United City of Yorkville
800 Game Farm Road
Yorkville, Illinois 60560
Telephone: 630-553-4350
www.yorkville.il.us

AGENDA
ECONOMIC DEVELOPMENT COMMITTEE MEETING
Tuesday, July 5, 2016
6:00 p.m.
City Hall Conference Room
800 Game Farm Road, Yorkville, IL

Citizen Comments:

Minutes for Correction/Approval: June 7, 2016

New Business:

1. EDC 2016-36 Building Permit Report for May 2016
2. EDC 2016-37 Building Inspection Report for May 2016
3. EDC 2016-38 Property Maintenance Report for May 2016
4. EDC 2016-39 Comprehensive Plan
5. EDC 2016-40 Downtown Planning
6. EDC 2016-41 Economic Development Update

Old Business:

Additional Business:

2016/2017 City Council Goals – Economic Development Committee		
Goal	**Priority**	**Staff**
"Downtown Planning"	1	Bart Olson & Krysti Barksdale-Noble
"Southside Development"	2	Bart Olson & Krysti Barksdale-Noble
"Capital Improvement Plan"	4	Bart Olson & Krysti Barksdale-Noble
"Manufacturing and Industrial Development"	5	Krysti Barksdale-Noble
"Revenue Growth"	8	Krysti Barksdale-Noble
"Filling Storefronts"	15	Krysti Barksdale-Noble
"BUILD Program to General Fund"	17	Bart Olson & Krysti Barksdale-Noble

UNITED CITY OF YORKVILLE
WORKSHEET
ECONOMIC DEVELOPMENT COMMITTEE
Tuesday, July 5, 2016
6:00 PM
CITY HALL CONFERENCE ROOM

CITIZEN COMMENTS:

MINUTES FOR CORRECTION/APPROVAL:

---

1. June 7, 2016
   - ☐ Approved _____
     - ☐ As presented
     - ☐ With corrections

NEW BUSINESS:

---

1. EDC 2016-36 Building Permit Report for May 2016
   - ☐ Moved forward to CC _____ consent agenda? Y N
   - ☐ Approved by Committee _____
   - ☐ Bring back to Committee _____
   - ☐ Informational Item
   - ☐ Notes _____

     _____

     _____

---

2. EDC 2016-37 Building Inspection Report for May 2016
   - ☐ Moved forward to CC _____ consent agenda? Y N
   - ☐ Approved by Committee _____
   - ☐ Bring back to Committee _____
   - ☐ Informational Item
   - ☐ Notes _____

     _____

     _____

---

3. EDC 2016-38 Property Maintenance Report for May 2016
   - ☐ Moved forward to CC _____ consent agenda? Y N
   - ☐ Approved by Committee _____
   - ☐ Bring back to Committee _____
   - ☐ Informational Item
   - ☐ Notes _____ _____

     _____

     _____

---

4. EDC 2016-39 Comprehensive Plan
   - ☐ Moved forward to CC _____ consent agenda? Y N
   - ☐ Approved by Committee _____
   - ☐ Bring back to Committee _____
   - ☐ Informational Item
   - ☐ Notes _____ _____

     _____

     _____

---

5. EDC 2016-40 Downtown Planning
   - ☐ Moved forward to CC _____ consent agenda? Y N
   - ☐ Approved by Committee _____
   - ☐ Bring back to Committee _____
   - ☐ Informational Item
   - ☐ Notes _____

     _____

     _____

---

6. EDC 2016-41 Economic Development Update
   - ☐ Moved forward to CC _____ consent agenda? Y N
   - ☐ Approved by Committee _____
   - ☐ Bring back to Committee _____
   - ☐ Informational Item
   - ☐ Notes _____

     _____

     _____

ADDITIONAL BUSINESS:

Reviewed By:	
Legal	☐
Finance	☐
Engineer	☐
City Administrator	☐
Human Resources	☐
Community Development	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Minutes

Tracking Number

Agenda Item Summary Memo

Title: Minutes of the Economic Development Committee – June 7, 2016

Meeting and Date: EDC – July 5, 2016

Synopsis:

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Committee Approval

Submitted by: Minute Taker

Name Department

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/gov_officials.php

DRAFT

UNITED CITY OF YORKVILLE
ECONOMIC DEVELOPMENT COMMITTEE
Tuesday, June 7, 2016 6:00pm
Yorkville City Hall, Conference Room
800 Game Farm Road

In Attendance:

Committee Members:
Chairman Ken Koch
Alderman Diane Teeling
Alderman Chris Funkhouser

Absent: Alderman Carlo Colosimo

Other City Officials:
City Administrator Bart Olson
Community Development Director Krysti Barksdale-Noble
Alderman Joel Frieders
Code Official Pete Ratos

Other Guests:

City Consultant Lynn Dubajic	Tairi Grace, Grace Holistic School
Rita Perrett, True Properties	Alissa Bnudrea, City Center Apts.
Agnes Vernoy, City Center Apts.	Jeff Goodin, City Center Apts.
Deston LaRue, City Center Apts.	Hilary Hawkinson, former City Center resident
Racheal LaRue, City Center Apts.	Eden LaRue, City Center Apts.
Christina Geraghty, City Center	Ann Edwards, parent of Apt. resident
Ken Geraghty, Parent apt. resident	Jeff Geraghty, City Center Apts.
Sharline Stork, City Center Apts.	Jim Markby, True Properties
Lee Toutant, Jr., City Center	Ryan Salsman, City Center
Regina Salsman, City Center	Michael Salsman, City Center
Patrick Good, City Center	Todd Milliron

The meeting was called to order by Chairman Ken Koch at 6:05pm.

Citizen Comments: None

New Business*:* (out of sequence)
7. PC 2016-12 210 Beaver Street – Proposed Special Use for a Commercial School
Ms. Noble presented background for this petition and said a recently approved text amendment allows for a school in this location. A church will also share this space on the weekends. Alderman

Funkhouser said the original business plan showed outdoor activities and he expressed safety concerns since the area is industrial. He said that while he supports the school, he does not think the location is appropriate. Ms. Grace said these activities will occur in fenced-in areas of the building. Mr. Frieders said he supports the school and said the truck traffic is very slow in this area. This item will move to the Plan Commission on June 8th and then City Council.

4. EDC 2016-30 Mold (out of sequence)
This issue had previously been discussed at a City Council meeting. Mr. Olson referred to a report detailing the mold discovered in the City Center Apartments. He said that while the report is valid, there is nothing in the report that warrants immediate property code violations. There were several tenants, the landlord and the Health Department present at the meeting to speak about the mold.

Many of the residents spoke of ongoing health issues which they said were attributable to the mold. Though not an apartment resident, Mr. Todd Milliron shared his experiences with the mold and also presented photos he had taken. He requested a credentialed person to conduct further mold testing.

Jim Markby, owner and manager of the apartments, stated there were some inaccuracies in some of the comments made. The property was in receivership when he purchased it 5 years ago. He detailed the many structural and interior improvements he made to the apartments.

To assist the residents, the property manager said verbal commitments had been made to release residents from their leases if they so desired. Mr. Markby said microbial paint is being used to help eliminate the problem. Maintenance forms have also been developed, processes have changed and inspections may begin. Mr. Frieders commented there seems to be a communication issue and that issues need to be discussed with respect.

Alderman Funkhouser commented that the City has limited authority and would set a precedent by getting involved. He noted the inspector outsourced the study. Mr. Ratos' report will be reviewed and the situation will continue to be monitored.

Previous Meeting Minutes: April 5, 2016 (out of sequence)
The minutes were approved as read on a voice vote.

1. EDC 2016-27 Building Permit Report for March and April 2016
Mr. Ratos reported the statistics for these 2 months. In housing starts, the City is 50% above last year as of the middle of May. It was reported that some builders are talking about adding houses in existing subdivisions. No further action.

2. EDC 2016-28 Building Inspection Report for March and April 2016
There were 179 inspections in March and 273 in April. No further action.

3. EDC 2016-29 Property Maintenance Report for March and April 2016
Code Official Ratos said one case was adjudicated in April and was dismissed upon compliance. In another case, a citation was issued, but the work is almost complete and now in compliance.

5. EDC 2016-31 Economic Development Update
Ms. Dubajic said interested parties have been looking at many properties. The Crusade Burger Bar is opening June 15th and the theater will open again soon. Properties on the east side of Rt. 47 in the

downtown have also been viewed. The Sherwin Williams store is progressing. The dance studio on Rt. 47 and Beaver St. is moving forward and Dunkin Donuts will open shortly. She recently attended the shopping center show in Las Vegas. There was a ribbon-cutting for the new slide at the water park. She also said $30,000 had been raised at a recent 5K race for Push for the Path and Kendall County has awarded a $50,000 grant. There will be a September 24th golf outing to raise additional funds.

6. EDC 2016-32 Foreclosure Update

Ms. Noble said the update includes January 2016 to May 2016 and shows 36 foreclosures as compared to 32 in the same time in 2015. This report will be given annually after this year.

8. EDC 2016-33 Proposal to Combine Plan Commission and Zoning Board of Appeals

Staff made a proposal to combine the Zoning Board of Appeals and the Plan Commission and form a Planning and Zoning Commission effective June 2016. Ms. Noble said other communities are moving in this direction. She said there were issues with not having a quorum and some projects were delayed as a result. Alderman Teeling said it was a great idea since businesses often need both bodies. Alderman Funkhouser concurred and recommended any current committee members be retained if they so desire. Ms. Noble added that all members have been notified to contact the Mayor if they wish to stay on the committee.

9. EDC 2016-34 New Tenant Occupancy Letters

There has been an issue with property owners leasing property to businesses that are inappropriate for that space. Ms. Noble proposed sending an annual notification letter to all property owners of commercial or factory spaces that have tenants, advising an occupancy permit is needed and to insure proper zoning. Mr. Olson said a database would be created from google searches, water bills, etc. Alderman Funkhouser added that information should be put on the website.

10. EDC 2016-35 Commercial and Industrial Incentives

Ms. Noble said incentives for new businesses would be addressed on a case-by-case basis. Staff would work with Ms. Dubajic to promote the properties and provide basic information along with the strengths and weaknesses of each. Under certain criteria, an "enterprise zone" could be formed. Ms. Dubajic said it is very competitive to have a designated enterprise zone and is based on scoring. In these zones, any construction materials or equipment used is exempt from sales tax. Input from the Aldermen was requested. Available sites will be placed on the website and this will be brought back for an update.

Old Business: None

Additional Business:

There was no further business and the meeting was adjourned at 7:49pm.

Minutes respectfully submitted by
Marlys Young

Reviewed By:	
Legal	☐
Finance	☐
Engineer	☐
City Administrator	☐
Human Resources	☐
Community Development	■
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

NB #1

Tracking Number

EDC 2016-36

Agenda Item Summary Memo

Title: Building Permit Report for May 2016

Meeting and Date: EDC – July 5, 2016

Synopsis: All permits issued in May 2016

Council Action Previously Taken:

Date of Action: N/A Action Taken: N/A

Item Number: N/A

Type of Vote Required: Informational

Council Action Requested: None

Submitted by: D. Weinert (Name) Community Development (Department)

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/gov_officials.php

UNITED CITY OF YORKVILLE

BUILDING PERMIT REPORT

May 2016

TYPES OF PERMITS

	Number of Permits Issued	SFD *Single Family Detached*	B.U.I.L.D. *Single Family Detached* Program begins 1/1/2012	SFA *Single Family Attached*	Multi-Family *Apartments Condominiums*	Commercial *Includes all Permits Issued for Commercial Use*	Industrial	Misc.	Construction Cost	Permit Fees
May 2016	100	7	8	0	0	10	0	75	5,529,931.00	185,567.24
Calendar Year 2016	321	14	38	0	0	51	0	218	14,021,107.00	648,968.58
Fiscal Period 2016	100	7	8	0	0	10	0	75	5,529,931.00	185,567.24
May 2015	77	3	9	0	0	8	0	57	2,426,923.00	113,863.38
Calendar Year 2015	222	4	31	0	0	45	0	142	37,932,933.00	527,384.34
Fiscal Period 2015	77	3	9	0	0	8	0	57	2,426,923.00	113,863.38
May 2014	103	0	5	0	0	10	0	88	3,431,607.00	86,715.36
Calendar Year 2014	243	5	23	0	0	43	0	172	8,301,452.00	408.682.39
Fiscal Period 2014	103	0	5	0	0	10	0	88	3,431,607.00	86,715.36
May 2013	75	4	5	0	0	11	0	55	1,814,100.00	115,271.91
Calendar Year 2013	239	17	24	0	0	55	0	143	8,153,146.00	560,817.29
Fiscal Period 2013	75	4	5	0	0	11	0	55	1,814,100.00	115,271.91
May 2015	77	3	9	0	0	8	0	57	2,426,923.00	113,863.38

Prepared by D. Weinert

Reviewed By:	
Legal	☐
Finance	☐
Engineer	☐
City Administrator	☐
Human Resources	☐
Community Development	■
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

NB #2

Tracking Number

EDC 2016-37

Agenda Item Summary Memo

Title: Building Inspection Report for May 2016

Meeting and Date: EDC – July 5, 2016

Synopsis: All inspections scheduled in May 2016

Council Action Previously Taken:

Date of Action: N/A Action Taken: N/A

Item Number: N/A

Type of Vote Required: Informational

Council Action Requested: None

Submitted by: D. Weinert (Name) Community Development (Department)

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/gov_officials.php

INSPECTIONS SCHEDULED FROM 05/01/2016 TO 05/31/2016

INSPECTOR	TIME	TYPE OF INSPECTION	PERMIT	ADDRESS	LOT	SCHED. DATE	COMP. DATE
PR	_____	013-FIN FINAL INSPECTION	20140095	1478 CORNERSTONE DR	16		05/26/2016
PR	_____	014-PLF PLUMBING - FINAL OSR READ					05/26/2016
TK	_____	020-REI REINSPECTION	20150022	712 GREENFIELD TURN	100		05/23/2016
	Comments1: ENGINEERING FINAL						
TK	_____	018-REI REINSPECTION	20150055	1121 CARLY DR	41		05/27/2016
	Comments1: ENGINEERING FINAL						
PR	_____	008-REL ROUGH ELECTRICAL	20150058	701 KENTSHIRE DR	133		05/12/2016
PR	_____	009-RFR ROUGH FRAMING					05/12/2016
PR	_____	010-RMC ROUGH MECHANICAL					05/12/2016
PR	_____	011-PLR PLUMBING - ROUGH					05/12/2016
PR	_____	012-SUM SUMP					05/11/2016
BC	_____	013-INS INSULATION					05/16/2016
	Comments1: INSULATE BASEMENT PERIMETER JOIST SPACES						
	Comments2: PRIOR TO FINAL						
_____	_____	014-EPW ENGINEERING- PUBLIC WALK					05/24/2016
PR	_____ PM	007-FIN FINAL INSPECTION	20150290	101 W WASHINGTON ST			05/24/2016
PR	_____ PM	008-PLF PLUMBING - FINAL OSR READ					05/24/2016
PR	_____	007-FIN FINAL INSPECTION	20150346	2766 CRANSTON CIR	108		05/09/2016
TK	_____	015-REI REINSPECTION	20150379	873 N CARLY CIR	23		05/12/2016
	Comments1: ENGINEERING						
BC	_____	001-PHD POST HOLE - DECK	20150401	2702 ELDEN DR	273		05/20/2016
BC	_____	001-FIN FINAL INSPECTION	20150467	424 FAIRHAVEN DR	BCN		05/24/2016
BC	_____	019-MIS MISCELLANEOUS	20150475	822 CAULFIELD PT	109		05/25/2016
PR	_____ PM	002-PLU PLUMBING - UNDERSLAB	20150478	1382 N BRIDGE ST	3		05/04/2016
BC	_____ PM	003-PPS PRE-POUR, SLAB ON GRADE					05/10/2016
PR	08:30	004-UGE UNDERGROUND ELECTRIC					05/10/2016
PR	12:00	005-WKS PUBLIC & SERVICE WALKS				05/31/2016	

INSPECTIONS SCHEDULED FROM 05/01/2016 TO 05/31/2016

INSPECTOR	TIME	TYPE OF INSPECTION	PERMIT	ADDRESS	LOT	SCHED. DATE	COMP. DATE
BC	_____	002-RFR ROUGH FRAMING	20150506	2979 ELLSWORTH DR	399		05/18/2016
PR	_____	015-FIN FINAL INSPECTION	20150521	691 WINDETT RIDGE RD	83		05/11/2016
PR	_____	016-PLF PLUMBING - FINAL OSR READ					05/11/2016
TK	_____	017-EFL ENGINEERING - FINAL INSPE				05/16/2016	
BC	_____	004-BSM BASEMENT FLOOR	20150522	611 SUTTON ST	161		05/12/2016
BC	_____ AM	005-GAR GARAGE FLOOR					05/12/2016
PR	_____	012-FIN FINAL INSPECTION	20150528	868 GREENFIELD TURN	128		05/04/2016
PR	_____	013-PLF PLUMBING - FINAL OSR READ					05/04/2016
TK	_____	014-EFL ENGINEERING - FINAL INSPE				05/06/2016	
PR	_____ PM	015-WKS PUBLIC & SERVICE WALKS	20150549	2761 LILAC CT	328		05/24/2016
TK	_____	016-REI REINSPECTION	20150556	882 N CARLY CIR	48		05/04/2016
	Comments1: ENGINEERING FINAL						
PR	_____	009-RFR ROUGH FRAMING	20150575	798 BLUESTEM DR	114		05/12/2016
PR	_____	010-REL ROUGH ELECTRICAL					05/12/2016
PR	_____	011-RMC ROUGH MECHANICAL					05/12/2016
PR	_____	012-PLR PLUMBING - ROUGH					05/12/2016
PR	_____ AM	006-FIN FINAL INSPECTION	20150607	1991 MEADOWLARK CT	113		05/23/2016
PR	_____ AM	007-PLF PLUMBING - FINAL OSR READ					05/23/2016
TK	_____	017-REI REINSPECTION	20150625	891 PURCELL ST	68		05/27/2016
	Comments1: ENGINEERING FINAL						
PR	_____	010-REL ROUGH ELECTRICAL	20150634	2601 LILAC WAY	309		05/11/2016
PR	_____	011-RFR ROUGH FRAMING					05/11/2016
PR	_____	012-RMC ROUGH MECHANICAL					05/11/2016
PR	_____	013-PLR PLUMBING - ROUGH					05/11/2016
BC	_____	014-INS INSULATION					05/13/2016

INSPECTIONS SCHEDULED FROM 05/01/2016 TO 05/31/2016

INSPECTOR	TIME	TYPE OF INSPECTION	PERMIT	ADDRESS	LOT	SCHED. DATE	COMP. DATE
BC	_____ PM	015-WKS PUBLIC & SERVICE WALKS	20150635	1462 RUBY DR	355		05/24/2016
BC	_____	016-PPS PRE-POUR, SLAB ON GRADE					05/24/2016
BC	_____	002-PHF POST HOLE - FENCE	20150638	602 FREEMONT ST			05/23/2016
BC	_____	001-FIN FINAL INSPECTION	20150648	3345 RYAN DR	16		05/18/2016
PR	_____	005-PLU PLUMBING - UNDERSLAB	20150650	2649 LILAC WAY	316		05/03/2016
BC	_____ AM	006-GAR GARAGE FLOOR					05/10/2016
BC	_____ AM	007-BSM BASEMENT FLOOR					05/10/2016
BC	_____ AM	008-STP STOOP					05/10/2016
PR	_____	009-SUM SUMP					05/11/2016
PR	_____	015-REL ROUGH ELECTRICAL	20150651	2751 LILAC CT	327		05/02/2016
PR	_____	016-RFR ROUGH FRAMING					05/02/2016
PR	_____	017-RMC ROUGH MECHANICAL					05/02/2016
PR	_____	018-PLR PLUMBING - ROUGH					05/02/2016
BC	_____	019-WKS PUBLIC & SERVICE WALKS					05/24/2016
PR	_____	011-RFR ROUGH FRAMING	20150652	2602 LILAC WAY	374		05/02/2016
PR	_____	012-REL ROUGH ELECTRICAL					05/02/2016
PR	_____	013-RMC ROUGH MECHANICAL					05/02/2016
PR	_____	014-PLR PLUMBING - ROUGH					05/02/2016
PR	_____	015-INS INSULATION					05/04/2016
BC	_____	016-WKS PUBLIC & SERVICE WALKS					05/24/2016
PR	_____	014-FIN FINAL INSPECTION	20150654	937 N CARLY CIR	127		05/18/2016
PR	_____	015-PLF PLUMBING - FINAL OSR READ					05/18/2016
TK	_____	016-EFL ENGINEERING - FINAL INSPE					05/19/2016
TK	_____	017-REI REINSPECTION	20150655	884 PURCELL ST	77		05/04/2016
	Comments1: FINAL ENGINEERING						

INSPECTIONS SCHEDULED FROM 05/01/2016 TO 05/31/2016

INSPECTOR	TIME	TYPE OF INSPECTION	PERMIT	ADDRESS	LOT	SCHED. DATE	COMP. DATE
PR	_____ AM	001-FTG FOOTING	20160006	781 KENTSHIRE DR	141		05/09/2016
BC	_____	002-FOU FOUNDATION					05/13/2016
PR	_____	003-ESW ENGINEERING - SEWER / WAT					05/24/2016
PR	_____	004-BKF BACKFILL					05/20/2016
PR	_____	005-PLU PLUMBING - UNDERSLAB					05/25/2016
BC	_____	001-FIN FINAL INSPECTION	20160035	307 COLTON ST			05/04/2016
PR	_____	003-ESW ENGINEERING - SEWER / WAT	20160039	479 SUTTON ST	210		05/04/2016
PR	_____	004-PLU PLUMBING - UNDERSLAB					05/10/2016
BC	_____	005-BSM BASEMENT FLOOR					05/12/2016
BC	_____	006-GAR GARAGE FLOOR					05/12/2016
PR	_____	008-RFR ROUGH FRAMING	20160043	1977 MEADOWLARK LN	119		05/11/2016
PR	_____	009-REL ROUGH ELECTRICAL					05/11/2016
PR	_____	010-RMC ROUGH MECHANICAL					05/11/2016
PR	_____	011-PLR PLUMBING - ROUGH					05/11/2016
PR	_____	012-INS INSULATION					05/16/2016
		Comments1: BASEMENT PERIMETER JOIST SPACES TO BE IN					
		Comments2: SPECTED AT FINAL					
BC	_____	013-GAR GARAGE FLOOR					05/13/2016
BC	_____ AM	014-WKS PUBLIC & SERVICE WALKS					05/20/2016
		Comments1: INSTALL 2 #4 REBAR OVER WATER LINE PRIOR					
		Comments2: TO POUR					
PR	_____	010-RFR ROUGH FRAMING	20160045	1447 SLATE CT	340		05/05/2016
		Comments1: ADD BOLTS IN BOTTOM PLATE IN GARAGE					
PR	_____	011-REL ROUGH ELECTRICAL					05/05/2016
PR	_____	012-RMC ROUGH MECHANICAL					05/05/2016
PR	_____	013-PLR PLUMBING - ROUGH					05/05/2016
PR	_____	014-INS INSULATION					05/09/2016

INSPECTIONS SCHEDULED FROM 05/01/2016 TO 05/31/2016

INSPECTOR	TIME	TYPE OF INSPECTION	PERMIT	ADDRESS	LOT	SCHED. DATE	COMP. DATE
BC	_____	015-WKS PUBLIC & SERVICE WALKS				05/24/2016	
PR	_____	009-SUM SUMP	20160046	1377 SLATE DR	334		05/16/2016
PR	_____	010-RFR ROUGH FRAMING					05/16/2016
PR	_____	011-REL ROUGH ELECTRICAL					05/16/2016
PR	_____	012-RMC ROUGH MECHANICAL					05/16/2016
PR	_____	013-PLR PLUMBING - ROUGH					05/16/2016
PR	_____	014-INS INSULATION					05/19/2016
PR	_____	004-PLU PLUMBING - UNDERSLAB	20160047	2688 LILAC WAY	380		05/03/2016
_____	_____ PM	005-GAR GARAGE FLOOR					05/10/2016
_____	_____	006-BSM BASEMENT FLOOR					05/11/2016
_____	_____	007-STP STOOP					05/11/2016
PR	_____	008-SUM SUMP					05/11/2016
PR	_____	005-PLU PLUMBING - UNDERSLAB	20160048	1368 SLATE DR	381		05/03/2016
BC	_____ AM	006-BSM BASEMENT FLOOR					05/11/2016
BC	_____	007-GAR GARAGE FLOOR					05/11/2016
BC	_____	008-STP STOOP					05/11/2016
PR	_____	009-SUM SUMP					05/11/2016
PR	_____	001-FTG FOOTING	20160050	2657 EMERALD LN	386		05/02/2016
BC	_____	002-FOU FOUNDATION					05/06/2016
BC	_____	003-BKF BACKFILL					05/13/2016
PR	_____	004-ESW ENGINEERING - SEWER / WAT					05/16/2016
PR	_____	005-PLU PLUMBING - UNDERSLAB					05/24/2016
BC	_____	006-BSM BASEMENT FLOOR					05/25/2016
BC	_____	007-GAR GARAGE FLOOR					05/25/2016

INSPECTIONS SCHEDULED FROM 05/01/2016 TO 05/31/2016

INSPECTOR	TIME	TYPE OF INSPECTION	PERMIT	ADDRESS	LOT	SCHED. DATE	COMP. DATE
BC	_____	008-STP STOOP					05/25/2016
PR	_____	015-FIN FINAL INSPECTION	20160053	2722 CRANSTON CIR	121		05/11/2016
PR	_____	016-PLF PLUMBING - FINAL OSR READ					05/11/2016
PR	_____	005-ABC ABOVE CEILING	20160056	129 COMMERCIAL DR #7	18		05/10/2016
PR	_____	006-FIN FINAL INSPECTION					05/16/2016
PR	_____	007-PLF PLUMBING - FINAL OSR READ					05/16/2016
BC	_____	007-STP STOOP	20160059	789 KENTSHIRE DR	142		05/13/2016
PR	_____	008-RFR ROUGH FRAMING					05/24/2016
PR	_____	009-REL ROUGH ELECTRICAL					05/24/2016
PR	_____	010-RMC ROUGH MECHANICAL					05/24/2016
PR	_____	011-PLR PLUMBING - ROUGH					05/24/2016
PR	_____	012-INS INSULATION					05/25/2016
PR	_____	009-REL ROUGH ELECTRICAL	20160060	2484 ELLSWORTH DR	355		05/12/2016
PR	_____	010-RFR ROUGH FRAMING					05/12/2016
PR	_____	011-RMC ROUGH MECHANICAL					05/12/2016
PR	_____	012-PLR PLUMBING - ROUGH					05/12/2016
PR	_____	013-INS INSULATION					05/16/2016
		Comments1: BASEMENT JOIST SPACES TO BE INSPECTED AT					
		Comments2: FINAL.					
BC	12:00	014-WKS PUBLIC & SERVICE WALKS				05/27/2016	
PR	_____	009-RFR ROUGH FRAMING	20160061	2988 ELLSWORTH DR	348		05/06/2016
PR	_____	010-REL ROUGH ELECTRICAL					05/06/2016
PR	_____	011-RMC ROUGH MECHANICAL					05/06/2016
PR	_____	012-PLR PLUMBING - ROUGH					05/06/2016
PR	_____	013-INS INSULATION					05/10/2016

INSPECTIONS SCHEDULED FROM 05/01/2016 TO 05/31/2016

INSPECTOR	TIME		TYPE OF INSPECTION	PERMIT	ADDRESS	LOT	SCHED. DATE	COMP. DATE
BC	_____		014-WKS PUBLIC & SERVICE WALKS					05/13/2016
PR	_____	AM	009-REL ROUGH ELECTRICAL	20160062	2992 ELLSWORTH DR	347		05/02/2016
PR	_____		010-RFR ROUGH FRAMING					05/02/2016
PR	_____		011-RMC ROUGH MECHANICAL					05/02/2016
PR	_____		012-PLR PLUMBING - ROUGH					05/02/2016
BC	_____	AM	013-INS INSULATION					05/04/2016
	Comments1: BASEMENT PERIMETER JOIST NOT INSULATED A							
	Comments2: T THIS TIME.INSPECT ON FINAL.							
BC	_____		014-WKS PUBLIC & SERVICE WALKS					05/13/2016
PR	_____		008-REL ROUGH ELECTRICAL	20160065	2986 ELLSWORTH DR	349		05/10/2016
PR	_____		009-RFR ROUGH FRAMING					05/10/2016
PR	_____		010-RMC ROUGH MECHANICAL					05/10/2016
PR	_____		011-PLR PLUMBING - ROUGH					05/10/2016
PR	_____		012-INS INSULATION					05/12/2016
BC	12:00		013-WKS PUBLIC & SERVICE WALKS				05/27/2016	
BC	_____		002-FIN FINAL INSPECTION	20160066	1316 EVERGREEN LN			05/12/2016
BC	_____		002-FIN FINAL INSPECTION	20160067	1447 ASPEN ST			05/11/2016
PR	_____		007-SUM SUMP	20160085	448 SUTTON ST	229		05/11/2016
_____	_____	AM	001-FTG FOOTING	20160086	491 SUTTON ST	211		05/09/2016
BC	_____		002-FOU FOUNDATION					05/12/2016
PR	_____		003-ESW ENGINEERING - SEWER / WAT					05/16/2016
PR	_____		004-BKF BACKFILL					05/19/2016
PR	_____		005-PLU PLUMBING - UNDERSLAB					05/25/2016
BC	_____	AM	006-BSM BASEMENT FLOOR				05/26/2016	
PR	_____	AM	005-BSM BASEMENT FLOOR	20160087	763 KENTSHIRE DR	139		05/03/2016

INSPECTIONS SCHEDULED FROM 05/01/2016 TO 05/31/2016

INSPECTOR	TIME	TYPE OF INSPECTION	PERMIT	ADDRESS	LOT	SCHED. DATE	COMP. DATE
PR	_____ AM	006-GAR GARAGE FLOOR					05/03/2016
BC	_____	007-STP STOOP					05/13/2016
_____	_____	001-PPS PRE-POUR, SLAB ON GRADE	20160089	1543 MONTROSE CT	11	05/17/2016	
BC	_____	001-FIN FINAL INSPECTION	20160090	498 SUNFLOWER CT			05/02/2016
BC	_____	001-FIN FINAL INSPECTION	20160091	467 SUNFLOWER CT	2		05/02/2016
PR	_____	001-PPS PRE-POUR, SLAB ON GRADE	20160100	903 S CARLY CIR	98		05/05/2016
BC	_____	001-FIN FINAL INSPECTION	20160105	GRANDE TRAIL & AMERICAN W			05/17/2016
PR	_____	009-SUM SUMP	20160106	2658 LILAC WAY	377		05/11/2016
PR	_____	009-RFR ROUGH FRAMING	20160107	2647 EMERALD LN	387		05/24/2016
PR	_____	010-REL ROUGH ELECTRICAL					05/24/2016
PR	_____	011-RMC ROUGH MECHANICAL					05/24/2016
PR	_____	012-PLR PLUMBING - ROUGH					05/24/2016
BC	_____	013-INS INSULATION				05/27/2016	
BC	_____	001-PPS PRE-POUR, SLAB ON GRADE	20160114	2768 CRANSTON CIR	107		05/13/2016
PR	_____	003-ESW ENGINEERING - SEWER / WAT	20160121	812 CAULFIELD PT	110		05/12/2016
BC	_____ AM	004-GAR GARAGE FLOOR					05/25/2016
BC	_____	005-BSM BASEMENT FLOOR					05/24/2016
	Comments1: INSTALL MOISTURE BARRIER PRIOR TO POUR						
PR	_____	003-ESW ENGINEERING - SEWER / WAT	20160122	801 CAULFIELD PT	106		05/12/2016
PR	_____	004-PLU PLUMBING - UNDERSLAB					05/17/2016
PR	_____	005-BSM BASEMENT FLOOR	20160123	2602 FAIRFAX WAY	277		05/03/2016
PR	_____	006-GAR GARAGE FLOOR					05/03/2016
PR	_____	001-ESW ENGINEERING - SEWER / WAT	20160149	761 GREENFIELD TURN	62	05/13/2016	
BC	_____	002-FTG FOOTING					05/23/2016
PR	_____	002-FIN FINAL INSPECTION	20160154	712 GREENFIELD TURN	100		05/23/2016

INSPECTIONS SCHEDULED FROM 05/01/2016 TO 05/31/2016

INSPECTOR	TIME		TYPE OF INSPECTION	PERMIT	ADDRESS	LOT	SCHED. DATE	COMP. DATE
BC	_____		001-PPS PRE-POUR, SLAB ON GRADE	20160157	1142 MIDNIGHT PL	304		05/25/2016
_____	_____		001-PPS PRE-POUR, SLAB ON GRADE	20160158	403 E BARBERRY CIR	157		05/20/2016
BC	_____	AM	001-PPS PRE-POUR, SLAB ON GRADE	20160159	4474 SARASOTA AVE	1041		05/17/2016
BC	_____		002-FIN FINAL INSPECTION	20160160	206 FAIRHAVEN DR	80		05/12/2016
_____	_____		001-ROF ROOF UNDERLAYMENT ICE & W	20160170	316 W KENDALL DR			05/02/2016
BC	_____		002-FIN FINAL INSPECTION					05/11/2016
_____	_____		001-PHF POST HOLE - FENCE	20160172	1406 JOHN ST	51		05/10/2016
BC	_____		001-PHF POST HOLE - FENCE	20160175	807 STATE ST	4		05/06/2016
BC	_____	AM	001-PHF POST HOLE - FENCE	20160176	404 PARK ST	58		05/03/2016
PR	_____		001-FTG FOOTING	20160181	2667 EMERALD LN	385		05/02/2016
PR	_____		002-FOU FOUNDATION					05/05/2016
BC	_____		003-BKF BACKFILL					05/13/2016
PR	_____		004-ESW ENGINEERING - SEWER / WAT				05/17/2016	
PR	_____		005-PLU PLUMBING - UNDERSLAB					05/24/2016
BC	_____		006-BSM BASEMENT FLOOR					05/25/2016
BC	_____		007-GAR GARAGE FLOOR					05/25/2016
BC	_____		008-STP STOOP					05/25/2016
BC	_____		001-FTG FOOTING	20160182	2669 LILAC WAY	318		05/04/2016
BC	_____	AM	002-FOU FOUNDATION					05/11/2016
PR	_____		003-ESW ENGINEERING - SEWER / WAT					05/19/2016
PR	_____		004-BKF BACKFILL					05/19/2016
PR	_____		008-PLU PLUMBING - UNDERSLAB				05/31/2016	
PR	_____		004-ESW ENGINEERING - SEWER / WAT	20160192	883 N CARLY CIR	21		05/02/2016
PR	_____		005-PLU PLUMBING - UNDERSLAB					05/04/2016

INSPECTIONS SCHEDULED FROM 05/01/2016 TO 05/31/2016

INSPECTOR	TIME	TYPE OF INSPECTION	PERMIT	ADDRESS	LOT	SCHED. DATE	COMP. DATE
BC	_____ PM	006-BSM BASEMENT FLOOR					05/04/2016
	Comments1: PLASTIC NEEDS INSTALLED						
BC	_____	002-BKF BACKFILL	20160194	2575 FAIRFAX WAY	249		05/02/2016
PR	_____	003-ESW ENGINEERING - SEWER / WAT					05/16/2016
PR	_____	004-PLU PLUMBING - UNDERSLAB					05/17/2016
BC	_____	001-PHF POST HOLE - FENCE	20160197	522 RED TAIL LN	22		05/06/2016
BC	_____	002-FIN FINAL INSPECTION					05/09/2016
BC	_____ AM	001-FIN FINAL INSPECTION	20160200	333 PENSACOLA ST	1141	05/27/2016	
BC	_____	001-PHF POST HOLE - FENCE	20160204	521 BUCKTHORN CT	78		05/17/2016
_____	_____	002-FIN FINAL INSPECTION					05/19/2016
BC	_____	001-PHF POST HOLE - FENCE	20160205	1001 CANYON TRAIL CT	40		05/04/2016
_____	_____ PM	001-PPS PRE-POUR, SLAB ON GRADE	20160206	1438 SLATE CT	346		05/09/2016
PR	_____	001-BND POOL BONDING	20160217	1011 INDEPENCENCE BLVD	6		05/18/2016
BC	_____	002-FIN FINAL INSPECTION					05/26/2016
BC	_____	001-BND POOL BONDING	20160218	383 TWINLEAF TR	81	05/31/2016	
BC	_____ AM	001-PPS PRE-POUR, SLAB ON GRADE	20160221	905 B FAWN RIDGE CT	31		05/09/2016
BC	_____	001-PPS PRE-POUR, SLAB ON GRADE	20160223	952 HEARTLAND DR	162		05/17/2016
_____	_____ AM	001-FTG FOOTING	20160225	2951 GRANDE TRAIL	384		05/10/2016
BC	_____	002-FOU FOUNDATION					05/13/2016
BC	_____	003-BKF BACKFILL					05/19/2016
PR	_____	004-WAT WATER					05/19/2016
PR	_____	005-PLU PLUMBING - UNDERSLAB					05/19/2016
BC	_____	006-BSM BASEMENT FLOOR					05/23/2016
BC	_____	007-GAR GARAGE FLOOR					05/23/2016
BC	_____	008-STP STOOP					05/23/2016

INSPECTIONS SCHEDULED FROM 05/01/2016 TO 05/31/2016

INSPECTOR	TIME	TYPE OF INSPECTION	PERMIT	ADDRESS	LOT	SCHED. DATE	COMP. DATE
PR	_____	001-FTG FOOTING	20160226	2488 ELLSWORTH CT	353		05/06/2016
PR	_____	002-FOU FOUNDATION					05/10/2016
PR	_____	003-BKF BACKFILL					05/16/2016
PR	_____ AM	004-ESW ENGINEERING - SEWER / WAT				05/17/2016	
PR	_____	005-PLU PLUMBING - UNDERSLAB					05/19/2016
BC	_____	006-BSM BASEMENT FLOOR					05/23/2016
BC	_____	007-GAR GARAGE FLOOR					05/23/2016
BC	_____	008-STP STOOP					05/23/2016
PR	_____	001-FTG FOOTING	20160227	2943 GRANDE TRAIL	383		05/06/2016
BC	_____	002-FOU FOUNDATION					05/12/2016
BC	_____	003-BKF BACKFILL					05/16/2016
PR	_____	004-WAT WATER					05/19/2016
PR	_____	005-PLU PLUMBING - UNDERSLAB					05/19/2016
BC	_____	006-BSM BASEMENT FLOOR					05/23/2016
BC	_____	007-GAR GARAGE FLOOR					05/23/2016
BC	_____	008-STP STOOP					05/23/2016
BC	_____	001-PHF POST HOLE - FENCE	20160228	611 WINDETT RIDGE RD	75		05/23/2016
BC	_____	001-PPS PRE-POUR, SLAB ON GRADE	20160230	467 SUTTON ST	209		05/03/2016
BC	_____	001-PHF POST HOLE - FENCE	20160231	1443 RUBY DR	352		05/24/2016
BC	_____	001-PPS PRE-POUR, SLAB ON GRADE	20160232	2767 CRANSTON CIR	134		05/20/2016
BC	_____	001-PHD POST HOLE - DECK	20160233	1243 TAUS CIR	115		05/09/2016
	Comments1: HOLES MUST BE A MINIMUM OF 42" IN DEPTH						
BC	_____	002-REI REINSPECTION					05/16/2016
	Comments1: POST HOLES DECK						
BC	_____	001-PHD POST HOLE - DECK	20160238	1468 SLATE CT	343		05/03/2016
	Comments1: SIX HOLES						

INSPECTIONS SCHEDULED FROM 05/01/2016 TO 05/31/2016

INSPECTOR	TIME	TYPE OF INSPECTION	PERMIT	ADDRESS	LOT	SCHED. DATE	COMP. DATE
BC	_____	002-RFR ROUGH FRAMING					05/16/2016
PR	_____	001-RFR ROUGH FRAMING	20160239	2302 WITHERTHUR GREEN	176		05/20/2016
PR	_____	002-REL ROUGH ELECTRICAL					05/20/2016
PR	_____	003-PLR PLUMBING - ROUGH					05/20/2016
BC	_____ AM	001-FTG FOOTING	20160240	626 WHITE OAK WAY	60		05/12/2016
	Comments1: PERGOLA						
BC	_____ AM	001-PHD POST HOLE - DECK	20160242	422 WINDETT RIDGE RD	92		05/17/2016
PR	_____	002-FIN FINAL INSPECTION					05/19/2016
BC	_____	001-ROF ROOF UNDERLAYMENT ICE & W	20160243	1308 EVERGREEN LN			05/17/2016
	Comments1: 6' I&W ALL EDGES						
PR	_____	001-ROF ROOF UNDERLAYMENT ICE & W	20160244	208 FAIRHAVEN DR	79		05/05/2016
BC	_____	001-ROF ROOF UNDERLAYMENT ICE & W	20160248	1956 SUNNY DELL CT	97		05/02/2016
BC	_____	002-FIN FINAL INSPECTION					05/04/2016
_____	_____ AM	001-PHF POST HOLE - FENCE	20160249	408 E SPRING ST	18		05/10/2016
BC	_____	002-FIN FINAL INSPECTION					05/17/2016
	Comments1: ONE LOOSE POST AT REAR GATE, NAILS SET V						
	Comments2: ERY DEEP						
BC	_____	001-FIN FINAL INSPECTION	20160251	808 CAULFIELD PT	111	05/27/2016	
BC	_____	001-BND POOL BONDING	20160252	361 TWINLEAF TR	80	05/31/2016	
BC	_____	001-PHD POST HOLE - DECK	20160255	1121 CARLY DR			05/19/2016
PR	_____	001-ROF ROOF UNDERLAYMENT ICE & W	20160256	1706 COTTONWOOD CT	14		05/05/2016
BC	_____	001-FTG FOOTING	20160257	662 WINDETT RIDGE RD	153		05/23/2016
BC	_____	002-FOU FOUNDATION					05/25/2016
BC	_____	001-FTG FOOTING	20160259	547 SUTTON ST	214		05/24/2016
BC	_____	002-FOU FOUNDATION				05/31/2016	
BC	_____	001-ROF ROOF UNDERLAYMENT ICE & W	20160261	1410 ASPEN DR			05/04/2016

INSPECTIONS SCHEDULED FROM 05/01/2016 TO 05/31/2016

INSPECTOR	TIME	TYPE OF INSPECTION	PERMIT	ADDRESS	LOT	SCHED. DATE	COMP. DATE
BC	_____	001-FTG FOOTING	20160262	2401 FITZHUGH TURN	151		05/23/2016
PR	_____	002-FOU FOUNDATION					05/26/2016
BC	_____	001-FTG FOOTING	20160263	877 N CARLY CIR	22		05/12/2016
PR	_____	002-BKF BACKFILL					05/25/2016
PR	_____	003-ESW ENGINEERING - SEWER / WAT				05/31/2016	
PR	_____	001-FTG FOOTING	20160264	894 PURCELL ST	78		05/13/2016
PR	_____	002-FOU FOUNDATION					05/26/2016
BC	_____	001-ROF ROOF UNDERLAYMENT ICE & W	20160265	508 WALSH CT			05/11/2016
	Comments1: 6' AT FRONT AND BACK COMPLETE PORCH						
PR	_____	001-ESW ENGINEERING - SEWER / WAT	20160267	1966 MEADOWLARK LN	148		05/26/2016
PR	_____	001-PHD POST HOLE - DECK	20160268	301 DRAYTON CT	52		05/18/2016
BC	_____	001-PHD POST HOLE - DECK	20160269	2036 DEERPOINT LN	159		05/13/2016
PR	_____	002-RFR ROUGH FRAMING					05/18/2016
BC	_____	001-ROF ROOF UNDERLAYMENT ICE & W	20160270	203 W SOMONAUK ST	7		05/11/2016
BC	_____	001-FIN FINAL INSPECTION	20160272	635 HAYDEN DR	73		05/17/2016
BC	_____	002-FIN FINAL INSPECTION					05/23/2016
BC	_____ AM	001-FIN FINAL INSPECTION	20160287	204 LIBERTY ST			05/13/2016
BC	_____	001-FIN FINAL INSPECTION	20160288	204 LIBERTY ST			05/18/2016
BC	_____	001-PHF POST HOLE - FENCE	20160292	891 PRAIRIE CROSSING DR	168		05/17/2016
BC	_____	001-PHF POST HOLE - FENCE	20160293	419 JACKSON ST	2		05/25/2016
_____	_____	001-PPS PRE-POUR, SLAB ON GRADE	20160295	1964 CONEFLOWER CT	149		05/20/2016
PR	_____	001-RFR ROUGH FRAMING	20160297	1977 MEADOWLARK LN	119		05/18/2016
PR	_____	002-REL ROUGH ELECTRICAL					05/18/2016
PR	_____	003-PLR PLUMBING - ROUGH					05/18/2016
PR	_____	004-RMC ROUGH MECHANICAL					05/18/2016

INSPECTIONS SCHEDULED FROM 05/01/2016 TO 05/31/2016

INSPECTOR	TIME	TYPE OF INSPECTION	PERMIT	ADDRESS	LOT	SCHED. DATE	COMP. DATE
BC	_____	005-INS INSULATION					05/19/2016
PR	_____	001-ESW ENGINEERING - SEWER / WAT	20160298	1272 DEERPATH DR	229	05/31/2016	
BC	_____	001-ROF ROOF UNDERLAYMENT ICE & W	20160300	1202 EVERGREEN LN			05/12/2016
BC	_____	002-FIN FINAL INSPECTION					05/18/2016
BC	_____	001-ROF ROOF UNDERLAYMENT ICE & W	20160306	103 CENTER PKWY	14		05/16/2016
BC	14:00	001-PPS PRE-POUR, SLAB ON GRADE	20160309	802 CAULFIELD PT	112		05/19/2016
BC	_____	001-ROF ROOF UNDERLAYMENT ICE & W	20160313	2610 BOOMER LN			05/26/2016
_____	_____	001-PPS PRE-POUR, SLAB ON GRADE	20160314	795 GREENFIELD TURN	55	05/31/2016	
BC	_____	001-ROF ROOF UNDERLAYMENT ICE & W	20160331	1879 ASTER DR			05/23/2016
BC	11:30	001-ROF ROOF UNDERLAYMENT ICE & W	20160336	1406 ASPEN LN	82	05/31/2016	
BC	10:00	001-ROF ROOF UNDERLAYMENT ICE & W	20160346	438 E BARBERRY CIR		05/26/2016	

INSPECTIONS SCHEDULED FROM 05/01/2016 TO 05/31/2016

INSPECTOR TIME	TYPE OF INSPECTION	PERMIT	ADDRESS	LOT	SCHED. DATE	COMP. DATE

PERMIT TYPE SUMMARY:

AGP	ABOVE-GROUND POOL	8
BDO	COMMERCIAL BUILD-OUT	3
BIP	BUILD INCENTIVE PROGRAM SFD	151
BSM	BASEMENT REMODEL	5
COM	COMMERCIAL BUILDING	4
DCK	DECK	11
ELE	ELECTRICAL UPGRADE	1
FNC	FENCE	17
GAR	GARAGE	1
GAZ	GAZEBO	1
MIS	MISCELLANEOUS	1
PTO	PATIO / PAVERS	13
REM	REMODEL	5
REP	REPAIR	3
ROF	ROOFING	22
SFD	SINGLE-FAMILY DETACHED	63
SGN	SIGN	1
SHD	SHED/ACCESSORY BUILDING	1
SPA	SAUNA / HOT TUB	1
WIN	WINDOW REPLACEMENT	1

INSPECTION SUMMARY:

ABC	ABOVE CEILING	1
BKF	BACKFILL	10
BND	POOL BONDING	3
BSM	BASEMENT FLOOR	15
EFL	ENGINEERING - FINAL INSPECTION	3
EPW	ENGINEERING- PUBLIC WALK	1
ESW	ENGINEERING - SEWER / WATER	15
FIN	FINAL INSPECTION	33
FOU	FOUNDATION	12
FTG	FOOTING	15
GAR	GARAGE FLOOR	14
INS	INSULATION	13
MIS	MISCELLANEOUS	1
PHD	POST HOLE - DECK	7
PHF	POST HOLE - FENCE	12
PLF	PLUMBING - FINAL OSR READY	8
PLR	PLUMBING - ROUGH	16
PLU	PLUMBING - UNDERSLAB	16
PPS	PRE-POUR, SLAB ON GRADE	16
REI	REINSPECTION	7
REL	ROUGH ELECTRICAL	16
RFR	ROUGH FRAMING	19
RMC	ROUGH MECHANICAL	15
ROF	ROOF UNDERLAYMENT ICE & WATER	14
STP	STOOP	10
SUM	SUMP	7

INSPECTIONS SCHEDULED FROM 05/01/2016 TO 05/31/2016

INSPECTOR TIME	TYPE OF INSPECTION	PERMIT	ADDRESS	LOT	SCHED. DATE	COMP. DATE	
	UGE UNDERGROUND ELECTRIC						1
	WAT WATER						2
	WKS PUBLIC & SERVICE WALKS						11
INSPECTOR SUMMARY:							15
	BC BOB CREADEUR						130
	PR PETER RATOS						159
	TK TOM KONEN						9
STATUS SUMMARY: C							6
C	BC						24
C	PR						12
C	TK						8
I							9
I	BC						105
I	PR						145
T	BC						1
T	PR						2
T	TK						1
REPORT SUMMARY:							313

Reviewed By:	
Legal	☐
Finance	☐
Engineer	☐
City Administrator	☐
Human Resources	☐
Community Development	■
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

NB #3

Tracking Number

EDC 2016-38

Agenda Item Summary Memo

Title: Property Maintenance Report for May 2016

Meeting and Date: EDC – July 5, 2016

Synopsis:

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Informational

Council Action Requested: None

Submitted by: Pete Ratos (Name) Community Development (Department)

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/gov_officials.php

Memorandum

To: Economic Development Committee
From: Pete Ratos, Code Official
CC: Bart Olson, Krysti Barksdale-Noble, Lisa Pickering
Date: June 1, 2016
Subject: May Property Maintenance

Property Maintenance Report May 2016

Adjudication:

8 Property Maintenance Case heard in May

05/15/2016

N 2192	1971 Banbury Ave	Motor Vehicles	Liable/$2,475
N 2193	4574 Marquette St	Motor Vehicles	Dismissed
N 2194	320 Blackberry Ln	Motor Vehicles	Dismissed
N 2195	320 Blackberry Ln	Junk, Trash, Refuse	Dismissed
N 2196	320 Blackberry Ln	Roofs/Drainage	Dismissed
N 2197	Westbury East Village	Rubbish & Garbage	Liable/$250

05/23/2016

N 2198	308 E Ridge St	Junk, Trash, Refuse	Liable/$500
N 2199	308 E Ridge St	Property Mnt 8-2-9	Liable/$500

May Property Maintenance Complaint Report Attached

PROPERTY MAINTENANCE

Case #	Case Date	ADDRESS OF COMPLAINT	TYPE OF VIOLATION	DOWN TOWN SWEEP	STATUS	VIOLATION LETTER SENT	CITATION ISSUED	DATE OF HEARING	POSTED	FINDINGS	PUBLIC WORKS TO MOW	ADJUDI-CATION FINDINGS
20160210	5/31/2016	1124 Redwood Dr.	Grass/weeds		IN VIOLATION				5/31/2016			
20160209	5/31/2016	8721 ROUTE 126	COMMERCIAL VEHICLES PARKED ON LOT		TO BE INSPECTED							
20160208	5/31/2016	762 Greenfield Turn	Grass/weeds		IN VIOLATION				5/31/2016			
20160207	5/31/2016	1972 Meadowlark Ln.	Grass/weeds		IN VIOLATION				5/31/2016			
20160206	5/31/2016	2121-2135 Hearthstone Ave.	Grass/weeds		IN VIOLATION				5/31/2016			
20160205	5/31/2016	2120 Hearthstone Ave.	Grass/weeds		IN VIOLATION				5/31/2016			
20160204	5/31/2016	2077 Hearthstone Ave.	Grass/weeds		IN VIOLATION				5/31/2016			
20160203	5/31/2016	2076 Hearthstone Ave.	Grass/weeds		IN VIOLATION				5/31/2016			
20160202	5/31/2016	2104-2120 Hartfield Ave.	Grass/weeds		IN VIOLATION				5/31/2016			
20160201	5/31/2016	2121 Hartfield Ave.	Grass/weeds		IN VIOLATION				5/31/2016			
20160200	5/31/2016	108 Church St.	Grass/weeds		IN VIOLATION				5/31/2016			
20160199	5/27/2016	Lots 147-150 Windett Ridge	Grass/weeds		IN VIOLATION				5/27/2016			
20160198	5/27/2016	Lots 113-117 Windett Ridge	Grass/weeds		IN VIOLATION				5/27/2016			
20160197	5/27/2016	Lot 231 Windett Ridge	Grass/weeds		IN VIOLATION				5/27/2016			
20160196	5/27/2016	Lot 12 Blackberry Woods	Grass/weeds		IN VIOLATION				5/26/2016			
20160195	5/27/2016	Lot 36 Blackberry Woods	Grass/weeds		IN VIOLATION				5/26/2016			

20160194	5/27/2016	Lot 99 Blackberry Woods	Grass/weeds		IN VIOLATION				5/26/2016			
20160193	5/27/2016	Lot 104 Blackberry Woods	Grass/weeds		IN VIOLATION				5/26/2016			
20160192	5/27/2016	Lot 97 Blackberry Woods	Grass/weeds		IN VIOLATION				5/26/2016			
20160191	5/27/2016	Lot 96 Blackberry Woods	Grass/weeds		IN VIOLATION				5/26/2016			
20160190	5/27/2016	Lot 72 Blackberry Woods	Grass/weeds		IN VIOLATION				5/26/2016			
20160189	5/27/2016	Lot 71 Blackberry Woods	Grass/weeds		IN VIOLATION				5/26/2016			
20160188	5/27/2016	Lot 129 Blackberry Woods	Grass/weeds		IN VIOLATION				5/26/2016			
20160187	5/27/2016	Lot 20 Blackberry Woods	Grass/weeds		IN VIOLATION				5/26/2016			
20160186	5/27/2016	Lot 18 Blackberry Woods	Grass/weeds		IN VIOLATION				5/26/2016			
20160185	5/27/2016	Lot 17 Blackberry Woods	Grass/weeds		IN VIOLATION				5/26/2016			
20160184	5/26/2016	ORCHID ST BETWEEN 1411 & 1421	VEHICLE PARKED ON STREET FOR LONG PERIOD OF TIME		CLOSED							
20160183	5/25/2016	4686 Plymouth Ave.	Grass/weeds		IN VIOLATION				5/25/2016			
20160182	5/25/2016	4682 Plymouth Ave.	Grass/weeds		IN VIOLATION				5/25/2016			
20160181	5/25/2016	356 Bertram Dr.	Grass/weeds		IN VIOLATION				5/25/2016			
20160180	5/25/2016	4474 Sarasota Ave.	Grass/weeds		IN VIOLATION				5/25/2016			
20160179	5/25/2016	2948-2968 Old Glory Dr.	Grass/weeds		IN VIOLATION				5/25/2016			
20160178	5/25/2016	6684 Rt. 47	Grass/weeds		IN VIOLATION				5/25/2016			

20160177	5/25/2016	Lot 1 Fountain Villages	Grass/weeds		CLOSED				5/25/2016			
20160176	5/24/2016	1100 W. Veterans Hwy.	Grass/weeds		IN VIOLATION				5/24/2016			
20160175	5/24/2016	401 Honeysuckle Ln.	Grass/weeds		IN VIOLATION				5/24/2016			
20160174	5/24/2016	104 Beaver St.	Grass/weeds		CLOSED				5/24/2016			
20160173	5/24/2016	Lot 2 Fountain Village	Grass/weeds		IN VIOLATION				5/24/2016			
20160172	5/24/2016	Lot 21 Wood Sage Ave	Grass/weeds		CLOSED				5/24/2016			
20160171	5/24/2016	Lot 22 Wood Sage Ave	Grass/weeds		CLOSED				5/24/2016			
20160170	5/24/2016	104 W. Washington St.	Grass/weeds		IN VIOLATION				5/24/2016			
20160169	5/24/2016	301 S. Bridge St.	Grass/weeds		IN VIOLATION				5/24/2016			
20160168	5/24/2016	510 W. Blaine St.	Vehicle		IN VIOLATION							
20160167	5/24/2016	804 Morgan St.	Vehicle		IN VIOLATION							
20160166	5/23/2016	404 W. Ridge St.	Grass/weeds		IN VIOLATION				5/23/2016			
20160165	5/23/2016	707 Washington St.	Grass/weeds		IN VIOLATION				5/23/2016			
20160164	5/23/2016	1421 S. Bridge St.	Grass/weeds		IN VIOLATION				5/23/2016			
20160163	5/23/2016	234 Garden St.	Grass/weeds		IN VIOLATION				5/23/2016			
20160162	5/23/2016	Lot 4 & 5 Garden St.	Grass/weeds		IN VIOLATION				5/23/2016			
20160161	5/23/2016	1431-1455 Crimson Ln.	Grass/weeds		IN VIOLATION				5/23/2016			
20160160	5/23/2016	1528-1558 Sienna Dr.	Grass/weeds		IN VIOLATION				5/23/2016			
20160159	5/23/2016	2236-2246 Lavender Way	Grass/weeds		IN VIOLATION				5/23/2016			
20160158	5/23/2016	572 Birchwood Dr.	Grass/weeds		CLOSED				5/23/2016			
20160157	5/23/2016	551 Birchwood Dr.	Grass/weeds		CLOSED				5/23/2016			
20160156	5/23/2016	531 Birchwood Dr.	Grass/weeds		CLOSED				5/23/2016			
20160155	5/23/2016	1141 Grace Dr.	Grass/weeds		IN VIOLATION				5/23/2016			
20160154	5/23/2016	1162 Taus Cir.	Grass/weeds		CLOSED				5/23/2016			
20160153	5/23/2016	1172 Taus Cir.	Grass/weeds		IN VIOLATION				5/23/2016			
20160152	5/23/2016	1192 Taus Cir.	Grass/weeds		IN VIOLATION				5/23/2016			
20160151	5/23/2016	1133 Taus Cir.	Grass/weeds		CLOSED				5/23/2016			

20160150	5/23/2016	1093 Redwood Dr.	Grass/weeds		CLOSED				5/23/2016			
20160149	5/23/2016	1109 Clearwater Dr.	Grass/weeds		IN VIOLATION				5/23/2016			
20160148	5/23/2016	1092 Kate Dr.	Grass/weeds		CLOSED				5/23/2016			
20160147	5/23/2016	1132 Kate Dr.	Grass/weeds		CLOSED				5/23/2016			
20160146	5/23/2016	1142 Kate Dr.	Grass/weeds		CLOSED				5/23/2016			
20160145	5/23/2016	1152 Kate Dr.	Grass/weeds		IN VIOLATION				5/23/2016			
20160144	5/23/2016	1378 E. Spring St.	Grass/weeds		IN VIOLATION				5/23/2016			
20160143	5/23/2016	1331 E. Spring St.	Grass/weeds		CLOSED				5/23/2016			
20160142	5/23/2016	1321 E. Spring St.	Grass/weeds		CLOSED				5/23/2016			
20160141	5/23/2016	1312 E. Spring St.	Grass/weeds		CLOSED				5/23/2016			
20160140	5/23/2016	1309 E. Spring St.	Grass/weeds		IN VIOLATION				5/23/2016			
20160139	5/23/2016	2292 High Ridge Ln	Grass/Weeds		IN VIOLATION							
20160138	5/23/2016	1864 Aster Dr.	Permit		IN VIOLATION	5/24/2016						
20160137	5/23/2016	VANCANT LOTS IN AUTUMN CREEK	WEEDS GRASS		CLOSED							
20160136	5/20/2016	2204 Kingsmill St.	Grass/weeds		IN VIOLATION		6/1/2016	7/6/2016	5/20/2016	CITATION ISSUED		
20160135	5/20/2016	827 Greenfield Turn	Grass/weeds		CLOSED				5/20/2016			
20160134	5/20/2016	1533 Coral Dr.	Open vacant home/Mold		CLOSED							
20160133	5/19/2016	831 Hampton Ln.	Grass/weeds		CLOSED							
20160132	5/19/2016	Walgreens, 100 W. Veterans Pkwy	Grass, Trash		IN VIOLATION	6/1/2016						
20160131	5/19/2016	2786 Cranston Cir.	Grass/weeds		CLOSED				5/18/2016			
20160130	5/19/2016	705 Mill St.	Grass/weeds		CLOSED				5/18/2016			
20160129	5/19/2016	1954 Sunny Dell Ct.	Grass/weeds		CLOSED				5/18/2016			
20160128	5/19/2016	702 Greenfield Turn	Grass/weeds		CLOSED				5/18/2016			
20160127	5/19/2016	752 Greenfield Turn	Grass/weeds		CLOSED				5/18/2016			

20160126	5/19/2016	1973 Meadowlark Ln.	Grass/weeds		CLOSED				5/18/2016			
20160125	5/19/2016	1966 Meadowlark Ln.	Grass/weeds		CLOSED				5/18/2016			
20160124	5/19/2016	106 Colonial Pkwy	Grass/weeds		CLOSED				5/18/2016			
20160123	5/18/2016	102 Colonial Pkwy.	Grass/weeds		CLOSED				5/18/2016			
20160122	5/18/2016	514 W. Washington	Working w/o permit		CLOSED							
20160121	5/18/2016	607 S MAIN ST	Grass/Weeds		IN VIOLATION		5/26/2016	6/27/2016	5/17/2016	CITATION ISSUED	Yes, 36"-42" gate	
20160120	5/18/2016	506 Colton St.	TRASH, RUBBISH, Vision obstruction		IN VIOLATION				5/17/2016			
20160119	5/18/2016	525 Cheshire Ct.	Grass/Weeds		CLOSED				5/17/2016			
20160118	5/18/2016	4512 Marquette St.	Grass/Weeds		CLOSED				5/17/2016			
20160117	5/18/2016	212 Burnett St.	Grass/Weeds		CLOSED				5/17/2016			
20160116	5/18/2016	7144 Rt. 47	Grass/Weeds		IN VIOLATION		5/31/2016	7/6/2016	5/16/2016	CITATION ISSUED		
20160115	5/18/2016	1625 Wing Rd.	Grass/Weeds		IN VIOLATION				5/16/2016			
20160114	5/18/2016	709 Clover Ct.	Grass/Weeds		CLOSED				5/16/2016			
20160113	5/18/2016	632 Windett Ridge Rd.	Grass/Weeds		CLOSED				5/16/2016			
20160112	5/18/2016	Westbury Village	Grass/Weeds		IN VIOLATION				5/17/2016			
20160111	5/17/2016	112 E SCHOOLHOUSE RD	MOLD		TO BE INSPECTED							
20160110	5/16/2016	2903 CRYDER WAY	WEEDS GRASS		IN VIOLATION				5/17/2016			
20160109	5/16/2016	2911 CRYDER WAY	WEEDS GRASS		CLOSED				5/17/2016			
20160108	5/16/2016	2925 CRYDER WAY	WEEDS GRASS		CLOSED				5/17/2016			
20160107	5/16/2016	2933 CRYDER WAY	WEEDS GRASS		CLOSED				5/17/2016			
20160106	5/16/2016	403 MEADOW ROSE LN	WORKING WITHOUT PERMIT		CLOSED	5/18/2016						
20160105	5/16/2016	NWC & SWC SOMONAUK & RT 47	WEEDS GRASS		COMPLIANT					NO VIOLATION		
20160104	5/16/2016	302 N BRIDGE ST	WEEDS GRASS		CLOSED							

20160103	5/16/2016	2394 Sumac Dr.	Grass/Weeds		CLOSED		5/20/2016	6/20/2016		CITATION ISSUED	Yes	
20160102	5/16/2016	Lot 113 Kylyns Crossing	Trees		IN VIOLATION	5/16/2016						
20160101	5/12/2016	NWC STONY CREEK & POPLAR	WEEDS GRASS		CLOSED				5/13/2016			
20160100	5/11/2016	321 W Kendall Dr	Grass/Weeds		CLOSED				5/11/2016			
20160099	5/11/2016	1104 SUNSET AVE	WEEDS GRASS		CLOSED				5/11/2016			
20160098	5/10/2016	808 E. Spring St.	Vehicles		IN VIOLATION	5/18/2016						
20160097	5/10/2016	302 Fox St.	Grass/Weeds		CLOSED				5/10/2016			
20160096	5/10/2016	701 Omaha Dr.	Grass/Weeds		CLOSED							
20160095	5/10/2016	781 Omaha Dr.	Grass/Weeds		CLOSED							
20160094	5/10/2016	841 Omaha Dr.	Grass/Weeds		CLOSED				5/10/2016			
20160093	5/10/2016	208 E. Center St.	Grass/Weeds		CLOSED				5/10/2016			
20160092	5/10/2016	Liberty St. @ E. Center St	Grass/Weeds		IN VIOLATION		5/20/2016	6/20/2016	5/10/2016	CITATION ISSUED		
20160091	5/10/2016	208 E. Spring St.	Grass/Weeds		CLOSED				5/10/2016			
20160090	5/10/2016	1404 John St.	Grass/Weeds		CLOSED				5/10/2016			
20160089	5/9/2016	2291 Hobbs Ln	Grass/Weeds		CLOSED							
20160088	5/9/2016	2332 Hobbs Ln	Grass/Weeds		CLOSED							
20160087	5/9/2016	2786 Cranston Circle	Grass/Weeds		CLOSED							
20160086	5/9/2016	808 S. Main St.	Grass/Weeds		CLOSED							
20160085	5/9/2016	2042 Raintree Rd	Grass/Weeds		CLOSED							
20160084	5/9/2016	367 Windett Ridge Rd	Grass/Weeds		CLOSED							
20160083	5/6/2016	691 N. Bridge St.	Grass/Weeds		CLOSED							
20160082	5/6/2016	1438 Aspen Ln	Grass/Weeds		CLOSED				5/6/2016			
20160081	5/6/2016	1202 Evergreen Ln	Grass/Weeds		CLOSED							
20160080	5/6/2016	1726 John St.	Grass/Weeds		CLOSED							
20160079	5/5/2016	545 Redbud Dr.	Grass/Weeds, fence, gate, pool		COMPLIANT							
20160078	5/5/2016	2877 McMurtrie Way	Grass/Weeds		CLOSED							
20160077	5/5/2016	2729 Goldenrod Dr.	Vehicles		CLOSED	5/6/2016						

20160076	5/5/2016	2892 McMurtrie Ct.	Grass/Weeds		CLOSED							
20160075	5/5/2016	491 Honeysuckle ln	Vehicles		CLOSED	5/6/2016						
20160074	5/4/2016	320 BLACKBERRY LN	Grass/Weeds		CLOSED				5/4/2016			
20160073	5/3/2016	2344 Titus Dr.	Grass/Weeds		CLOSED							
20160072	5/3/2016	1578 Coral Dr.	Grass/Weeds		CLOSED		5/10/2016	6/13/2016	5/3/2016			
20160071	5/3/2016	831 Parkside Ln	Sidewalk		CLOSED	5/4/2016						
20160070	5/2/2016	585 W. Barberry Cir	Grass/Weeds		CLOSED		5/18/2016	6/20/2016	5/2/2016	CITATION ISSUED	Yes, no fence	
20160069	5/2/2016	2002 Deerpoint Ln	Grass/Weeds		CLOSED				5/2/2016			
20160068	5/2/2016	1404 JOHN ST	VEHICLE PARKED ON GRASS AT SIDE YARD		CLOSED	5/4/2016						
20160067	5/2/2016	545 W Barberry Cir	WEEDS GRASS, JUNK, REFUSE		IN VIOLATION	5/3/2016	5/18/2016	6/20/2016				

Total Records: 144

6/1/2016

Reviewed By:	
Legal	☐
Finance	☐
Engineer	☐
City Administrator	■
Human Resources	☐
Community Development	■
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

NB #4

Tracking Number

EDC 2016-39

Agenda Item Summary Memo

Title: Comprehensive Plan Update – Final Draft Report

Meeting and Date: EDC/July 5, 2016

Synopsis: Final Draft Comprehensive Plan Update report prepared by The Lakota Group.

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: None

Council Action Requested: Informational

Submitted by: Krysti J. Barksdale-Noble, AICP Community Development

Name Department

Agenda Item Notes:

See attached memo and report. A brief presentation will be given by the consultant, The Lakota Group, during the meeting.

Memorandum

To: Economic Development Committee
From: Krysti Barksdale-Noble, Community Development Director
CC: Bart Olson, City Administrator
Date: June 28, 2016
Subject: **Comprehensive Plan Update – Final Draft Review**

BACKGROUND

As the Economic Development Committee will recall, the City engaged The Lakota Group in September 2014 to conduct a Comprehensive Plan Update for the City. The three (3) phase approach proposed by The Lakota Group included Community Engagement/State of the City Report in Phase 1, Visioning and Plan Framework in Phase 2, and Plan Report and Implementation Strategy in Phase 3.

Phase 1 began in earnest in October 2014 with a series of interviews and listening sessions that were conducted with various Yorkville stakeholder groups, including City of Yorkville department heads, such as Public Works, Parks and Recreation, the Library, and others; local corporations and business owners; developers; civic groups; the local school district; Kendall County; the Yorkville Bristol Sanitary District; the Kendall County Forest Preserve; the Illinois Department of Transportation other governmental agencies and Yorkville residents. In addition to these interviews, The Lakota Group engaged in a community speak-out workshop held on April 16, 2015. The workshop was the first interactive session that allowed the residents of Yorkville to engage in their wants and needs for the City. Phase 1 was completed in July 2015 and culminated with a State of the City Report which provided a baseline and inventory of the City's current existing conditions with respects to physical appearance, economic climate, public infrastructure and quality of life elements (schools, retail/commercial districts, parks and open space). The State of the City Report was reviewed by the Comprehensive Plan Steering Committee and presented to the EDC and City Council in August 2015.

Phase 2 of the Comprehensive Plan Update began in September 2015 with the Visioning and Plan Framework for the study. The Lakota Team prepared a draft Vision Statements and Planning Goals and Strategies based upon community feedback and input during the State of City phase. As part of that process, the Lakota Group solicited comments from the public through another series of town meetings/community workshops held in October 2015 to review the plans' goals, vision, and objectives. In addition, based on the vision and planning goals, a range of land-use recommendations, planning strategies and future development options were also prepared and presented for citizen comments. Conceptual plan drawings and design studies were rendered to address the following:

- Future Land Use Mix and Development Patterns
- Community Design/ Character/ Image
- General Road/ Street Network
- Open Space, Natural Resources and Greenway Linkages

- Neighborhood Housing/ Commercial District Framework
- Community Facilities
- Community Character/ Gateways/ Identity
- Sustainability and Sustainable Design
- Historic Resources
- Infrastructure/ Capital Improvements and Stormwater Management
- Emergency Preparedness and Disaster Plan
- Riverfront

The initial draft of the Comprehensive Plan Update was presented to staff and the Steering Committee in January 2016 with the input provided from the previous civic engagement workshops.

Phase 3 began in February 2016 with a Second Draft of the Comprehensive Plan Update that incorporated the Steering Committee and other stakeholder input. The Lakota Team conducted two (2) additional Community Open Houses in May 2016 to review the revised Draft Comprehensive Plan with the community at large. Similar to the Speak-Out in Phase 1, the Open Houses were held on-site at the Windett Ridge and Grande Reserve subdivisions with topical presentations conducted at stations for participants to circulate around and to provide input on specific Comprehensive Plan elements as desired. A main emphasis of the open house concept was to educate the community on the comprehensive planning goals and opportunities and to validate the "Yorkville Vision". Additionally, since many of the elements of the Comprehensive Plan Update were near final at this point, the Open Houses provided a unique opportunity to convey to the community what the plan would mean to them. After again incorporating the feedback from the community, a Final Draft Comprehensive Plan was presented to the Steering Committee on June 16, 2016 for concluding thoughts prior to sending on through the formal public hearing process.

STUDY SUMMARY

The attached copy is the Final Draft version of the Comprehensive Plan Update for review and discussion by the Economic Development Committee. It is staff's intention to receive feedback and comments from the EDC prior to a public hearing before the newly formed Planning and Zoning Commission in August 2016 and then on to the City Council for final adoption. This report encompasses nine (9) sections; Plan Introduction, Community Character and Land Use Trends, The Community Speaks, Community Vision and Land Use Study, Prosperous City, Yorkville Neighborhoods, Community Systems and Infrastructure, Corridors and Stewardship and Implementation.

The report creates a wonderful snapshot of where the City stands and where the City will need to address the following major key issues:

Revitalizing Downtown Yorkville

a. Downtown revitalization strategies that focus on short term, historic-preservation based and "clean and green" efforts such as façade rehabilitation

and general property maintenance- along with strategic investments in streetscape and urban design.

Guiding Future Growth

b. Focused effort to complete unfinished residential subdivisions to facilitate the City's growth. Seize opportunities to reshape Yorkville's expansion pattern in areas of residential and commercial development where alternative land uses maybe more appropriate such as open space or agriculture.

Diversity in the Housing Mix

c. Current housing stock is largely homogenous consisting of single-family detached homes within the price range of $200,000 to $300,000. It is recommended that by diversifying the housing type to include more townhomes, duplexes and apartments the City can continue to meet the needs of its residents in all phases of life, particularly providing more senior housing and affordable housing options.

Promoting Alternative Subdivision Designs

d. Alternative approaches to planned subdivision design should be incorporated in future developments which encourage conservation and estate residential design to showcase unique topographical features and quality environmental characteristics.

Undertaking Community Placemaking

e. Strategic investment in "placemaking" initiatives through gateway and identity signage enhancements, public art, and other streetscape and landscape treatments. This will allow Yorkville to have an unified appearance and create a better visual identity to residents and visitors alike.

Managing Corridor Land Use

f. Future development should take into consideration incremental growth along the City's major four (4) transportation corridors: IL 47, US 34, IL 71 and Eldamain Road. Planning strategies along these corridors should focus on concentrating certain land uses in appropriate locations, implementing visual character and placemaking enhancements, re-zoning some areas to lower density residential use and protecting open spaces and scenic vistas wherever possible.

Enhancing the Parks and Open Space System

g. Key component is the expansion of the Bicentennial Riverfront Park both east and west along the Fox River in the historic core of the City. This could become the signature park facility in Yorkville and attract regional users. Also, an indoor facility for parks and recreational activities could be located on the City's north side, adjacent to Raging Waves Water Park.

Building Transportation Networks

h. Local roads should be the focus of future capital investments by the City as well as investments in the bicycle and multi-modal trail systems which may also include on-street bicycle paths to provide for more connectivity.

Planning for a Future Metra Station

i. In the recent weeks, Metra announced that it will continue with the feasibility studies for a future station in Yorkville. This is the opportunity for the City to identify and plan for a Transit Oriented Development (TOD) district which

will include mass rail transit as the core land use supported by mid- to higher-density residential and commercial land uses surrounding it.

Maintaining Community Infrastructure

j. Updated plans and studies should be considered for the water and sanitary systems which should address maintenance issues and facility upgrades. Expansion of such facilities is also recommended for future planning needs.

Addressing Annexation Issues

k. Consideration should be given to exercising the City's extraterritorial zoning powers to ensure residential development is consistent with the City's subdivision design standards.

STAFF COMMENTS

Staff is ***fully supportive*** of the Final Draft of the Comprehensive Plan Update as it provides ample information and guidance to the City with current conditions, future planning efforts and detailed implementation strategies. The consultant, Lakota Group, and staff will be available at Tuesday night's meeting to answer any questions the Economic Development Committee might have regarding this item and gather feedback prior to the public hearing.

ATTACHMENTS:

1. Final Draft of the Comprehensive Plan Update prepared by The Lakota Group.

THE YORKVILLE PLAN

CONNECTING OUR PAST TO THE FUTURE

United City of Yorkville Comprehensive Plan Update
Economic Development Committee Meeting

July 5, 2016

THE LAKOTA GROUP.

