regional destination. The availability of undeveloped land provides a unique and invaluable opportunity for the Village to establish an active, pedestrian-oriented district on this site. This should include a centrally located open space surrounded by mixed-use buildings. The inclusion of restaurants and bars, entertainment uses, and community facilities will be essential to generating pedestrian activity and excitement in the area. Commercial uses may be oriented along Route 6 to benefit from corridor traffic and visibility but should still be incorporated and connected with the rest of the site. The Village should work with potential developers to position internal roadways that create a more urban character, including a new roadway along the southwestern edge of the site from St. Elizabeth Drive to Route 6 as well as roads crossing the site from Navajo Drive. Additional considerations should be given to streetscaping and beautification, pedestrian infrastructure and connections, scale and style of architecture, and the overall interactions between the site and surrounding uses.
- 2** Multi-family residential on this site would provide additional housing options within the community and contribute to the vision of the subarea as a diverse, walkable neighborhood. This could include a single larger multi-family building or multiple structures reflecting the style of existing multi-family within the subarea. Parking should be located behind any structures, preferably along the southwestern edge to reduce visibility from adjacent roadways. The Village could encourage age-targeted multi-family that appeals to individuals looking for urban, walkable environment. This should include considerations for density and building orientation, pedestrian connections, screening, and on-site landscaping.
- 3** This site provides the opportunity for relocation of the Resurrection Lutheran Church, currently located along Route 6. This would allow complete development of Site 1. The Village should coordinate with the Church to relocate their facility and encourage appropriate design of this site in context of the surrounding neighborhood. If the Church relocates elsewhere, the Village should explore development of other public and semi-public uses on the site.



Subarea Land Use Plan

Proposed Land Use

- Single-Family Detached
 - Single-Family Attached
 - Multi-Family
 - Town Center Core
- Public/Semi-Public
 - Parks & Open Space
 - # Key Development Opportunities
 - # Catalyst Site

Mobility & Urban Design

As growth occurs within the subarea, it is essential that new development contributes to the area's character and ensures efficient movement for all modes of transportation. This will require the coordination of public and private efforts to address mobility and urban design aiming to create an active, walkable neighborhood and unique destination within the community. The Village should focus on improvements that will brand and establish a distinct character within the subarea, enable safe and efficient pedestrian mobility, and support community activity and interaction that makes the Town Center a place individuals choose to spend their time. This should include the following recommendations:

Roadway Extensions

The identified roadway extensions will improve access to specific properties and support development within the subarea. New roadways within the Town Center Core may require adjustment based upon site design, but should maintain the identified street connections and design intent.

New Route 6 Intersection

A new intersection is proposed between Navajo Drive and Channahon Drive along Route 6. The Village should coordinate with IDOT to complete a traffic study for this intersection as part of the Town Center Core development. The focus of this study should be to identify a preferred configuration for the intersection. Full access will be critical to the success of the Town Center development.

Streetscaping

The Village should continue streetscaping improvements within the subarea consistent with those already made along Navajo Drive and St. Elizabeth Drive. Decorative lighting, paths, pavers, walls, landscaping, and benches will contribute to the character and cohesiveness of the subarea as the Village's central district.

Sidewalk Extensions

The Village should extend sidewalk infrastructure throughout the subarea to provide a complete network that strengthens pedestrian mobility. This should include coordination with property owners to provide pedestrian access to individual properties and ensure complete walkability in the Core area. Sidewalks should be utilized as gather areas and plazas, including outdoor seating areas.

Screening & Buffering

The Village should coordinate with property owners and developers to construct appropriate screening and buffering between incompatible uses within the subarea.

Trails & Bike Lanes

The Village should expand pedestrian and bicycle infrastructure through continued development of trails and bike lanes within the subarea. This should include creation of a formal connection to the Illinois & Michigan (I&M) Canal Trail, linking to trails along Route 6 and those within Central Park.

Parks & Open Space

As identified within the Land Use Plan, the Village should preserve land within the Subarea for activation as Parks and Open Space, including a village green within Site 1 and a greenway along St. Elizabeth Drive and Navajo Drive. These could be improved with unique elements like a nature walk, native plants, community gardens, and other amenities that would contribute to the character and vibrancy of the Town Center.

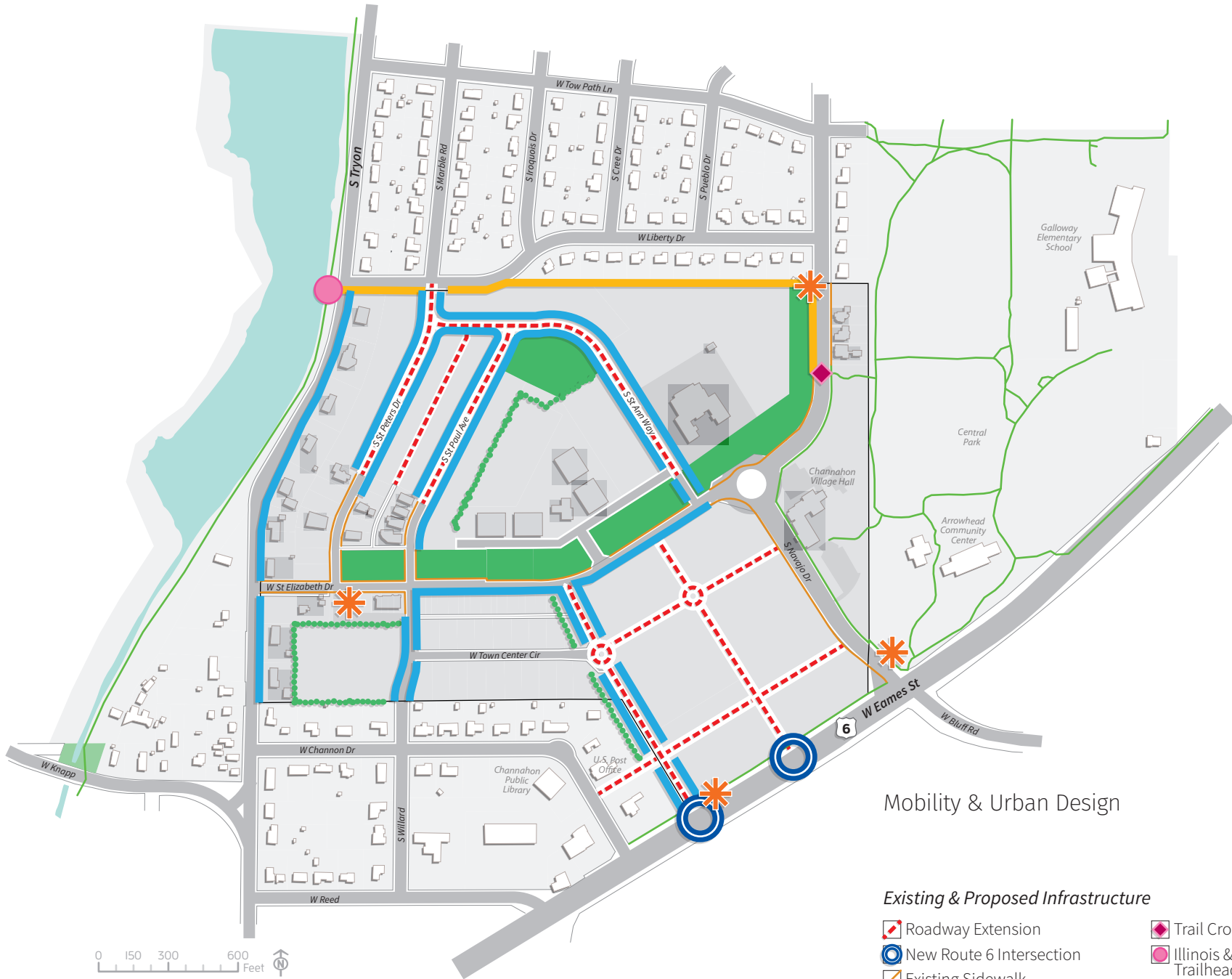
Branding

As a focal point for the community, branding will be key to the success of the Town Center. The Village should thoroughly brand the subarea as Channahon's Town Center, including both physical improvements and promotional materials. This should feature wayfinding signage as well as district-specific gateway features. The Village should establish a formal name for the district supported by logos and other promotional materials that can be incorporated as part of streetscaping improvements and infrastructure in the area.

Southwest Expansion












The Town Center site provides an invaluable opportunity for Channahon to shape its central district in a manner that will significantly benefit the community. However, the Village's true historic core is located to the southwest at the intersection of Tyron Street and Route 6. This area features a rough grid pattern with smaller lots and a mix of commercial, residential, and public uses.

While the Town Center should be prioritized, the Village should seek long-term expansion of this area to incorporate the historic core as part of the Town Center. The Village should coordinate with the U.S. Post Office, Three Rivers Public Library, and adjacent commercial uses to explore roadway extensions, pedestrian connections, and other improvements that will integrate uses to the southwest as part of the Town Center. This can occur incrementally but should not be prioritized over development within the Town Center Subarea.



Mobility & Urban Design

Existing & Proposed Infrastructure

-  Roadway Extension
-  New Route 6 Intersection
-  Existing Sidewalk
-  Sidewalk Extension
-  Existing Trail/Bike Lane
-  Proposed Trail
-  Trail Crossing
-  Illinois & Michigan Canal Trailhead
-  Parks & Open Space
-  Screening & Buffering
-  Town Center Gateway Feature



Alternative A



Alternative B

Catalyst Site Concepts

- Commercial
- Mixed-Use
- Single-Family Attached
- Open Space
- Parking Lot
- Parking Lot Access
- Existing Trail
- Proposed Trail
- Screening

Town Center Catalyst Site

Site 1 has been designated a Catalyst Site for the Town Center Subarea. Development on this site has the potential to improve the character of the subarea and act as a catalyst for development and investment. To illustrate this potential, two alternatives were developed for the site. Each presents a unique approach that differs in land use configuration, layout, parking access, circulation, and other components.

In addition, an illustrative concept based upon Alternative A has been created, shown on the accompanying page. It is important to note that this visualization is conceptual, intended to illustrate how the site could develop in the future. It does not represent a dedicated site plan or intent for how the site must develop. Instead, the Village should build upon this concept and coordinate with potential developers to explore an appropriate layout and design that best reflects the community's vision for the subarea.

Alternative A

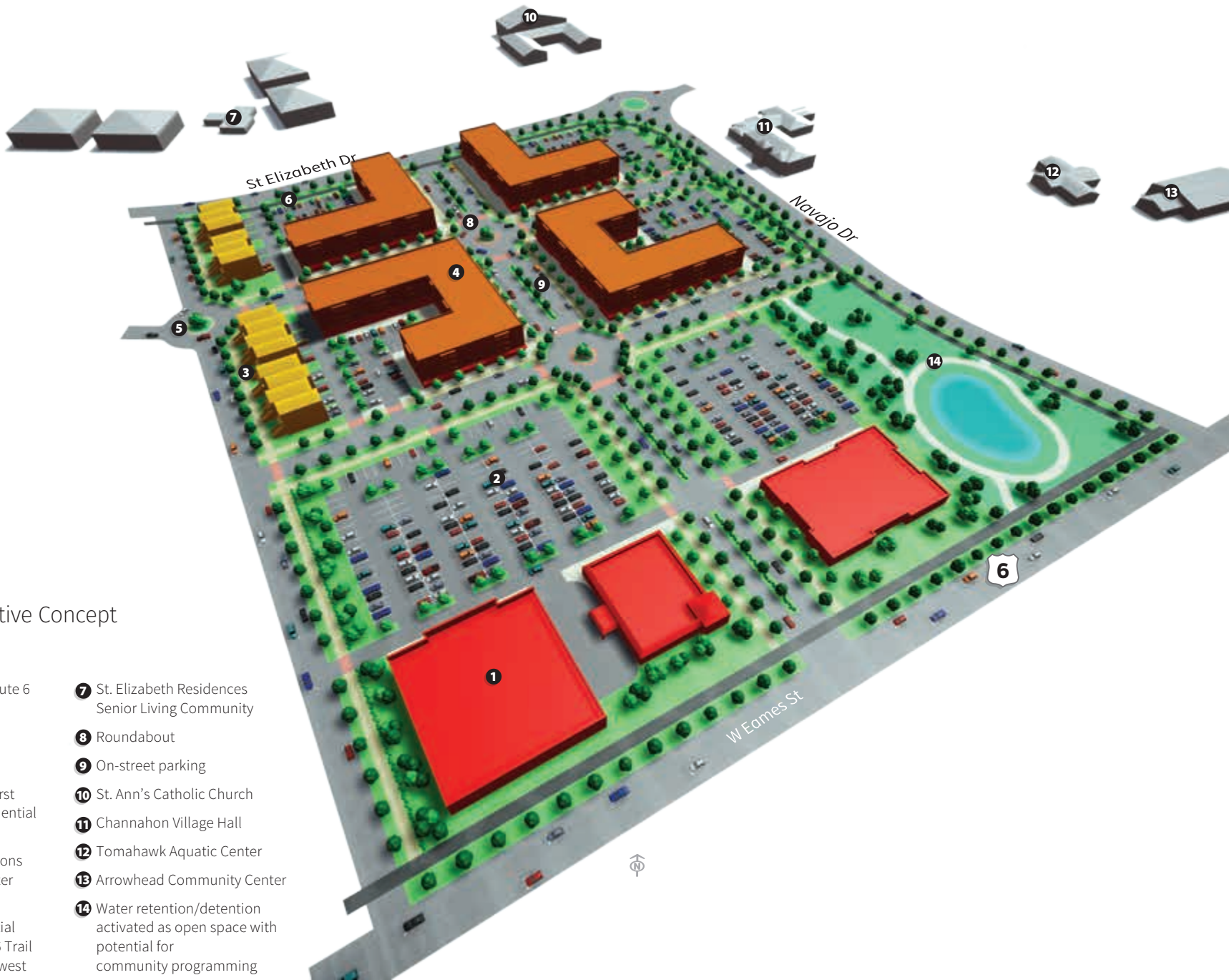
Alternative A includes mixed-use, multi-family, and single-family attached buildings intended to create a dense, active town center balanced with commercial to benefit from visibility and traffic along Route 6. This alternative features deeper commercial lots that would provide the opportunity for larger businesses and necessary parking, such as a grocery store. Commercial development should be oriented to Route 6 with parking in the rear. On the northern portion of the site, mixed-use and residential buildings will be oriented toward a new street grid, including a main boulevard that extends from Town Center Circle toward Village Hall. These will emphasize the pedestrian experience and increase residential diversity while establishing a community gathering space that is a destination within the community.

Alternative B

Alternative B also includes a mix of commercial, residential, and mixed-use buildings with a greater emphasis on creating an active, pedestrian oriented district. While similar to Alternative A, this alternative slightly reconfigures the street grid to decrease the depth of commercial along Route 6. This allows for additional open space at the center of the site, creating a smaller greenway or Village Green between Town Center Circle and Village Hall. This area could be designed to incorporate traditional park amenities while accommodating community events and acting as a gathering space for Channahon residents and visitors.

Catalyst Site Illustrative Concept

- ❶ Commercial uses along Route 6
- ❷ Commercial parking lot
- ❸ Rear loaded single-family attached units
- ❹ Mixed-use buildings with first floor commercial and residential or office above
- ❺ Roundabout with connections from Route 6 to Town Center Drive
- ❻ Trail extension with potential connections to the Route 6 Trail and I&M Canal Trail to the west
- ❼ St. Elizabeth Residences Senior Living Community
- ❽ Roundabout
- ❾ On-street parking
- ❿ St. Ann's Catholic Church
- ⓫ Channahon Village Hall
- ⓬ Tomahawk Aquatic Center
- ⓭ Arrowhead Community Center
- ⓮ Water retention/detention activated as open space with potential for community programming



Route 6 & Interstate 55 Subarea

The Route 6 & Interstate 55 Subarea features commercial, residential, industrial, and agricultural uses surrounding the Interstate 55 interchange with Route 6. The subarea contains properties within the Village of Channahon as well as unincorporated properties within the Village's planning jurisdiction.

A significant portion of the subarea is comprised of agricultural and vacant properties that could be better activated through long-term development. The subarea functions as a critical entryway into Channahon for drivers along I-55 and those coming from Joliet on Route 6. Through a combination of private development and public improvements, the Village should seek to elevate the subarea as a gateway to the community that welcomes and attracts visitors to Channahon. This should include commercial uses that cater to both interstate travelers, regional consumers, and local residents. These should be paired with continued branding and efforts to foster an attractive, inviting district that welcomes individuals to the Village of Channahon.

Land Use Plan

Existing Single-Family

Existing Single-Family within the Subarea includes single-family neighborhoods west of I-55 near Canal Road as well as homes along Route 6. Protecting Channahon's residential areas from commercial and industrial impacts is essential. The Village should consider compatibility and require screening to reduce the impacts of noise, light, and traffic when reviewing plans for non-residential development adjacent to existing single-family. Encouraging development that is residentially compatible in scale, design, architecture, and intensity will help reduce impacts to existing residential areas.

Interstate Commercial

Areas designated as Interstate Commercial provide opportunities for retail and service businesses that cater primarily to interstate traffic and are best positioned to attract regional consumers into the community. These businesses will also benefit industry within the community by providing services required by truck drivers. These areas are surrounded by high-traffic roadway infrastructure which makes them conducive to businesses that focus on automobile service and access including gas stations, fast food restaurants, and hospitality uses. While pedestrian access should be incorporated as part of site design the movement of automobiles should be a focus for site design, including ingress, egress, and parking of both cars and trucks.

General Commercial

Areas designated as General Commercial provide opportunities for retail and service businesses that cater to both residents, interstate traffic, and regional consumers. This should include businesses that serve the daily needs of residents, such as grocery stores, dry cleaners, hardware stores, or pharmacies, as well as businesses that serve interstate travelers and attract consumers from adjacent communities, such as restaurants, clothing stores, or entertainment uses. These areas provide the space and conditions necessary for big box retailers and chain restaurants; however, their development will be reliant upon market viability. When working with commercial developers, the Village should promote site plans that consider pedestrian movement and connections and maximize the potential of visibility along I-55 while protecting the adjacent open spaces to the north.

Commercial/ Residential Flex

Areas designated as Commercial/Residential Flex could develop as either commercial or residential uses dependent upon market viability and the development of other sites within the Subarea. The Village should prioritize these areas for commercial development that will increase business diversity within the community. However, the Village should remain flexible in working with developers to seek a balance of commercial and residential uses that is best supported by the market. Residential development should feature multi-family or single-family attached that helps transition between commercial uses to the east and single-family neighborhoods to the west and south. The Village should work with developers to encourage site plans that are high density and include considerations for pedestrian mobility. This could include shared parking and public spaces, pedestrian paths, and opportunities for mixed-use buildings.

Commercial/ Industrial Flex

The area identified as Commercial/Industrial Flex includes a collection of industrial businesses adjacent to I-55 that are defined by outdoor storage and operations, chainlink fences, and gravel lots. These properties provide an opportunity for parcel consolidation and redevelopment to better capitalize on visibility and proximity to I-55 and contribute to a positive first impression of Channahon for those entering from I-55 or Route 6. Consolidation of parcels into a larger property would enable more modern industrial development or redevelopment for commercial uses. Parcel consolidation and redevelopment should be encouraged but must be market viable and supported by interest from the private market. In the short term, the Village should work with existing businesses to encourage on-site improvements that would improve the appearance and character of the Subarea. Emphasis should be given to compatibility with adjacent uses and screening, particularly for Existing Single-Family to the north.

Industrial

The Industrial designation includes the approved industrial development along Route 6. This is the northernmost property in a collection of industrial developments east of I-55 and will contribute to industry and employment within the Village. No additional greenfield industrial development is recommended within the subarea.

Parks & Open Space

The Parks & Open Space designation identifies areas that are best suited for active and passive recreation, should be preserved due to natural features, or will serve as detention for future development. These areas positively contribute to the character of the subarea and provide recreation opportunities for residents and visitors. The Village should preserve Parks and Open Space areas and seek opportunities to create formal parkland where appropriate. Specifically, the Village should work with the Channahon Park District to explore development of a formal park space on properties adjacent to the I&M Canal and access points and trailheads where appropriate. This could include trail connections to the I&M Canal Trail, Community Park, and Lake Chaminwood Preserve as well as sports facilities and other recreational amenities to make the park a community gathering space and visitor friendly.

Key Development Opportunities

To direct long-term investment in the Route 6 & Ridge Road Subarea, Key Development Opportunities have been identified. These include preferred uses to guide potential development based upon existing conditions and the established vision for the subarea.

- 1** Commercial development on this site has the potential to significantly increase business diversity within the community. This could include larger single- or multi-tenant buildings on the northwest corner that benefits from visibility along I-55 with outlot buildings and smaller businesses along Harriet Drive and Route 6. Commercial could include big box and chain retailers, restaurants and cafés, fast food restaurants and uses supporting interstate traffic as well as independent and local businesses. Given the size of the site, commercial development on the entire site may not be market viable. The Village should remain flexible and allow the incorporation of high-density multi-family if appropriate, such as along the property northeast of the Harriet Drive and Kent Road intersection. Access within the site should be limited to Thomas Dillon Drive, Harriet Drive, and Kent Road with no additional access along Route 6. This will require the extension of Harriet Drive and Kent Road through the site. Considerations should be given to screening of adjacent uses, on-site landscaping, and ensuring safety and mobility for all transportation modes.
- 2** This site includes the Manor Motel, one of the last remaining original Route 66 motels still in operation. Though the property has not been well maintained, there is an opportunity for historic preservation and reinvestment to reposition Manor Motel as a destination along I-55. The Village should work with the motel's owner to consider improvements and renovations and explore potential grants and funding mechanisms that could support reinvestment on the site.
- 3** Commercial development on this site would better activate the Subarea and increase business diversity within the community, similar to Site 1. This could include larger single- or multi-tenant buildings on the northern portion of the site with outlot buildings along Route 6, S. Frontage Road West, and the new roadway extension west of the site. Commercial could include big box and chain retailers, restaurants and cafés, fast food restaurants and uses supporting interstate traffic as well as independent and local businesses. Access should be primarily concentrated along the new roadway extension west of the site, from S. Frontage Road West, and provided by internal roadways. Access to Route 6 may be supported but should be limited where possible, coordinating with the developer and IDOT. Considerations should be given to screening of adjacent uses, on-site landscaping, and ensuring safety and mobility for all transportation modes. It should be noted that this site is not currently incorporated as part of the Village of Channahon and should be annexed prior to development.
- 4** Commercial development is the preferred option for this site and could include single- or multi-tenant buildings along the western edge of the site with outlot buildings along Route 6 and the new north south roadway. However, given the size of this site and distance from the I-55 interchange, commercial development may be less viable. The Village should support appropriate residential development on the site or a mix of commercial and residential uses. Residential should include multi-family or single-family attached options that contribute to housing diversity and transition between commercial and single-family neighborhoods to the southwest. A mixed-use option could include commercial businesses along Route 6 and the new north-south roadway with residential along the western edge of the site. This could be supported by shared parking through the center of the site. Access should be concentrated along the new roadways within and adjacent to the site and limited along Route 6. Considerations should also be given to screening of adjacent uses, on-site landscaping, shared public spaces and detention, and ensuring pedestrian safety and mobility. This site is not currently incorporated as part of the Village of Channahon and should be annexed prior to development.
- 5** This site provides a valuable opportunity to expand parkland and open space within the subarea and establish a new gathering place and recreation amenity for the Village of Channahon as a whole. Coordinating with the Channahon Park District, the Village should review and consider formalization as a community park that could include recreational amenities. Given its size, the site could function as a small sports complex that provides a variety of sports fields and facilities available to residents and attracts sports tourism to the community. Additionally, any improvement of this site should include trail connections to the I&M Canal Trail and Community Park. The Village should also consider the cost and feasibility of a pedestrian bridge over the trail to connect with Lake Chaminwood Preserve. This site is not currently incorporated as part of the Village of Channahon and should be annexed prior to development.



Subarea Land Use Plan

Proposed Land Use

- Existing Single-Family
- Interstate Commercial
- General Commercial
- Commercial/Residential Flex
- Commercial/Industrial Flex
- Industrial
- Parks & Open Space
- # Key Development Opportunities
- # Catalyst Site



Mobility & Urban Design

As growth occurs within the Subarea, it is essential that new development contributes to the area's character and ensures efficient movement for all modes of transportation. This will require the coordination of public and private efforts to address mobility and urban design aiming to balance automobile and pedestrian access and create a welcoming gateway to the Channahon community. The Village should focus on improvements that will reduce conflicts between incompatible uses, elevate the appearance of the subarea as an entryway into the Village, and enable safe and efficient mobility as growth occurs. This should include the following recommendations:

Roadway Extensions

The identified roadway extensions will improve access to specific properties and enable development within the subarea. New roadways within the identified Key Development Opportunities may require adjustment based upon site design, but should maintain the identified street connections.

Automobile Access

The Village should limit direct access along Route 6, using adjacent streets or internal roadway networks as part of future development for access to commercial properties fronting the corridor.

Sidewalk Extensions

The Village should extend sidewalk infrastructure throughout the subarea to provide a complete network that enables greater pedestrian mobility. This should include coordination with property owners to provide pedestrian access and connections to individual properties.

Trails & Bike Lanes

The Village should expand pedestrian and bicycle infrastructure through continued development of trails and bike lanes within the subarea. This should include creation of a formal connection to the I&M Canal Trail with the trail along Route 6. A greenway should also be established along the southern edge of the subarea and improved with a trail to provide access to adjacent residential neighborhoods.

Screening & Buffering

The Village should coordinate with property owners and developers to construct appropriate screening and buffering between incompatible uses within the subarea. Emphasis should be placed on reducing impacts to residential neighborhoods, particularly from industrial users.

Interchange Improvements

The I-55 Interchange is a critical gateway to Channahon that has a significant impact on the Village's image and identity. Continuing the momentum of recent improvements, the Village should work cooperatively with IDOT to explore other projects that would enhance the appearance of the I-55 interchange. This could include landscaping treatments, public art, and branding components that will highlight the interchange as a critical entrypoint into the Village of Channahon.

Gateway Features

Gateway features should be used to clearly mark entry into the Village for those traveling along Route 6 and exiting I-55. The Village has recently constructed gateway features at the I-55 exit ramps. As part of future branding efforts, the City should identify potential locations for additional gateway features. All features should utilize a consistent design to create a cohesive community identity.

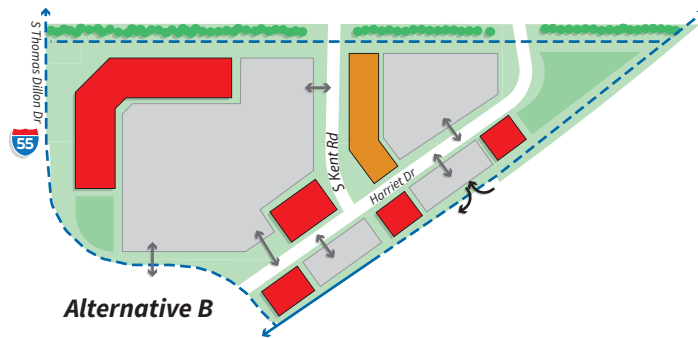


Mobility & Urban Design

Existing & Proposed Infrastructure

- | | |
|-----------------------------|--------------------------|
| Roadway Extension | Proposed Trail |
| New Signalized Intersection | Screening & Buffering |
| Existing Sidewalk | Interchange Improvement |
| Sidewalk Extension | Existing Gateway Feature |
| Existing Trail/Bike Lane | |





Catalyst Site Concepts

- Commercial
- Multi-Family
- Open Space
- Parking Lot
- Parking Lot Access
- Existing Trail
- Proposed Trail
- Screening
- Right In/Right Out Access (RIRO)

Route 6 & Interstate 55 Catalyst Site

Site 1 has been designated a Catalyst Site for the Route 6 & Instate 55 Subarea. Development on this site has the potential to improve the character of the subarea and act as a catalyst for development and investment. To illustrate this potential, two alternatives were developed for the site. Each presents a unique approach that differs in land use configuration, layout, parking access, circulation, and other components.

In addition, an illustrative concept based upon Alternative B has been created, shown on the accompanying page. It should be noted that this visualization is conceptual, intended to illustrate how the site could develop in the future. It does not represent a dedicated site plan or intent for how the site must develop. Instead, the Village should build upon this concept and coordinate with a developers to explore an appropriate layout and design that best reflects the community's vision for the subarea.