ACKNOWLEDGEMENTS

UNITED CITY OF YORKVILLE ELECTED OFFICIALS

Gary J. Golinski, *Mayor*
Beth Warren, City Clerk
Ken Koch, Alderman Ward 1
Carlo Colosimo, *Alderman Ward 1*
Larry Kot, Alderman Ward 2
Jacquelyn Milschewski, Alderman Ward 2
Joel Frieders, Alderman Ward 3
Chris Funkhouser, Alderman Ward 3
Diane Teeling, Alderman Ward 4
Seaver Tarulis, Alderman Ward 4

PLAN COMMISSION MEMBERS

Randy Harker, Chairman
Charles Kraupner
Jack Jones
Mike Crouch
James Weaver
Deborah Horaz
Reagan Flavin Goins
Chuck Galmarini
Richard Vinyard

PLANNING TEAM

The Lakota Group
Goodman Williams Group
TY Lin International

STEERING COMMITTEE MEMBERS

Amy Cesich, Park Board
Deb Horaz, White Oaks Estates HOA
Rose and Bob Delo, Windett Ridge HOA
James Weaver, Planning Commission
Mary Shilkaitis, Rush Copley Hospital
Tom Kozlowicz, Chamber Member
Bill Gockman, Resident
Reagan Goins, Zoning Board of Appeals
Joel Frieders, EDC Member
Russell Walter, Library Board
Tim Shimp, Yorkville School District
Erin-Mikal Dickens, Resident
Adalma Stevens, Resident
Anthony Hansen, Resident

UNITED CITY OF YORKVILLE STAFF

Bart Olson, City Administrator
Rob Fredrickson, Director of Finance
Eric Dhuse, Director of Public Works
Rich Hart, Chief of Police
Krysti Barksdale-Noble, Community Development Director
Chris Heinen, Planner
Pete Ratos, Building Inspector/Zoning Officer
Tim Evans, Director of Parks and Recreation
Engineering Enterprises, Inc., City Engineering Consultant
Michelle Pfister, Library Director

PLAN ACRONYMS

AADT – Annual Average Daily Traffic
CDBG – Community Development Block Grant
CLG – Certified Local Government
CMAP - Chicago Metropolitan Agency for Planning
CUSD - Community Unit School District
FEMA – Federal Emergency Management Agency
FHWA - Federal Highway Administration
FPA - Facility Planning Area
GIS – Geographic Information System
HUD – U.S. Department of Housing and Urban Development
IEPA – Illinois Environmental Protection Agency
IDNR – Illinois Department of Natural Resources
IDOT – Illinois Department of Transportation
IHPA – Illinois Historic Preservation Agency
IHDA - Illinois Housing Development Authority
IL - Illinois Railway
KCSCS - Kendall County Soil Conservation Service
NRPA - National Recreation and Parks Association
PCA - Primary Conservation Area
PUD - Planned Unit Development
RTA - Regional Transportation Authority
SCA - Secondary Conservation Area
TIF – Tax Increment Financing
TOD - Transit Oriented Development
YBSD - Yorkville-Bristol Sanitary District

DRAFT

UNITED CITY OF YORKVILLE COMPREHENSIVE PLAN UPDATE

PART ONE: SETTING THE STAGE

SECTION 1: PLAN INTRODUCTION

Plan Introduction 8
Comprehensive Plan Purpose 8
Relationship to CMAP Go To 2040 9
Planning Process 10
Planning Area 11
Project Timeline 12
Key Planning Issues 14
Key Comprehensive Plan Strategies and Initiatives 16

SECTION 2: COMMUNITY CHARACTERISTICS AND LAND USE TRENDS

Context 20
Previous Plans and Studies 22
Community Profile 24
Existing Land Use 28
Zoning Districts 32
Residential Land Use 34
Commercial Land Use 48
Industrial Land Use 58
Public / Quasi-Public Land Use 62
Agricultural Land Uses 64
Planned Unit Developments 66
Historic Resources 68

SECTION 3: THE COMMUNITY SPEAKS

Community Engagement Activities 72

PART TWO: COMPREHENSIVE PLAN

SECTION 4: COMMUNITY VISION AND LAND USE STRATEGY

Goals and Policies Statement 78
Overview 79
Land Use Strategy 80
Land Use Changes 82
Land Use Matrix 84
Principles to Guide Future Land Use 86
Zoning Considerations 87
Placemaking and Community Character 87

SECTION 5: VIBRANT CITY

Goals and Policies Statement 90
Downtown Yorkville 91
Downtown Revitalization Sequence 98
Commercial Areas 100
Industrial Areas 107

SECTION 6: YORKVILLE NEIGHBORHOODS

Goals and Policies Statement 112
Traditional Neighborhood 113
Residential Subdivisions 114
Neighborhood Design 118

SECTION 7: COMMUNITY SYSTEMS AND INFRASTRUCTURE

Goals and Policies Statement 122
Existing Conditions 123
Transportation Strategies 128
Utility Infrastructure 131
Infrastructure Systems Strategies 134
Planning Areas, Municipal Boundaries and Growth Management 134
Planning Areas, Municipal Boundaries and Growth Management Strategies 137
Parks and Open Space Land Use 138
Parks and Open Space Strategies 142

SECTION 8: CORRIDORS

Goals and Policies Statement 146
Overview 147
Illinois Route 47 148
Eldamain Road 158

SECTION 9: STEWARDSHIP AND IMPLEMENTATION

Implementation Partners 168
Funding Sources 169
Code Changes 170
Placemaking-Gateways and Signage 172
Using the Comprehensive Plan 175
Implementation Chart 176

DRAFT

Part 1: Setting the Stage

Section 1: Plan Introduction

"Change will always occur - a Comprehensive Plan that responds to local conditions effectively can help address the challenges that change always presents." — *COMPREHENSIVE PLAN INTRODUCTION*

SECTION 1 - PLAN INTRODUCTION

This document is the United City of Yorkville's first update to its Comprehensive since 2008 and represents a new set of policies and strategies to guide the community's growth and development in the years ahead. This Comprehensive Plan is the result of considerable study and analysis of the community's existing conditions — physical appearance, economic climate, streets and infrastructure, and quality of life elements, such as its schools, shopping districts, and parks and open spaces.

In 2014, the United City of Yorkville, in collaboration with Yorkville citizens and stakeholders, initiated a two-year-long process to update its 2008 Comprehensive Plan. This updated Comprehensive Plan comes at a time when the Chicago metropolitan region is emerging from one of the more significant economic recessions in recent decades with many communities like Yorkville seeking ways to enhance the overall quality of life for their residents while addressing the issues of growth and development, changing economic conditions, infrastructure needs and limited financial resources.

This Comprehensive Plan was developed to provide a new strategic vision and direction for Yorkville – one that capitalizes on its existing assets, including its traditional downtown core and neighborhoods, location along the Fox River, existing commercial areas, manufacturing base, schools and community services – while considering planning strategies for renewed but sustainable growth, revitalizing the downtown, diversifying its industrial and employment base, and adding new recreational and open space amenities. Furthermore, this Plan is being prepared with extensive community participation throughout the planning process. Specific questions were asked of Yorkville residents and stakeholders: What makes Yorkville a good place to live and work? What parts of Yorkville should be maintained, preserved or changed? What amenities in the neighborhoods, commercial districts or parks should be enhanced or added? What makes up Yorkville's future industrial and manufacturing base? What should Yorkville's image and brand identity be within the region?

Bicentennial Riverfront Park and the Fox River, Downtown Yorkville

Yorkville is known in the Chicago area for its housing opportunities, location near natural resource and recreational amenities, schools and proximity to regional transportation services, including Interstate 88. Its location near Aurora and other Fox Valley suburbs also provides the community with access to the region's employment centers, and other educational institutions and cultural attractions. However, like many Chicago outer-ring suburbs, Yorkville has several challenges that will require new approaches and solutions. For example, due to the 2008 economic recession, recently planned residential subdivisions have yet to be fully built-out; commercial activity has failed to materialize on land zoned for such uses, and parking and brownfield issues need to be addressed before any substantial redevelopment activities can take place in Yorkville's traditional downtown district. In addition, new infrastructure investments may be needed to support any future development activity.

"Yorkville is known in the Chicago area for its housing opportunities, location near natural resource and recreational amenities, schools and proximity to regional transportation services, including Interstate 88."

The United City of Yorkville has made significant strides in recent years to update its land use regulations, spur development activities in its commercial areas and residential subdivisions, and to enhance its municipal services to better meet the quality of life needs for its residents. Yorkville stakeholders recognize that in order to adequately address the issues that matter the most to them, it must continue to explore all opportunities for growth and development that build on its existing assets, including its people, businesses and institutions.

With these opportunities and challenges in mind, the United City of Yorkville has understood that a new Comprehensive Plan can serve as the road map for undertaking new initiatives and in coordinating the efforts and activities of other key partners, such as the Park and Library departments, School District, business and property and owners, local industries and other organizations, agencies and entities. A fully up-to-date Comprehensive Plan can also help to make more informed decisions on critical issues related to land use, transportation, and capital improvements, issues that can have significant impacts on how Yorkville develops in the future. Change will always occur — a Comprehensive Plan that responds to local conditions effectively can help address the challenges that change always presents.

COMPREHENSIVE PLAN PURPOSE

In 2014, the United City of Yorkville, in collaboration with Yorkville citizens and stakeholders, have initiated a process to prepare an update to its Comprehensive Plan. The *2016 Comprehensive Plan* represents the community's consensus and vision for Yorkville's future. Therefore, the Comprehensive Plan should serve as a guidebook that will assist local planners and government officials determine and understand the appropriate types of development that should be permitted and encouraged in the City, realizing that each new development creates a lasting impact on the City's design character and urban form. The Plan should also influence policy decisions in a broad range of areas including, but not limited to, the following:

- Land Use
- Transportation
- Infrastructure and Utilities
- Environmental and Agricultural Preservation
- Economic Development,
- Recreation and Open Space, and
- Housing.

In summary, the Comprehensive Plan serves several key purposes:

- ***Future Vision.*** This Comprehensive Plan will serve as an important document in informing current and future community stakeholders about Yorkville's long term vision. Above all, preparing a Comprehensive Plan represents a collaborative process between the United City and its citizens in determining Yorkville's future.

DRAFT

- ***Land Use Framework.*** The Plan provides a land use strategy that seeks to promote the highest and best uses of land while reducing land use conflicts and increasing the benefits the land can provide in terms of residential and employment opportunities, transportation options, clean water, and recreational and open space. Benefits must also be enduring and sustainable so that current and succeeding generations of Yorkville residents can enjoy an enhanced quality of the life. In addition, the Plan sets forth broad strategies that can be used to review and refine current and future community development initiatives, as well as adjust zoning and land use regulations that ensure such projects are in conformance with the goals, policies and objectives set forth in this Comprehensive Plan.

- ***Public Investment Guide.*** The Yorkville City Council should use the Comprehensive Plan to guide decision-making regarding investments in infrastructure, community facilities, and other capital improvements. The Plan can also be used in seeking grants and other sources of financial assistance at the regional, state and federal levels.

- ***Private Investment Guide.*** Developers, industries, entrepreneurs and others interested in investing in Yorkville can use the Comprehensive Plan to gain insight into the City's development and land use policies. Such investors also view sound comprehensive planning as critical to ensuring the viability and long-term success of their investments in the community.

- ***Community Engagement Tool.*** The process in creating this Comprehensive Plan will provide an opportunity for local leaders, stakeholders and residents to understand and evaluate community strengths and weaknesses, and to craft strategies and recommendations for addressing critical planning issues. Future implementation and planning efforts for Yorkville's residential, commercial, industrial, and open space and park areas as recommended in this Comprehensive Plan will also provide additional opportunities to engage Yorkville's stakeholders on important development issues.

- ***Implementation Strategy.*** A detailed implementation strategy proposed in the Comprehensive Plan will prioritize specific planning actions, outline roles and responsibilities between the United City of Yorkville and other agencies, organizations and entities, and identify other stakeholders and groups that could participate in implementation efforts now and into the future.

This Comprehensive Plan is intended to guide the community for the next five to ten years at which point an update should be considered by the United City of Yorkville. The Comprehensive Plan should be re-evaluated periodically in light of changing conditions so that it remains the true vision of the community.

RELATIONSHIP TO THE GO TO 2040 REGIONAL COMPREHENSIVE PLAN

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. The Agency developed and now guides the implementation of ***GO TO 2040***, metropolitan Chicago's first comprehensive regional plan in more than 100 years. To address anticipated population growth of more than 2 million new residents, ***GO TO 2040*** establishes coordinated strategies that will help the region's 284 communities address transportation, housing, economic development, environmental, and other quality-of-life issues.

Although this Comprehensive Plan is not funded by CMAP, it is the desire of Yorkville elected leaders and officials that the Yorkville Comprehensive Plan is aligned with the regional planning goals represented in ***GO TO 2040*** and to take into account the larger regional economic and social changes and forces that may have an impact on Yorkville's future.

GO TO 2040 states that *"municipalities are critical to the success of GO TO 2040 because of their responsibility for land use decisions, which create the built environment of the region and determine the livability of its communities. The most important thing that a municipality can do to implement GO TO 2040 is to take this responsibility very seriously."* By developing a new comprehensive plan, Yorkville has taken responsibility for guiding its future and demonstrated its commitment to helping shape the future of the region as well.

"With these opportunities and challenges in mind, the United City of Yorkville has understood that a new Comprehensive Plan can serve as the road map for undertaking new initiatives and in coordinating the efforts and activities of other key partners, such as the Park and Library departments, School District, business and property owners, local industries and other organizations, agencies and entities."

"A fully up-to-date Comprehensive Plan can also help to make more informed decisions on critical issues related to land use, transportation, and capital improvements, issues that can have significant impacts on how Yorkville develops in the future."

PLANNING PROCESS

Yorkville's first Comprehensive Plan was completed in 1974 with updates in 1994, 2002, 2005, and 2008. The 2002 Comprehensive Plan guided growth and decision-making for the community north of the Fox River, while the 2005 Comprehensive Plan provided a land use and development framework for the land area south of the Fox River.

In the summer of 2007, the Yorkville Plan Commission determined that given recent population growth – in which the City's population had increased two-fold since the 2000 Census – both the 2002 and 2005 Comprehensive Plans needed updating. The Plan Commission also recognized that both Comprehensive Plans should be merged into one cohesive document that address land use issues for the entire Yorkville Planning Area (see opposite page). The 2008 Comprehensive Plan was subsequently adopted at the October 28, 2008 City Council meeting.

In August 2014, the United City of Yorkville, along with community stakeholder groups and residents, initiated a two-year planning process to update the 2008 Comprehensive Plan given the recent national economic recession. The key purpose of the new Plan is to create a long-term vision and planning framework for addressing key land uses issues and the slow-down in residential and commercial development as a result of the 2008 recession. The Plan's other purposes include enhancing the community's overall economic vitality, physical appearance and image within the Chicago metropolitan region.

A Comprehensive Plan Steering Committee, representing a broad-based segment of community stakeholders, including local property owners and residents, industries, merchants, civic institutions, governmental agencies, and City leaders and officials, was formed in January 2015 to help guide the Plan's development.

Beyond determining a future vision for Yorkville, the Comprehensive Plan Update also assessed current conditions and proposed strategies and recommendations for the following Comprehensive Plan elements:

- **Land Use.** Existing community land uses were evaluated and specific issues, constraints, and opportunities were identified to facilitate appropriate land use patterns and physical development within and near Yorkville's corporate boundaries.

- **Regulatory Tools.** Research was conducted to understand and recommend new zoning and regulatory tools that manage and direct community growth and revitalization in ways that promote economic diversity and attractive places and neighborhoods.

- **Transportation Systems.** Yorkville's current roadway network and physical conditions were documented and analyzed as a method for exploring opportunities for achieving network efficiencies, roadway changes, and pedestrian enhancements.

- **Infrastructure and Capital Improvements.** An overview assessment of the City's sanitary, public utilities, and stormwater management systems, was conducted to consider strategies for long-term system maintenance, future capital improvements, and effective growth management.

- **Neighborhoods and Housing.** The condition of Yorkville's residential neighborhoods and the existing housing stock was assessed and analyzed in order to determine appropriate planning strategies that address local housing needs through new construction, housing rehabilitation, and infill development.

- **Commercial Areas and Corridors.** Planning and development issues along Yorkville's commercial areas and corridors were examined, including building and storefront improvements, business and real estate development, and urban design enhancements. Additionally, the Comprehensive Plan Update assessed Downtown Yorkville planning issues in depth and proposed short and long-term revitalization and development strategies.

- **Economic/Market Assessment.** Market trends for commercial, residential, and industrial development were analyzed as a basis for proposing strategies and recommendations regarding Yorkville's future land use pattern and development scenarios.

- **Parks and Open Space.** Yorkville's "green infrastructure" of existing parks and natural systems were identified as opportunities to protect and enhance such systems for future open space needs and sustainable design initiatives that reduce stormwater run-off and promotes cleaner air and water.

- **Placemaking.** Methods for "placemaking" Yorkville – gateway monuments, wayfinding and identity signage and public art – were considered in order to "bind" the newly-developing areas of the community with its traditional Downtown and residential core, and to promote its image as a vibrant and growing community within the Fox Valley and Chicago metropolitan regions.

- **Community Capacity and Implementation Strategy.** The current capacity of governmental agencies and other organizations and entities, including non-profit groups and religious and educational institutions to help implement various aspects of the Comprehensive Plan Update was also examined. In turn, a detailed implementation strategy was created that prioritizes specific planning actions, outlines roles and responsibilities between the

Kendall County Courthouse in Downtown Yorkville

DRAFT

United City of Yorkville and other agencies, organizations, and entities, and identifies other stakeholders and groups that could participate in implementation efforts now and into the future.

- **Community Engagement.** A planning process involving a broad and diverse section of community stakeholders was undertaken in order to generate consensus for the Comprehensive Plan's long-range development vision, and short and long-term planning and strategies.

To facilitate the creation of the Comprehensive Plan Update, the United City of Yorkville engaged a multi-disciplinary planning team that included the following firms:

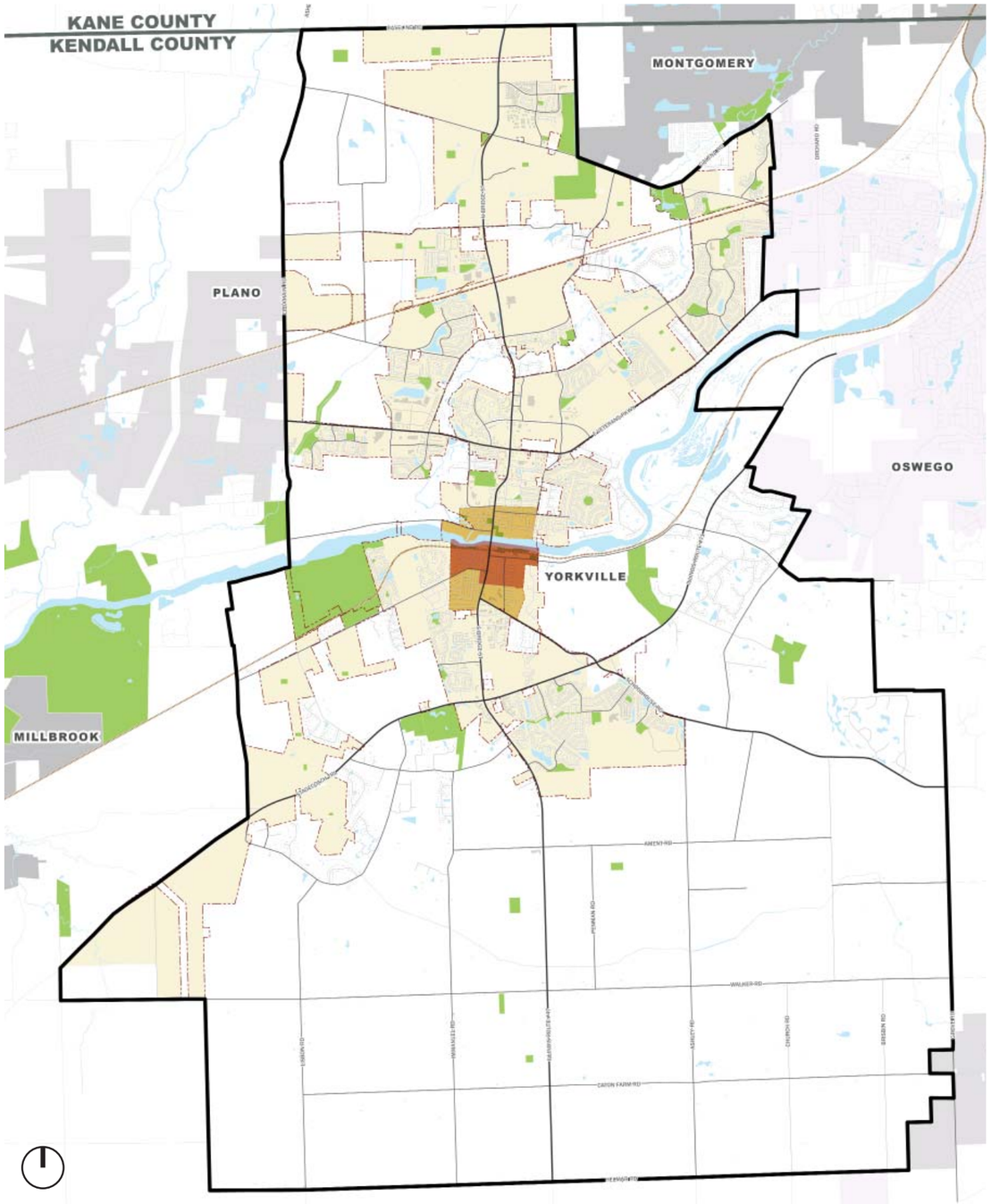
- **The Lakota Group**
  (Land Use, Downtown, Neighborhoods, Open Space, Urban Design and Placemaking)
- **Goodman Williams Group**
  (Market Assessment)
- **T.Y. Lin International**
  (Transportation Engineering)

PLANNING AREA

Illinois Municipal Code states that a Plan Commission has the authority to prepare and recommend a comprehensive plan for present and future growth and redevelopment to be adopted by the City. The Comprehensive Plan, *"may be made applicable, by the terms thereof, to land situated within the corporate limits and contiguous territory not more than one and one half miles beyond the corporate limits and not included in any municipality"* (65 ILCS 5/11 - 12 - 5).

Given this and the existing and proposed boundary agreements with surrounding municipalities (Millbrook, Montgomery, Oswego, Plano, and Sugar Grove), the United City of Yorkville Planning Area is generally, US Route 30 to the north, Boundary Agreement lines with the Villages of Montgomery and Oswego (north of the Fox River) and Grove Road (south of the Fox River) to the east, Helmar Road to the south, and Eldamain Road (north of the Fox River) and Highpoint Road (south of the Fox River) to the west. This area encompasses approximately 47,726 acres, or approximately 74.6 square miles (see Figure 1.1 to the right).

Figure 1.1: Planning Area Map



Legend - Planning Area

YORKVILLE BOUNDARY	TRADITIONAL CENTER	PARKS/OPEN SPACE
PLANNING AREA	TRADITIONAL NEIGHBORHOOD CENTER	RIVERS/STREAMS

Figure 1.1 - Planning Area

PROJECT TIMELINE

The planning process for creating the Comprehensive Plan Update involved three distinct phases: a *"State of the City"* phase where an assessment of existing conditions was conducted by the planning team and a preliminary set of planning goals were developed with input from the community; a *"visioning"* phase where preliminary planning strategies and concepts were developed and presented for community feedback; and, a final *"plan-making"* phase in which planning goals, strategies, and implementation action were developed by the planning team in collaboration with the community, and accepted and adopted by the Yorkville Plan Commission and Yorkville City Council. The first phase was initiated in September 2014; the last phase of the planning process was completed in August 2016 (see Project Timeline below and on following page).

PHASE 1: STATE OF THE CITY (SEPTEMBER 2014 - JULY 2015)

The first phase comprised a comprehensive assessment of Yorkville's existing conditions in the following areas: land use, transportation, infrastructure, parks and open space, community facilities, neighborhoods and housing, and commercial and industrial areas. The planning team also reviewed relevant planning documents and policies, assessed the community's existing demographics and economic development activities, and defined challenges and opportunities on achieving short-term and long-range planning and development goals.

Phase 1 also included various focus group and stakeholder interview sessions to gain public input and insight regarding critical planning issues. Field work activities were also conducted. Field work, document analyses, and review of interview and focus group session proceedings were incorporated into a *State of the City Report*. The Report was subsequently reviewed by the Steering Committee with final draft delivered to the United City of Yorkville in July 2015.

Phase 1 included the following specific activities:

- **Project Start Meeting and City Tour (September 19, 2014)**
  A meeting with City staff was conducted to initiate the planning process and to discuss specific items related to the overall project schedule, and the scheduling of stakeholder and focus group interview sessions.

- **Previous Plans/Studies Review**
  A review of previous comprehensive plans, planning reports, facility studies, demographics, and local development regulations was conducted by the planning team. These reports and studies are summarized in Section 3 on Community Context.

- **Stakeholder Listening Sessions (October - December 2014)**
  Several interview and focus group sessions were conducted over a two-month period with various community stakeholders, including City officials and department heads and the local schools.

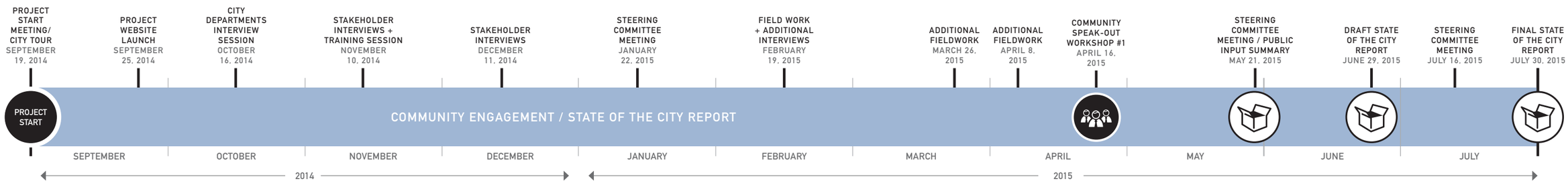
- **Team Fieldwork**
  The planning team visited Yorkville several times between September 2014 and March 2015 to observe and assess existing conditions within the community.

- **Community Speak-Out (April 16,2015)**
  A community workshop was organized and conducted on April 16, 2015 to solicit feedback through interactive exercises from the community on critical community planning issues. Over 30 people attended the workshop.

- **State of the City Report**
  Following the assessment and analysis of planning issues and existing conditions, the planning team prepared the *State of the City Report,* which summarizes Yorkville's key strengths, challenges, and opportunities for its long-range development and growth.

After the *State of the City Report* was delivered and feedback received from the Steering Committee and Yorkville community, the following two phases were undertaken to complete the planning process:

Figure 1.2: Project Timeline (pages 12-13)



DRAFT

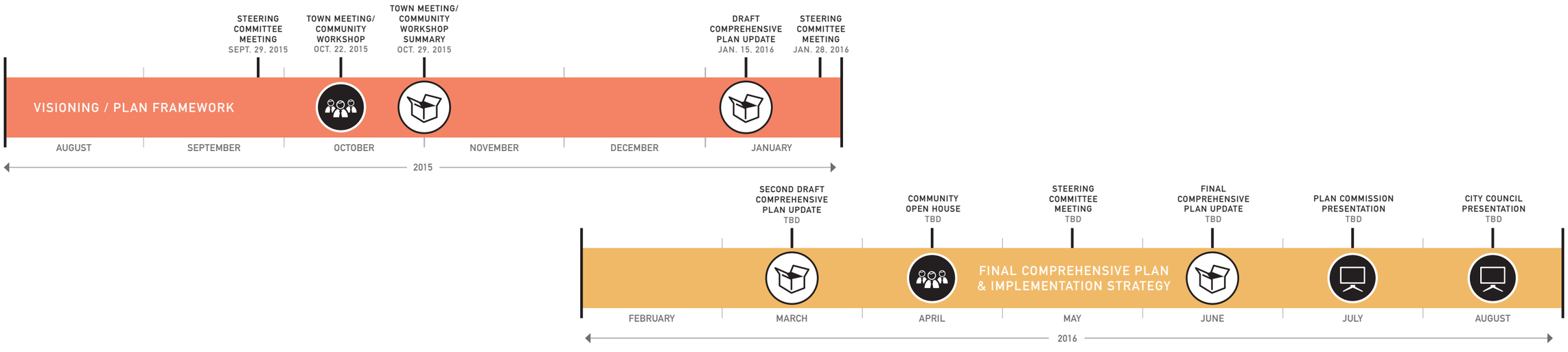
PHASE 2: COMMUNITY VISIONING (AUGUST 2015 - JANUARY 2016)

The second phase of the planning process involved the creation and development of specific planning concepts and land use strategies that address Yorkville's land use, physical appearance, transportation and infrastructure issues. As part of the visioning process, planning strategies were presented during a community workshop held on October 29, 2015 at Yorkville City Hall. Afterward, planning concepts were revised and reformatted as an online survey for community comment. Strategies were subsequently revised and incorporated as part of the Draft Comprehensive Plan document, which was submitted to the United City of Yorkville in January 2016.

PHASE 3: FINAL COMPREHENSIVE PLAN UPDATE (JANUARY 2016 - AUGUST 2016)

The final phase of the planning process included the refinement of preliminary planning concepts and implementation strategies into a Final Comprehensive Plan Update. Additional community workshops were also conducted to gain additional feedback on Plan recommendations from Yorkville residents and stakeholders. Specific development concepts and illustrations were also prepared as part of a revised Comprehensive Plan for feasible development sites along Illinois Route 47 both north and south of the Fox River. The Comprehensive Plan Update was reviewed one final time by the Steering Committee prior to the start of the formal Plan adoption process by the Planning and Zoning Commission and the City Council on June 5, 2016. The City's Economic Development Committee, composed of City Council aldermen, also conducted a review on July 5, 2016. Planning and Zoning Commission and City Council review will commence in July 2016.

Community "Speak-Out" Workshop #1



KEY PLANNING ISSUES

The following is a summary of key planning issues that were addressed through the comprehensive planning process. They are based on a review of existing conditions, various stakeholder and focus group interview sessions, and community feedback generated through on-line surveys and workshops. Key planning issues were determined through an analysis of infrastructure systems and growth management concerns in relations to the City's municipal and Planning Area boundaries, the Yorkville-Bristol Sanitary District Facility Planning Area (FPA), and the United City's existing land use and zoning. Specific policy questions determined by the City and the Steering Committee and addressed by the Comprehensive Plan are also summarized below.

ISSUE #1: DOWNTOWN YORKVILLE

The lack of a vibrant Downtown district was identified by both workshop and on-line survey participants as one of the top three planning issues facing Yorkville today. Participants also commented that Downtown Yorkville also contributed significantly to Yorkville's small town character and charm and that recreational and heritage tourism opportunities should be pursued as part of an overall Downtown revitalization and development framework.

Downtown Yorkville Policy Questions:

Should Downtown accommodate new development and, if so, should building heights be limited in the Downtown.

Should the City take an active role in cleaning up the Downtown "brownfield" site located east of Illinois Route 47?

Should the City take an active role in addressing parking in the Downtown? Would a parking deck be a reasonable parking management solution or should parking in the Downtown be limited to surface lots?

What role should the Fox River waterfront play in revitalizing Downtown?

ISSUE #2: COMMUNITY DESIGN CHARACTER

Community stakeholders regard Yorkville's semi-rural and small town character as an asset that should be maintained and preserved while balancing new residential growth, and retail and commercial development that serves the needs of local residents. In this post-2008 recession period, with a slower-growth development pace now the norm, the City will have opportunities to guide the type and character of future development that ensures Yorkville's semi-rural character is preserved in its residential, commercial and industrial areas. Land use policy could also preserve scenic vistas of natural features or agricultural landscapes.

Community Design Character Policy Questions:

Should the City take an active role in preserving a rural character? If so, which areas of the City should be a priority?

Should new developments be required to preserve natural features or agricultural areas?

Would the City be open to new development types, such as conservation subdivisions?

How can the City utilize its best character traits — open spaces, agricultural land and "small town" feel — to "placemake" Yorkville as a distinct destination within the region?

Would the City need to develop new land use regulatory tools to accomplish community design goals?

ISSUE #3: FUTURE GROWTH

Over the last two decades, the United City of Yorkville has grown in a somewhat scattered, leap-frog manner with partially-completed residential and commercial subdivisions developed at the far edges of the community interspersed with farm and agricultural land. However, in recent years, development activity has slowed considerably, due mainly to the economic recession of 2008; as a consequence, there has been inefficient provision of municipal services — the extension of water main, storm and sanitary sewer into undeveloped areas of the City that are costly to maintain. On other important growth questions, future growth in the southern areas of Yorkville is largely constrained by a ridge line that travels in an east-west direction along Illinois Route 71. The area north of this ridge drains to the Fox River while the area to the south drains to Illinois River; extending infrastructure south across the ridgeline would therefore be costly. Future growth would be less constrained to the north but is unlikely in the near-term due to market factors.

Future Growth Policy Questions:

Should the City encourage development on existing parcels in established development areas than facilitating new development that would require he extension of infrastructure services?

Should the City build new infrastructure south of the ridgeline along Illinois Route 71 to facilitate new development?

Should the City underwrite infrastructure in residential and commercial subdivisions that need such improvements to complete them?

Where should Yorkville's future growth take place?

ISSUE #4: UNINCORPORATED AREAS

Subdivisions within close proximity to Yorkville have been built in unincorporated Kendall County without input or approval from the United City of Yorkville. Going forward, these areas may constitute future annexations into Yorkville. While the City does not have land use jurisdiction in unincorporated areas since Kendall County has exercised its zoning authority, Yorkville does have influence on development that occurs within their planning area boundary through its subdivision controls. Additionally, unincorporated areas that are less than 60 acres in size and are completely surrounded by the City are eligible to be incorporated into Yorkville under State of Illinois annexation law. Yorkville could better control its future development boundaries by annexing these areas; in turn, these areas could also be better served through United City of Yorkville municipal services. Most likely, a cost-benefit analysis would be performed to determine the financial advantages of annexation.

Unincorporated Areas Policy Questions:

Should Yorkville work with Kendall County to have unincorporated areas annex into the City as a condition of their development approvals?

Should areas of less than 60 acres that are surrounded by the United City of Yorkville be incorporated into the City?

Bristol-Kendall Fire Protection District Station #3

DRAFT

Should Yorkville implement a policy of working with property owners in unincorporated areas of close proximity to pursue annexation of these areas?

ISSUE #5: BICYCLE TRANSPORTATION NETWORK

Yorkville's current *Integrated Transportation Plan* relies upon developers to complete the trail network and, given the lack of development activity, many proposed trails have not been completed and the system remains unconnected. Therefore, gaps currently exist in the City's bicycle transportation network. While many new subdivisions have good conditions for walking and bicycling within the subdivision itself, it is difficult to travel between subdivisions especially when they are separated by County or State Highways with little to no bicycle or pedestrian accommodations. Additionally, the City has not adopted a policy of promoting on-street bicycle facilities. Future roadway connections within Yorkville's Planning Area boundary present an opportunity to set aside space to accommodate bicycle, pedestrian, and automobile pathways.

Bicycle Transportation Policy Questions:

Which bicycle connections or routes within Yorkville should be high priorities?

Are on-street connections acceptable if they can be safely designed?

What types of bicycle and pedestrian accommodations should be installed along Yorkville's trails and roadways?

Should the City have a Complete Streets policy to ensure that adequate space is preserved for collector and arterial roadways to accommodate automobiles, bicycles, and pedestrians?

ISSUE #6: ACTIVE RESIDENTIAL SUBDIVISION DEVELOPMENTS

At the time of this Comprehensive Plan, eight residential subdivision developments are currently being developed in Yorkville, representing 1,366 entitled homes. With approximately 74 building permits being issued a year, the 515 homes not yet built represent a supply of entitled homes that will take eight years to complete.

Active Residential Subdivision Developments Policy Questions:

Should the City take an active role in completing unfinished residential subdivision developments?

Which unfinished residential subdivision developments should be priorities for completion?

Are there any unentitled subdivisions that should be re-platted for different subdivision types or even re-zoned for different land uses? Should entitlements on yet-to-be-started residential subdivisions expire?

ISSUE #7: COMMERCIAL AREAS AND RETAIL SALES

According to recent retail sales figures, retail sales are being lost to neighboring communities, such as Oswego, Montgomery and Joliet – for retail categories such as grocery stores, general merchandise and full-service restaurants. Neighboring communities have captured a significant portion of commercial growth during the two decades before the economic recession of 2008. Currently, there may not be enough "roof-tops" to support substantial commercial development in the near-term.

Commercial Areas and Retail Sales Policy Questions:

Where should new retail development take place in Yorkville? Should Yorkville re-zone some commercial areas that may not see future commercial development?

What types of business and economic development initiatives should be undertaken to broaden and diversify Yorkville's retail base?

ISSUE #8: HOUSING

Housing data shows that nearly 60 percent of homes in Yorkville were built between 2000 and 2009. A large percentage of homes in Yorkville also fall within the $200,000 to $299,000 price range. An oversupply of homes at the same age and within the same price range limits the types of housing products that attract a broader range of home buyers. Apartments and rental housing could also provide housing opportunities for households who may not be able to secure a first-time mortgage, as well as for seniors who desire to live in a semi-rural setting.

Housing Policy Questions:

What areas in Yorkville should be zoned for multi-family residential development?

What types of multi-family residential housing products should be encouraged in Yorkville?

Should higher residential density be allowed for developments which preserve natural features or agricultural areas?

ISSUE #9: INFRASTRUCTURE SYSTEMS

The existing sanitary system is nearing its capacity. At some point, as population continues to grow in the future, the system will need to be expanded. Collaboration with the Yorkville-Bristol Sanitary District Facility Planning Area (FPA) should be ongoing so there is a clear understanding of the remaining capacity and need to expand as the City makes land use decisions. Additionally, the water treatment plant is nearly 10 years old and an updated comprehensive evaluation of the water treatment system is needed to guide land use and policy decisions.

Infrastructure Systems Policy Questions:

Should the City collaborate with the Yorkville-Bristol Sanitary District to commission new studies and assessments to determine future facility needs, and costs and revenues associated with infrastructure system enhancements?

Should the City promote new development that can tap into existing main sanitary and water lines before the main lines are extended?

ISSUE #10: PARKS AND OPEN SPACE

When asked about their level of satisfaction with the quality of Yorkville parks, recreational facilities, and programs, community stakeholders stated through workshop and online surveys and questionnaires that they were mainly satisfied with the Yorkville park system. Additionally, when asked about what other park facilities and services are needed in Yorkville, the top responses were indoor activities (sports, recreation center, youth programs, or children's museum), dog parks, and walking/hiking trails. Enhanced Fox River recreation (canoeing, kayaking, etc.) and walking/cycling trails were also the top responses when asked to prioritize initiatives as part of recreational tourism program for Yorkville.

Parks and Open Space Policy Questions:

Should the City invest more resources into parks and open space development?

Should the City consider establishing a Parks District as opposed to maintaining a Parks Department?

What aspects of recreational tourism should be pursued in Yorkville?

Factory Adapted as Housing in Downtown Yorkville

ISSUE #11: SCHOOLS AND COMMUNITY FACILITIES

Presently, if all the undeveloped residential lots in Yorkville were developed, the local school population could grow to 9,000 students from 5,300 at the time of this Comprehensive Plan. This would require expansion of existing schools or the construction of new schools, including a second High School. In addition, all other community facilities – such as City Hall, the Library, the Bristol-Kendall Fire Protection District and the Police Department currently have adequate facilities.

Schools and Community Facilities Policy Questions:

Where should new schools be located in Yorkville?

What City facilities should receive advance planning even in light in current needs and development trends?

ISSUE #12: LAND USE REGULATIONS

Current zoning designations are reflective of past comprehensive plans that reserved significant portions of Yorkville for residential and commercial development. The land use framework proposed in these past plans were based on the assumptions of continued, fast-paced residential and commercial growth, which did not materialize after the 2008 economic recession. A number of zoning districts appear to have been designated with specific development plans anticipated, which, however, did not occur. Zoning and land use districts should be reviewed and revised to better reflect current development trends and to more effectively guide development in the most appropriate locations. Additionally, the City's existing subdivisions regulations should be reviewed and revised to reflect current best practices in subdivision design.

Land Use Regulation Policy Questions:

Should the City update its existing zoning map, and if so, which areas in Yorkville should be revised?

What aspects of the City's subdivision codes should be changed and updated?

What other zoning and land use regulatory tools are needed to achieve better site and development design in Yorkville?

Downtown Yorkville

KEY COMPREHENSIVE PLAN STRATEGIES AND INITIATIVES

While the *Comprehensive Plan Update* provides a long-term land use planning framework – a direction for how the Yorkville community should grow and develop over the next ten years – there are several key initiatives that should serve as Yorkville's planning agenda in the next five years when this Comprehensive Plan is updated. This planning agenda includes initiatives related to Downtown Yorkville's, residential subdivisions, parks and open space, and urban design and placemaking. These initiatives all serve to enhance community quality-of-life, economic competitiveness, and image and appearances.

REVITALIZING DOWNTOWN YORKVILLE

Past planning efforts have explored the potential for redeveloping the Downtown District, including the installation of new public spaces that can help catalyze new investment. This Comprehensive Plan outlines Downtown revitalization strategies that focus more on short-term historic preservation-based and "clean and green" efforts – such as facade rehabilitation and general property improvements – along with strategic investments in streetscape, urban design and parking enhancements. These efforts will help to improve Downtown's overall visual appearance, its pedestrian environment and its attractiveness to locate new businesses in its existing building fabric. Expanding Bicentennial Riverfront Park is also a key open space strategy for the Downtown, making it a key attraction for local residents and visitors to Yorkville. In the long-term, redevelopment of key Downtown subareas with new mixed-use and residential developments can help add new commercial floor space as well as new housing opportunities for those who seek to live near the Fox River and in a traditional downtown setting.

GUIDING FUTURE GROWTH

As mentioned previously, the economic recession of 2008 changed the growth trajectory for Yorkville – at least in the foreseeable future, the community will experience more modest and incremental residential and commercial growth. In the present term, Yorkville has a number of residential subdivisions that are incomplete or have yet to start; others are near completion and should be the focus of City efforts to facilitate their continued development. Going forward, opportunities exist to re-shape Yorkville's land use and growth patterns to concentrate both residential and commercial development in areas that are already developing and to reposition others – especially residential subdivisions that have yet to be platted or receive their entitlements – for alternative land uses, such as open space or agricultural land, land that could also be reserved for development over the long-term. The Comprehensive Plan recognizes these opportunities by organizing residential subdivisions according to four "tiers" ranging from subdivisions that are nearing completion to ones that should be re-positioned; each tier has its own planning strategies for addressing residential growth issues specific to that tier of residential subdivisions.

It should be noted that the Land Use Strategy and growth scenarios presented in this Comprehensive Plan do not consider the construction of the Prairie Parkway, which is unlikely to be funded or built by the Illinois Department of Transportation, or other related transportation agencies, in the foreseeable future.

DIVERSIFYING THE HOUSING MIX

Yorkville's existing housing stock is largely homogeneous: detached single-family housing mostly priced between $200,000 to $300,000. Townhomes, duplexes, and apartments are housing products that could be encouraged in Yorkville to meet local housing needs, including senior and affordable housing.. Some subdivision could also be re-positioned to offer such housing products.

PROMOTING ALTERNATIVE SUBDIVISION DESIGN

The majority of Yorkville's residential subdivisions are conventionally-designed with long curvilinear streets and standard-sized lots and housing designs. Alternative approaches to conventional subdivision design are proposed for areas in Yorkville that have unique topographical and scenic features – features that are worth maintaining from an environmental quality standpoint. Conservation and estate residential

DRAFT

design, as such approaches are often termed, also provides flexibility in the types of housing products that could be offered in such developments. Neo-Traditional Design, which emphasizes gridded street patterns with slightly higher residential densities could be employed in a future Transit-Oriented Development (TOD) zone for a proposed Metra train station in Yorkville's northeast side. Along with more diversity on housing products, these subdivision design types also help to enhance Yorkville's physical appearance, and potentially promote Yorkville as a community with distinctive living environments.

UNDERTAKING COMMUNITY PLACEMAKING

During the planning process, local residents often commented that they associated their place of residence with their subdivision's name rather than Yorkville. Others alluded to Yorkville's "placelessness" given how the community's most recent developments lack identity and connection to Yorkville's traditional residential and commercial core along the Fox River. Strategic investments in "placemaking" initiatives through gateway and identity signage enhancements, public art, and other streetscape and landscape treatments, can help provide a better visual identity and unity to Yorkville.

MANAGING CORRIDOR LAND USE

Yorkville has four main transportation corridors: Illinois Route 47 (Bridge Street), Illinois Route 34 (Veterans Parkway), Illinois Route 71, and Eldamain Road. Both Routes 47 and 34 include a mix of commercial, industrial and residential land uses with varying development character; Eldamain Road and Illinois 71 are less developed and offer more opportunities to shape their future land use character and physical form. Going forward, with a new land use framework and incremental growth direction in mind, planning strategies along these corridors should focus on concentrating certain land uses in appropriate locations, implementing visual character and placemaking enhancements, re-zoning some areas to lower density residential use, and protecting open spaces, and scenic vistas wherever appropriate.

ENHANCING THE PARKS AND OPEN SPACE SYSTEM

Yorkville is currently well-served by parks, although there is a need for indoor recreational facilities and other amenity improvements in the existing park system. A key park space proposal in this Comprehensive Plan is the expansion of Bicentennial Riverfront Park both east and west of the Downtown, which could become a signature park facility and regional attraction for Yorkville. An indoor facility could potentially be located on Yorkville's north side adjacent to the Raging Waves Water Park. Apart from these recommendations, A Yorkville Parks District could be established to help provide the funding mechanism to help support additional park facilities as they develop over time through specific initiatives and as set-asides through new development.

BUILDING THE TRANSPORTATION NETWORK

Yorkville's transportation system, including its State and County-owned roads, as well as the pedestrian network, is generally in good condition. The Illinois Department of Transportation (IDOT) recently widened and improved Illinois Route 47; the Department also has improvement plans in place for several other roadways under its jurisdiction. According to Yorkville stakeholders, local roads could be the focus of future capital investments by the City. Going forward, the City should also focus investment on its bicycle and trail system, which, recently, relied on subdivision development to implement its construction. As an alternative, the City should revise its bike plan to incorporate on-street facilities – a less costly alternative than a shared-use trail. Other roadway and intersection improvements, especially within Downtown Yorkville, should also be pursued to promote a safe and comfortable walking environment in Yorkville.

PLANNING FOR FUTURE METRA STATION

The Metra commuter rail agency is currently undertaking planning studies to determine the feasibility of a Metra commuter station in Yorkville. While the station's feasibility has yet to be determined, the Comprehensive Plan recommends Yorkville's Future Land Use Map to include a Transit-Oriented Development (TOD) district so that the area could be reserved for future residential and commercial development oriented to the train station. A specific zoning overlay may also need to be created to guide development if the station is determined to be feasible.

MAINTAINING COMMUNITY INFRASTRUCTURE

Yorkville's infrastructure systems, including its water and sanitary systems, need new updated plans to consider maintenance issues and facility upgrades. In particular, the wastewater treatment facility, owned and managed by the Yorkville-Bristol Sanitary District, is near capacity and expansion is needed to accommodate future growth. In addition, given the impact the Sanitary District has on growth in Yorkville, any expansion of such facilities, and the extension of sewer lines, needs to be closely developed and coordinated with the City and where future development is expected to occur.

ADDRESSING ANNEXATION POLICIES

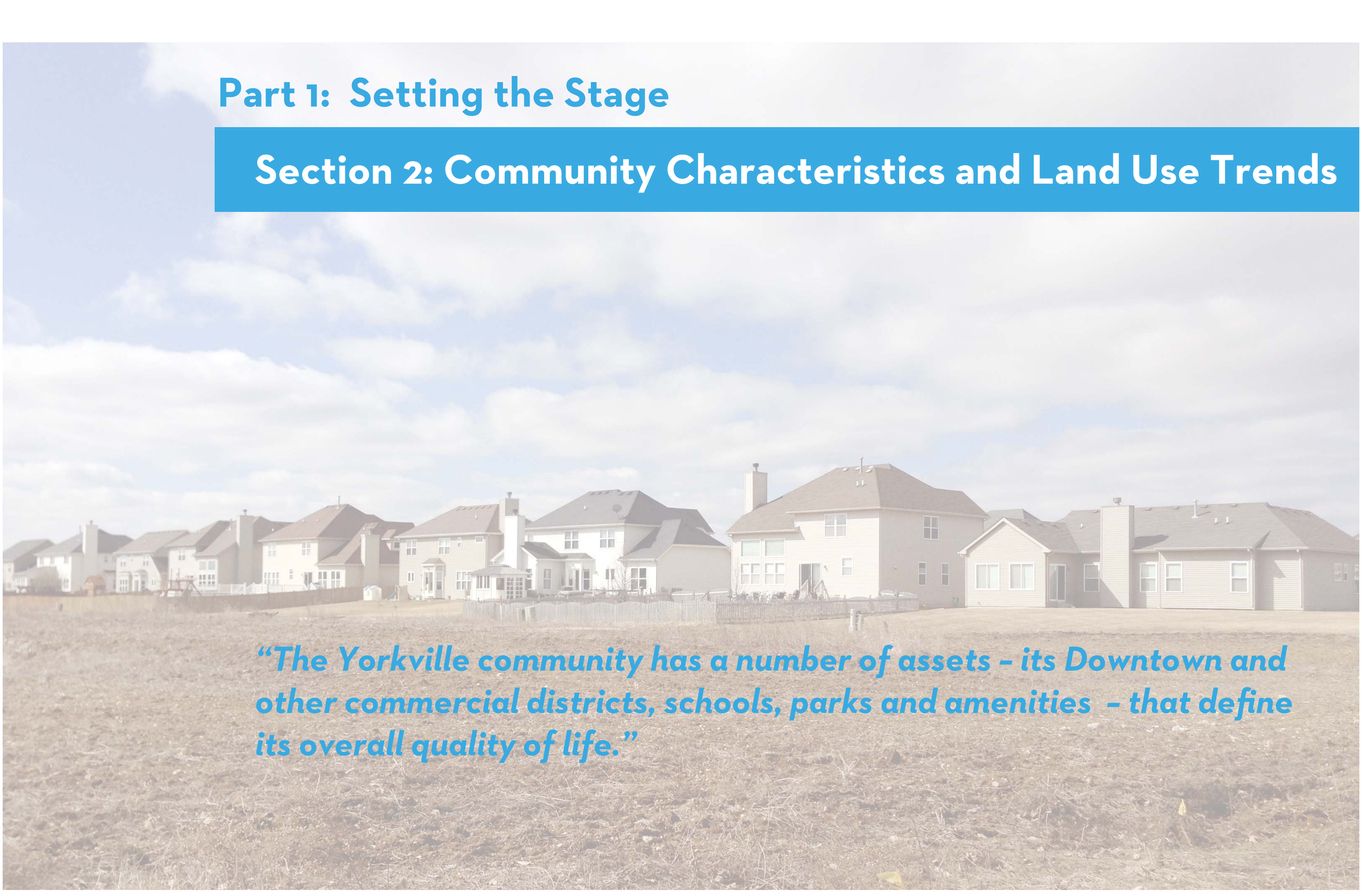
The United City of Yorkville has adopted boundary agreements with most of its surrounding municipalities, with the exception of the City of Joliet, which has already annexed land within Yorkville's Planning Area. An agreement with Joliet should be a high priority; all other agreement should be updated in the near future. Apart from the boundary agreements, a consistent policy is needed for subdivisions in the immediate incorporated areas that are expected to be annexed into the City at some point in the future. These subdivisions, for the most part, are not being developed according to Kendall County's subdivision standards; the City could exercise its extraterritorial zoning powers to ensure to ensure that such areas are developed to the City's subdivision design standards.

HOW THIS PLAN IS ORGANIZED

The *United City of Yorkville Comprehensive Plan Update* is organized in two main parts. Part One, *"Setting the Stage,"* provides background information on community conditions, including existing land use, demographics, and market information, as well as the community engagement program employed to gain feedback from Yorkville residents and stakeholders on planning issues and strategies. Part One is comprised of three sections of which Section 1: Plan Introduction, is included.

Section 2, *Comprehensive Plan*, is comprised of nine sections outlining planning goals, policies and strategies for Yorkville's Downtown, residential areas, other shopping districts, industrial parks, corridors, transportation network, and City infrastructure systems. The last section, Stewardship and Implementation provides information and direction for implementing the Comprehensive Plan.

Section 2: Community Characteristics and Land Use Trends



"The Yorkville community has a number of assets – its Downtown and other commercial districts, schools, parks and amenities – that define its overall quality of life."

SECTION 2 - COMMUNITY CHARACTERISTICS & LAND USE TRENDS

A Comprehensive Plan is a document prepared by the Plan Commission which sets forth policies for the future development of the community. It is the result of considerable study and analysis of existing physical, economic, and social characteristics, and includes a projection of future needs and conditions. The value and purpose of a Comprehensive Plan is to rationally and objectively identify the timing and location of land and infrastructure development - something that zoning and subdivision regulations alone cannot accomplish.

CONTEXT

The Yorkville community has a number of assets – its downtown and other commercial districts, schools, parks and amenities – that define its overall quality of life. It is these assets that the United City of Yorkville seeks to maintain and enhance in order to attract new residents, businesses and investment and in turn, diversify the tax base and provide for an increasing level of community services and amenities in the long term.

SHOPPING DISTRICTS

Yorkville's shopping areas are generally comprised of the traditional downtown core located along Illinois Route 47 between the Fox River and East Fox Street, and the newer auto-oriented commercial areas along Illinois Routes 34 and 47 corridors between Beecher Road west to East Countryside Parkway on the east and Kennedy Road north to Landmark Avenue to the south. Downtown Yorkville is home to a number of dining and entertainment establishments housed in traditional commercial buildings, the historic Kendall County Courthouse and other governmental offices, and a number of buildings housing light industrial and manufacturing companies. Downtown also offers access to the Fox River from Bicentennial Riverfront Park and the Marge Cline Whitewater Course, a significant recreational attraction for the community. The Illinois Route 34 commercial corridor provides a wide diversity of shopping and dining opportunities in various commercial developments. Stores and retail venues located here include Starbucks and Panera Bread, Jewel-Osco, Menards, Home Depot, Target, Kohls and other small and mid-sized brand retailers. Smaller shopping strips and commercial centers are also found in other areas of Yorkville providing service and convenience-related retail.

PARKS AND OPEN SPACE

In addition to Bicentennial Riverfront Park, the United City of Yorkville manages 45 different parks encompassing 276 acres of land and open space. The parks provide a variety of recreational opportunities ranging from ball fields and basketball courts, playgrounds and unstructured play spaces, trails, and picnic areas and boat launches. In addition, there are a number of private parks operated by local homeowners associations. In close proximity to Yorkville are several state and county-owned parks and forest and nature preserves, including Silver Spring State Park and the Millbrook North and South, Millhurst Fen, Meremech Woods, Hoover and Harris County preserves. Other Kendall County-owned recreational lands include Subat, Lyon, Richard Young, Henneberry, and Pickerell-Pigott forest preserves, all within 20 to 30 minutes driving time of Yorkville. Yorkville is also adjacent to Saw Wee Kee Park along the Fox River and operated by the Oswegoland Park District. These facilities offer picnic areas, boat launches along the Fox River, lodging and summer camp facilities, and nature and educational centers. Although not a recreational center, the Farnsworth House, designed by noted architect Mies van der Rohe and owned by the National Trust for Historic Preservation, is a noted tourism destination in the region, located along a 62-acre site north of the Fox River less than five miles from downtown Yorkville.

SCHOOLS

Yorkville is served by Yorkville Community Unit School District 115, which is comprised by six elementary schools for grades kindergarten through 6th, two middle and intermediate schools serving grades 7th through 8th and one high school. The district covers an 85 square mile service area and employs approximately 550 teachers and staff. As of the 2014-2015 school year, the School District has a combined enrollment of 5,576 students. The High School has recently completed a $22 million, 90,000 square foot facility expansion.

COMMUNITY SERVICES

Several institutional and governmental entities and agencies serve the Yorkville community, including Kendall County, the United City of Yorkville, and the Bristol Kendall Fire Protection District. Kendall County maintains its administrative center and other departmental functions in downtown Yorkville, while its County Jail, Court Administration and Health Department are located at the West John Street/ Illinois Route 34 building complex. The United City of Yorkville maintains its offices, including its Police Department, in its Game Farm Road facility adjacent to the Public Library, High School, and High School Academy and Yorkville Grade School complexes. The Bristol Kendall Fire Protection District serves as the fire department for Yorkville and has three fire stations in Yorkville. The United States Post Office is located in northeast Yorkville at the intersection of East Countryside Parkway and McHugh Road.

In addition to governmental services, Yorkville is the location of the new Rush-Copley Medical Center along Illinois Route 34 (Veterans Parkway), which provides a range of medical services from emergency medicine to oncology, OBGYN, and occupational services. A campus of Morris Hospital and Medical Center is located at the intersection of Illinois Routes 47 and 71, offering services in primary and immediate care, diagnostic services, occupational medicine and physical therapy. Medical services are also provided by a

Downtown Yorkville at the Fox River

DRAFT

number of smaller medical facilities and professional offices throughout Yorkville. Other nearby hospitals and medical facilities are located in Oswego, Aurora, Naperville, Plano, and Sandwich. Apart from medical services, Yorkville has 11 churches including Roman Catholic, Congregational, Baptist and Evangelical denominations.

REGIONAL CONTEXT

Yorkville is one of 284 municipalities that comprise the Chicago metropolitan region, a region that extends geographically over eight counties and includes a population of approximately 8.3 million people. Yorkville is located 50 miles southwest of the City of Chicago, south of Interstate 88 (Ronald Reagan Memorial Highway) and Illinois Route 56, and north and west of Interstate 55 (Stevenson). Its corporate boundaries generally include Base Line Road (Illinois Route 30) to the north, Fairfax Way to the south, Galena Road to the northwest, Veterans Parkway and American Way Road to the east, Illinois Route 126 and Ashley Road to the southwest, West Fox Road and Popular Drive to the southwest, and Eldamain Road to the west. Yorkville is divided in two by the Fox River, which extends from Colgate, Wisconsin to the north to Ottawa, Illinois at the confluence of the Illinois River 31 miles to the southwest.

In addition to its relative proximity to the two Interstates and other arterials that connect Yorkville to adjacent and nearby suburbs and communities, the Chicago region's two airports, Midway International (44 miles) and O'Hare International (50 miles) are within one hour to 90 minute drive times. In addition, Yorkville is located near other small and mid-sized airports, including DuPage County, Joliet Regional, Cushing Airfield, the Aurora Municipal Airport, and the Hinckley Airport in DeKalb County. Yorkville is not currently served by Metra, the northeastern Illinois commuter rail system; the nearest station to Yorkville is 13 miles to the northeast located in the Aurora Transportation Center in downtown Aurora. Bus and other transit services are provided locally in Yorkville by Kendall Area Transit operated by Kendall County. Yorkville's transportation options and connections to other parts of Kendall County and Fox Valley region makes Yorkville fairly accessible and attractive for prospective businesses and residents to locate in the community.

HISTORIC CONTEXT[3]

The Kendall County and Yorkville area was first settled around 1829 by pioneers and newcomers from the New York state and New England. Although the Blackhawk War of 1832 briefly slowed settlement, the prospect of cheap and fertile land for agriculture and navigable transportation along the Fox River and nearby trails continued to attract many to the area. The first reported permanent structure in Yorkville was built in 1833 by Earl Adams, located south of the Fox River, atop of the hill which is now home to the Kendall County Courthouse. During the same time, Lyman and Burr Bristol began to develop property north of the Fox River. During the years from 1834 to 1836 the community of Bristol, was platted north of the Fox River. In 1835, the Bristol brothers sold their claim on the south side of the Fox River to two cousins, Rulief Duryea and James Cornell, who were originally from New York. In the following year, Duryea laid out the village of Yorkville. In 1856, Captain F.M. Hobbs, laid out the village square in Bristol, which would later be incorporated in 1861 with Yorkville following in 1887. Yorkville's designation as the Kendall County seat in 1859 would guarantee the future growth and development of Yorkville and Bristol.

The advent of the railroad to Yorkville in the 1870s spurred the growth of downtown Yorkville with businesses that took advantage of the area's natural resources – businesses that included Squire Dingee's pickle factory, the Yorkville Ice Company, which sold the harvest from the Fox River, and the Renbehn Brothers button factory whose product was made from clam shell found in the Fox River. Several buildings in downtown Yorkville date from this period of development.

These communities continued to grow as similar, but separate entities for over 100 years. The two entities merged as the United City of Yorkville in 1957. The Kendall County Courthouse was originally built in 1864 on the same location it is today. Despite a fire in 1887, the exterior walls of the courthouse are still the same ones built in 1864. Kendall County offices have expanded since the Courthouse was originally built in 1864. Additions were added to the courthouse in the 1950s along with satellite buildings/office space built in 1975 across the street and a new jail, at US 34 and Cannonball Trail, opening in 1992. In 1997, a new courthouse was built to service Kendall County on US 34, and expansion plans are currently underway for the property on US 34 in 2008. The historic courthouse still remains in use serving as offices for other county departments.

FORM OF GOVERNANCE

The United City of Yorkville was formed and incorporated by the amalgamation of the Villages of Bristol and Yorkville in 1957 and is currently governed by a Mayor-Council form of municipal government managed by a professional administrator. The City Council consists of eight alderman elected from four geographic wards. All alderman along with the Mayor serve four-year terms. The Mayor serves as Yorkville's Chief Executive Officer and votes only in the case of tie among the City Council alderman. In addition to the Mayor and the City Council, there are two other elected administrative posts, including the City Treasurer, responsible for managing the City's financial operations, and the City Clerk, the administrator of all municipal records. Yorkville is currently an Illinois non-home rule community.

Other administrative staff posts and departments that carry out specific functions of the United City include the Police Department, Community Development, Public Library, Engineering and Public Works, Employment and Finance, and Parks and Recreation. There are also several boards and commissions, including the boards of Police and Fire, Library and Parks, and the Planning Commission and Zoning Board of Appeals. There is a Police Pension Board. The City's economic development activities are managed by the Yorkville Economic Development Corporation but the Corporation will be dissolved by the end of 2015.

Yorkville Train Station, Downtown Yorkville

[3] *Adapted from the 2008 Yorkville Comprehensive Plan*

[4] *Yorkville, Illinois History Website, Kathy Farren. Retrieved June 2015*

[5] *Ibid*

[6] *Ibid*

[7] *Ibid*

PREVIOUS PLANS AND STUDIES

Comprehensive plans and plans at the district and neighborhood level are vehicles to establish clear goals and policies for community land use and the development and revitalization of commercial, residential and industrial areas. The following is a review of past planning efforts and initiatives, which provide relevant background information and planning concepts related to transportation, capital improvements, parks and open space and urban design.

2014 SOUTH SIDE COMMERCIAL DISTRICT MARKET STUDY

In July of 2014, the United City of Yorkville commissioned The Retail Coach, LLC of Tupelo, Mississippi to prepare a *South Side Commercial District Market Study*. The intent of the *Market Study* was to provide *"a better understanding of the Yorkville South Side Commercial District's retail opportunity in order to provide a foundation for attracting new retail development."*

In its report, The Retail Coach defined a Yorkville South Side Commercial District Primary Trade Area that generally encompasses and area north to south from Illinois Route 34 to Illinois Route 52 and east to west from Schlapp and McKanna Roads to County Line Road and the Fox River. (Note that this trade area is not contiguous with Yorkville's municipal boundary.) The Market Study noted that the trade area population currently stands at 18,504 and is expected to grow to 18,991 by 2020. The median household income within the trade area stands at $76,610.

Using this trade area as a basis for its investigation, the Market Study provided several key conclusions and recommendations, summarized as follows:

- The trade area is currently underserved by retail.
- Retail categories in which particular opportunity exists within the trade area include the general merchandise, grocery, casual sit-down restaurant, pharmacy and drug store, and quick-service restaurant segments.
- While acknowledging the North Side would remain a preferred location for retailing for the foreseeable future, Retail Coach recommended the pursuit of South Side retail development, noting in the Market Study that *"[a]s residential growth continues to grow in the South Side Commercial District, retail growth will follow."*
- Retail Coach outlined a plan for Yorkville to engage retailers' interest in the South Side Commercial District. Broadly, this plan consists of a series of steps that include attending regional and national trade shows, continuing to foster close relationships with property owners, and taking a proactive, long-term approach while exercising patience and perseverance.
- The Market Study identified ten key undeveloped or underdeveloped properties within the South Side Commercial District to serve as a starting point for growth efforts. The properties, which range from 0.93 to 23.95 acres in size, are all located along the Illinois 47 and Illinois 71 corridors. The Study summarized physical attributes, traffic counts, and proximate retail for each site and provided conclusions regarding the highest and best use of each site.

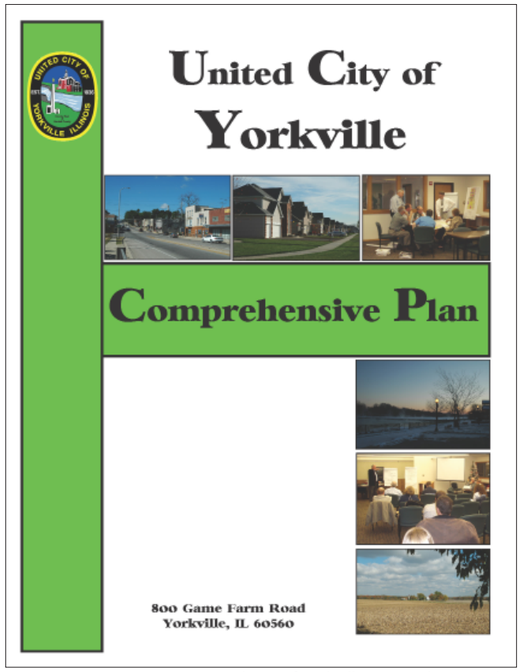
2009 DESIGN GUIDELINES

In 2009, the United City of Yorkville prepared a comprehensive set of Design Guidelines intended to "maintain the unique character and acknowledge the heritage of Yorkville." The Design Guidelines is also meant to "*provide flexibility while achieving a sense of continuity and visual harmony with the United City of Yorkville.*"

Preserving and maintaining open space, promoting connectivity between adjacent developments, and ensuring proper design transitions between different land uses are key objectives described in the Design Guidelines document. Other objectives include incorporating existing site characteristics and landscape elements within new developments, ensuring building facades and elevations are designed with articulation and visual interest, and enhancing the pedestrian environment with the careful installation of courtyards, plazas, trails and view corridors as part of new developments. Traffic and parking circulation, commercial signage, gateways and wayfinding, street lighting are also addressed.

2008 YORKVILLE COMPREHENSIVE PLAN

In 2008, the United City of Yorkville adopted an update to its Comprehensive Plan, which had been prepared in previous years in two parts, one plan for the planning area south of the Fox River and one for the north. It was the intent of the Comprehensive Plan to "create a vision and strategy for the management and growth over the next five to ten years," with a long-term vision that recognizes Yorkville *"as continu(ing) to embody the social and physical characteristics of a small town—epitomized by a sense of community and a charming, revitalized downtown."*



2008 United City of Yorkville Comprehensive Plan

The Comprehensive Plan was prepared with the involvement of a 30-member citizen steering committee, the City's Planning Commission and Yorkville elected officials and staff, and including a thorough analysis and assessment of various planning issues related to community demographics, natural resources, land use and transportation, and community facilities. Accordingly, the planning goals, policies and strategies of the Comprehensive Plan were organized around four major planning areas: land use, community facilities, infrastructure and natural resources. Apart from these major planning areas, the Comprehensive Plan does not provide a chapter on plan implementation actions and initiatives.

The Comprehensive Plan's land use strategy organizes land use in Yorkville into four residential land use classifications, two commercial, two industrial and office use districts, one mixed use classification, and two institutional categories, one for parks and open space and the other for public or quasi-public uses. A focus of the residential land use classifications is to "provide quality, distinct, and creative housing opportunities which preserve existing natural areas and emulate the unique character of the United City of Yorkville." In addition, future residential development should "provide a variety of housing types, as well as opportunities for citizens to interact with each other, their natural surroundings and the entire United City of Yorkville." Commercial land use objectives stress the need to promote "market-sensitive" development located in areas that meet the needs of adjacent residential neighborhoods; interestingly, downtown Yorkville is not assigned a particular land use classification nor addressed in detail in the plan document. Other aspects of the Comprehensive Plan provide recommendations on promoting quality new development, enhancing parks and environmentally sensitive areas, conserving water, improving neighborhoods, and planning efficiently and effectively for new infrastructure investments. Transportation and utilities are also accorded separate chapters.

DRAFT

2008 PARKS AND RECREATION MASTER PLAN

In 2008, the Parks and Recreation Department completed a comprehensive assessment of its parks and open space system in order to create a long-term plan for future investments in parks and park facilities. As part of the assessment, an analysis of community demographics was undertaken along with a community mail survey administered by Northern Illinois University. In addition, all parks and park facilities were also inventoried. Major Master Plan recommendations include the future development of an indoor recreation facility and a new park south of the Fox River. Additional initiatives in creating new greenways and in linking bike trails together throughout Yorkville were other key recommendations made within the Master Plan.

2005 DOWNTOWN VISION PLAN

In 2005, a Downtown Vision Plan was prepared to help "improve the regional image and economic base" and viability of downtown Yorkville. The Plan evaluated several planning issues, including its housing, business and employment mix, and provided a listing of downtown strengths to its long-term revitalization, among them being its ready access to the Fox River waterfront, its intact street wall of historic commercial buildings, adjacency to traditional neighborhoods and its high traffic count along Illinois Route 47. Key weaknesses include its lack of newer commercial spaces, competition from nearby commercial areas, and the distances between the downtown district and outlying Yorkville subdivisions. Major plan recommendations focus on downtown streetscape improvements, the redevelopment of the Fox River waterfront with a plaza space and additional community facilities, the installation of a new "city green" along the east side of Illinois Route 47 and the construction of a new City Hall to the east of the city green. The Vision Plan provides several schematic concepts for downtown's long-term development; implementation actions and initiatives are not provided in the plan document.

2005 Downtown Vision Plan

OTHER PLANS AND STUDIES

Other plans, studies and memorandums related to transportation and infrastructure were also reviewed as part of this analysis phase. These include documents from the City of Yorkville and other local and regional agencies.

- ***Chicago Metropolitan Agency for Planning (CMAP) GO TO 2040 Plan.*** The long-range transportation plan for the Chicago metropolitan planning organization provided the background for major regional transportation projects that will impact Yorkville. Two regional projects would affect Yorkville. The first is the proposed Prairie Parkway, which would travel through southwest Yorkville. Currently, planning for the Prairie Parkway is on hold and no funding has been earmarked for the project. The proposed improvement remains a part of the regional plan for future consideration. The second is the proposed extension of the Metra BNSF Line. A Yorkville commuter station would be planned along the line. Preliminary Engineering and an Environmental Assessment are currently being conducted by Metra. Both projects are listed in the unconstrained part of the plan. This means that while these projects are included in the long range plan, there is no funding available for implementation. The regional plan is updated every five years and the project status will be reconsidered at that time.

- ***Blackberry Creek Watershed Action Plan.*** In 2001, the Chicago Metropolitan Agency for Planning prepared an action plan for protecting the water quality and watershed health of the Blackberry Creek watershed, which includes much of the western portions of Yorkville's land area. The Action Plan proposes a combination of best management practices and educational initiatives to maintain and enhance the watershed's function and health.

- ***Illinois Department of Transportation (IDOT) Projects***. IDOT prepares a multi-year plan and manages a web page that serves as a resource for identifying studies and projects currently under way within Illinois. The multi-year plan and website were visited to obtain information for all projects and studies that will impact Yorkville. Conversations also were conducted with IDOT officials to determine the status of state projects.

- ***Kendall County Highway Department.*** The Kendall County Highway Department was interviewed as part of the planning process to identify and discuss all highway projects managed by the County that impact Yorkville. This included the identification of the Wikaduke Trail, a planned multi-county highway project located east of Yorkville that, when completed, will connect Interstates 55 to 80 through Will, Kane, DuPage, and Kendall Counties. The Eldamain Road Bridge over the Fox River, while planned, is not programmed for construction as of 2015.

- ***Boundary Agreements.*** Yorkville has boundary agreements with neighboring municipalities in order to manage growth and development. Yorkville has agreements with the municipalities of Plano, Sugar Grove, Montgomery, and Oswego.

- ***City of Yorkville Capital Improvement Program (2015-2019).*** The City of Yorkville's capital improvement program (CIP) was reviewed to identify all capital needs regarding transportation and utilities. City staff was interviewed as part of the planning process to identify capital needs.

- ***Integrated Transportation Plan (2009).*** The City of Yorkville prepared an Integrated Transportation Plan in 2009 that proposed a multi modal transportation network. This plan, which built off of recommendations from the City's 2008 Comprehensive Plan, was used to identify bicycle, pedestrian, and automobile needs for the City.

- ***City of Yorkville Memorandum: Eldamain Road Reconstruction – Intergovernmental Agreement, dated December 10, 2010.*** This memorandum provided information regarding the alignment of Eldamain Road through Yorkville.

COMMUNITY PROFILE

The United City of Yorkville is located approximately 50 miles southwest of Chicago in Kendall County, Illinois, considered in the last decade to be one of the fastest-growing counties in the country.[1] Yorkville is currently the seat of Kendall County government with complexes located in downtown Yorkville and along Illinois Route 34 at John Street and Cornell Lane. Yorkville is located along the Fox River between the communities of Sugar Grove to the north, Montgomery and Oswego to the east, Plano to the west, and mostly unincorporated Kendall County land to the south. Yorkville's approximate land area, including land and water, is 20 square miles. Two of Illinois' largest cities – Aurora and Joliet – lie ten miles to the northeast and 20 miles to the southeast, respectively.

DEMOGRAPHIC CHARACTERISTICS

According to the 2010 United States Census, Yorkville's population was 16,921, a more than two-fold increase since the year 2000 due to new residential development and growth. That growth, not surprisingly, came to an end with the housing market crisis and national recession that began in late 2007 and continued through mid-2009. Post-recession population gains have been much more modest, with the City adding, by current estimates, fewer than 1,000 new residents between 2010 and 2014. Growth for the next five years is projected by Esri Business Analyst to be somewhat more robust, however, with the City adding approximately 300 new residents per year, for an annual growth rate of 1.5 percent.

By current estimates, Yorkville is home to 6,240 households with an average size of 2.85 persons per household. Household size has risen slightly since 2000 when the average size stood at 2.76 persons, reflecting the City's growing attractiveness to families with children. Over the next five years, Yorkville is projected to add roughly 460 households, with the average household size rising to 2.87 persons. The estimated median age of Yorkville residents stands at 34.6 years, slightly higher than that of Kendall County as a whole at 33.7 years.

Interestingly, like many areas of the country, Yorkville's population is aging. By 2019, the median age within the City is expected to have risen to 35.1 years as the proportion of residents age 20 to 34 falls from 19.4 to 18.6 percent, while that of residents age 55 and above increases from 19.7 to 20.5 percent. Notably, the proportion of residents age 35 to 54 – the primary target market for much of the single family housing built over the last two decades within the City – is expected to remain essentially unchanged.

[1] *Kendall County Website. Kendall County, retrieved June 1, 2015*

[2] *Esri Business Analyst, Goodman Williams Group*

Table 3.1: Demographic Trends Chart

	2000 CENSUS	2010 CENSUS	CHANGE 2000-2010	2014 ESTIMATE	2019 PROJECTION	CHANGE 2014-2019
Population						
Total Population	*6,189*	*16,921*	*173.4%*	*17,878*	*19,313*	*8.0%*
Median Age	*33.2*	*32.4*	*-2.4%*	*34.6*	*35.1*	*1.4%*
Households						
Total Households	*2,220*	*5,912*	*166.3%*	*6,240*	*6,701*	*7.4%*
Average Household Size	2.76	2.84	2.9%	2.85	2.87	0.7%
Family Households	*1,665*	*4,389*	*163.6%*	*4,773*	*5,112*	*7.1%*
Average Family Size	3.22	3.31	2.8%	3.27	3.29	0.6%
Income						
Total Households	$60,391	$82,007	35.8%	$90,653	$100,891	11.3%

Source: U.S. Census Bureau and Esri Business Analyst (estimates and projections)

THE MEDIAN AGE OF YORKVILLE RESIDENTS FELL THROUGH THE 2000S AS YOUNGER FAMILIES WITH CHILDREN MOVED TO THE CITY. HOWEVER, IN THE LAST FIVE YEARS IT HAS RISEN AS THESE FAMILIES HAVE AGED.

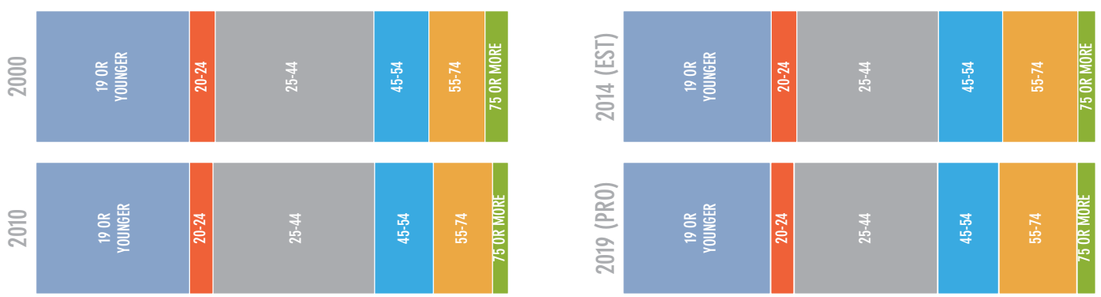
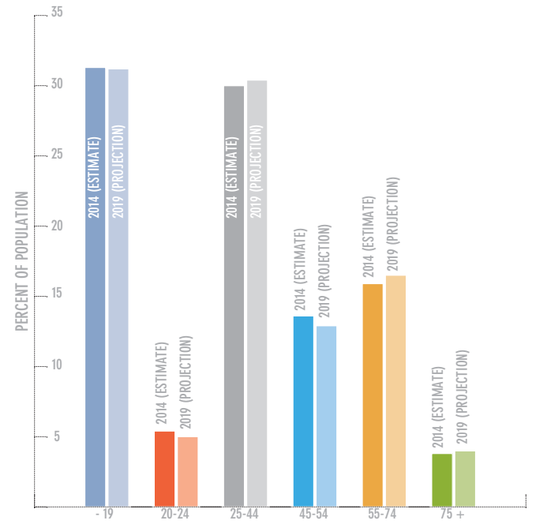


Table 3.2: Resident Age Distribution Chart

	2000	2010	2014 (est)	Change % 2000 - 2014
19 or Younger	*2,006*	*5,491*	*5,593*	*+ 178.8*
20 - 24	*338*	*840*	*971*	*+ 187.3*
25 - 44	*2,081*	*5,793*	*5,362*	*+ 157.7*
45 - 54	*721*	*2,107*	*2,430*	*+ 237.0*
55 - 74	*736*	*2,120*	*2,849*	*+ 287.1*
75 or More	*307*	*570*	*672*	*+ 118.9*
Median Age	**33.2**	**32.4**	**34.6**	**+ 4.2**

Graph 3.1: Population by Age



DRAFT

HOUSEHOLD CHARACTERISTICS

Yorkville exhibits considerable income strength, with a 2014 estimated median household income of $90,653. This is slightly higher than that of Kendall County, at $89,472, and considerably higher than the Chicago metropolitan area as a whole, at $62,118 (by 2013 Census estimates). Nearly two thirds of Yorkville households have incomes of $75,000 or more, and almost 45 percent have incomes of $100,000 or more. At the other end of the spectrum, less than 13 percent of households have incomes of $35,000 or less.

As illustrated in Figure 3.1, higher income households are most prevalent in the far eastern and southern portions of the City, where median household income stands above $100,000. In other areas, median income ranges from $75,000 to $100,000. In comparison to neighboring communities, Yorkville is in the middle of the median household income range. Figure 3.1 also outlines the highly irregular municipal boundaries of Yorkville, a result of the numerous annexations of farmland for planned and built subdivisions.