Alternative A

Alternative A consists entirely of commercial uses, aiming to increase retail and service options within the community and attract consumers from the surrounding region. This features a large lot commercial development along the western edge of the site with visibility from I-55. This is supported by mid-sized commercial uses along Harriet Drive, acting as outlot opportunities with visibility and access from Route 6. The design of these properties would aim to support commercial viability while reducing impacts to adjacent residential to the north.

Alternative B

Alternative B would include a similar configuration of commercial uses, with the primary difference being the inclusion of multi-family residential on the property northeast of the intersection of Kent Road and Harriet Drive. The residential component of this alternative would help to transition to the neighborhood to the north, add viability to the commercial uses east of I-55, and is responsive to the size and feasibility of significant commercial development on this property. This change would not dramatically alter the configuration or function of commercial uses within the site.



Catalyst Site Illustrative Concept

- 1 Extension of existing trail along Route 6
- 2 Commercial uses along Route 6
- 3 Potential big box commercial
- 4 Outlot commercial
- 5 Retention/detention pond
- 6 Commercial service and loading area
- 7 Trail with potential connections to the Route 6 trail and the I&M Canal Trail to the north
- 8 Strip commercial with anchor tenant
- 9 Trail connection
- 10 Landscape to buffer adjacent residential uses
- 11 Existing single-family neighborhood
- 12 Extension of Kent Road
- 13 Multi-family residential
- 14 Open Space with playground
- 15 Extension of Harriet Drive
- 16 Right-in, right-out Route 6 access

Implementation

Re-Imagine Channahon is a guiding document that establishes a vision for the community's future. Implementation is essential to making that vision a reality and transforming the goals, objectives, and specific recommendations of the Comprehensive Plan into meaningful change. Further, the Plan is intended to act as a guidebook that informs future planning decisions related to land use, development, and community improvement. This will require the collaboration of a diverse range of organizations and stakeholder to address challenges the community faces from a local and regional perspective. This implementation chapter provides best practices and resources to support application and utilization of Re-Imagine Channahon to achieve the community's vision.



9

Implementation

Action Plan

The Action Plan identifies critical next steps to assist the Village in implementing the *Re-Imagine Channahon* Comprehensive Plan. These steps focus on the incorporation of the Comprehensive Plan as a primary resource for planning efforts and policy decisions within Channahon. The Action Plan also establishes a foundation for implementation of the goals, objectives, and recommendations of Channahon over the next 10 to 20 years.

Use the Plan on a Day-to-Day Basis

The Re-Imagine Comprehensive Plan should be used daily as the official policy guide for planning decisions made by Village Board, Village Staff, the Planning and Zoning Commission, the Code Enforcement and Community Development, and other boards and commissions. The Plan should serve as a primary reference in guiding policy formation, evaluating prospective projects and planning initiatives, reviewing development proposals, and prioritizing public expenditures. This will ensure any future planning efforts and decisions are in line with the Village's long-term goals. Service providers and partner organizations should also be encouraged to use the Comprehensive Plan when considering new development, facilities, infrastructure updates, and programming within their parameters.

To promote regular use of the Plan, the Village should:

- Post the Comprehensive Plan document on the Village website and make it available in hardcopy at Village Hall and the Three Rivers Public Library for easy public access.
- Educate the public in how the Plan is connected to development projects and other proposals occurring within the Village.
- Provide guidance to the Village Board, the Planning and Zoning Commission, and other boards and commissions in the administration, interpretation, and continuous application of the Plan.
- Meet with key department heads and officials to explain the purpose, importance, and benefits of the Plan.
- Provide an 'orientation' for new staff, officials, and board members which highlights key takeaways and major goals of the Comprehensive Plan which are essential to local policy and initiatives.
- Maintain a list of possible amendments, issues, or needs which may be the subject of change, addition, or deletion from the Plan.
- Coordinate with and assist the Planning and Zoning Commission in the Plan amendment process as necessary.

Develop & Maintain Partnerships

Implementing the recommendations and policies of *Re-Imagine Channahon* will require a coordinated effort between the various service providers and organizations active within the community. It is essential that the Village develops and maintains partnerships to facilitate regular communication and cooperation with the various local groups. This will help identify opportunities to work collaboratively toward mutual interests and create an organized approach to implementation within the community.

Channahon already has a wide variety of partnerships which should be maintained in the future. Possibilities for new partnerships with organizations and agencies should be identified by the Village to aid in the implementation of the Comprehensive Plan. This should include neighboring municipalities, regional and state agencies, local community organizations, school districts and other taxing districts, local business communities, and other groups with a vested interest in Channahon.

The Village should continue to partner with or explore new opportunities with the following groups:

- Public Safety, Fire, and Emergency Response Districts
- Parks and Recreation Districts
- Library Districts
- School Districts and High Education Providers
- Counties, Townships, and Adjacent Municipalities
- Chambers of Commerce and Economic Development Organizations
- Utility and Service Providers
- Transportation Departments
- Regional Planning Agencies

Enabling Regional Cooperation

Given Channahon's position within the region and the large amount of individual districts and service providers, regional cooperation is a key component to the Village's success. Many of Channahon's issues are shared with neighboring communities and should be addressed with a holistic and regional perspective. As such, close communication and partnerships with adjacent municipalities, interjurisdictional groups, and other organization will be vital in addressing these shared issues, challenges, and opportunities.

The Village should consider the following recommendations to establish potential partnerships and foster greater regional cooperation:

- Establish a schedule of reoccurring meetings with key partners to review emerging trends and issues, share long-term goals, and identify opportunities for partnership and cooperation. Key groups should include the Village's adjacent municipalities, Will County, Grundy County, IDOT, Forest Preserve District of Will County, CMAP, and other organizations and associations.
- Seek active involvement in regional projects that will affect the community.

- Partner with Will County, Grundy County, IDOT, and adjacent municipalities to address the movement and distribution of traffic through the area, accounting for how roadways function from a larger regional perspective instead of as individual segments within specific municipalities. This includes addressing redirecting truck traffic through the community to avoid residential neighborhoods and local roads.
- Partner with the Forest Preserve District of Will County and adjacent municipalities to connect existing trails and bicycle routes and create a regional system that connects residents to key destinations.
- Encourage greater participation by local business community members in the Greater Channahon-Minooka Area Chamber of Commerce to strengthen Channahon's regional economic presence and ensure the Village's economic goals are met.

Maintain Public Communication

Re-Imagine Channahon was directly guided by a thorough community outreach process to address critical issues and opportunities as identified by those most familiar with the Village. Public engagement included workshops, visioning sessions, stakeholder interviews, focus group discussions, online questionnaires, an interactive mapping tool, and other methods to engage with residents, businesses, property owners, local officials, and community stakeholders. In addition to supporting the planning process, these outreach efforts helped to foster stewardship for the Comprehensive Plan and communicate the importance of planning within Channahon.

Sustaining this core value of public engagement, the Village should continue to communicate with the public to support implementation and future planning efforts. This should include regular correspondence with the public such as online updates, announcements of major project achievements, and newsletters including information about planning and development efforts. In addition, the Village should maintain an avenue for residents and stakeholders to offer feedback and ask questions about planning initiatives and ongoing projects. Further, the Village should consider hosting additional workshops and engagement opportunities in the future where residents could review the Plan and offer feedback about changing issues, opportunities, trends, and community preferences.

Develop a Capital Improvement Program

The Village should develop a Capital Improvement Program (CIP) which prioritizes and schedules all public improvement projects within the Village. CIP's provide detail for all planned public projects within a community, offering information for funding, priority, time frame, phases, and other details. Typically, CIP's are completed for a 5-year time period and updated annually to reflect new priorities and completed projects.

To support implementation of *Re-Imagine Channahon* and organize capital improvement projects within Channahon, the Village should develop a dedicated CIP. This should incorporate the projects identified within the Comprehensive Plan to link recommendations with funding and general timelines for implementation. As planned projects are completed and new funding sources form, the CIP should be updated to include new projects, cost estimates, and priorities, guided by the Comprehensive Plan. As financial resources in Channahon will always be limited and public dollars must be spent wisely, aligning the CIP with the Comprehensive Plan will ensure completion of the most desirable public improvements and help keep public improvement projects within the Village's budget.

Reviewing & Updating the Plan

The Comprehensive Plan is not a static document and must be able to evolve and change over time. For example, if community attitudes change or new issues arise that are beyond the scope of the current Plan, the Plan should be revised and updated accordingly.

The Village should undertake a complete review and update of the Plan every 5 years as well as intermittent evaluations every 2-3 years to identify smaller changes. The Village should maintain a public list of potential amendments, issues, or needs. Ideally, these reviews should coincide with the preparation of the Village's budget as well as the CIP and the preparation of an annual action agenda. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations.

Measure Progress

A key element of implementation will be measuring progress in achieving the goals and objectives set out in the *Re-Imagine Channahon* Comprehensive Plan. This will assist with reviewing the success of planning initiatives and projects, inform additional implementation efforts, and provide a meaningful understanding of when core goals have been achieved. To measure its progress, the Village should identify potential metrics and desired trends organized by the goals of the Comprehensive Plan. The metrics should not signify when an objective has been achieved but rather direct preferred trends that demonstrate positive change while encouraging continued improvement over the life of the Plan.

Potential Funding Sources

The following is a review of potential funding sources that the Village could pursue to support implementation of the Comprehensive Plan. It is important to note that funding sources are subject to change over time. As such, the Village should continue to research and monitor grants, funding agencies, and programs to identify deadlines, funding specifications, and new opportunities as they become available. These programs are organized by funding category, which include:

- General Economic Development
- Transportation & Infrastructure
- Parks, Trails & Open Spaces

General Economic Development

Tax Increment Finance (TIF)

The purpose of TIF funding is to incentivize and attract desired development within key commercial areas. TIF dollars are typically used for infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development. TIF utilizes future property tax revenues generated within a designated area or district to pay for improvements and further incentivize continued reinvestment. The Village presently has one TIF District for Route 6 and I-55.

Special Service Area (SSA)

A Special Service Area (SSA) provides a means of funding improvements and programs within a designated area. In an SSA, a small percentage is added to the property tax of the properties within the defined service area. The revenue received from this targeted increase is channeled back into projects and programs benefiting those properties.

SSA funded projects can include district marketing and advertising assistance, promotional activities and special events, streetscape and signage improvements, and property maintenance services. SSA's can also be used to fund various incentives and tools such as small business loan funds or façade improvement programs.

Business Development District (BDD)

Authorized by the State of Illinois, municipalities may establish Business Development District (BDD) in specific areas. These allow the municipality to levy up to an additional 1% retailers occupation tax, 1% hotel tax, and 1% sales tax on properties in the district. These funds are then utilized to support improvements within the district in accordance with a business district development or redevelopment plan.

Tax Abatement

A property tax abatement is a versatile tool that can be applied to address a wide range of community issues. Property tax abatements are typically used as an incentive to attract business and revitalize the local economy. In the State of Illinois, municipalities and other taxing districts can abate any portion of the tax that they individually levy on a property. The period of tax abatement on a given property can be no longer than 10 years and the total combined sum of abated taxes for all taxing districts cannot exceed \$4 million over that period. A taxing district can administer the abatement by one of two methods: 1) lowering the tax rate; or 2) initiating a property tax freeze where the property is taxed based on a pre-development assessed value.

In some circumstances municipalities can also petition the County to lower a property's assessment. For example, a commercial property could be assessed at a percentage equivalent to that of a residential property. This is an effective means of lowering a property tax bill; however, it should be noted that this method impacts all taxing districts and not just the district making the request.

Payment in Lieu of Taxes (PILOT)

Payment in Lieu of Taxes (PILOT) is a tool similar to tax abatement. The Village can use PILOT to reduce the property tax burden of a desired business for a predetermined period. In this instance, the Village and property owners will agree to the annual payment of a set fee in place of property taxes. Payments are generally made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property.

In addition, PILOT can be a means of reducing the fiscal impact on the Village of a nonprofit, institutional use, or other non-taxpaying entity location on a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services because they do not pay taxes. Provisions can be made to offset that negative impact by allowing the Village to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

Incubators

Business incubators provide low-cost space and specialized support to small companies. Such services might include administrative consulting, access to office equipment and training, and assistance in accessing credit. Incubators are typically owned by public entities such as municipalities or economic development agencies who then subsidize rents and services with grants. In addition to job creation and generating activity, the goal is to facilitate growth and expansion of startup businesses within an area.

On-Site & Façade Improvement Programs

The purpose of an On-Site Improvement Program would be to assist current property owners in upgrading their existing parking lots and installing onsite landscaping. The program would apply to such things as improvements to surface parking areas, privately owned open space, and other areas not directly related to façade features. This could function separately or in conjunction with a Façade Improvement Program.

The purpose of a Façade Improvement Program is to encourage projects that contribute to the economic revitalization and character of an area by providing financial and technical assistance for façade improvements. Building façades, both individually and collectively, create a strong first impression of an area. By implementing a Façade Improvement Program, current property owners are provided an opportunity to improve their outdated or failing structures without having to relocate.

Sales Tax Rebate

A sales tax rebate is a tool typically used by municipalities to incentivize business to locate to a site or area. The rebate is offered as a percentage of the annual sales tax revenue generated by the establishment and is often tied to benchmarks such that as sales volume increases, so too does the proportion of the rebate. Sales tax rebates have proven effective in attracting new businesses and encouraging redevelopment and renovation.

Transportation & Infrastructure

Fixing American's Surface Transportation (FAST) Act

The FAST Act, a five-year transportation reauthorization bill, was established in December 2015 as a replacement for the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The FAST Act, which is implemented and administered by the Federal Highway Administration (FHWA), aims to improve infrastructure, provide long-term certainty and increased flexibility for states and local governments, streamline project approval processes, and encourage innovation to make the surface transportation system safer and more efficient. It authorizes \$305 billion through 2020 for highways, vehicle safety, motor carrier safety, rail, public transportation, hazardous materials safety, and technology, research, and statistics programs.

Illinois Transportation Enhancement Program (ITEP)

The Illinois Department of Transportation (IDOT) administers ITEP and has funded projects including bicycle and pedestrian facilities, streetscaping, landscaping, and projects that control or remove outdoor advertising. In the past, federal reimbursement has been available for up to 50% of the costs of right-of-way and easement acquisition, and 80% of the costs for preliminary engineering, utility relocations, construction engineering, and construction costs. It should be noted that starting in the 2020 cycle, the ITEP will no longer fund Phase I Engineering or Street Lighting that is not co-located with a transportation alternative facility.

Safe Routes to Schools (SRTS)

SRTS program has provided funding for the planning, design, and construction of infrastructure related projects that will substantially improve the ability of students to walk and bike to school. SRTS projects are funded at 100% with no local match required, with a funding limit of \$200,000 for infrastructure projects and \$50,000 for non-infrastructure projects. Eligible applications include:

- Sidewalk improvements;
- Traffic calming and speed reduction improvements;
- Pedestrian and bicycle-crossing improvements;
- On-street bicycle facilities;
- Off-street bicycle and pedestrian facilities;
- Secure bicycle parking system; and,
- Traffic diversion improvements in the vicinity of schools.
- Education programs and activities to increase rates of walking and biking to school.

Congestion Mitigation & Air Quality Improvement Program (CMAQ)

CMAQ is the administrator of CMAQ program funds for the northeastern Illinois region. CMAQ has supported a wide range of projects through the CMAQ program including improvements to bicycle facilities, transit facilities, intersections, sidewalk improvements, and signal timing. Funds have also been used to make transportation improvements to eliminate traffic bottlenecks, limit desired emissions, and to create promotional campaigns to enhance use of transit and bicycles. As a result of changes made to the program under the FAST Act adopted in 2015, vehicle-to-infrastructure technology projects are also eligible for CMAQ funding.

Surface Transportation Block Grant Program (STBGP)

STBGP funds are allocated to coordinating regional councils to be used for roadway and roadway-related items. The Chicago Metropolitan Agency for Planning (CMAP) delegates funds to regional councils and selects projects based on a ranking scale that takes into account the regional benefits provided by the project among other factors. STBGP funds may be used for a variety of project types including roadway rehabilitation, reconstruction and restoration, widening and adding lanes; intersection improvements, traffic signage improvements, and green infrastructure funding.

Surface Transportation Program (STP) Set-Aside

STP Set-Aside is a sub-program of the Surface Transportation Block Grant Program which provides funding for non-motorized transportation projects. Projects range from on-street bike facilities to multi-use paths and sidewalk infill programs to Safe Routes to School projects. STP Set-Aside funds are administered by CMAP through a formal application process.

Parks, Trails & Open Spaces

Illinois Department of Natural Resources (IDNR)

IDNR administers several grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreational areas and facilities. The programs operate on a cost reimbursement basis to a government or non-for-profit organization. Local governments can receive one grant per program per year, with no restrictions on the number of local governments that can be funded for a given location. IDNR grants are organized into three major categories: Open Space Land Acquisition and Development (OSLAD); Boat Access Area Development (BAAD); and the Illinois Trails Grant Program.

Open Space Land Acquisition & Development (OSLAD)

The OSLAD program awards up to 50% of project costs up to a maximum of \$750,000 for acquisition and \$400,000 for development/renovation of recreational facilities such as playgrounds, outdoor nature interpretive areas, campgrounds and fishing piers, park roads and paths, and beaches.

Boat Access Area Development (BAAD)

The BAAD program provides financial assistance to assist with the acquisition, construction, expansion, and rehabilitation of public boat and cone access areas for lakes and rivers in Illinois. The program provides up to 100% of the approved project construction costs and 90% of approved land acquisition costs, with a \$200,000 annual maximum per project.

Illinois Trails Grants Program

The Illinois Trail Grant Programs is composed of five grant programs that provide financial assistance for the acquisition, development, and occasional maintenance of trails for public recreation uses. These programs include the Bike Path Program, the Local Government Snowmobile Program, the Snowmobile Trail Establishment Fund, the Off-Highway Vehicle (OHV) Program, and the Federal Recreational Trails Program.

Land & Water Conservation Fund (LWCF)

The Illinois Land & Water Conservation Fund program (LWCF), similar to OSLAD, provides grants to municipalities, counties, and school districts to be used for outdoor recreation projects. Projects require a 50% match.

Action Matrix

The Implementation Matrix presents a complete list of all actionable recommendations made within the Comprehensive Plan. The table includes project priority, cost and time estimate, and potential partnerships and funding sources associated with each action. The Implementation Matrix is meant to help organize proposed recommendations for implementation and evaluate the Village's progress based on completed actions.

Cost Estimate

Cost estimates are represented by a scale ranging from \$ to \$\$\$\$. The costs refer only public costs. Descriptions of the scale are as follows:

- **\$.** Primarily internal staff time with limited outside funding required.
- **\$\$.** Outside consulting assistance is expected or capital expenditures are to be more than \$25,000 but less than \$100,000.
- **\$\$\$.** Capital improvements greater than \$100,000.

Time Estimate

Time estimates indicate, in years, how long it would take to complete a specific action. Descriptions of each timeframe are detailed below:

- **Short-term:** less than two years.
- **Mid-term:** two to five years.
- **Long-term:** greater than five years.

ACTION MATRIX

Recommendation		Cost Estimate	Time Estimate
Chapter 3: Land Use & Development			
<i>General Land Use & Development</i>			
3.1	Guide land use and development in accordance with the Land Use Plan.	\$	Long-term
3.2	Ensure development is aligned with infrastructure by accounting for water resources and balancing both short- and long-term needs.	\$	Long-term
3.3	Actively seek new water sources, coordinating with adjacent communities and agencies in the region.	\$\$	Mid-term
3.4	Encourage development that reduces water usage through sustainable design and best practices.	\$	Long-term
3.5	Coordinate with developers and property owners to ensure future growth is aligned with the availability and capacity of water resources.	\$	Long-term
3.6	As part of the development review process, continue to analyze fiscal and environmental factors that may affect infrastructure capacities and water supply.	\$	Long-term
3.7	Foster collaboration with developers to explore options that will ensure a high quality of service for existing and future development projects.	\$\$	Long-term
3.8	Develop a detailed, multi-year Capital Improvement Plan with considerations for infrastructure improvements and extensions.	\$	Short-term
3.9	Seek to activate development opportunities in a manner that will allow the community to grow, diversify, and continue to attract residents and businesses.	\$\$	Long-term
3.10	Emphasize Channahon's core as a priority for future development.	\$	Short-term
3.11	Coordinate with developers to guide appropriate western growth of the community.	\$	Long-term
3.12	Encourage continuous development in close proximity to Route 6 that minimizes required infrastructure extensions.	\$	Short-term
3.13	Encourage long-term industrial development that is consistent with existing uses on the far western periphery of Channahon.	\$	Long-term
3.14	Guide annexation in accordance with the identified annexation strategy.	\$	Long-term
3.15	Launch a comprehensive promotional campaign that includes a variety of materials designed to promote Channahon as a great place to live, visit, work, and invest.	\$\$	Short-term
<i>Residential Areas</i>			
3.16	Actively seek greater diversification of housing options to ensure Channahon remains accessible and appealing to a variety of residents.	\$	Long-term
3.17	Enable higher density housing and creative residential design for properties identified as Residential Flex.	\$	Short-term
3.18	Update the Village's zoning map to allow greater diversity of residential development in accordance with the Land Use Plan.	\$	Short-term
3.19	Review and update development regulations to support housing diversity and remove unnecessary restrictions that may prohibit or discourage higher density residential development.	\$	Short-term
3.20	Coordinate with developers and property owners to encourage residential developments that increase diversity and offer a range of products to new and existing residents.	\$	Short-term
3.21	Engage with local and regional developers to identify regulations, existing conditions, and other factors that may be restrictive to residential development and diversity within the community.	\$	Short-term
3.22	Explore potential funding mechanisms, programs, and incentives that could be used to encourage diverse residential development.	\$\$	Mid-term
3.23	Partner with local and regional real-estate agents and professionals to identify gaps in the Village's housing market and discuss the challenges they face when showing homes in the community.	\$	Short-term
3.24	Seek the development of residential products that are accessible, affordable, and attractive to seniors and aging residents.	\$\$	Long-term
3.25	Encourage age-targeted residential products, such as senior living communities and assisted living facilities.	\$	Short-term
3.26	Prioritize residential growth in close proximity to existing neighborhoods along Route 6 roughly between McLinden Road on the west and I-55 on the east.	\$	Mid-term
3.27	Prioritize residential infill and the build-out of planned subdivisions over greenfield residential development and outward expansion.	\$	Mid-term
3.28	Strictly enforce subdivision and development regulations for all new subdivision construction.	\$	Short-term
3.29	Explore opportunities to retrofit existing neighborhoods with modern improvements, particularly infrastructure and amenities that will support pedestrian mobility.	\$\$\$	Long-term
3.30	Consider updating subdivision regulations to reflect the Comprehensive Plan and incorporate modern best practices.	\$\$	Short-term

ACTION MATRIX

Recommendation		Cost Estimate	Time Estimate
<i>Commercial Areas</i>			
3.31	As part of regional and corridor commercial development, encourage business diversity with a focus on new commercial uses that offer necessary goods and services.	\$	Short-term
3.32	As part of the branding and promotional campaign, develop a full suite of educational and promotional materials dedicated to business attraction and retention as well as outlining the process and resources for developing property in Channahon.	\$\$	Short-term
3.33	As part of the branding and promotional campaign, target specific property owners, developers, and businesses in the region that could bring new and diverse businesses to the community.	\$\$	Short-term
3.34	Explore the creation of incentives and funding mechanisms that could be used to attract development and target specific businesses.	\$\$	Mid-term
3.35	Offer regulatory assistance and streamlined development review to preferred uses and developments that will increase business diversity and offer desired goods and services.	\$	Short-term
3.36	Regularly survey residents to identify potential business and specific goods and services that are most needed and desired by the community.	\$	Long-term
3.37	Host regular engagement opportunities with the business community to identify issues facing existing businesses, challenges and limitations to opening new businesses, and partnership opportunities to grow and diversify commercial uses.	\$	Short-term
3.38	Seek public and private investment in existing commercial districts to improve their appearance and overall character.	\$\$	Mid-term
3.39	Coordinate with the Greater Channahon-Minooka Area Chamber of Commerce and other businesses-oriented organizations in the region to address challenges facing the business community both locally and from a regional perspective.	\$	Mid-term
3.40	Actively support the development of regional commercial uses adjacent to the I-55 and I-80 interchanges.	\$	Long-term
3.41	Encourage attractive site design of regional commercial development to establish welcoming districts that function as gateways to the community.	\$	Short-term
3.42	Support continued commercial development in nodes along Route 6, as indicated by the Land Use Plan.	\$	Mid-term
3.43	Continue to utilize the existing Commercial Design Guidelines to ensure commercial development is high quality and contributes to the character of Route 6.	\$	Short-term
3.44	Seek opportunities for commercial development that will act as a destination and attraction within Channahon.	\$	Mid-term
3.45	As development occurs within the Town Center site, encourage similar uses and investment to the southwest in the Village's historic core.	\$	Long-term
3.46	Encourage appropriate mixed-use development within the community.	\$	Long-term
<i>Industrial Areas</i>			
3.47	Continue to support appropriate light industrial uses along the I-55 corridor.	\$	Long-term
3.48	Direct additional industrial growth to western Channahon in the long-term, specifically properties west of McLinden Road.	\$	Long-term
3.49	Work with existing businesses and property owners in Western Channahon to complete a detailed analysis of infrastructure capacities in that area.	\$\$	Mid-term
3.50	Explore funding mechanisms and programs that could be used to help offset the cost of infrastructure extensions in Western Channahon over time.	\$\$	Mid-term
3.51	Limit industrial growth in Channahon's core, roughly between I-55 and McLinden Road.	\$	Short-term
3.52	Encourage existing industrial users in Channahon's core to relocate to more appropriate areas of the community.	\$\$	Long-term
3.53	Seek the creation of defined business and industrial parks.	\$\$	Mid-term
3.54	Establish a formal industrial park for existing and developing uses along the I-55 corridor.	\$\$	Mid-term
3.55	Establish new industrial and business parks in Western Channahon to promote growth in that area.	\$\$	Mid-term
3.56	Establish formal business and industrial parks for specific areas of existing industrial businesses.	\$\$	Mid-term
3.57	Brand each business and industrial park with an easily identifiable name, promotional materials, and signage that clearly indicates its location.	\$\$	Mid-term
3.58	Work with businesses within each business and industrial park to consider physical improvements that will foster a campus-like atmosphere.	\$\$	Mid-term
3.59	Work with developers to actively manage and reduce truck traffic in Channahon as industrial growth occurs.	\$\$	Mid-term
3.60	Incorporate analysis of truck and automobile traffic generation as part of the development review process for industrial and commercial users.	\$	Short-term
3.61	Ensure that truck mobility, access, and parking is considered as part of new industrial properties and site design to reduce idling and truck stacking.	\$	Short-term
3.62	Develop educational materials about local and state regulations that apply to truck traffic within the community, aimed at informing truck drivers and businesses.	\$	Short-term
3.63	Coordinate with adjacent communities as well as Will and Grundy Counties to strictly enforce all truck regulations, identify problem areas, and work collaboratively to address repeat offenders.	\$	Short-term
3.64	Conduct a study of roadway capacity and potential congestion along Route 6 with an emphasis on truck traffic.	\$\$	Mid-term