Table 3.3: Household Income Distribution Chart

TOTAL HOUSEHOLDS	2000 CENSUS		2014 ESTIMATE	
	2,256	100.0%	6,240	100.0%
<$15,000	124	5.5%	205	3.3%
$15,000-$24,999	175	7.8%	302	4.8%
$25,000-$34,999	193	8.6%	268	4.3%
$35,000-$49,999	405	18.0%	580	9.3%
$50,000-$74,999	652	28.9%	986	15.8%
$75,000-$99,999	382	16.9%	1,119	17.9%
$100,000-$149,999	246	10.9%	1,742	27.9%
$150,000-$199,999	35	1.6%	649	10.4%
$200,000+	44	2.0%	389	6.2%
Median HH Income	**$60,391**		**$90,653**	

MEDIAN HOUSEHOLD INCOME ROSE 50% BETWEEN 2000 AND 2014. THE PERCENT OF YORKVILLE HOUSEHOLDS EARNING $75,000 OR MORE ROSE FROM 31% IN 2000 TO 63% IN 2014.

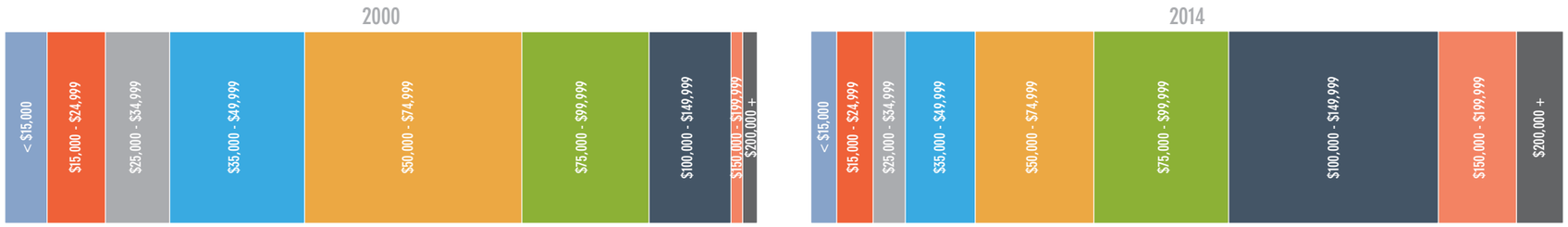
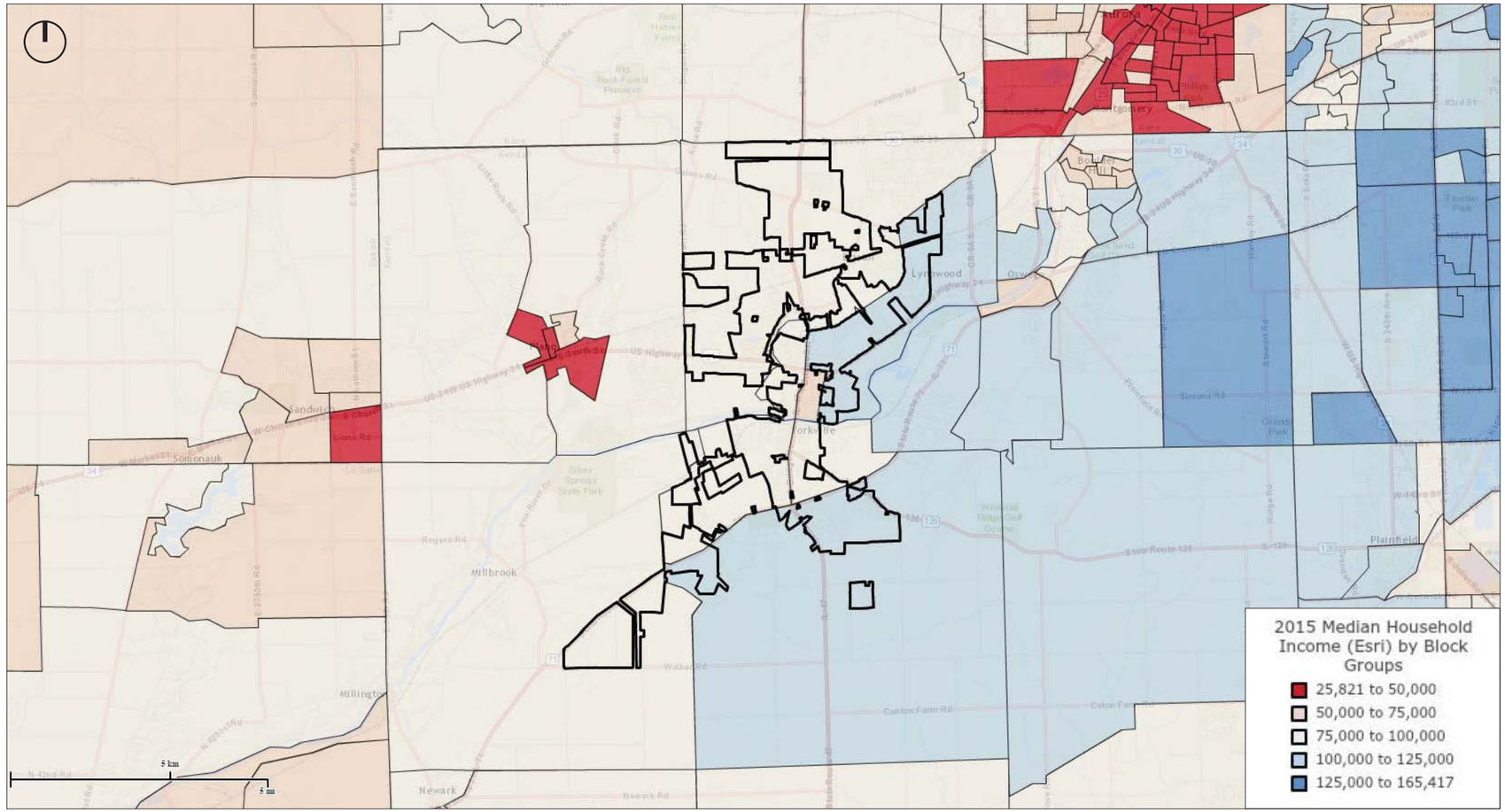


Figure 3.1: 2015 Median Household Income by Census Block Group



Source: Esri Business Analyst Online

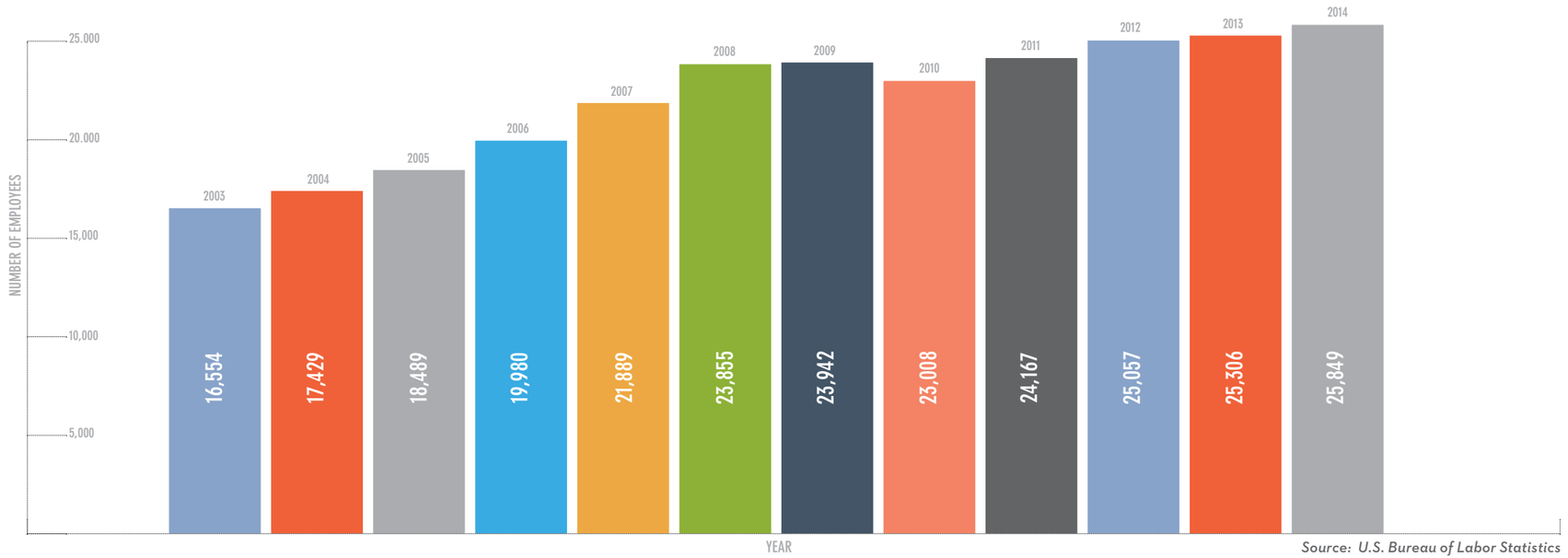
EMPLOYMENT TRENDS

The most recent American Community Survey (ACS) estimates Kendall County had a resident workforce of 51,874 people in 2010. Of these, slightly more than 28 percent worked within the County itself, with the majority (nearly 72 percent) of residents commuting outside the County, primarily to DuPage, Kane, and Cook Counties for work.

Year-over-year employment growth in Kendall County flagged after 2008 as the regional economy, like the nation as a whole, suffered through the economic recession.

However, unlike many other counties in metropolitan Chicago, Kendall County experienced just one year of employment losses. After this, employment growth resumed. Indeed, the County has seen the addition of more than 2,800 jobs since cyclical labor market lows were experienced in 2010, with total employment now standing some 1,900 jobs higher than that reached in 2009 during the previous high.

Graph 3.2: Trends in Nonfarm Employment - Kendall County, Illinois



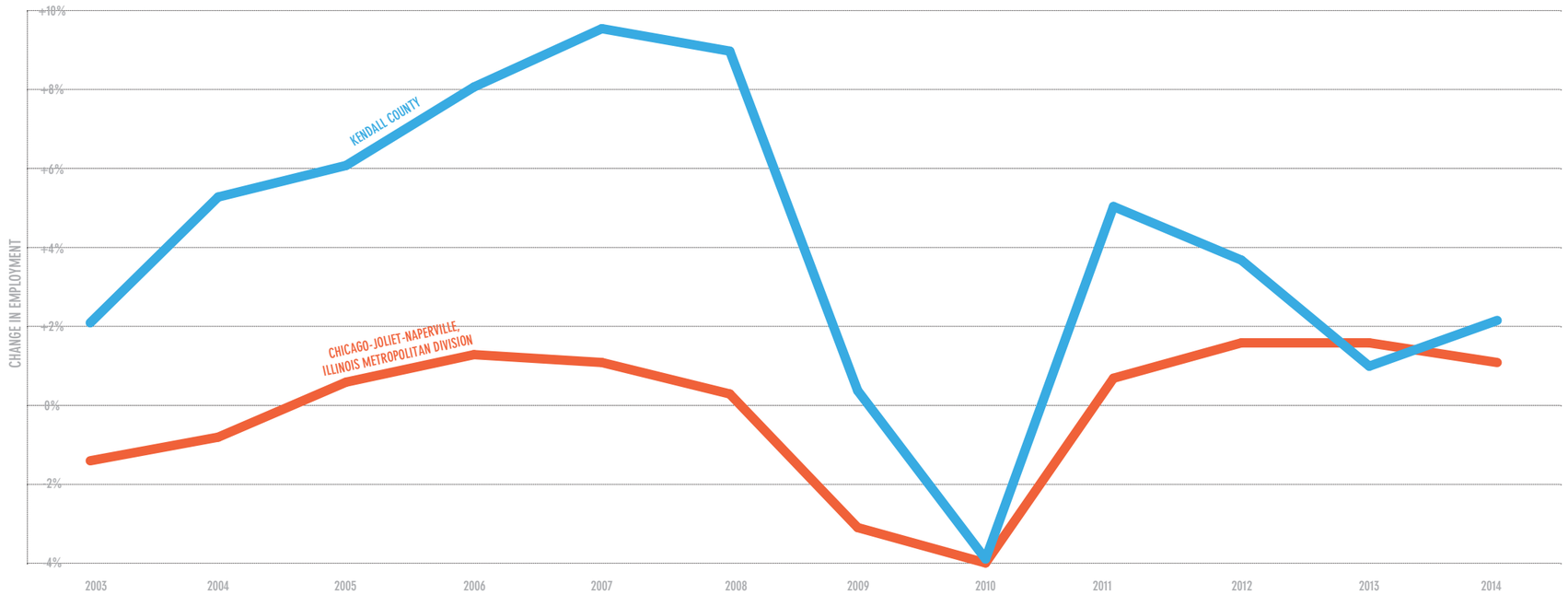
Source: U.S. Bureau of Labor Statistics

Table 3.4: Kendall County Resident Workforce by County of Employment

EMPLOYED IN	WORKERS	%
Kendall	*14,583*	*28.1*
Du Page	*13,626*	*26.3*
Kane	*10,242*	*19.7*
Cook	*6,429*	*12.4*
Will	*4,687*	*9.0*
De Kalb	*777*	*1.5*
Grundy	*394*	*0.8*
McHenry	*186*	*0.4*
Other	*950*	*1.8*
Total	**51,874**	**100.0**

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Graph 3.3: Year-Over-Year Change in Employment - Kendall County and Chicago-Joliet-Naperville, IL Metropolitan Division



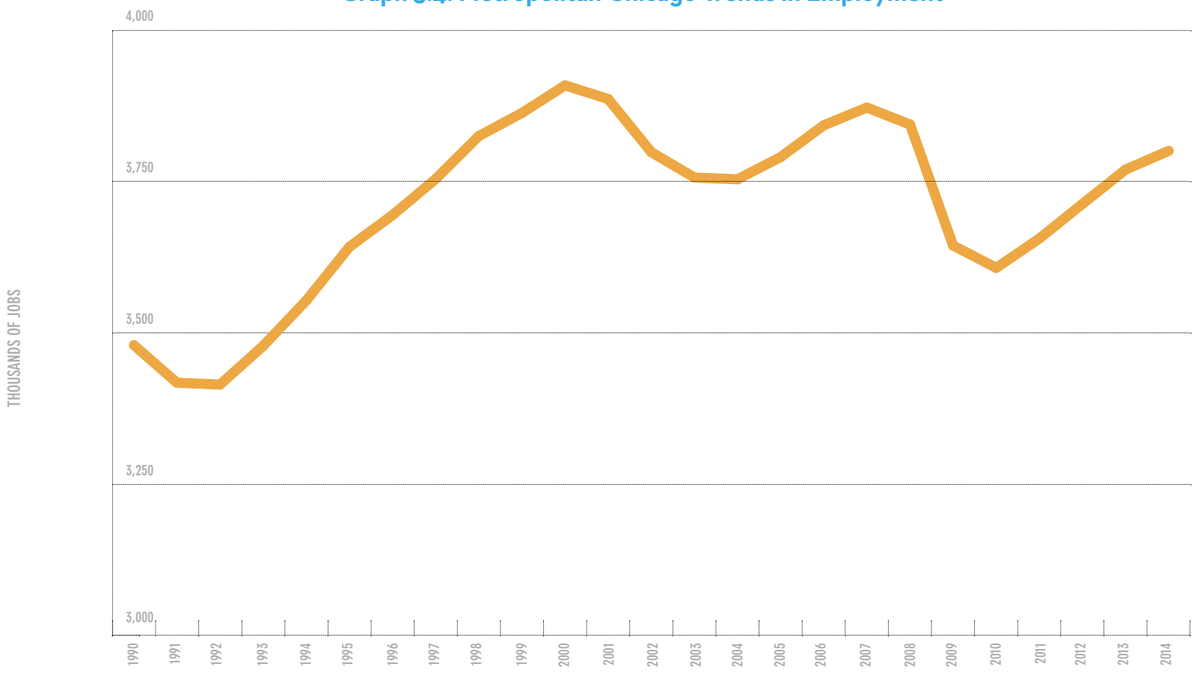
Source: U.S. Bureau of Labor Statistics

DRAFT

However, it should be noted, given the importance of the regional labor market to residents of Kendall County, employment within the eight-county Chicago metropolitan area as a whole, has yet to fully recover from employment losses experienced in 2008 and 2009 and, as of the end of 2014, remained some 72,000 jobs below levels seen in 2007.

The largest private employer in Kendall County is heavy equipment manufacturer Caterpillar, Inc., which employees approximately 2,500 people at its Montgomery/Oswego facility. The Menards Distribution Center, located in Plano across Eldamain Road from the Yorkville's municipal limits, is the County's second largest employer, with 600 workers. The largest private employer in the City of Yorkville is Raging Waves Water Park, which employs 450 people seasonally. Wrigley Manufacturing Company, with 355 workers, is the City's second largest employer. Wrigley is planning to add 75 jobs in 2015 by expanding their capacity to produce Skittles at the Yorkville location. In the public sector, Kendall County employs 345 people at its offices and locations in Yorkville, while Yorkville School District Number 115 employs 550 teachers and staff.

Graph 3.4: Metropolitan Chicago Trends in Employment



Source: U.S. Bureau of Labor Statistics

Table 3.5: Major Employers in Kendall County and Yorkville

COMPANY	# OF EMPLOYEES	INDUSTRY	LOCATION
Top Kendall County Employers			
Caterpillar, Inc.	*2,500*	*Manufacturing*	*Montgomery/Oswego*
Menards Distribution Center	*600*	*Distribution*	*Plano*
Plano Molding	*310*	*Manufacturing*	*Plano/Sandwich*
Walmart	*500*	*Retail/Commercial*	*Oswego/Plano*
Wrigley Manufacturing	*355*	*Manufacturing*	*Yorkville*
Top Yorkville Private Employers, 2012			
Raging Waves Water Park (seasonal)	*450*	*Entertainment*	*Route 47*
Wrigley Manufacturing Company LLC	*355*	*Manufacturing*	*Route 47*
Super Target	*180*	*Retail/Commercial*	*Kendall Marketplace*
Menards Mega Store Yorkville	*140*	*Retail/Commercial*	*Yorkville Crossing*
Jewel/Osco	*130*	*Retail/Commercial*	*Yorkville Marketplace*
Newly Weds Foods	*130*	*Retail/Commercial*	*Route 47*
Kohl's	*115*	*Retail/Commercial*	*Kendall Marketplace*
Boombah, Inc	*90*	*Wholesale*	*Route 47*
Hillside Health Care Center	*90*	*Medical*	*Route 34*
Home Depot	*85*	*Retail/Commercial*	*Kendall Marketplace*
Top Yorkville Public Employers, 2012			
Kendall County	*345*	*Public Service*	-
Yorkville School District #115	*550*	*Public Service*	-
United City of Yorkville	*145*	*Public Service*	-
United States Postal Service	*100*	*Public Service*	-

Sources: Economic Development of Kendall County, Yorkville Economic Development Corporation

EXISTING LAND USE

An important step in the formulation of a Comprehensive Plan is an analysis of existing land uses. This analysis not only identifies what and where particular uses have occurred, but highlights where future development might occur and where land use conflicts may exist or develop. The existing land use calculations provided in this chapter will also allow for a comparison with future land use calculations to determine the extent of land that is available for future land development.

This section describes the existing land use conditions within the United City of Yorkville, and provides a specific focus on the types of uses that exist in particular areas, its relevant zoning, and the overall quality of the built environment and surroundings. The information and data provided in this section has been obtained through field work and visual assessment, and analysis of existing land use maps and other data.

Land use is typically the central element of a comprehensive plan since it establishes the community's overall urban form and physical configuration, including where specific land uses are located and how transportation and infrastructure systems are designed and instituted to support those land uses. Yorkville's land use pattern and the physical conditions in which those uses are found serve as the basis point for determining a future land use map and land use policies that will guide both public and private users of the land.

Figures 3.2 and 3.3 exhibit the existing land use conditions within Yorkville's planning area. The map was prepared using the City's Geographic Information System (GIS) and field review of existing land use along with an analysis of entitled and proposed development areas and subdivisions within Yorkville. The Existing Land Use Map is used in understanding current land use conditions and in determining future land use directions.

Land use categories have been divided into seven land use classifications: Residential, Commercial, Office, Industrial, Public/Quasi Public, Park/Open Space, and Agricultural.

Residential: Classifies all residential properties and developments and includes residential in agricultural areas which are on a separate parcel than the primary agricultural use.

Commercial: Identifies all existing commercial areas including the downtown and corridor commercial areas.

Office: Classifies all existing office uses, including areas along Illinois Route 47 and Schoolhouse Road.

Industrial: Identifies all existing industrial areas.

Public/Quasi Public: Classifies all existing governmental buildings and institutions, including the Kendall County government complexes, United City of Yorkville facilities, the Public Library, and local schools and churches.

Park/Open Space: Identifies all existing parks, recreational facilities and conserved open space.

Agricultural: Lands not classified as any of the previous existing land uses listed above is considered agricultural.

Figure 3.2: Existing Land Uses North of the Fox River

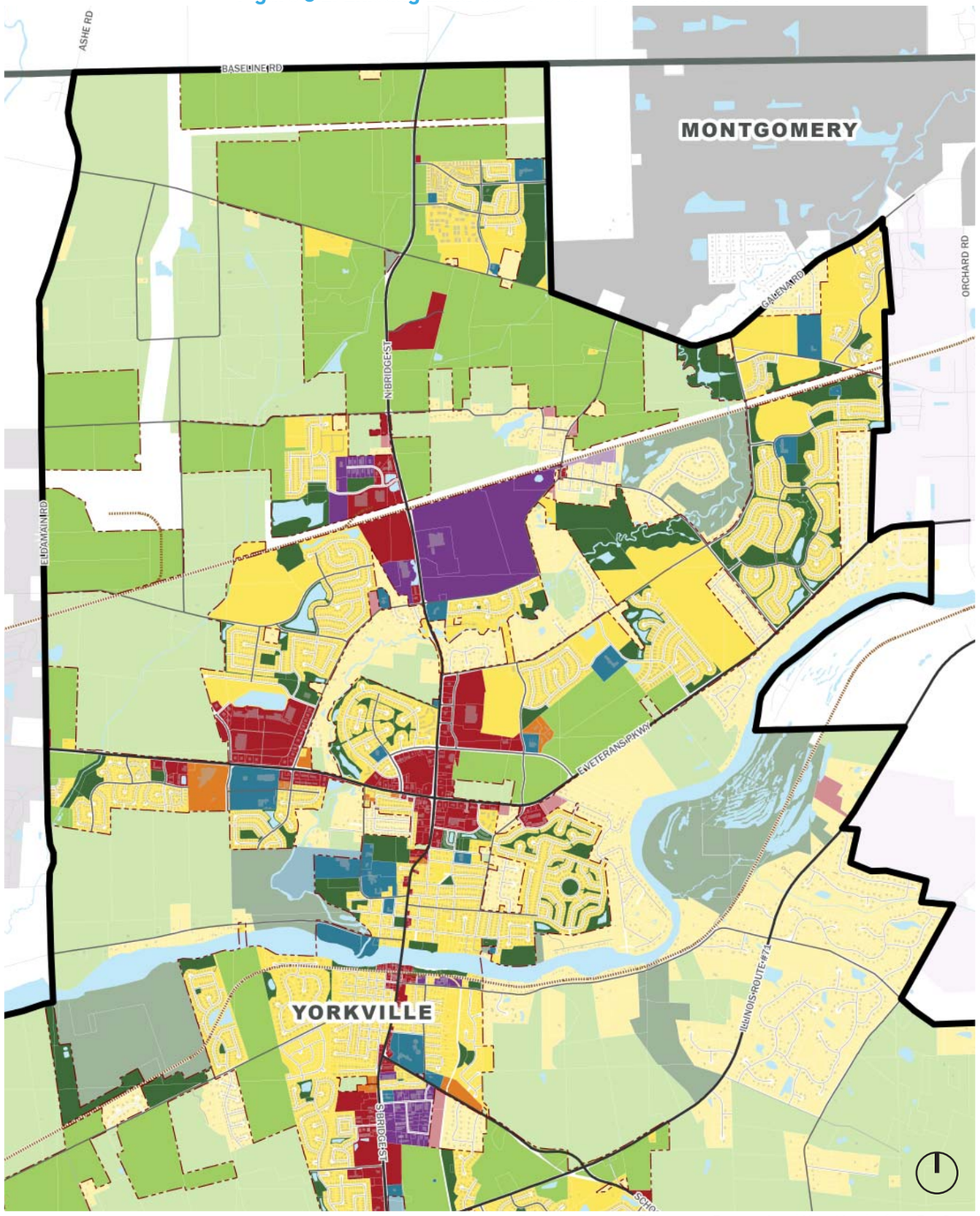


Figure 3.2 - Existing Land Uses North of the Fox River

DRAFT

Figure 3.3: Existing Land Uses South of the Fox River

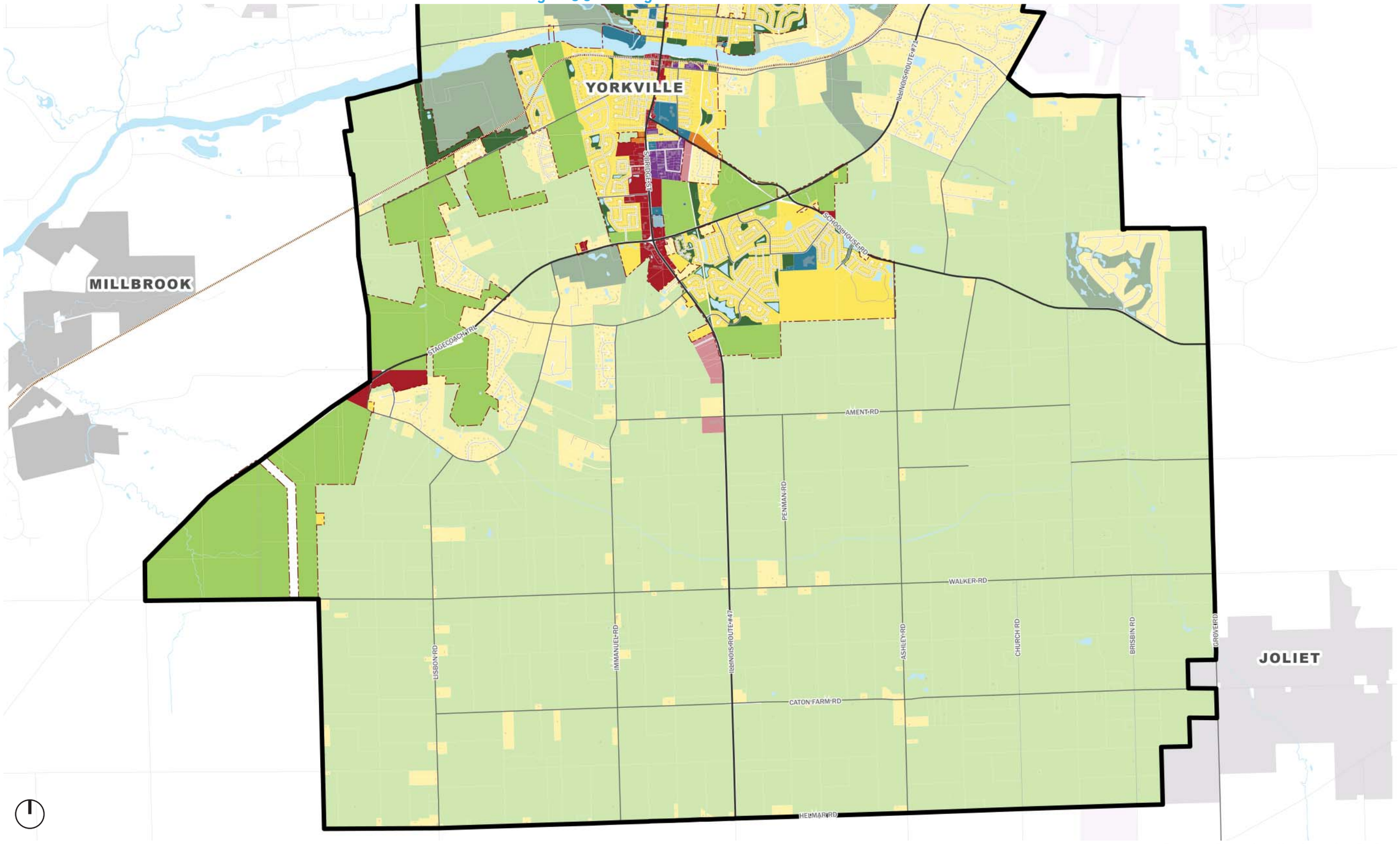


Figure 3.3 - Existing Land Uses South of the Fox River

LAND USES WITHIN THE PLANNING AREA

Land use in Yorkville can also be described and analyzed according to what exists within the planning area and its Municipal Boundary, given that the Planning Boundary covers a more extensive land area. The distribution of various land uses within the Yorkville planning area are summarized in Table 3.6 and illustrated in Graph 3.5.

The predominate land use in the planning area is agricultural with 32,531 acres of land (71.9 percent), largely due to the inclusion of extensive agricultural land south of Yorkville's municipal boundaries to Helmar Road, east to Grove Road, and west along Stagecoach Road. A significant portion of agricultural land can also be found north and west of Yorkville's municipal boundaries to Baseline and Eldamain Roads. This percentage of agricultural land still largely reflects the agricultural nature of unincorporated Kendall County. Other significant land uses include residential at 8,494 acres (18.8 percent), reflecting the mostly residential character of incorporated Yorkville, and parks and open space at 2,526 acres (5.6 percent), which includes the municipal parks and recreational facilities along with Kendall County Forest Preserve land. Other land uses, including commercial, industrial and public/quasi-public, comprise less than five percent of the remaining land uses in the planning area.

Residential Land Uses

Agricultural Land Uses

Table 3.6: Existing Land Uses within the Planning Area

LAND USE	AREA (ACRES)	PERCENTAGE
Planning Area	45,251	100%
Residential	*8,494*	*18.8%*
Business	932	2.1%
Commercial	849	1.9%
Office	83	0.2%
Industrial	*419*	*0.9%*
Public/Quasi-Public	*349*	*0.8%*
School/Institution	187	0.4%
Church	52	0.1%
Government	110	0.2%
Park/Open Space	*2,526*	*5.6%*
Agricultural	*32,531*	*71.9%*

Source: United City of Yorkville GIS

Graph 3.5: Existing Land Uses within the Planning Area

Graph 3.5 - Existing Land Use within the Planning Area

DRAFT

LAND USES WITHIN THE MUNICIPAL BOUNDARY

The distribution of the various land uses within the Yorkville Municipal Boundary are summarized in Table 3.7 and illustrated in Graph 3.6.

Within the Municipal Boundary, agricultural use still predominates as the major land use although in less proportion at 5,348 acres (45.1 percent) than in the planning area. Residential land use is the second most predominate land use category at 3,940 acres (33.2 percent), again reflecting Yorkville's overall residential character. As opposed to the planning area, commercial, office and industrial land use account for a slightly larger portion of the overall land use pattern with commercial and office comprising 815 acres (6.9 percent) and industrial 410 acres (3.5 percent) of total land area. In addition, public/quasi-public, and parks and open space also encompass an increased portion of land area at 298 acres (2.5 percent) and 1,059 acres (8.9) respectively. Irrespective of the agricultural land within the Municipal Boundary, the overall Yorkville land use mix appears to be fairly balanced between residential, commercial, and public/quasi-public uses.

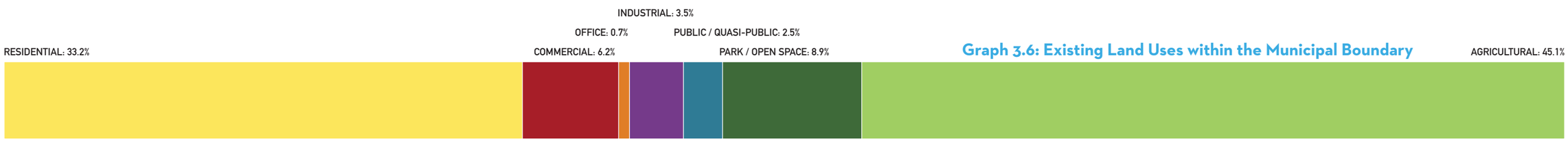
Commercial Land Uses

Park/Open Space Land Uses

Table 3.7: Existing Land Uses within the Municipal Boundary

LAND USE	AREA (ACRES)	PERCENTAGE
Municipal Boundary	11,870	100%
Residential	3,940	33.2%
Business	815	6.9%
Commercial	732	6.2%
Office	83	0.7%
Industrial	410	3.5%
Public/Quasi-Public	298	2.5%
School/Institution	143	1.2%
Church	52	0.4%
Government	103	0.9%
Park/Open Space	1,059	8.9%
Agricultural	5,348	45.1%

Source: United City of Yorkville GIS



Graph 3.6: Existing Land Uses within the Municipal Boundary

Graph 3.6 - Existing Land Use within the Municipal Boundary

ZONING DISTRICTS

The United City of Yorkville adopted a new Zoning Ordinance on November 25, 2014. While there have been many individual text amendments to the Zoning Ordinance over the years, a revision of the entire ordinance has not been undertaken since the Zoning Ordinance was last adopted in its entirety in 1974.

Yorkville is has 17 different zoning district classifications, including:

- A-1 Agricultural District
- OS-1 Open Space (Passive) District
- OS-2 Open Space (Recreational) District
- E-1 Estate District
- R-1 Single-Family Suburban Residence District
- R-2 Single-Family Traditional Residence District
- R-2 Duplex, Two-Family Attached Residence District
- R-3 Multifamily Attached Residence District
- R-4 General Multifamily Residence District
- O Office District
- B-1 Local Business District
- B-2 Retail Commerce Business District
- B-3 General Business District
- B-4 Service Business District
- M-1 Limited Manufacturing District
- M-2 General Manufacturing District
- PUD Planned Unit Development District

Table 3.8: Zoning Districts

ZONING DISTRICT	ACRES	%
Municipal Boundary	11,942	100.0%
Residential Zoning Districts	***7,259***	***61%***
E-1 Estate District	311	2.6%
R-1 Single-Family Suburban Residence District	454	3.8%
R-2 Single-Family Traditional Residence District	5,161	43.2%
R-2 Duplex, Two-Family Attached Residence District	143	1.2%
R-3 Multifamily Attached Residence District	740	6.2%
R-4 General Multifamily Residence District	450	3.8%
Business Zoning Districts	***1,296***	***11%***
O Office District	82	0.7%
B-1 Local Business District	4	0.03%
B-2 Retail Commerce Business District	84	0.7%
B-3 General Business District	1125	9.4%
B-4 Service Business District	1	0.01%
Manufacturing Zoning Districts	***1,049***	***9%***
M-1 Limited Manufacturing District	663	5.6%
M-2 General Manufacturing District	386	3.2%
Open Space Zoning Districts	***303***	***3%***
OS-1 Open Space (Passive) District	92	0.8%
OS-2 Open Space (Recreational) District	211	1.8%
A-1 Agricultural District	***1008***	***8.4%***
PUD Planned Unit Development District	***919***	***7.7%***
Forest Preserve	***108***	***0.9%***

Source: United City of Yorkville GIS

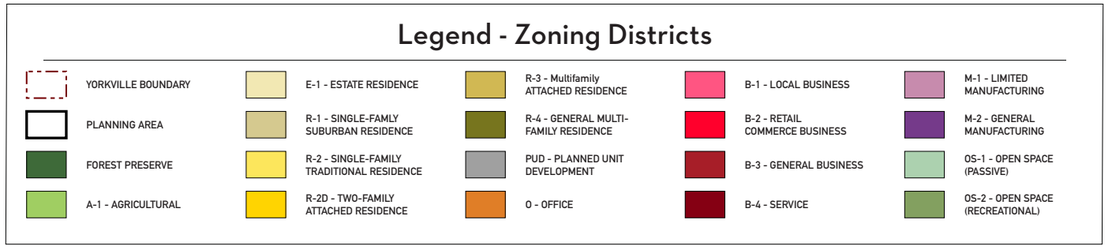


Figure 3.4: Zoning Districts North of the Fox River

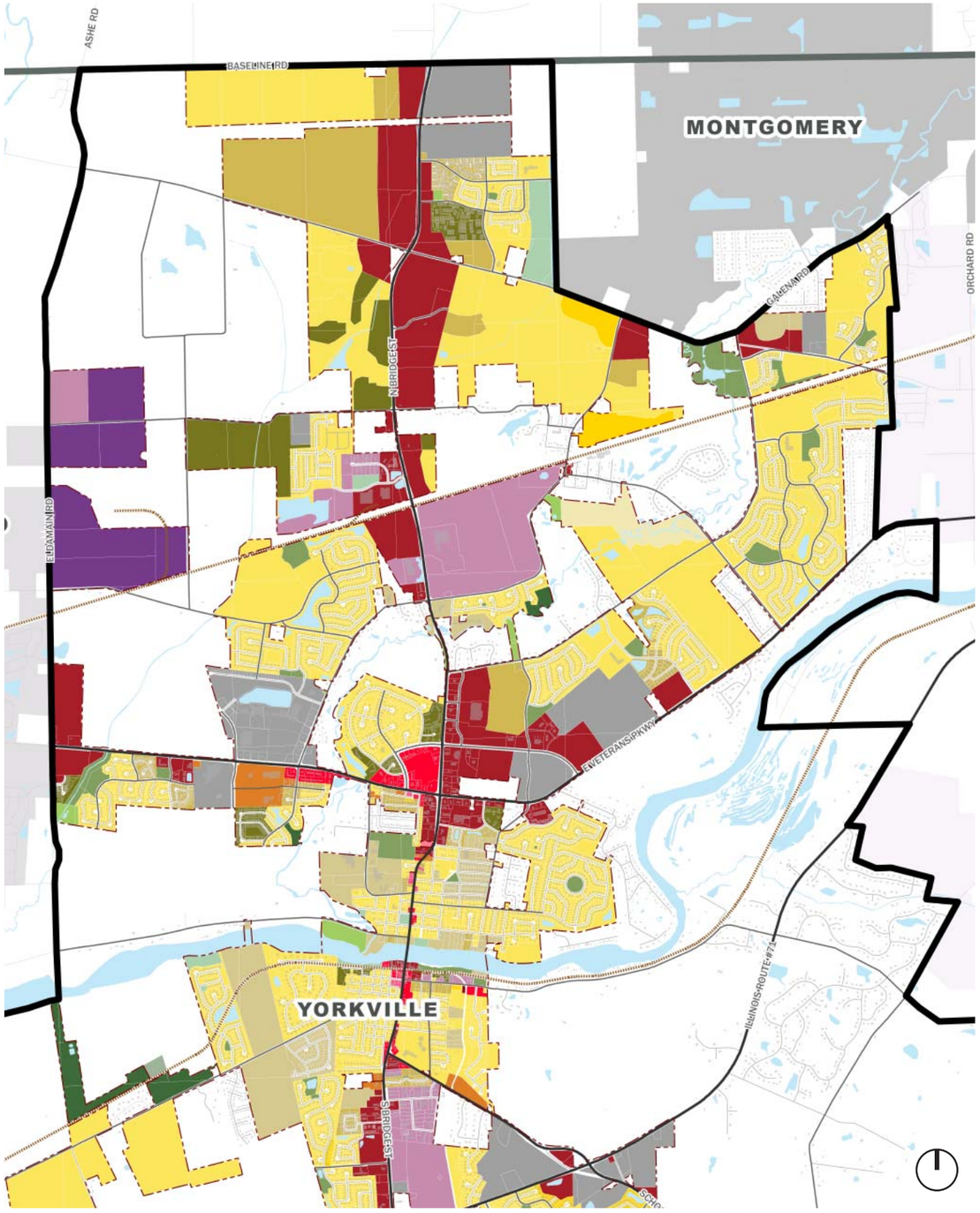


Figure 3.4 - Zoning Districts North of the Fox River

DRAFT

Figure 3.5: Zoning Districts South of the Fox River

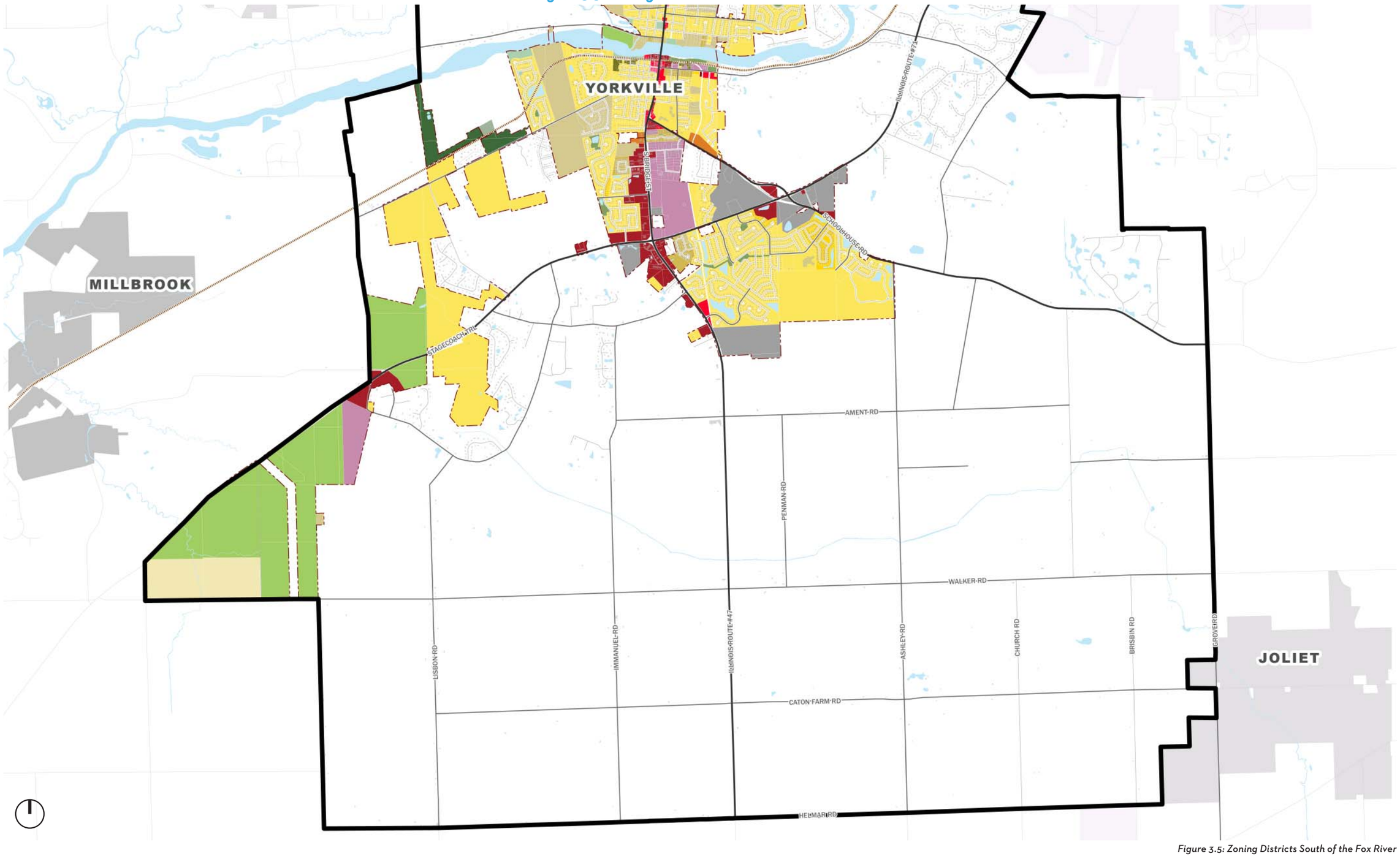


Figure 3.5: Zoning Districts South of the Fox River

RESIDENTIAL LAND USE

Within the planning area, Yorkville's residential areas comprises 8,494 acres, which represents 18.8 percent of Yorkville's total land area. This section summarizes general residential land use and market conditions.

EXISTING RESIDENTIAL AREAS

In general, Yorkville's single family residential stock represents the community's most significant land use in terms of acreage next to agricultural. Single family neighborhoods can largely be characterized as consisting of the traditional neighborhoods both north and south of the Fox River that developed from the mid to late-1800s, when Yorkville and Bristol were first founded, to the 1940s and 50s, and the relatively newer annexed developments located north, south, east and west of the Traditional Neighborhood Center.

The Traditional Neighborhood Center is bounded generally by Somonauk and Center Streets on the north, Liberty Street to the east, Orange and Blaine Streets to the south, and Morgan and Mill Streets south of the Fox River to the west and east respectively. In this area, the housing stock can be described as older, vernacular housing types and styles ranging from Gable-Fronts and Upright and Wings to Queen Anne's and Ranch homes that were mostly built after World War II. Split levels Ranches and newer homes can be found on select lots and locations. Lot sizes in the Traditional Neighborhood Center are typically 7,000 square feet with fairly consistent setbacks and building placement, although there is some informality to the arrangement of houses on each block. Infrastructure conditions, including sidewalks and streets, are in good condition although some sidewalks are missing on block faces that have steep grade differences. The housing stock in the Traditional Neighborhood Center is a unique character-defining area of Yorkville and provides a tangible link to the community's first years and decades of development. Such homes could be a selling point for those seeking housing stock near a traditional, walkable downtown and recreational amenities.

Table 3.9: Existing Residential Land Use Areas

SUBDIVISION	KEY	ACRES	LOTS
Grande Reserve	*1*	*956*	*1,365*
Whispering Meadows	*2*	*297*	*295*
Bristol Bay	*3*	*292*	*626*
Fox Hill	*4*	*149*	*467*
Autumn Creek	*5*	*250*	*424*
Prairie Meadows	*6*	*139*	*164*
Heartland Circle	*7*	*129*	*261*
Caledonia	*8*	*85*	*145*
Heartland	*9*	*85*	*184*
Kylan's Ridge	*10*	*70*	*134*
Blackberry Woods	*11*	*60*	*139*
Cannonball Estates	*12*	*57*	*110*
Kendall Marketplace	*13*	*55*	*1*
Cimarron Ridge	*14*	*24*	*68*
B&P Properties	*15*	*14*	*1*
Reserve at Fox River	*16*	*8*	*1*
York Meadow Apartments	*17*	*8*	*1*
Countryside Center	*18*	*106*	*177*
Countryside	*19*	*21*	*144*
Lynwood	*20*	*-*	*112*
Willowbrook	*21*	*-*	*104*
Woodworth Estates	*22*	*33*	*92*
Fox River Gardens	*23*	*-*	*86*
Bristol (Original Town)	*24*	*44*	*85*
Prairie Lands	*25*	*26*	*82*
Blackberry Creek North	*26*	*45*	*77*
Prairie Park	*27*	*20*	*77*
Longford Lakes	*28*	*14*	*62*

Source: United City of Yorkville GIS

Figure 3.6: Existing Residential Land Use Areas North of the Fox River

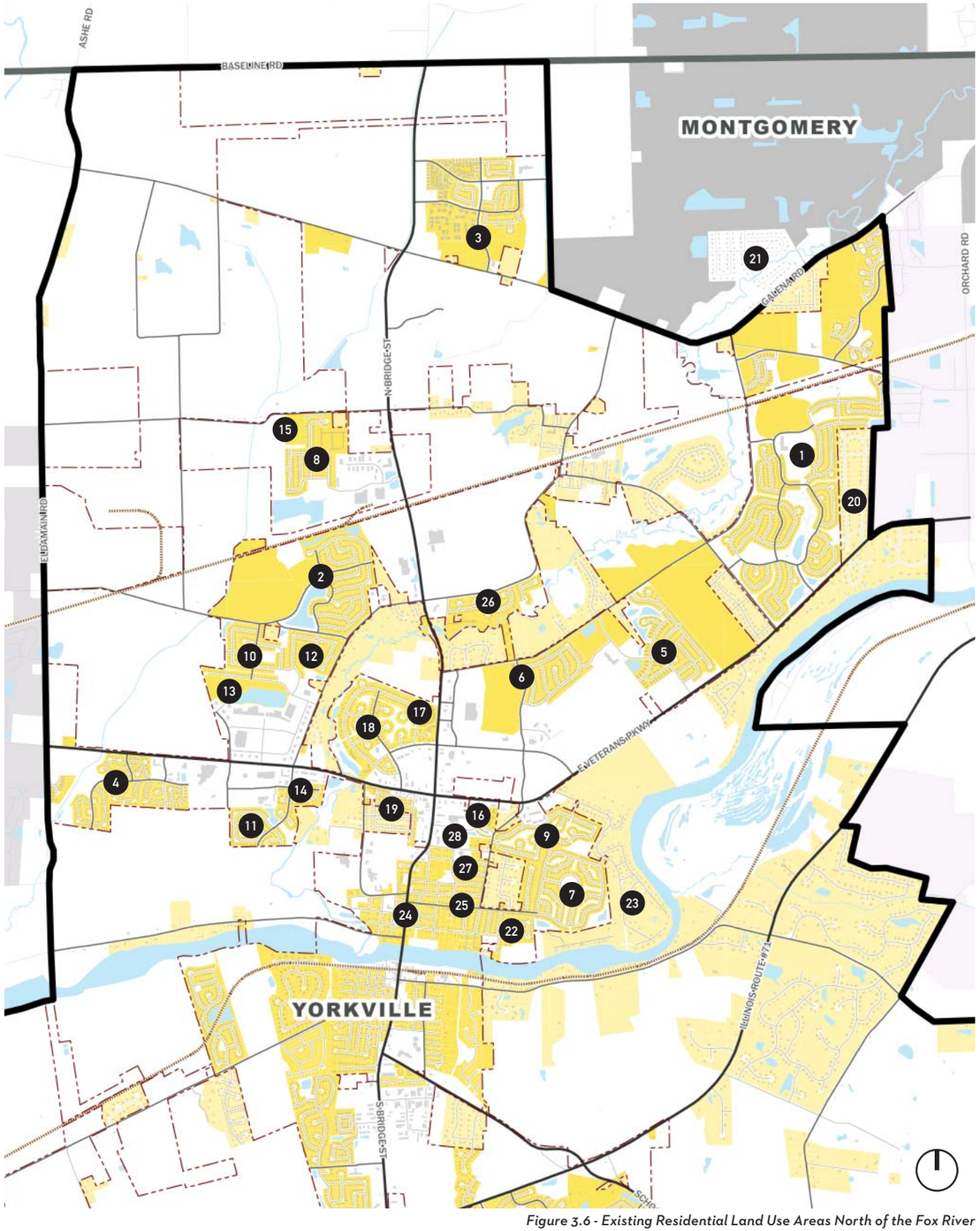
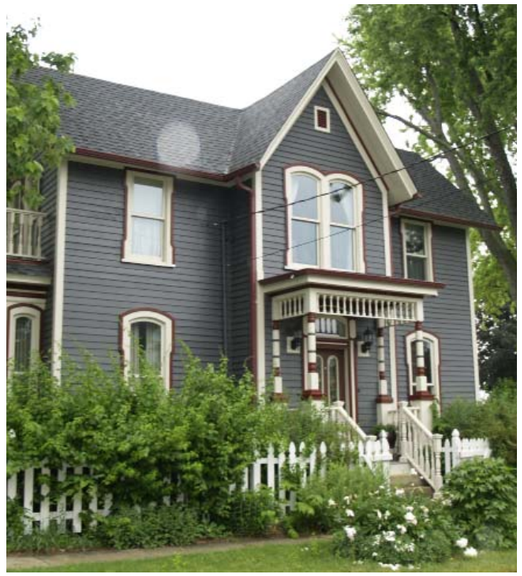


Figure 3.6 - Existing Residential Land Use Areas North of the Fox River

DRAFT

Outside of the Traditional Neighborhood Center, the newer annexed residential developments date mostly within the last four decades and comprise a mix of housing types from single-family to attached duplexes and townhomes representing, for the most part, a mix between neo-Colonial and Ranch home styles. Lot sizes are larger than in the Traditional Neighborhood Center with 9,500 square foot lots found in most subdivisions such as Bristol Bay to 10,000 square feet in the Grande Reserve, Yorkville's largest residential subdivision. These areas include newer roads and sidewalks, most with parks and bike and recreational trails incorporated in the subdivision design. A few subdivisions include clubhouses and other amenities.

Streets and rights-of-way vary in the subdivisions with 70' right-of-ways on residential streets in Bristol Bay to 90' in Grande Reserve. This contrasts to 50' to 60' street right-of-way dimensions in the Traditional Neighborhood Center. The detail of residential design varies from subdivision to subdivision, some incorporating a higher level of landscaping and site treatments than others. Foundation plantings are sometimes missing and side elevations often do not include window openings, contributing to a monotonous appearance in some subdivisions.



Traditional Single-Family Residential near downtown Yorkville

Table 3.10: Existing Residential Land Use Areas

SUBDIVISION	KEY	ACRES	LOTS
Raintree Village	29	298	654
Prestwick of Yorkville	30	192	108
Windett Ridge	31	158	259
Hudson Lakes	32	142	1
White Oak Estates	33	119	94
Rivers Edge	34	100	166
Greenbriar	35	76	174
Tanglewood Trails	36	68	1
Country Hills	37	66	168
Sunflower Estates	38	61	117
Kendallwood Estates	39	53	83
Wildwood	40	42	41
Fox Highlands	41	36	54
Briarwood	42	19	40
Wynstone Townhomes	43	13	1
Windmill Farms	44	9	1
Kleinwachter	45	5	1
Fields of Farm Colony	46	-	125
Farm Colony	47	-	89
Miller Subdivision	48	10	83
Foxlawn	49	-	82
Black's Addition	50	36	78
Yorkville (Original Town)	51	22	73
Oak Creek	52	-	64
Pavilion Heights	53	-	64
Prairie Garden	54	20	58
Timber Creek	55	-	53
Edgewood	56	10	48

Source: United City of Yorkville GIS

Figure 3.7: Existing Residential Land Use Areas South of the Fox River

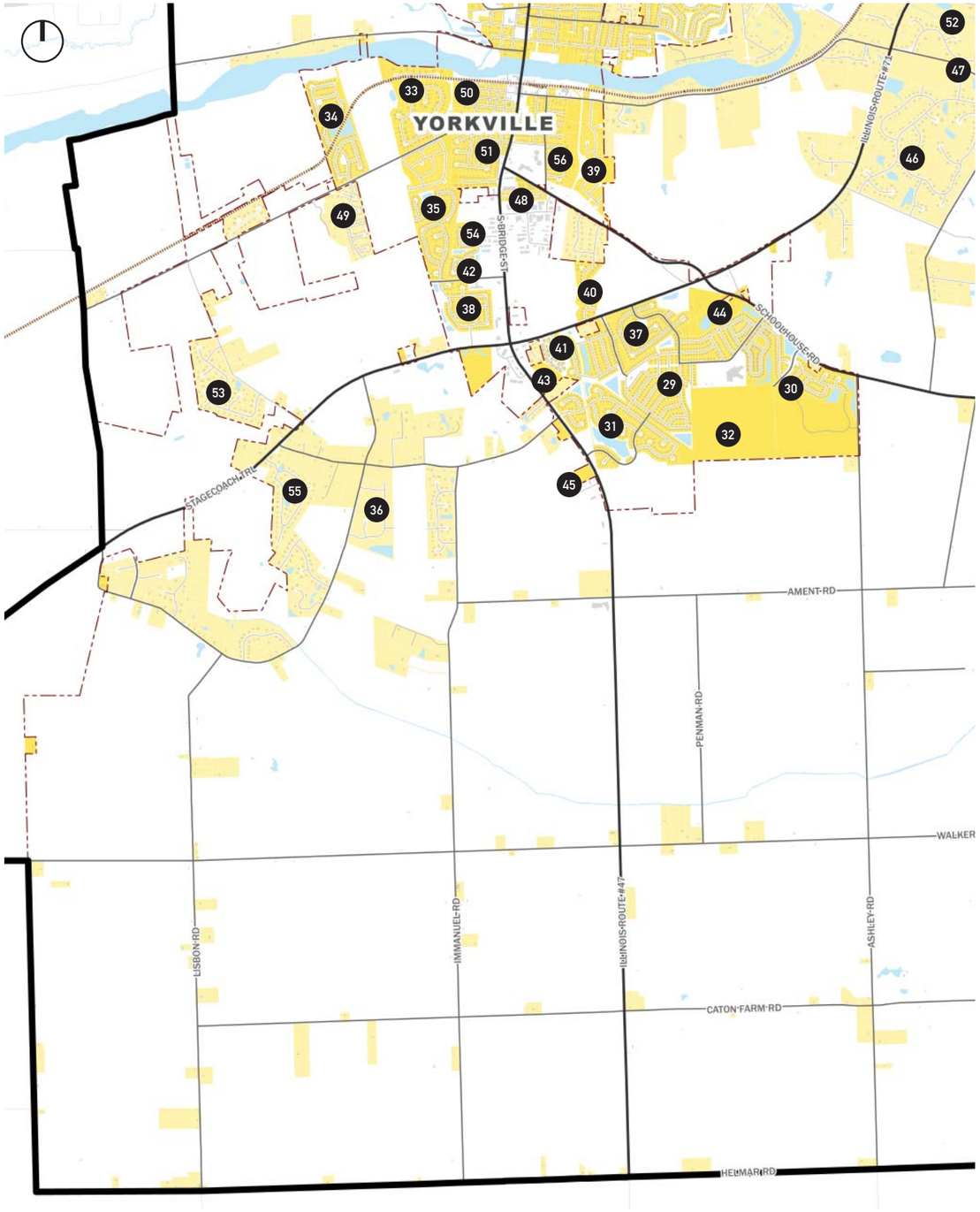


Figure 3.7 - Existing Residential Land Use Areas South of the Fox River

HOUSING CONDITIONS AND RESIDENTIAL MARKET OPPORTUNITIES

This section examines the characteristics of the City of Yorkville's existing housing stock as well as housing unit occupancy and affordability. It further investigates recent residential construction trends and current conditions within the City's housing market. Conclusions are presented related to the needs, challenges, and opportunities of the residential sector in Yorkville.

HOUSING CHARACTERISTICS

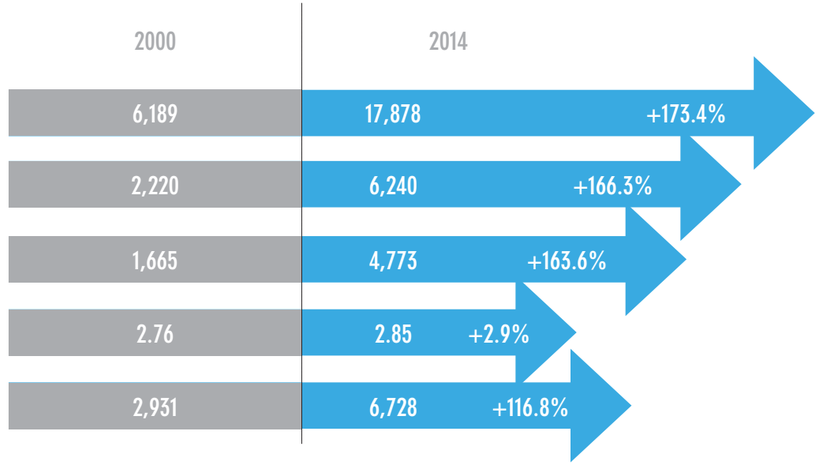
Commensurate with the explosive growth of the City throughout the opening decade of the 21st century, nearly 59 percent of Yorkville's homes were built between 2000 and 2009. During this period, builders added an astonishing 3,700+ homes to the City's housing stock. Another 12 percent of homes within the City were built during the 1990s, when the outward-moving path of development within the Chicago metropolitan area first made serious inroads into Kendall County. Not surprisingly given its growth pattern, Yorkville has few older homes, with just 13.6 percent of the City's housing stock built prior to 1970.

EXPLOSIVE GROWTH CHANGED THE FACE OF YORKVILLE IN THE DECADE OF THE 2000S. THE CITY ADDED NEARLY 11,000 RESIDENTS AND 3,500 HOUSING UNITS.

Demographic Trends

	2000	2010	2014 (est)	Change % 2000-2014
Total Population	6,189	16,921	17,878	+ 173.4%
Total Households	2,220	5,912	6,240	+ 166.3%
Family Households	1,665	4,389	4,773	+ 163.6%
Average Household Size	2.76	2.84	2.85	+ 2.9%
Total Housing Units	2,931	6,353	6,728	+ 116.8%

Source: U.S. Census Bureau



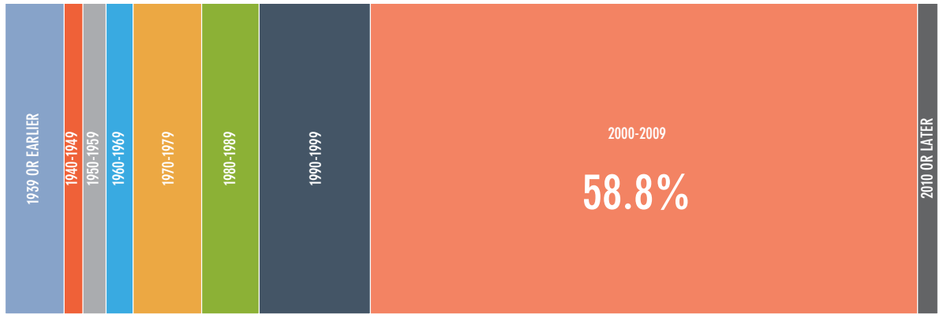
Fox River Subdivision Multifamily Residential

NEARLY 60% OF HOUSING UNITS IN YORKVILLE WERE BUILT IN THE YEARS BETWEEN 2000 AND 2009.

Housing Units by Year Built

Total Housing Units	6,304	100.0%
2010 or Later	138	2.2%
2000-2009	3,704	58.8%
1990-1999	753	11.9%
1980-1989	389	6.2%
1970-1979	464	7.4%
1960-1969	183	2.9%
1950-1959	157	2.5%
1940-1949	127	2.0%
1939 or Earlier	389	6.2%

Source: U.S. Census Bureau



DRAFT

By the most recent U.S. Census estimates, there are 6,304 housing units within the City of Yorkville, of which 5,835 are occupied. The resulting vacancy rate (7.4 percent) is somewhat higher than Kendall County as a whole, at 5.8 percent, but is not considered imbalanced.

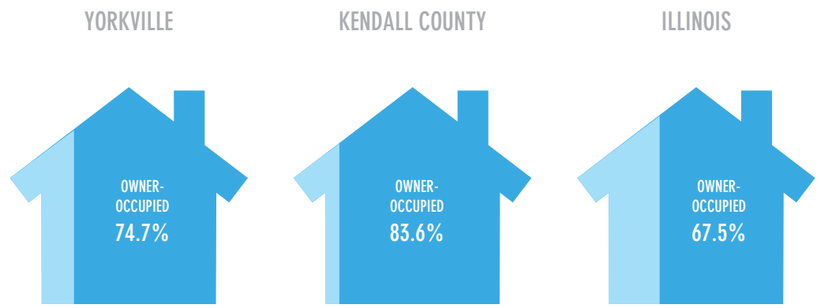
Yorkville's housing stock consists overwhelmingly of single family, detached units, which make up more than 60 percent of homes within the City. Single family attached units (i.e., "single address" attached forms such as duplexes and townhomes) make up another 18 percent of the City's housing units. Multifamily units make up just 21 percent of the City's housing units, while mobile homes and non-traditional housing forms have a negligible presence within the City.

Like other exurb an areas across the country, the vast majority of Yorkville householders own their homes. Nearly three quarters of occupied homes in Yorkville are owner-occupied, compared to just over two-thirds for Illinois as a whole. However, the City's rate of owner-occupancy is lower than Kendall County as a whole, where nearly 84 percent of homes are owner-occupied.

NEARLY THREE QUARTERS OF YORKVILLE'S OCCUPIED HOUSING UNITS ARE OWNER-OCCUPIED. THIS IS HIGHER THAN ILLINOIS AS A WHOLE, BUT SIGNIFICANTLY LOWER THAN KENDALL COUNTY AS A WHOLE.

Housing Unit Tenure & Occupancy			
	Yorkville	Kendall County	Illinois
Total Housing Units	**6,304**	**40,415**	**5,291,704**
Occupied Housing Units	5,835	38,075	4,772,723
Vacant	*469*	*2,340*	*518,981*
Percent	*7.4%*	*5.8%*	*9.8%*
Owner-Occupied	*4,360*	*31,847*	*3,220,038*
Percent	*74.7%*	*83.6%*	*67.5%*
Renter-Occupied	*1,475*	*6,228*	*1,552,685*
Percent	*25.3%*	*16.4%*	*32.5%*

Source: U.S. Census Bureau

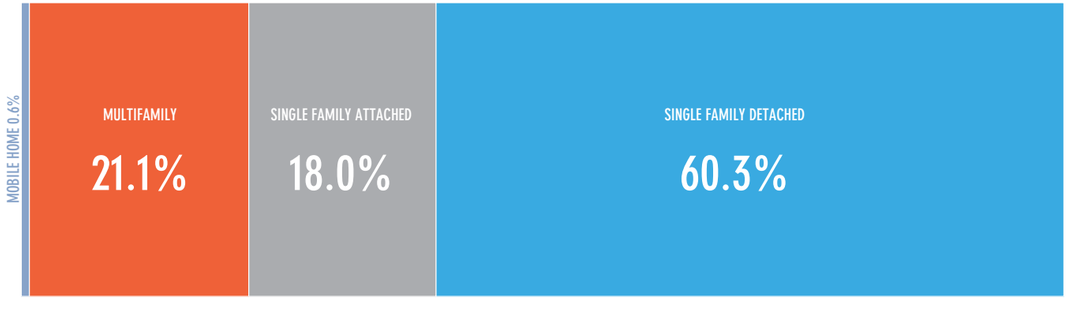


Single-Family Residential in the Heartland Subdivision

MORE THAN 78% OF YORKVILLE'S HOUSING UNITS ARE SINGLE FAMILY HOMES.

Housing Units by Type		
Total Housing Units	**6,304**	**100.0%**
Single Family Detached	3,803	60.3%
Single Family Attached	1,134	18.0%
Multifamily	1,329	21.1%
Mobile Home	38	0.6%

Source: U.S. Census Bureau



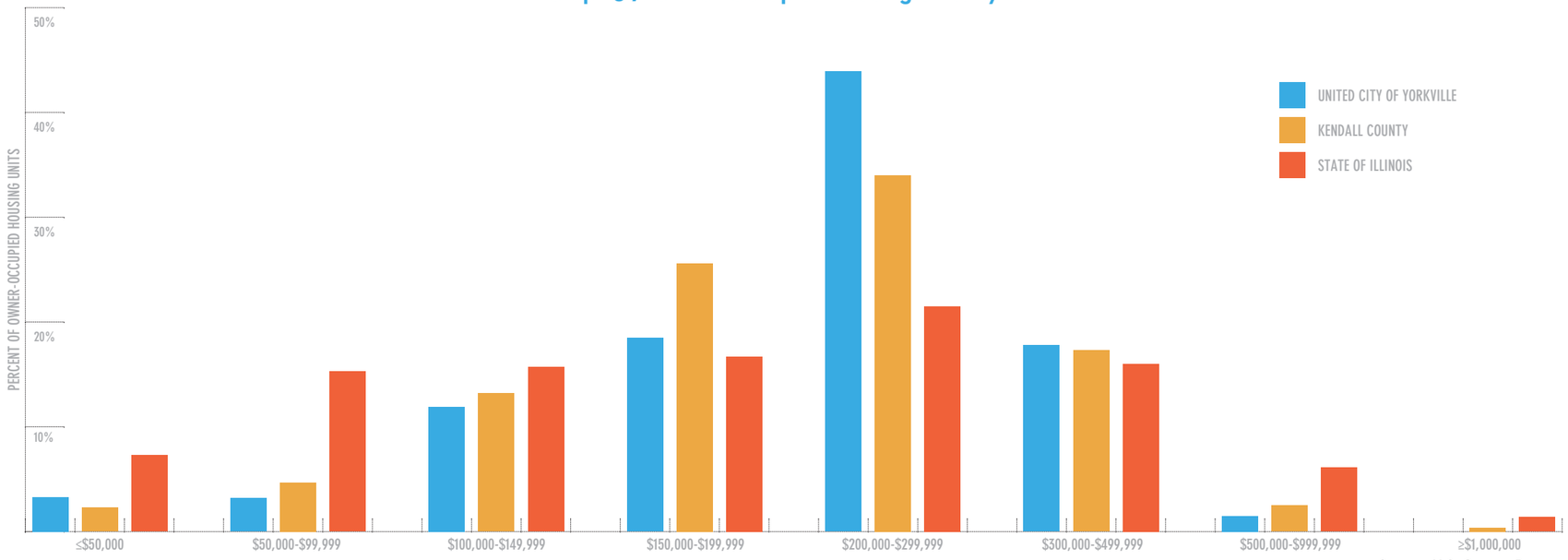
Yorkville's owner-occupied housing stock is comparatively high in value. By U.S. Census estimates, the median value of owner-occupied homes in Yorkville stood at $234,100 for the 2009-2013 period (adjusted to 2013 dollars). This is 11 percent higher than Kendall County as a whole and more than 28 percent higher than the State of Illinois. Reflective of the relative homogeneity of the City's housing stock, nearly 44 percent of all owner-occupied homes in Yorkville are valued between $200,000 and $300,000. Meanwhile, less than seven percent of homes in the City are valued at less than $100,000, compared to nearly 23 percent for the state as a whole. At the other end of the spectrum, Yorkville has very few homes valued at $500,000 or more.

HOUSING COSTS AND AFFORDABILITY

Of Yorkville's 1,424 renter households, nearly 68 percent pay between $750 and $1,250 per month, while just 12.3 percent pay $1,500 or more per month. The estimated median monthly gross rent within the City stands at $1,064. Meanwhile, nearly 49 percent of owner households have housing costs (inclusive of mortgage principal and interest, property tax, insurance, utilities, and homeowners association fees) of $1,750 to $2,500 per month. Another 30 percent have housing costs above $2,500 per month, while the median for all 3,674 owner households City-wide is $2,149.

Government measures typically use 30 percent of annual income as a threshold for housing affordability. In other words, a home is considered affordable if its associated annual housing costs do not exceed 30 percent of the resident's annual household income. As shown in Table 3.12, data from the U.S. Census suggest that roughly 50 percent of Yorkville's renter-occupied homes are affordable to those who rent them, while 60 percent of owner-occupied homes are affordable for their owners. Roughly 24 percent of renter and owner households have a relatively low housing cost burden equating to 20 percent or less of annual income. However, nearly 39 percent of renter and 28 percent of owner households have a high cost burden equating to 35 percent or more of annual income.

Graph 3.7: Owner-Occupied Housing Units by Value



Source: U.S. Census Bureau

Table 3.11: Households by Monthly Housing Costs

HOUSEHOLDS WITH CASH RENT			HOUSEHOLDS WITH A MORTGAGE		
GROSS RENT	NO.	%	OWNERSHIP COST	NO.	%
Less than $500	70	4.9	Less than $1,000	58	1.6
$500 - $749	78	5.5	$1,000 - $1,249	227	6.2
$750 - $999	427	30.0	$1,500 - $1,749	495	13.5
$1,000 - $1,249	535	37.6	$1,750 - $1,999	751	20.4
$1,250 - $1,499	125	8.8	$2,000 - $2,499	1,027	28.0
$1,500 - $1,999	174	12.2	$2,500 - $2,999	557	15.2
$2,000 or More	15	1.1	$3,000 or More	559	15.2
Total	**1,424**	**100.0**	**Total**	**3,674**	**100.0**
Median	**$1,064**		***Median***	**$2,149**	

Source: U.S. Census Bureau

Table 3.12: Households by Tenure & Housing Affordability

ANNUAL HOUSING COST % OF	HOUSEHOLDS WITH CASH RENT		HOUSEHOLDS WITH A MORTGAGE	
	NO.	%	NO.	%
Less than 20.0%	339	23.8	872	23.7
20.0 - 24.9%	257	18.0	824	22.4
25.0 - 29.9%	114	8.0	500	13.6
30.0 - 34.9%	165	11.6	464	12.6
35% or More	549	38.6	1,014	27.6
Total	**1,424**	**100.0**	**3,674**	**100.0**
At Affordable Level	**710**	**49.9**	**2,196**	**59.8**

Source: U.S. Census Bureau and Goodman Williams Group

DRAFT

EXISTING HOME SALES TRENDS

The number of sales of existing homes in Yorkville listed and sold through the area Multiple Listing Service (MLS) fell dramatically after 2007 and remained at cyclical lows during the recessionary years of 2008 to 2009. The median price of homes sold likewise declined during these years. While the market has now recovered much of its strength in terms of overall sales volumes, median sale prices remain more than $50,000 below pre-recession levels. In this, Yorkville is not alone, as a similar pattern is seen in the surrounding municipalities of Oswego, Montgomery, and Plano.

FORECLOSURE TRENDS

According to data from RealtyTrac, 160 homes are in some state of foreclosure within Yorkville – equating to one in every 424 housing units. This is roughly equivalent to the Kendall County rate of one in every 400 housing units. While foreclosures remain a challenge, new foreclosure filings have fallen dramatically in recent quarters. For April 2015, for example (the most recent month reported), the number of homeowners who received a foreclosure filing fell 31 percent compared to the previous year. From a wider area perspective, the number of homes in foreclosure in Yorkville is much lower than in Plano and Montgomery, but significantly higher than in Oswego.

AFTER 2009, AREA SINGLE FAMILY HOME SALES BEGAN TO RECOVER, THOUGH MEDIAN SALES PRICES CONTINUED TO DECLINE THROUGH 2012. WHILE PRICES HAVE RISEN CONSIDERABLY SINCE THEN, THEY STILL REMAIN WELL BELOW 2007 LEVELS.

Median Sale Price of MLS-Listed Single Family Homes

	Montgomery	Oswego	Plano	Yorkville
2007	$192,000	$245,000	$172,250	$251,200
2008	$187,500	$244,850	$161,400	$252,500
2009	$158,700	$210,000	$120,000	$209,000
2010	$150,000	$200,500	$107,800	$186,950
2011	$125,000	$194,000	$88,500	$166,500
2012	$125,200	$174,000	$78,250	$155,000
2013	$135,000	$190,000	$89,900	$185,000
2014	$145,000	$207,000	$112,500	$190,700

Source: Midwest Real Estate Data

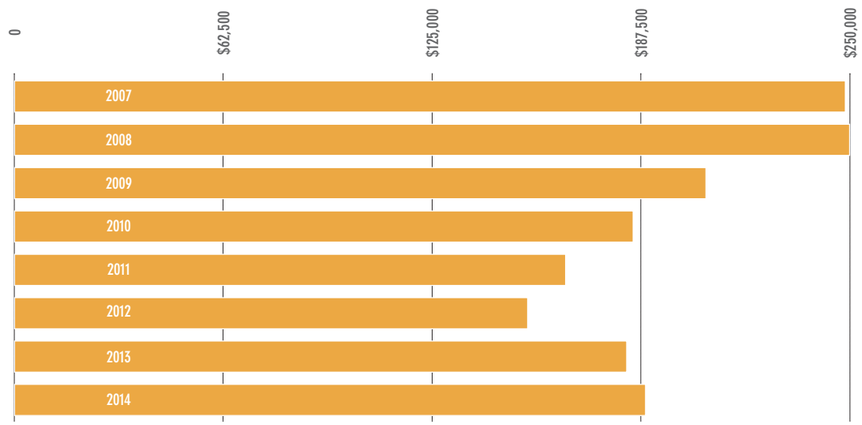


Table 3.13: Foreclosure Trends

MUNICIPALITY	HOMES IN FORECLOSURE		Y-O-Y CHANGE %
	TOTAL	RATIO	
Yorkville	*160*	*1 in 424*	*-31.0*
Plano	*107*	*1 in 296*	*-36.0*
Montgomery	*198*	*1 in 284*	*-13.0*
Oswego	*185*	*1 in 644*	*-55.0*
Kendall Co.	**N/A**	**1 in 400**	**-35.0**

Source: RealtyTrac

Traditional Single-Family Residential Housing in downtown Yorkville

RESIDENTIAL CONSTRUCTION TRENDS

With the onset of the building boom of the early 2000s, new home construction activity in Yorkville (as measured by residential building permit issuances) skyrocketed, with annual permit issuances growing from just 143 units in 2000 to nearly 700 five years later. Permitting levels peaked in 2006 at nearly 1,000 single and multifamily units, then fell dramatically with the impact of the housing market crisis. By 2010, the market had bottomed out, and just 42 permits were issued in total – a 95 percent drop peak to trough.

Construction volumes have yet to recover to anything approaching the building boom years and, in fact, have not risen above 100 units annually since 2008. Current levels thus represent a return to those last seen in the latter half of the 1990s.

Not surprisingly, given the relatively homogeneity of Yorkville's single family home stock, multifamily units have historically made up a very small percentage of new home construction within the City. After a period from 2005 to 2007, which saw the construction of the Reserve at Fox River income-restricted apartment development and a number of condominium flats in the Bristol Bay for-sale community, virtually no multifamily construction has occurred.

THE NEW HOME MARKET TODAY

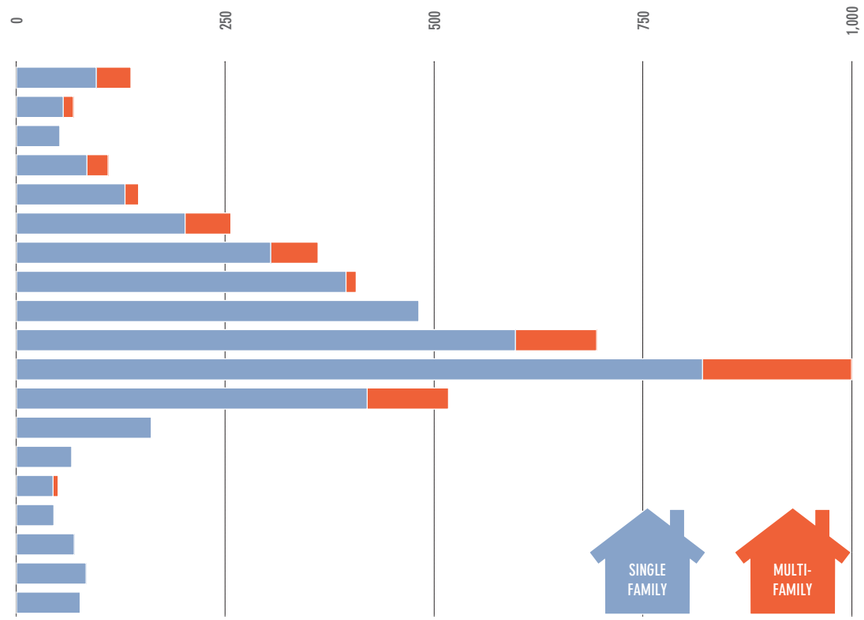
Yorkville has executed annexation agreements on 44 residential developments, most in the late 1990s and early 2000s. Of these developments, just 12 are fully built out. The remaining 31 developments fall into three categories:

- Those consisting of undeveloped agricultural land;
- Those with completed roadway and utility infrastructure that are considered dormant *(i.e., in which homes are not currently being built)*; and
- Those with completed infrastructure in which homes are currently being built, considered active.