ACTION MATRIX

Recommendation		Cost Estimate	Time Estimate
Chapter 4: Transportation			
<i>Roadway Network</i>			
4.1	Connect and extend roadways to create a more complete roadway network and reduce congestion by dispersing traffic.	\$\$\$	Long-term
4.2	Extend Minooka Road (via Meade Drive) east from its eastern terminus over the I&M Canal and connecting to US Route 6 opposite Northern Illinois Drive.	\$\$\$	Mid-term
4.3	Extend Ford Road north over the DuPage River to create a connection to W. Canal Road.	\$\$\$	Long-term
4.4	Connect W. Canal Road and US Route 6 with a new major collector	\$\$	Mid-term
4.5	Connect W. Canal Road and W. Frontage Road with a new minor collector, intersecting the major collect connecting W. Canal Road and US Route 6.	\$\$	Mid-term
4.6	Establish a continuous route from I-55 to where bridge street crosses the DuPage River to improve east-west connection through the community.	\$\$\$	Long-term
4.7	Extend a minor collector roadway north from Minooka South High School's main access drive on Route 6, looping eastward to link with Raine Woods Drive.	\$\$	Mid-term
4.8	Construct a new minor collector roadway extending west from Hansel Road along the utility right-of-way to McLinden Road.	\$\$	Mid-term
4.9	Extend Walnut Lane from Blackberry Lane west to McKinley Woods Road.	\$\$	Mid-term
4.10	Extend Ridge Road south from Hansel Road to enable a trailhead along the I&M Canal.	\$\$	Short-term
4.11	Partner with the Village of Minooka to coordinate roadway improvements north of Route 6 and west of Ridge Road.	\$\$	Long-term
4.12	As development of residential subdivisions occurs, review site plans to require necessary links between adjacent neighborhoods.	\$	Short-term
4.13	Incorporate connections to adjacent residential areas as part of the identified roadway connection from Minooka Road to Route 6.	\$\$	Short-term
4.14	In the Hunter's Crossing Subdivision, connect both Bell Road and Squire Lane east to McKinley Woods Road.	\$\$	Short-term
4.15	Extend Old Kerry Gove west to connect with the southward extension of Ridge Road.	\$\$	Short-term
4.16	Appoint a lead contact to maintain communication between Village staff and key transportation agencies.	\$	Short-term
4.17	Each year, review and develop a summary of the Multi-Year Programming/Planning Documents of key transportation agencies to ensure that Channahon is up-to-date on planned projects and improvements.	\$	Long-term
4.18	Re-establish an official Capital Improvement Plan to prepare for long-term maintenance of roadways and organize related capital improvement projects.	\$	Short-term
4.19	Widen Bridge Street from its eastern terminus to McKinley Woods Road.	\$\$\$	Long-term
4.20	Widen Ridge Road from just south of its intersection with Yellow Pine Drive/Red Wing Lane to Hansel Road.	\$\$	Mid-term
4.21	Coordinate with the Will County Division of Transportation to widen Bluff Road.	\$\$\$	Long-term
4.22	Coordinate with the Will County Division of Transportation and Grundy County Highway Department to widen Bell Road.	\$\$	Mid-term
4.23	Widen Ford Road/Knapp Street/Tryon Street and coordinate with the Village of Minooka to widen the roadway to the west.	\$\$\$	Long-term
4.24	Widen McKinley Woods Road.	\$\$	Mid-term
4.25	Continue to address congestion and ensure efficiency of travel along the Route 6 Corridor, coordinating with IDOT.	\$\$	Long-term
4.26	Identify consolidated access points along Route 6 where full access will be maintained.	\$	Short-term
4.27	Reduce curb cuts along Route 6, especially the number of residential driveways that connect to the major route, and encourage cross access between commercial properties and parking areas.	\$\$	Long-term
4.28	Monitor traffic volumes and CMAP projections to ensure that Route 6 continues to operate efficiently.	\$	Long-term
4.29	Take an active stance in addressing truck traffic to ensure that industrial growth does not negatively affect safety and efficiency of the roadway network.	\$\$	Long-term
4.30	Work with IDOT to consider weight limits on residential streets and explore restricting trucks to the left lane on Route 6 to protect pedestrians and cyclists using adjacent sidewalks.	\$	Short-term
4.31	Continue to explore traffic engineering to manage truck movement.	\$	Short-term
4.32	Review new legislation and related studies to identify changes to regulations as well as best practices for truck management.	\$	Short-term

ACTION MATRIX

Recommendation		Cost Estimate	Time Estimate
<i>Transit</i>			
4.33	Coordinate with regional providers to explore opportunities for new transit options and encourage transit that further connects Channahon with the Chicago region.	\$	Long-term
4.34	Explore the feasibility of providing local transit options coordinating with adjacent communities, particularly Minooka	\$	Long-term
<i>Pedestrian Infrastructure & Bikeways</i>			
4.35	Expand pedestrian and bicycle infrastructure to create a continuous network.	\$\$\$	Long-term
4.36	Inventory and prioritize necessary sidewalk extensions, working with property owners and developers.	\$	Short-term
4.37	Pursue funding from the Community Facilities Grant Program to enable expansion of pedestrian and bicycle infrastructure.	\$	Mid-term
4.38	Build upon existing and planned trails to better leverage these assets, including links that connect trails to residential and commercial areas and key destinations.	\$\$	Long-term
4.39	Increase access and connectivity to the I&M Canal Trail, including sidewalk connections and formal trailheads with supporting amenities and parking.	\$\$	Mid-term
4.40	Improve the existing at-grade I&M Canal crossing at Knapp Street with a high visibility crossing.	\$\$	Short-term
4.41	Improve the connection between the I&M Canal Trail and Route 6 and explore open space improvements or amenities.	\$\$	Short-term
4.42	Coordinate with IDNR to explore possible improvements that could be made to segments of the I&M Canal Trail.	\$	Mid-term
4.43	Coordinate with IDNR to explore the feasibility of trail spurs from the I&M Canal Trail.	\$	Mid-term
4.44	Seek to expand the trail network and make extensions that will improve connectivity.	\$\$\$	Long-term
4.45	Coordinate with the Village of Minooka to connect the shared-use path along Ford Road in Channahon with that to the west in Minooka.	\$\$	Short-term
4.46	Incorporate a shared-use path along the proposed extension of Minooka Road to Route 6, with connections to shared-use paths along Ford Road and in Minooka across the I&M Canal.	\$\$	Mid-term
4.47	Coordinate with both Will and Grundy County, as well as the Village of Minooka, to extend the shared-use path on Bell Road north to McEvelly Road/Minooka Road.	\$\$	Mid-term
4.48	Install a shared-use path along the entirety of McKinley Woods Road.	\$\$	Mid-term
4.49	Extend the shared-use path along Ridge Road south to Hansel Road and continue the path to connect to the I&M Canal Trail.	\$\$	Short-term
4.50	Consider the creation and adoption of a Complete Streets policy.	\$	Short-term

ACTION MATRIX

Recommendation		Cost Estimate	Time Estimate
Chapter 5: Community Facilities & Infrastructure			
<i>Local Government</i>			
5.1	Continue to monitor the condition of municipal buildings, facilities, and equipment to identify necessary upgrades, replacements, renovations, and long-term maintenance projects.	\$	Long-term
5.2	Regularly review the capacity of existing municipal buildings and facilities to address community needs and identify necessary expansions or improvement projects to support long-term growth.	\$	Long-term
5.3	Implement sustainable best practices on Village owned properties to act as examples for private developers and property owners and test new and emerging practices and technologies.	\$\$	Mid-term
5.4	Emphasize the Channahon Municipal Center as a community focal point by incorporating it within the Town Center project and continuing to host events and activates that will foster a sense of openness with residents.	\$	Short-term
<i>Emergency Response</i>			
5.5	Coordinate with fire districts to identify significant impediments to efficient emergency call response times.	\$	Long-term
5.6	Work together with fire districts and the Public Works Department to assess the provision of water supply to underserved areas and examine opportunities to use state water sources rather than transport mobile water.	\$\$	Long-term
5.7	Work with the Police Department to examine necessary facility expansions and upgrades.	\$	Long-term
5.8	Work with the Police Department to address unsafe driving conditions and decrease chances for traffic conflicts.	\$	Long-term
<i>Education</i>			
5.9	Coordinate with each school district to ensure Village youth continue to receive quality education and monitor school capacities as growth occurs.	\$	Long-term
5.10	Assist districts in approving plans for expansions or in identifying new sites for larger facilities that can accommodate the student population.	\$	Mid-term
5.11	Coordinate with School District 111 to consider necessary improvements or expansion to Minooka South Community High School.	\$	Mid-term
<i>Joliet Junior College</i>			
5.12	Collaborate with Joliet Junior College to explore partnership opportunities that would provide educational amenities to residents and students in Channahon.	\$	Short-term
5.13	Coordinate with Joliet Junior College and local employers to explore internships and opportunities for hands-on experiences.	\$	Short-term
<i>Library Services</i>			
5.14	Coordinate with library districts to ensure residents have sufficient access to library resources as growth occurs.	\$	Long-term
5.15	Support the Three Rivers Public Library District as it undertakes any facilities improvements.	\$	Short-term
5.16	Seek opportunities for partnerships with local library districts that will benefit community members.	\$	Short-term
<i>Intergovernmental Coordination</i>			
5.17	Continue to take a lead role in facilitating communication between the various service providers within the area.	\$	Short-term
5.18	Foster intergovernmental coordination and a collaborative environment that activates the community's various districts and providers as resources to address emerging issues and ensure a high quality of service.	\$	Short-term
5.19	Organize regularly scheduled meetings with individual service providers to review issues and opportunities, emerging trends, and potential partnerships.	\$	Short-term
5.20	Organize regularly scheduled meetings with adjacent municipalities and regional organizations to address issues and opportunities in the area from a regional perspective.	\$	Short-term
5.21	Organize an annual or biannual meeting or roundtable with all service providers to discuss major issues, ongoing and emerging trends, and ways to address local concerns using pooled resources.	\$	Short-term
5.22	Develop educational materials and online tools to inform residents and property owners about the different districts and organizations that serve their properties.	\$	Short-term
5.23	Coordinate with service providers and regional organizations to identify duplicative services that could be eliminated, combined, or expanded.	\$	Short-term
5.24	Maintain lines of communication between service providers, organizations, and neighboring communities that foster collaboration and the sharing of best practices and information.	\$	Short-term

ACTION MATRIX

Recommendation		Cost Estimate	Time Estimate
<i>Long-Term Expansion & Facility Needs</i>			
5.25	Coordinate long-term expansion of community facilities to both meet the needs of a growing population and ensure that new development does not overburden existing facilities.	\$\$\$	Long-term
5.26	Partner with local and regional providers to plan for necessary improvements that will align services and amenities with long-term growth expectations.	\$	Long-term
5.27	Identify potential sites that should be preserved for new facilities or improvements.	\$	Mid-term
5.28	Explore the feasibility of developing one or more community centers within Channahon.	\$	Mid-term
<i>Infrastructure</i>			
5.29	Analyze the costs and benefits of extending municipal infrastructure to properties west of Ridge Road.	\$	Short-term
5.30	Explore imposing an impact fee on any new industrial development west of McLinden Road to help pay for all or a portion of associated infrastructure to support growth in this area.	\$	Short-term
5.31	Explore partnerships with new industrial developers to reach an agreement where both parties pay for a portion of the funding needed to construct new infrastructure west of McLinden Road.	\$	Short-term
5.32	Establish a policy that requires that infrastructure built west of Ridge Road is constructed to facilitate and enable long-term growth.	\$	Short-term
5.33	Partner with utility providers in the community to conduct parallel analysis for non-municipal utilities that identifies challenges and potential projects needed to support continued western growth.	\$	Mid-term
5.34	Actively seek new water sources, coordinating with adjacent communities and agencies in the region.	\$\$	Mid-term
5.35	Regularly inventory and analyze existing water service infrastructure to identify deficiencies and issues that may be causing water loss.	\$	Long-term
5.36	Prioritize the reduction of water consumption as part of sustainable and low-impact initiatives.	\$	Short-term
5.37	Continue to implement the Village's adopted Stormwater Plan and seek the reduction of water-based pollution through the stormwater system.	\$\$	Short-term
5.38	Continue to work with the Lower DuPage River Watershed Coalition to reduce pollution, monitor the system, and educate the public about related impacts.	\$	Mid-term
5.39	Coordinate with regional partners to analyze changes to flood mapping and related stormwater requirements.	\$	Mid-term
5.40	Continue to take an active role in regional initiatives, programs, and organizations that focus on the protection of water resources.	\$	Short-term
5.41	Develop a suite of educational materials to provide residents, developers, and businesses with information about water conservation efforts and best practices to reduce water consumption, limit pollution, and contribute to the protection of water resources.	\$	Short-term
5.42	Develop a dedicated green infrastructure plan or initiative that identifies recommendations and policies to comprehensively incorporate green infrastructure in Channahon.	\$\$	Mid-term
5.43	Develop incentives, programs, and funding mechanisms that encourage developers to incorporate green infrastructure as part of future projects.	\$\$	Mid-term
5.44	Continue to install green infrastructure on Village-owned properties and public rights-of-way.	\$\$\$	Mid-term
5.45	Strictly enforce local stormwater and floodplain regulations to reduce impacts to local waterways from existing and future development.	\$	Short-term
5.46	Review existing regulations for outdoor water usage and the overall usage of water during these times to analyze the potential for stricter rules or alterations that may help minimize water use.	\$	Short-term
5.47	Regularly inventory and review existing water infrastructure within the community to identify issues, necessary upgrades and replacements, and explore new innovations and best practices that could improve water efficiency.	\$	Long-term
5.48	Encourage and incentivize the use of rain barrels, irrigation systems, and landscaping that helps to filter and retain water.	\$\$	Short-term
5.49	Seek the reduction of impermeable surfaces as part of new development and encourage the use of permeable pavers and landscaped areas to assist with stormwater absorption and filtration.	\$	Short-term
5.50	Identify and protect areas that contribute to the health of local waterways, resources, and the aquifer, including water recharge areas.	\$	Mid-term
5.51	Work with the Public Works Department to implement water quality improvements that will reduce contamination as a result of infrastructure, maintenance, and upkeep.	\$\$\$	Long-term
5.52	Update local regulations to incorporate conservation design and green infrastructure practices to reduce stormwater runoff and preserve open spaces and natural areas.	\$	Short-term
5.53	Promote and encourage restorative farming practices and agricultural uses in appropriate rural areas, including agritourism that emphasizes the importance of sustainability.	\$	Short-term
5.54	Monitor and record water usage data reported annually or monthly to establish local trends and provide locally and regionally applicable data for water resources.	\$	Long-term
5.55	Coordinate with IDNR and other regional partners to regularly test the quality of local water resources and monitor trends in water quality over time.	\$	Long-term