RESIDENTIAL CONSTRUCTION ACTIVITY IN YORKVILLE HAS RETURNED TO 1990S LEVELS. ALMOST NO MULTIFAMILY CONSTRUCTION HAS TAKEN PLACE IN THE CITY SINCE 2007.

Building Permit Issuances			
	Single-Family	Multifamily	Total
1996	93	41	134
1997	54	12	66
1998	50	0	50
1999	82	25	107
2000	127	16	143
2001	198	54	252
2002	299	56	355
2003	388	12	400
2004	474	0	474
2005	588	96	684
2006	809	176	985
2007	413	96	509
2008	158	0	158
2009	64	0	64
2010	42	6	48
2011	43	0	43
2012	67	0	67
2013	81	0	81
2014	74	0	74

Source: U.S. Census Bureau



Single-Family Residential Housing adjacent to Agricultural Land

DRAFT

In addition, the City has recently given final plat approval for Heartland Meadows, a 47-lot age targeted community to be developed by Marker Full Homes. Sales are expected to begin soon.

The seven developments that are active and one not yet started *(Heartland Meadows)* represent a total of 1,366 entitled units. As of the first quarter of 2015, 804 homes had been built in these developments, with 562 units remaining to be built. At post-recession construction levels, the remaining homes represent a supply of more than eight years.

Moreover, dormant developments for which roadway and utility infrastructure is in place (in whole or in part) represent another 7,406 entitled units among five different housing product types. Of that total, 5,628 units are not yet built – a volume that is extremely unlikely to be absorbed at any point within the foreseeable future. *(For perspective, from 2000-2009, during the height of the historic housing boom, 3,700 units were built in Yorkville in total).* Moreover, the total occupied housing stock in Yorkville currently stands at 5,835 units. In other words, Yorkville would effectively have to double its current housing stock in order to successfully absorb all the units planned in these dormant developments.

"In Yorkville 5,628 entitled housing units are not yet built – a volume that is extremely unlikely to be absorbed at any point within the foreseeable future. For perspective, from 2000-2009, during the height of the historic housing boom, 3,700 units were built in Yorkville in total."

EIGHT RESIDENTIAL DEVELOPMENTS ARE CURRENTLY ACTIVE IN YORKVILLE, REPRESENTING 1,366 ENTITLED HOMES. AT POST-RECESSION CONSTRUCTION LEVELS, THE 515 HOMES NOT YET BUILT REPRESENT A SUPPLY OF MORE THAN EIGHT YEARS.

Active New Home Developments					
Development	**Product Type**	**Total Units Entitled**	**Units Built**	**Units Not Yet Built**	**Percent Built Out**
Autumn Creek	Single Family	317	270	47	85.2%
Blackberry Woods	Single Family	132	34	98	25.8%
Briarwood	Single Family	41	19	22	46.3%
Country Hills	Single Family	138	27	111	19.6%
Heartland Circle	Single Family	250	216	34	86.4%
Heartland Meadows	Single Family	47	0	47	0.0%
Prairie Meadows	Single Family	164	116	48	70.7%
Windett Ridge	Single Family	277	122	155	44.0%
Total	---	1,366	804	562	58.9%

Source: United City of Yorkville and Goodman Williams Group

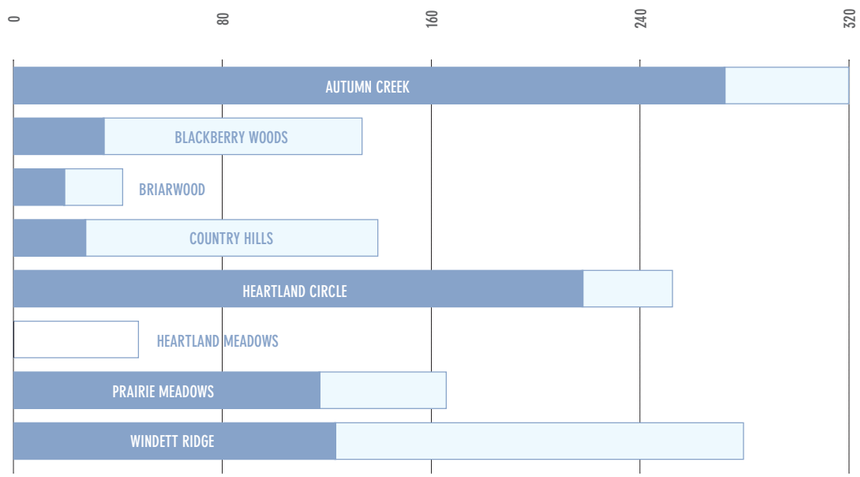


Table 3.14: Residential Developments by Status

TOTAL RESIDENTIAL DEVELOPMENTS	44
Completed	*12*
Active	*7*
Not Yet Started	*1*
Dormant	*24*
Undeveloped Land	*15*
Infrastructure in Place	*9*

Source: City of Yorkville & Goodman Williams Group

Single-Family Residential Housing in the Fox Hill Subdivision

Vacant lots within these dormant developments are primarily under ownership of private individuals or larger development entities. Two of the developments – Bristol Bay and The Highlands/Raintree Village – are owned by major national homebuilders (Centex and Lennar Homes, respectively). At the moment, it is uncertain when – if ever – any of the dormant developments will reopen.

For classification purposes, this analysis divided Yorkville's annexed residential developments into five geographical groups – east, west, north, central, southeast, and southwest. The groups correspond to geographically distinct areas of the City, but are not equal in terms of land area or number of developments.

Broadly speaking, the most intense development to occur within Yorkville during its robust growth years occurred within the east and southeast groups, located east of Illinois 47 along U.S. 34 and Illinois 71, respectively. These areas are home to some of the City's largest developments, including Grande Reserve, Autumn Creek, and Raintree Village. They were also some of the hardest hit areas when the housing crisis ensued, and developer and home builder bankruptcies and foreclosures have left hundreds of vacant lots in partially completed, dormant developments within these areas. However, four of the City's seven currently active developments are also located here (including its most active development, Autumn Creek).

The north group, aligning Illinois 47 and Baseline and Galena roads, consists largely of undeveloped land in active agricultural use. One exception is the large Bristol Bay community, which, after more than 770 homes were built in the early and mid-2000s, fell dormant with more than 1,300 entitled units remaining to be built.

The west and southwest groups (located off of U.S. 34 near Kendall Marketplace and to the west and southwest of downtown, respectively) include eight of the City's 12 completed developments, along with two of the seven active developments.

Finally, the central group consists generally of smaller developments located east of Illinois 47 and south of U.S. 34. This group includes the one development recently approved but not yet started *(the 47-unit age-targeted Heartland Meadows community).*

RENTAL MARKET CONDITIONS

Yorkville's rental market consists of a small number of multifamily developments built as rental apartments. A larger number of detached and attached homes were originally developed as for-sale units but have subsequently been entered into the rental market by individual owners or real estate investment and property management entities.

Multifamily Rental Communities

Yorkville is home to several multifamily rental developments, including two market-rate communities and one income-qualified community, all located in close proximity to Illinois 47 and U.S. 34.

- York Meadow Apartment Homes is a 95-unit two-story garden-style apartment community located on East Kendall Drive and managed by T.J. Adam & Company. The community was built in 1991 and offers one, two, and three bedroom plans. Current market rents range from $980 to $1,700 per month, and all units feature an attached one-car garage.

- Yorkville Apartments is a 74-unit two and three-story garden-style apartment community located on Mulhern Court and also managed by T.J. Adam & Company. Built in 1986, the community currently offers two-bedroom apartments for $910 per month.

- Reserve at Fox River is a 132-unit three-story garden-style apartment community located at on Market Place Drive, adjoining the Yorkville Marketplace shopping center. The community, developed with support from the Illinois Housing Development Authority (IHDA) and managed by Dominium, offers income-qualified two and three bedroom plans. Current income limits are $40,740 for one occupant, $46,560 for two occupants, and $52,380 for three occupants.

Other Rental Options

Other options for Yorkville renters include a variety of single family detached and attached homes, as well as a limited number of lower-density multifamily condominiums, all originally built for the for-sale market. While these homes are located throughout the City, concentrations do occur in some areas. Principal among these are the townhome and flats (condominiums) located within the Bristol Bay community. Built in the mid and later 2000s, a number of these units have found their way to the rental market. Current monthly asking rents are generally from $1,000 for flats and $1,200 for townhomes.

SENIOR HOUSING MARKET CONDITIONS

Senior housing options in Yorkville are limited, consisting of just two assisted living facilities, plus one skilled nursing center, as follows:

- Heritage Woods of Yorkville, located at 242 Greenbriar Road, opened in December of 2007. The facility consists of 87 studio and one-bedroom apartments offering assisted living. The facility is managed by BMA Management, Ltd.

- Countryside Village, located at 501 W. Kendall Drive, was built in 1977. The facility consists of 138 one-bedroom apartments, all of which are Section 8 assisted living units for seniors and persons with disabilities. The facility is managed by Oakbrook Corporation.

- Hillside Rehab and Care Center, located at 1308 Game Farm Road, offers a variety of skilled nursing, rehabilitation, and long-term care services, including hospice and memory care. The 79-bed facility is owned and managed by Helia Healthcare.

HOUSING DEMAND, NEEDS, & OPPORTUNITIES

Market demand for new homes is a function of many factors. First among these is household growth, which broadly determines long-term housing need. Another factor to be considered in demand forecasting is unit loss due to obsolescence, abandonment, or disaster. Nation-wide, most markets experience unit loss equal to 0.26 percent of total housing stock per year. Finally, a smaller component of demand is the "extra" units needed to retain balance in the availability of vacant units in order to allow for efficient sales and leasing efforts. (This need is greater for rental homes than for owner-occupied homes.)

Assembling these factors together into a five-year forecast for Yorkville suggests that demand for new homes will equate to 557 units from 2015 to 2019, or an average of 111 annually. Given current tenure trends, it is expected that roughly 75 percent of demand will emanate from the owner-occupied sector, equating to 412 units overall for the forecast period, or 82 units annually. Likewise, 25 percent of demand will occur within the rental sector, equating to 146 units overall or 29 annually.

Townhomes along Cummins Street

DRAFT

As this forecast suggests, overall demand for new homes in Yorkville is expected to remain relatively soft over the coming five-year period. However, near to mid-term opportunities do exist to responsibly bolster the residential market within the City while addressing the housing needs of potentially underserved populations. These opportunities include the following:

Senior and Active Adult Housing Needs
Shifting demographics within the City – most specifically the aging of the population – will play a primary role in determining housing needs over the near and mid-term period. Opportunities can be expected to strengthen over the coming five years in the following areas:

- Senior Housing: By 2019, more than 20 percent of Yorkville residents are expected to be age 55 or older. This includes nearly 800 residents age 75 or older. Yet the total current supply of service-oriented housing geared for seniors is just 225 assisted living units – of which just 87 are market rate – and 79 skilled nursing beds.

- Active Adult Housing: Similarly, age-restricted active adult housing geared toward those 55 and older is lacking within the City. (One exception being the recently approved Heartland Meadows development, which will bring 47 age-targeted single family homes to the market.) Additional active adult homes in small-scale, maintenance-free communities could help fill this gap. Appropriate product types include small-lot detached single family homes, along with duplex and fourplex configurations.

Conventional Production Sector Opportunities
In the conventional production sector (i.e., traditional single family attached or detached home developments, often referred to as "tract" housing) near to mid-term opportunities are more limited. However, Yorkville should continue to encourage the responsible build-out of currently active developments.

Additionally, a priority should be placed on the identification and recruitment of home builders and other entities interested in investing in currently dormant developments where development infrastructure is already in place. While it may be difficult, in the near term, to gain the interest of national home building companies (though two – Ryland Homes and Pulte, Incorporated – currently operate within the City), smaller local and regional builders (some of whom are already building in Yorkville and the surrounding areas), would be prime candidates. The current RENEW program, which provides building permit fee rebates on qualifying spec and model home construction, serves as a prime example of a creative City-led incentive that encourages responsible home building.

Regardless, the large number of entitled lots in these dormant developments dwarfs anticipated market demand. Reasonable expectations should be set, knowing that some of these developments are unlikely to be fully built-out in any but the most distant planning scenarios.

Affordable Housing Needs
Finally, our analysis of housing affordability within the City suggests that a need exists for more affordable housing options, particularly within the rental sector. As shown previously, 50 percent of renter households within the City may be hard-pressed to afford their current rents. Yet just one all-ages rental development providing rent assistance exists within the City. Additional high quality affordable rental units would thus help meet the needs of the low- to moderate-income population and satisfy a large portion of forecast demand for rental housing.

LOOKING TOWARD THE LONGER TERM

Within a longer term planning framework (i.e., five years or longer), additional housing market opportunities emerge. Along with the potential acceleration of production market demand are the following, more location-specific, opportunities:

- Transportation Oriented Development (TOD): Metra is currently investigating the feasibility of extending its commuter rail service to Yorkville. If the conclusions reached are favorable and a station is built, new opportunity for residential development could emerge in the area around the station. Such opportunity would most likely emanate from the moderate-density attached for-sale sector (e.g., townhomes) and the rental apartment sector.

- Downtown Development: If Yorkville can continue to revitalize and strengthen its downtown core – and assuming suitable buildings and/or land could be found – opportunity for denser market-rate rental and for sale housing, including residential-over-retail, could emerge. Such housing could be developed either in existing renovated buildings or new, appropriately designed and scaled developments.

Traditional housing stock near Downtown Yorkville.

Table 3.15: New Home Demand Derivation 2015 - 2019

Households, CY Estimate	*6,240*
Households, 5Y Forecast	*6,701*
Projected HH Growth	*461*
Housing Units, CY Estimate	*6,304*
Occupied	*5,835*
Owner-Occupied (Percent)	*74.7*
Renter-Occupied (Percent)	*25.3*
Vacant (Percent)	*7.4*
Expected Loss, Units (0.26%/year)	*82*
Gross Housing Demand, Units	*543*
Owner-Occupied	*406*
Vacancy Requirement (1.5 Percent)	*6*
Total Owner-Occupied Demand	*412*
Per Year	*82*
Renter-Occupied	*137*
Vacancy Requirement (6.0 Percent)	*8*
Total Renter-Occupied Demand	*146*
Per Year	*29*
Total New Construction Demand	*557*
PER YEAR	**111**

Source: Goodman Williams Group; household forecast by Esri

RESIDENTIAL ZONING DISTRICTS

Residential development is regulated by one of six residential zoning districts within the Yorkville Zoning Ordinance, as excepted below:

E-1 Estate Residence

The E-1 Estate District zoning designation is intended to accommodate large-lot, single-family residential land uses within a rural setting. Other permitted land uses within this district are deemed compatible and conducive to the low-density, tranquil, and open space environment provided in the E-1 Estate District. Permitted uses include single-family housing, schools, golf courses, parks, playgrounds, and some public utility facilities. The maximum density in the E-1 Zone is one unit per acre and the minimum lot size is one acre. Building heights are limited to 3-stories or 40 feet.

R-1 Single-Family Suburban Residence

The R-1 Single Family Suburban Residence zoning designation is intended to create a spacious suburban residential neighborhood environment on parcels of at least 18,000 square feet. To protect the character of the district, permitted uses are limited to single-family detached housing yet accommodate other compatible and complimentary cultural, religious, educational and public uses. Permitted uses include single-family housing, schools, golf courses, parks, playgrounds, and some public utility facilities. Building heights are limited to 2.5-stories or 30 feet.

R-2 Single-Family Traditional Residence

The R-2 Single Family Traditional Residence zoning designation is intended to accommodate smaller, more conventional suburban residential neighborhood on lots of at least 12,000 square feet. The district's moderately-low density allows for flexibility in site design, and creates a transitional land use between rural and suburban residential settings. The primary permitted uses are single-family detached housing in addition to compatible and complimentary cultural, religious, educational and public uses. Permitted uses include single-family housing, schools, golf courses, parks, playgrounds, and some public utility facilities. The maximum density in the R-2 Zone is three units per acre and building heights are limited to 2.5-stories or 30 feet.

R-2D Two-Family Attached Residence

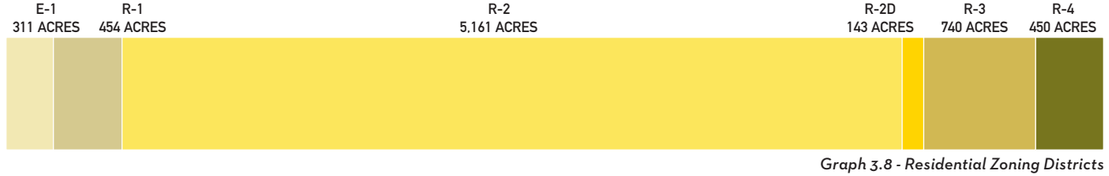
The R-2 Duplex, Two-Family Attached Residence zoning is intended for duplex dwellings on lots of at least 15,000 square feet. This district is primarily located off of a major thoroughfare or as a transitional land use adjacent to single-family residences. Therefore, the R-2 Duplex district is intended to accommodate single-family attached dwelling structures compatible with the surrounding single-family detached residential districts and commercial, office and retail spaces. Other permitted uses include single-family housing, schools, golf courses, parks, and some public utility facilities. The maximum density in the R-2D Zone is 4.8 units per acre and building heights are limited to 2.5-stories or 30 feet.

R-3 Multifamily Attached Residence

The R-3, Multifamily Attached Residence zoning designation is intended for moderate density dwelling structures on lots of at least 9,000 square feet. This district also accommodates a roadway wide enough to park on both sides of the street. Permitted uses include single-family housing, duplex housing, townhouse housing, multifamily housing, schools, golf courses, parks, playgrounds, and some public utility facilities. The maximum density in the R-3 Zone is five units per acre and building heights are limited to 6-stories or 80 feet. The number of units per building is limited to six.

R-4 General Multifamily Residence

The R-4, General Multifamily Residence zoning designation is intended for moderate-to-high density dwelling structures on lots of at least 15,000 square feet. This district is suitable for creating a transition between the business/commercial uses and the surrounding lower density residence uses. This district may accommodate other compatible and complimentary cultural, religious, educational and public uses. Permitted uses include single-family housing, duplex housing, townhouse housing, multifamily housing, schools, golf courses, parks, playgrounds, and some public utility facilities. The maximum density in the R-4 Zone is eight units per acre and building heights are limited to 6-stories or 80 feet.



Graph 3.8 - Residential Zoning Districts

Figure 3.8: Residential Zoning Districts

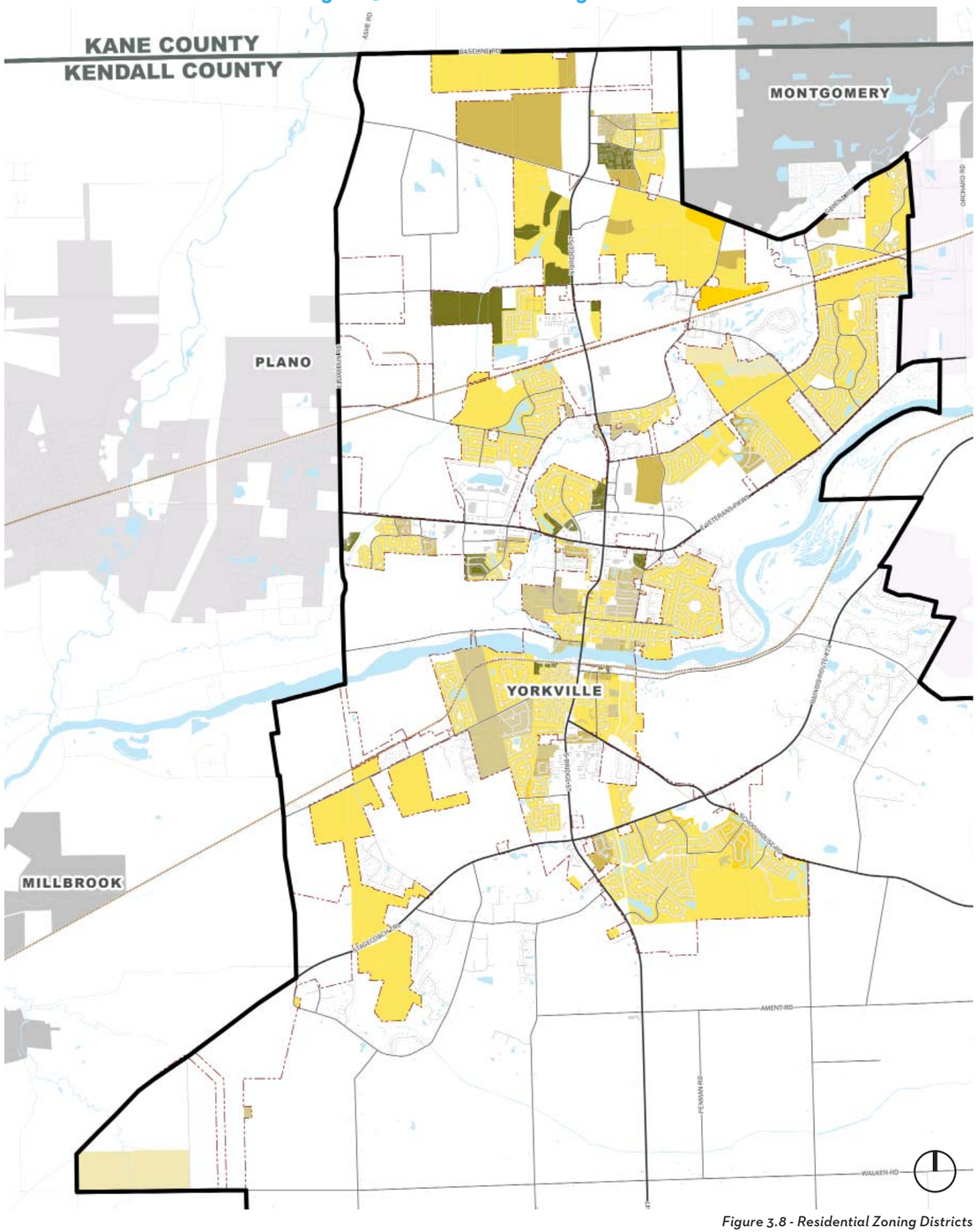


Figure 3.8 - Residential Zoning Districts

DRAFT

UNDEVELOPED RESIDENTIAL ZONING AREAS

Apart from the entitled residentially-zoned areas in Yorkville, there are a number of undeveloped zoned areas totaling 2,513 acres of land (Figure 3.9). These areas are located in Yorkville's northern and southeastern quadrants and are zoned in different categories from E-1 Estate to R-4 General Multifamily Residence. Most of the undeveloped land is zoned R-2 Single Family Traditional Residence. Total potential build-out in the areas would be over 8,900 housing

Table 3.16: Undeveloped Residential Zoning Areas

ZONING DISTRICT	ACRES	DENSITY	POTENTIAL ADDITIONAL UNITS
E-1 Estate Residence	*226*	*1*	*226*
R-1 Single-Family Suburban Residence	*176*	*2.42*	*425*
R-2 Single-Family Traditional Residence	*1,436*	*3*	*4,308*
R-2D Two-Family Attached Residence	*78*	*4.8*	*374*
R-3 Multifamily Attached Residence	*379*	*5*	*1,895*
R-4 General Multifamily Residence	*218*	*8*	*1,744*
Totals	2,513	-	8,972

Source: United City of Yorkville GIS

Single-Family Residential Housing at the Bristol Bay Subdivision

Figure 3.9: Undeveloped Residential Zoning Areas

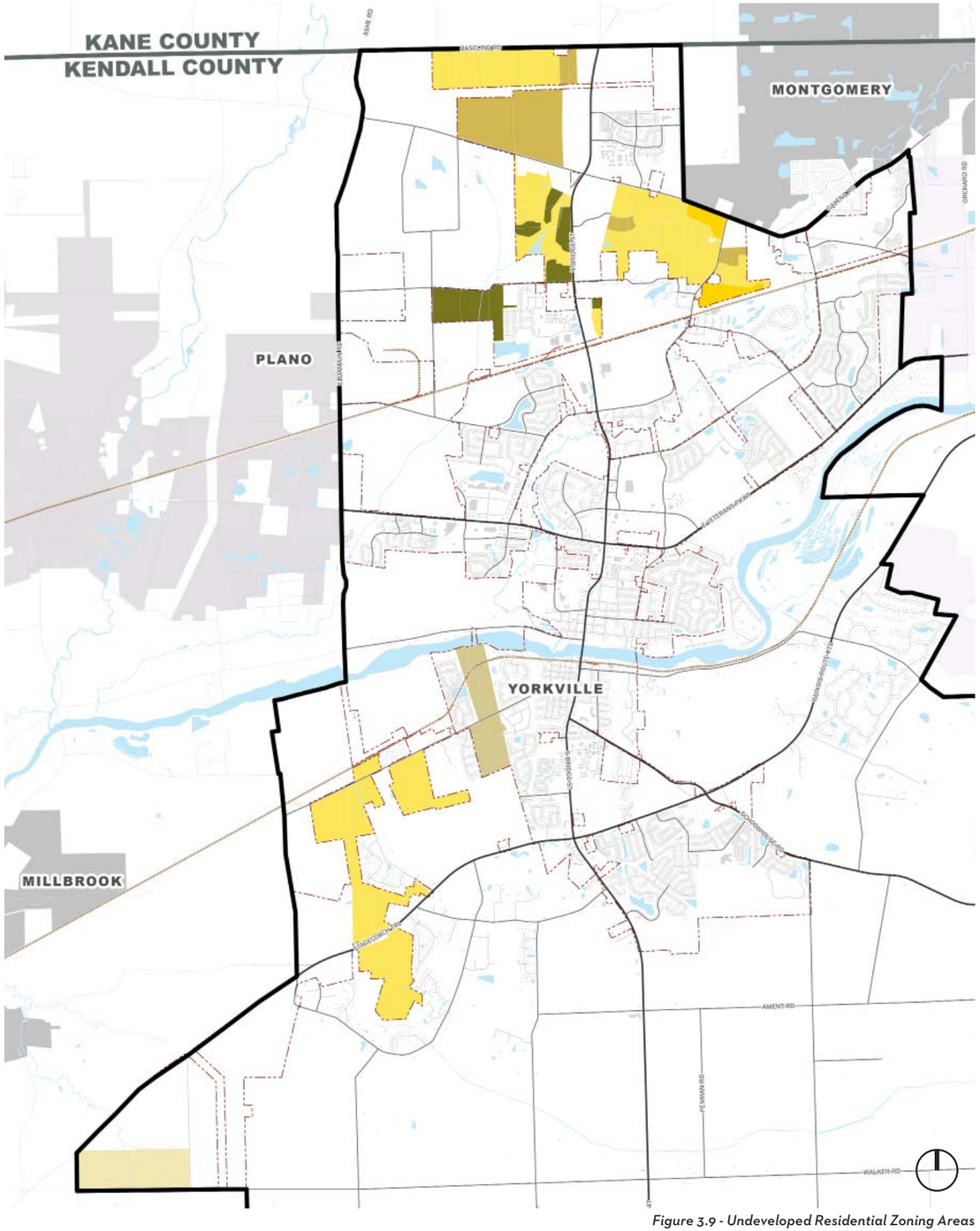


Figure 3.9 - Undeveloped Residential Zoning Areas

SUMMARY OF KEY RESIDENTIAL LAND USE ISSUES AND OBSERVATIONS

The following are key observations and issues related to residential land use in Yorkville:

units, which is unlikely to occur in the near-term.

- Yorkville housing stock can largely be categorized between the traditional housing constructed when Yorkville and Bristol were first developing in the mid to late 1800s to just after World War II, as represented in the Traditional Neighborhood Center, and the annexed subdivisions that comprise the majority of housing built in the last two to four decades. Approximately 59 percent of homes built in Yorkville were constructed between 2000 and 2009.

- With its older, more historic housing stock, the Traditional Neighborhood Center represents an opportunity to encourage housing rehabilitation and to market it as a desirable place to live near downtown and the Fox River waterfront.

- Yorkville, like most communities around the country after the economic recession of 2008, suffered a significant slowdown in housing construction and a number of foreclosures. However, its current housing vacancy rate (7.4 percent), although higher than Kendall County, is not significant and does not represent an imbalance in Yorkville's housing market.

- Nearly half of new homes built in Yorkville are within the $200,000 to $300,000, which represents a narrow and homogenous range of housing product in Yorkville. Other housing products offered at different pricing points could help to diversify the housing stock and offer additional housing opportunities for new residents.

- Yorkville has a number of dormant developments for which roadway and utility infrastructure is in place. This represents another 7,406, and of that total, 5,628 units are not yet built – a volume that is extremely unlikely to be absorbed at any point in the near term given the slow-down of residential construction within the Chicago region (See Table 3.18 for overview of existing subdivisions).

- A five-year forecast for Yorkville suggests that demand for new homes will equate to 557 units from 2015 to 2019, or an average of 111 annually. Roughly 75 percent of demand will emanate from the owner-occupied sector; in addition, 25 percent of demand will occur within the rental sector equating to 146 units overall or 29 annually.

- Overall, it is estimated that given current market conditions, it would take anywhere from 34 to 89 years to build out all residentially platted, entitled and zoned land in Yorkville (see Table 3.17). This signifies that some residentially- zoned and unplatted developments may not be built, at least in the near and mid-terms.

Table 3.17: Residential Build-Out Projections

TYPE OF UNITS	NUMBER OF UNITS	ABSORPTION RATE / YEAR	YEARS TO BUILD-OUT	COMPLETION DATE
Platted Units (Not Built)	*3,477*	*100*	*34 years*	*2049*
Entitled Units (Not Platted or Built)	*3,655*	*100*	*36 years*	*2085*
Undeveloped Residential Zoning Areas Capacity	*8,972*	*100*	*89 years*	*2174*

Source: United City of Yorkville GIS

DRAFT

Table 3.18: Residential Developments (as of February 2015)

SUBDIVISION	KEY	UNIT TYPE	TOTAL UNITS PLATTED	TOTAL UNITS ENTITLED	UNITS BUILT	% BUILD OUT PLATTED	% BUILD OUT ENTITLED	LEFT TO BUILD PLATTED	LEFT TO BUILD ENTITLED
Autumn Creek	*A*	*Single Family*	*317*	*317*	*270*	*85.2%*	*85.2%*	*47*	*47*
		Townhomes	*151*	*151*	*140*	*92.7%*	*92.7%*	*11*	*11*
Blackberry Woods	*B*	*Single Family*	*132*	*132*	*34*	*25.8%*	*25.8%*	*98*	*98*
Briarwood	*C*	*Single Family*	*41*	*41*	*19*	*46.3%*	*46.3%*	*22*	*22*
Bristol Bay	*D*	*Single Family*	*467*	*467*	*213*	*45.6%*	*45.6%*	*254*	*254*
		Duplex	*182*	*182*	*0*	*0.0%*	*0.0%*	*182*	*182*
		Townhomes	*802*	*802*	*224*	*27.9%*	*27.9%*	*578*	*578*
		Condominiums	*624*	*624*	*336*	*53.8%*	*53.8%*	*288*	*288*
Caledonia	*E*	*Single Family*	*206*	*206*	*50*	*24.3%*	*24.3%*	*156*	*156*
Country Hills	*F*	*Single Family*	*138*	*138*	*27*	*19.6%*	*19,6%*	*111*	*111*
		Duplex	*34*	*34*	*0*	*0.0%*	*0.0%*	*34*	*34*
Grande Reserve	*G*	*Single Family*	*953*	*1,324*	*263*	*27.6%*	*19.9%*	*690*	*1,061*
		Duplex	*62*	*394*	*26*	*41.9%*	*6.6%*	*36*	*368*
		Townhomes	*227*	*632*	*153*	*67.4%*	*24.2%*	*74*	*479*
		Condominiums	*0*	*300*	*0*	*0.0%*	*0.0%*	*0*	*300*
Heartland Circle	*H*	*Single Family*	*250*	*250*	*216*	*86.4%*	*86.4%*	*34*	*34*
Heartland Meadows	*-*	*Age Rest. SF*	*47*	*47*	*0*	*0.0%*	*0.0%*	*47*	*47*
Kendall Marketplace	*J*	*Single Family*	*0*	*28*	*0*	*0.0%*	*0.0%*	*0*	*28*
		Townhomes	*0*	*164*	*0*	*0.0%*	*0.0%*	*0*	*164*
Kendallwood Estates	*K*	*Single Family*	*83*	*83*	*0*	*0.0%*	*0.0%*	*83*	*83*
Prairie Meadows	*L*	*Single Family*	*164*	*164*	*116*	*70.7%*	*70.7%*	*48*	*48*
		Multi Family	*0*	*268*	*0*	*0.0%*	*0.0%*	*0*	*268*
Prestwick of Yorkville	*M*	*Single Family*	*108*	*356*	*4*	*3.7%*	*1.1%*	*104*	*352*
Raintree Village	*N*	*Single Family*	*402*	*402*	*206*	*51.2%*	*51.2%*	*196*	*196*
		Duplex	*124*	*124*	*65*	*52.4%*	*52.4%*	*59*	*59*
		Townhomes	*128*	*128*	*20*	*15.6%*	*15.6%*	*108*	*108*
Westbury East Village	*O*	*Single Family*	*0*	*293*	*0*	*0.0%*	*0.0%*	*0*	*293*
		Townhomes	*0*	*605*	*0*	*0.0%*	*0.0%*	*0*	*605*
Westbury South Village	*P*	*Single Family*	*0*	*181*	*0*	*0.0%*	*0.0%*	*0*	*181*
		Townhomes	*0*	*294*	*0*	*0.0%*	*0.0%*	*0*	*294*
Whispering Meadows	*Q*	*Single Family*	*295*	*445*	*217*	*73.6%*	*48.8%*	*78*	*228*
Windett Ridge	*R*	*Single Family*	*261*	*277*	*122*	*46.7%*	*44.0%*	*139*	*155*
TOTALS	**-**	**-**	**6,198**	**9,853**	**2,721**	**43.9%**	**27.6%**	**3,477**	**7,132**

Source: United City of Yorkville

Figure 3.10: Residential Developments (as of February 2015)

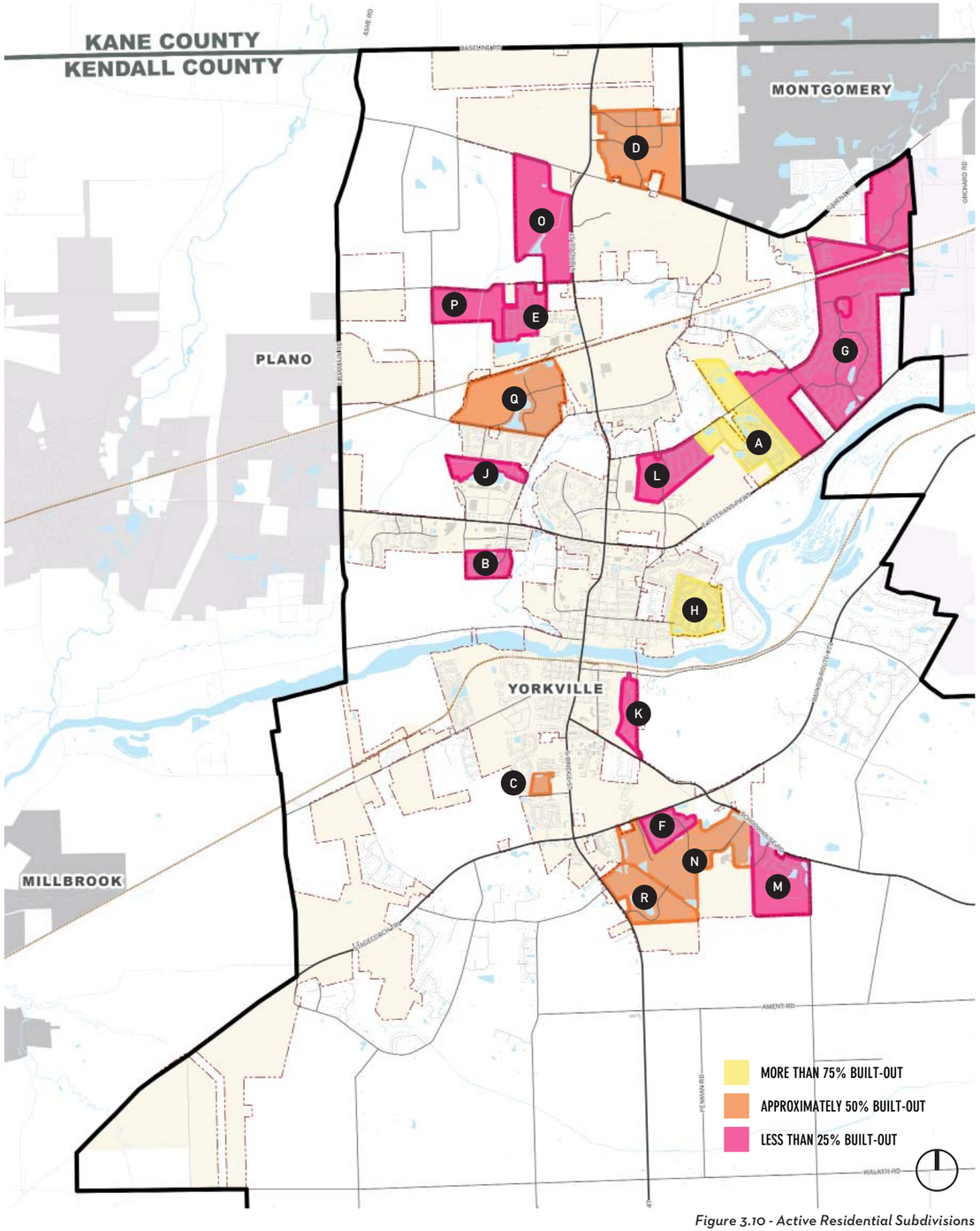


Figure 3.10 - Active Residential Subdivisions

COMMERCIAL LAND USE

Within the planning area, Yorkville's commercial areas comprises 849 acres, which represents 1.9 percent of Yorkville's total land area. This section summarizes general commercial land use and market conditions. Commercial land use in Yorkville can largely be divided between the downtown Yorkville and other newly-developed commercial land area along Illinois Route 47 and U.S. Route 34 and along certain stretches of Illinois Route 47 south of the Fox River.

Current retail facilities within the City of Yorkville consist primarily of large format ("big box") stores located along Illinois 47 and U.S. Route 34 and community and neighborhood-scale centers offering general merchandise, groceries, specialty retailers, and food and beverage-establishments. In many instances the retail inventory was built in anticipation of the "rooftops" that were entitled prior to the recession.

DOWNTOWN YORKVILLE

For the purposes of this Comprehensive Plan, downtown Yorkville is defined by Van Emmon Park on the east, Orange and East Fox Streets on the south, Morgan Street to the west, and the Fox River on the north, However, Yorkville's historic downtown commercial core is mostly bounded by the Fox River on the north, Fox Street to the south, Mill Street to the east, and Main Street to the west, and consists of mainly one to two-story traditional commercial buildings facing Illinois Route 47 and a mix of low-scale commercial and light and heavy industrial uses in its eastern quadrant near Mill Street.

On its western side, the downtown faces a traditional single family neighborhood and the Kendall County Courthouse and its associated complex of offices along South Main Street and West Ridge Street. Historically, the downtown comprised a mix of commercial and industrial uses given its location along the Fox River and the rail spur that runs along Hydraulic Street. Remnants of industrial uses remain in the downtown and brownfield land has been identified on parcels just east of the traditional building street wall along Illinois Route 47.

Table 3.19: Existing Commercial Land Use Areas

SUBDIVISION	KEY	ACRES	EST. SF
Kendall Marketplace	1	118	751,644
Cimarron Ridge	2	15	130,369
Countryside Center	3	25	177,859
Yorkville Business Center	4	30	336,727
Menards Commons	5	65	252,994
Fox Hill	6	4	23,737
Aurora Textile	7	7	24,556
Yorkville Marketplace	8	9	117,941
Landmark Center	9	5	36,042
Parkway Addition	10	6	57,248
Yorkville Market Square	11	1	17,807
Heartland Center	12	4	95,105
Inland Office Center	13	1	10,576
Bristol (Original Town)	14	2	8,443
Prairie Pointe	15	10	46,637
Huntsville	16	1	5,912
Perkins	17	3	21,201
North Bridge Street	18	1	2,932
Raging Waves Waterpark	19	42	3,149
Corn Holdings LLC	20	46	0
Rush-Copley	21	42	221,370

Source: United City of Yorkville GIS

Figure 3.11: Existing Commercial Land Use Areas North of the Fox River

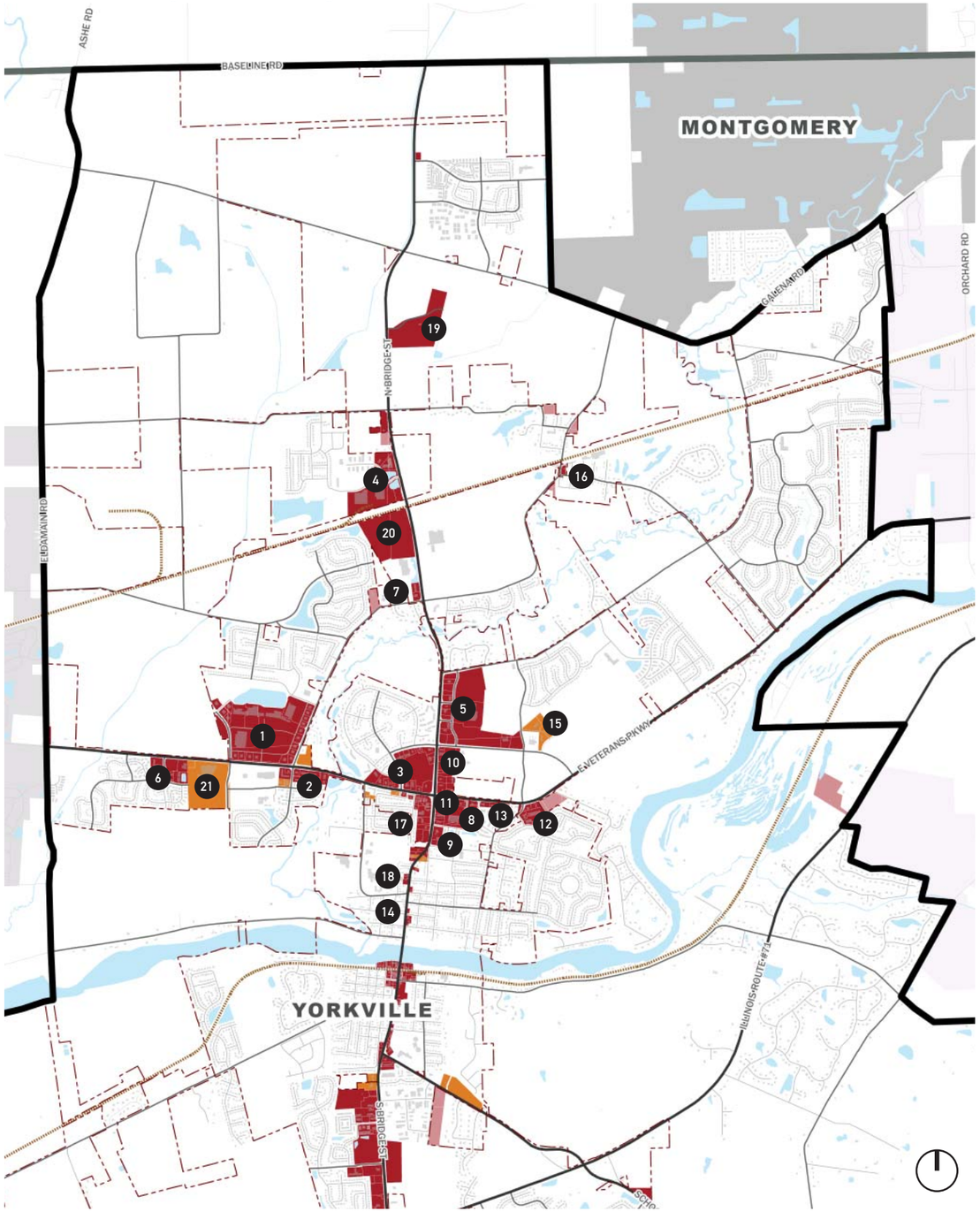


Figure 3.11 - Existing Commercial Land Use Areas North of the Fox River

DRAFT

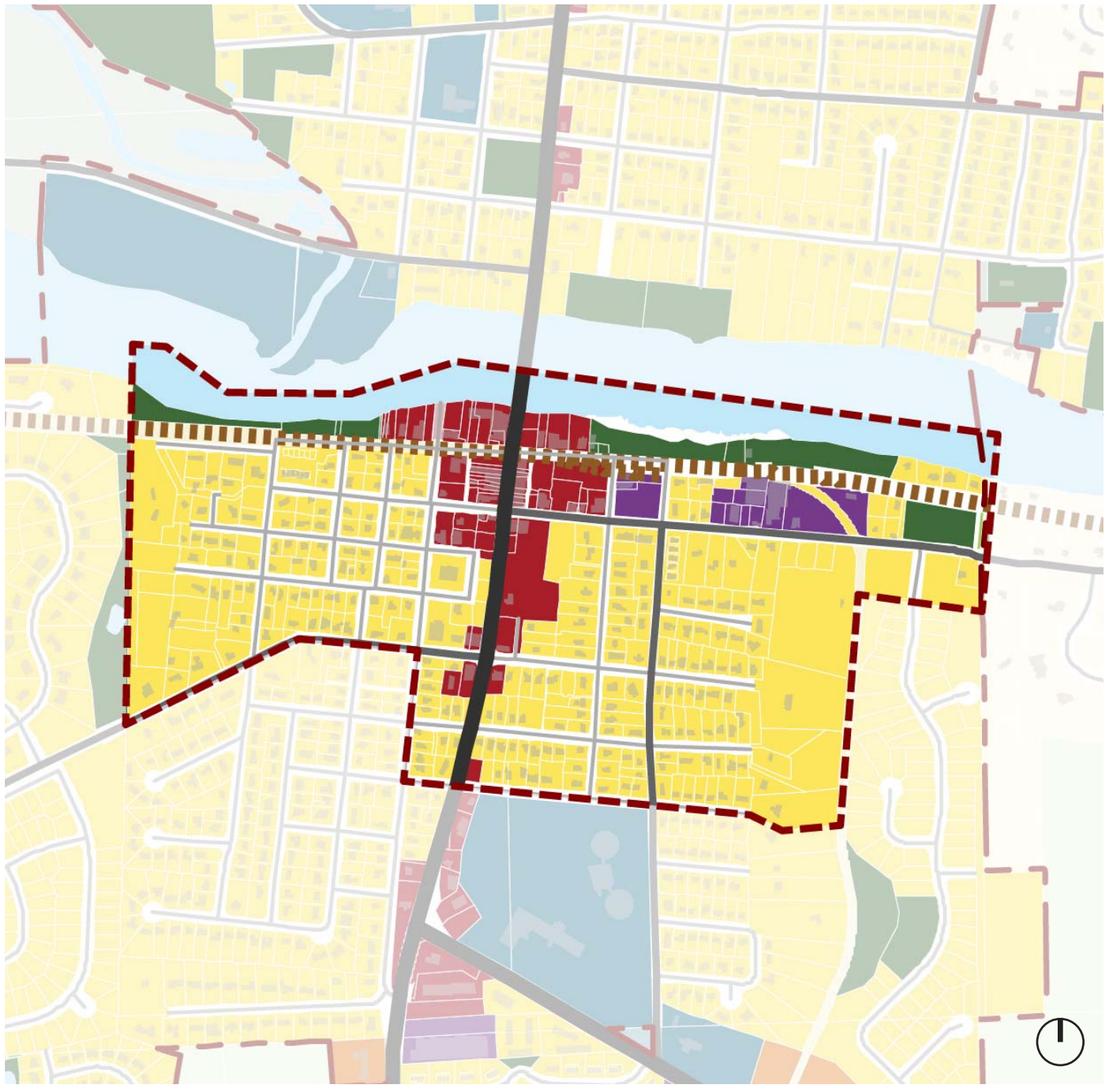
In recent years, some buildings along the north side of Hydraulic Street have been converted to residential use and new investment has occurred in adjacent Bicentennial Riverfront Park, transforming it into a significant Yorkville destination. Downtown buildings are generally in good condition although several along Route 47, Hydraulic Street, and Van Emmon Street could be candidates for building and storefront rehabilitation and adaptive use. There is also a significant need to improve streetscape conditions and the pedestrian environment, especially given the recent widening of Illinois Route 47 and the elimination of on-street parking. Community stakeholders have consistently commented that Illinois Route 47 is now a barrier to pedestrian movement in the downtown district, and with the loss of on-street parking along Route 47, finding areas to accommodate new parking has become a significant challenge given downtown's tight building development pattern. However, given these constraints, it appears that downtown Yorkville is underutilized and that a more strategic and efficient use of land could accommodate new development along with the rehabilitation of its existing historic commercial buildings.

Traditional Downtown commercial building

Commercial buildings on Hydraulic Street

Traditional Downtown commercial building

Figure 3.12: Existing Downtown Land Uses



Graph 3.12 - Existing Downtown Land Uses

DOWNTOWN ZONING DISTRICTS

Downtown land use is regulated by several zoning districts as excepted below:

B-1 Local Business

The B-1 Local Business District zoning designation is intended for the location of commercial and professional facilities that are especially useful in close proximity to residential areas. The district is designed to provide convenient shopping and services that meet the needs and enhances the quality of life for surrounding residential neighborhoods. This district also encourages dwelling units located above the first floor of a permitted use to create mixed use buildings. The minimum lot size for the B-1 Zone is 10,000 square feet with a maximin building coverage of 50 percent. 30 foot front yards are required with 20 foot side and rear yards also required. Building heights are limited to 6-stories or 80 feet.

B-2 Retail Commerce

The B-2 Retail Commerce Business District zoning designation is intended for the location of retail shops and stores offering goods to the population. Buildings in this district are allowed to build on a majority of the lot with diminished setbacks. This allows shops and stores to maximize retail space while supporting a pedestrian friendly environment in retail shopping areas. This district also encourages dwelling units located above the first floor of a permitted use to create mixed use buildings. The minimum lot size for the B-2 Zone is 10,000 square feet with a maximin building coverage of 80 percent. There is no front yard requirement, however 20 foot side and rear yards are required. Building heights are limited to 6-stories or 80 feet.

B-3 General Business

The B-3 General Business District zoning designation is intended for the location of a broad range of commercial uses, including small scale and large scale businesses. These uses are usually oriented toward automobile access and visibility; therefore they are typically set along major arterial roads. The businesses in this district are meant to serve regional as well as local customers. This district also encourages dwelling units located above the first floor of a permitted use to create mixed use buildings. The minimum lot size for the B-3 Zone is 10,000 square feet with a maximin building coverage of 50 percent. 50 foot front yards are required with 20 foot side and rear yards also required. Building heights are limited to 6-stories or 80 feet.

M-1 Limited Manufacturing

The M-1 Limited Manufacturing District zoning designation is intended to provide for the location of manufacturing, industrial, and related uses of a limited nature in size that will not have a harmful environmental effect on surrounding areas. The maximum lot coverage in the M-1 Zone is 60 percent. 25 foot front yards are required while no rear yards are required. Side yards must be a minimum of 10 percent of the lot up to twenty feet. There are no building height limits, but floor area ratio is limited to 0.8.

OS-2 Open Space (Recreational)

The OS-2 Open Space (Recreational) District is intended to govern the use of city-owned recreational areas and park land. Permitted uses include community centers, playgrounds, recreation centers, amphitheaters, and outdoor music venues. Front yards are required to be at least thirty feet and side yards are required to be at least ten feet or a distance equal to 50% of the building height, whichever is greater, when adjacent to a residential district. Rear yards are required to be at least twenty feet or a distance equal to 50% of the building height, whichever is greater, when adjacent to a residential district. Building height is limited to six-stories or eighty feet.

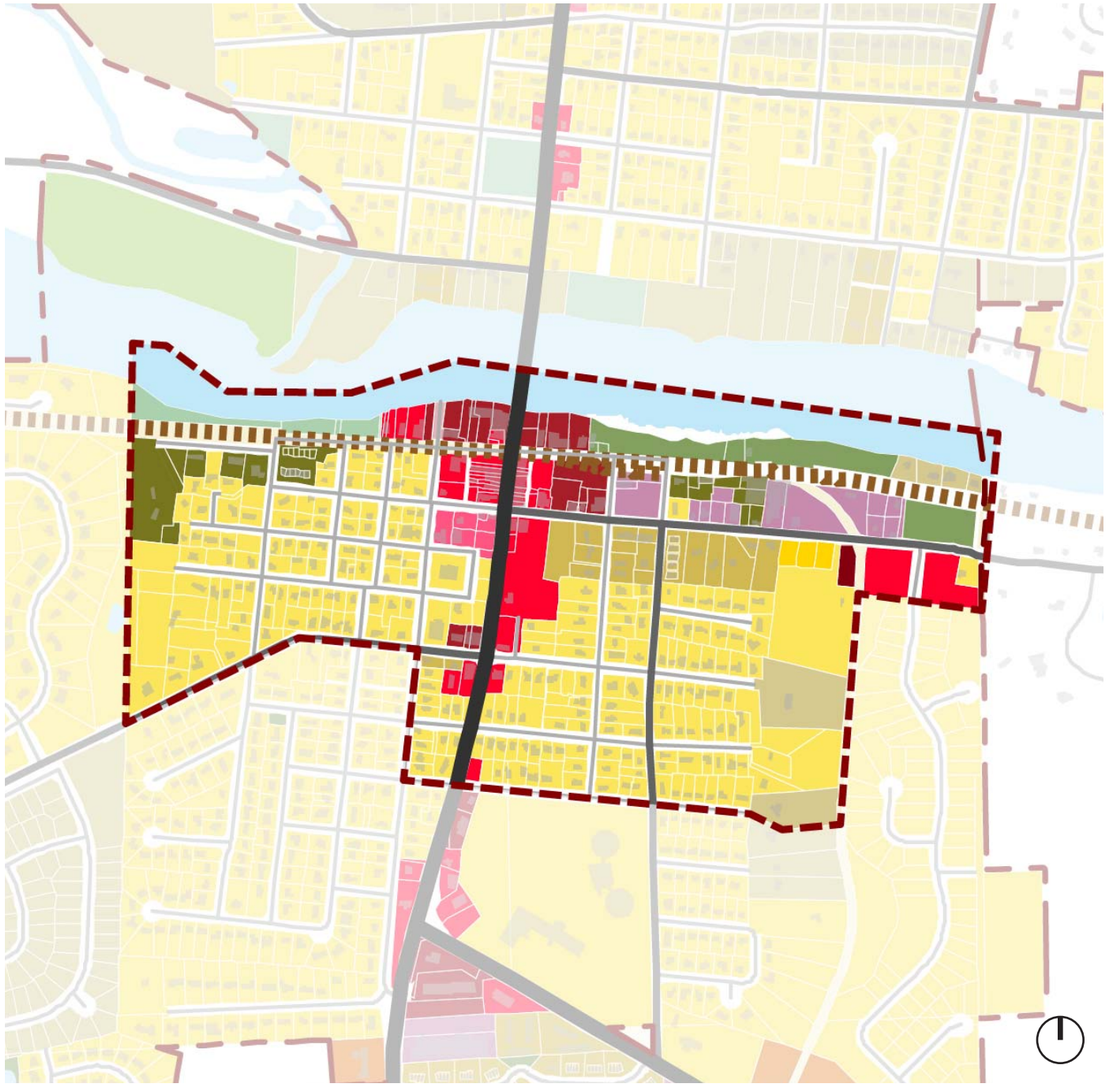
R-2 Single-Family Traditional Residence

The R-2 Single Family Traditional Residence zoning designation is intended to accommodate smaller, more conventional suburban residential neighborhood on lots of at least 12,000 square feet. The primary permitted uses are single-family detached housing in addition to compatible and complimentary cultural, religious, educational and public uses. Permitted uses include single-family housing, schools, golf courses, parks, playgrounds, and some public utility facilities. The maximum density in the R-2 Zone is three units per acre and building heights are limited to 2.5-stories or 30 feet.

R-4 General Multifamily Residence

The R-4, General Multifamily Residence zoning designation is intended for moderate-to-high density dwelling structures on lots of at least 15,000 square feet. This district is suitable for creating a transition between commercial uses and the surrounding lower density residence uses. This district may accommodate other compatible and complimentary cultural, religious, educational and public uses. Permitted uses include single-family housing, duplex housing, townhouse housing, multifamily housing, schools, golf courses, parks, playgrounds, and some public utility facilities. The maximum density in the R-4 Zone is eight units per acre and building heights are limited to 6-stories or 80 feet.

Figure 3.13: Downtown Zoning Districts



Graph 3.13 - Downtown Zoning Districts

DRAFT

ILLINOIS ROUTES 47 AND 34 CORRIDORS (NORTH)

The intersection of Illinois Route 47 and U.S. 34 (Veterans Parkway) can be considered the major hub for commercial activity in Yorkville, given the location of large format retailers and neighborhood-scaled centers offering general merchandise, groceries, specialty retailers, and food and beverage establishments. Such retailers and businesses include Walgreens and McDonalds, Menards, Starbucks, Jewel Foods, the NCG Cinemas, Taco Bell and Pizza Hut and Office Max. There is also a number of other locally-owned and regional businesses and chains located in this cluster. Further to the west along Veterans Parkway are other commercial developments, including the Kendall Marketplace where big-box stores such as Target, Marshalls, and Home Depot are located, and smaller office-commercial complexes housing restaurants, service businesses and medical offices. Across the street from the Kendall Marketplace is the Rush-Copley Medical Center. North of Veterans Parkway, along Illinois Route 47, are smaller strip mall developments such as the Yorkville Business Center, which is leasing space to several small retailers and businesses. General urban design conditions are good in this area although signage and landscaping could be more consistent from one development to another.

The commercial developments along these areas are mostly of recent construction, one to two-story in scale, and are characterized by generous set-backs from the roadways, landscaping and parking areas in front of the buildings. In the Kendall Marketplace, the setback from the roadway to the inline retail is quite significant, although much of the intervening land has been reserved for outlot development. In total, in Yorkville's northern quadrant, there are over 20 different commercial subdivisions totaling more than 2,00,000 square feet of commercial space. Several commercial subdivisions have been entitled but not yet developed.

Commercial uses in Yorkville Business Center, Illinois Route 47

ILLINOIS ROUTES 47 CORRIDOR (SOUTH)

South of the Fox River, there are more than ten different commercial subdivisions totaling more than 400,000 square feet of commercial space, located mostly along Illinois Route 47. A mix of older and newer developments characterize the commercial activities along this portion of Route 47 with businesses that range from restaurants and fast food places to drive-in banks to small strip centers housing a variety of small businesses. Developments are generally set back closer to the roadway than those located north at the Illinois Route 47 and Veterans Parkway intersection. General urban design and streetscape conditions can be improved in this area with more consistent landscaping, signage and wayfinding.

Table 3.20: Existing Commercial Land Use Areas

SUBDIVISION	KEY	ACRES	EST. SF
Black's Addition	*29*	*11*	*115,649*
Fountain Village	*30*	*15*	*44,855*
Stagecoach Crossing	*31*	*2*	*53,943*
Prairie Garden	*32*	*8*	*73,471*
Cozy Corner	*33*	*1*	*21,984*
Yorkville (Original Town)	*34*	*2*	*9,727*
Johnson & Hughes	*35*	*1*	*6,598*
Walz	*36*	*41*	*9,577*
Highpoint Road & Route 71	*37*	*61*	*0*
Cross Evangelical Lutheran Church & School	*38*	*17*	*83,862*

Source: United City of Yorkville GIS

Figure 3.14: Existing Commercial Land Use Areas South of the Fox River

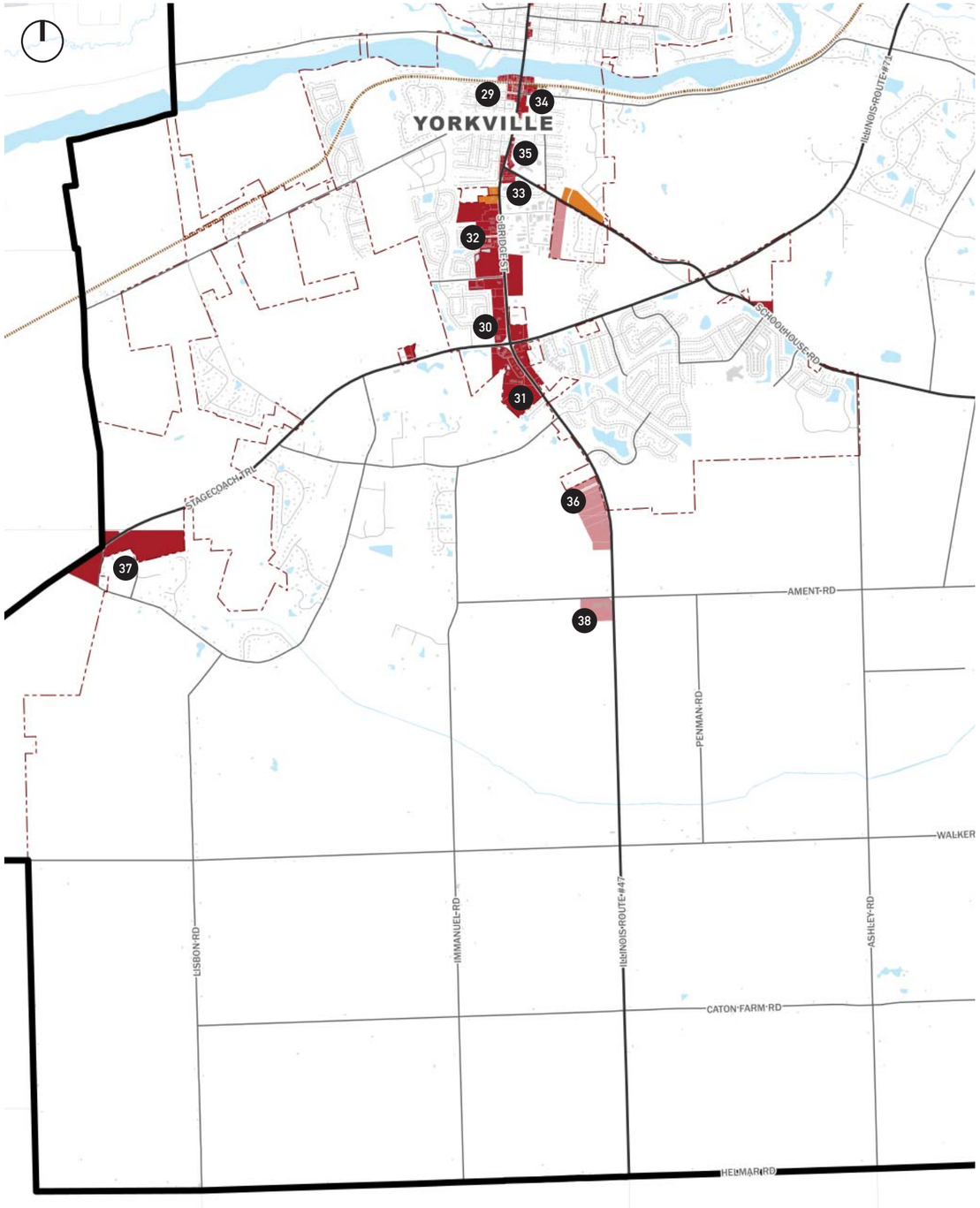


Figure 3.14 - Existing Commercial Land Use Areas South of the Fox River

COMMERCIAL MARKET DATA AND ANALYSIS

This section of our report focuses on characteristics of Yorkville's current retail market and examines future retail opportunities within the City in the context of larger market area conditions and trends.

METROPOLITAN CHICAGO AND FAR SOUTHWEST SUBURBAN RETAIL TRENDS

CBRE, a prominent national brokerage firm, includes all of Kendall County in its Far Southwest Suburban Submarket. Within the market, CBRE currently tracks performance metrics on 48 prominent retail properties encompassing 8.6 million square feet of space. As of the first quarter of 2015, vacancy rates within the submarket stood at 6.0 percent – the third lowest among all submarkets within Metro Chicago and 360 basis points lower than that for the area as a whole, at 9.6 percent.

Market conditions within the Far Southwest Suburban Submarket, as well as within the Chicago region as a whole, continue to improve with the ongoing regional and national recovery that has followed the recession. In particular, grocery-anchored shopping centers have performed well in the current environment, with market entrants such as Mariano's spurring demand for new space and escalating competition for market share among grocers in many market areas.

The growing popularity of on-line shopping has impacted some traditional "brick and mortar" stores, particularly in the apparel, electronics, and office supply sectors. And several prominent big box retailers have either closed stores or scaled back expansion plans within the region.

Generally, however, current signs point toward continued strengthening of the regional suburban retail market in the near and mid-term, with redevelopment and re-use outpacing greenfield (i.e., vacant land) development. Household growth will continue to be key to attracting new retail development.

COMPETITIVE RETAIL DESTINATIONS

Retail centers within Yorkville compete with those in the surrounding municipalities of Oswego and Montgomery for area consumers' shopping dollars. Interviews with residents and other stakeholders in Yorkville indicate that residents travel, in particular, to large centers in Oswego and, to a lesser extent, Montgomery for major shopping trips. (Plano, while located directly west of Yorkville, offers little in the way of destination shopping.)

Three large multi-tenant shopping centers located along the U.S. 34 corridor in Oswego, encompassing nearly 1.7 million square feet of space, offer a wide variety of shopping and dining options, with major tenants including Walmart Supercenter, Kohl's, Dick's Sporting Goods, Home Depot, Target, and Buffalo Wild Wings. A fourth center, Ogden Hills in Montgomery, has more than 500,000 square feet of space and is anchored by Menards, JC Penny, and Sephora. A Sam's Club was added to the location in the fall of 2014.

YORKVILLE RETAIL MARKET CONDITIONS AND TRENDS

Municipal sales tax revenues provide a proxy measure of overall retail activity and market growth. An examination of sales tax revenues for Yorkville and neighboring communities shows that retail activity in Yorkville grew only modestly during the ten years between 2005 and 2014, rising just 8.3 percent overall. During this same period, however, the neighboring municipalities of Oswego and Montgomery experienced high rates of sales tax growth as the U.S. 34 corridor was transformed into a major regional shopping destination. In Oswego, sales tax revenues grew more than 90 percent during this period, while Montgomery experienced growth of more than 78 percent. Of neighboring municipalities, only Plano saw a lower growth rate than Yorkville, at 2.6 percent.

Graph 3.9 shows percentage of municipal sales taxes collected in Yorkville in 2014 by major SIC (Standard Industrial Classification) code shows that General Merchandise and Drugs & Miscellaneous Retail each accounted for more than 20 percent of retail sales. Lumber, Building, and Hardware sales accounted for 17 percent of goods sold, while Food (i.e., grocery) and Drinking and Eating Places each accounted for 11 percent. Notably, apparel accounted for just three percent of goods sold, suggesting that most residents of Yorkville travel elsewhere to purchase clothing.

YORKVILLE'S RETAIL INVENTORY

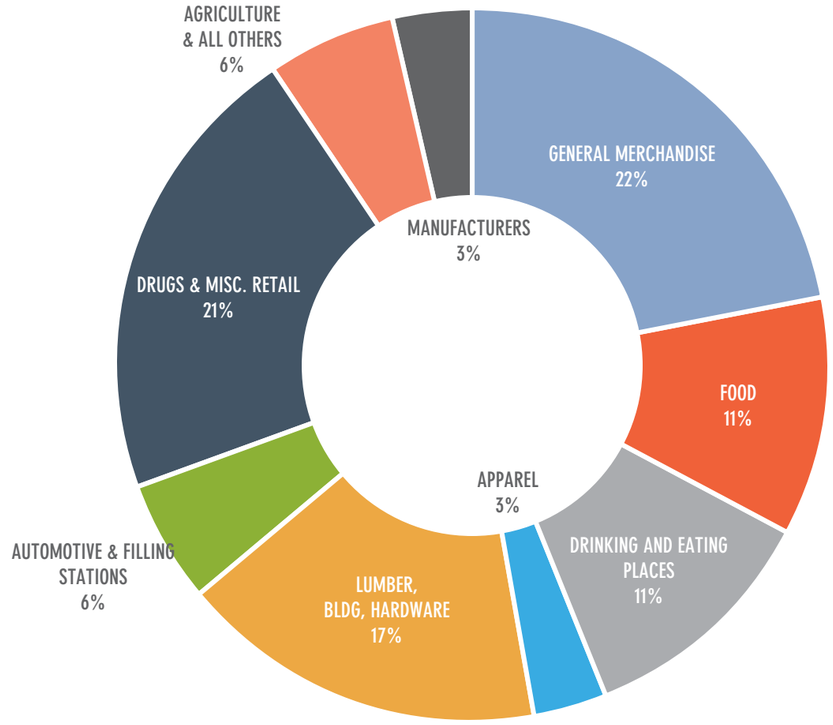
Most of Yorkville's retail inventory is located along the Illinois 47 and U.S. 34 corridors. Average daily traffic counts in excess of 15,000 along Illinois 47 and 13,000 to nearly 20,000 along U.S. 34 made these corridors desirable locations for many regional and national retailers. Yorkville's two primary shopping centers--Kendall Marketplace and Yorkville Marketplace—were both built prior to the recession in anticipation of strong household growth.

Since the Great Recession, however, the retail market in Yorkville has remained soft, with expectations for future growth largely unrealized. At this time, high vacancy rates plague Kendall Marketplace and Yorkville Marketplace and both centers remain only partially built, with the development of additional phases and outparcels delayed indefinitely.

- Kendall Marketplace: Developed in 2008 by Chicago-based Harlem Irving Companies, Kendall Marketplace was conceived as a major regional destination, with 750,000 square feet of gross leasable area (GLA). It is built on 130 acres at the northwest corner of U.S. 34 and Cannonball Trail. Anchor tenants include: Marshalls, Super Target, Kohl's, Dick's Sporting Goods, and Home Depot. Currently, 19 retail spaces out of a total of 36 are vacant and available for lease, according to information from leasing agent Jones Lang LaSalle. In addition, numerous outparcels remain undeveloped.

In the second quarter 2015, Greenwood Global purchased Kendall Marketplace from Bank of America, which seized the property through foreclosure in 2013. According to Kendall County records, the shopping center's anchor tenants (Target, Kohl's, Home Depot, and Dick's Sporting Goods) own their own stores and were not included in the sale. In addition to the significant vacancies in the center, 19 outparcels remain undeveloped.

Graph 3.9: 2014 Calendar Year - Sales made during January 2014 through December 2014



Source: Illinois Department of Revenue

DRAFT

- Yorkville Marketplace: Located at the Southeast corner of the U.S. 34 and Illinois 47 intersection, Yorkville Marketplace is a neighborhood center with 111,591 square feet of leasable space. It is anchored by Jewel-Osco, Office Max, and Panera Bread. Additional tenants include, among others, Starbucks and GNC. Four spaces are currently vacant and available for lease by The Peak Group, a Naperville-based real estate company. The center, developed in 2007 by Highland Park-based Tucker Development, was purchased in April of 2015 by Inland Real Estate Group for $24.5 million. In addition to the existing space, original plans called for a second phase which, if built, would add roughly 100,000 more square feet to the center. Inland has not said if it intends to go forward with this expansion at any time in the future.

In addition to these two primary shopping centers, a number of national chains offering general merchandise, convenience and specialty goods, and service retail are located in smaller strip centers or stand-alone locations. Of particular note is the mostly undeveloped Yorkville Crossing shopping center located north and east of the Illinois 47 and U.S. 34 intersection. In addition to the anchor, Menards, current retailers include Ace Hardware; AutoZone, discount grocer Aldi, and thrift store Goodwill. A planned Walmart was never built.

A variety of eating and drinking establishments and entertainment facilities are also located along the Illinois 47 and U.S. 34 corridors. These include a variety of fast food, fast casual, and full-service restaurants, bars and food-serving pubs, a multi-screen movie theater (NCG Yorkville Cinemas), a bowling alley (Yorkville Bowl), and, further to the north, Raging Waves Waterpark – the largest waterpark in Illinois.

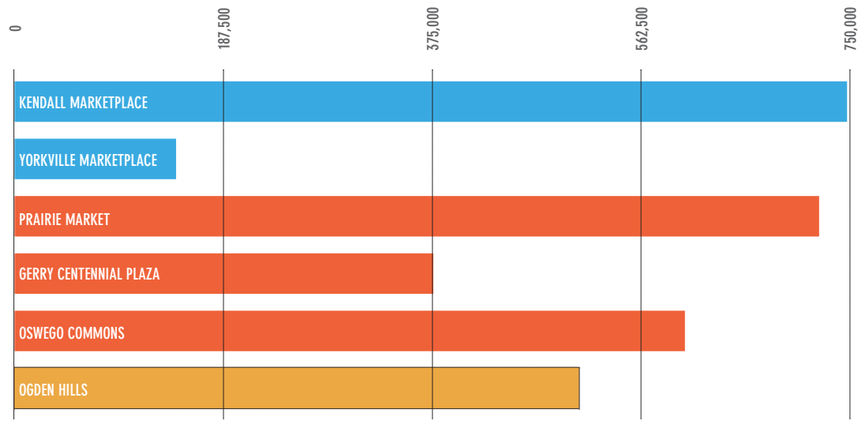
In addition two national chain-affiliated hotels are located in Yorkville: a 77-room Hampton Inn and a 42-room Super 8, both located near the Illinois 47 and U.S. 34 intersection.

YORKVILLE'S KENDALL MARKETPLACE IS ONE OF THE LARGEST MULTI-TENANT SHOPPING CENTERS IN THE AREA. HOWEVER, A NUMBER OF COMPETING CENTERS ARE LOCATED NEARBY IN OSWEGO AND MONTGOMERY.

Major Multi-Tenant Shopping Centers In and Around Yorkville

Center Name	Location	Size (SF)	Major Tenants
Kendall Marketplace	Yorkville	745,000	Kohl's, Dick's Sporting Goods, Home Depot, Marshalls, Super Target
Yorkville Marketplace	Yorkville	145,000	Jewel-Osco, Office Max, Panera Brea, Starbucks, GNC
Prairie Market	Oswego	720,000	Wal-Mart Supercenter, Koh's, Dick's Sporting Goods, Best Buy
Gerry Centennial Plaza	Oswego	375,000	Meijer, Michael's, Bed Bath & Beyond, Old Navy, Buffalo Wild Wings
Oswego Commons	Oswego	600,000	Home Depot, Target, T.J. Maxx, Office Max, Portillo's, Hobby Lobby
Ogden Hills	Montgomery	500,000	Sam's Club, Menard's, JC Penny, Office Depot, Sephora

Source: Goodman Williams Group

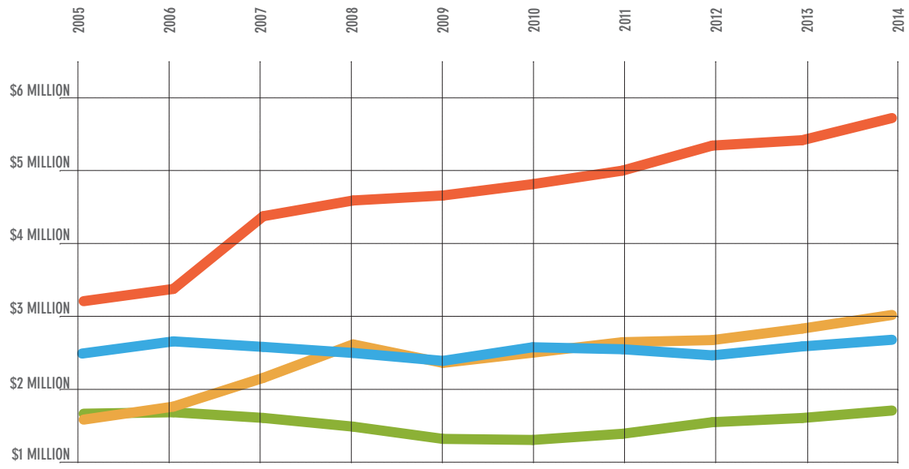


RETAIL SALES TAXES IN YORKVILLE FELL DURING THE RECESSIONARY YEARS AND HAVE RISEN ONLY MODESTLY SINCE 2005. HOWEVER, TAXES COLLECTED IN MONTGOMERY AND OSWEGO HAVE INCREASED MORE DRAMATICALLY THAN THOSE IN YORKVILLE AND PLANO.

Municipal Retail Sales Taxes Collected

	Montgomery	Oswego	Plano	Yorkville
2005	$1,586,039	$3,215,658	$1,667,331	$2,479,311
2006	$1,764,974	$3,384,169	$1,687,246	$2,662,379
2007	$2,160,404	$4,384,546	$1,609,423	$2,586,447
2008	$2,620,735	$4,600,736	$1,489,449	$2,503,286
2009	$2,366,794	$4,669,432	$1,320,877	$2,394,036
2010	$2,507,094	$4,825,359	$1,306,385	$2,581,452
2011	$2,651,204	$5,011,615	$1,391,337	$2,554,296
2012	$2,680,321	$5,356,105	$1,550,507	$2,470,066
2013	$2,837,936	$5,429,931	$1,608,279	$2,592,877
2014	$3,025,900	$5,734,792	$1,710,686	$2,684,381
Change %	+ 90.8	+ 78.3	+ 2.6	+ 8.3

Source: Illinois Department of Revenue



DOWNTOWN YORKVILLE

The downtown Yorkville commercial district, generally encompassing the area bound by Fox Street to the south, Benjamin Street to the east, Morgan Street to the west, and the Fox River to the north, has a small cluster of dining, entertainment, and outdoor recreation associated with the Fox River. Retailers and restaurants tend to orient their storefronts to their parking areas away from Illinois 47 / Bridge Street, leaving very little foot traffic present along the busy Illinois 47 thoroughfare.

LEAKAGE ANALYSIS

One analytic tool used to identify possible retail opportunities within a market area is a calculation of the leakage, or gap, between the expenditure potential of households and estimates of actual sales from area businesses. For the purpose of this study, we define the retail gap as the difference between the demand from households residing in Yorkville and the estimate of sales from existing Yorkville stores.

A negative number suggests that sales (supply) exceed local demand, indicating that stores are attracting shoppers from other communities. A positive number suggests that demand exceeds local supply, indicating that shoppers are travelling outside the City for these purchases. In most categories, as shown in the following table, local demand in Yorkville is being spent in stores outside the City. Retail Demand from households in the City of Yorkville exceeds sales estimates by approximately $115 million. The retail gaps are highest in the following categories:

- Nearly half of total leakage ($49.2 million) comes from Motor Vehicle and Parts Dealers. Car Dealerships have high sales volumes and tend to locate along major commercial arteries in more densely populated communities than Yorkville.

- The Food and Beverage Stores is leaking $26.8 million. While the City of Yorkville's boundaries do not represent a trade area for a particular grocer, this leakage figure suggests that Yorkville could potentially support another mid-size grocery store.

Table 3.21: Downtown Yorkville Business Inventory

BUSINESS NAME	ADDRESS	TYPE OF BUSINESS	CATEGORY
Yorkville Glass and Mirror	*123 E. Hydraulic Street*	*House Repairs*	*Business Service*
GCP Sales	*204 Heustis Street*	*Golf-Carts*	*Business Service*
Jack Hudson Insurance	*108 S. Bridge Street*	*Insurance*	*Business Service*
Grieter's Mechanical	*121 E. Hydraulic Street*	*Mechanical Contractor*	*Business Service*
Upper Crust Catering	*109 S. Bridge Street*	*Catering*	*Business Service*
Caring Hands Thrift Shop	*220 S. Bridge Street*	*Former Thrift Store*	*Closed/Vacant*
Record Newspapers	*222 South Bridge Street*	*Newspaper Publisher*	*Office*
Old Second Bank	*102 E. Van Emmon St.*	*Bank*	*Closed/Vacant*
Vacant	*208 S. Bridge Street*	*Office*	*Closed/Vacant*
Vacant	*135 E. Van Emmon*	*Office*	*Closed/Vacant*
Residential Homesites	*214 South Bridge Street*	*Office*	*Closed/Vacant*
Mongolian 211	*219 S. Bridge Street*	*Food/Beverage*	*Closed/Vacant*
Cobblestone Bakery and Bistro	*101 W. Van Emmon Street*	*Food/Beverage*	*Closed/Vacant*
Law Offices	*103 E. Van Emmon St.*	*Law Office*	*Closed/Vacant*
Semper Fi Yard Service	*212 S. Bridge Street*	*Yard Work*	*Closed/Vacant*
Ginger & Soul	*131 E. Hydraulic Street*	*Food/Beverage*	*Food/Beverage*
Rivers Edge Theater	*217 South Bridge Street*	*Theater*	*Entertainment*
Rowdy's	*210 South Bridge Street*	*Bar*	*Food/Beverage*
Foxy's Ice Cream	*131 E. Hydraulic Street*	*Food/Beverage*	*Food/Beverage*
Casa Santiago	*227 Heustis Street*	*Food/Beverage*	*Food/Beverage*
Barley Fork	*209 South Bridge Street*	*Food/Beverage*	*Food/Beverage*
Kendall County Farm Bureau	*111 E. Van Emmon*	*Office*	*Government*
Masonic Office Lodge	*214 South Bridge Street*	*Office*	*Lodge*
HD Backhoe Service LLC	*109 S. Bridge Street*	*Contractors*	*Office*
Foxes Den Hairstyling	*109 S. Bridge Street*	*Hair Salon*	*Personal Service*
Satya Healing Market	*202 S. Bridge Street*	*Healing Center*	*Personal Service*
Kairi Kearns Therapy	*202 S. Bridge Street*	*Therapy Office*	*Personal Service*
Dickson's Building: Yorkville Judo and Trinity Fitness	*130 Bridge Street Plaza*	*Gym*	*Recreation/Fitness*
Freeman's Sports	*129 E. Hydraulic Street*	*Bait Shop*	*Recreation/Fitness*
Yak Shack	*301 E. Hydraulic Street*	*Kayak Rentals*	*Recreation/Fitness*
Sense of Samadhi	*202 S. Bridge Street*	*Yoga Studio*	*Recreation/Fitness*
Yorkville Flower Shop	*214 South Bridge Street*	*Flower Shop*	*Retail*

Source: Based on Fieldwork, June 2015

Table 3.22: Leakage Analysis

INDUSTRY SUMMARY	DEMAND	SUPPLY	RETAIL GAP
	RETAIL POTENTIAL	RETAIL SALES	
Total Retail Trade and Food & Drink	$250,856,462	$135,372,463	$115,483,999
Total Retail Trade	$222,523,143	$117,060,736	$105,462,407
Total Food Services & Drinking Places	$28,333,319	$18,311,727	$10,021,592
BY CATEGORY:	**DEMAND**	**SUPPLY**	**RETAIL GAP**
Motor Vehicle & Parts Dealers	$50,593,778	$1,421,668	$49,172,110
Gasoline Stations	$23,255,645	$24,767,516	-$1,511,871
Furniture & Home Furnishings Stores	$5,414,693	$945,635	$4,469,058
Electronics & Appliance Stores	$6,596,347	$5,141,320	$1,455,027
Bldg Materials, Garden Equip. & Supply Stores	$8,853,328	$20,117,371	-$11,264,043
Food & Beverage Stores	$38,285,398	$11,444,297	$26,841,101
Health & Personal Care Stores	$21,615,439	$16,801,147	$4,814,292
Clothing & Clothing Accessories Stores	$15,564,080	$1,893,639	$13,670,441
Sporting Goods, Hobby, Book & Music Stores	$6,374,917	$6,724,457	-$349,540
General Merchandise Stores	$40,798,099	$22,482,042	$18,316,057
Miscellaneous Store Retailers	$5,171,419	$5,321,644	-$150,225
Food Services & Drinking Places	$28,333,319	$18,311,727	$10,021,592

Source: Esri Business Analyst

DRAFT

- The General Merchandise Stores category is leaking $18.3 million. Yorkville does have a number of discount department and general merchandise stores including Target. A Walmart was planned, but never built, on a site along Route 34 in Yorkville, but the company operates stores in neighboring Oswego, Plano, and Montgomery. Average sales per store for a Walmart supercenter is $72.5 million on an annual basis.

- Apparel and Accessory Stores and Food Service & Drinking places are also showing modest retail gaps ($13.7 and $10.0 million respectively). Small merchants and full-service and quick casual restaurants and bars would be welcome additions in existing retail centers as well as in Downtown Yorkville.

Note that this analysis is not a definitive indicator of retail opportunities within Yorkville. Successfully recruiting new businesses to an area requires, among other factors, the character and proximity of competitors or potential competitors, the demographic and socioeconomic makeup of the localized consumer base, vehicular and pedestrian traffic levels, and the availability of suitable land and/or commercial space.

Commercial uses in Downtown Yorkville

RETAIL CONCLUSIONS AND OPPORTUNITIES

Despite the opening of several key retail stores in the late 2000s – primarily in the Kendall Marketplace and Yorkville Marketplace shopping centers, Yorkville has seen only modest growth in overall retail sales volumes over the last ten years and these major shopping centers have existing vacancies and undeveloped outparcels. While Yorkville remains underserved in several key retail segments, as noted in this analysis as well as the Retail Coach report, several challenges will impede its ability to draw significant new retail investment in the near and mid-term. These include the following:

- The population of Yorkville is expected to grow only modestly in the coming five to ten years. In an era where "retail follows rooftops", national retailers, who routinely weigh hundreds of expansion opportunities across the country, are unlikely to seek out Yorkville unless significant existing demand and household growth is amply demonstrated.

- Yorkville's north/south divide dampens its retail potential. As noted previously, feedback from area residents and other stakeholders suggests that Yorkville residents routinely travel to Oswego and Montgomery for shopping trips. Reportedly, this is particularly true of residents of southern Yorkville, who often find traveling to Oswego quicker and easier than traveling north along Illinois 47 to the heart of Yorkville's retail district at Illinois 47 and U.S. 34, given traffic bottlenecks along Illinois 47. (Though completion of current major construction work along this route is expected to help relieve congestion.)

- Moreover, Oswego continues to develop, and the Village has an aggressive retail growth plan in place for both U.S. 34 and Orchard Road, which it sees as a "growth corridor." According to the Village, plans include the recruitment of a high-end grocery store, furniture stores, and a Costco in the near future.

- Finally, a wild card with the potential to impact both the commercial and residential markets in Yorkville is the Hudson Pointe mixed-use development proposed for the southwest corner of U.S. 30 and Wolf's Crossing Road in Oswego. If developed as currently envisioned, Hudson Pointe will add more than 34 acres of commercial development along with up to 1,600 new housing units to regional inventories. A community of such scale could further shift the focus of growth towards Oswego, dampening retail and residential demand potentials in Yorkville.

Notwithstanding these challenges, potential opportunities for retail development do exist in Yorkville, primarily in the following forms:

- ***Grocery-Anchored Development.*** As discussed, Yorkville has the potential to support additional specialty grocery store development. The estimated gap of more than $26 million in grocery spending would, if realized, support the addition of a mid-size specialty and/or regionally-based grocer. Not only would such a store be a benefit to the residents of Yorkville, the traffic generated would likely draw interest from additional retailers and service providers seeking proximity or co-tenancy.

- ***Downtown Development.*** Downtown Yorkville, with its picturesque Fox River views, has the potential to draw residents and visitors alike to businesses, parks and recreation areas, and outdoor events. Supportable uses within the downtown area in the near to mid-term would likely include additional eating and drinking establishments, and recreation-oriented businesses. In May, the City approved TIF financing for Three Angels nanobrewery to be located at what once was the Ingemunson Law Offices. The City has also approved plans for a cooking school and catering business at a city-owned building at Hydraulic Street. The City needs to continue to promote new businesses to locate downtown in order to revitalize the downtown area.

With time, careful planning and incubation, and, most importantly, community support, a thriving downtown District could be fostered with the critical mass needed to lure additional businesses to the area. However, serious market challenges must be addressed in order to make this vision a reality. These include industrial blight on the eastern side of the district, inadequate parking, and high volumes of fast-moving traffic along Illinois 47 that make this most desirable commercial stretch of downtown also its most dangerous and unfriendly for pedestrians.

OFFICE MARKET DATA

Yorkville is located further west than the existing concentrations of west suburban multi tenant and single-user corporate office buildings. Therefore, the amount of investment grade office space in the City is limited.

In Yorkville, business and professional service firms tend to be located adjacent to retail tenants in the various commercial shopping centers. The City is also home to several medical office users.

- Aurora-based Rush-Copley has a 45-acre medical campus in Yorkville located on Route 34. The complex contains an urgent-care center, oncology center, diagnostic center, and physician offices. The complex opened in 2008, and was built in anticipation of the healthcare needs of the growing Yorkville population. In 2012, a 6,000 square foot emergency center was added to the medical campus.

- Advocate Dreyer Medical Clinic and Presence Mercy Medical Center also have medical office locations nearby to Rush-Copley in Yorkville. A few other in-line medical offices are located in nearby strip centers.

COMMERCIAL ZONING DISTRICTS

Commercial development is regulated by one of five commercial zoning districts, as excerpted below:

O Office District

The O Office District zoning designation is intended to provide for the location of professional offices, research and development facilities, and other related uses on parcels of at least 20,000 square feet. In addition, a mix of limited retail and service uses may be allowed to support other uses within the zone. The O Office District zone may be used as a transitional zone between residential and more intensive commercial and manufacturing districts. This district also encourages dwelling units located above the first floor of a permitted use to create mixed use buildings. The minimum lot size for the O Zone is 20,000 square feet with a maximin building coverage of 50 percent. 30 foot front yards are required with 10 foot side yards and 20 foot rear yards also required. Building heights are limited to 6-stories or 80 feet.

B-1 Local Business

The B-1 Local Business District zoning designation is intended for the location of commercial and professional facilities that are especially useful in close proximity to residential areas. The district is designed to provide convenient shopping and services that meet the needs and enhances the quality of life for surrounding residential neighborhoods. This district also encourages dwelling units located above the first floor of a permitted use to create mixed use buildings. The minimum lot size for the B-1 Zone is 10,000 square feet with a maximin building coverage of 50 percent. 30 foot front yards are required with 20 foot side and rear yards also required. Building heights are limited to 6-stories or 80 feet.

B-2 Retail Commerce

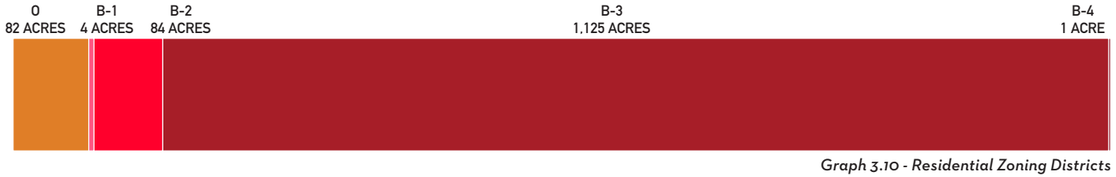
The B-2 Retail Commerce Business District zoning designation is intended for the location of retail shops and stores offering goods to the population. Buildings in this district are allowed to build on a majority of the lot with diminished setbacks. This allows shops and stores to maximize retail space while supporting a pedestrian friendly environment in retail shopping areas. This district also encourages dwelling units located above the first floor of a permitted use to create mixed use buildings. The minimum lot size for the B-2 Zone is 10,000 square feet with a maximin building coverage of 80 percent. There is no front yard requirement, however 20 foot side and rear yards are required. Building heights are limited to 6-stories or 80 feet.

B-3 General Business

The B-3 General Business District zoning designation is intended for the location of a broad range of commercial uses, including small scale and large scale businesses. These uses are usually oriented toward automobile access and visibility; therefore they are typically set along major arterial roads. The businesses in this district are meant to serve regional as well as local customers. This district also encourages dwelling units located above the first floor of a permitted use to create mixed use buildings. The minimum lot size for the B-3 Zone is 10,000 square feet with a maximin building coverage of 50 percent. 50 foot front yards are required with 20 foot side and rear yards also required. Building heights are limited to 6-stories or 80 feet.

B-4 Service District

The B-4 Service Business District zoning designation is intended for the location of a variety of service based commercial uses. These businesses focus on providing residents with services on a local level. The minimum lot size for the B-4 Zone is 10,000 square feet with a maximin building coverage of 50 percent. 50 foot front yards are required with 20 foot side and rear yards also required. Building heights are limited to 6-stories or 80 feet.



Graph 3.10 - Residential Zoning Districts

Figure 3.15: Commercial Zoning Districts

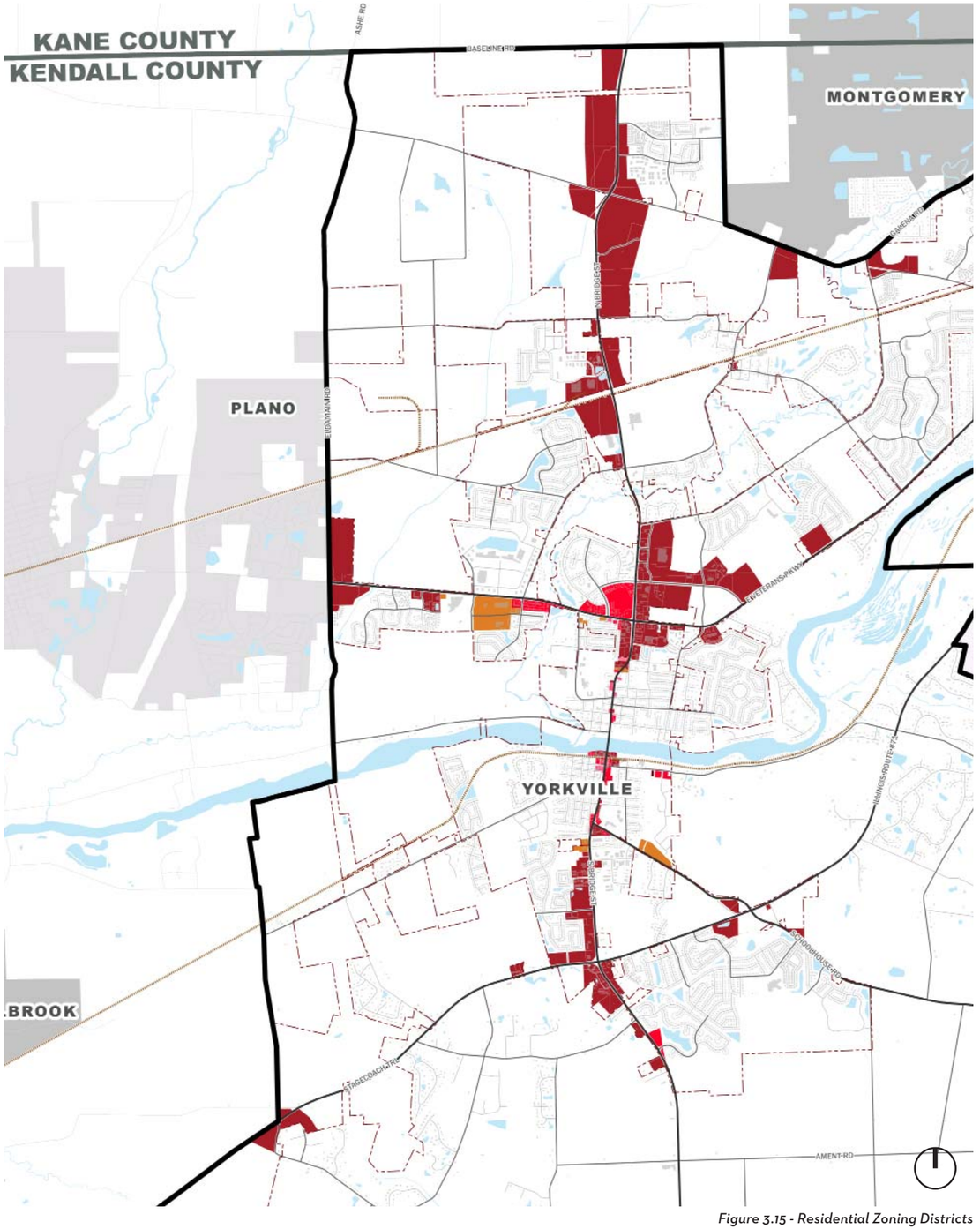


Figure 3.15 - Residential Zoning Districts

DRAFT

UNDEVELOPED COMMERCIAL ZONING AREAS

Apart from land that is already developed and zoned for commercial development, there are several areas in Yorkville that are currently zoned but undeveloped for commercial use. These areas are located throughout Yorkville but the more significant parcels are within the community's northern quadrant along Illinois Route 47 and Veterans Parkway, and are zoned in two different commercial zoning categories, B-2 Retail Commerce and B-3 General Business. These areas represent more than 6.4 million square feet of commercial space that according to current market conditions may not be developed in the near future.

Table 3.23: Undeveloped Commercial Zoning Areas

ZONING DISTRICT	ACRES	POTENTIAL ADDITIONAL SF
O Office District	0	0
B-1 Local Business	0	0
B-2 Retail Commerce	6	65,340
B-3 General Business	587	6,392,430
B-4 Service District	0	0
Totals	593	6,457,770

Source: United City of Yorkville GIS

Figure 3.16: Undeveloped Commercial Zoning Areas

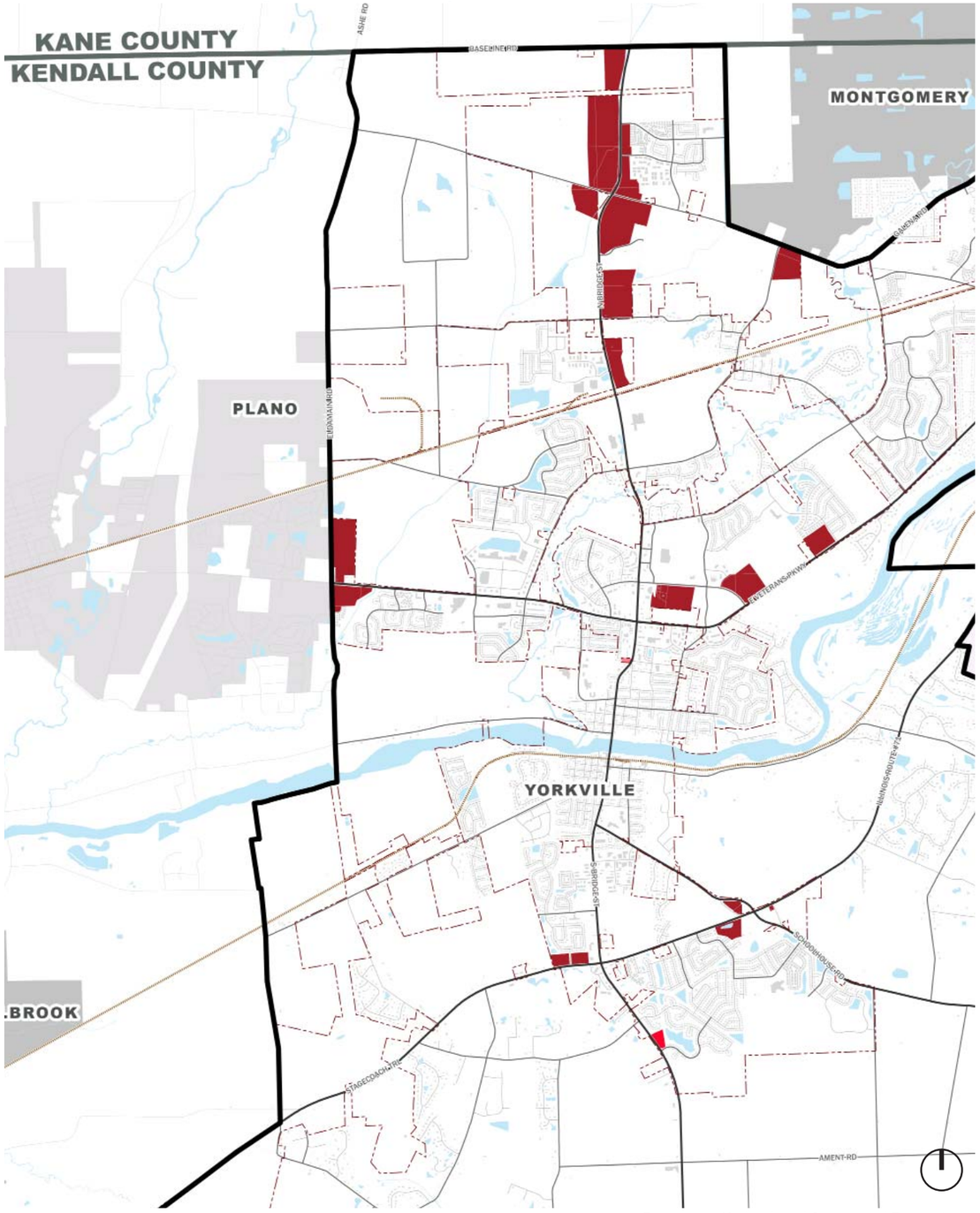


Figure 3.16 - Undeveloped Commercial Zoning Areas

SUMMARY OF KEY COMMERCIAL LAND USE ISSUES AND OBSERVATIONS

The following are key observations related to commercial land use in Yorkville:

- Downtown Yorkville remains a key opportunity for reinvestment and redevelopment given its adjacency to the traditional single family neighborhoods and the recreational opportunities along the Fox River and nearby parks. Targeted initiatives in addressing key downtown issues, such as its brownfield and urban design challenges, will be important in spurring downtown reinvestment. Inadequate parking and high volumes of fast-moving traffic along Illinois Route 47 also need to be addressed as key issues for downtown.
- While Yorkville may experience limited demand for additional retail in coming years, particularly in the grocery and restaurant categories, it will continue to face competition from neighboring communities, particularly Oswego. New retail development will depend on, among other factors, the volume of new residential development.
- Yorkville in general is over-zoned for retail and commercial development, especially along northern portions of Illinois Route 47 where residential development may be slow to occur in the long-term.
- Yorkville has the potential to support an additional mid-sized specialty grocery store, which in turn could spur additional retail development adjacent to the grocery.
- There is a defined need for a more consistent, cohesive approach to developing retail and commercial services in the downtown, especially in regards to downtown where sustained efforts in attracting and incubating new businesses should be the focus of economic development.

INDUSTRIAL LAND USE

Within the planning area, Yorkville's industrial areas comprises 419 acres, which represents 0.9 percent of Yorkville's total land area. This section summarizes general industrial land use and market conditions. Industrial land use in Yorkville can largely be found in five main areas both north and south of the Fox River.

EXISTING INDUSTRIAL AREAS

North of the Fox River comprise three of the larger industrial areas in Yorkville: the Aurora Textile industrial development, the Wrigley manufacturing complex, and the Yorkville Business Center, which also includes the commercial strip development facing Illinois Route 47. All three industrial developments account for over 507,000 square feet of industrial space, the largest being the Wrigley manufacturing complex – already slated to expand its facilities in 2015 – although a significant portion of its current land parcel is undeveloped. The Yorkville Business Center Park includes a number of warehousing, manufacturing and automotive-service related uses on lots that are mostly one acre in size. West of the Illinois Route 47 is the Aurora Textile industrial development; Aurora Textile is a manufacturer of textiles. All three industrial areas north of the Fox River are set back generously from the Illinois 47 roadway and are nicely landscaped with berms and water features providing a modern industrial park setting.

South of the Fox River are three other industrial areas: the Fox Industrial Park, which comprises 461,000 square feet of industrial space, the older waterfront industrial areas of downtown and the F.W. Witt development, the latter two comprising 110,000 square feet of industrial space. The Fox Industrial Park is home to a number of light manufacturing and auto-related service industries on smaller lots than found in the Yorkville Business Park. Unlike the industrial areas north of the Fox River, this park's industrial buildings are constructed closer to the sidewalk with a limited level of landscaping treatments; directly north of the park is a row of multifamily developments along Colonial Parkway. Industrial is also located along portions of the downtown just south and adjacent to the rail spur. These uses largely reflect the once industrial nature of the downtown.

Table 3.24: Existing Industrial Land Use Areas

SUBDIVISION	KEY	ACRES	SF
Fox Industrial Park	*1*	*42*	*461,178*
Wrigley Manufacturing	*2*	*289*	*218,163*
Yorkville Business Center	*3*	*23*	*159,205*
Aurora Textile	*4*	*11*	*130,570*
Yorkville (Original Town)	*5*	*6*	*57,992*
F.W. Witt & Co.	*6*	*3*	*52,911*

Source: United City of Yorkville GIS

Industrial Uses along Hydraulic Street in downtown Yorkville

Figure 3.17: Existing Industrial Land Use Areas

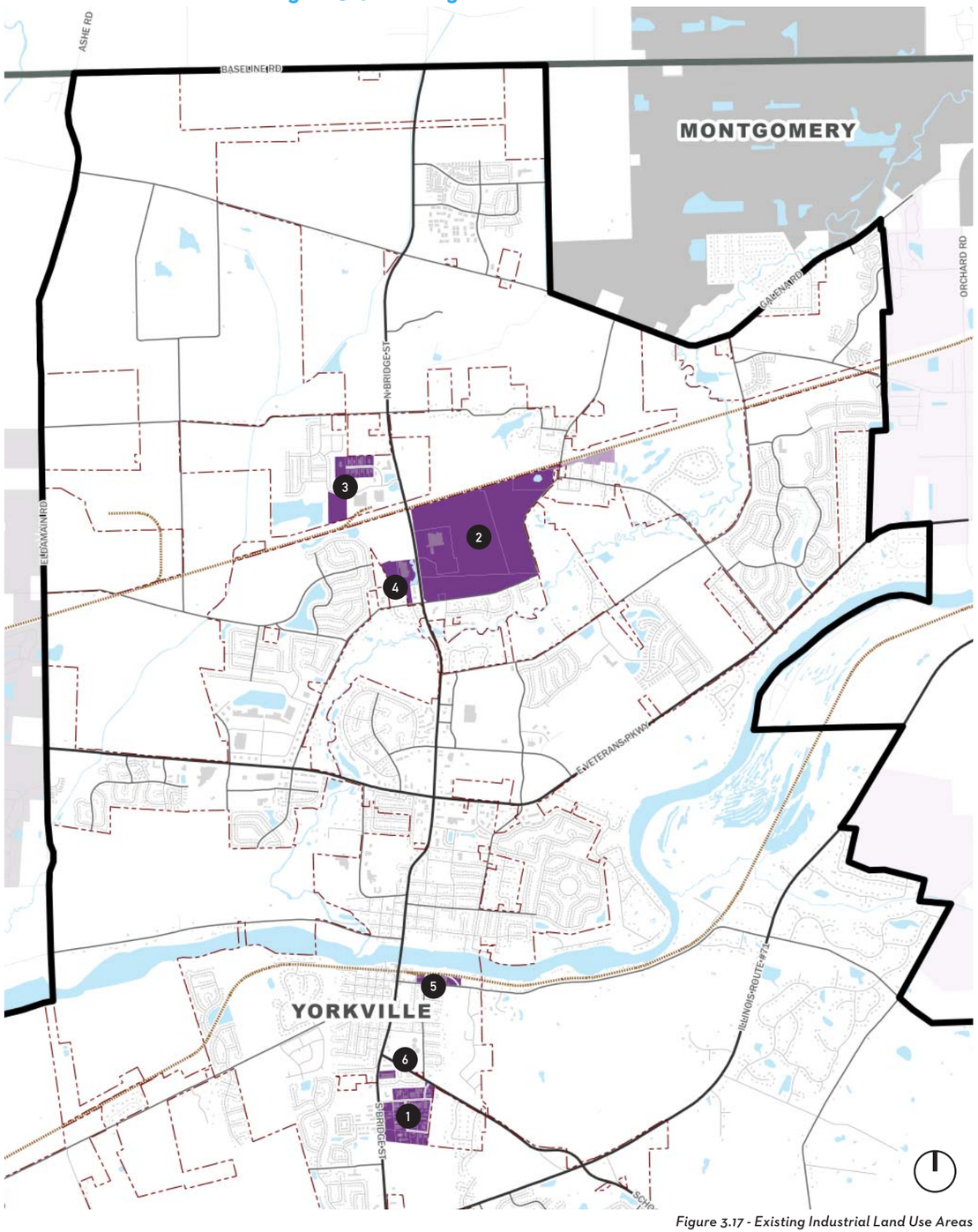


Figure 3.17 - Existing Industrial Land Use Areas

DRAFT

INDUSTRIAL MARKET DATA AND ANALYSIS

Major industrial development in the far western and southwestern portions of the Chicago region is dependent on proximity to the interstate highway system, and features large "big box" bulk distribution centers as well as some industrial R & D product. The Interstate 88 Corridor, anchored on the west by the City of Aurora, is located approximately 12 miles to the north of downtown Yorkville. The Interstate 55 Corridor follows the Stevenson Expressway as it turns south and intersects with Interstate 80 near Joliet's intermodal logistics hub. Downtown Yorkville is approximately 16 miles from an entrance to Interstate 55.

As a hub of inland transportation; industrial construction is surging in the Chicago metropolitan area. According to global real estate firm JLL, nearly 2 million square feet are currently under construction in the Interstate 55 corridor with another 1.7 million under construction along Interstate 88. The pace of new construction is somewhat slower west of Aurora along the Interstate 88 corridor.

INDUSTRIAL DEVELOPMENT ALONG ELDAMAIN ROAD

Yorkville and neighboring Plano have a few notable industrial developments:

- On the west side of Eldamain Road north of Illinois Route 34, Menards built a major regional distribution center, likely in anticipation of the proposed $1 billion Prairie Parkway highway project that would have connected Interstates 88 and 80 approximately 1.5 miles west of Eldamain Road. Planning for the 37-mile roadway project was officially terminated in 2012.

- Much of the land along Eldamain Road north of Route 34 in the City of Yorkville is zoned industrial, although agricultural uses still predominate, with the exception of the ComEd transfer station that distributes and services the City of Yorkville.

- Past plans for this land included a 32-acre Lincoln Prairie Industrial Park across from the Menards distribution center that would have included a 14-acre asphalt plant run by Mount Prospect-based Healy Asphalt Company. Plans for the Konicek Farm Property called for a 234-acre commercial and residential plan called White Pines. Neither plan came to fruition.

WRIGLEY MANUFACTURING COMPANY, LLC

Yorkville is home to one of Chicago-based Wrigley Manufacturing Company's facilities, where some of the company's best known brands are made, including Juicy Fruit, Doublemint, and Life Savers. In 2014, Wrigley announced plans to expand the Yorkville facility, adding the production of Skittles. The $50 million expansion, set to be completed in 2016, will add 75 permanent manufacturing jobs. Wrigley Manufacturing is now the largest full-time, year-round employer in Yorkville.

The Wrigley expansion is being assisted in part by the Illinois Department of Commerce and Economic Opportunity (DCEO), which will provide $2 million in tax incentives through the Economic Development for a Growing Economy (EDGE) program. DCEO also is investing $250,000 in the 147,000 sq. ft. construction expansion and $37,500 in job training.

FOX INDUSTRIAL PARK

Fox Industrial Park is approximately 54 acres of industrially-zoned land located southeast of the intersection of Route 47 and East Schoolhouse Road in Yorkville. Some of the single-tenant buildings were constructed as early as the 1970s. Advertised rents for vacant spaces are as low as $3 per square foot. The diverse mix of businesses located in the Fox Industrial Park includes Merlin 200,000 Miles Autobody Shop, Kendall County Food Pantry, and O'Malley Welding and Fabricating.

DOWNTOWN INDUSTRIAL PROPERTIES:

In 1870, the railroad came to Yorkville and businesses sprung up along the tracks and nearby river. Past Industrial users included Squire Dingee's pickle factory, the Yorkville Ice Company, the Rehbehn Brothers button factory, and Schneider's lumber mill. Industrial users utilized the area's natural resources.

Presently, the land north of the train tracks that runs along Hydraulic Street and the Fox River is used for industrial, retail, and recreational purposes. The area south of the train tracks includes a large parking lot, one storage silo that houses golf carts, one vacant mill facility, and Nicholson Logging and Lumber which is active and sells lumber. These properties face the newly renovated Bicentennial Riverfront Park.

New industrial development is not likely to be a major component of downtown Yorkville's future but perhaps future commercial and/or residential development in the downtown can reflect its past industrial roots.

Industrial Uses in the Yorkville Business Park

Industrial Uses in the Fox Industrial Park

INDUSTRIAL ZONING DISTRICTS

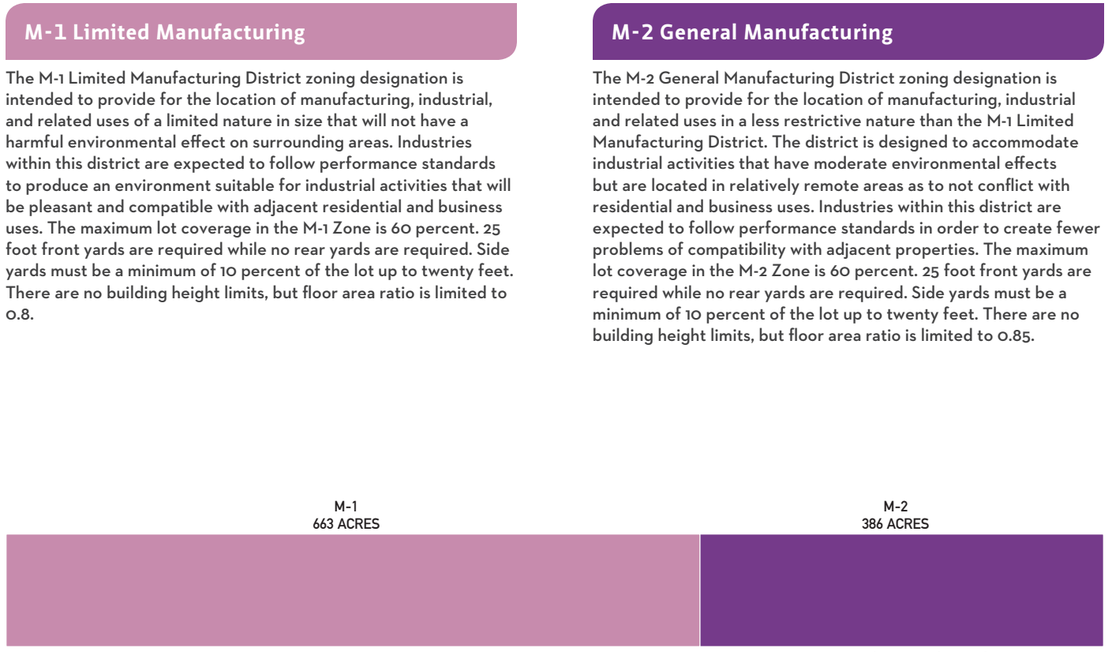
Industrial development is regulated by one of two manufacturing zoning districts, as excerpted below:

M-1 Limited Manufacturing

The M-1 Limited Manufacturing District zoning designation is intended to provide for the location of manufacturing, industrial, and related uses of a limited nature in size that will not have a harmful environmental effect on surrounding areas. Industries within this district are expected to follow performance standards to produce an environment suitable for industrial activities that will be pleasant and compatible with adjacent residential and business uses. The maximum lot coverage in the M-1 Zone is 60 percent. 25 foot front yards are required while no rear yards are required. Side yards must be a minimum of 10 percent of the lot up to twenty feet. There are no building height limits, but floor area ratio is limited to 0.8.

M-2 General Manufacturing

The M-2 General Manufacturing District zoning designation is intended to provide for the location of manufacturing, industrial and related uses in a less restrictive nature than the M-1 Limited Manufacturing District. The district is designed to accommodate industrial activities that have moderate environmental effects but are located in relatively remote areas as to not conflict with residential and business uses. Industries within this district are expected to follow performance standards in order to create fewer problems of compatibility with adjacent properties. The maximum lot coverage in the M-2 Zone is 60 percent. 25 foot front yards are required while no rear yards are required. Side yards must be a minimum of 10 percent of the lot up to twenty feet. There are no building height limits, but floor area ratio is limited to 0.85.



Graph 3.11 -Industrial Zoning Districts

Class II Truck Route along Eldamain Road

Menards Distribution Center along Eldamain Road

Figure 3.18: Industrial Zoning Districts

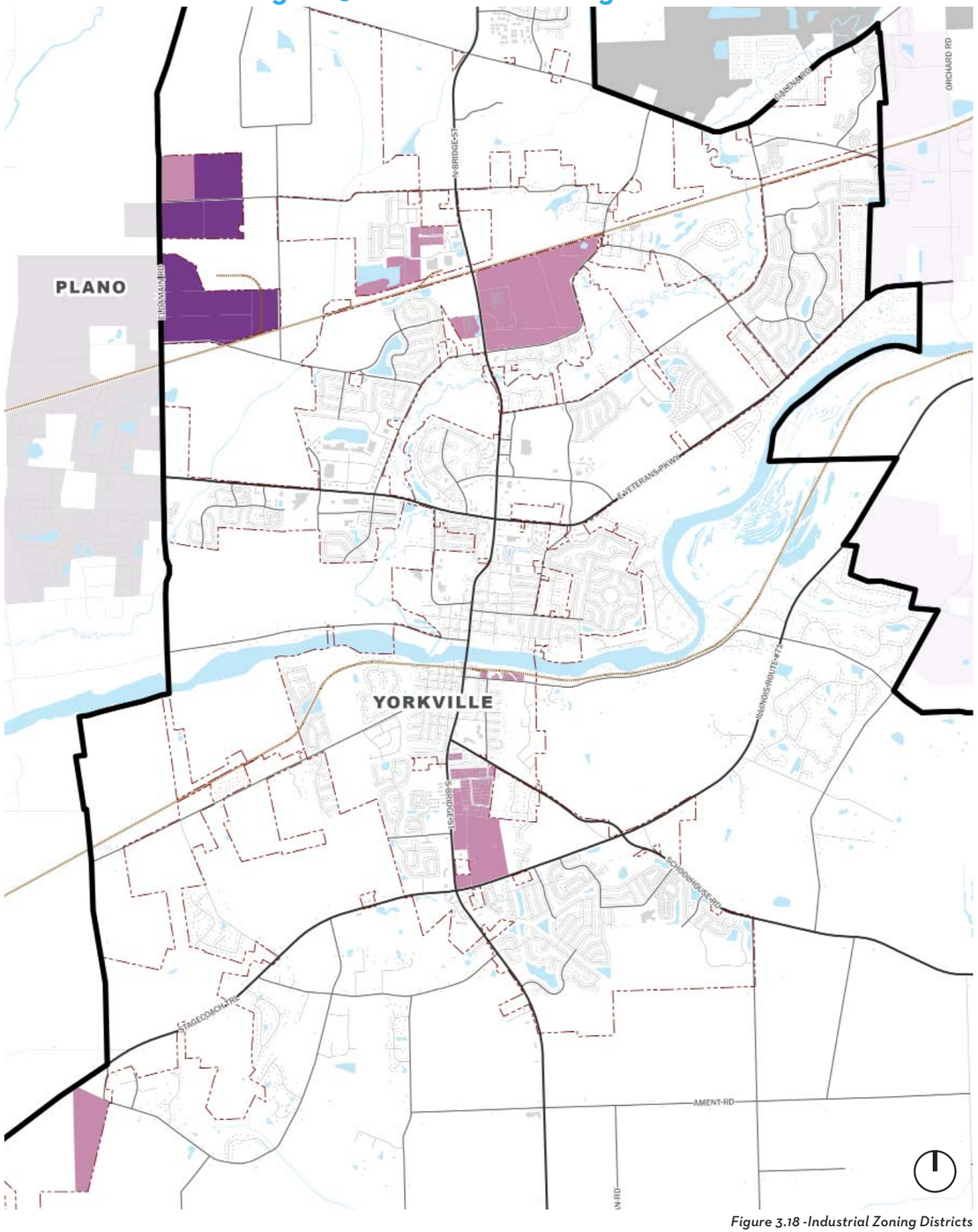


Figure 3.18 -Industrial Zoning Districts

DRAFT

UNDEVELOPED INDUSTRIAL ZONING AREAS

Apart from land that is already developed and zoned for industrial development, there are several areas in Yorkville that are currently zoned but undeveloped for industrial use. These areas are located in different locations throughout Yorkville, in its northeastern quadrant along Eldamain Road adjacent to Plano, its far southwestern quadrant along State Route 71, and near the northeast corner of State Routes 71 and 47. The northeast quadrant is zoned primarily M-2 General Manufacturing while the other parcels are zoned M-1 Limited Manufacturing; in total, there are 589 acres of industrially-zoned land that is currently undeveloped.

Table 3.25: Undeveloped Industrial Zoning Areas

ZONING DISTRICT	ACRES	POTENTIAL ADDITIONAL SF
M-1 Limited Manufacturing	203	7,074,144
M-2 General Manufacturing	386	14,292,036
Totals	589	21,366,180

Source: United City of Yorkville GIS

SUMMARY OF INDUSTRIAL LAND USE ISSUES AND OBSERVATIONS

The following are key observations and issues related to industrial land use in Yorkville:

- The expansion of the Wrigley manufacturing complex and the Fox Industrial Park provides for a stable light industrial base but Yorkville's relative distant location from interstate roadway access may be limiting factors in recruiting larger scale industrial and warehousing uses, at least in the short-term.
- Undeveloped land currently zoned industrial appear to be appropriate locations for future industrial expansion, especially in Yorkville's northwestern quadrant, although, again such development may be long-term. In addition, planned residential uses in this area should be carefully considered given that potential conflicts could exist between residential and industrial uses. Ideally, Eldamain Road north of these sites should be improved to accommodate long-term industrial development; currently trucks would still need to travel south along Eldamain Road to reach Illinois Route 34 in order to travel east, west and then north or south to reach interstate access.
- The undeveloped industrially-zoned land to the south of Fox Industrial Park could provide a long-term opportunity to expand that park, as well as redesign and redevelop it into a more modern, landscaped setting.
- Downtown industrial land uses should be considered long-term redevelopment opportunity sites for new commercial or mixed-use opportunities. However, some form of light industrial and assembly use with a potential retail sales component could be accommodated to full vacant spaces in the downtown district.
- The Yorkville Business Park is currently a mix of commercial with industrial uses; long-term the Park could transition to accommodating more commercial uses given its location along Illinois Route 47 and its adjacent residential areas.

Figure 3.19: Undeveloped Industrial Zoning Areas

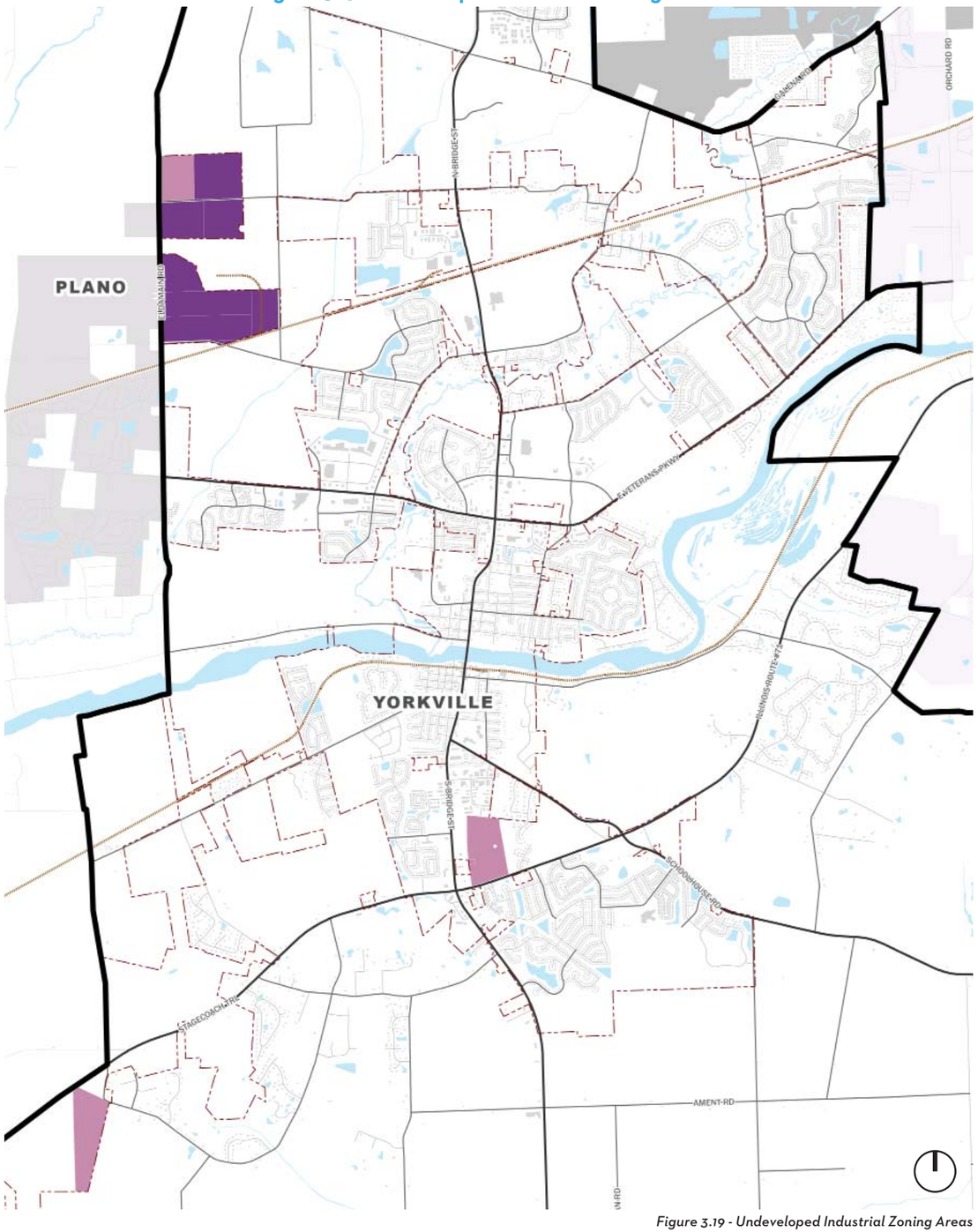


Figure 3.19 - Undeveloped Industrial Zoning Areas

PUBLIC / QUASI-PUBLIC LAND USE

Within the planning area, Yorkville's Quasi-Public land uses comprises 349 acres, which represents 0.8 percent of Yorkville's total planning area. This section summarizes general public and quasi-public land uses. According to the 2008 Comprehensive Plan, community facilities are buildings or places that provide services to residents - facilities such as City Hall and the Police Department, Public Works, and Parks and Recreation, and the Public Library. Community facilities also include schools and fire stations, as well as the United States Post Office and other Kendall County buildings and complexes. As with the Transportation and Infrastructure Section of this Comprehensive Plan, the United City of Yorkville already has a number of community facility plans in place, several dating to before the preparation of the 2008 Comprehensive Plan. These plans include:

- 2007 United City of Yorkville School Site Study
- 2008 United City of Yorkville Parks and Recreation Master Plan Update
- 2007 United City of Yorkville School Site Study
- 2007 Bristol Kendall Fire Protection District Existing and Future Facilities Map
- 2005 United City of Yorkville Downtown Vision and Municipal Facilities Plan
- 2004 Kendall County Trails and Greenways Plan

EXISTING PUBLIC / QUASI-PUBLIC AREAS

Yorkville has two significant civic complexes north of the Fox River, including the Kendall County Courthouse and Jail, located just south of Veterans Parkway (Illinois Route 34) at Cornell Lane and John Street, and the Yorkville City Hall and Police Station along Game Farm Road. Adjacent to the north and south of the City Hall complex are a number of other public uses such as the Public Library and Beecher Community Center, and the Yorkville High School Academy and Grade School buildings. Directly to the east of City Hall and the Library are the Beecher ball fields, which also serves as a community gathering space for the community's larger festivals. To the west of City Hall and Game Farm Road is Yorkville High School, which has undergone a recent expansion. This complex of public uses along Game Farm Road occurs along a two-lane road with generous spacing between buildings and setbacks from the roadway. This

Table 3.26.: Kendall County Facilities

KENDALL COUNTY	KEY
Harris Forest Preserve	*1*
Kendall County Animal Control	*2*
Kendall County Coroner & Facilities Management	*3*
Kendall County Courthouse	*4*
Kendall County Facilities Maintenance	*5*
Kendall County Fairgrounds	*6*
Kendall County Health Department	*7*
Kendall County Highway Department	*8*
Kendall County Office Building	*9*
Kendall County Public Safety Center	*10*
Old Kendall County Courthouse	*11*

Table 3.27: Churches and Institutions

CHURCH / INSTITUTION	KEY
Au Sable Grove Presbyterian Church	*12*
BP Amoco	*13*
Chapel On The Green	*14*
Cross Evangelical Lutheran Church	*15*
Cross Evangelical Lutheran Church & School	*16*
Gospel Assembly Church of Oswego	*17*
Grace Community Church of Yorkville	*18*
Helmar Lutheran Church	*19*
Helmar Lutheran Church	*20*
Lynwood Baptist Church	*21*
New Hope Apostolic Church	*22*
New Life Church	*23*
Trinity Church United Methodist	*24*
Yorkville Congregational Church	*25*

Figure 3.20: Existing Public / Quasi-Public Land Use Areas

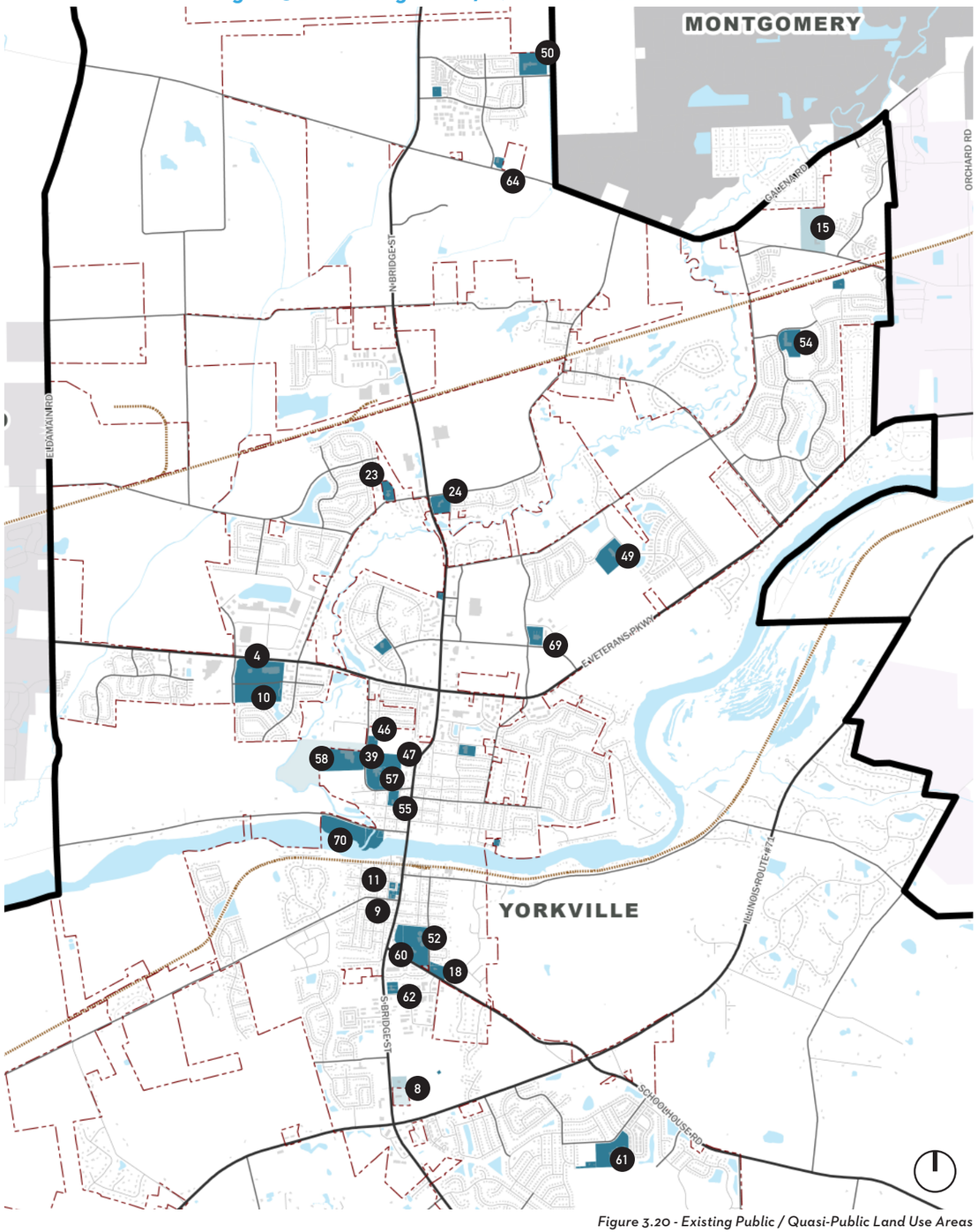


Figure 3.20 - Existing Public / Quasi-Public Land Use Areas

DRAFT

Table 3.28: United City of Yorkville Facilities

UNITED CITY OF YORKVILLE	KEY
Beecher Community Building	26
Bicentennial Riverfront Park	27
Booster PRV Station - South (Raintree)	28
Booster Pump - North	29
Bruell Street Lift Station	30
Countryside Lift Station	31
COY Well #3	32
COY Well #7 & Treatment Facility	33
COY Well #8 & Treatment Facility	34
Raintree Village - Water Tower	35
Raintree Village Lift Station	36
River's Edge Lift Station	37
United City of Yorkville - Public Works Facility	38
United City of Yorkville City Hall	39
United City of Yorkville Parks & Rec Dept	40
United City of Yorkville Police Dept	41
Water Tower - North	42
Water Tower - North Central	43
Water Tower - Northeast-Grande Reserve	44
Boombah Boulevard Lift Station	45
Yorkville Public Library	46
Yorkville Public Works	47
Yorkville Well #4/ Treatment Facility	48

Table 3.29 School Facilities

SCHOOLS	KEY
Autumn Creek Elementary School	49
Bristol Bay Elementary School	50
Bristol Grade School	51
Circle Center Grade School	52
Cross Lutheran School	53
Grande Reserve Elementary School	54
Parkview Christian Academy	55
Peaceful Pathways Montessori Academy	56
Yorkville Grade School	57
Yorkville High School	58
Yorkville High School Academy	59
Yorkville Intermediate School	60
Yorkville Middle School	61

Table 3.30: Other Public Facilities

OTHER	KEY
Bristol Kendall Fire District #1	62
Bristol Kendall FPD Station #2	63
Bristol Kendall Fire District #3	64
Bristol Post Office	65
Bristol Town Hall	66
IDOT Yorkville Maintenance Yard	67
Kendall Township	68
United States Post Office	69
Yorkville-Bristol Sanitary District	70

development character reinforces the semi-rural setting of this portion of Yorkville. This complex also promotes the area as Yorkville's civic campus, albeit not in a downtown setting where they are typically located. South of the Fox River in downtown Yorkville is the location of the historic Kendall County Courthouse along East Main Street and other associated buildings, including its main office and administrative building. The Courthouse is an iconic building and set on top of the highest point in the downtown. Other buildings along West Ridge and Jefferson Streets adjacent to the Courthouse are occupied by other County agencies and departments, and various commercial uses. The U.S. Post Office in Yorkville is located along East Countryside Parkway Drive north of Illinois Route 34. Figure 3.20 shows the location in Yorkville of various other public and quasi-public uses, including the facilities of the Bristol-Kendall Fire Protection District, Kendall Township, churches and religious institutions, schools, and other facilities related to community infrastructure. The Yorkville School District currently has ten buildings that house six elementary schools, two intermediate schools, one high school and one administrative building. Several schools in the Yorkville School District are of recent construction due to the community's growth in recent years. Several civic facilities, such as the Yorkville City Hall and Public Library, and the Kendall County Courthouse and Jail complex along Veterans Parkway are also of recent construction. Most churches and religious buildings are significant visual icons and institutional anchors in locations throughout Yorkville.

PUBLIC / QUASI-PUBLIC LAND USE NEEDS ANALYSIS

During the planning process, most City of Yorkville departments have stated there are no significant facility needs at this time. The City currently shares its office complex with the Police Department. The library currently has no facility needs, although there is a pressing need to maintain and improve Library's parking lot. The Yorkville School District will be exploring additional facility needs in its grade schools after it completes the high school expansion.

After the High School expansion is complete, the District will be assessing facility needs for the grade schools; both the Autumn Creek and Bristol Bay subdivisions have started to grow and their local schools may need more space. In addition, the School District is undertaking a substantial review of its school structure and potential realignment of its school boundaries. Currently, schools are organized around micro-neighborhoods; overall, there is potential to changing which schools serve which neighborhood or residential subdivision. Kendall County is also exploring potential expansion of its office and administrative facilities near its downtown location, mainly due to the lack of available land adjacent to its Veterans Parkway facility; expanding in the downtown is also a possibility and a challenge given the lack of land. The Yorkville Recreation Department has also expressed the need for a new maintenance building.

SUMMARY OF PUBLIC / QUASI-PUBLIC LAND USE ISSUES AND OBSERVATIONS

The following are key observations and issues related to Public/Quasi-Public land use in Yorkville:

- The Yorkville community appears to be well-served by its community facilities, by their location and by the quality of new building and facility construction.
- The need for new schools appear to be long-term concerns given the slow-down of residential construction in Yorkville in recent years, although expanding existing schools remains a top priority especially if a school boundary restructuring is considered and undertaken in the near term.
- During the planning process, community stakeholders have suggested that Yorkville City Hall would be better placed in the downtown rather than on Game Farm Road, thereby providing another anchor destination besides the Kendall County complex on East Main Street. Other stakeholders have suggested that a downtown City Hall building could be combined with a new Kendall County office complex.

AGRICULTURAL LAND USES

Within the planning area, Yorkville's agricultural land areas comprises 32,531 acres, which represents 71.9 percent of Yorkville's total planning area, making it the predominate land use. This section summarizes general agricultural land use conditions.

EXISTING AGRICULTURAL AREAS

Agricultural land is mainly located around the perimeter of Yorkville's developed area to the north, south, east and west with the majority south of Illinois Route 71. These areas contain working farms with corn and soybeans as the main crops. The majority of the farming area is accessed by state and county-designated routes.

AGRICULTURAL MARKET DATA AND ANALYSIS

Agriculture is an important component of the City of Yorkville and Kendall County economies. Agricultural land use is scattered throughout Yorkville, but is predominately located in the southern and western portions of the planning area. While only a portion of incorporated Yorkville is actually zoned for agricultural uses, significant acreage in both incorporated and unincorporated areas are operated as working farms. Some farmland that was planned for development prior to the recession has returned to agricultural uses.

The 2011 Comprehensive Plan for Kendall County calls for the continuation of viable agricultural activities and preservation of its rural character. The Land Resources Management Plan (LRMP) for agriculture in Kendall County aims to separate farm activities from urban intrusion to maximize successful agriculture and natural environment conditions.

The U.S. Department of Agriculture (USDA) tracks agriculture data by county, and corn and soybeans are the commodities most commonly grown in Kendall County. The USDA estimates in 2013, 85,200 acres of corn were planted in the county, yielding over 15 million bushels of production. In the nine-county Northeast Illinois region, 7.5% of the corn production comes from Kendall County. Soybeans, and to a lesser extent, wheat and alfalfa are also grown in the County. In 2013, Kendall County planted 51,000 acres of soybeans and produced 2.5 million bushels of production, approximately 7.2% of Northeast Illinois' soybean production.

Agricultural Land Uses along Illinois Route 47

Figure 3.21: Existing Agricultural Land Use Areas

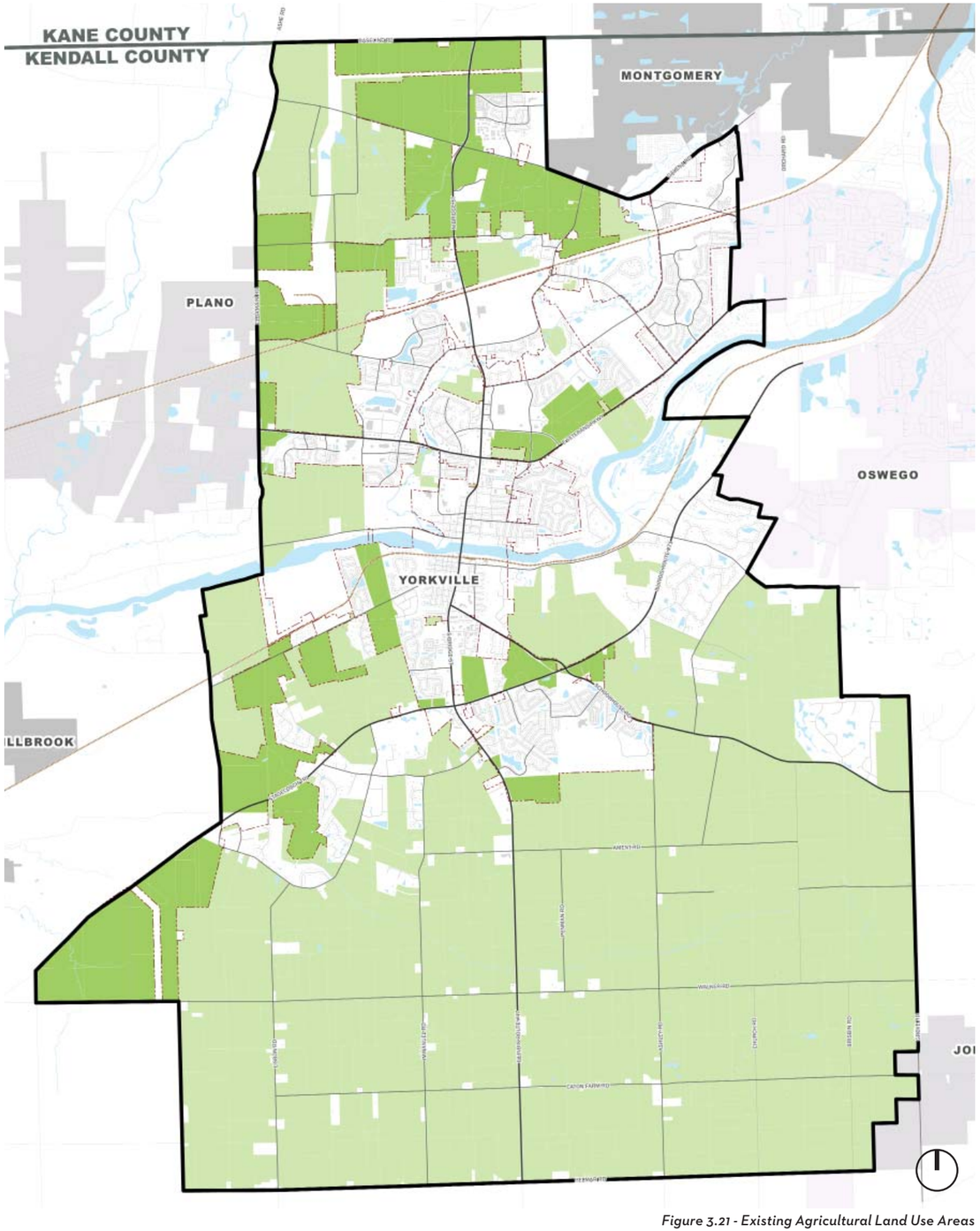


Figure 3.21 - Existing Agricultural Land Use Areas

DRAFT

AGRICULTURAL ZONING DISTRICTS

Agricultural land is regulated by the A-1 Agricultural zoning district, outlined below:

A-1 Agricultural

The purpose and intent of the agricultural zoning district is to provide for the protection, conservation, and utilization of natural resources; to preserve the value of existing and future open space and recreational facilities; and to allow for interim adaptive re-use of marginal agricultural and/or pasture lands pending the orderly redevelopment of the real estate. Permitted uses include apiaries, cultivation of non-food field crops and seeds, farming, forestation, greenhouses and nurseries, grain elevators and storage, stables or paddocks, temporary roadside stands, single-family residential dwellings for occupants that are engaged in the agricultural activities on the premises, and auction houses. Building setbacks include two hundred feet from the right-of-way along primary thoroughfares and one hundred feet from the right-of-way of all other streets. Side yards are required to be at least fifty feet. Residential structures are limited to have a maximum height of thirty feet, while grain silos are limited to a height of one hundred feet. All other buildings and structures are limited to a height of eighty feet.

Agricultural Land Uses along Illinois Route 47

SUMMARY OF AGRICULTURAL LAND USE ISSUES AND OBSERVATIONS

The following are key observations and issues related to agricultural land use in Yorkville:

- Historically, Yorkville has been the center for Kendall County's agricultural industry for many decades and is also the dominate land use in the Yorkville planning area. From a land use and economic perspective, agricultural land provides several benefits, including the serving as a base of local employment and as buffering space between other land uses. Maintaining agricultural land uses should be considered an important component of a future Yorkville land use strategy.
- Although most farms in the Yorkville grow soybeans and corn as the primary crop, other types of agricultural crops and agri-businesses, such as a cannabis farm, could support additional jobs and employment while maintaining local Yorkville land for farming purposes. Yorkville's land use regulations already permit alternative farm crop uses. Yorkville could also work with other county-wide partners to promote agri-tourism to the area.

Figure 3.22: Agricultural Zoning Districts

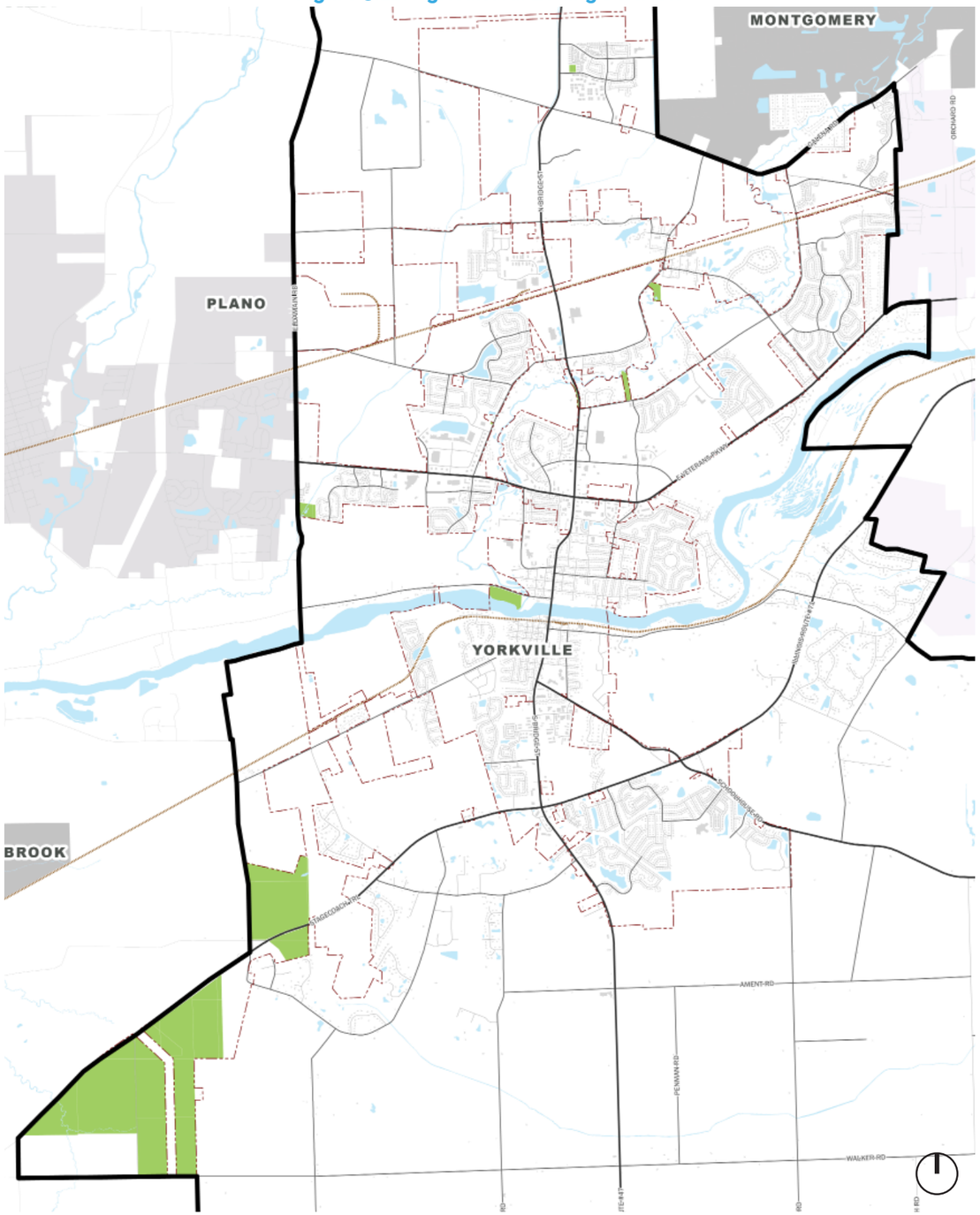


Figure 3.22 - Agricultural Zoning Districts

PLANNED UNIT DEVELOPMENTS

Within the planning area, Yorkville's planned unit developments (PUD) comprises 942 acres of land within the planning area. A planned unit development is a grouping of both varied and compatible land uses, such as residential, parks and open space, and commercial, within one contained development or subdivision. Planned unit development are also a specific regulatory process defined within the City of Yorkville's Zoning Ordinance. Since planned unit developments are not described as a specific land use classification, this section describes the number of PUDs within the City's municipal boundaries on both developed and undeveloped land as defined on the City's current zoning map.

EXISTING PUD AREAS

Currently, there are 12 different planned unit developments within the Yorkville planning area and located both north and south of the Fox River. Two of the 12 planned unit developments comprise a mix of existing commercial, office, residential and open space land uses; the other 10 planned unit developments are each strictly residential, commercial or agricultural in its existing land use. The Kendall Marketplace is the largest planned unit development in Yorkville at 187 acres.

PUD Planned Unit Development

Planned Unit Developments (PUDs) differ from conventional subdivisions and therefore require administrative processing as "Special Uses." PUDs are typically established in order to allow and encourage development with innovation, increased amenities, and creative environmental and architectural design which would not be possible to achieve under the otherwise standard zoning district regulations, while being in general compliance with the planning objectives and intent of the zoning ordinance. Under this procedure, well planned residential, industrial/manufacturing, commercial and other types of land uses, individually or in combination, may be developed with design flexibility allowing for full utilization of the topographical and environmental characteristics of the site.

PUDs must have an approved development plan which provides for a unified design, contiguity between various elements and be environmentally compatible with the surrounding area. There should be an increased benefit upon the health, safety, and general welfare of the public and particularly, in the immediate surroundings, than developments built in conformity with the underlying district regulations. PUDs must be developed as a unit under single ownership or control, which includes two or more principal buildings, and which is at least four acres in area, except for planned developments operated by a municipal corporation which shall be at least two acres in area, and Planned Unit Developments in manufacturing districts which shall be at least ten acres in area.

Table 3.31: PUD Zoning Districts

PUD NAME	KEY	EXISTING LAND USE	ACRES	SQUARE FEET / UNITS
Schramm Property	*1*	*Agricultural*	*180*	*0*
B&P Properties	*2*	*Residential*	*14*	*0*
Kendall Marketplace	*3*	*Commercial*	*140*	*711,232 sf*
		Residential	*35*	*28 units*
		Open Space	*12*	*-*
Rush Copley Healthcare Center	*4*	*Office*	*41*	*221,370 sf*
Cannonball Trails	*5*	*Residential*	*1*	*1 unit*
		Office	*5*	*0*
Yorkville Crossing	*6*	*Agricultural*	*178*	*0*
Yorkville Town Center	*7*	*Residential*	*25*	*0*
Fountain View	*8*	*Public/Quasi-Public*	*4*	*7,300 sf*
Edward Healthcare	*9*	*Agricultural*	*89*	*0*
Windmill Farms	*10*	*Agricultural*	*51*	*0*
		Residential	*50*	*12 units*
Towns at Windett Reserve	*11*	*Agricultural*	*93*	*0*
Loving Arms Daycare	*12*	*Public/Quasi-Public*	*24*	*18,000 sf*

Source: United City of Yorkville GIS

Figure 3.23: PUD Zoning Districts

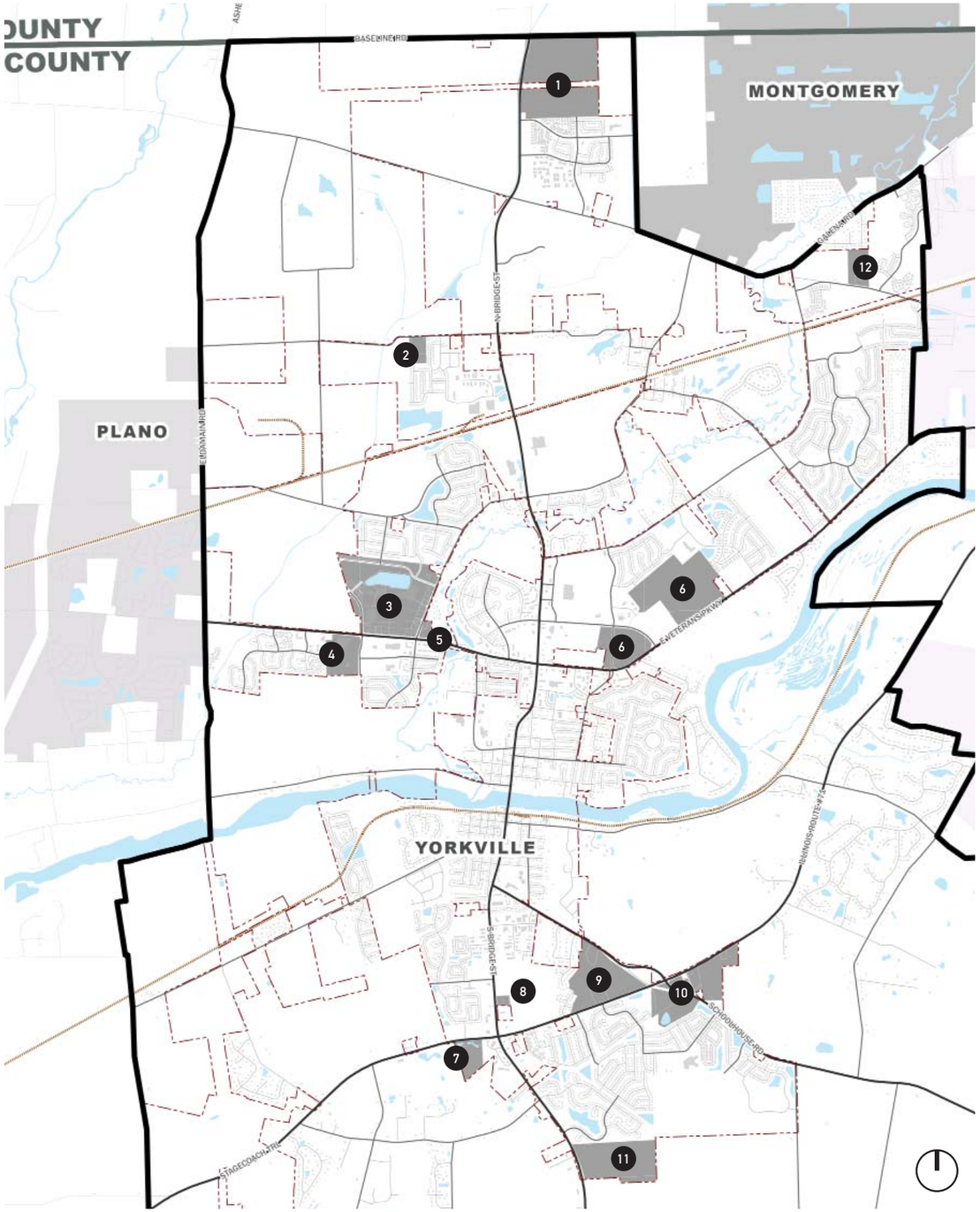


Figure 3.23 - PUD Zoning Districts

DRAFT

UNDEVELOPED PUD ZONING AREAS

In addition to the existing PUD's there are 10 other planned unit developments that are not developed totaling 714 acres of land in Yorkville. The anticipated land use in these PUDs are either commercial or residential. The largest of these planned unit developments is the Schramm Property PUD, which will consist of 111 acres of residential and 69 acres of commercial development, and the Yorkville Crossing development, which will consist of 109 acres of commercial land and 69 acres of residential.