ACTION MATRIX

Recommendation		Cost Estimate	Time Estimate
Chapter 6: Parks, Open Space & The Environment			
<i>Parks & Recreation</i>			
6.1	Work with the Channahon Park District to manage park amenities and ensure all residents have access to nearby recreational opportunities.	\$	Long-term
6.2	Coordinate with the Park District to identify and develop new park spaces as opportunities arise, with a focus on new mini and neighborhood parks that provide recreational access to underserved areas.	\$\$	Long-term
6.3	Assist the Park District as appropriate with monitoring the condition of parks and recreational facilities and performing necessary facility upgrades as needed.	\$	Long-term
6.4	Collaborate with the Park District to conduct an annual survey to determine residents' desires for park improvements and programming.	\$	Long-term
6.5	Together with the Park District, identify opportunities for new community events and programming within existing park spaces and public spaces.	\$	Short-term
6.6	As annexation occurs, work with the Park District to ensure sufficient park space is integrated within new residential development.	\$	Long-term
6.7	Examine new opportunities for connections across the DuPage River and I&M Canal to provide access to adjacent neighborhoods that would otherwise be reliant upon driving.	\$	Mid-term
6.8	Expand non-motorized connectivity to provide greater park access.	\$\$\$	Long-term
6.9	Seek to establish and maintain greenways throughout the Village that connect residential neighborhoods, parks, key community destinations, and existing regional trails.	\$\$\$	Long-term
6.10	Explore opportunities to activate utility rights-of-way as part of the greenway network.	\$\$	Mid-term
6.11	Actively coordinate with owners of the identified utility right-of-way in Western Channahon to explore feasibility of long-term improvements, also coordinating with the Village of Minooka.	\$\$	Mid-term
<i>Recreational Facilities</i>			
6.12	Explore opportunities for new recreational facilities in the long-term as the Village continues to grow westward.	\$	Long-term
6.13	Coordinate with school districts to enhance their sports facilities and establish a partnership for public usage.	\$\$	Mid-term
<i>Open Space</i>			
6.14	Seek to identify and protect open spaces within Channahon in accordance with the Land Use Plan.	\$\$	Long-term
6.15	Prioritize conservation of environmentally sensitive areas, including land that supports groundwater recharge or could impact the health of waterways within Channahon.	\$\$	Long-term
6.16	Continued to require appropriate open space as part of new development, with an emphasis on landscaping and natural areas that elevate the character and sense of place within Channahon.	\$	Long-term
<i>Waterways</i>			
6.17	Consider development of a riverfront plan which comprehensively addresses activation and preservation of the Village's waterfront.	\$\$	Mid-term
6.18	Explore the development of additional trails along the Village's waterways which support active and passive riverfront recreation.	\$\$	Mid-term
6.19	Leverage the I&M Canal Trail as a valuable assets to activate local waterways and riverfronts, including new trailheads at key locations and improvements to existing trailheads.	\$\$	Long-term
6.20	Develop additional parkland and recreational amenities along waterfronts.	\$\$	Long-term
6.21	Develop educational boardwalks or trails with informational signs about local waterways.	\$\$	Mid-term
6.22	Coordinate with property owners to explore destination uses that activate and utilize waterfront locations.	\$\$	Mid-term
6.23	Enhance and formalize access points by commercial uses to encourage trail users to patronize local restaurants and shops.	\$\$	Mid-term
<i>Other Natural Features</i>			
6.24	Coordinate with agencies that provide and maintain natural features to ensure long-term maintenance and explore opportunities to improve access.	\$	Long-term
6.25	Continue to be an active member of the Tree City USA program by enforcing the community tree ordinance.	\$	Long-term
6.26	Work with the Tree Board to seek opportunities to expand the Village's tree canopy.	\$\$	Long-term

ACTION MATRIX

Recommendation		Cost Estimate	Time Estimate
<i>Environmental Stewardship & Sustainability</i>			
6.27	Develop a dedicated plan that establishes the community's goals and objectives for sustainability.	\$\$	Mid-term
6.28	Actively seek opportunities to maintain clean water, air, and land in Channahon.	\$\$\$	Long-term
6.29	Regularly review existing watersheds and water bodies to identify necessary projects to improve and preserve water quality.	\$	Short-term
6.30	Continue to adhere to the MS4 regulations and complete watershed assessments as required.	\$	Short-term
6.31	Support and promote innovative stormwater management efforts that increase infiltration, reduce runoff, and improve water quality.	\$\$	Short-term
6.32	Identify opportunities to implement water quality improvements in the Village's capital improvement projects.	\$\$	Short-term
6.33	Review and update the municipal ordinance to require conservation design practices and stormwater management systems in future developments.	\$	Short-term
6.34	Work with IDNR and the EPA to enforce the regulations of the Clean Air Act and identify industrial and commercial uses that are exceeding pollutant emission standards.	\$	Short-term
6.35	Work with the EPA to utilize the New Source Review program to create incentives for new and existing heavy industrial developments to install pollution control equipment.	\$\$	Mid-term
6.36	Seek opportunities to "green" the Village by installing green roofs and moss walls to further filter particles out of the air.	\$\$	Mid-term
6.37	Promote walkable neighborhood designs within the Village to eliminate the need to drive and reduce emissions.	\$	Short-term
6.38	Incentivize the construction of LEED certified buildings and promote practices that reduce energy consumption in buildings.	\$\$	Mid-term
6.39	Encourage water reduction in commercial projects.	\$	Short-term
6.40	Improve the Village's recycling system by sending out educational pamphlets to residents and businesses on how to correctly recycle and explore creation of a compost program.	\$\$	Mid-term
6.41	Explore a pay-as-you-throw program for residential garbage collection as an incentive for recycling.	\$	Short-term
6.42	Actively seek opportunities to reduce waste in Village projects and work with future developments to apply best solid waste management practices for construction and demolition waste.	\$\$	Long-term

ACTION MATRIX

Recommendation		Cost Estimate	Time Estimate
Chapter 7: Image & Identity			
<i>Promotional Campaign</i>			
7.1	Launch a comprehensive promotional campaign that includes a variety of materials designed to promote Channahon as a great place to live, visit, work, and invest.	\$\$	Short-term
7.2	Establish a branding guide for the Village that should be applied to all marketing materials, including media platforms published by the Village.	\$\$	Short-term
7.3	Incorporate the Village's logo as part of branding with guidelines for how it can be used, altered, and integrated within the design of materials.	\$\$	Short-term
7.4	Review the Village's existing logo and consider if it should be simplified or replaced.	\$	Short-term
7.5	Develop a collection of slogans, descriptive phrases, and other language that can be used in promotion.	\$\$	Short-term
7.6	Identify opportunities to publish and distribute promotional and marketing materials, including brochures, flyers, newsletters, and posters.	\$\$	Short-term
7.7	Identify local partnerships and cross-promotion and cooperative marketing with recreational businesses and public entities.	\$	Short-term
7.8	Incorporate local attractions and natural features as part of branding and promotional materials.	\$	Short-term
7.9	Consider opportunities for a cooperative approach to promoting the region, such as a dedicated promotional campaign for the region.	\$	Short-term
<i>Tourism & Entertainment</i>			
7.10	Actively promote tourism, entertainment, and related uses that will position Channahon as an active and exciting regional destination.	\$\$	Short-term
7.11	As a component of a promotional campaign, incorporate materials and information focused upon tourism and attracting visitors to the community.	\$\$	Short-term
7.12	Incorporate local attractions as part of branding and promotion to help broadcast the Village's unique image and emphasize specific destinations located within Channahon.	\$	Short-term
7.13	Actively seek destination commercial development, with an emphasis on entertainment and cultural uses and commercial that activates local waterfronts.	\$	Long-term
7.14	Encourage the development of additional agritourism within Channahon to highlight and leverage the rural character of the community and surrounding area.	\$	Long-term
7.15	Explore the creation of programs and funding mechanisms that incentivize destination commercial, entertainment, and cultural uses.	\$\$	Mid-term
7.16	Partner with local forest preserves and property owners to activate local waterfronts with additional trails and parks as well as recreational opportunities.	\$\$	Mid-term
7.17	Coordinate efforts to improve local trails and develop promotional materials that emphasize trail amenities within the community.	\$\$	Mid-term
7.18	Include notable entertainment uses and tourism destinations as part of the Village's network of wayfinding signage.	\$	Short-term
7.19	Partner with local attractions to host regular events and festivals that will attract visitors and offer events for residents while promoting specific destinations and locations within the community.	\$\$	Mid-term
7.20	Explore promotional deals for residents as well as visitors that will help promote local uses and tourism destinations and increase awareness of their location within the community.	\$	Short-term
<i>Historic Route 66</i>			
7.21	Incorporate Route 66 as part of Channahon's image and explore opportunities to utilize the roadway as part of tourism within the community.	\$	Short-term
<i>Community Events & Gatherings</i>			
7.22	Explore new opportunities for both regional-scale and smaller, local events that build upon the community's assets and celebrate the local identity.	\$	Short-term
7.23	Reinforce existing events and festivals and consider potential improvements or expansions.	\$	Short-term
7.24	Explore opportunities to expand upon the existing Arbor Day Celebration.	\$	Short-term

ACTION MATRIX

Recommendation		Cost Estimate	Time Estimate
<i>Beautification & Sense of Place</i>			
7.25	Play an active role in the preservation and enhancement of local assets.	\$	Long-term
7.26	Collaborate with developers and property owners to ensure existing and future development contributes to the character of the community.	\$\$	Mid-term
7.27	Consider the creation of design guidelines for non-commercial developments, particularly industrial and residential uses.	\$\$	Mid-term
7.28	Consider the creation of programs and funding mechanisms to incentivize improvements to existing commercial properties.	\$\$	Mid-term
7.29	Explore the feasibility of streetscaping projects along Route 6 to incorporate branding efforts, landscaping, unique pavement treatments, and other improvements that will elevate the character of the roadways as the backbone of Channahon.	\$	Mid-term
7.30	Coordinate with property owners along Route 6 to ensure appropriate landscaping is incorporated throughout the corridor.	\$\$	Mid-term
7.31	Continue to maintain local roadways, public spaces, and rights-of-way to address cracked pavement, necessary repaving, and other issues.	\$\$\$	Long-term
7.32	As capital improvements and maintenance occurs, explore opportunities to incorporate branding elements and components that will help establish a unified and attractive image.	\$\$	Mid-term
7.33	Expand streetscaping improvements and other components of the Town Center project southwest to the intersection of Route 6 and Tryon Street to incentivize development in the Village's core.	\$\$\$	Long-term
7.34	Expand wayfinding signage to additional roadways and destinations within the community.	\$\$	Short-term
7.35	Regularly review wayfinding as development continues to identify new signage and destinations that should be added.	\$	Long-term
7.36	Make physical improvements that visually define the community and announce entry into Channahon.	\$\$	Short-term
7.37	Construct the identified gateway features and consider renovations to existing gateways signage to provide a unified image as one enters Channahon.	\$\$	Short-term
7.38	Explore and implement district specific signage to assist with branding of unique places within the Village.	\$\$	Mid-term

Appendix



Demographic & Market Analysis

A thorough assessment of Channahon’s demographics and the local and regional market was completed to ensure the goals, objectives, and recommendations identified through the planning process were viable and responsive to ongoing trends and influences. This analysis was completed in November, 2018 as part of the Issues and Opportunities Memorandum. It included a review of population demographics, employment, housing, and markets for retail, office, and industrial sectors, utilizing data obtained from the American Community Survey, the U.S. Census Bureau, ESRI Business Analyst, and CoStar.

Population

In the past 50 years, the Village of Channahon has experienced significant population growth, increasing from approximately 1,500 residents in 1970 to an Esri estimated 13,065 in 2018. The greatest amount of growth occurred between 1990 and 2010 when the Village added over 8,000 residents, an increase of 194 percent. Channahon is projected to reach 13,440 residents by 2023, an increase of 375 residents or 2.9 percent.

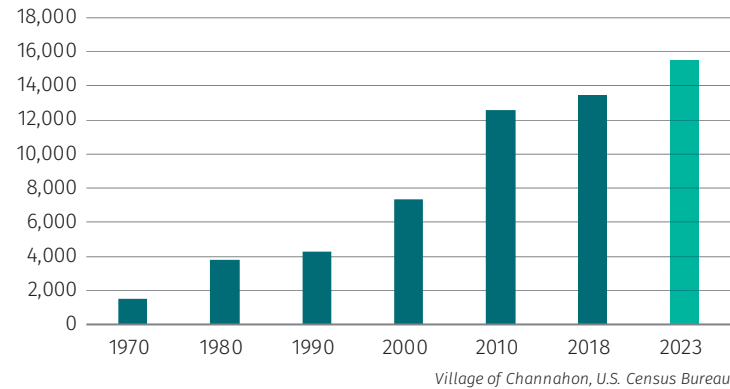
It is important to note; however, that permitting data from the Village suggests a greater increase in population in recent years. In particular, the Village issued 80 new housing permits between 2010 and 2016 as well as an additional 106 in 2017 and 104 in 2018. Assuming an average occupancy of 3.4 persons per home, permitting data indicates an estimated 2018 population of 13,498, already exceeding the Esri 2023 projection. If the population continues to increase at a steady growth rate of 2.8 percent, the Village would exceed 15,500 residents by 2023.

Despite these discrepancies, the strength of the local housing market in Channahon is an important factor on population. This indicates that the Village will or has already outpaced Esri projections and could add over 2,000 residents in the next five years. This growth is generally consistent with both Will and Grundy Counties for the same time periods.

Daytime Population

Daytime population provides an estimate of Channahon’s population during a typical weekday, accounting for individuals that leave or enter the Village on a regular basis. Channahon’s daytime population is 8,790 individuals, consisting of 2,989 workers and 5,801 residents. This indicates that over half of Channahon’s population leave the community during the day, which is generally consistent with both Will and Grundy Counties.

Population Change
Channahon



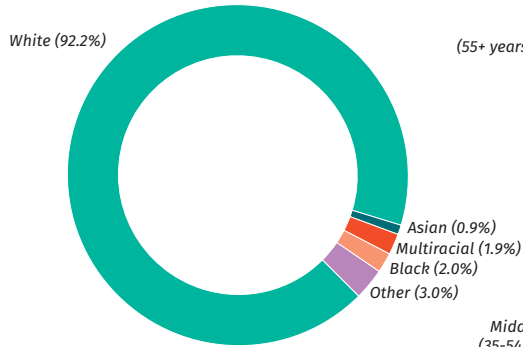
Daytime Population
Channahon



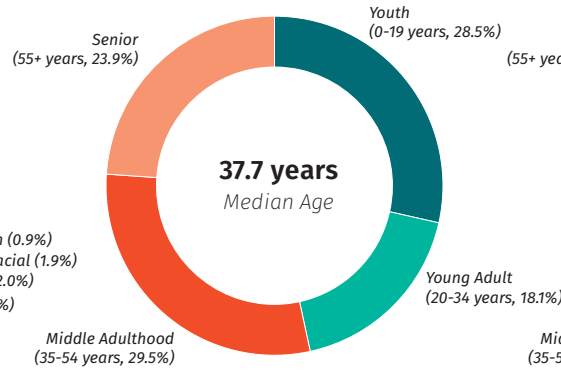
15,500

If the population continues to increase at a steady growth rate of 2.8 percent, the Village would exceed 15,500 residents by 2023.