Table 3.32: Undeveloped PUD Zoning Districts Build-Out Projections

PUD NAME	ANTICIPATED LAND USE	ACRES	PROJECTED UNITS	YEARS TO BUILD-OUT	PROJECTED SQUARE FEET
Schramm Property	*Residential*	*111*	*333*	*5.4*	-
	Commercial	*69*	-	-	*751,410*
B&P Properties	*Residential*	*14*	*42*	*.7*	-
Cannonball Trails	*Commercial*	*6*	-	-	*65,340*
Yorkville Crossing	*Commercial*	*109*	-	-	*1,187,0101*
	Residential	*69*	*207*	*3.3*	-
Yorkville Town Center	*Commercial*	*25*	-	-	*272,250*
Fountain View	*Commercial*	*4*	-	-	*43,560*
Edward Healthcare	*Commercial*	*64*	-	-	*691,515*
	Residential	*25*	*75*	*1.2*	-
Windmill Farms	*Commercial*	*92*	-	-	*1,001,880*
	Residential	*9*	*27*	*.4*	-
Towns at Windett Reserve	*Residential*	*93*	*279*	*4.5*	-
Loving Arms Daycare	*Commercial*	*24*	-	-	*261,360*
TOTALS	**-**	**714**	**963**	**15.5**	**4,274,325**

Source: United City of Yorkville GIS

Figure 3.24: Undeveloped PUD Zoning Areas

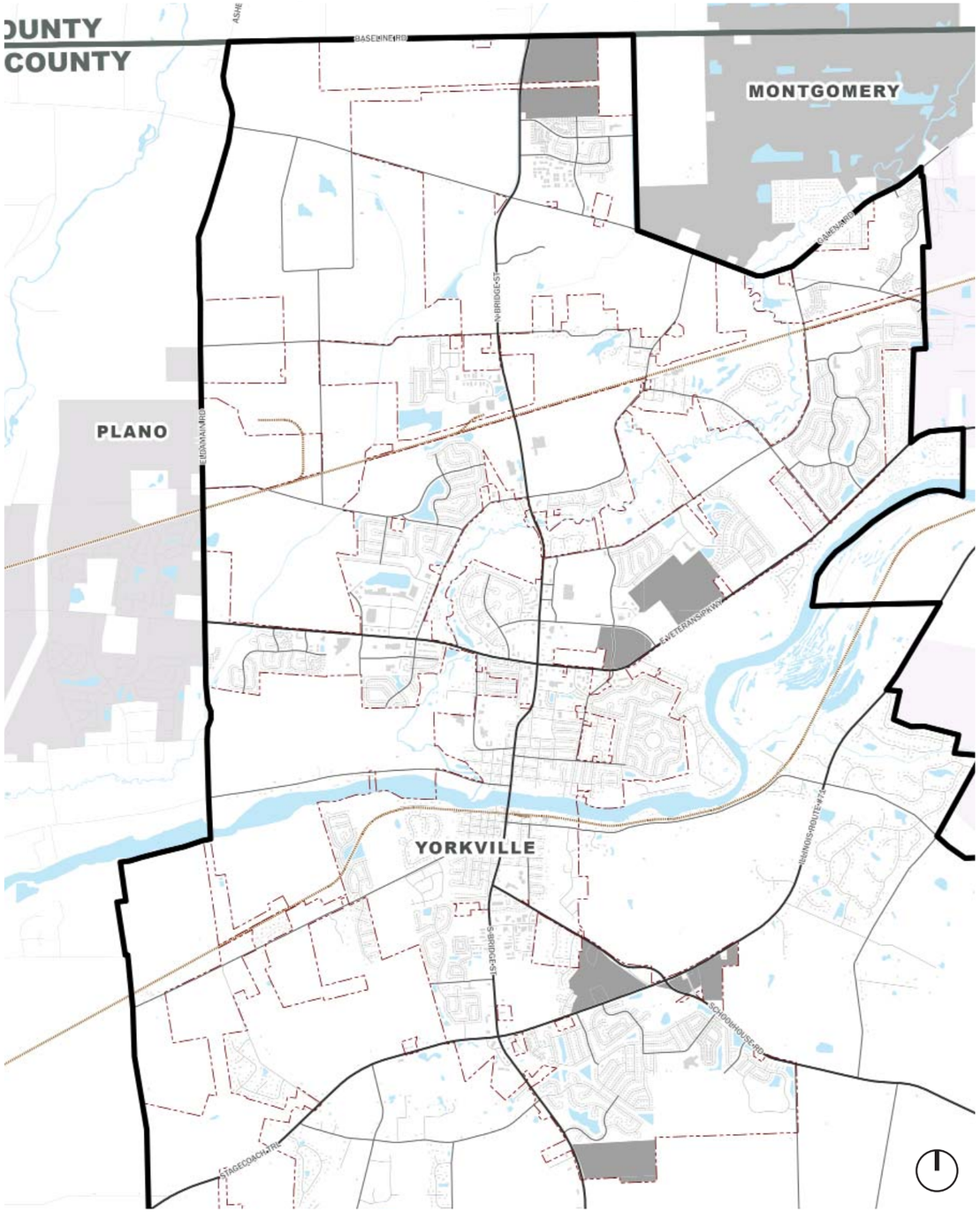


Figure 3.24 - Undeveloped PUD Zoning Areas

HISTORIC RESOURCES

Historic buildings, sites and structures are important elements to revitalizing neighborhoods and traditional commercial districts and help to define and inform a community's image and brand identity. In Yorkville, the Kendall County Courthouse and the Yorkville School (Parkview Christian Academy) are currently the only properties that are listed in the National Register of Historic Places, this nations' official list of buildings, sites and structures that are worthy of preservation. The National Register of Historic Places is a program of the National Park Service, authorized under the National Historic Preservation Act of 1966, and administered in the State of Illinois by the Illinois Historic Preservation Agency (IHPA). Listing in the National Register does not impose restrictions on the use of private property but does provide tax credits for the rehabilitation of income-producing buildings and other incentives.

Presently, there are no National Register Historic Districts in Yorkville and nor are there current historic resource surveys that identify and document architecturally and historically significant buildings and structures. However, the Illinois Historic Structures and Landmarks Surveys, undertaken by the State of Illinois from 1970 to 1975, identified 32 properties as potentially eligible for listing in the National Register; although, since the survey was undertaken more than 39 years ago, and buildings may have been altered in that time, additional consultation with IHPA would be needed to receive more current determinations of eligibility. Reconnaissance-level surveys of neighborhoods and commercial districts would also be needed to determine if any potential National Register Historic Districts are present in Yorkville.

The State of Illinois surveys from the 1970s document a wide range of properties that could be eligible for the National Register - from Gothic Revival churches and schools to Craftsman style residences and Chicago Bungalows. Commercial and income-producing buildings listed in the National Register would be eligible to receive the Federal Historic Preservation Tax Credit, which can be a significant incentive in facilitating the rehabilitation and adaptive use of some of Yorkville's more significant historic resources, especially along the community's commercial corridors. Residential buildings within National Register districts also qualify for the Illinois Property Tax Assessment Freeze program, which allows a homeowner to take an eight-year tax assessment freeze for a qualified rehabilitation of the property.

The United City of Yorkville is not currently a Certified Local Government (CLG), a program managed jointly between the National Park Service and the Illinois Historic Preservation Agency. Certified Local Government status provides opportunities to receive grants to conduct preservation planning activities, such as surveys and National Register nominations. To qualify as a CLG, a municipality must have an active historic preservation commission and have adopted a historic preservation ordinance certified by the Illinois Historic Preservation Agency. A complete listing of historic resources are identified in Table 3.29.

Downtown Yorkville

Traditional Center Historic House

DRAFT

Table 3.33: Properties Identified in IHPA's Historic Architectural Geographic Information System

PROPERTY NAME (if known)	KEY	ADDRESS
Yorkville Congregational/ United Church of Christ	1	107 Center Street
Unknown	2	108 East Somonauk Street
Unknown	3	Northwest corner Bridge and River Street
Unknown	4	406 S. Heustis Street
Unknown	5	601 S. Huestis Street
Kendall County Jail and Sheriff's Office	6	111 W. Madison Street
Unknown	7	610 S. Main Street
Unknown	8	907 S. Main Street
Unknown	9	210 E. Main Street
Unknown	10	Northwest corner of Morgan and Ridge Street
Unknown	11	507 W. Ridge Street
Unknown	12	306 N. Bridge Street
Unknown	13	Northeast corner of Bristol and Jackson Street
Unknown	14	608 S. Huestis Street
Unknown	15	206 E. Main Street
Unknown	16	303 E. Main Street
Unknown	17	308 E. Main Street
Unknown	18	403 E. Main Street
Greek Revival-styled house	19	11519 U.S. Route 34
Commercial building	20	Northeast corner Illinois Route 47 and Van Emmon Street
Parkview School	21	201 W. Center Street
Kendall County Courthouse	22	109 W. Ridge Street
Beck Hotel	23	602 S. Main Street
Schneider Saw Mill	24	W. River Street
Kendall County War Dead Memorial	25	Bridge Street between Center and Main Streets
World Wars Memorial	26	Northeast Ridge and Main Streets

Figure 3.25: Properties Identified in Historic Architectural Geographic Information System

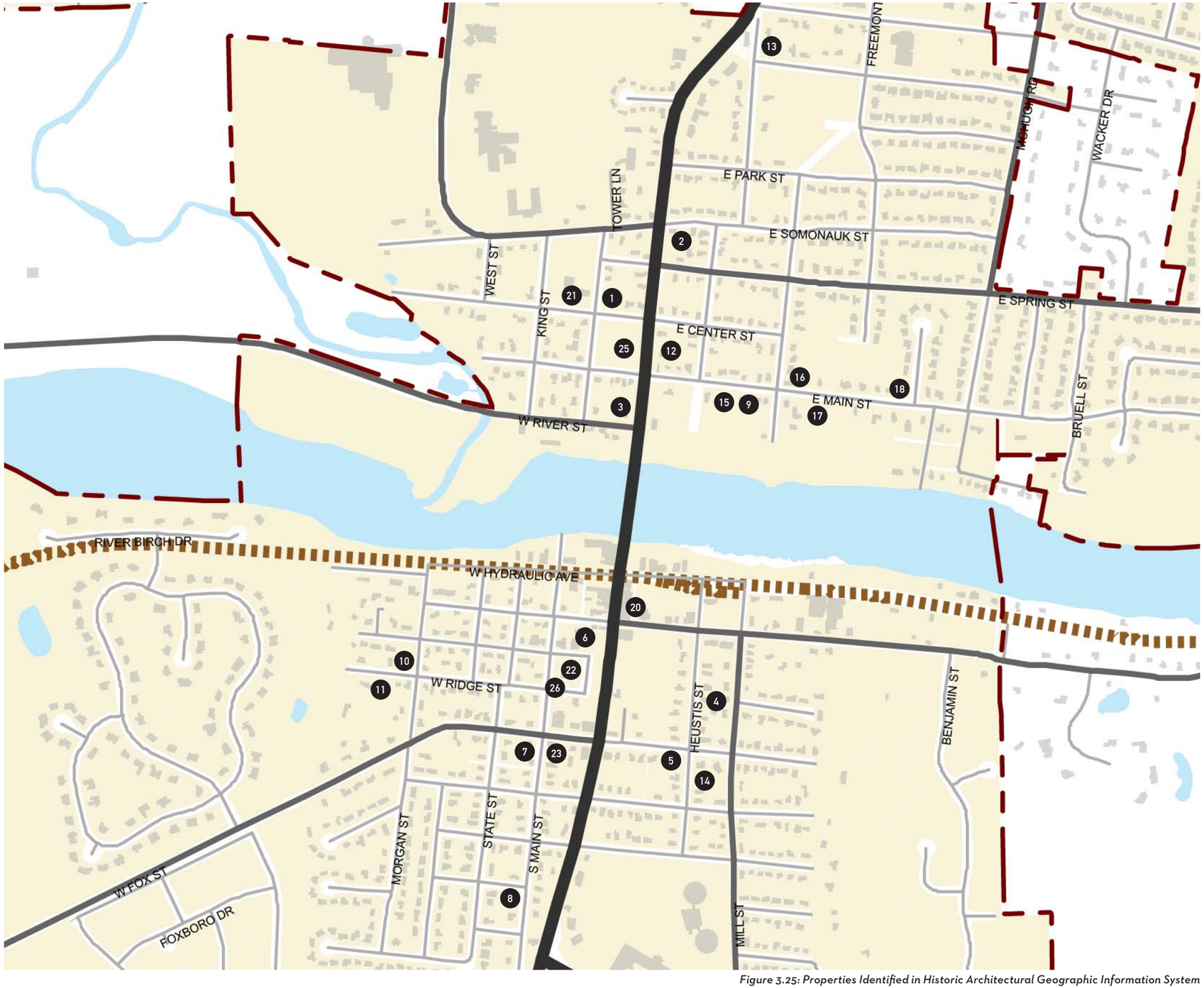


Figure 3.25: Properties Identified in Historic Architectural Geographic Information System

Section 3: The Community Speaks

"The process in creating this Comprehensive Plan provided an opportunity for local leaders, stakeholders and residents to understand and evaluate community strengths and weaknesses, and to craft strategies and recommendations for addressing critical planning issues."

SECTION 2 - THE COMMUNITY SPEAKS

A fundamental component of any successful comprehensive planning process is community engagement. A multi-faceted public engagement process was employed to identify critical planning issues and determine shared priorities for community growth and enhancement. The approach — from community open houses to online survey to "pop-up" meetings in Yorkville subdivision club houses — achieved a range of community involvement and garnered consensus for Yorkville's future. The public engagement program was undertaken across all three phases of the planning process and is summarized in this section.

COMMUNITY ENGAGEMENT ACTIVITIES

Several community engagement activities were undertaken during the course of the planning process, including traditional outreach efforts, such as open houses and stakeholder listening sessions, to internet-based surveys and mapping exercises.

PROJECT WEBSITE

An website was created to promote the comprehensive planning process, post planning documents and to solicit comments from Yorkville residents on community planning issues.

STAKEHOLDER LISTENING SESSIONS

Between October 2014 and March 2015, a series of stakeholder listening sessions were conducted with various key stakeholder groups, including United City of Yorkville department heads, such as Public Works, Parks and Recreation, the Library, the Yorkville Community Unit School District 115, the Yorkville Bristol Sanitary District; the Kendall County Forest Preserve; the Illinois Department of Transportation; other governmental agencies; local businesses and corporations; developers; civic groups; and, Yorkville residents. Interview questions focused on issues related land use and growth, infrastructure, Downtown Yorkville, institutional uses such as the local schools, community design and open space and recreation.

LAND USE AND DEVELOPMENT

Key land uses and development issues are summarized below:

- Future planning efforts should focus on fully-developing areas that are close to full build-out – in particular residential and commercial areas along and near Downtown and near Illinois Route 47 and 34 intersections. These areas already have existing infrastructure.
- The Fox River is often viewed as a barrier to perceiving Yorkville as one "whole" community with much of the community's recent development occurring north of the River. Additional commercial development is needed on Yorkville's south side, perhaps with a grocery store and new restaurants; the Route 47 and 71 intersection is also an important commercial node that should be carefully re-developed as it is an important gateway into the community.
- The City's subdivision and landscape codes need to be updated in order to provide more sustainable and visually-appealing developments. This is particularly true for areas along Illinois Route 47 and Eldamain Road, two corridors that should be a priority for maintaining a community character. In the past, there has been some community concern on maintaining as much open space as possible along these corridors.
- There is not much variety in housing choices in Yorkville. More dense housing with smaller lots or condominiums should be explored.
- A new Metra station could spur new development in Yorkville and a long term vision for this facility and the surround areas should be created.

DOWNTOWN YORKVILLE

Key Downtown Yorkville issues are summarized below:

- Downtown Yorkville should be a key focus of comprehensive planning efforts, including potential redevelopment scenarios and expansion of Bicentennial Riverfront Park. An important first step is to define the Downtown district and determine which areas should be the focus of redevelopment and beautification.
- Brownfield and environmental issues have to be addressed on the block to the east of Illinois Route 47 in order for redevelopment schemes to be successful.

Yorkville Comprehensive Plan Project Website

DRAFT

- The increase in traffic speeds on Illinois Route 47 since its reconstruction is a significant issues and needs to be addressed in some way to make Downtown pedestrian-friendly. A lack of available public parking is also a barrier to redevelopment.

- Marketing and promoting Downtown Yorkville needs to considered over the long-term as re-development takes place. Downtown Yorkville should be "packaged" in a way that promotes the businesses and the Fox River waterfront together.

INFRASTRUCTURE SYSTEMS

Key community infrastructure issues, including streets, water, sanitary and other systems, are summarized on the following page:

- The City has undertaken effective capital improvements programming over the years and programming continues to be reviewed on a regular basis, especially in regards to subdivisions with outstanding infrastructure issues. Future programming should also address resurfacing of Downtown streets. A comprehensive street evaluation has also been undertaken to help shape the next five-year capital improvements plan.

- In terms of Yorkville's sanitary system, there has been some infiltration issues in the central area encompassing the Downtown and adjacent neighborhoods. The City has been working with the Yorkville-Bristol Sanitary District to address some of these concerns.

- The last Water Plan was completed more than five years ago and should be updated with a comprehensive evaluation. Water planning efforts should be a priority, as according to the Illinois State Water Survey, Kendall County may be facing a water shortage in the coming years due to a decline in the County's main aquifer.

OPEN SPACE AND RECREATION

Key open space and recreation issues are summarized below:

- The City's Parks and Recreation Department has several needs, including a recreational facility, a maintenance building and, potentially, a new park on the City's south side that could be in the range of 50, 60, or 100 acres. Some advance planning has already taken place for the recreational facility, which would most likely include indoor fields and an exercise room.

- A Parks Master Plan was prepared in 2008 that identified 11 specific park planning areas; the Plan also needs to be updated given recent development trends, as well as to be in conformance with the update of the community's Comprehensive Plan. The department is also in the process of conducting a community survey on park needs.

- Partnerships with the service clubs have been used to raise funds and to off-set capital and long-term maintenance costs. For example, an agreement for maintenance services at Heartland Circle with the Junior Women's Club is already in place and can serve as a model for future park maintenance arrangements.

- In 2010, a Transportation-Trail Plan was prepared by the Parks department; however this plan also needs to be updated. Approximately 500 trails were proposed in the previous plan, many of which have not been constructed or connected due to the slow-down in residential construction. Other bike trail connections are planned by other agencies and will be constructed along Game Farm Road, Kennedy Road and State Routes 34 and 71.

- There are several private parks in Yorkville, which causes confusion among residents regarding which parks are owned and maintained by the City and which are not.

- Discussions have taken place in the past regarding the potential for creating a park district, which would provide more resources to support park maintenance and facility expansion. It is unclear what the current level of support would be for establishing one. There are also some benefits to being a City Department, especially in regards to the sharing of equipment and other resources between departments.

URBAN DESIGN

Key community urban design issues are summarized below:

- Community appearances should be a key planning priority› Yorkville has a different "feel" than neighboring Fox Valley communities – it's more "small townish." Yorkville should strive to keep that feel and image.

- Yorkville needs some visual enhancements — banners, wayfinding and signage could help to define the community a bit more; corridors and gateway entrances are also opportunities to better define Yorkville between itself and other communities.

INSTITUTIONS

Key institutional land use issues are summarized below:

- Yorkville CUSD 115 is currently undertaking a substantial review of its school operating structure, potentially shifting and realigning the boundaries and service areas between schools. Currently, schools are organized around micro-neighborhoods, or their immediate subdivisions.

- If all the undeveloped lots were developed in Yorkville today and there are two kids per household, the school population could grow to 9,000 students from 5,300 currently.

- The District has completed a $22 million addition to the High School that added 90,000 square feet of new and re-modeled space. However, the High School may need to be expanded again if there is additional population growth. The District will be looking at facility needs for the grade schools. Both Autumn Creek and Bristol Bay have started to grow and their schools may need more space.

Attendees at Community Speak-Out Workshop #1

COMMUNITY "SPEAK-OUT" WORKSHOP #1 (APRIL 16TH, 2015)

On the 16th of April 2015, a community "Speak-out" workshop was held at the United City of Yorkville City Hall. This first community workshop provided an open forum for community stakeholders to gather first-hand thoughts and opinions about Yorkville critical planning issues. Roughly 30 people were in attendance.

The workshop was comprised of various stations and interactive exercises and exhibits in which participants could provide their opinion on topics related to Downtown, residential areas, community design, and parks and open space.

STATION 1: PROJECT INTRODUCTION

Participants were given the opportunity to "sign-in" and view several introductory exhibits and materials. A project information board was also on display presenting the Comprehensive Plan's purpose and objectives: phases of the project and a project timeline were also described and presented.

A Study Area Map was exhibited and participants were asked to place a "yellow" sticker where they lived and a "blue" sticker where they work. Fifteen participants live within the Study Area (eight north of and seven south of the Fox River). Two participants work within the Study Area (one north of and the other south of the Fox River) and four participants identified that they work outside of the Study Area boundary.

In addition, community fact boards were displayed to share key demographic, housing, and other economic statistics about Yorkville.

STATION 2: TRANSPORTATION AND COMMUNITY INFRASTRUCTURE

The transportation and infrastructure station focused on the following issues:

- Existing Roadway Network and Proposed Roadway Network Improvements
- Existing Bicycle/Trail Network
- Development outside City Boundaries but within Planning Area

Amongst workshop attendees, discussion regarding the Station 2 exhibits centered around the City's cost to provide infrastructure and community services to adjacent unincorporated areas without receiving property or sales tax revenue in return. Many workshop attendees felt that this issue was worth addressing in the Comprehensive Plan. Additionally, there was general consensus that the City should support or encourage infill residential development before promoting development in new areas. Regarding commercial development, workshop attendees expressed concern that more retail opportunities are needed in Yorkville, which would help keep more tax revenue in the City rather than letting it leak to the nearby Fox River Valley communities.

Some residents expressed concern about where future Fox River bridges would be located – bridges that have been incorporated as part of the City's future transportation planning. These residents expressed concern over the placement of one of the bridges and the impact it would have on particular residential subdivisions.

As part of Station 2, a short survey was distributed that requested attendees' preferences for how to work with unincorporated subdivision development, connect trails and open space, and manage the extension of storm and sanitary utility infrastructure to support and guide future development within Yorkville.

STATION 3: ILLINOIS ROUTE 47 CORRIDOR

Station 3 focused on the Illinois Route 47 corridor through Yorkville. Participants were asked to view land use maps of the corridor and to place icon stickers representing different land uses where they would like to see them developed.

STATION 4: ELDAMAIN ROAD CORRIDOR

Station 4 focused on the Eldamain Road corridor to both the northern and southern municipal boundaries. Similar to Station 3, participants were asked to view land use maps of the corridor and to place icon stickers representing different land uses where they would like to see them developed.

STATION 5: DOWNTOWN FOCUS AREA

Downtown Yorkville was the focus of Station 5. Participants were asked to view an aerial photograph of Downtown and to place icon stickers of elements and land uses where they would like to see them developed.

STATION 6: "BIG MAP" EXERCISE

Station 6 provided an opportunity for participants to share their ideas about how they would like to see Yorkville grow and develop into the future. A large City-wide land use map was provided for participants to place icon stickers representing different land uses. The input provided by workshop participants on the "Big Map" were summarized into general land use diagrams (See Figure 2.1 on following page for southern portion of the "Big Map").

COMMUNITY "SPEAK-OUT" WORKSHOP #2 (OCTOBER 29TH, 2015)

The second phase of the planning process involved the creation and development of specific planning concepts and land use, transportation and infrastructure strategies. Planning strategies were presented during a community workshop held on October 29, 2015 at Yorkville City Hall. Afterward, planning concepts were revised and reformatted as an online survey for community comment. Strategies were subsequently revised and incorporated as part of the Draft Comprehensive Plan document.

ONLINE SURVEY #1

The following section summarizes the results of an online survey conducted between January and March of 2015; 152 people participated in the survey. These initial results will be used to assess existing conditions and planning issues.

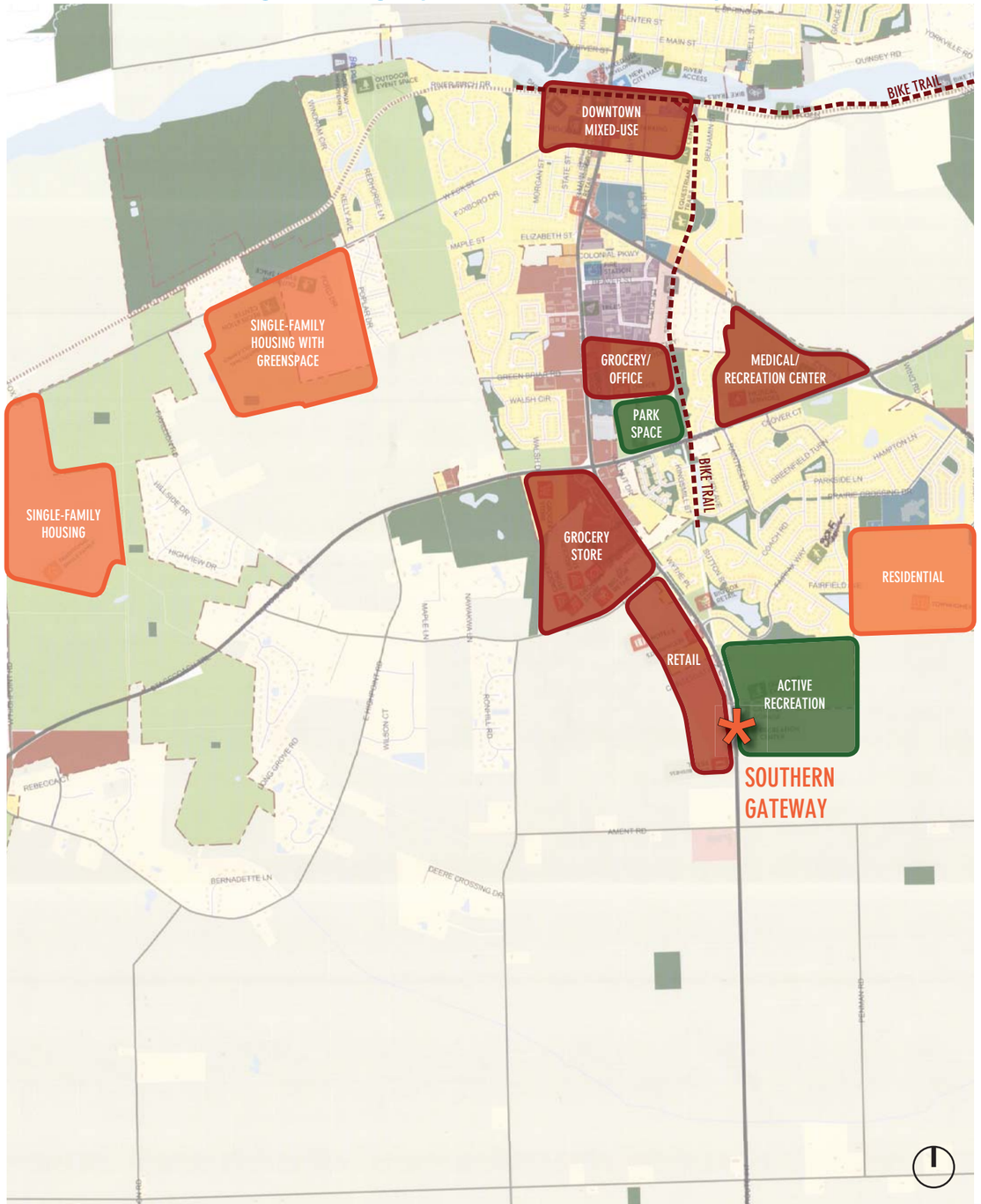
SUMMARY OF DEMOGRAPHIC RESPONSES

A series of nine questions were included in the survey regarding demographic characteristics of the respondents, such as age and gender, household information, education and occupation, and place of employment. Of the respondents who took the survey, 66 percent were female, 34 percent male with the majority (79 percent) between the ages of 25 and 44 years old. In terms of household information and other similar characteristics, more than 67 percent of the respondents have one to three children living in the home and about an even number having lived in the home between one and five years (43 percent) and between six and ten years (42 percent). Most respondents work within 25 miles of Yorkville and more than 50 percent had an annual income of $100,000 or more.

Community "Speak-Out" Workshop #1, "Big Map" Exercise

DRAFT

Figure 2.1 - "Big Map" Exercise (South Yorkville only)



SUMMARY OF COMMUNITY QUALITY RESPONSES

Ten questions were presented regarding respondent opinions on Yorkville municipal and community services, ranging from police and fire, schools, parks and infrastructure. Responses were measured according to a scale of 1 to 10 with "1" meaning "Very Dissatisfied" and "10" meaning "Very Satisfied." Fire and police, and emergency and general health care services generally ranked high among all community services by survey respondents with an average rating of 7.9. The condition of streets and sidewalks and the quality of utility and recreational programs were the lower-ranked community services with an average rating of 5.3. Local schools received an average rating of 5.98.

SUMMARY OF HOUSING RESPONSES

Three survey questions were included regarding housing. More than 93 percent of survey respondents reporting owning their home while 7 percent rent. The approximate monthly payment for those who rent is an average of $850. When asked what type of housing is most needed in Yorkville, 54 percent of the survey respondents believed "higher-income housing" is desirable while 46 percent stated that "affordable housing" is a specific need in Yorkville.

SUMMARY OF BUSINESS RESPONSES

A series of five questions were asked in the survey regarding community growth and economic development. More than 83 percent of the respondents believe that restaurants and entertainment-related businesses are most needed in Yorkville, especially if they were located in the Downtown district.

In terms of tourism potential in Yorkville, on a scale of 1 to 5 with "1" being a low priority and "5" being a high priority, Fox River recreational tourism, including canoeing and kayaking activities, received the highest rated average at 4.11. Horseback riding and heritage tourism received the lowest rating averages at 2.50. Developing new events and festivals, revitalizing Downtown, and allowing bed and breakfasts and more campgrounds in Yorkville were also listed as important future community initiatives. In addition, more than 46 percent of respondents said they would like to see Yorkville's population increase.

SUMMARY OF OVERALL COMMUNITY RESPONSES

The last three questions in the community survey focused on general planning issues and Yorkville livability. According to survey respondents, the top planning issues include Downtown revitalization, unfinished and deteriorated roads, incomplete subdivisions and the lack of a pedestrian and bicycle network. Respondents also stated that Yorkville's affordability, good schools and small town feel were the principal reasons why they live in Yorkville.

ONLINE SURVEY #2

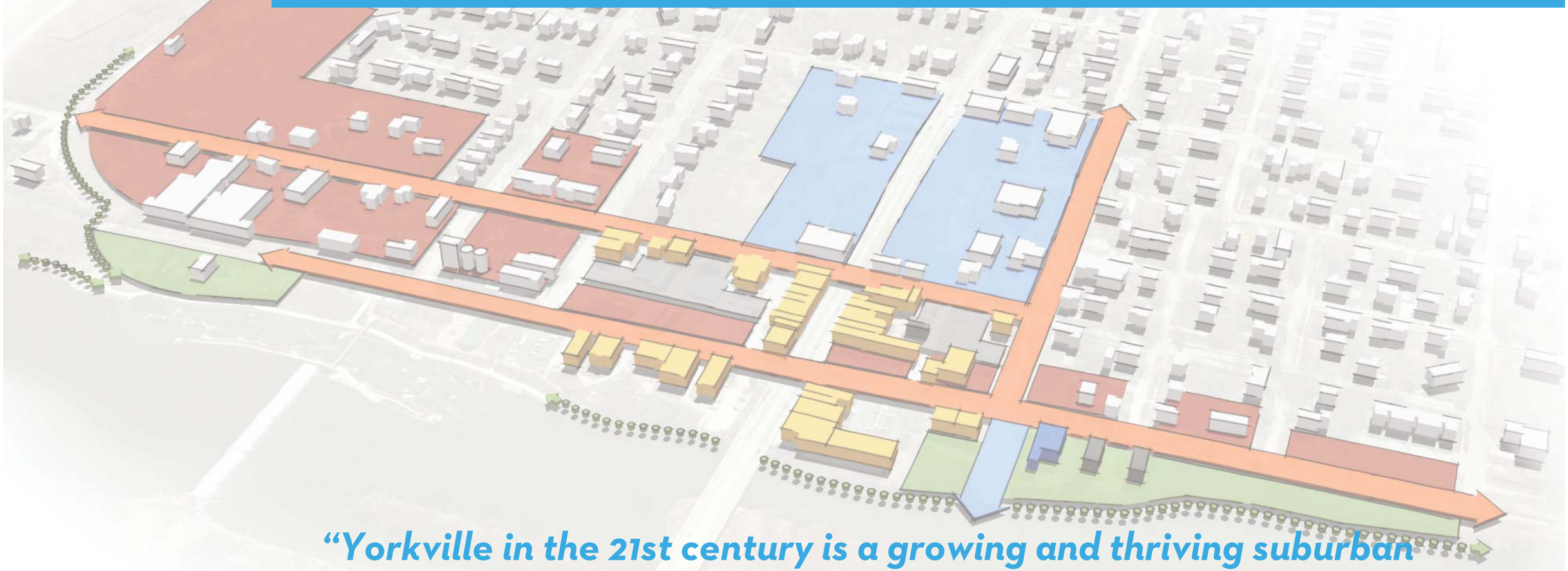
On online survey version of the second community workshop was prepared and incorporated as part of the project website for public access. Planning concepts and strategies included as part of the online survey focused on Downtown Yorkville, destination commercial areas, various streetscaping and urban design initiatives, industrial parks and residential development. Survey participants were asked to rank strategies by priority with a score of "one" signifying a low planning importance and "three" a high priority for implementation.

Of the planning strategies included in the online survey, facilitating additional commercial development in the Kendall and Yorkville Marketplace shopping centers rated the highest with an average score of 2.43. Revitalizing Downtown Yorkville, enhancing the appearance of Hydraulic Street, and expanding Bicentennial Riverfront Park also scored highly in the survey. Redevelopment of Downtown's underutilized blocks, expanding the Fox Industrial Park, and creating a civic complex that incorporates the historic Kendall County Courthouse with a potential new Yorkville City Hall in Downtown Yorkville were three planning strategies that were rated lower among those that participated in the survey. In total, there were 136 survey respondents.

DRAFT

Part 2: Comprehensive Plan

Section 4: Community Vision and Land Use Strategy



"Yorkville in the 21st century is a growing and thriving suburban community within the Chicago metropolitan region. "

Goals and Policies for Community Land Use

Goals	Policies for Decisions Makers
Yorkville has a diversity of land uses to support and grow its tax base.	• Work to achieve a proper balance of residential, commercial, industrial, open space and institutional uses.
Revitalize and redevelop Downtown Yorkville as a compact, mixed-use center of activity.	• Develop Downtown as a center of activity – with a mix of commercial and residential uses. • Retain and build on existing civic-governmental functions within the Downtown. • Rehabilitate and reuse existing commercial buildings and encourage high quality new development design. • Enhance and expand Downtown's recreational amenities along the Fox River.
Yorkville's corridors contain well-defined clusters of destination commercial areas, employment centers, residential neighborhoods and open space.	• Focus commercial and industrial development activity in existing commercial and industrial areas. • Enhance corridor design through urban design and landscape treatments and other placemaking initiatives. • Minimize land use conflicts between commercial and industrial land uses and residential areas. • Consider redevelopment of outdated commercial and industrial areas.
Focus residential development in existing areas, connect neighborhoods together through physical and urban design improvements and plan for TOD.	• Facilitate completion of Tier 1 and 2 subdivisions while considering alternative land uses and subdivision design in the Tier 3 and Tier 4 areas. • Consider placemaking and urban design treatments that unify developing subdivisions as part of Yorkville. • Encourage new residential development only in areas where adequate public facilities and infrastructure exist. • Adopt a Metra Station TOD land use zone.
Public and private development meet high standards of design.	• Ensure that proposed new residential, commercial and industrial developments are compatible in scale and design with their surrounding areas. • Update or develop new design guidelines as needed and consider new zoning tools to promote high quality development design.
Yorkville's environmental, park and open space networks are enhanced through new investments in land, facilities and amenities.	• Support development options that respects environmentally sensitive and scenic areas and adds to Yorkville's open space and trail network. • Secure funding for land purchases and amenity development that enhances recreational opportunities.
Achieve a more complete transportation network.	• Promote a safe and comfortable pedestrian network in residential and commercial areas, including the Downtown. • Consider alternative design approaches that complete the trial and bicycle path network. • Implement a more pro-active approach to managing the Downtown parking supply.
Yorkville has a systematic approach to address growth management issues.	• Support adoption of boundary agreements with neighboring communities. • Ensure capital improvements planning is consistent with the land use and development goals of this Comprehensive Plan. • Collaborate with the Yorkville-Bristol Sanitary District on infrastructure planning issues. • Develop and implement a consistent annexation policy.

DRAFT

SECTION 4: COMMUNITY VISION AND FUTURE LAND USE

OVERVIEW

This Comprehensive Plan represents the results of a collaborative process between the United City of Yorkville, the Comprehensive Plan Steering Committee, the Plan Commission and Yorkville citizens and stakeholders to create a planning vision and framework for the community's long-term future. The process to create this document included a series of stakeholder interviews and citizen group focus sessions, public open houses and workshops, and meetings with the Comprehensive Plan Steering Committee.

A series of planning strategies and recommendations that support the long-term vision have also been prepared, strategies that seek to build on Yorkville's unique assets –its traditional Downtown district, the Fox River, its established and emerging residential areas, schools, parks and open space –while exploring ways in which Yorkville can take advantage of future development trends that shape its desired urban form and land use patterns. In addition, planning strategies also seek to introduce new policies that facilitate investment and development within Yorkville's central business district; that maintain and enhance Yorkville's older, traditional neighborhoods; that guide future land use and urban design along the community's major corridors; and that spur new residential development with different housing product types serving varied housing needs within the community.

In addition, succeeding sections of this Comprehensive Plan provide an overview of the Plan's recommended land use strategies and principles for guiding future development and for achieving a higher quality physical environment and a suitable balance between residential, commercial, industrial, institutional and open space uses within Yorkville.

VISION STATEMENT

Vision statements capture and summarize a community's aspirations and values for its future growth and development; it also defines what the community wants to change and what it wants to preserve and maintain. The Vision Statement described below includes those values and aspirations, as well as benchmarks for what the Yorkville community would like to be as it addresses challenges and opportunities over the next ten years.

Yorkville in the 21st century is a growing and thriving suburban community within the Chicago metropolitan region – a community comprised of livable neighborhoods and residential areas, a destination Downtown and prosperous commercial districts, vibrant employment centers and industries, good schools and institutions, and attractive parks and recreational amenities that serve the broader Yorkville community. Over the years, Yorkville residents and stakeholders have invested in its assets and pursued opportunities that enhance Yorkville's economic base, its visual environment and its overall quality of life. Yorkville stakeholders continually strive to plan and improve the community and to meet the needs of residents within the context of Yorkville's land use constraints and opportunities, and its planning traditions and institutions.

- **Yorkville strives to achieve a mix of land uses that promotes a strong, stable and resilient tax base, while encouraging sustainable development that can be adequately supported by the community's market potential and infrastructure systems.**

- **Yorkville is committed to maintaining and revitalizing its traditional community core – the historic Downtown district where Yorkville first started and its adjacent residential neighborhoods – as a distinct, identifiable place of living opportunities and destination shopping, dining and entertainment. Downtown Yorkville will feature a vibrant mix of businesses, institutional uses, cultural offerings and recreational amenities along with an attractive streetscape and urban design environment that attracts shoppers and visitors alike. New commercial, residential and mixed-use developments in Downtown will provide additional space for new businesses and housing for those who want to live in or near the Downtown district. Taking advantage of Downtown's adjacency to the Fox River, Bicentennial Riverfront Park is expanded and a trail linking the Park with neighborhoods and areas to the east and west are completed. Neighborhood building stock is preserved and maintained while opportunities for well-scaled and designed new housing is encouraged. Investments in street, sidewalks and other infrastructure upgrades are undertaken to make the Yorkville's traditional community core more walkable, accessible, and pedestrian-friendly.**

- **Yorkville is promoting sustainable neighborhood residential development policies by facilitating the build-out of existing residential subdivisions where community infrastructure systems are in place and demand exists, and the repositioning of other neighborhoods to accommodate different types of housing products or different land uses altogether, which will result in a more compact urban form.**

- ***Yorkville is encouraging appropriate development, infrastructure and urban design investments along its main corridors – Illinois Routes 47 and Eldamain Road – to ensure commercial and industrial areas remain vital, open space and recreational zones enhanced, and residential neighborhoods well-designed and integrated within the surrounding landscape character.***

- ***Yorkville is well-connected with a well-planned and maintained system of roadways, pedestrian links, and bicycle routes that all serve to promote transportation choice within the community.***

- ***Yorkville is investing in its parks and recreational facilities to provide a broad range of opportunities for local residents to participate in physical activity, have contact with Yorkville's natural areas and the Fox River waterfront, and increase social interaction between residents of different neighborhoods.***

- ***Yorkville is implementing a coordinated program of "placemaking" enhancements – signage, gateways, banners wayfinding, and public art –as a means to identify and bind together Yorkville's neighborhoods and commercial areas as a distinct place within the Fox Valley and Chicago metro areas.***

- ***Yorkville is providing and delivering a high level of community services to its residents as a way to support and enhance the local quality of life, public health, community engagement, and social cohesion and interaction.***

Twenty-first century Yorkville provides an ideal combination of suburban Chicago living with the qualities and amenities of a semi-rural environment that also offers a diversity of housing and shopping opportunities, access to the scenic Fox River and convenience to nearby employment centers.

LAND USE STRATEGY

The Yorkville community will achieve its long term planning goals through a well-balanced and considered approach to its overall land use and development pattern. Clearly, a balance between land uses in Yorkville is needed to ensure there is a stable and growing tax base; land use diversity also promotes economic diversity and long-term community resiliency to changes in local and regional economic conditions.

The Future Land Use Map (Figure 4.1 on following pages) depicts a strategic, recommended pattern of land uses in the City and the form, types and intensities of different land uses occurring in a particular area. The following definitions describe each land use category proposed in the future land use map. While the land use map should guide future land use and development and zoning decisions, it is also meant to be adjusted and changed when circumstances warrant a change in planning direction in a given area of the City. However, any changes to the land use map should also be consistent with the larger community vision presented in this Comprehensive Plan. It should also be noted that the land use strategy does not eliminate existing uses on existing properties where a change in land use direction is recommended in this Comprehensive Plan. Specific land use objectives are described in later sections of this Comprehensive Plan.

DOWNTOWN MIXED-USE CORE (DMU)

Roughly bounded by Fox, Main and Mill Streets and the Fox River, the Downtown Mixed Use Core is intended to encourage a mix of commercial and residential uses in both existing buildings and new construction, and to revitalize the Downtown as a mixed use center of activity. Existing historic commercial buildings and storefronts along Illinois Route 47 should be rehabilitated for new retail and service uses while upper floors will accommodate new offices, apartments or other living units. Over the long-term, as market forces can support, and brownfield and other environmental issues are addressed, new commercial and mixed-use development could take place on opportunity sites and underutilized land, and designed in a way that reinforces Downtown's traditional pedestrian-oriented character. Allowing a mix of uses in the Downtown can help facilitate increased utilization of buildings and spaces as well as build increased value in Downtown real estate and businesses. East of Mill Street and South of Van Emmon is an opportunity zone to transition existing industrial land uses to potential residential, commercial and mixed use development over the long term –new development that could support retail, service, and dining and entertainment activities located along adjacent blocks. Government and institutional uses will be primarily concentrated within a civic complex at Van Emmon and Main Street, although a potential expansion of such uses could occur across Illinois Route 47 from the Kendall County Courthouse complex north of Van Emmon.

DESTINATION COMMERCIAL (DC)

Portions of Yorkville's most significant commercial corridors, including Illinois Route 47 and Veterans Parkway, are classified as Destination Commercial given the significant concentration of large format retail and strip center development that attract both local Yorkville residents and customers from the surrounding area. This land use classification also reflects the particular design characteristics of these developments, which are mainly single-story in height and require deep setbacks and large parking areas. Other destination commercial uses may include hotels and recreational complexes. Important concentrations of destination commercial uses include the node at Veterans Parkway and Illinois Route 47 and the Kendall Marketplace west of the Illinois Route 47 and Veterans Parkway intersection. Future Destination Commercial development should be focused in these existing areas to take advantage of available land, especially in the outparcel areas of existing developments.

NEIGHBORHOOD RETAIL (NR)

Smaller-scaled commercial developments located in close proximity to nearby residential neighborhoods and subdivisions will provide opportunities for independent and convenience type retailing and services, such as dry cleaners, groceries, salons, boutique stores, florists, clinics and doctor offices, and cafes and restaurants. Such developments are typically part of smaller, auto-oriented strip centers that are adequately screened and buffered from nearby homes and neighborhoods, although pedestrian linkages and connections should be required in order to reduce vehicular use. Neighborhood retail development should also be compatible in scale and design with adjacent land uses. Locations for Neighborhood Retail may be the intersections of collector roads and thoroughfares, such as Galena Road and Illinois Route 47, and at Greenbriar Road and Illinois Route 47.

COMMERCIAL OFFICE (CO)

The Commercial Office classification seeks to encourage both large-scaled office uses in single developments or as part of an office park setting; such uses will be typically located along Yorkville's important transportation corridors, Illinois Route 47 and Veterans Parkway. Office developments can include service-related uses, hospitals and clinics, hotels, and facilities for research and product development. Light industrial or assembly uses may be considered if they are limited in scope and do not impact adjacent land uses.

TRADITIONAL NEIGHBORHOOD RESIDENTIAL (TNR)

Traditional Neighborhood Residential areas comprise the older neighborhoods east, west and south of the Downtown Core, and those north of the Fox River comprising the old Town of Bristol. These areas are largely characterized by historic homes, pre-War and Post World War II housing types, and mid-century ranch homes that form cohesive neighborhoods within walking distance of the Fox River and the Downtown. This designation seeks to preserve and maintain the traditional single family character of these neighborhoods by encouraging housing maintenance and rehabilitation, and compatible new housing development that compliments the scale and design of the existing housing stock. Development of some forms of multi-family housing is encouraged if they maintain the visual and physical character of adjacent blocks, including building setbacks and architectural materials and treatments.

MID-DENSITY RESIDENTIAL (MDR)

The purpose of the Mid-Density Residential land use area is to provide for higher density residential developments near commercial areas and transportation corridors, and to promote economically-mixed housing developments and the provision of a range housing types. Such housing types can include

Chapel on the Green, Traditional Center

DRAFT

townhomes and multi-family developments. Pedestrian linkages to adjacent commercial areas and parks and open space should be required; development design should also be compatible in scale and architecture with surrounding land uses. Suitable locations for Mid-Density Residential include the land areas east of Illinois Route 47 north of Veterans Parkway and south of Countryside Parkway; additional areas could may include the land west of the Kendall Marketplace.

SUBURBAN NEIGHBORHOODS (SN)

Single family detached residential homes will be the primary land use in Suburban Neighborhoods, areas that comprise recently developed subdivisions both north and south of the Fox River in Yorkville. Such neighborhoods can feature typical conventional subdivision layout with long blocks and curvilinear streets or be developed according to neo-traditional principles with shorter blocks, gridded street layouts and the incorporation of public squares and parks; however, the overall intent in this land use classification is to create well-designed, walkable neighborhoods that incorporate open space and appropriate linkages to surrounding districts or areas. Such neighborhoods should also be well buffered from land uses of higher intensity.

ESTATE/CONSERVATION RESIDENTIAL (ECR)

Estate/Conservation Residential neighborhoods are intended to provide flexibility for residential design in areas of Yorkville that can accommodate low-density detached single family housing but also include sensitive environmental and scenic features that should be retained and enhanced. These neighborhoods can be characterized by conventional development, such as detached housing on large lots, or conservation design by clustering homes together that leave undeveloped green space for agriculture, preservation of historic and cultural resources, and community open space. In conservation design, generally 40 to 60 percent of a development site is set aside in conservation areas; therefore, homes may be built on smaller lots than in a conventional estate-type subdivision. Suitable locations for Estate/Conservation Residential neighborhoods include areas that serve as transitions from Suburban Neighborhoods to agricultural zones, and places of identifiable scenic views, tree masses and environmental features.

METRA STATION TRANSIT-ORIENTED DEVELOPMENT (MTOD)

A Transit-Oriented Development (TOD) land use classification will serve to guide future development in an area bounded by Beecher Road and Rob Roy Creek, an area to be served by a potential Metra rail station. A mix of single family, townhomes and apartment buildings, along with small-scale neighborhood retail, is suggested for this area in order to create an urban center of residential and commercial uses that take advantage of regular commuter train service. Permitted densities for single family homes would be higher than what would be found in Suburban Neighborhoods.

GENERAL INDUSTRIAL (GI)

A broad range of warehousing and manufacturing activities of minimal environmental impact are to be encouraged in General Industrial zones. Such industries can be served by both rail and by truck transportation and are to be located in existing industrial zones along Illinois Route 47 both north and south of the Illinois River and the Eldamain Corridor along the BNSF Railway line. Potential expansion of the Fox Industrial Park south along Illinois Route 47 to Illinois Route 71 offers a distinct opportunity to redevelop the park in a more modern business park setting that could potentially attract additional warehousing and light manufacturing uses.

INSTITUTIONAL (I)

Yorkville municipal facilities; Kendall County government offices; facilities of other entities, including the Bristol-Kendall Fire Protection District and the Yorkville-Bristol Sanitary District; Yorkville Community Unit School District 115; other government facilities; religious buildings; and, other non-private land uses are categorized as Institutional. The Institutional land use classification allows public or quasi-public entities to plan accordingly for future location and expansion of such facilities.

PARKS AND OPEN SPACE (OS)

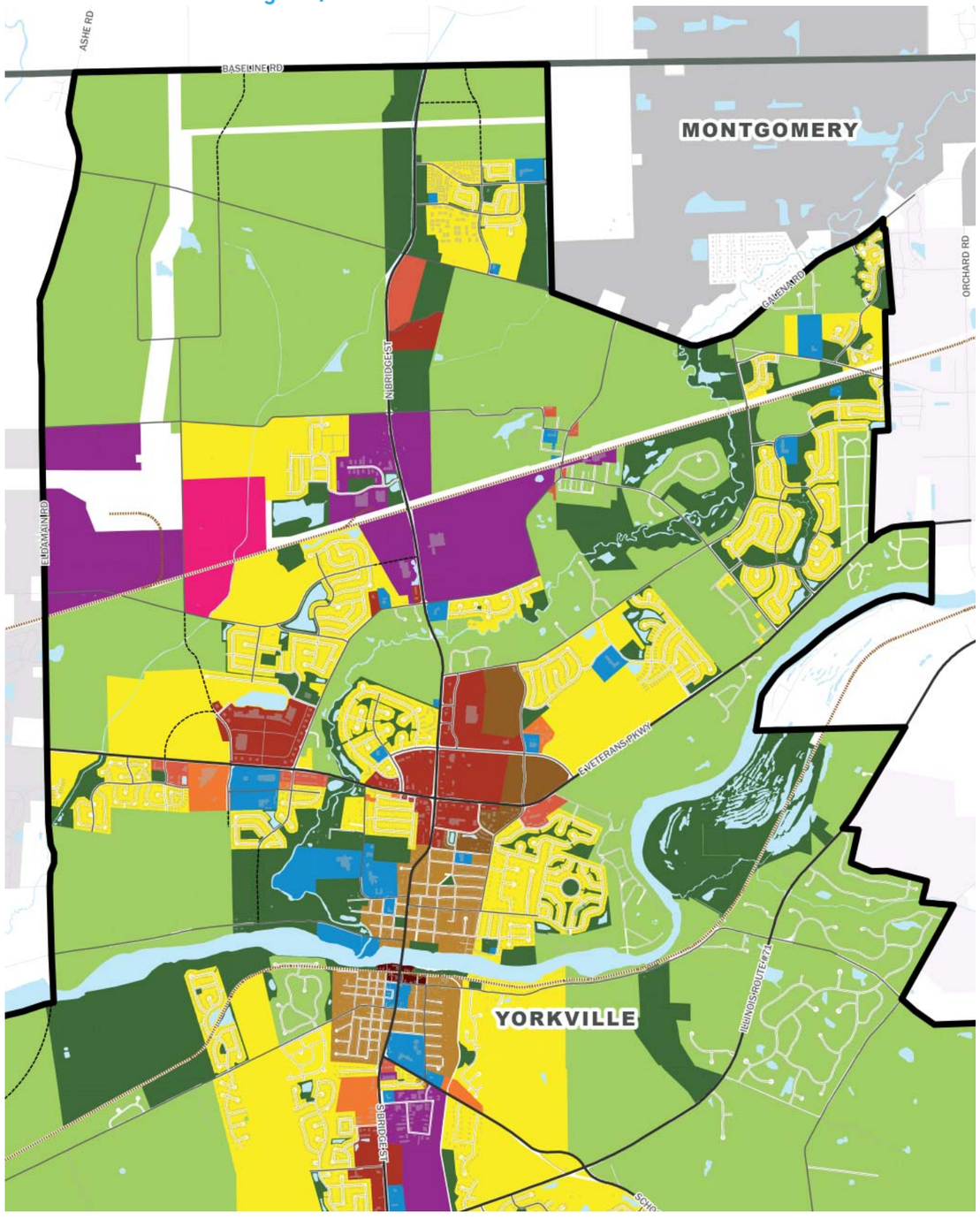
Parks and Open Space encompasses all parks, open space and recreational lands, including county and state parks, with the intent to preserve such areas, enhance their functions as active centers for recreational activity, and to achieve a well-connected system of open spaces, trails and "green" infrastructure within the Yorkville community. Environmentally-sensitive lands, privately-owned open spaces such as cemeteries, floodplains, utility rights of way, and significant natural and topographic features are also categorized under this land use classification. Future parks and open spaces may be located within areas where conservation subdivisions or other planned unit developments with park and open space set-asides are required. In some areas, especially along Illinois Route 47 north of Galena Road, open space that was once previously categorized as future commercial, may be reserved as open space until future market demand could support commercial development.

AGRICULTURAL ZONE (AZ)

Agricultural Transition areas are located primarily in the southern portion of the Yorkville planning area —generally south of Legion Road. These areas are expected to remain in agricultural use for the time horizon of this Comprehensive Plan, given current market and infrastructure constraints. Agriculture, both general farming and restricted forms, such as pastures, gardening, kennel, or riding stables, nurseries and greenhouses, would be permitted uses. Single family dwellings on large lots related to agricultural use would also be permitted.

Yorkville City Park

Figure 4.1: Future Land Uses North of the Fox River



LAND USE CHANGES

The Land Use Strategy and Future Land Use Map presented above describes the distribution of general land use categories (Residential, Commercial, industrial, Open Space and Parks, and so on) that will set the framework for achieving the goals of the Comprehensive Plan. It is not a zoning map but should set the stage for future changes and modifications to the Yorkville Zoning Ordinance. The Land Use Strategy seeks to "re-position" Yorkville's future land use pattern given current development conditions in Yorkville since the 2008 economic downturn and the unlikelihood that the Prairie Parkway will be constructed within this Plan's time horizon. Several changes in land use classifications are proposed from those included in the 2008 Comprehensive Plan. Changes in the land use categories are summarized below:

RESIDENTIAL

A Mid-Density Residential land use zone is proposed in order to encourage new multi-family housing types in Yorkville; new housing types could diversify housing opportunities and provide housing at different price points that what is currently offered in Yorkville's housing market. The Rural Neighborhood land use classification in the 2008 Comprehensive Plan is eliminated given that such residential development is unlikely to occur in the southeastern portions of the Yorkville planning area where there are significant infrastructure and market constraints. The primary infrastructure constraint is the need to construct a lift station along a ridge line, generally located south of Illinois Route 71. In its place, an Estate/Conservation Residential land use category has been created to accommodate large-lot residential development in areas where infrastructure exists and smaller-lot single family residential subdivisions are less likely to be supported by market demand. Conservation subdivisions should also be encouraged in order to preserve significant environmental and topographical features, provide alternative housing types, and provide opportunities to expand Yorkville's open space network. A Metra Station TOD zone is also included to plan accordingly for future development even if the Metra Station is years away from construction.

COMMERCIAL

Several new commercial land use categories are suggested in this Comprehensive Plan. A Downtown Mixed-Use Core zone is intended to focus revitalization and redevelopment efforts in Yorkville's traditional downtown; new mixed-use development is envisioned on various opportunity sites that expand the Downtown's footprint further to the east on Van Emmon Street with potential residential and commercial development. The need to address particular development design and land use issues within the Downtown necessitates the need for a Downtown-specific land use classification.

The general Commercial land use classification in the 2008 Plan is now designated Destination Commercial to recognize that a high percentage of commercial land in Yorkville accommodates large format and chain store formats, usually located along major transportation thoroughfares. Destination Commercial uses have their own particular physical design and development issues and should be distinguished from commercial uses located in the Downtown and in neighborhood retail areas.

A Commercial Office land use category has been created to accommodate small-scaled office uses in single developments or as part of an office park setting;

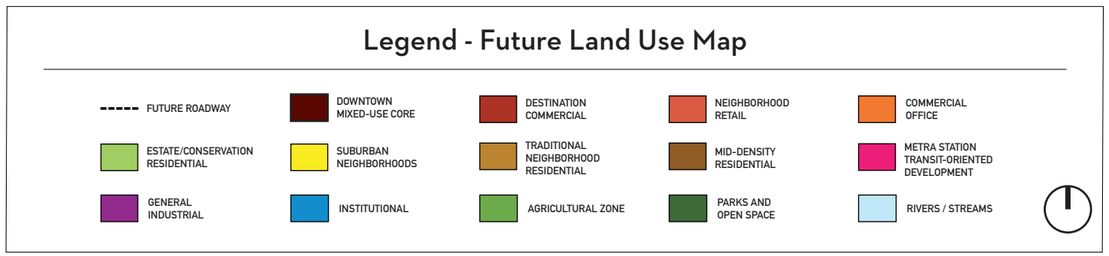


Figure 4.1 - Future Land Uses North of the Fox River

DRAFT

Figure 4.2: Future Land Uses South of the Fox River

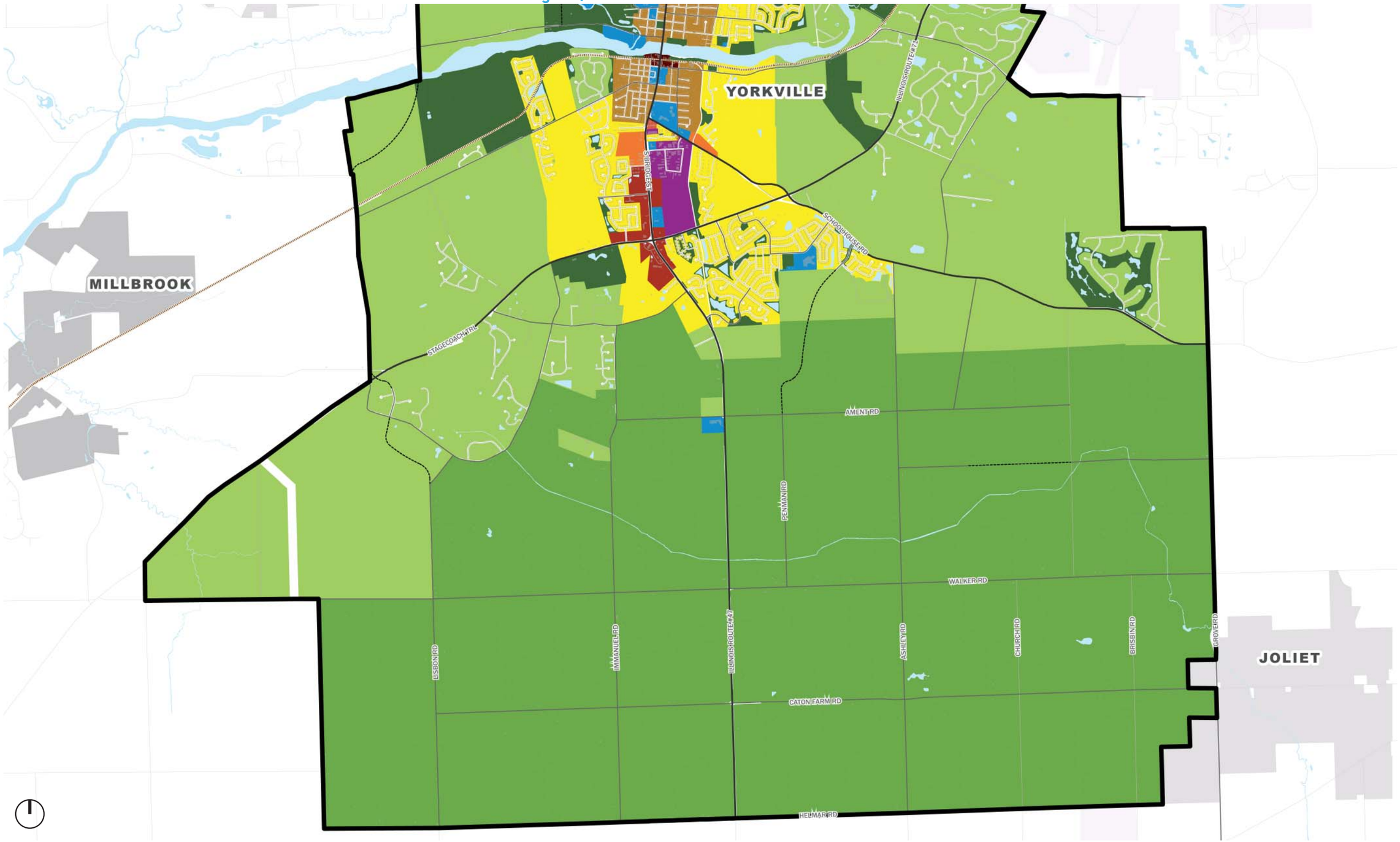


Figure 4.2 - Future Land Uses South of the Fox River

again, like Destination Commercial uses, Commercial Office uses would be typically located along Yorkville's transportation corridors. Previously, the 2008 Plan included an office land use classification as part of the overall framework for industrial development with an understanding that research-oriented and light assembly uses would locate in these areas. However, light manufacturing and research activities can already be accommodated in existing industrial-manufacturing areas rather than in new office park developments; there is also weak market demand in the Chicago region for office and research parks.

INDUSTRIAL

As mentioned above, the Office and Research land use classification made within the 2008 Comprehensive Plan has been revised as the Commercial Office category. The only expansion of industrial land proposed in this Comprehensive Plan is the Fox Industrial Park, which could redevelop some point in the future as a more modern industrial park with added land extending south to Illinois Route 71.

Grande Reserve subdivision, Suburban Neighborhoods

AGRICULTURE

Agriculture is a new land use classification to accommodate what will be the dominate land use in the southern portion of the Yorkville planning area.

LAND USE MATRIX

The Land Use Matrix below summarizes the Land Use Strategy and categories presented above and how they can be applied given current conditions. Flexibility in implementing the land use strategy is allowed while being consistent in achieving the overall planning goals presented in this Comprehensive Plan.

Table 4.1: Land Use Matrix

Institutional

Use Characteristics	*Features*
• Use permitted include schools, churches, libraries, government buildings and other places that act as centers of community and public service facilities.	• Permitted by condition in most other land uses areas except industrial; conditions may focus on traffic, parking, design and operating characteristics. • Sidewalks, bike paths and trails should be encouraged to connect institutional uses to other neighborhoods. • Shared parks and open spaces added as part of institutional campus settings is recommended.

Parks and Open Space

Use Characteristics	*Features*
• Parks and open space are maintained as both active and passive recreation space. • Environmentally sensitive areas including drainage areas protected and maintained as open space. • Greenways and trails established where feasible and as part of new residential developments	• Parks and open spaces added in locations where there is a shortage of park space with parking and traffic adequately accommodated. • New parks and trails added as part of subdivision development; trails must be connected to existing on and off-street trail network. • Sustainable design features, such as bio-swales, rain gardens and permeable pavement are integrated when need for stormwater management. • Park facilities and features are maintained and upgraded on regular basis. • Riverfront park expansions are publicly accessible

Agricultural Zone

Use Characteristics	*Features*
• Agriculture and open space uses • Land will generally not be developed due to market and infrastructure constraints	• Land will remain in agriculture or open space use during this Comprehensive Plan time horizon. • Environmentally sensitive areas such as tree groves, wetlands, and poorly drained areas will be protected from development.

DRAFT

Table 4.1: Land Use Matrix

Downtown Mixed Use Core

Use Characteristics

- Includes a mix of commercial uses with upper story office and residential units.
- Focus of civic uses and social gathering spaces.
- Rehabilitation of historic commercial buildings.
- New mixed-use developments on infill development sites.

Features

- Pedestrian-oriented development with zero building setback.
- High level of streetscape and urban design treatments in the public ROW.
- Formal gathering spaces, riverfront improvements, center of activities and events.
- Historic preservation is of high importance.
- New development respects existing development character.
- Strong connections to adjacent neighborhoods.
- District may expand on underutilized or vacant lots and spaces.
- Parking is actively managed by the public sector.

Commercial Office

Use Characteristics

- Larger-scaled office developments, including hospitals and clinics, hotels and facilities for research and product development.

Features

- Higher quality building and site design required.
- Landscaping and urban design treatments between front parking lots, the sidewalk, street and right-of-way.
- Buffering and landscaping treatments along adjacent land uses of both higher and lower intensity including residential and industrial.
- Pedestrian connections to adjacent or nearby residential areas required.
- Development restricted from environmentally sensitive areas

Destination Commercial

Use Characteristics

- A variety of low-scaled auto-oriented commercial uses, including offices, and medium and large format retailers.

Features

- Commercial uses generally located along Illinois Route 47 and Veterans Parkway
- Higher quality building and site design and landscaping required.
- Enhanced streetscape, urban design and infrastructure conditions with an emphasis in improving the pedestrian environment.
- Visual and business operational impacts minimized from the adjacent neighborhoods through buffering and landscape treatments.

Traditional Neighborhood Residential

Use Characteristics

- Detached single family residential although duplexes and townhomes may be permitted in certain areas.
- Maintained and enhanced infrastructure.
- Civic and institutional uses permitted by condition.

Features

- Existing densities are generally maintained.
- Housing rehabilitation, preservation and infill development emphasized.
- Priority parkway and infrastructure improvements.
- Should be buffered from adjacent land uses of higher intensities.
- Enhanced connections to the Fox River and Downtown Yorkville.

Neighborhood Retail

Use Characteristics

- Small to medium scaled auto-oriented commercial uses, such as retail centers, and restaurants located near residential areas on lower-trafficked streets.

Features

- Landscaping treatments between front parking lots and right-of-way.
- Buffering and landscaping treatments along adjacent land uses of both higher and lower intensity including residential and industrial.
- Pedestrian connections to adjacent or nearby residential areas required.
- Commercial signage should be high quality and scaled appropriately to the street and surrounding development.
- Development restricted from environmentally sensitive areas.

Mid-Density Residential

Use Characteristics

- Attached single family residential on smaller lots.
- Duplexes, townhomes and apartments permitted generally near Yorkville's major corridors and shopping areas.
- Civic and institutional uses permitted
- Neo-traditional subdivision design encouraged.

Features

- May apply to existing neighborhoods but generally recommended for land near commercial areas.
- Density should be 8 to 12 units per acre
- Infrastructure is available while new streets, alleys, parks and trail connections may be required. Street connectivity with the existing development fabric is strongly recommended.

Suburban Residential

Use Characteristics

- Detached single family residential on larger lots.
- Civic and institutional uses permitted
- Neo-traditional subdivision design encouraged.

Features

- Density should be six (6) to fifteen (15) units per acre.
- Infrastructure is available while new streets, alleys, parks and trail connections may be required. Street connectivity with the existing development fabric is strongly recommended.
- Applies to Tier 1 and 2 subdivisions, optional for Tier 3 and 4 subdivisions (see Section 6: Livable Neighborhoods.

Estate/Conservation Residential

Use Characteristics

- Restricted to detached or attached single family on large lots.
- Planned Unit Developments and Conservation Subdivisions are encouraged.
- Developments provided with full municipal and infrastructure services
- Civic and institutional uses permitted by condition.

Features

- Densities may range from 1 to 6 units per acre.
- Development clustering and the protection of environmental and historic resource assets and view sheds are recommended or required.
- Should generally not be located near industrial areas.
- Connectivity with adjacent residential and commercial areas.
- Dedicated open space.
- Buffering of adjacent land uses of higher intensities.

Metra Station Transit Oriented Development

Use Characteristics

- Detached single family residential on smaller lots, townhomes, multi-family
- Neighborhood scale retail and commercial uses.
- Civic and institutional uses permitted
- Neo-traditional or hybrid subdivision design encouraged.

Features

- Applies only to Metra Station TOD District.
- Residential density should be 8 to 12 units per acre.
- Commercial development should be low-scaled, pedestrian-oriented.
- Street connectivity with the existing development fabric is strongly recommended.

General Industrial

Use Characteristics

- Generally small to large-scaled industrial uses that are wholly contained in a building and do not generate noticeable external effects.
- Warehousing, assembly and low impact manufacturing uses are considered industrial uses.

Features

- Industrial area ideally should have adequate access to arterials and other transportation routes without having to pass through residential and commercial areas.
- Industrial areas are discouraged near residential neighborhoods.
- Industrial uses should be adequately screened from land uses of lower intensity such as residential and commercial districts.

PRINCIPLES TO GUIDE FUTURE LAND USE

Going forward, the Yorkville community should implement the land use strategies recommended in this Comprehensive Plan according to a set of land use planning principles. In light of recent growth trends and development projections, Yorkville's future development program should align with the goals outlined in various sections of this Comprehensive Plan.

- Encourage sustainable residential growth patterns and different types of housing products that are affordable to a wide range of households.
- Reposition existing subdivisions that are not entitled nor platted for alternative residential development forms or different land uses that meet other comprehensive planning goals.
- Consider Yorkville's open spaces, scenic views, historic and cultural resources, and other environmental features as Yorkville assets to be preserved and maintained in new residential, commercial and industrial development.
- Concentrate mixed-uses in the Downtown core and promote high-quality development that attracts new businesses and residents.
- Maintain the physical scale, qualities and visual charm of the traditional residential neighborhoods surrounding the Downtown core district both north and south of the Fox River.
- Improve the overall land use and urban design environment of Yorkville's principal corridors and ensure compatibility between different land uses along such corridors.
- Promote pedestrian and roadway linkages between existing and developing areas of Yorkville and strive to complete a bike trail network that incorporates both on and off-street trails and bike lanes.
- Maintain and enhance parks and greenways and protect the watersheds of the Fox River, Blackberry Creek and other waterways from inappropriate encroachment and development.
- Facilitate small business development activity in the Downtown and the continued development of available land for both independent and large format retailing in appropriate locations that meet local market demand.

DRAFT

- Encourage development in locations that are adequately serviced by community infrastructure systems, roads, sewers and utilities.

- Continue enhancing access to the Fox River, especially within the Downtown district.

ZONING CONSIDERATIONS

Although the United City of Yorkville has recently completed an update to its Zoning Ordinance, adoption of this Comprehensive Plan should be followed by a review and an additional update of City's various development controls including the Zoning Ordinance and subdivision regulations. It is important that all development regulations be consistent with the Comprehensive Plan's goals and objectives. Future reviews and updates should, at a minimum, focus on:

- Allowances for proper use mix and density in new land use classifications, such as the Mid-Density and the Estate/Conservation Residential zones.

- Allowances for proper mix of housing types that support housing choice, accessibility and affordability.

- Creation of a conservation subdivision code and other subdivision code changes.

- Promotion of sustainable design and development techniques, and,

- Procedural amendments that may streamline the development review and approval process and encourage development and investment.

Additional zoning "overlays" may be needed for managing development along Yorkville's principal corridors, Illinois Route 47, Veterans Parkways and Eldamain Road, where a more consistent land use pattern and visual appearance is desired by the community. Corridor land use and physical appearance issues are addressed in later sections of this Comprehensive Plan. An overlay can incorporate additional development design requirements over and above those required in the underlying zoning, or include a "form-based" approach that emphasizes the overall physical form and visual characteristics of a development over its use. A form-based overlay would foster more predictable, higher-quality developments than more conventional zoning and design guideline provisions. A form-based overlay could also be adopted for the Downtown.

PLACEMAKING AND COMMUNITY CHARACTER

A key planning goal for Yorkville is to invest in "place-making" design elements that would help create memorable places and vibrant public spaces; such design elements would also help "bind" together Yorkville's different residential neighborhoods and commercial areas with the traditional center that comprises old Yorkville and Bristol. There are different placemaking means and methods that can be implemented in Yorkville and are considered in different sections of this Comprehensive Plan related to the Downtown, residential areas and the corridors - methods that may include:

- Pedestrian amenities such as street furniture, improved crosswalks, and pedestrian-scale lighting and signage.

- Nature elements including landscaping, trees and connection to natural features and views.

- Public art such as sculptures, murals and interactive art.

- Water features, including riverwalks and interactive fountains that attract people and visitors.

- Site Interpretation that incorporate signage or informational kiosks that tell the history or cultural significance of a place.

- Landmarks or architectural features that contribute to a sense of place.

- Community events or programs that promote Yorkville's civic pride in partnership with local organizations.

- Architectural design that promotes a consistent architectural style established through design standards or other zoning tools.

- Streetscapes with a combination of landscaping and public space enhancements that promote increased pedestrian activity and community gathering.

Placemaking examples: public art and gateway entrances to a public park (below), gateway arch to the Old Plank Trail, Frankfort, IL (bottom), building mural (top right), crosswalk stripping (top middle), specialty tree grates (bottom middle), temporary play space in downtown parking lot (bottom).

Part 2: Comprehensive Plan

Section 5: Vibrant City

"With time, careful planning, and most importantly community support a thriving downtown District could be fostered with the critical mass needed to lure additional businesses to the area. "

Goals and Policies for a Vibrant City

Goals	Policies for Decisions Makers
Enhance the visual appearance, pedestrian environment and functionality of Downtown Yorkville.	• Support the preservation, rehabilitation, and re-use of Downtown Yorkville's traditional commercial buildings. • Consider "clean and green" initiatives that improve Downtown blocks and spaces. • Implement placemaking and streetscaping programs that enhance Downtown's visual qualities and appearance. • Consider design standards and new zoning tools to promote higher quality Downtown building design. • Actively manage Downtown's parking supply. • Continue enhancements to the Bicentennial Riverfront Park as a destination recreation and tourism attraction..
Strengthen and promote Downtown Yorkville as the community's primary mixed-use center.	• Encourage new commercial, institutional and mixed-use development on available opportunity sites. • Address brownfield and environmental issues for targeted redevelopment sites. • Manage Downtown Yorkville through effective business development and marketing initiatives.
Facilitate development of Yorkville's existing destination and neighborhood shopping areas.	• Facilitate commercial development on available sites and out-parcels for both large format and neighborhood-scale commercial activity. • Consider alternative uses to retail on sites that are unlikely to be fully built-out as commercial centers. • Re-zone for alternative land uses commercially-zoned land not likely to be built out over the time horizon of this Comprehensive Plan. • Encourage and facilitate high quality building design and placemaking improvements in Yorkville's destination commercial areas. • Plan for a future Metra Station TOD neighborhood.
Attract new industries in existing and planned industrial areas.	• Encourage infill industrial development in existing industrial parks. • Explore options for expanding and redeveloping existing Yorkville industrial areas. • Conduct additional industrial areas along major transportation corridors. • Incorporate consistent urban design and placemaking elements as part of industrial developments in Yorkville.

DRAFT

SECTION 5 - VIBRANT CITY

Section 5 of the Comprehensive Plan Update, "Vibrant City", outlines key planning goals and strategies for the Downtown district and Yorkville's other commercial areas along Illinois Routes 47 and 34. For Yorkville stakeholders, revitalizing Downtown Yorkville is a high priority while facilitating the build-out of recently developed commercial areas should be a focus of targeted community and economic development efforts.

DOWNTOWN YORKVILLE

Downtown Yorkville is defined by Van Emmon Park on the east, Orange and East Fox Streets on the south, Morgan Street to the west, and the Fox River on the north with its historic commercial core is mostly bounded by the Fox River on the north, Fox Street to the south, Mill Street to the east, and Main Street to the west. This Comprehensive Plan envisions Downtown Yorkville as a mixed-use center offering a variety of shopping, dining, entertainment, living and recreational opportunities and capitalizing on its historic building stock and location adjacent to the Fox River and Yorkville's traditional neighborhoods. To accomplish this, the Yorkville community will focus on implementing several planning objectives, including

- Removing barriers to Downtown investment and facilitating the use of incentive programs to rehabilitate historic commercial buildings, and storefronts and converting upper floors where upper floors exist for location-neutral businesses, office and residential uses.
- Maintaining on-going business and real estate development efforts that support entrepreneurial endeavors, attract needed retail and commercial services, and facilitate the innovative adaptive use of vacant and under-utilized space.
- Encouraging new construction within the Downtown that shares the same setback, scale and massing characteristics of the existing historic commercial building fabric.
- Facilitating investments in streetscape and pedestrian environments
- Address parking through pro-active efforts in parking management led by the City of Yorkville.

It is recognized that revitalizing and redeveloping Downtown Yorkville will occur over time and in phases as barriers to investment and development are addressed and smaller-scaled revitalization projects are first completed; early projects will build momentum for more substantial reinvestment efforts to place.

GOAL

Enhance the visual appearance, pedestrian environment and functionality of Downtown Yorkville

POLICIES

- Support the preservation, rehabilitation, and re-use of Downtown Yorkville's traditional commercial buildings.
- Consider "clean and green" initiatives that improve Downtown blocks and spaces.
- Implement placemaking and streetscaping programs that enhance Downtown's visual qualities and appearance.
- Consider design standards and new zoning tools to promote higher quality Downtown building design.
- Actively manage Downtown's parking supply.
- Continue enhancements to the Bicentennial Riverfront Park as a destination recreation and tourism attraction.

STRATEGY A: ENHANCE FOX RIVER ACCESS AND CREATE A RIVERFRONT PARK WEST OF BRIDGE STREET (ILLINOIS ROUTE 47).

Along the Fox River, near Hydraulic and Main Streets, an existing City-owned public access area could be enhanced by the installation of new boat launch ramps and the creation of new park space. The new park would bring needed green space west of Bridge Street, which would make both commercial and residential properties more attractive for investments and development. Converting the Parks and Recreation Department building adjacent to the new green space into an active use, such as a boating/kayaking center, could also bring increased activity to the west side of Downtown and facilitate the utilization of an enhanced boat launch (See Figure 5.1: Downtown Revitalization Strategies Map on page 99).

IMPLEMENTATION ACTIONS

Implementation actions may include purchasing properties located west of Bridge Street and north of Hydraulic Street along the Fox River to create the new park; grant funding could be secured and a riverfront master plan developed by the City's Parks and Recreation Department to guide the new park's design and construction.

Existing boat ramp access area

STRATEGY B: ENHANCE STREETSCAPE APPEARANCES AND IMPROVE THE WALKABILITY OF HYDRAULIC, MAIN AND VAN EMMON STREETS.

Given Bridge Street recent widening by IDOT, there is a significant need to improve Downtown Yorkville's pedestrian environment and streetscape conditions as community stakeholders have commented consistently throughout the planning process that the street is now a significant barrier to walking to and from the east and west sides of the Downtown. In particular, Hydraulic and Main Streets could benefit from streetscape and urban design enhancements that would make them more walkable and comfortable for pedestrians. Hydraulic Street has the potential to better connect Downtown's east and west sides and is the one street that offers scenic views of the Fox River; Main Street also has potential of becoming a primary pedestrian street linking the Kendall County Courthouse complex with Hydraulic Street and the Fox River waterfront.

In addition to enhancing the streetscape environment to Main and Hydraulic Streets, Van Emmon Street should also be a candidate for urban design enhancements as it has the potential to link the Kendall County Courthouse complex to the eastern portion of Downtown. Since completion of the Bridge Street widening project, Van Emmon has now become the primary vehicular access point into the Downtown area. With that in mind, Van Emmon Street should serve as a gateway entrance point with streetscape and placemaking features that enable motorists to know where to turn and find parking within the Downtown. Streetscaping enhancements should encourage motorists to park their car and explore Downtown Yorkville on foot. Streetscape enhancements along Hydraulic, Main and Van Emmon Streets could include new sidewalks, wayfinding signage, public art, landscaping planters and pedestrian lighting.

IMPLEMENTATION ACTIONS

Implementation actions may include the development of a streetscape master plan to guide the type of improvements needed to make Downtown Yorkville more walkable, including the creation of a "brand" image for the Downtown that can be used on signage, kiosks, banners and wayfinding. Specific elements of the streetscape master plan may include:

- Needed sidewalks and sidewalk connections
- Intersection and railroad crossing improvements
- Gateways, wayfinding signage and public art
- Landscaping treatments such as planters, trees and plantings in road medians
- Pedestrian-oriented lighting
- "Rail Walk" along Hydraulic Street

STRATEGY C: CREATE PUBLIC PARKING AREAS.

With the recent loss of on-street parking along Bridge Street and Downtown's tight building development pattern and adjacency to residential neighborhoods, finding places and locations to accommodate new parking in Downtown Yorkville is a significant challenge. Left-hand turns from Illinois Route 47 onto Hydraulic Street have also been recently restricted due to the Bridge Street widening, making it difficult for motorists to access available parking along Hydraulic Street. In addition, there is also a general lack of understanding about which off-street parking spaces and lots are publicly or privately owned, creating confusion for visitors on where they can park their cars. Overall, Downtown needs to add accessible off-street parking facilities if it is to attract new businesses and customers. Ideally, off-street parking facilities should be owned and managed by the City in order control their location so that prime developable parcels remain as developable parcels rather than being converted to parking by the private sector.

IMPLEMENTATION ACTIONS

Implementation actions may include the development of a parking management plan that determines current and projected downtown parking needs and the location of potential off-street parking facilities. From the plan, key sites for public parking lots can be purchased by the City and developed for use with adequate landscaping and signage. Wayfinding signage to the parking areas should also be incorporated as part of a comprehensive Downtown wayfinding and placemaking program. Feasibility of constructing a two-story parking deck Downtown can also be explored as part of the parking management plan.

DRAFT

STRATEGY D: FACILITATE BUILDING REHABILITATIONS AND FAÇADE IMPROVEMENTS.

Downtown Yorkville consists of mainly one to two-story historic commercial buildings facing Illinois Route 47; a number of other traditional commercial and industrial buildings are located east of Illinois Route 47 along Van Emmon, Mill and Hydraulic Streets. Downtown buildings are generally in good condition and are candidates for building and storefront rehabilitation and adaptive use. Several buildings along the west side of Illinois Route 47 have been rehabilitated in recent years. To encourage additional rehabilitation activity, a formal building improvement program should be established that would offer matching grants or low interest loans to property and business owners willing to undertake such improvements.

Rehabilitation projects would be completed according to design guidelines that incorporate commonly-accepted procedures and methods for storefront rehabilitations, historic building material maintenance, and windows and cornices. A special emphasis should be place on improving rear entrances given the lack of parking on Illinois Route 47.

IMPLEMENTATION ACTIONS

Implementation actions may include securing funding for a building rehabilitation incentive program through Tax Increment Financing, a Special Service Area or through other financing programs. Design guidelines that address building storefronts, facades, signage and rear entries would need to be developed.

STRATEGY E: CLEAN AND GREEN THE "LEGACY BLOCK" (SHORT-TERM).

The block between Hydraulic, Van Emmon, Heustis and Mill Streets currently contains a semi-active rail spur, an empty grain elevator, a freight train car, and a storage structure and lumber mill. The spur was serviced a number of well-known Yorkville industries that located in and around the block, including Squire Dingee's pickle factory, the Yorkville Ice Company, and the Renbehn Brothers button factory, whose product was made from clam shell found in the Fox River. Given the high visibility of the block and its linkage to past Yorkville industries, the block is called the "Legacy Block" for the purposes of this Comprehensive Plan; the Block also represents an opportunity to conduct "clean and green' and placemaking efforts that would improve its appearance and better integrate it with the rest of the Downtown building fabric to the west. The City should work with the Block's property owners to facilitate property improvements, including landscaping, screening and fencing with industrial and rustic materials, and the installation of placemaking enhancements, such as signage, artwork and murals on or near the Block's identifiable structures.

IMPLEMENTATION ACTIONS

Implementation actions may include providing incentives for property improvements and the creation of a placemaking and preservation/maintenance plan for the site, including the grain elevator where a public mural could be installed. A public-private partnership between the property owners and local artists will be needed developed in order to undertake various on-site placemaking initiatives. Resolving the issue over the public right-of-way on Heustis Street in front of the property should be explored if streetscaping and other physical enhancements are to be considered for that portion of the Legacy Block.

STRATEGY F: EXPAND BICENTENNIAL RIVERFRONT PARK TOWARD VAN EMMON PARK.

Bicentennial Riverfront Park, located between Hydraulic Street and the Fox River east of Bridge Street, is a year-round attraction for both residents and visitors. In particular, the Marge Cline Whitewater Course is a compelling regional attraction as it allows experienced Fox River kayakers and rafters to bypass the Glen Palmer Dam while also providing opportunities for beginners to learn whitewater rafting and paddling. On the eastern edge of this Park, Hydraulic Street terminates into a gravel parking lot and the park space transitions into underutilized land and a tree grove that touches the northwest portion of Van Emmon Park. Expansion of the Bicentennial Riverfront Park to the east along this land would add new waterfront park space, allowing residents and visitors to enjoy a longer expanse of the Fox River. It would make the surrounding area more attractive for commercial and residential redevelopment on land to the south and southeast near Van Emmon Park.

IMPLEMENTATION ACTIONS

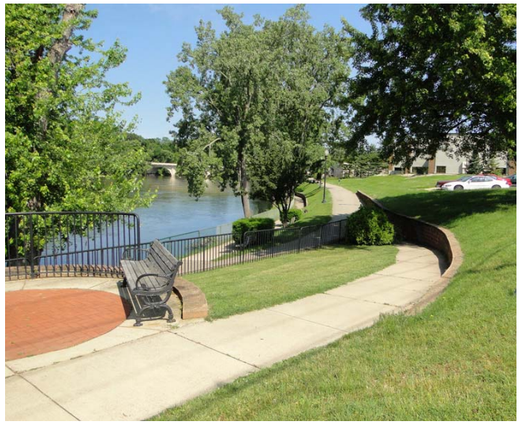
Implementation actions may include the purchase of properties located east of Bicentennial Riverfront Park and north of Hydraulic Street along the Fox River by the City or in partnership with other entities. Grants or other outside finding could be secured for property purchase as well as the creation of a park design plan for the expanded park area.

STRATEGY G: EXTEND BICENTENNIAL RIVERFRONT PARK TRAIL.

In addition to an expanded Bicentennial Riverfront Park, a continuous walking and cycling trail extending east and west of the Park could become an amenity for Yorkville residents and visitors. A trail that is long enough to bicycle or jog along and that has regional connections to other trails could bring new visitors into the Downtown. A challenge to extending the trail to the west would be finding an appropriate street path over Illinois Route 47.

IMPLEMENTATION ACTIONS

Implementation actions may include purchasing additional land or easements where needed to extend the trail and securing other financial sources to complete construction of the trail extensions. Trail extensions could be completed concurrently with the creation of new riverfront park space on both the east and west sides of Downtown Yorkville.



DRAFT

GOAL

Strengthen and promote Downtown Yorkville as the community's primary mixed-use center.

POLICIES

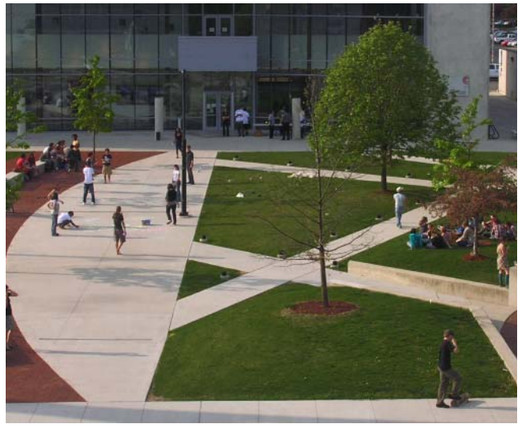
- **Encourage and facilitate new commercial, institutional and mixed-use development on available opportunity sites.**
- **Address brownfield and environmental issues for targeted Downtown redevelopment sites.**
- **Manage Downtown Yorkville through effective business development and marketing efforts.**

STRATEGY H: CREATE A KENDALL COUNTY GOVERNMENT CAMPUS.

The historic Kendall County Courthouse, perhaps Downtown Yorkville's most iconic building, is located south of the Fox River along East Main Street, and includes the County's administrative building and other courthouse-related functions. Other buildings along West Ridge and Jefferson Streets adjacent to the Courthouse are occupied by other County agencies and departments; several commercial uses also exist within the vicinity. Future County facility expansion needs could be accommodated in new buildings or the rehabilitation of existing buildings in a potential Kendall County Government Campus incorporating the historic Kendall County Courthouse along Main, Ridge and Jefferson Streets. The campus building program should strive to create a campus "quad" or green space if feasible. Additionally, the campus could also incorporate special landscaping and urban design treatments such sidewalk paving and gateways column and features.

IMPLEMENTATION ACTIONS

Implementation actions may include the creations of a Kendall County Government campus master plan that would determine potential building rehabilitation and construction projects to meet government agency expansion needs, and the types of urban design, landscaping and branding elements that could be installed to foster a campus environment. Gateways, wayfinding signage and public art should also be considered. Additional implementation needs may include the purchase of properties located between Van Emmon, Fox, Main and Bridge Streets to create the campus.



STRATEGY I: ENCOURAGE INFILL DEVELOPMENT ALONG HYDRAULIC STREET.

Underutilized land between Van Emmon and Hydraulic Streets east of Illinois Route 47 represents an opportunity to encourage infill development, whether single story commercial or a multi-use buildings with upper-story office or residential units. New development would also re-orient the Downtown from Illinois Route 47 as the principal commercial thoroughfare to Hydraulic and Van Emmon Streets, where new building and storefront entrances can be located. Since the widening of Illinois Route 47 and the loss of on-street parking, existing retailers and restaurants have already begun to orient their storefront entrances to the rear of their buildings; little foot traffic is currently present along Illinois Route 47. New infill development would be of medium height, perhaps three to four stores at most so as to not block viewsheds of the Fox River from the south, and be compatible in architecture and materials with adjacent commercial buildings. Parking would be accommodated within the development or a combination of on and off-street parking facilities.

IMPLEMENTATION ACTIONS

Underlying environmental and brownfield issues that are known to exist on the site should be addressed before any coordinated effort in redevelopment is attempted. The City would need to work with the property owner(s) to undertake any needed assessment and clean-up actions, which could be underwritten through grant and other financing programs offered by the Illinois and U.S. Environmental Protection Agencies. Alternatively, the City could purchase the property and implement clean-up efforts to initiate the redevelopment process; from there, the City could prepare more specific site development plans and issue a request for private-sector development proposals. Site development plans would also need to address the railroad right-of-way on the southern portion of the site adjacent to Hydraulic Street.

STRATEGY J: REDEVELOP THE "LEGACY BLOCK" (LONG-TERM).

As an alternative to Strategy E, over the long-term, the Legacy Block between Hydraulic, Van Emmon, Heustis and Mill Streets could be considered for redevelopment if market demand for commercial and mixed use development and developer interest materializes at some point in the future for the site. If the block to the west of Mill Street redevelops as suggested in Strategy I above, the Legacy Block could become an attractive redevelopment site as it is one of the most visible blocks in the Downtown and located directly across from Bicentennial Riverfront Park, one of Downtown's most important attractions. If the block is redeveloped, the grain elevator structure could be retained as a placemaking landmark.

IMPLEMENTATION ACTIONS

Implementation actions may include addressing any existing environmental or brownfield issues, assembling property parcels, preparing a site development plan and the preparation of a request for development proposals if the City is to redevelop the site with a private sector developer partner.

STRATEGY K: CREATE DOWNTOWN CIVIC COMPLEX.

The Yorkville City Hall and Police Station are currently located along Game Farm Road adjacent to a number of other public uses, such as the Public Library, Beecher Community Center, Yorkville High School Academy and Grade School. This complex of public buildings along Game Farm Road comprises Yorkville's civic campus. During the planning process, community stakeholders have suggested that Yorkville City Hall may be better suited in the Downtown rather than on Game Farm Road, thereby providing a new anchor destination in addition to the Kendall County complex to the west of Illinois Route 47. A Downtown location could be the site at the southeast corner of Van Emmon Road and Illinois Route 47 where an existing building could be reused or redeveloped. Another possibility is to locate the City Hall building within the Kendall County campus across Illinois Route 47.

IMPLEMENTATION ACTIONS

Purchase of properties located between Heustis, Fox, Van Emmon and Bridge Streets for a new City Hall building would be necessary along with the preparation of Downtown civic complex master plan. The City of Yorkville could also participate in the development of the Kendall County Government campus master plan if the City Hall were to be located within the Kendall County campus. Branding, landscaping and streetscaping features for a City Hall complex should be consistent with other urban design treatments installed in other portions of the Downtown.

DRAFT

STRATEGY L: REDEVELOP LAND NORTH AND SOUTH OF VAN EMMON STREET EAST OF MILL STREET.

New commercial, multi-family residential and mixed-use development could occur on land located along Van Emmon Street east of the Mill Street, land that currently contains a mix of single family residential and industrial uses. Given that area's close proximity to Downtown and the Fox River waterfront, new townhomes, apartments, commercial and mixed-use development could bring added vitality to the Downtown as well as extend its footprint along a greater portion of the Fox River; more residential units in the Downtown would help to support Downtown businesses. Available land south of Van Emmon Road in this location would also be suitable for additional single family residential, although topography constraints may limit those opportunities.

IMPLEMENTATION ACTIONS

Implementation actions would include property assembly by the City or private-sector developer, remediation of any environmental issues from existing industrial users, and the relocation of existing businesses to other industrial parks in Yorkville. A master development plan for the area would also need to be prepared.

STRATEGY M: UNDERTAKE ACTIVE DOWNTOWN YORKVILLE MANAGEMENT EFFORTS.

Strategies to improve Downtown Yorkville's physical appearance and redevelop various opportunity sites will take a number of years to implement; in the intervening time, efforts to actively manage Downtown should be undertaken by the City with other partners, including the Yorkville Area Chamber of Commerce – efforts that include working with property owners on façade improvements, retaining and recruiting new businesses, and marketing and promoting the Downtown through special events, festivals and advertising. A part or full-time manager that oversees Downtown management efforts could be retained by the City, while planning and other redevelopment initiatives would be managed by the City's planning staff.

IMPLEMENTATION ACTIONS

Funding for at least a part-time manager would need to be identified and secured; additional funding would be needed for any future Downtown marketing and promotional activities.

DOWNTOWN REVITALIZATION SEQUENCE

Revitalizing Downtown Yorkville as a thriving mixed-use commercial district will require a sustained, long-term commitment by the City of Yorkville, business and property owners, and other stakeholders to implement the strategies presented in this Comprehensive Plan. Since strategy implementation will take time, setting a clear sequence of priorities at the beginning of the revitalization and redevelopment process, based on what financial and organizational resources are available, will be critically important to achieving short-term goals and building momentum for more significant long-term change. A well-coordinated effort that engages both the public and private sectors in various revitalization and redevelopment activities is also needed to achieve Downtown planning goals. The revitalization sequence presented below outlines action steps and a general implementation timeline.

Traditional Commercial Building in Downtown Yorkville

NEAR-TERM PHASE (1-10 YEARS)

The following strategies should be taken within the next one to ten years to activate and achieve short-term planning goals. Some strategies could be completed within two years of Comprehensive Plan adoption.

- **Strategy A: Enhance Fox River access and create a riverfront park west of Bridge Street (Illinois Route 47).** Efforts should be placed on improving the existing boat launch access west of Bridge Street, converting the Parks Department facility to a new complimentary use, and assembling properties for the creation of a new riverfront park west of Main Street.

- **Strategy B: Enhance streetscape appearances and improve the walkability of Hydraulic, Main and Van Emmon Streets.** Streetscape enhancement initiatives should focus first on Main and Hydraulic Streets to improve their appearance and walkability.

- **Strategy C: Create public parking areas.** A parking management strategy should be commissioned and completed; potential public parking areas would also be identified and developed. Underutilized land south of Hydraulic Street and north of Van Emmon could be used as a public parking lot in the short-term.

- **Strategy D: Facilitate building rehabilitations and façade improvements.** A major focus of revitalization efforts in the near-term should be façade, storefront, signage and rear-entrance improvements.

- **Strategy E: Clean and green the "Legacy Block".** Property improvements, screening and fencing enhancements, and placemaking initiatives should be pursued for the Legacy Block.

- **Strategy F: Expand Bicentennial Riverfront Park toward Van Emmon Park.** Creation and adoption of a park design plan and the assembly of property needed to create the park should be undertaken.

- **Strategy G: Extend Bicentennial Riverfront Park trail.** An expansion of the Bicentennial Riverfront Park trail should be completed if riverfront park space has been expanded both east and west of Bridge Street.

LONG-TERM PHASE (10-25 YEARS)

The following strategies should be taken within the following ten to 25 years after the Near-Term Phase to achieve long-term Downtown planning goals. Some strategies could be implemented within ten years.

- **Strategy B: Enhance streetscape appearances and improve the walkability of Hydraulic, Main and Van Emmon Streets.** While initial streetscape and urban design enhancements are placed on Hydraulic and Van Emmon Streets, subsequent streetscape programs should focus on Main Street to improve its walkability, especially if the Kendall County government and City Hall complexes develop over time.

- **Strategy H: Create a Kendall County Government Campus.** Planning for creating the government campus should be initiated along with the construction of any new County facilities and various urban design and campus landscape improvements.

- **Strategy I: Encourage infill development along Hydraulic Street.** If remaining brownfield issues have been addressed, the City could facilitate infill development along all or portions of the block bounded by Hydraulic, Mill and Van Emmon Streets.

- **Strategy J: Redevelop the "Legacy Block."** If market demand and developer interest materializes for the Legacy Block, redevelopment could be pursued; the grain elevator should be retained as a landmark-placemaking element for the Downtown.

- **Strategy K: Create Downtown civic complex.** Parcels needed to create the complex would be purchased and a campus plan developed for potential construction of a new City Hall at the southeast corner of Illinois Route 47 and Van Emmon Street.

- **Strategy L: Redevelop land north and south of Van Emmon Street east of Mill Street.** A master redevelopment plan could be prepared for the area and properties assembled for development; a request for proposals for private-sector develop interest can also be prepared.

DRAFT

Figure 5.1: Downtown Revitalization Strategies

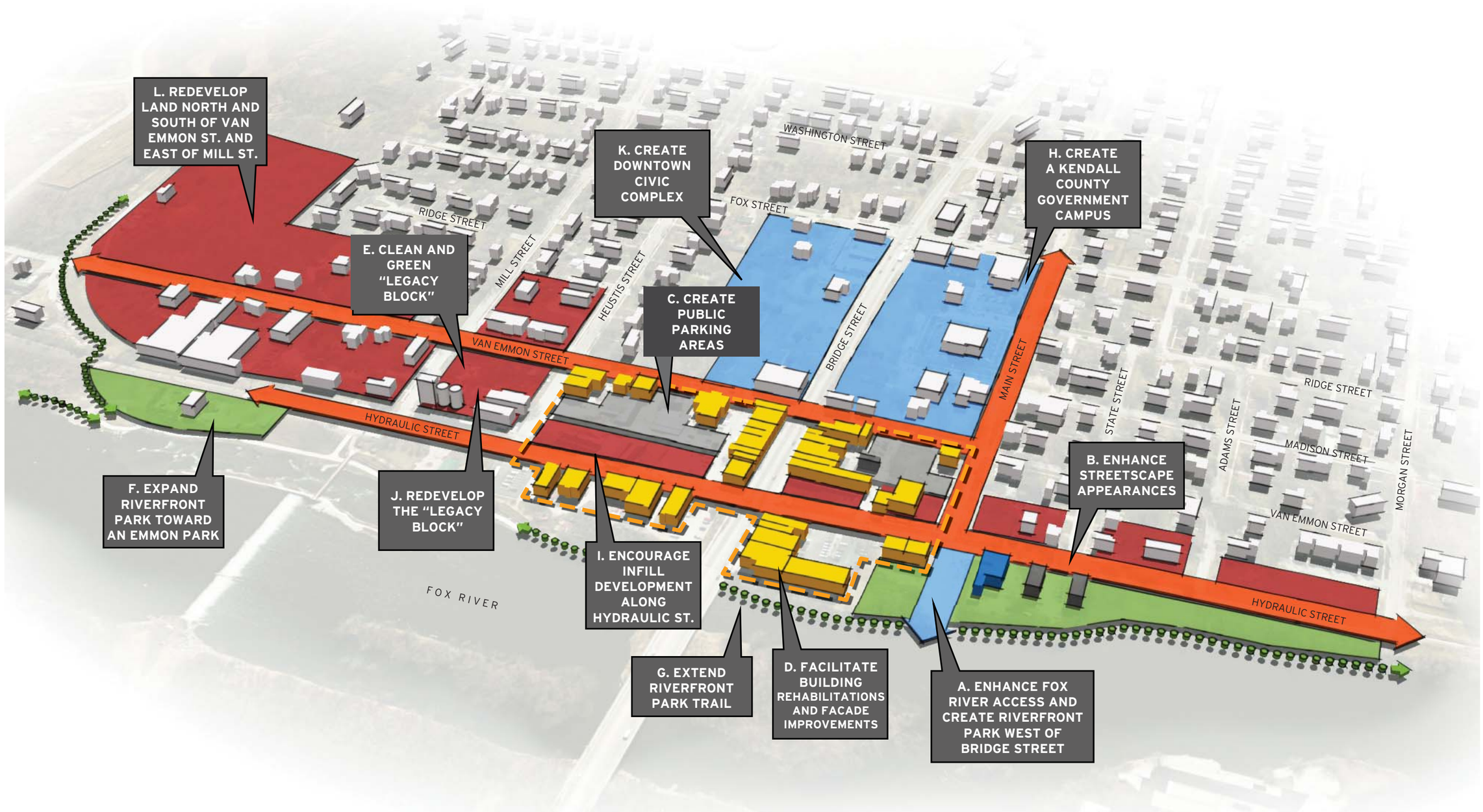


Figure 5.1: Downtown Revitalization Strategies

COMMERCIAL AREAS

Apart from the Downtown district, there are seven other commercial areas comprising 181 acres of remaining developable land within Yorkville. Of these areas, three, including the Yorkville Marketplace, Yorkville Crossing and Kendall Marketplace, have 79 acres of remaining land left to build out; a fourth area, a potential grocery-anchored development at the intersection of Illinois Route 47 and 71 contains another ten acres. These areas are intended to remain or be developed with destination-type, large format, chain store retailing that would serve the Yorkville community and adjacent areas. It is likely that these area could be built-out over the next ten years as residential construction continues and market demand increases for retail and commercial services. However, the largest of these commercial areas, the Yorkville and Kendall Crossing developments, may not entirely build out as pure retail centers and may incorporate other commercial uses, such as smaller-scale office, medical and other service-retail businesses; in other cases, alternative land uses, such as multi-family residential could be considered as appropriate adjacent uses if full commercial build-out is not realized in the short-term.

Three other commercial districts, the Parkways, the Raging Waves Park at Illinois Route 47 near Galena Road, which could incorporate additional commercial uses, and the Metra Station TOD district to the west of Illinois Route 47, are mostly long-term commercial developments not likely to be fully realized until past the time horizon of this Comprehensive Plan. However, these areas can accommodate another 102 acres of commercial development, mostly neighborhood-type retail and services that could locate in theses areas to support growing residential development.

To accomplish this, the Yorkville community will focus on pursuing several planning objectives, including

- Removing barriers to commercial area investment and facilitating development through the use of incentives and regulatory relief.
- Concentrating business attraction efforts in near-term commercial areas, such as the Yorkville and Kendall Marketplace developments.
- Considering alternative commercial uses such as office and medical services on out-lots and other development parcels.
- Encouraging high quality development design that incorporates consistent streetscape and placemaking elements.
- Commercial developments are well-connected to each other and with surrounding neighborhoods while being appropriately buffered and screened with land uses of a lower intensity.

It is recognized that completing the full build-out of the identified commercial areas will occur over time and that build-out efforts should focus first on completing existing developments over initiating new ones in areas where the adjacent neighborhoods have yet to grow and develop. The following page presents various strategies to achieve planning goals and objectives in Yorkville's commercial areas.

Table 5.1 - Commercial Development Areas

COMMERCIAL AREA	AREA LEFT TO BUILD
NEAR-TERM AREAS (1 - 15 YEARS)	
A. Yorkville Marketplace	3 acres
B. Yorkville Crossing	36 acres
C. Kendall Marketplace	30 acres
D. Grocery Anchored	10 acres
TOTAL NEAR-TERM	**79 acres**
LONG-RANGE AREAS (15 - 30 YEARS)	
E. The Parkways	16.5 acres
F. Raging Waves Support	18 acres
G. Metra Station TOD	14 acres
TOTAL LONG-RANGE	**48.5 acres**
TOTAL COMMERCIAL	**127.5 acres**

Figure 5.2 - Commercial Development Areas

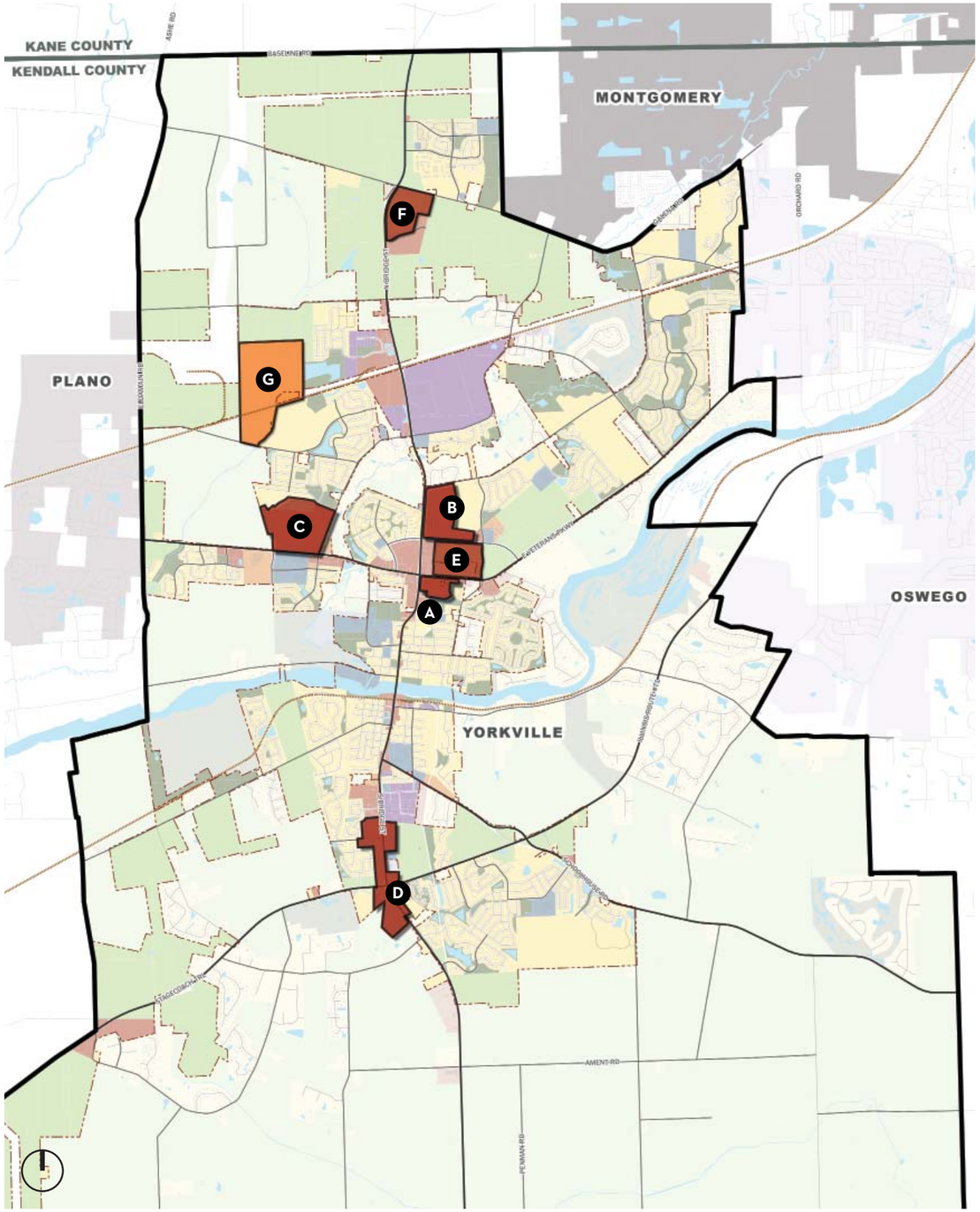


Figure 5.2 - Commercial Development Areas

DRAFT

GOAL

Facilitate development of Yorkville's existing destination and neighborhood shopping areas.

POLICIES

- Facilitate commercial development on available sites and out-parcels and outparcels for both large format destination and neighborhood-scale commercial activity.
- Consider alternative uses to retail on sites that are unlikely to be fully built-out as commercial centers.
- Re-zone for alternative land uses commercially-zoned land not likely to be built out over the time horizon of this Comprehensive Plan
- Encourage and facilitate high quality building design and placemaking improvements in Yorkville's destination commercial areas.
- Plan for a future Metra Station TOD neighborhood.

STRATEGY A: BUILD-OUT THE YORKVILLE MARKETPLACE DEVELOPMENT.

Yorkville Marketplace is a destination retail commercial center at the southeast corner of Illinois Route 47 and Veterans Parkway, containing more than 111,000 square feet of commercial space. Its anchor tenants include Office Max, Panera Bread, and a 60,000 square-foot Jewel-Osco grocery store serving the northern half of the Yorkville community. An additional three acres of land remains that, if developed, would link the Jewel-Osco and Office Max stores together as one main in-line development. Therefore, an immediate priority should be placed on building out the remaining acres with a large format store or smaller in-line storefronts housing multiple retailers or service-commercial businesses.

IMPLEMENTATION ACTIONS

The City of Yorkville could assist the owner/developer of the Yorkville Marketplace in marketing the site for commercial development.

STRATEGY B: REPOSITION YORKVILLE CROSSING WITH A MIX OF DESTINATION COMMERCIAL AND RESIDENTIAL USES.

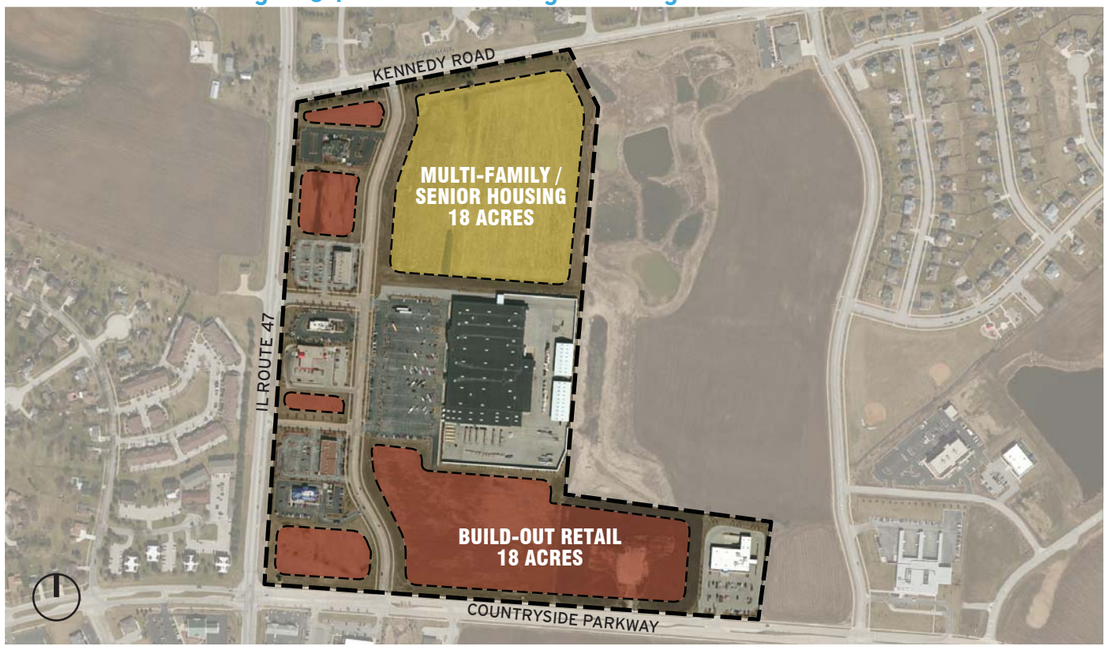
The Yorkville Crossing/Menards Commons shopping center is located north and east of the Illinois Route 47 and Veteran's Parkway intersection. In addition to the shopping center's anchor, Menards, other retailers include Ace Hardware, AutoZone, discount grocer Aldi, and the Goodwill thrift store. A planned Walmart was never built. Going forward, a development strategy for the center should include the build-out of the land along Countryside Parkway for retail and commercial uses; this area would include 18 acres of build-out destination and neighborhood-serving retail or service-commercial uses where access to new commercial development can be accommodated along Countryside Parkway. To the north of the Menards is 18 acres of developable land – land that was slated for the new Walmart. Given the current slack in the local commercial real estate market, an alternative to commercial uses would be to develop the land for multi-family residential, such as townhomes and apartments, in order to support nearby commercial centers and to provide a compatible land use to adjacent residential neighborhoods to the north and east of the site. Senior housing would also be suitable residential use type in this location.

IMPLEMENTATION ACTIONS

The City of Yorkville could assist the property owner/developer in marketing the site for commercial and office development. A re-zoning of portions of the site for residential development would be needed.

Figure 5.3 - Yorkville Marketplace Remaining Build-Out Parcels

Figure 5.4 - Yorkville Crossing Remaining Build-Out Parcels



STRATEGY C: DEVELOP REMAINING KENDALL MARKETPLACE OUTPARCELS.

Kendall Marketplace, at 750,000 square feet of gross leasable space, is Yorkville's largest shopping center. Current anchor tenants include Marshall's, Super Target, Kohl's, Dick's Sporting Goods, and Home Depot. However, 19 retail spaces out of a total of 36 are vacant and available for lease; in addition, 19 outparcels remain undeveloped. The development strategy going forward is to consider a mix of both destination and neighborhood-serving retail uses on 20 acres of the remaining outparcels fronting Veterans Parkway and Cannonball Trail, and an institutional or office use for 10 acres of land at the southeast corner of the center behind the commercial outparcels. A larger-scaled office or institutional development could comprise adjunct government or medical offices in close proximity to the Kendall County Courthouse and Rush-Copley complexes to the south of Veterans Parkway. Such development would be low-scale and designed in a way to not block views into the shopping center. The commercial outparcels would house stand-alone retail or service-commercial developments.

IMPLEMENTATION ACTIONS

The City of Yorkville could assist the property owner/developer in marketing the site for commercial and office development. A re-zoning of portions of the site for strictly office development could be considered.

Kendall Marketplace

Figure 5.5 - Kendall Marketplace Remaining Build-Out Parcels

STRATEGY D: FACILITATE DEVELOPMENT OF THE PARKWAY SITE.

South of Countryside Parkway and east of Illinois Route 47 and the Hampton Inn is the Parkways site, which includes more than 22 acres of developable land. Given the current slack in demand for commercial real estate, it unlikely that this site will develop entirely in one phase and will take several years beyond the time horizon of this Comprehensive Plan to fully build out. The site does offer an opportunity to take advantage of the Hampton Inn's location to create a unique commercial development that incorporates the hotel framing one side of a central green space; other one-story commercial developments could frame the green spaces other edges to the east, west and south along Countryside Parkway. The green space would be a significant feature for the development, perhaps serving as a gathering space for farmers markets or outdoor concerts; placemaking features such as fountains, gateway elements, trees and landscaping could be designed and installed as part of the green space. Mixed-use developments around the green space may also be possible long-term, although the upper-stories could be used as offices rather than as residential spaces. Other larger-scale commercial development could take place further south and east along the site with accessibility from Countryside Parkway and the development's internal street network.

IMPLEMENTATION ACTIONS

The City of Yorkville could assist the property owner/developer in marketing the site for future commercial development; a new site plan that incorporates the green space would also need to be prepared.

Easton Town Center in Columbus, Ohio

Figure 5.6 - Parkway Site Remaining Build-Out Parcels

DRAFT

STRATEGY E: FACILITATE A GROCERY-ANCHORED DEVELOPMENT NEAR THE ILLINOIS ROUTE 47 AND 71 INTERSECTION

The Yorkville community has long desired a new grocery store servicing the City's south side neighborhoods; an estimated gap of more than $26 million in grocery spending currently exists and would support the addition of a mid-size specialty or regionally-based grocery.

Six potential sites for a grocery-anchored development exist at or near the intersection of Illinois Routes 47 and 71 ranging in size from eight to 14 acres. Four of the six sites (Sites A, B, E and F) are currently undeveloped; the other two (C and D) would require some property assembly and potential removal of existing buildings to accommodate a large-scale grocery store development; larger parcels offer opportunities to combine some in-line or outparcel commercial development with a grocery store anchor. In addition, some parcels may need to address specific site planning and screening issues with adjacent residential subdivisions and industrial parks. Site A perhaps represents the best option for a grocery-anchored development given other adjacent commercial uses and the available street network. Site D may be less favorable an option if an expansion of the Fox Industrial Park south to Illinois 71 is pursued. Three different development concepts are presented on the following pages, one for Site A and two for Site C, although both concepts only take into account a portion of that site (see Figures 5.7 and 5.8 and Figures 5.9 and 5.10 on following pages).

IMPLEMENTATION ACTIONS

The City of Yorkville could assist the property owner/developer in marketing and assembling the site for a grocery-anchored development. Site D would need a change in zoning from industrial to commercial.

Figure 5.7 - Grocery-Anchored Development Sites Near Illinois Route 47/71 Intersection

Figure 5.8 - Site A Grocery Store Development Concept

Figure 5.8 - Site C Alternative Grocery Store Development Concept; Store Facing South

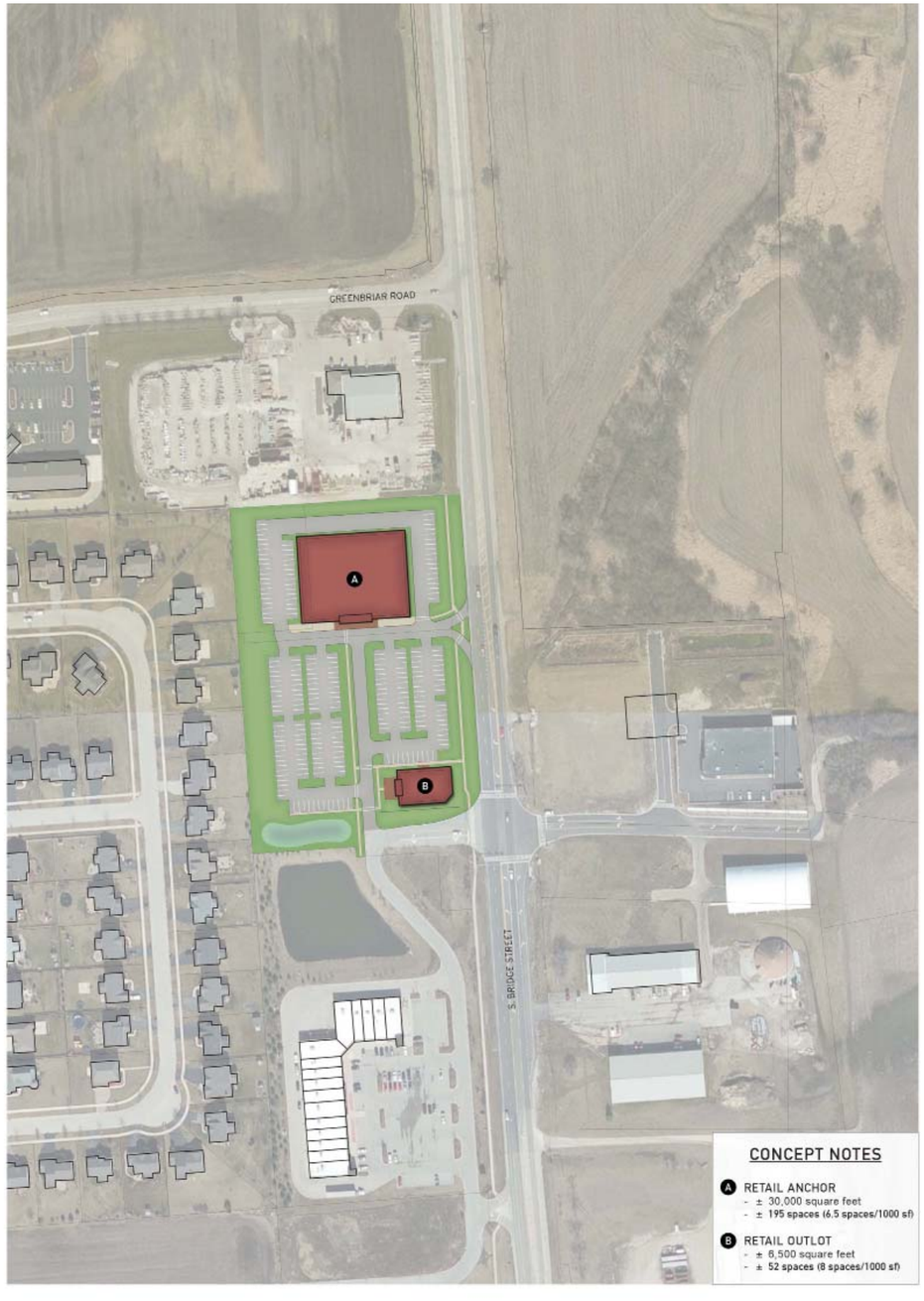


Figure 5.9 - Site C Alternative Grocery Store Development Concept; Store Facing East

DRAFT

STRATEGY F: PLAN FOR NEIGHBORHOOD-ORIENTED COMMERCIAL DEVELOPMENT AT THE ILLINOIS ROUTE 47/GALENA ROAD INTERSECTION.

The Raging Waves Water Park, which opened in 2008, is Illinois' largest outdoor water park and is situated on 45 acres along Illinois Route 47 near Galena Road. Nearly 3,000 people visit the water park daily during the summer months. Given the relative proximity of the park and nearby residential subdivisions, small-scale neighborhood retail developments would be suitable on land north of the park with a character zone open space buffer fronting the developments along Illinois Route 47. Such development would provide commercial services oriented to Water Park visitors and residents of developing neighborhoods to the north, east and west. This site could perhaps incorporate six separate parcels at four acres each, or be developed as one neighborhood retail center of 24 acres; the development would front the building close to the character buffer. To the rear of the development along Galena Road, a 28-acre park or combination indoor-outdoor recreational facility that connects to the Water Park to the south would be constructed; the facility could be owned and managed by the private sector or by the Parks and Recreation Department.

IMPLEMENTATION ACTIONS

The City of Yorkville could assist the property owner/developer in marketing the site for future commercial development; a site plan would also need to be prepared and reviewed. The park and recreation facility could be developed by the private sector or through the Yorkville Parks and Recreation Department. Funding for construction and management of the park space and facility would have to be secured by the private sector or by the City.

Neighborhood/Entertainment Retail in Rosemont, Illinois

Figure 5.10 - Illinois 47/Galena Road Intersection Development Concept

Figure 5.11 - Illinois 47/Galena Road Intersection Site Development Concept

STRATEGY G: PLAN FOR THE METRA STATION TRANSIT-ORIENTED DEVELOPMENT DISTRICT.

Feasibility of extending commuter rail service from Aurora to Yorkville is currently being undertaken by Metra. Although conclusions of the study will not be released before the completion of this Comprehensive Plan, a potential site for the rail station has been identified, representing an opportunity to plan for a transit-oriented development district for the area. A transit-oriented development district is a commercial-residential neighborhood that is designed to maximize access to public transit, often integrating features that encourage transit ridership, such as nearby commercial services and high quality urban design and pedestrian amenities that encourage walking to the train station.

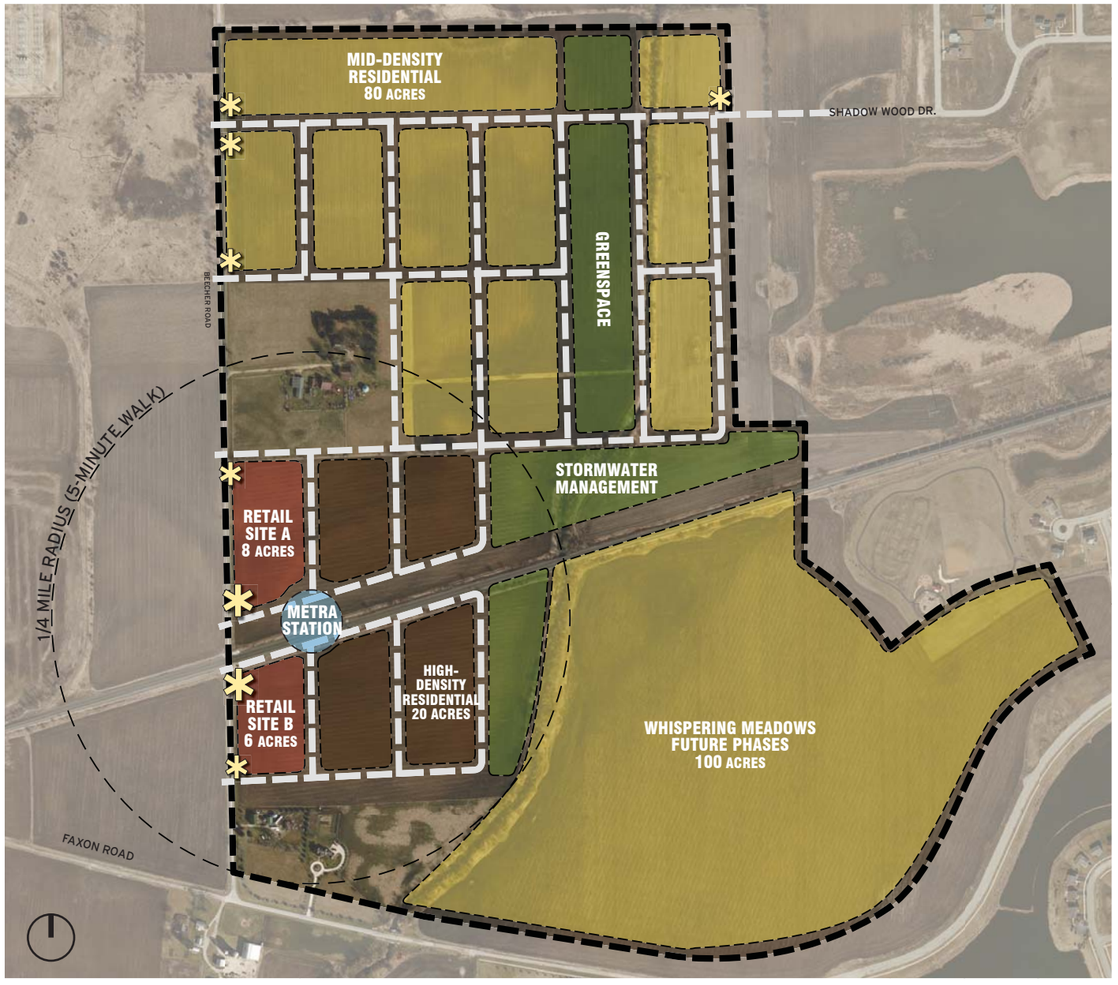
While it is still unknown where the train station will be sited exactly along the BNSF rail line, the TOD zone will most likely occur near Beecher Road. Ideally, the TOD neighborhood would be designed according to neo-traditional design principles with gridded streets so that land parcels could be developed more efficiently near the station. Adjacent to the station area would be neighborhood-serving commercial uses along with higher density residential, such as townhomes or apartments; on other blocks away from the station, single family residential on smaller lots would be the preferred land use. Greenways and parks would also be incorporated as part of the TOD neighborhood. To south of the BNSF rail line would be future phases of the Whispering Meadows residential subdivision.

IMPLEMENTATION ACTIONS

If the commuter rail station proves feasible by Metra, the City should adopt a TOD overlay zone that would govern the future land use intensities and development design of the district, perhaps through a form-based code approach. A master development plan would also have to be prepared along with the overlay zone; future development would most likely be undertaken by a master developer or several developers responsible for different phases of the neighborhood's residential and commercial areas.

Smaller lot residential (left) and neighborhood-oriented commercial (right)

Figure 5.12 - Metra Station Transit oriented Development Site Plan Concept



Metra Station in Highland Park, Illinois

The Glen Metra Station in Glenview, Illinois

Prairie Crossing Metra Station in Grayslake, Illinois

Metra Station Transit-Oriented Development Site

DRAFT

INDUSTRIAL AREAS

Yorkville's principal industrial areas include the Yorkville Business Center and Fox Industrial Park along opposite ends of Illinois Route 47, the Wrigley manufacturing complex, and the Lincoln-Prairie industrial areas along Eldamain Road. Apart from the Wrigley complex, the other industrial areas retain developable land for future industrial and manufacturing use and should be the focus of future industrial development in Yorkville. No other new industrial land is proposed in this Comprehensive Plan. Some light-industrial uses exist in the Downtown district and could remain until market demand supports future commercial and mixed-use redevelopment activity (See Table 5.2 below).

Of the five industrial areas with developable land, only the Yorkville Business Center at Illinois 47 northwest of the Wrigley complex, and Fox Industrial Center near Illinois Routes 47 and 71, have parcels ready for immediate development. Approximately 27 acres are available in these areas. The three remaining areas are not subdivided into parcels; one area represents a potential 60-acre expansion of the Fox Industrial Park from its current boundary at Wolf Street south to Illinois Route 71. These industrial areas are long-term development prospects given the slack in demand for industrial and manufacturing land in Yorkville. Completing full build-out of industrial areas will occur over time and that a near-term focus for completing existing industrial developments should be a priority.

To accomplish the future development of Yorkville's industrial areas, the community will focus on pursuing several planning objectives, including

- Removing barriers to industrial area investment and facilitating development through the use of incentives and regulatory relief.
- Concentrating industrial attraction efforts in near-term industrial areas, such as the Yorkville Business Center and the Fox Industrial Park.
- Facilitating redevelopment of Industrial areas to accommodate industrial uses of different sizes and to achieve more modern office park settings.
- Encouraging best practices in industrial building/park design, stormwater management, landscape buffering and placemaking.
- Ensure future industrial developments are located near adequate transportation and infrastructure networks.

GOAL

Attract new industries in existing and planned industrial areas.

POLICIES

- Encourage infill industrial development in existing industrial areas.
- Explore options for expanding and redeveloping existing Yorkville industrial areas.
- Conduct additional industrial areas along major transportation corridors.
- Incorporate consistent urban design and placemaking elements as part of industrial developments in Yorkville.

Table 5.2 - Industrial Development Areas

INDUSTRIAL AREA	AREA LEFT TO BUILD
NEAR-TERM AREAS (1 - 15 YEARS)	
A. Yorkville Business Center	25 acres
B. Fox Industrial Park	2 acres
TOTAL NEAR-TERM	**27 acres**
LONG-RANGE AREAS (15 - 30 YEARS)	
C. Fox Industrial Park Expansion	60 acres
D. Konick Property / Lincoln Prairie	100 acres
E. Healy Asphalt / Lincoln Prairie	200 acres
TOTAL LONG-RANGE	**360 acres**
TOTAL COMMERCIAL	**387 acres**

Figure 5.13 - Industrial Development Areas

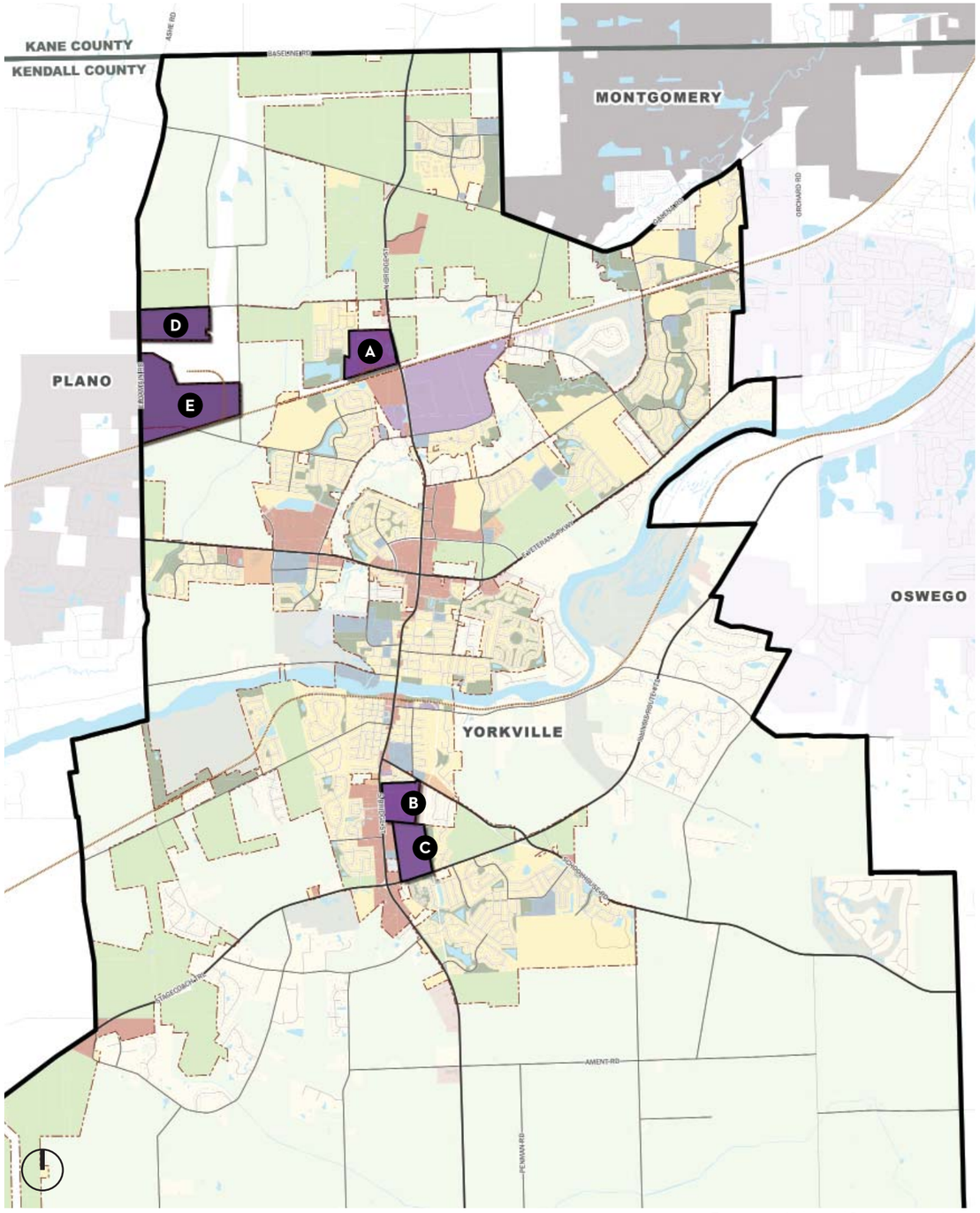


Figure 5.3 - Industrial Development Areas

STRATEGY A: FACILITATE COMPLETION OF THE YORKVILLE BUSINESS CENTER INDUSTRIAL PARK.

The Yorkville Business Center mainly contains a number of light-industrial uses with some ancillary commercial-offices; approximately 25 acres of land on different-sized parcels remain to be developed. The Center is designed with an attractive landscape setting that should serve to attract new businesses as the industrial market approves overall in the region. Building out the remaining parcels should be a high priority with light industrial and other appropriate manufacturing uses.

IMPLEMENTATION ACTIONS

The City should work with the Park's owners and developers to build-out the remaining parcels, perhaps by implementing an incentive program that facilitates build-out and other enhancements to the park, including additional urban design and "placemaking" improvements such as gateway signage, landscaping and lighting treatments. Landscape buffering treatments should be encouraged for the industrial parcel adjacent to the residential subdivision on the west.

Yorkville Business Center

Industrial Park Landscaping

STRATEGY B: ENCOURAGE INFILL DEVELOPMENT WITHIN THE FOX INDUSTRIAL PARK.

The Fox Industrial Park is approximately 54 acres of industrially-zoned land located southeast of the intersection of Route 47 and East Schoolhouse Road. Businesses within the park include a mix of small industries and manufactures along with a number service-commercial outlets, such as a food pantry, contractor supply stores, and auto-body shops. Several of the single-tenant buildings were constructed in the 1970s. Two acres remain in the Park for development and should be a focus of development efforts going forward. Overall, the Park has an outdated, tired appearance and could use urban design enhancements such as consistent parkway landscaping, gateways, new signage, and, potentially, placemaking elements such as public art at certain locations within the park.

IMPLEMENTATION ACTIONS

The City should work with the Park's owners and developers to build-out the remaining parcels, perhaps by implementing an incentive program that facilitates build-out. Additional urban design and "placemaking" could be implemented through an urban design plan that identifies appropriate gateway signage, landscaping and lighting treatments.

Industrial Park Landscaping

Figure 5.14 - Yorkville Business Center Remaining Build-Out Parcels

Figure 5.15 - Fox Industrial Park Remaining Build-Out Parcels

DRAFT

STRATEGY C: REDEVELOP AND EXPAND THE FOX INDUSTRIAL PARK.

Expanding the Fox Industrial Park south to Illinois Route 47 could provide additional opportunities to attract smaller-scaled light industrial, warehousing and office uses to an area of Yorkville that is served by two state routes. Yorkville's relative distant location from interstate roadway access may be a limiting factor in recruiting larger-scale industrial and warehousing uses. The expansion could potentially yield ten land parcels in sizes ranging from three to six acres serviced by an internal road network that links the expansion to Illinois Routes 47 and 71 and the existing industrial park area to the north. The expansion area should be designed in an industrial park setting similar to that of the Yorkville Business Center with generous green space, attractive lighting, and other landscape and placemaking features, such as industrial park gateways and signage. An existing tree grove and other environmental features on the eastern edge of the property should be maintained as part of the development serving as a buffer to land uses to the east of the site. Expanding the Fox Industrial Park should serve as motivation to exploring redevelopment options in the existing Industrial park in order to create more sizable lots for larger industrial users and to integrate the physical design elements and features of the Park's expansion area. Perhaps, the Park's expansion should be planned as part of a larger redevelopment effort for the entire Park. Strategy C is a long-term industrial development opportunity.

IMPLEMENTATION ACTIONS

The City could work with an industrial park developer to assemble properties and prepare a development plan. A redevelopment plan could also be prepared that incorporates existing industrial park land.

Figure 5.16 - Fox Industrial Park Expansion Development Concept

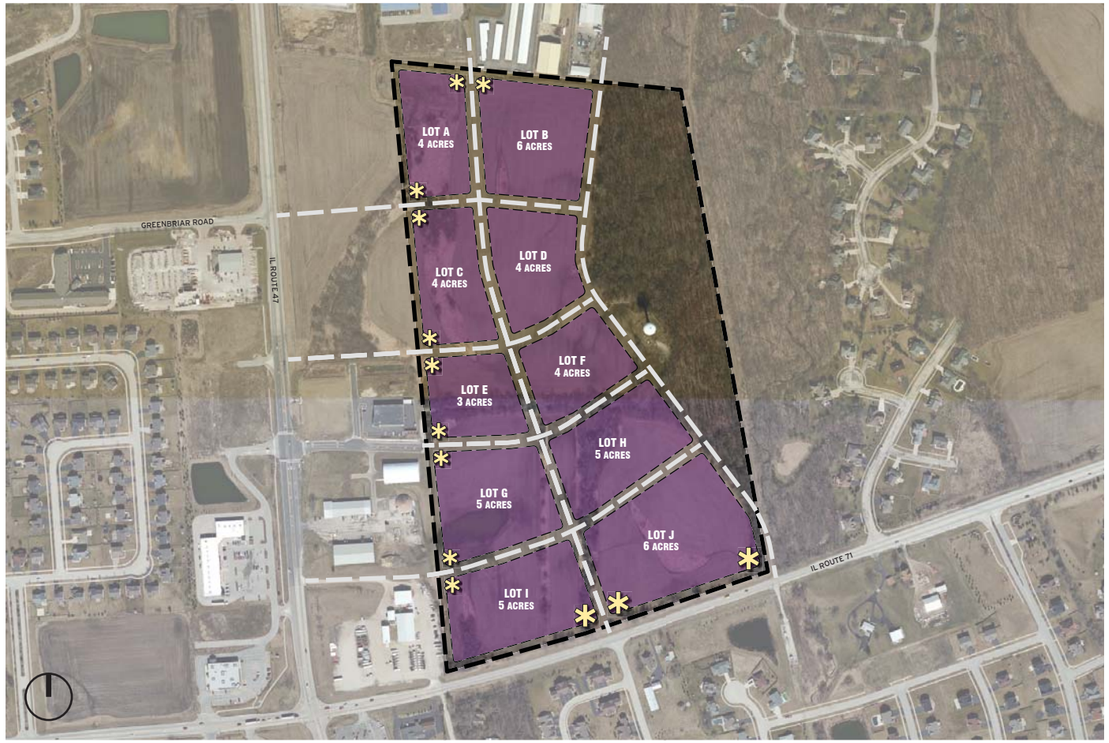


Figure 5.17 - Fox Industrial Park Expansion Site Development Concept

STRATEGY D: DEVELOP THE LINCOLN PRAIRIE INDUSTRIAL PROPERTIES.

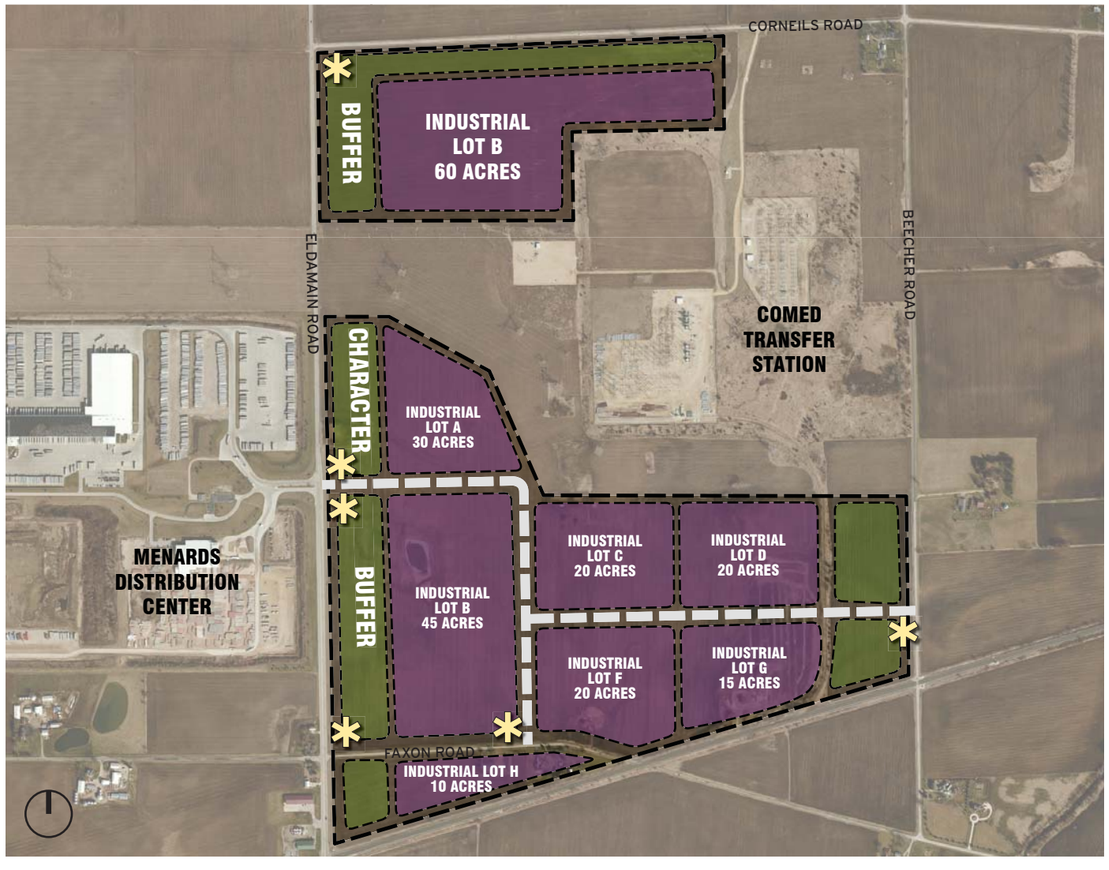
Much of the land along Eldamain Road north of Veterans Parkway is currently zoned industrial, although agricultural is the existing land use. The only exception to agriculture is the ComEd transfer station. Past plans for this area have included a 32-acre industrial park and a 234- acre commercial and residential development, both located across Eldamain Road from the Menards distribution center in neighboring Plano. These locations appear to be appropriate for industrial development, although, such development may be long-term opportunities. Future Industrial development should occur as a planned industrial subdivision, similar to the Yorkville Business Center, with landscaped parkways, gateways and other placemaking features. This area could potentially yield eight development parcels ranging in size from 10 to 60 acres, which could accommodate larger-scaled industrial users. Landscaped buffers toward the front of the property along Eldamain and Corneils Roads would serve as character design elements reflecting the area's semi-rural setting, as well as buffers to adjacent land uses. Landscape buffers should also be considered towards Beecher Road since residential may be the predominant long-term land use to the east. Low level lighting and encouraging green roofs and other sustainable design features should also be considered as part of industrial park development.

Planned residential uses in this area of Yorkville should be carefully considered given that potential conflicts could exist between residential and industrial uses. Ideally, Eldamain Road north of these sites should be improved to accommodate long-term industrial development.

IMPLEMENTATION ACTIONS

The City could work with an industrial park developer to assemble properties and prepare a development plan for the site.

Figure 5.17 - Lincoln Prairie Properties Industrial Development Concept



Landscape buffer

Industrial park in Columbia, South Carolina with low level lighting

Industrial/business Park in Columbia, South Carolina

Low density office/industrial park

Green roof on industrial building in Washington D.C.

DRAFT

Section 6: Yorkville Neighborhoods

"The tiered strategy for facilitating and managing housing development within Yorkville presents opportunities to shape Yorkville's housing market and future residential design in areas that have yet to be developed or in existing subdivisions that are not currently platted nor entitled. "

Industrial Site Landscaping

Goals and Policies for Yorkville Neighborhoods

Goals	Policies for Decisions Makers
Retain and enhance the character and livability of Yorkville's traditional neighborhoods.	• Support the maintenance and rehabilitation of Yorkville's traditional residential building stock. • Maintain and improve neighborhood infrastructure. • Enhance connections to the Fox River waterfront. • Explore potential for landmarks and historic districts to brand Yorkville's historic residential center.
Facilitate completion of Yorkville subdivision developments in the Tiers 1 and 2 residential neighborhoods.	• Maintain an active inventory of shovel-ready lots with available infrastructure in the Tiers 1 and 2 subdivisions. • Consider the creation of new and incentives to spur residential development activity in Tier 1 and 2 subdivisions. • Recruit developers and contractors as necessary to complete active subdivisions.
Implement alternative land use and housing strategies in Tier 3 and 4 residential neighborhoods	• Consider the re-platting of entitled subdivisions in Tier 3 and 4 subdivisions with alternative subdivision design and housing products that meet local housing needs, including duplexes, townhomes, apartments, senior housing and conservation subdivisions. • Facilitate the re-zoning of certain Tier 3 and 4 subdivisions to different land uses, including open space and agricultural.
Improve residential subdivision design and physical appearances.	• Update existing subdivision code with enhanced design standards. • Adopt new subdivision design codes and design standards that encourage qualiyty development and protect and preserv Yorkville's environment assets.

DRAFT

SECTION 6 - YORKVILLE NEIGHBORHOODS

Yorkville's older, traditional neighborhoods adjacent to the Fox River and the more recent subdivision developments comprise the community's residential areas. The traditional neighborhoods, largely built-out and with the advantage of being close to Downtown Yorkville, will be the focus of neighborhood conservation and enhancement, while the planning strategies for outlying residential subdivision developments will center on completing subdivisions that are development ready and re-positioning others for different land uses.

TRADITIONAL NEIGHBORHOODS

Yorkville's traditional neighborhood areas are generally located around Downtown Yorkville both north and south of the Fox River (See Figure 6.1 on far right). These areas are defined by older homes that date from the mid-19th century to the 1950s, with a mix of Queen Anne, Bungalow, Colonial and Ranch house types. The overall planning emphasis for Traditional Neighborhoods is conservation of the existing housing stock; street, parkway and infrastructure improvements; and, compatible residential infill consistent with the overall character and scale of adjacent homes and blocks.

To accomplish this, the Yorkville community will focus on implementing several planning objectives, including

- Encourage conservation and preservation of the existing housing stock through property maintenance and rehabilitation efforts.
- Undertake improvements to neighborhood infrastructure, including parkways, streets, alleys, and lighting to improve infrastructure conditions, walkability and the neighborhood's sense of place.
- Ensure connectivity between traditional neighborhoods and adjacent residential and commercial areas.
- Encourage appropriate, well-scaled infill housing in existing neighborhoods on vacant lots.

GOAL

Retain and enhance the character and livability of Yorkville's traditional neighborhoods.

POLICIES

- **Support the maintenance and rehabilitation of Yorkville's traditional residential building stock.**
- **Maintain and improve neighborhood infrastructure.**
- **Enhance connections to the Fox River waterfront.**
- **Explore potential for landmarks and historic districts to brand Yorkville's historic residential center.**

STRATEGY A: IMPLEMENT ONGOING NEIGHBORHOOD CAPITAL IMPROVEMENTS.

A capital improvement program for Yorkville's traditional neighborhoods should be created prioritizing important infrastructure projects such as the repair and rebuilding of streets and sidewalks where needed. Parkway, neighborhood "greening" treatments such as rain gardens and landscape enhancements, and placemaking projects, including gateway, signage and public art could potentially be funded through a specific neighborhood capital improvement program.

IMPLEMENTATION ACTIONS

The City could dedicate portions of its capital improvement monies on enhancements to the traditional neighborhood areas, as well as seek funding through grants and special assessments.

STRATEGY B. PREPARE A NEIGHBORHOOD DESIGN MANUAL

A design manual can be prepared by the City to provide guidelines and best practices to exterior housing rehabilitation, addressing topics such as siding repair and removal, painting, porch repair and replacement, new additions, landscaping, garages and driveways, and energy efficiency. Photos, images and graphics could help illustrate and describe rehabilitation methods and standards. The purpose is to encourage the conservation and preservation of the housing stock in the traditional neighborhood areas, as well as guide new housing construction that is in scale and character with adjacent housing. The manual would be a separate document from the existing Design Guidelines, which addresses design issues primarily in Yorkville's developing areas. The manual could be used in tandem with any property rehabilitation incentive program that might be developed in the future.

IMPLEMENTATION ACTIONS

The City could dedicate portions of its general revenues funds or other sources to prepare the manual.

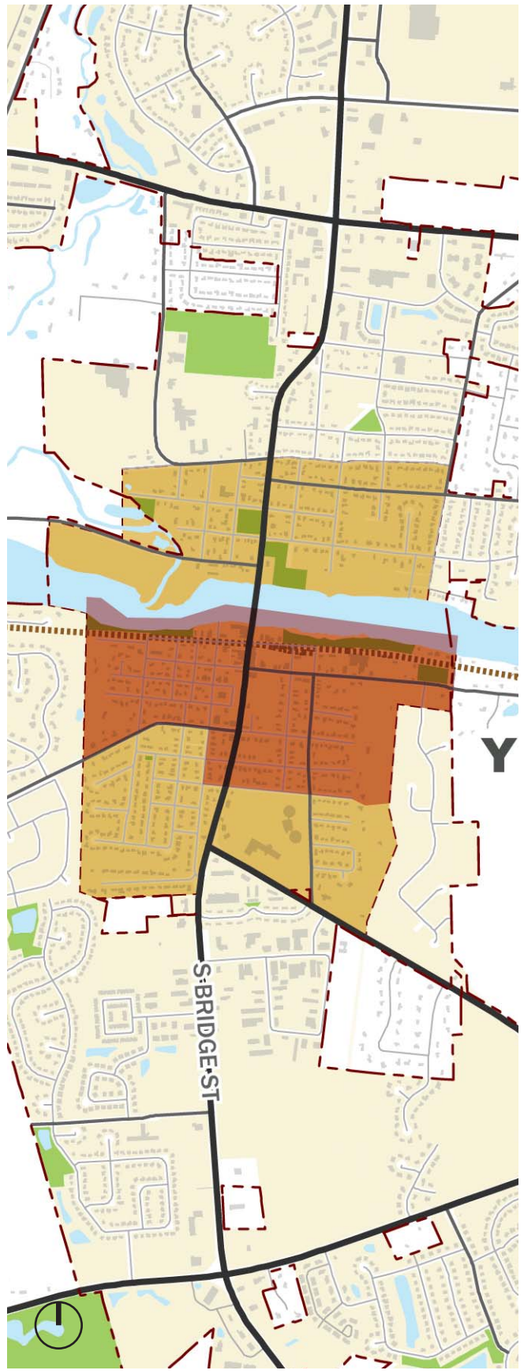


Figure 6.1 - Traditional Center

STRATEGY C: EXPLORE NATIONAL REGISTER DESIGNATIONS FOR THE TRADITIONAL NEIGHBORHOOD

A National Register Historic District designation should be explored for the traditional neighborhoods surrounding Downtown Yorkville as a way to brand and build the image of the neighborhood as a distinct area of the community. National Register Districts are honorary and do not restrict the homeowner from use of the property; however, a district designation does allow homeowners to access the Illinois Historic Property Tax Freeze Program, which freezes a homeowner's property tax assessment at pre-rehabilitation levels for eight years if they undertake a substantial rehabilitation of their historic property. Individual properties may also be eligible for National Register listing, which could also take advantage of federal Historic Preservation Tax Credits if a National Register listed house is used for a bed and breakfast operation. Given the traditional neighborhood's proximity to Downtown and the Fox River, a bed and breakfast could be feasible for an appropriate historic house.

IMPLEMENTATION ACTIONS

A consultation with the Illinois Historic Preservation Agency regarding the necessary procedures for determining whether there is a potential National Register district is needed; most likely, a survey may need to be conducted to assess the integrity of properties and the number of homes and buildings that could contribute to a district.

Yorkville Traditional Neighborhoods

RESIDENTIAL SUBDIVISIONS

The existing state of partially completed and latent housing developments and subdivisions outside Yorkville's traditional neighborhoods requires a new planning approach —an approach that recognizes that the current supply of more than 5,000 entitled housing units will most likely not be built within the time horizon of this Comprehensive Plan. Therefore, the approach would recommend policies and initiatives that promote the completion of developing subdivisions while considering alternative solutions for subdivisions that have not been platted or entitled. Alternative solutions would provide a unique opportunity for Yorkville to encourage the construction of new housing products that would capture potential housing demand, and consider different methods for subdivision design that would enhance the community's visual character, as well as protect important scenic and environmental assets in Yorkville's developing areas. The approach would essentially divide residential subdivisions according to four separate tiers that would guide housing development policy in both the short and long-terms.

To accomplish this, the Yorkville community will focus on implementing several planning objectives, including

- Targeting the use development incentives and regulatory relief to facilitate the completion of Tier 1 and Tier 2 subdivisions.
- Explore the potential of re-platting and redesigning subdivisions that have been entitled but not platted.
- Ensure high quality subdivision design.
- Consider retaining open space and agricultural land if the subdivision has not been entitled or platted.
- Promote the sustainable development of residential subdivisions consistent with the provision of adequate infrastructure systems, including streets, sewer and water.

GOAL

Facilitate completion of Yorkville's subdivision developments in the Tiers 1 and 2 residential neighborhoods.

POLICIES

- Maintain an active inventory of shovel-ready lots with available infrastructure in the Tiers 1 and 2 subdivisions.
- Consider the creation of new and incentives to spur residential development activity in Tier 1 and 2 subdivisions.
- Recruit developers and contractors as necessary to complete active subdivisions.

STRATEGY A: FACILITATE BUILD-OUT OF TIER 1 SUBDIVISIONS.