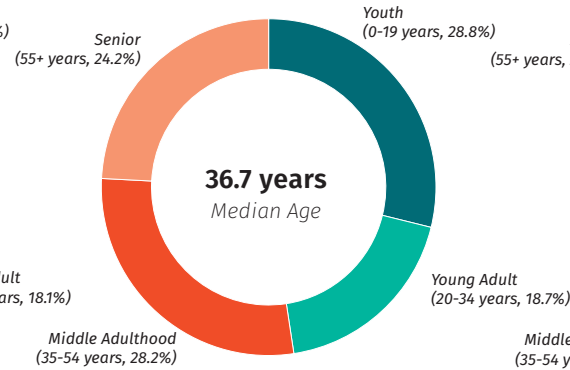
Racial Composition
Channahon (2018)



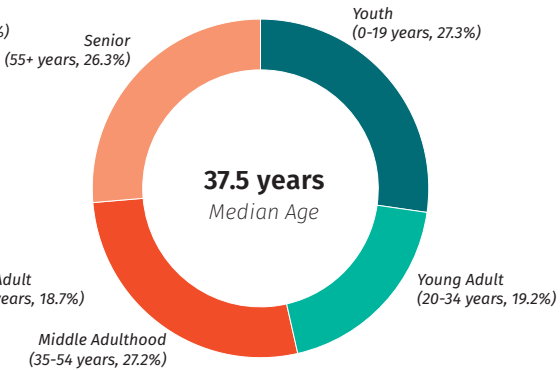
Age Distribution
Channahon (2018)



Age Distribution
Will County (2018)



Age Distribution
Grundy County (2018)



ESRI Business Analyst

Race & Ethnicity

Overall, 92.2 percent of the population identify as white and no other race group comprises more than two percent of the population. This is consistent with Grundy County, which is 92.0 percent white. Will County is more diverse with 72.9 percent white and 11.7 percent black. Channahon is projected to become slightly more diverse in the next five years. (Racial definitions referenced are as defined by the U.S. Census.)

Individuals who identify as Hispanic account for 10.7 percent of the community, compared to 10.4 in Grundy County and 17.7 percent in Will County. The Hispanic population is projected to increase to just under 13 percent by 2023. It should be noted that Hispanic is classified as an ethnicity and not a race; thus, an individual who identifies as Hispanic will also identify with a race.

Age

The 35-54 age cohort represents the largest proportion of Channahon's age distribution, comprising 29.5 percent of the Village. This is closely followed by the 0-19 cohort with 28.5 percent. The 20-34 cohort has the smallest proportion at 18.1 percent; however, no age group is significantly underrepresented, indicating a generally balanced age distribution. While Channahon's population is slightly older than Will and Grundy Counties, age distribution is consistent for all three areas. Channahon's median age is 37.7 years, compared to 36.7 for Will County and 37.5 for Grundy County.

In the next five years, the 55+ age cohort is expected to see the largest growth at 3.4 percent, followed by the 20-34 age cohort at 1.6 percent. The population aged 20-54 is expected to decrease in terms of percentage of the total population. While growth of the oldest age cohort is common across the county, an increase in younger adults is rare for similarly situated communities. By comparison, the 20-34 age cohort is expected to grow by 0.6 percent in Grundy County and decrease by 0.2 percent in Will County.

37.7 years

Channahon's median age is 37.7 years, compared to 36.7 for Will County and 37.5 for Grundy County.

Employment

Total Employment

Between 2002 and 2008, Channahon's total employment grew at a steady rate, reaching a high of 3,571 in 2008. In the following years the Village saw some decline, mirroring trends seen across the country. The only exception is 2011, when the Village had an uptick in total employment, rising by 12 percent from 2010 and falling by 17 percent in 2012. The majority of these jobs were in the manufacturing industry and were likely the result of reclassification within that industrial sector. Since 2012, employment has been stable, with a slight increase in 2015 of seven percent.

Income

Households earning \$50,000 to \$99,999 annually account for the largest portion of incomes in Channahon with 33.3 percent. This is closely followed by incomes between \$100,000 to \$149,999 with 29.6 percent. Together, the range from \$50,000 to \$150,000 account for just under 63 percent of the population. In the next five years, incomes above \$100,000 are expected to increase their percent of the population while all incomes below \$100,000 are expected to decrease. In particular, the proportion of residents earning above \$200,000 is projected to increase by 29.6 percent.

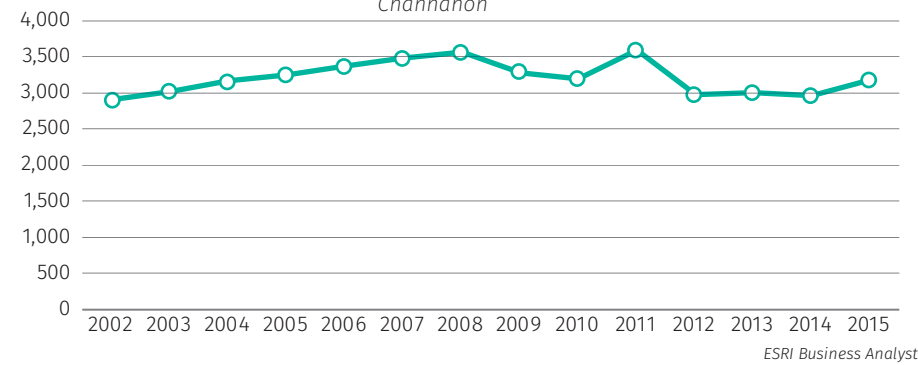
The median income in Channahon is \$98,429 and projected to increase to over \$100,000 by 2023. This is consistent with the projected growth for both counties; however, Channahon's median income is greater than that of both Will County (\$88,535) and Grundy County (\$70,802).

\$100,000

The median income in Channahon is \$98,429 and projected to increase to over \$100,000 by 2023.

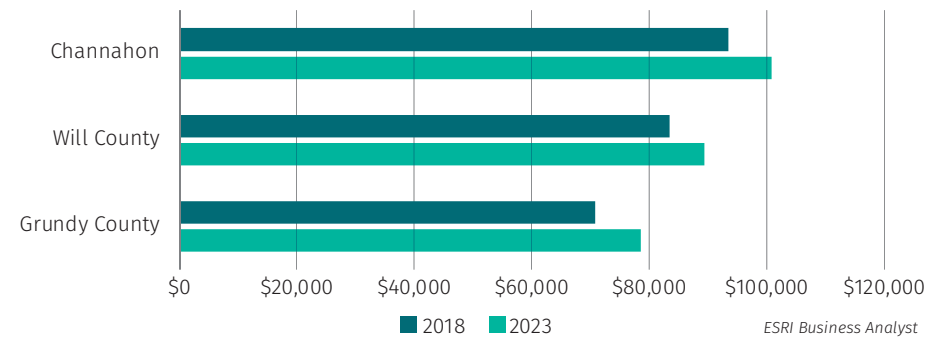
Total Employment

Channahon



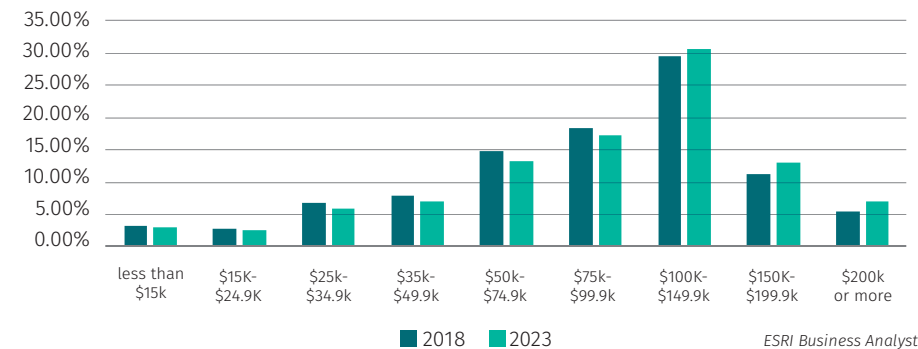
Median Household Income

Channahon, Will County & Grundy County

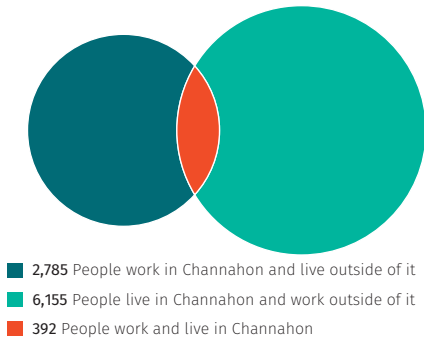


Households by Income

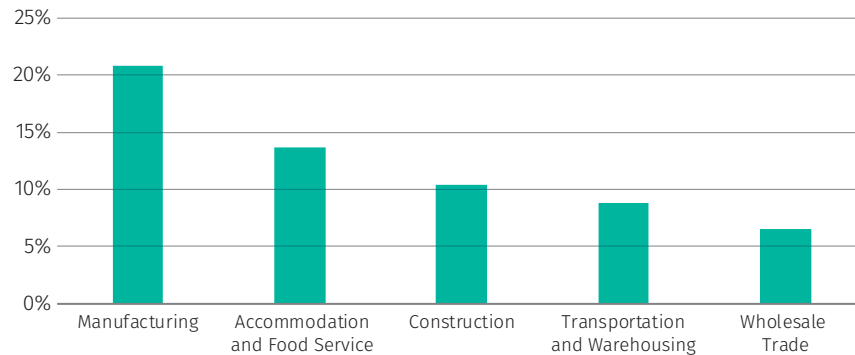
Channahon



Inflow/Outflow
Channahon (2015)



Top Five Industries
Jobs Located in Channahon (2015)



U.S. Census Bureau

Inflow/Outflow

Inflow and outflow indicate the number of employees that leave and enter a community for work. In 2015, roughly four percent of Channahon’s work force, 392 individuals, both lived and worked in the Village. By comparison, over 6,000 residents left the community for work while 2,700 individuals commuted to Channahon for employment each day. This indicates that a group of almost 9,000 individuals travel to or from Channahon each day for employment.

Industries & Employers

In 2015, manufacturing was Channahon’s largest industry with 20.9 percent or 663 jobs. This was followed by Accommodation and Food Services (13.7 percent), Construction (10.4 percent), Transportation and Warehousing (8.8%), and Wholesale Trade (6.5 percent). Through public outreach, residents indicated the importance of attracting more commercial retail and businesses offering entertainment and activities. Respectively, these industries comprised 5.51 percent and 4.50 percent of employment in Channahon.

It is important to note that census data is not available for industry by sector later than 2015. In recent years, the Village has seen a more rapid increase in the industrial/warehouse/distribution sector. As such, the data available may not capture these more recent shifts. These development trends are further addressed in the market analysis.

Channahon’s largest employer is Aux Sable Liquid Products; however, a number of other large employers are located within the Village’s planning area, such as LyondellBasell (320 employees). In addition, a number of major employers are located outside of the Village planning area but in close proximity. These include Amita St. Joseph Medical Center (2,598 employees), Joliet Junior College (1,542 Employees), Morris Hospital (1,350 Employees), Exelon – Dresden Station (900 Employees), and ExxonMobil (680 employees).

9,000

A group of almost 9,000 individuals travel to or from Channahon each day for employment.

Housing

Total Units

Channahon contains an estimated 4,469 housing units based on U.S. Census data and permitting data from the Village. This represents an increase of 276 units since 2010. Housing construction in the past two years has seen a significant increase, with 20 more units constructed in 2017 (106 permits issued) than in the previous seven years combined (80 permits issued between 2010 and 2016). If the recent growth rate of roughly 2.4 percent continues, the Village will reach a total of 5,067 housing units by 2023, almost 600 additional homes.

It is important to note that Channahon has over 200 acres of land prepared for residential development, which comprises both planned and partially complete subdivisions and individual undeveloped properties. This includes over 600 parcels specifically platted for residential housing. This indicates that residential infill of existing properties could accommodate the projected increase in total housing units in the next five years. However, it could also signal that Channahon may outpace projections, based upon growing strength in the residential market, available sites, and increased desirability of Channahon as a destination for businesses and prospective residents.

Housing Tenure

The majority of housing in Channahon is owner occupied, comprising 90.9 percent of occupied housing in 2016 according to the American Community Survey. Renter occupied units represented the remaining 9.1 percent, approximately 350 units, significantly lower than estimates for Will and Grundy Counties. An estimated 5.0 percent of all housing units were vacant, which is lower than Will County (5.4 percent) and Grundy County (9.1 percent).

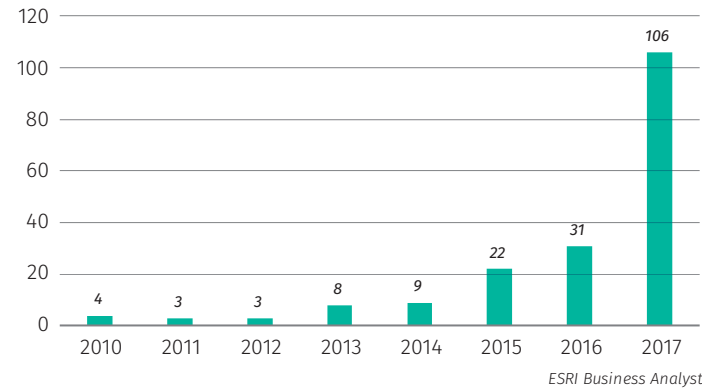
Housing Type

Channahon's total housing is predominantly single-family detached, representing 89 percent of all units. The remaining 11 percent of housing is six percent single-family attached and five percent multi-family.

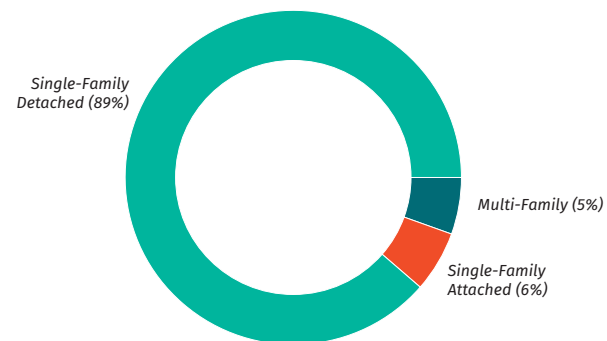
90.9%

The majority of housing in Channahon is owner occupied, comprising 90.9 percent of occupied housing.

Building Permits Channahon

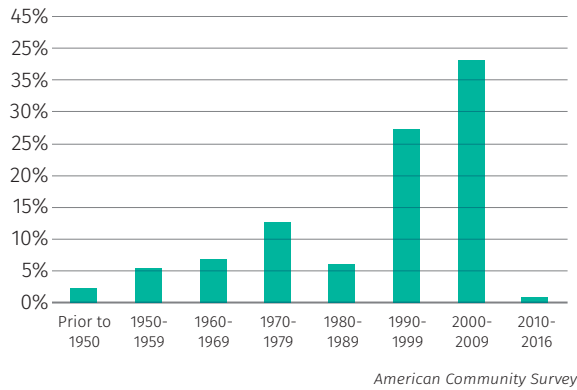


Housing by Type Channahon (2012-2016)

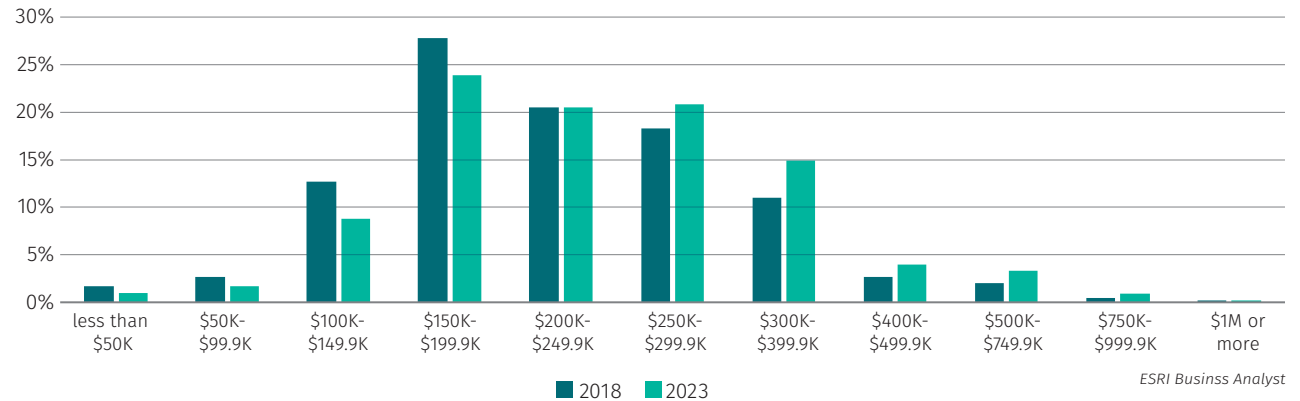


American Community Survey

Housing Stock by Age
Channahon (2016)



Owner Occupied Housing by Value
Channahon



Housing Value

The majority of homes in Channahon are valued between \$150,000 and \$299,999, (approximately 66 percent). The largest range is between \$150,000 and \$199,999, followed by homes between \$200,000 and \$249,999. Only 4.4 percent are less than \$100,000 in value and 5.4 percent are valued above \$400,000. Homes selling below \$200,000 are expected to decrease in percentage of total housing in the next five years, while all ranges above \$200,000 will increase. In particular, homes between \$750,000 and \$999,999 are expected to increase by 80 percent, followed by those in the \$500,000 to \$749,999 range (65 percent) and the \$400,000 to \$499,999 range (48.1 percent).

Housing Age

A significant proportion of housing in Channahon was built between 1990 and 2009, representing 65.6 percent of all units in the Village in the year 2016. The only other decade to account for more than 10 percent of housing is 1970 to 1979 with 12.7 percent. Per American Community Survey (ACS) data, homes built between 2010 and 2016 account for less than one percent. This reflects the housing boom of the 1990s and early 2000s as well as the national recession that drastically decreased housing construction after 2008. It should be noted that these percentages are based off a total of 4,059 housing units as estimated by ACS data for 2016.

In review of this data, it is important to note the discrepancy for housing since 2010. While ACS data shows a total of 39 new units between 2010 and 2016, permitting data from the Village indicates 80 new housing permits were issued in the same period. This discrepancy could be the result of 2016 construction that was not captured as well as permits issued for which development did not occur. However, the combination of permits issues between 2010 and 2016, as well as an additional 106 permits issued in 2017, indicate that housing activity since 2010 is outpacing estimates. Using the ACS estimate of 4059 housing units built as of 2016 would indicate that 1.9 percent of housing was built between 2010 and 2016.

66%

The majority of homes in Channahon are valued between \$150,000 and \$299,999, (approximately 66 percent).

Market Assessment

An assessment of the Channahon retail, office, residential, and industrial markets was prepared to determine the Village's position within the context of the competitive market area. Data for each market was obtained using Costar and Esri Business Analyst. For purposes of analysis, the Village of Channahon was analyzed and compared to a larger submarket which includes Grundy County and Joliet/Central Will County and Joliet/Central Will County. Both Channahon and the submarket are also compared to the larger Chicago region.

Retail

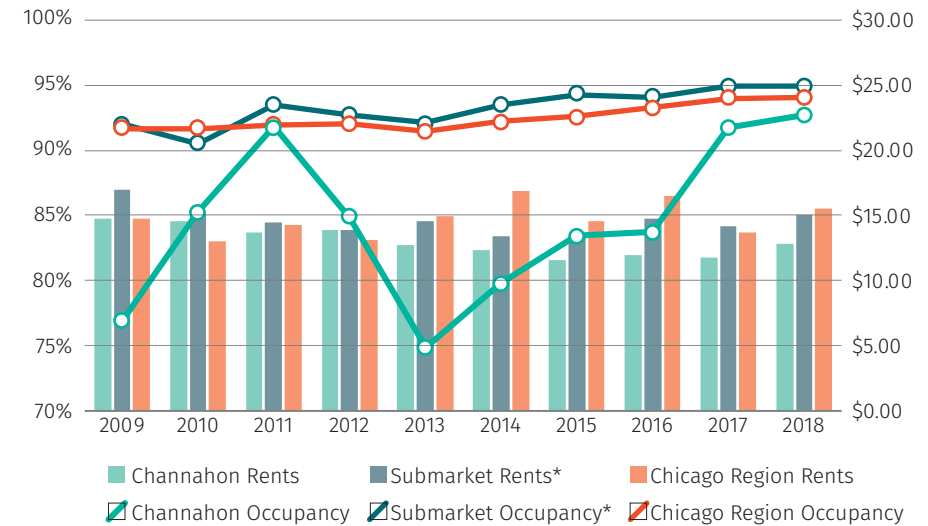
The retail market was analyzed to provide the basis for determining local potential and regional influences. Channahon has approximately 300,000 square feet of retail space in 34 buildings, a figure that has remained constant since 2016 when roughly 7,000 square feet of space was added. Retail rents in Channahon are lower on average than the region and tend to be variable from year to year. Current retail rents reached their highest point in six years increasing to \$12.84 per square foot. Rents in Will and Grundy counties and the Chicago region overall have followed a similar pattern, though averaging \$2 to \$3 higher than Channahon. In that same context, retail vacancy rates in the Village have reached their lowest level in a decade.

Increasing rents and lower vacancy rates in Channahon demonstrate the Village's desirability and ability to be competitive within the regional market, even as the retail environment shifts and evolves.

Office

With just over 200,000 total square feet of space, Channahon does not have a significant presence in the office market and has not added additional space in a decade. Existing space, however, is almost fully occupied and average rents are the lowest in the region. By comparison, the regional average office rents in Channahon are currently below \$10 per square foot, edging up slightly in the past year. Previously high rents may have been due to leases signed pre-recession that have subsequently terminated or been renegotiated. Office rents in Channahon are significantly lower than the average rents in the submarket and Chicago region. However, vacancy in both markets is between 8.1 percent and 12.3 percent; in comparison to Channahon's at less than one percent. While the Village has less than five percent of the total submarket inventory, there is demonstrated ability to support demand.

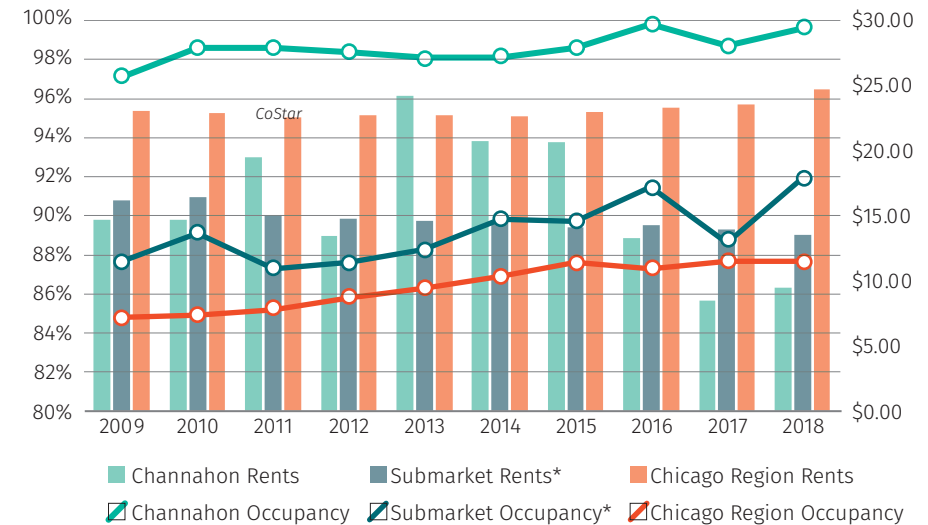
Retail Trends
Channahon, Submarket, and Chicago Region



*Retail Submarket for Channahon consists of Grundy County and Joliet-Central Will

CoStar

Office Trends
Channahon, Submarket, and Chicago Region

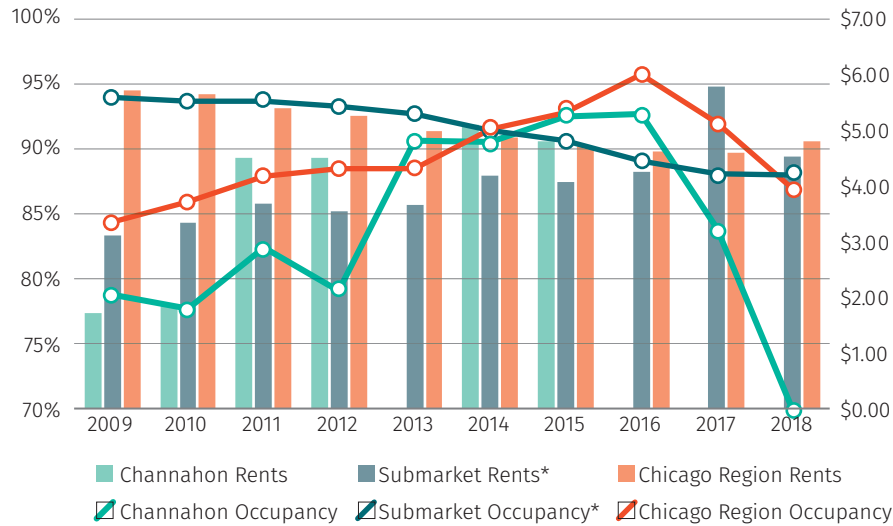


*Office Submarket for Channahon consists of Grundy County and Joliet-Central Will

CoStar

Industrial Trends

Channahon, Submarket, and Chicago Region



* Industrial Submarket for Channahon consists of Grundy County and Joliet

CoStar

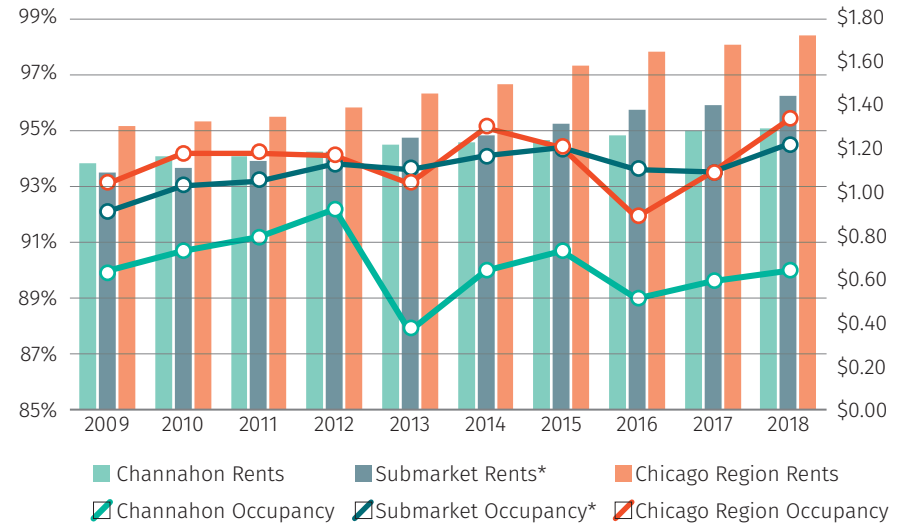
Industrial

Channahon has nearly six million square feet of industrial space (which includes warehouse, distribution and manufacturing), more than double of what it had in 2012 and over one million square feet more than in 2017. Industrial rents and occupancy trends in the Village have historically been consistent with those of the submarket. Recent indications of decline in occupancy in the Village will trend back upward as newly constructed space becomes occupied.

Channahon is becoming regionally and nationally recognized for its locational and logistical benefits. The Village has demonstrated its ability to compete with other communities leveraging similar assets. The amount of new state of the art space in the market should be catalyst for attracting further investment and development.

Multi-Family Trends

Channahon, Submarket, and Chicago Region



* Multi-family Submarket for Channahon consists of Grundy County, North Will County, and South Will County

CoStar

Multi-Family Residential

The Village's position as a largely residential community is well established; however, the market has been dominated by single-family detached housing. This section focuses specifically on the multi-family market.

Multi-family rents and occupancy in Channahon have, over the past several years, been lower than that of the submarket and Chicago region overall. There have not been any additional multi-family units added to the Village's total inventory in the past decade, and while edging upward slightly, rents have consistently remained in the range of \$1.20 per square foot. National and regional trends are indicating increased demand and need for housing catering to a demographic range from singles and young professionals to retirees and empty-nesters. This trend presents opportunities for communities to further expand housing product where appropriate and market feasible.