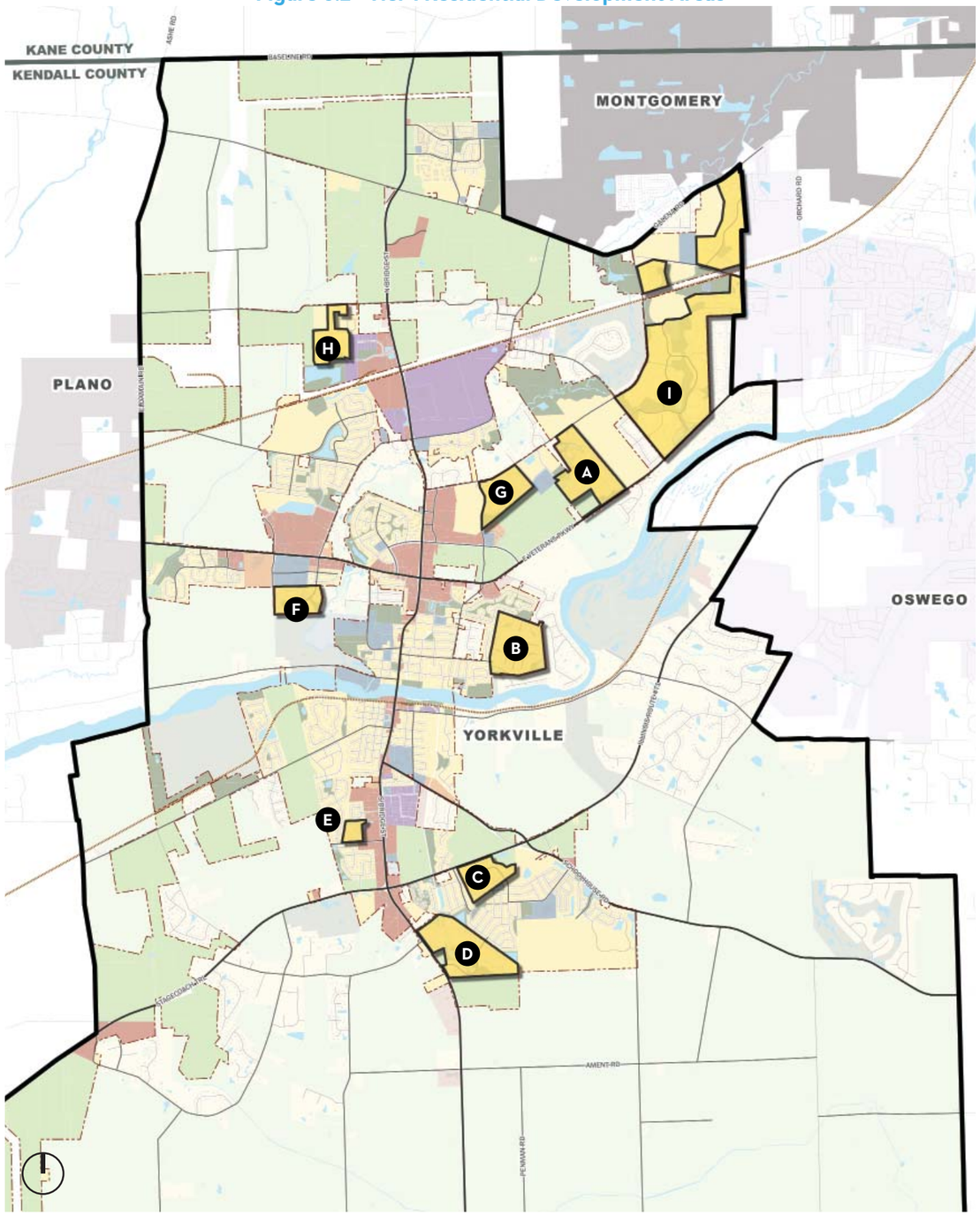
Tier 1 residential development areas are those with completed infrastructure systems, including streets, water and sewer service, with homes currently being built; in other words, these subdivisions are considered active. These areas include 1,231 parcels left to be built, compromising seven residential subdivisions throughout Yorkville. These subdivisions include Autumn Creek, Blackberry Woods, Country Hills, Heartland Circle, Windett Ridge, Briarwood, and Prairie Meadows. At post-2008 recession construction levels and a projected absorption rate of about 100 units a year, the remaining parcels represent a land supply of more than 12 years; these subdivisions could realistically be built-out at the end of the time horizon of this Comprehensive Plan (See Table 6.1 below and Figure 6.2 on opposite page). The residential construction product is primarily detached single-family residential. The City should consider Tier 1 subdivisions priority residential areas and should work with developers and builders to expedite their completion through the extension or enhancement of an incentive program or the completion of needed infrastructure. Tier 1 subdivisions could also benefit from other urban design and placemaking enhancements, such as gateways and signage that could help integrate and promote these areas as part of the Yorkville community.

Table 6.1 - Tier 1 Residential Development Areas

RESIDENTIAL AREA	UNITS LEFT TO BUILD
A. Autumn Creek	33 units
B. Heartland Circle	33 units
C. Country Hills	36 units
D. Windett Ridge	122 units
E. Briarwood	21 units
F. Blackberry Woods	42 units
G. Prairie Meadows	48 units
H. Caledonia (Phase 1 and 2)	96 units
I. Grande Reserve (single family)	690 units
I. Grande Reserve (duplex units)	36 units
I. Grande Reserve (townhomes)	74 units
TOTAL TIER 1 RESIDENTIAL	1,231 units

DRAFT

Figure 6.2 - Tier 1 Residential Development Areas



STRATEGY B: FACILITATE BUILD-OUT OF TIER 2 SUBDIVISIONS.

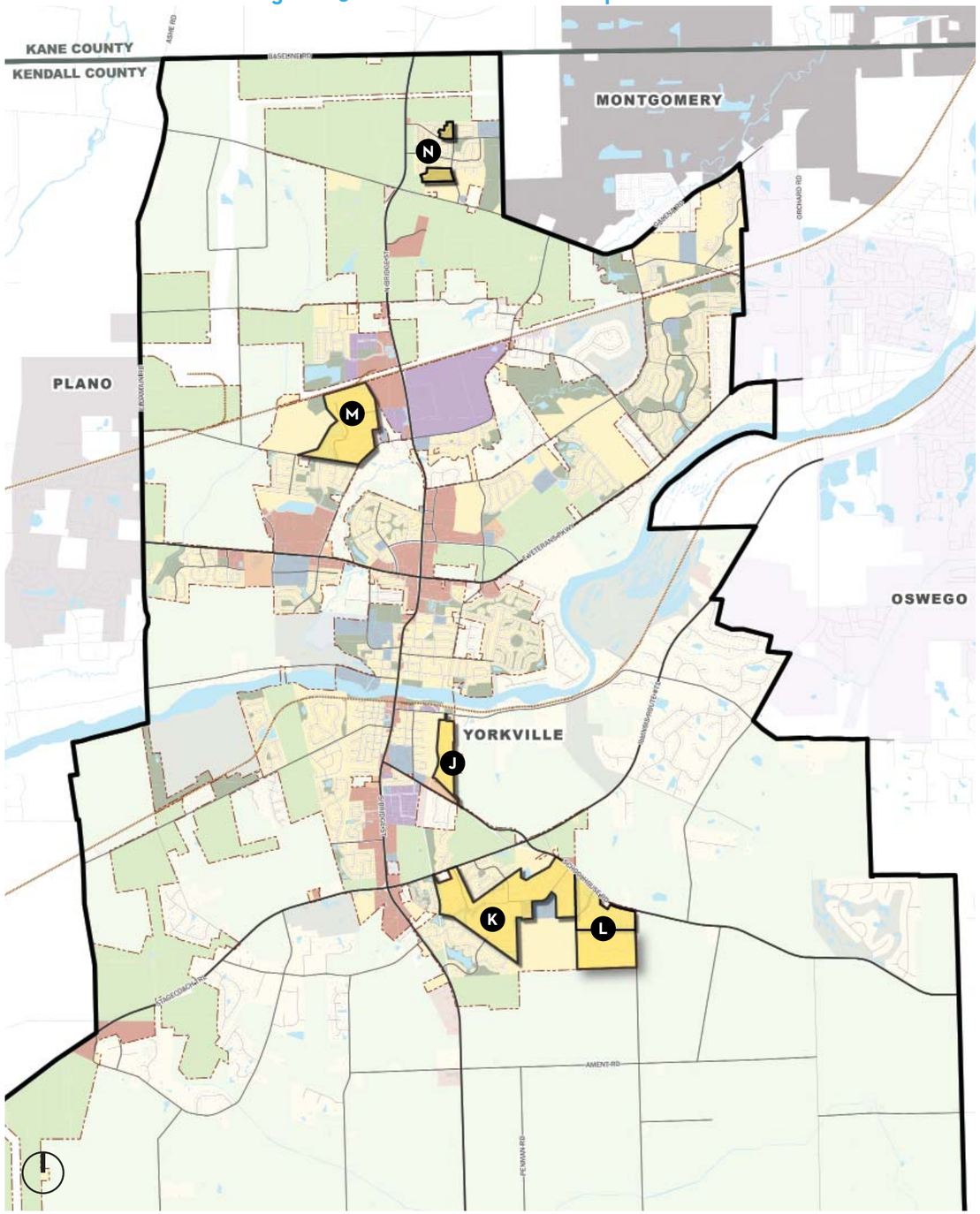
Tier 2 residential developments are areas with mostly completed roadway and utility infrastructure, but are considered dormant or latent with no active housing unit construction. Currently, there are 11 Tier 2 residential areas located in the Raintree Village, and Whispering Meadows subdivisions, mainly representing different phases of each subdivision's development. The primary residential development products are a mix of detached single family, duplex units, and townhomes. The supply of available entitled land is 681 parcels that shovel-ready for development; however, the expected build-out of these areas is 15 years. Given that infrastructure is already installed and the units entitled, Tire 2 residential areas should receive priority in facilitating their completion, perhaps, in similar vein with Tier 1 subdivisions, by offering incentives for housing construction through an incentive program. However, to encourage the completion of Tier 1 subdivisions first, incentives offered for Tier 2 subdivisions may be in lesser amounts or in different forms, perhaps in addressing any remaining infrastructure issues related to roads, sidewalks, utilities, or stormwater management. Some Tier 2 subdivisions have yet to receive final roadway improvements, such as a top-coat layer to the street surface. Tier 2 subdivisions could also benefit from other urban design and placemaking enhancements, such as gateways and signage that could help integrate and promote these areas as part of the Yorkville community (See Table 6.2 below and Figure 6.3 on following page.

Table 6.2 - Tier 2 Residential Development Areas

RESIDENTIAL AREA	UNITS LEFT TO BUILD
J. Kendallwood Estates	83 units
K. Raintree Village (single-family)	196 units
K. Raintree Village (duplex-units)	59 units
K. Raintree Village (townhomes)	108 units
L. Whispering Meadows	71 units
M. Prestwick of Yorkville (Unit 1)	104 units
N. Bristol Bay (townhomes)	60 units
TOTAL TIER 2 RESIDENTIAL	681 units

Residential Housing at the Bristol Bay Subdivision

Figure 6.3 - Tier 2 Residential Development Areas



GOAL

Implement alternative land use and housing strategies in Tier 3 and 4 residential neighborhoods.

POLICIES

- Consider the re-platting of entitled subdivisions in Tier 3 and 4 subdivisions with alternative subdivision design and housing products that meet local housing needs, including duplexes, townhomes, apartments, senior housing and conservation subdivisions.
- Facilitate the re-zoning of certain Tier 3 and 4 subdivisions to different land uses, including open space and agricultural.

STRATEGY C: REPOSITION TIER 3 SUBDIVISIONS TO ACCOMMODATE DIFFERENT LAND USES AND HOUSING PRODUCTS

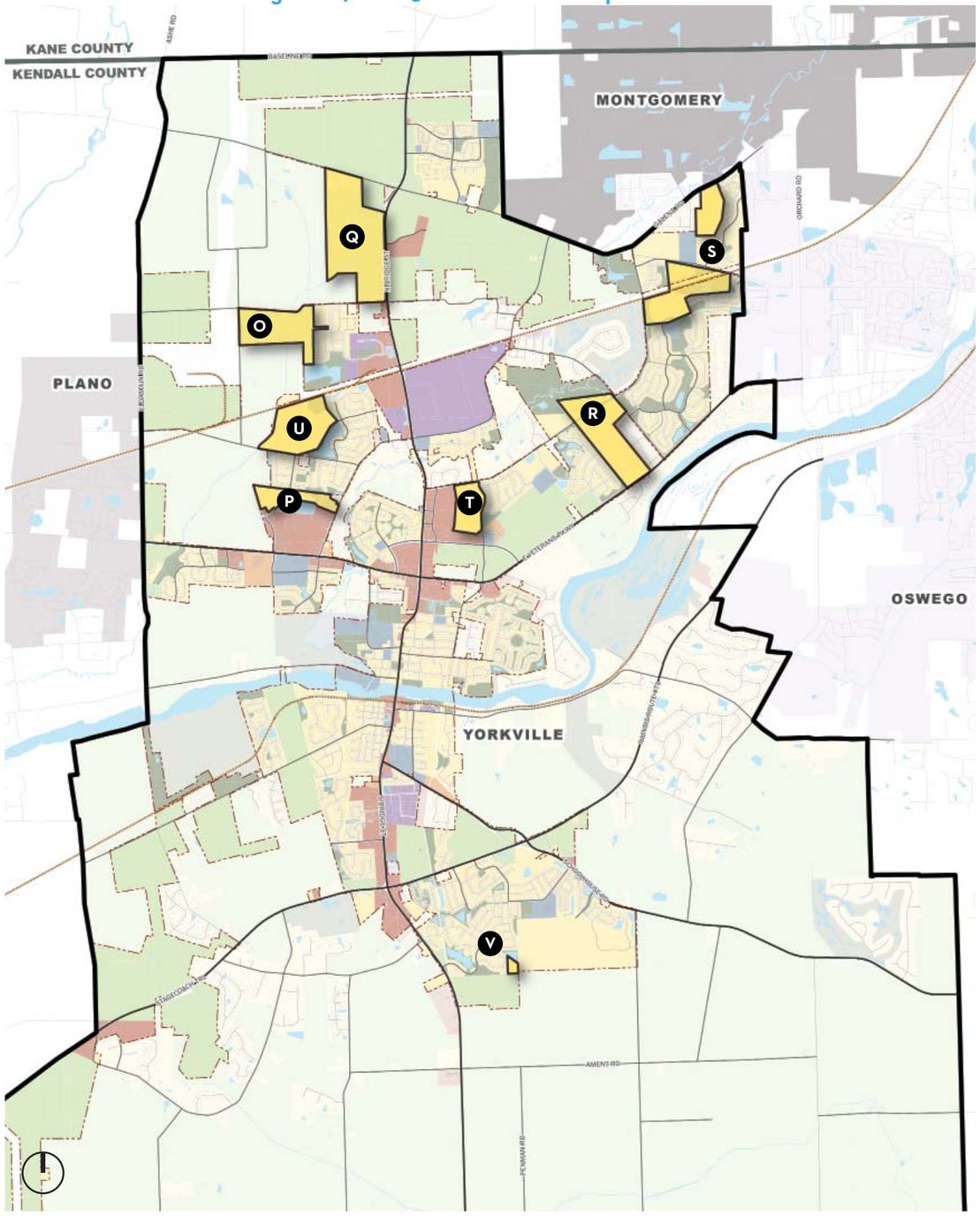
Tier 3 residential development areas are those consisting of undeveloped agricultural land that have been entitled, but not platted. No infrastructure systems have been installed in these areas. Currently, there are 15 developments in Tier 3 representing a total of 3,702 residential parcels left to be built, a land supply of more than 33 years that is unlikely to be built-out during the time horizon of this Comprehensive Plan. These residential areas are mainly located in the Grande Reserve, Westbury Village and Prestwick subdivisions, mainly representing different phases of each subdivision's development. Given the unlikelihood that these areas will develop in the near future and are not platted, consideration shall be given to allowing the relinquishment of the entitlements to keep the land as open space or agricultural uses, or allowing developers to file new plats that offer preferable, alternative subdivision design and different housing products that meet local housing needs (see Table 6.3 at right and Figure 6.4 on following page).

Table 6.3 - Tier 3 Residential Development Areas

RESIDENTIAL AREA	UNITS LEFT TO BUILD
O. Westbury South Village (single-family)	181 units
O. Westbury South Village (townhomes)	294 units
P. Kendall Marketplace (single-family)	28 units
P. Kendall Marketplace (townhomes)	164 units
Q. Westbury East Village (single-family)	293 units
Q. Westbury East Village (townhomes)	605 units
R. Heartland Meadows	47 units
S. Grande Reserve (single-family)	371 units
S. Grande Reserve (duplex-units)	332 units
S. Grande Reserve (townhomes)	405 units
S. Grande Reserve (apartments)	300 units
T. Prairie Meadows (multi-family)	268 units
U. Whispering Meadows	150 units
V. Windett Ridge	16 units
TOTAL TIER 3 RESIDENTIAL	**3,454 units**

DRAFT

Figure 6.4 - Tier 3 Residential Development Areas



STRATEGY D: REPOSITION TIER 4 RESIDENTIAL AREAS TO ACCOMMODATE DIFFERENT LAND USES AND HOUSING PRODUCTS

Tier 4 residential areas are those consisting of undeveloped agricultural land that have not been entitled or platted; roads, utilities and sewer lines have also not been installed. Overall, these areas represent more than 1,300 acres of land that are unlikely to be developed during the time horizon of this Comprehensive Plan. Consideration shall be given to re-zoning these areas to agricultural use or open space. Alternatively, if market demand and developer interest improves for residential development, these areas would be more suitable for conservation-type subdivision design to ensure the protection of scenic views, open space, tree groves and other environmental features (see Table 6.4 below and Figure 6.4 on page 118).

Grande Reserve Subdivision

Remaining farmstead within Yorkville's city limits

Table 6.4 - Tier 4 Residential Development Areas

RESIDENTIAL AREA	AREA LEFT TO BUILD
1. Zangler Property	6 acres
2. Yorkville Crossing	69 acres
3. B&P Properties	14 acres
4. Bailey Meadows	112 acres
5. Corneils Crossing	15 acres
6. Fisher Property	15 acres
7. Schramm Property	110 acres
8. Westhaven	506 acres
9. Hudson Lakes	142 acres
10. Townes at Windett Reserve	93 acres
11. Windmill Farms	9 acres
12. Kleinwachter	5 acres
13. Rob Roy Falls	108 acres
14 Tanglewood Trails	68 acres
15 Metra Station TOD Site	100 acres
TOTAL TIER 3 RESIDENTIAL	**1,372 acres**

Figure 6.5 - Tier 4 Residential Development Areas

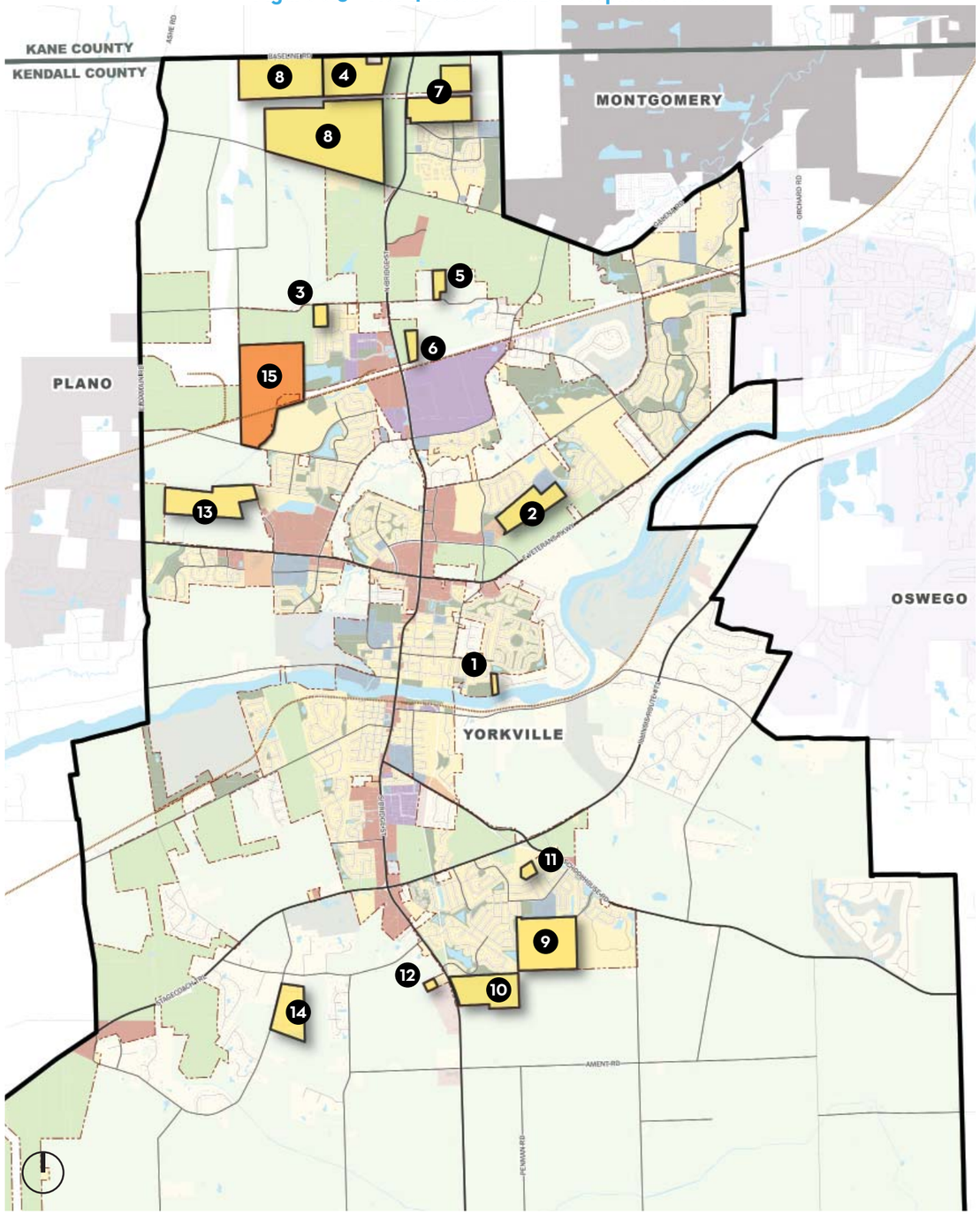


Figure 6.5 - Tier 5 Residential Areas

NEIGHBORHOOD DESIGN

The tiered strategy for facilitating and managing housing development within Yorkville presents opportunities to shape Yorkville's housing market and future residential design in areas that have yet to be developed or in existing subdivisions that are not currently platted nor entitled. Alternative approaches to residential design should be considered for three principal reasons: one, there is a need to differentiate Yorkville's subdivisions from others in the immediate region, which can help promote a distinct product value in Yorkville housing from other communities; two, new housing products are needed to help meet different types of housing demand in Yorkville; and three, alternative subdivision design can add to Yorkville's green infrastructure and trail networks, also aiding in stormwater management and environmental protection. Just as important, new subdivision design can help in maintaining Yorkville's semi-rural setting, which is already an important feature that attracts people to live and work in the community.

There are five different types of neighborhood residential design approaches that can be employed in Yorkville for future subdivision development. Estate residential and conservation design, which both promote the integration of open space conservation in housing development, should be considered in areas around the developed perimeter of Yorkville – in areas to the north and south of Downtown Yorkville and the surrounding traditional neighborhoods where agricultural land predominates. These areas also contain subdivisions that are not platted nor entitled. Conventional and neo-traditional residential design are other subdivision types that incorporate gridded street patterns, a mix of uses and more variety in housing products; there is less emphasis on open space conservation in these areas, however. Each residential subdivision type is explained below

GOAL

Improve subdivision design and physical appearances.

POLICIES

- **Update existing subdivision code and design standards.**
- **Adopt new subdivision codes that encourage quality development and protect and preserve Yorkville's environmental assets.**

LOCATION TYPOLOGY MAP

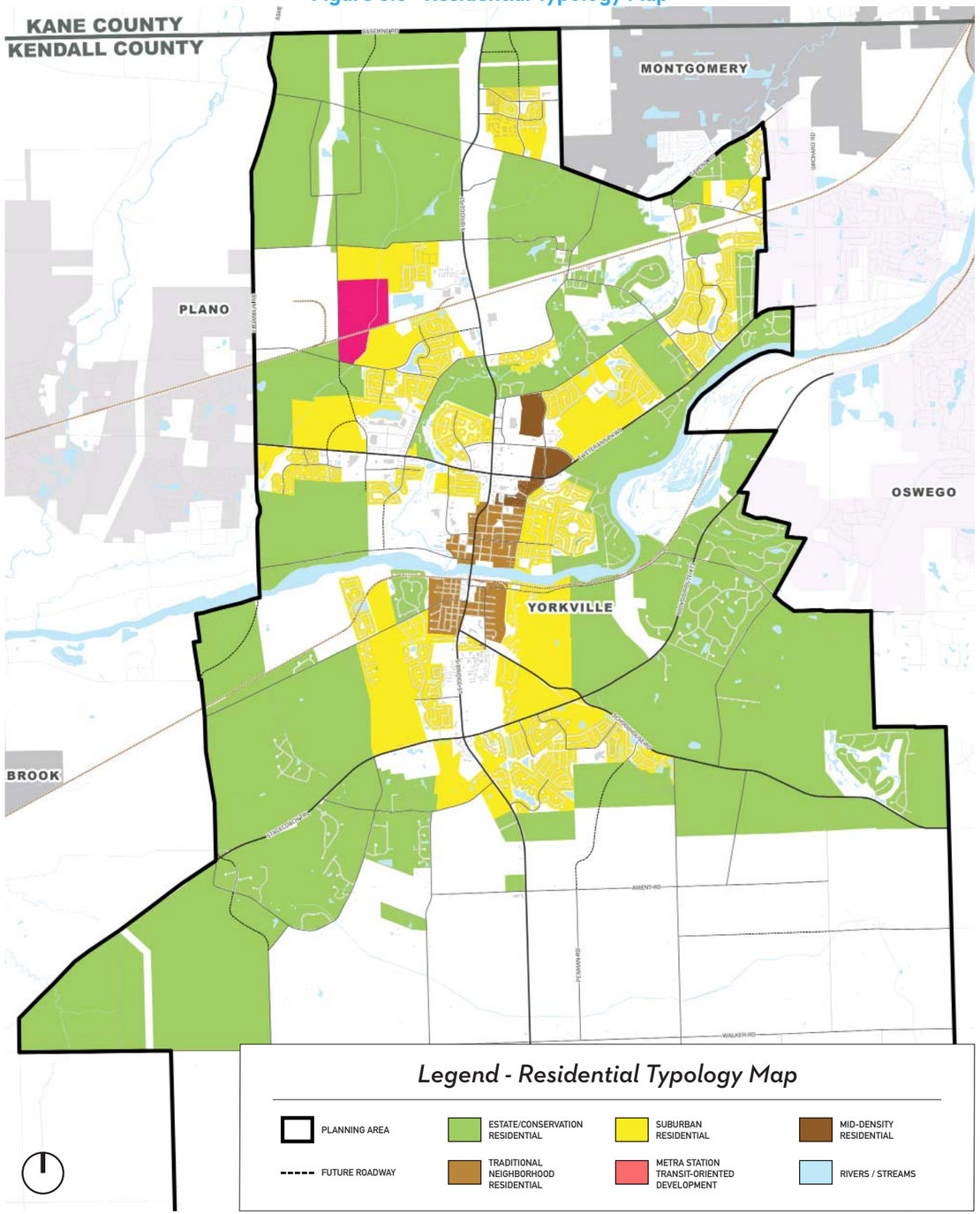
The Location Typology Map on the opposite page depicts areas where certain subdivision design types should be preferred over others. For the most part, most existing subdivisions (shown in yellow) are designed with conventional standards, although many have parks and open spaces as part of their developments. Other areas shown in tan could be developed either as estate residential neighborhood or as conservation subdivisions depending on what environmental features are present and worth preserving in a new development. Neo-traditional neighborhoods would appropriate in areas near Downtown or in the Metra Station TOD district (see Figure 6.6 on following page)..

CONVENTIONAL SUBDIVISION DESIGN

The majority of recent subdivisions in Yorkville have been designed in more conventional subdivision design features, including longer blocks, curvilinear roads and detached single family housing as the dominate land use. While conventional subdivisions are somewhat more straightforward to design and construct, they often result in uniform housing products and a lack of open space and connectivity to other neighborhoods if these issues are not addressed through a planned-unit development process. While such subdivision design has served Yorkville well in the past, in terms of generating new housing development, they might not be suitable in areas where Yorkville's scenic, semi-rural environmental features may be more important to retain.

DRAFT

Figure 6.6 - Residential Typology Map



STRATEGY A: ADOPT CONSERVATION AND ESTATE RESIDENTIAL SUBDIVISION CODES.

CONSERVATION SUBDIVISION DESIGN

An alternative to conventional subdivision design are conservation subdivisions that conserve natural areas, open space, and historical and cultural resources while new development is clustered in a way that does not impact those resources. Conservation subdivisions would be more suitable in Tier 3 and 4 areas where topography and vista views, tree groves, creeks and poorly drained areas should be protected from development. Undeveloped green space within such developments could be linked together to form greenways and parks, which would help add to Yorkville's open space inventory and green infrastructure network. Generally 40 to 60 percent of a development site is set aside in conservation areas; therefore, homes are built on smaller lots than in a conventional subdivision and are situated to provide the greatest view of the preserved open space. Pedestrian and bicycling routes are encouraged to promote connections between neighborhoods. Conservation subdivisions can also be designed to make the best possible use of existing infrastructure.

Placing residential development within a natural resource context means that land-use planning decisions will be made in accordance with a cohesive plan for a community's greenway and open space system. In addition, new developments are designed to reduce construction in aquifer recharging areas. Like planned unit developments, conservation subdivisions could be instituted as a "floating" zone that may be selected as an alternative design approach by a developer or builder.

ESTATE RESIDENTIAL

Estate residential developments are typically defined by large lot single-family development that are often contained within developed estate subdivisions or along physical features such as ridges or creeks that take advantage of an area's environmental or scenic qualities. Estate residential lots generally accommodate one to two dwelling units per acre and, unlike conservation subdivisions, do not usually encourage the clustering of residential units. However, estate residential developments should consider open space and vista views in the siting of houses on

Conservation Subdivision Design in Grayslake, Illinois

Estate Residential Design in Round Lake, Illinois

individual lots and in the placement of streets. Tree groves and other environmental features should also be preserved as much as possible. Pedestrian and bicycling routes are also encouraged to promote connections between neighborhoods. Estate residential subdivisions would be appropriate for areas in the northern, southeast and southwest portions of Yorkville where undeveloped agricultural land, along with subdivisions that have not been platted or entitled, would be suitable for large lot residential development.

STRATEGY B: CONSIDER NEO-TRADITIONAL NEIGHBORHOOD DESIGN FOR CERTAIN RESIDENTIAL NEIGHBORHOODS.

An alternative subdivision design alternative is the neo-traditional neighborhood design, which emulates traditional design principles inherent in older neighborhoods such as the neighborhood block surrounding the Downtown district. Such neighborhoods typically feature a mix of housing types, front porches, rear-loaded garages, gridded street patterns, sidewalks, and an integration of uses such as homes, shops, and open space. A neo-traditional subdivision design requirement could be instituted as a "floating" zone that may be selected as an alternative design approach by a developer or builder. Such subdivisions would be appropriate for the Metra Station TOD District and other areas near Yorkville's traditional neighborhoods adjacent to Downtown.

STRATEGY C: PLAN FOR FUTURE RESIDENTIAL DEVELOPMENT IN THE METRA STATION TOD DISTRICT.

A proposed Metra Station TOD district is proposed as part of Yorkville's future land use pattern and has been discussed as part of the commercial land use strategy previously. In terms of its housing component, a hybrid between neo-traditional and conventional subdivision design may be appropriate, where a gridded street network could be planned near and around the station area to accommodate commercial and higher-density residential uses, and a more conventional street pattern for detached single family housing around longer street blocks to take advantage of any topographical or environmental features within the TOD district.

Neo-Traditional Neighborhood Design in New Albany, Ohio

Prairie Crossing Metra Station TOD in Grayslake, IL

Small lot (above) and townhomes (below) residential housing types.

Apartment (above) and small loot residential (below) housing types.

DRAFT

Section 7: Community Systems and Infrastructure

"The City of Yorkville will continue to provide and maintain a complete system of infrastructure and open spaces that allow residents and visitors to enjoy amenities and social activities."

Goals and Policies for Community Systems and Infrastructure

Goals	Policies for Decisions Makers
Maintain an efficient and functional Yorkville roadway network.	• Continue building the community roadway network through new development and other state and local planned projects. • Monitor State and County-financed roadway projects for potential impacts on local land use.
Yorkville's transportation network accommodates various modes of transportation.	• Update the trail plans to reflect near-term growth trends in residential development. • Continue building the Yorkville trail system through a combination of both off and on-street paths. • Enhance pedestrian crossings in key locations and continue installation of sidewalks in areas of need. • Continue planning for a Metra Station TOD district.
Manage Downtown Yorkville's parking supply effectively and efficiently.	• Assess and analyze Downtown parking conditions on a regular basis. • Implement Downtown parking management initiatives that make more effective use of the existing parking supply while adding new public parking areas where and when needed.
Ensure City infrastructure systems are updated and modernized to meet the needs of current residents and future development.	• Update the City water supply infrastructure plan. • Coordinate sanitary system improvements with the Yorkville-Bristol Sanitary District • Evaluate and plan for future sanitary line extensions in areas where future growth and development is expected.
Promote and implement an effective growth management practices.	• Pursue new and updated boundary agreements with neighboring communities. • Coordinate with Kendall County on subdivisions annexations within Yorkville's extraterritorial jurisdiction.
Maintain an enhanced and well-preserved parks and open space system.	• Promote a broad range of high quality parks and recreational facilities that meet the needs of Yorkville residents. • Integrate new park and open space elements wherever feasible in subdivision development. • Consider establishment of a Yorkville Park District.

DRAFT

SECTION 7 - COMMUNITY SYSTEMS & INFRASTRUCTURE

Infrastructure is a threefold definition. First, it represents multi modal transportation systems — automobile, transit and roadway systems, public transportation, airports, railroad (freight and commuter) systems, and bicycle and pedestrian transit systems. Second, infrastructure is represented in water and sanitary systems necessary for residential and commercial growth. Third, infrastructure is also defined by the network of parks and open spaces — otherwise known as Yorkville's "*green infrastructure.*" The purpose of this section is to describe the status of the current community systems and strategies for system enhancements and growth management.

EXISTING CONDITIONS

ROADWAY NETWORK

Yorkville's transportation system consists of a network of highways, local roads, sidewalks, freight rail lines, and trails. Yorkville is located approximately 12 miles south of Interstate 88 and 20 miles north of Interstate 80. The transportation network is owned and maintained by various agencies, including IDOT, Kendall County, and the City of Yorkville. The existing roadway and railroad network is shown in Figure 7.1. The Chicago Metropolitan Agency for Planning (CMAP) provided traffic forecast data for key roadways. Existing and forecast traffic volumes are shown below. All of these roads are under the jurisdiction of IDOT. Roads that are highlighted in yellow in the table refer to roadways that are planned for roadway widening between today and 2040 to increase capacity. All remaining roadways shown in the table are expected to remain at their current width of 2 or 4 lanes as shown.

With limited data, a planning level analysis of the major roads was conducted. Level of Service (LOS) is a measure of roadway performance that assigns a letter grade of A through F based on peak hour traffic volumes for a given roadway segment. It is a composite measure that takes into account average travel speed, average delay per roadway user, and the roadway's design capacity or maximum serviceable traffic volume. An acceptable LOS for roadway networks is between LOS A, which signifies free-flow travel without delay caused by other roadway users and LOS D, which signifies delays average travel speeds that are roughly half of posted speed or traffic volumes approaching design capacity.

In the absence of peak hour data, the peak hour can be estimated as a share of average daily traffic (ADT). For typical conditions, peak hour traffic can be estimated at 10 percent of ADT. Using this method, key roadways in Yorkville were reviewed to identify existing or proposed year 2040 capacity constraints. Two-lane roadways with more than 17,000 vehicles per day and four-lane roadways with more than 36,000 vehicles per day may pose capacity constraints. However, other factors, such as driveways and the number of turning movements, also may have positive or negative

Fox Hill subdivision

Table 7.1: Existing and Forecast Average Daily Traffic (ADT) Volumes

	LANES	CURRENT ADT	YEAR 2040 ADT
Illinois 47			
South of IL 71	2[1]	8,050	16,000
IL 71 north to Greenbrier Road	4	9,800	19,000
Greenbrier Road north to Schoolhouse Road (IL 126)	4	12,300	23,000
Schoolhouse Road (IL 126) north to Fox Street	4	18,300	33,000
Fox Street north to River Road (Bridge)	***4***	***22,600***	***42,000***
River Road north to US 34	4	19,500	33,000
US 34 to north Countryside Parkway	4	16,700	31,000
Countryside Parkway north to Cannonball Trail	2[1]	15,100	26,000
Illinois 71			
West of IL 47	2	8,450	13,000
IL 47 east to Country Hills Drive	2[1]	9,200	18,000
Country Hills Drive east to Schoolhouse Road (IL 126)	2[1]	8,750	17,000
Schoolhouse Road (IL 126) east to Hilltop Road	2[1]	9,050	16,000
Hilltop Road east to Van Emmon/Reservation Road	2[1]	9,350	16,000
Illinois 126 (Schoolhouse Road)			
IL 47 east to IL 71	2	6,400	11,000
East of IL 71	2	6,150	11,000
US 34			
West of Cannonball Trail	2[1]	16,600	29,000
Cannonball Trail east to IL 47	2[1]	19,300	25,000
IL 47 east to McHugh Road	2[1]	13,300	26,000
McHugh Road east to Bristol Ridge Road	2[1]	13,400	28,000
Bristol Ridge Road east to E. Rickard Road	2[1]	16,000	31,000
E. Rickard Road east to Orchard Road	2[1]	17,000	33,000
Orchard Road east to Clark Ave	***2***	***12,500***	***18,000***
Clark Ave east to W. Washington Street	2	11,900	17,000

[1] *These two-lane roadways are planned for widening to four lanes by 2040*

Note: Roadways for which there may be capacity constraints in 2040 are highlighted in red.

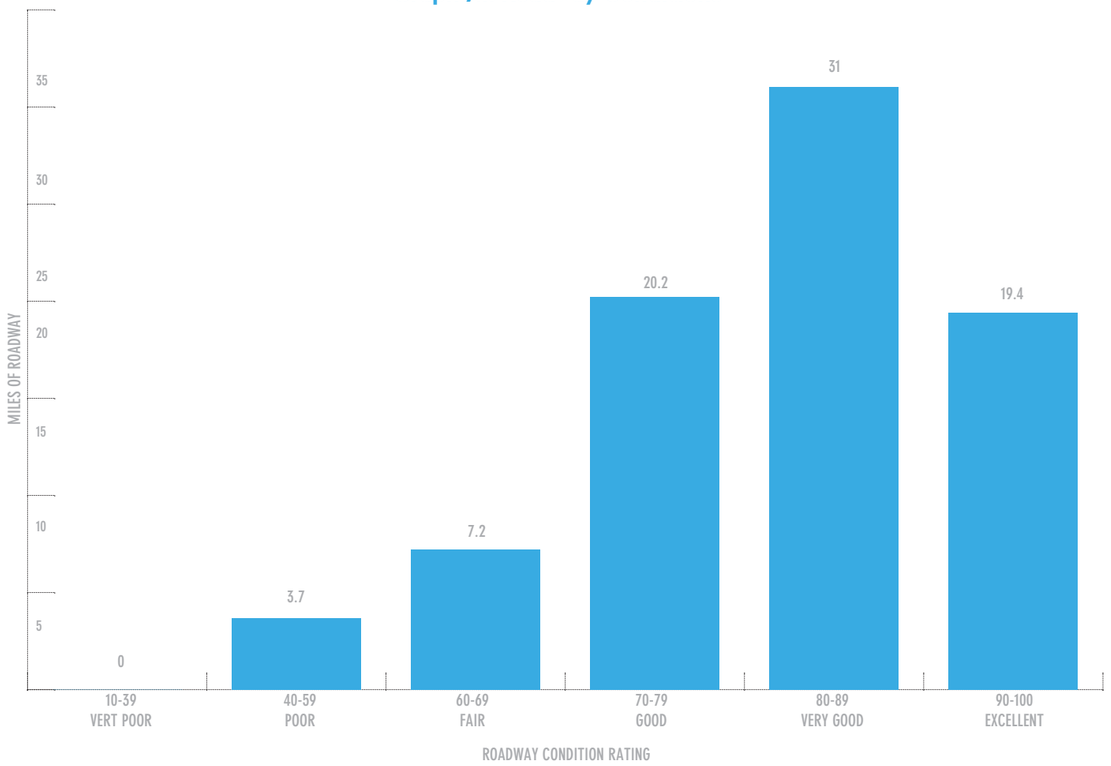
impacts on roadway capacity and would need to be studied in further detail. Two roadway segments for which capacity constraints may be an issue in 2040 are highlighted in red in Table 7.1.

With the proposed roadway widening, Yorkville's transportation network is expected to be able to accommodate traffic forecasts. CMAP and IDOT update their plans on a regular basis to address changes in travel patterns and financial conditions. These plan updates should be monitored to determine if there are changes in conditions or planned improvements.

Pavement condition is another important factor in keeping the transportation network in a state of good repair. The City of Yorkville conducts pavement condition surveys on local roads on an as-needed basis to identify transportation project priorities for the City's Capital Improvement Plan (CIP). The City's 2015 budget as approved by City Council stated that the City's combined roadway score for roadways within the jurisdiction of the City of Yorkville is 82 out of a possible score 100. Graph 7.1 shows the share of roadways in each condition category by total mileage of roadway.

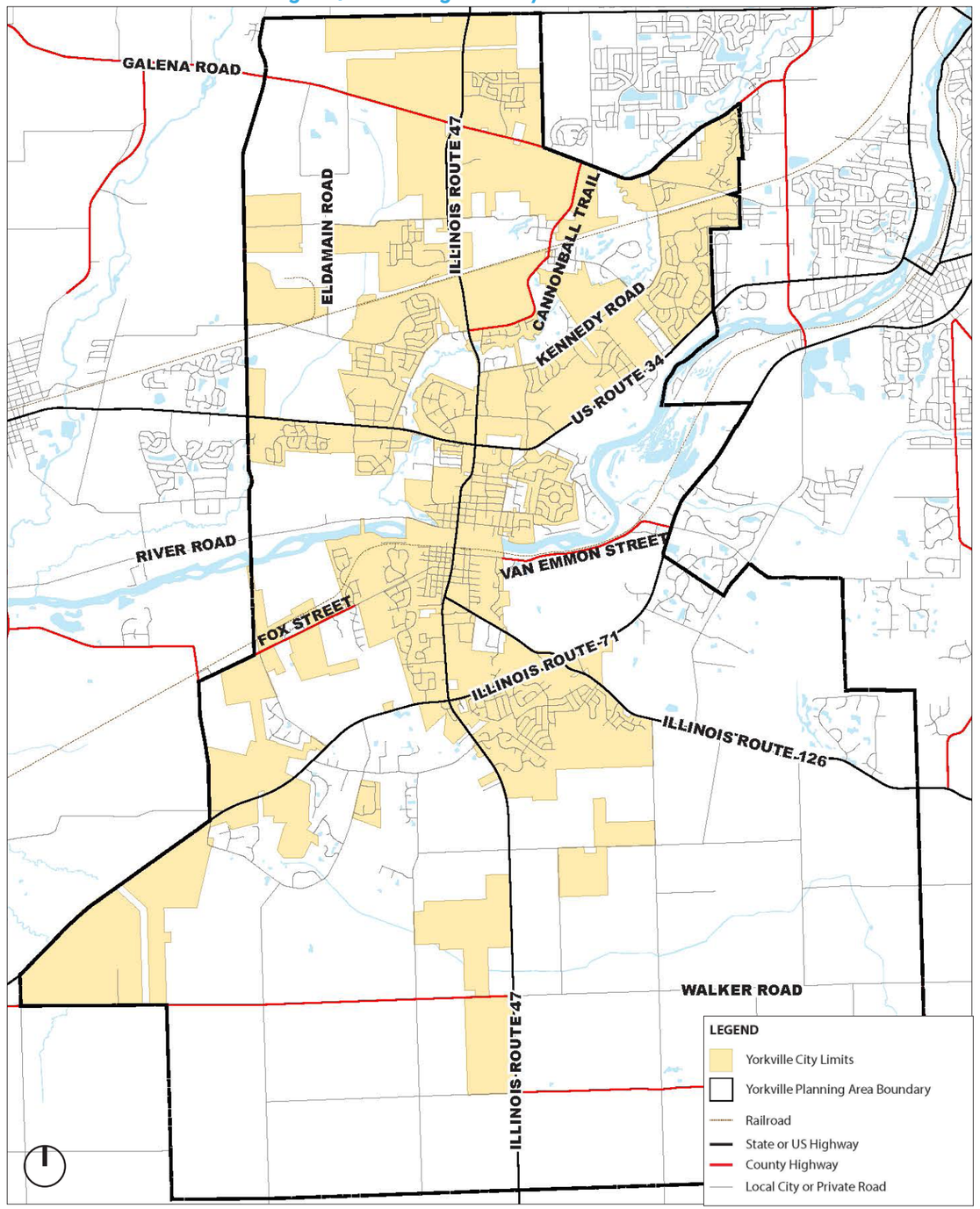
In order to keep the roadway network in a state of good repair, the City estimated a need of $2.1 million annually for roadway improvements. $1 million has been funded. The City anticipates that the combined roadway score will drop from 82 to 77 by 2018 with some exceptions for roadway improvement projects currently under way.

Graph 7.1: Roadway Conditions



Source: City of Yorkville

Figure 7.1 - Existing Roadway and Rail Network



DRAFT

BICYCLE NETWORK

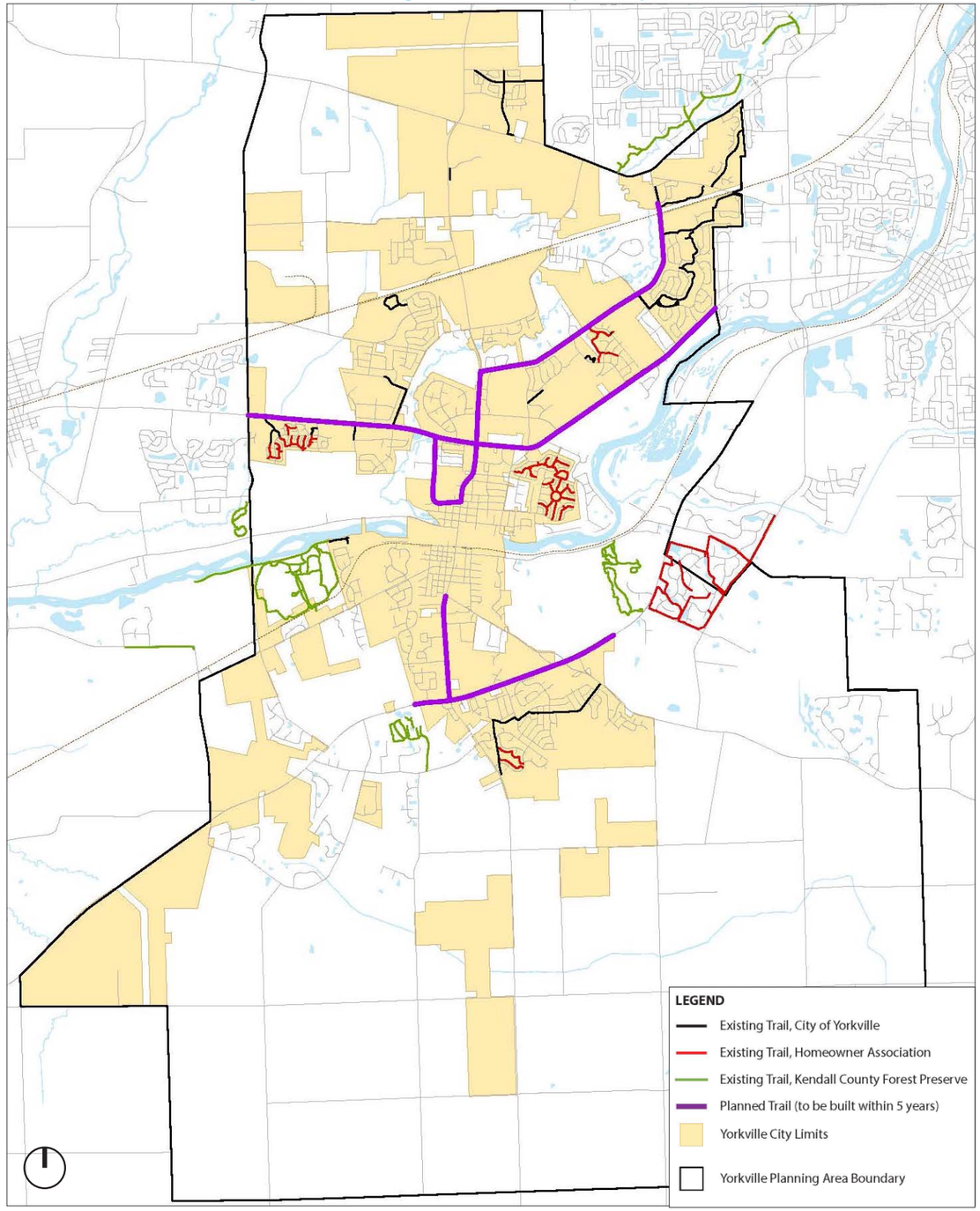
Existing and proposed bicycle facilities are shown in Figure 7.2 – Existing and Proposed Bicycle Improvements. For the purpose of this plan the bicycle facilities are referred to as shared use paths or trails. A trail can be used by a pedestrian or a bicyclist and generally are a little wider than a sidewalk. Yorkville has done a very good job of requiring developers to include trails within residential subdivisions. The Yorkville Comprehensive Plan and Integrated Transportation Plan proposed much larger and more connected bicycle facility network.

The Kendall County Trails and Greenways Plan states that "while a number of communities have constructed multi-use trails in Kendall County, the vast majority of the trail system exists only on plans." Proposed trails from the Kendall County Trails and Greenways Plan were coordinated with the Yorkville Integrated Transportation Plan and 2008 Yorkville Comprehensive Plan.

While a concerted effort has been undertaken to plan the location of trails within Yorkville, the proposed trail network relied on implementation by developers as a condition of subdivision approval. Additionally, trail connections are needed across roadways. On-street facilities will be needed in order to make these connections.

Generally, low-volume, two-lane streets with posted speeds below 30 miles per hour are considered low-stress roadways that are good candidates for accommodating bicyclists on-street without much additional accommodation. If the City wishes to expand its existing bike network, many of these streets can be identified, or the City can install signs directing roadway users to the best streets for bicycling. However, wider and faster roadways need to be analyzed in greater detail to identify what types of facilities would be needed to provide a facility that is comfortable for bicyclists to use. A bicycle plan is needed that identifies specific gaps in the network for bicycling and prepares a capital improvement plan for bicycle facilities. Much of the cost in improving bicycling in Yorkville will occur at intersections, which generally are the highest-stress locations within a bicycle network.

Figure 7.2 - Existing and Planned Bicycle Improvements



PEDESTRIAN NETWORK

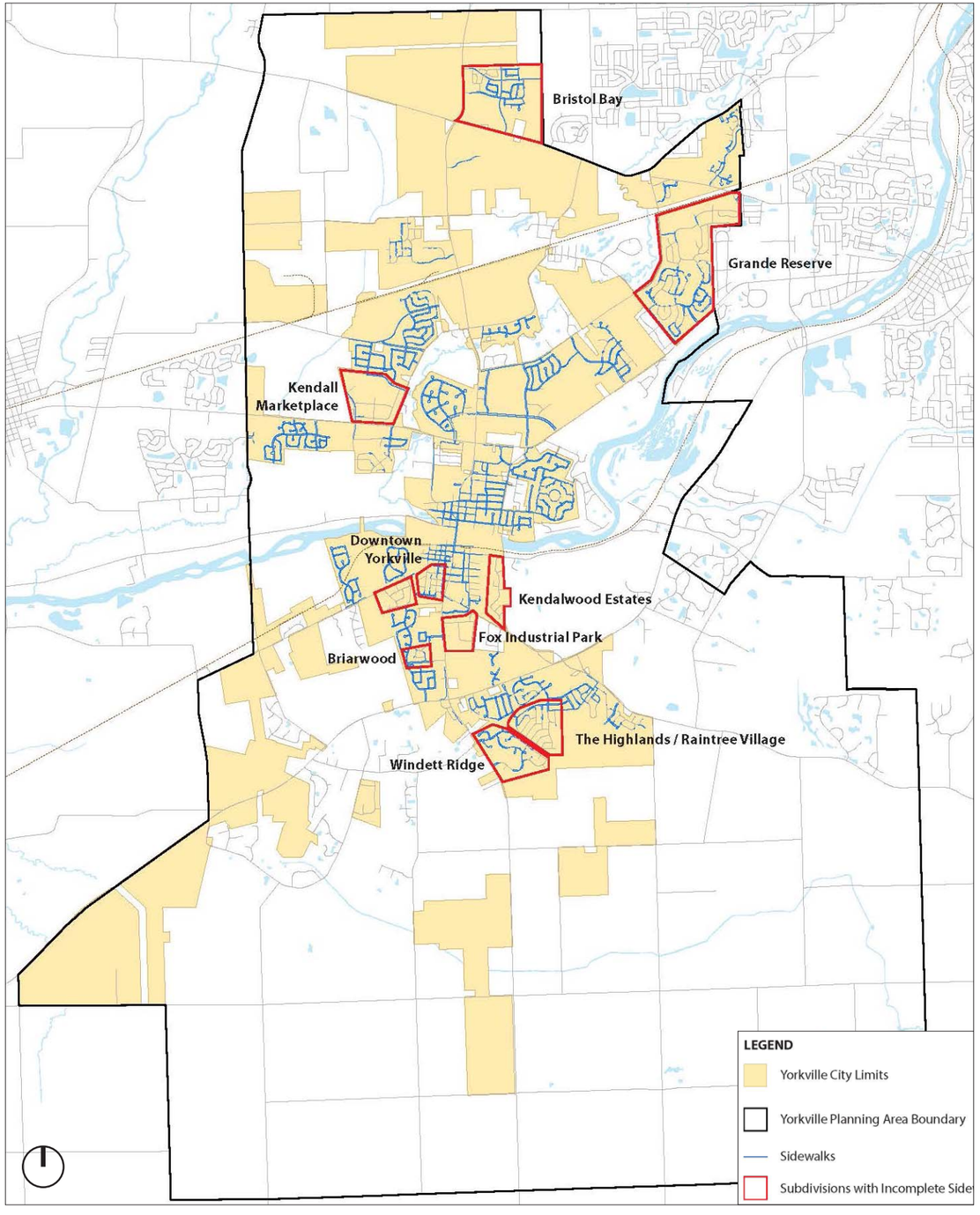
Sidewalks, shown in blue in Figure 7.3, are located along most residential streets within the City. Illinois Route 47, through downtown Yorkville, also has sidewalks. As shown in the figure, every subdivision that has been completed in Yorkville has a sidewalk network. Gaps exist on major roads including River Road, Illinois Route 71, and Illinois Route 126. On these roadways, there are sidewalks in some locations but gaps in the network limit connectivity. Sidewalks are a requirement of subdivision approval, and are installed by developers when subdivisions are built. Some older subdivisions do not have sidewalks. Developments within the City of Yorkville where the sidewalk system has not been fully completed and gaps exist are outlined in red.

Pedestrian crosswalks in Yorkville generally are not marked unless they are located on city-owned roads and there are sidewalks leading to the crossing. An example of this is on Game Farm Road near City Hall in the image below.

TRANSIT

Transit service in Yorkville is provided as a paratransit "dial a ride" style service operated by Kendall Area Transit (KAT). Its objective is to "implement transit service in the Kendall County area that is reliable, flexible, and financially sustainable, while satisfying the various mobility needs of the general public and individuals unable to access or operate a private automobile." The service requires registration and serves destinations within Kendall County as well as select locations outside Kendall County.

Figure 7.3 - Existing Sidewalk Network



DRAFT

The Burlington Northern Santa Fe (BNSF) Line carries Metra commuter rail traffic between Aurora and Chicago. Currently, Metra is conducting a feasibility study to determine the potential for extending commuter rail service west of the current terminus in Aurora, located 12 miles northeast of Yorkville. Pending the results of the study, the City of Yorkville has identified a location along the BNSF line that could serve as a potential station area. The proposed station area would be located along the BNSF on the western end of Yorkville between Beecher Road and Faxon Road.

The Illinois Valley Public Transportation Plan (IVPTP) is currently underway to explore the physical, operational, and financial feasibility of commuter rail along the Illinois Railway (IR) between Aurora and Peru and the CXS operated railway between Joliet and Peru. The study concluded that a physical connection was feasible, but that further study was needed to determine whether ridership would support the investment.

RAIL FREIGHT

The railroad network through Yorkville consists of two main lines: the BNSF Line that passes through northern Yorkville, and the Illinois Railway, which is a freight-only line that travels along the south bank of the Fox River from Montgomery to Streator, Illinois.

In the Yorkville area, there are three spur lines:

- Commonwealth Edison Spur Line, located near the intersection of Faxon Road and Beecher Road provides access to the BNSF Line
- F.E. Wheaton Spur Line, located west of Illinois 47, northwest of the Wrigley Manufacturing Company provides access to the BNSF Line
- Hydraulic Avenue Spur Line , located along the Fox River on Hydraulic Avenue, just east of Illinois 47 provides access to the IR Line

These freight lines add value to property that could potentially be used as industrial property. Figure 7.4 Existing Rail Network shows the approximate location of these rail spurs.

The Illinois Department of Commerce and Economic Opportunity (DCEO) provides developers with information on industrial properties by municipality. For each property listed, DCEO provides a transportation summary that identifies key information such as the distance to the nearest interstate, airport, and whether rail service is available. The properties listed are shown in Table 7.2.

Figure 7.4 - Existing Rail Network

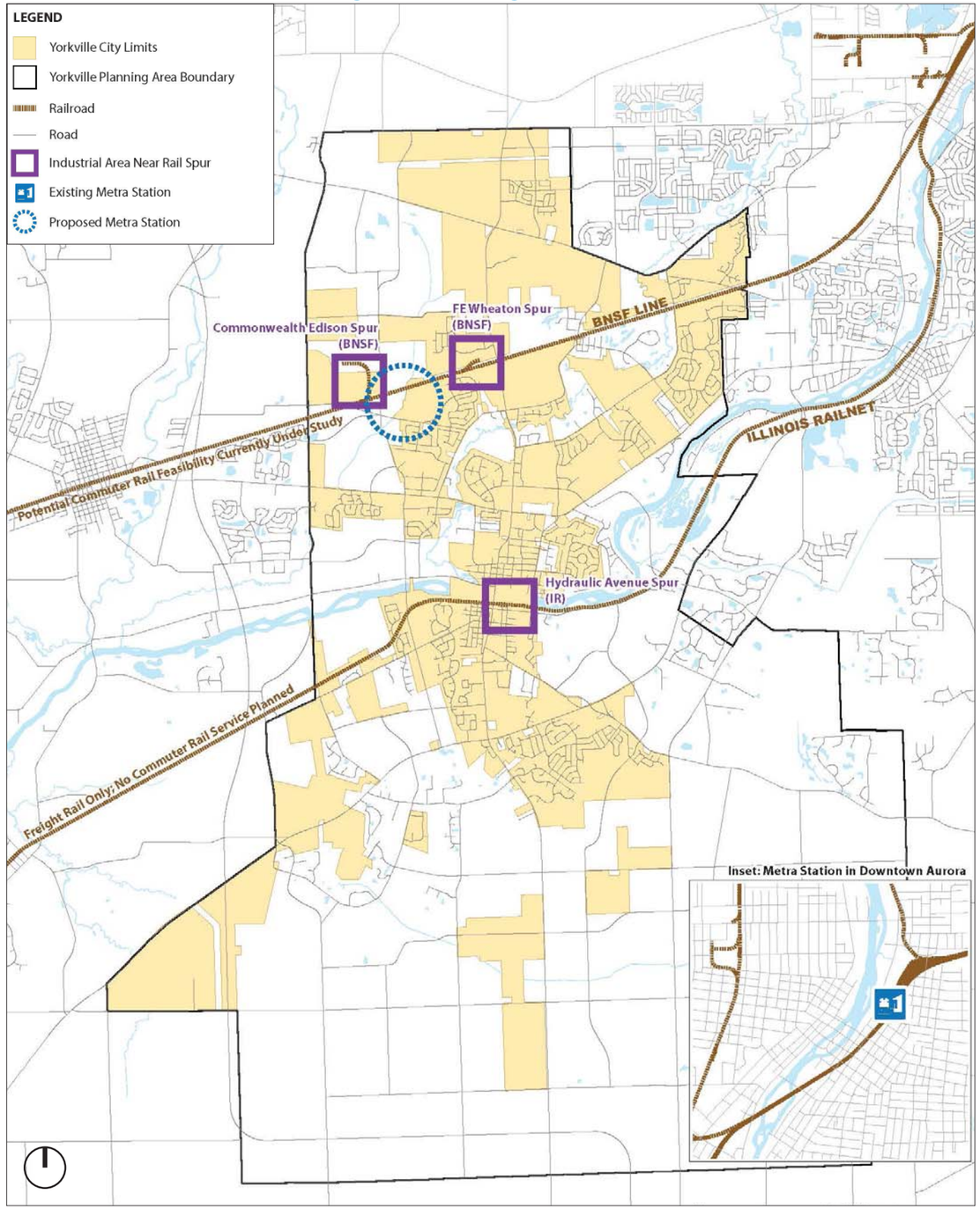


Table 7.2: Industrial Property Listings

NAME	STREET	SITE SIZE (ACRES)	ZONING
N/W Corner Il.47&Bn	*N/W Corner Il.47&Bn*	*65.7*	*Industrial-Light*
N/W Corner Il 47&71	*N/W Corner Il 47&71*	*50*	*Industrial-Light*
Corneils Rd.	*Corneils Rd.*	*15.35*	*Unknown*
Yorkville Business Center - Lot 19	*147 Commercial Drive*	*3.5*	*Industrial-Light*
Yorkville Business Center - Lot 20	*169 Commercial Drive*	*2*	*Industrial-Light*
Yorkville Business Center - Lot 12	*198 Commercial Drive*	*1*	*Industrial-Light*
Yorkville Business Center - Lot 14	*n/a*	*1*	*Industrial-Light*
Yorkville Business Center - Lot 15	*132 Commercial Drive*	*1*	*Industrial-Light*
Yorkville Business Center - Lot 23	*225 Commercial Drive*	*1*	*Industrial-Light*
Yorkville Business Center - Lot 8	*254 Commercial Drive*	*1*	*Industrial-Light*
Yorkville Business Center - Lot 9	*232 Commercial Drive*	*1*	*Industrial-Light*

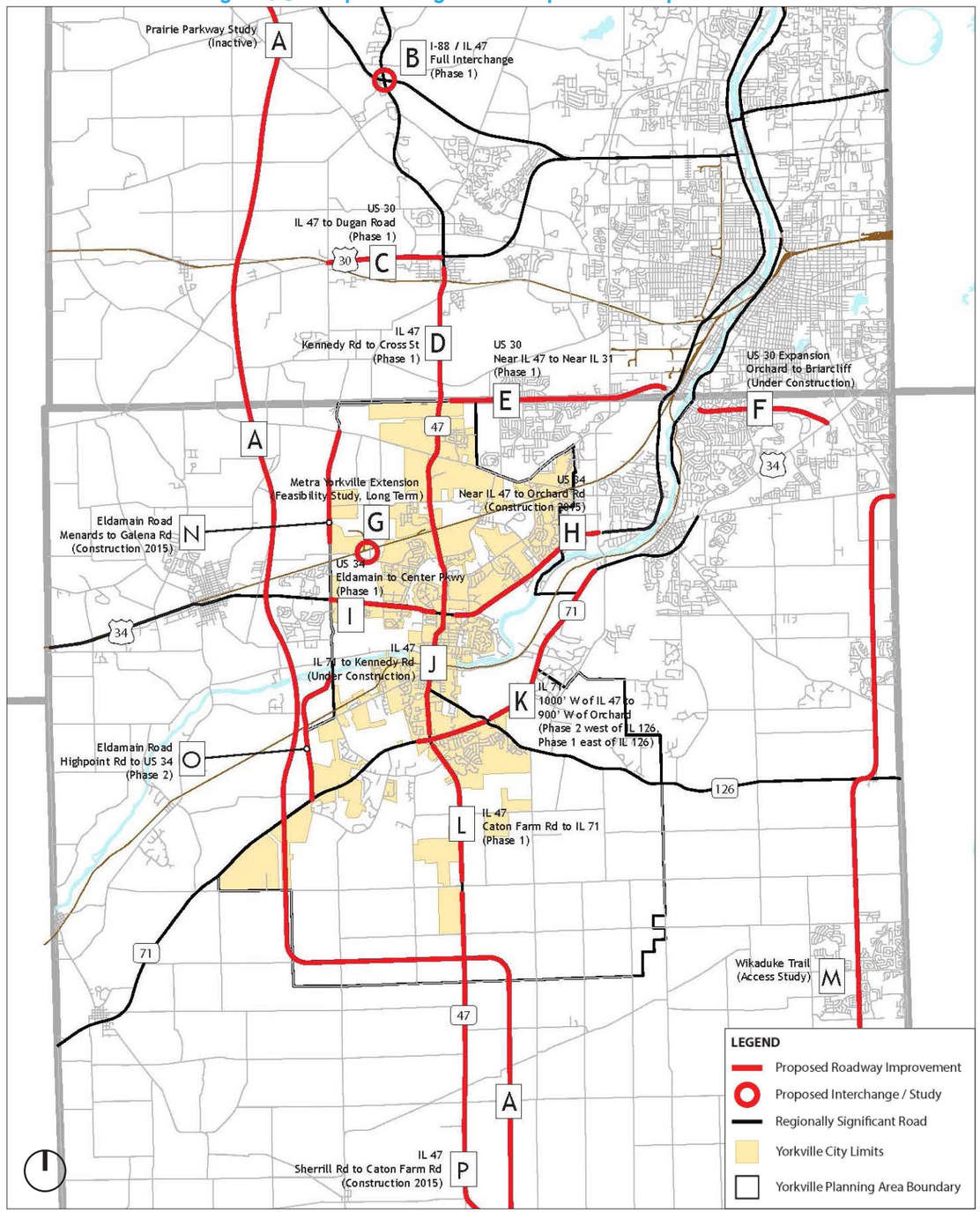
PLANNED IMPROVEMENTS

Figure 7.5 – Proposed Regional Transportation Improvements shows the status of various roadway projects in Yorkville and nearby region that will impact Yorkville. The project sponsors include IDOT, Kendall County, Metra, and the Illinois Tollway. Table 7.3 below provides an overview of each project. It should be noted that projects often do not have funds available for the next phase of work since current efforts are a requirement to enter into the next phase.

Table 7.3: Regional Transportation Improvements Status

		STATUS	STATUS
A.	*Prairie Parkway Study (Illinois Tollway)*	*The Prairie Parkway is a proposed limited-access tollway that would connect I-88 to I-80 through Kane, Kendall, and Grundy Counties. The project, while shown in the GO TO 2040 regional plan for the Chicago Metropolitan region, is in the feasibility study phase and is currently on hold.*	*Feasibility Study (currently inactive)*
B.	*I-88 / IL 47 Full Interchange (Illinois Tollway)*	*The Illinois Tollway is currently in Phase 1 engineering for a full interchange at I-88 and IL 47. Currently only a partial interchange, the completed project will improve access in all directions.*	*Phase 1 Study*
C.	*U.S. 30 from IL 47 to Dugan Road*	*IDOT is in Phase 1 to improve U.S. 30 using a Context Sensitive Solutions approach. The study includes the potential to widen U.S. 30.*	*Phase 1 Study*
D.	*IL 47 from Kennedy Road to Cross Street*	*IDOT is in Phase 1 to improve IL 47 using a Context Sensitive Solutions approach. The study includes the potential increase traffic capacity.*	*Phase 1 Study*
E.	*U.S. 30 from near IL 47 to near IL 31*	*IDOT is in Phase 1 to improve U.S. 30 using a Context Sensitive Solutions approach. The study includes the potential increase traffic capacity.*	*Phase 1 Study*
F.	*U.S. 30 from Orchard Road to Briarcliff Road*	*This section of U.S. 30 currently is under construction by IDOT to widen the roadway to four lanes.*	*Under Construction*
G.	*Proposed Metra Station*	*Metra currently is studying the feasibility of extending Metra commuter rail service west of its current terminus in Aurora. Kendall County would need to provide funding for construction and operations.*	*Feasibility Study*
H.	*U.S. 34 from near IL 47 to Orchard Road*	*This segment currently is under construction by IDOT to widen the roadway to four lanes.*	*Under Construction*
I.	*U.S. 34 from Eldamain Road to Center Parkway*	*IDOT currently is in Phase 1 engineering to determine potential traffic capacity improvements.*	*Phase 1 Study*
J.	*IL 47 from IL 71 to Kennedy Road*	*This segment of IL 47 currently is under construction by IDOT to widen the road to four lanes.*	*Under Construction*
K.	*IL 71 from near IL 47 to near Orchard Road*	*IDOT currently is in Phase 1 engineering to determine potential traffic capacity improvements.*	*Phase 1 Study*
L.	*IL 47 from Caton Farm Road to IL 71*	*IDOT currently is in Phase 1 engineering to determine potential traffic capacity improvements*	*Phase 1 Study*
M.	*Wikaduke Trail*	*The four counties of Will, Kane, DuPage, and Kendall have identified a potential corridor for a north-south roadway linking I-88 and I-80, which seeks to provide a highway connection on the eastern end of Yorkville. It is currently part of an access study and in each county's long-term transportation plan, though parts of it currently are under construction in Kane and Kendall Counties.*	*Long-Term Plan (some local construction)*
N.	*Eldamain Road from Menards to Galena Road*	*Kendall County currently is in Phase 2 engineering for the construction of an extension of Eldamain Road.*	*Phase 2 Engineering*
O.	*Eldamain Road from Highpoint Road to U.S. 34*	*This segment of Eldamain Road currently is under construction by Kendall County but does not include funding for a bridge across the Fox River.*	*Under Construction*
P.	*IL 47 from Sherril Road to Caton Farm Road*	*This segment of IL 47 currently is under construction by IDOT to improve connections from the south end of the Yorkville planning area to the Kendall-Grundy County line.*	*Under Construction*

Figure 7.5 - Proposed Regional Transportation Improvements



DRAFT

The Prairie Parkway is shown on Figure 7.5, which is a regional transportation project proposed to connect Interstates 88 to 80 through Kane and Kendall Counties. While planning for the project is currently on hold, it remains part of regional and local plans, as it would significantly impact roadway access in and around Yorkville.

Figure 7.6 shows proposed new local roads that would provide connections for future growth. The proposed local roads were taken from the 2008 Comprehensive Plan. The issues associated with these proposed roadways remain the same as there was no reason to revise or update the proposed roadways.

Game Farm Road in Yorkville, Illinois

Figure 7.6 - Proposed Roadways by Functional Classification (legend to the left)

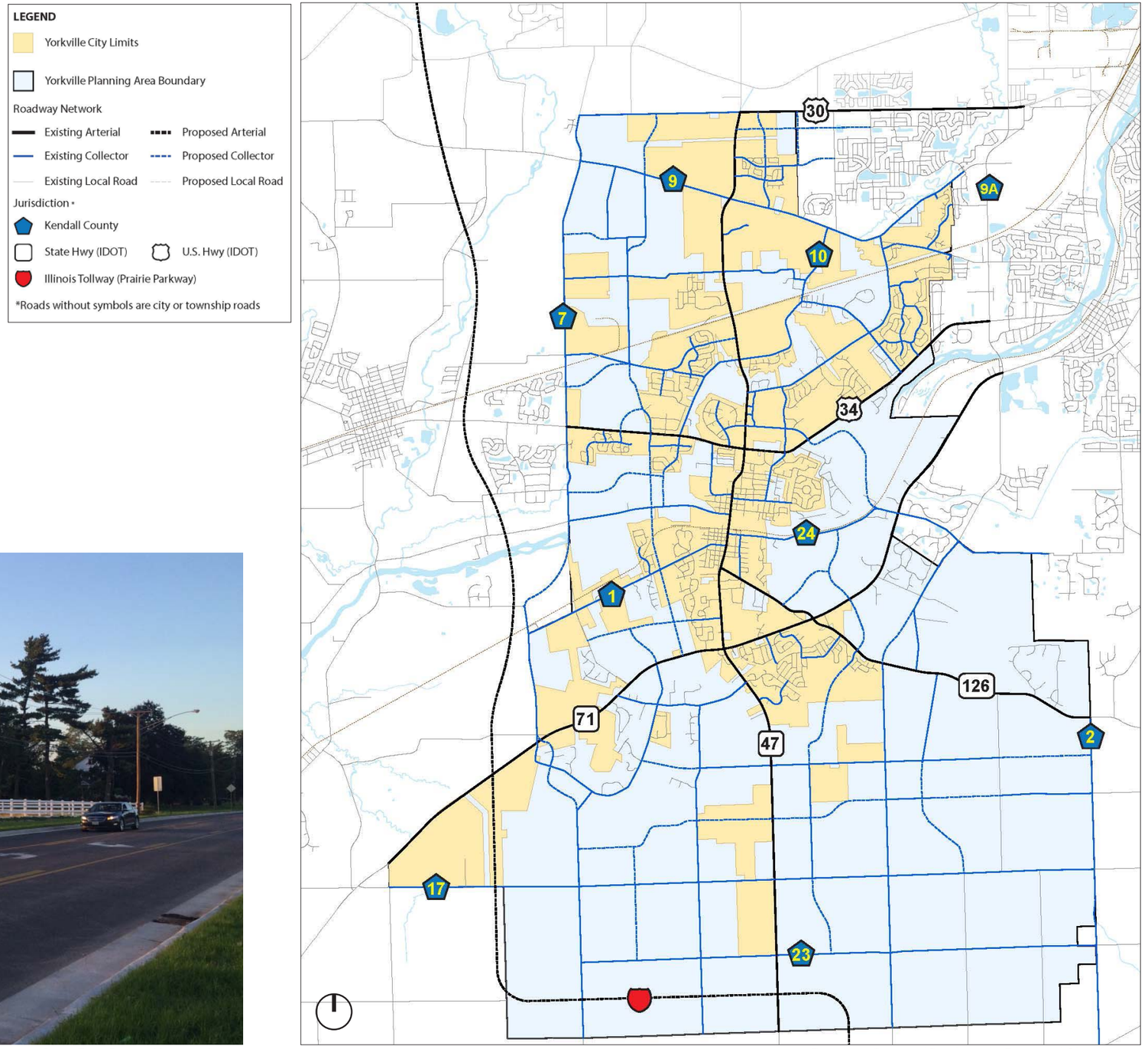


Figure 7.6 - Proposed Roadways by Functional Classification

DOWNTOWN PARKING

During the course of the public engagement process, several concerns were raised about the need for additional parking in the Downtown area to support the commercial establishments. Parking can be location problem, that is, certain areas may not have enough. A parking utilization survey would be helpful in identifying where and how much additional parking is needed.

The parking supply in the Downtown is primarily a result of zoning regulations that require parking for individual land uses on individual or adjacent lots. This is a zoning practice that has helped to create the typical commercial form in new suburbs – a building on a lot surrounding by parking. This type of regulation works well for new developments that are automobile-oriented and have plenty of land to build upon. It does not work well for traditional downtown areas.

Yorkville has an older downtown that is built on a grid street network with buildings that were constructed before the zoning ordinance was in place. The Downtown pattern was created when people walked more than they drove automobiles. The Downtown has higher density and more diverse land use than the balance of the City. Higher density means that the buildings in the Downtown have more building floor area than the newer suburban areas. In addition, the Downtown has more diverse land use such as residential, office, commercial, government, and industrial land use. In modern development, it is typical to separate these land uses.

An unsigned parking lot in Downtown Yorkville

SUMMARY OF TRANSPORTATION OBSERVATIONS

The following are key observations and issues related to transportation in Yorkville:

- Bicycle and pedestrian facilities are provided within many subdivisions. However, there is a need to develop connections between subdivisions.
- The City's Integrated Transportation Plan shows an extensive proposed trail plan. It was based on developers providing the facilities. Given the low growth period, the City should focus on connecting the existing trail network.
- There is a lack of pedestrian and bicycle connections to major traffic generators such as schools, parks, commercial areas and employment locations.
- A commuter station in Yorkville is in the very early planning stage as part of the proposed Metra commuter service extension along the BNSF Line. A land use strategy that focuses on transit oriented development is needed surrounding the area where the Metra station is planned.
- Travel throughout Yorkville, for the most part, is automobile-oriented. That is, an automobile is needed to reach most destinations outside of residential subdivision. A much more conscious decision will need to be made if the City desires a Complete Streets approach that would encourage bicycling and walking beyond residential subdivisions.
- Roadway capacity on bridges is a factor limiting development south of the Fox River. However, once Illinois 47 expansion is complete, it will be some time until this is an issue again. While traffic on Illinois 47 will continue to grow, the proposed Eldamain Road Bridge will provide another reliever to north south movement. Beyond these two expansions, it will be some time and a lot of growth will need to occur before a third bridge is needed. Given the extensive growth in traffic that has been forecasted, it would be a good idea for Yorkville to consider developing a travel demand model to consider the need for future roadway improvements. This could be done in conjunction with Kendall County.
- Illinois Route 47 currently is undergoing a roadway expansion project throughout much of Yorkville. The Illinois Route 47 and other regional transportation investments will continue to add economic development value to the Yorkville area.

DRAFT

TRANSPORTATION STRATEGIES

GOAL

Maintain an efficient and functional roadway network.

POLICIES

- **Continue building the community roadway network through new development and other state and locally-planned projects**
- **Monitor state and county-financed roadway projects for potential impacts on local land use.**

STRATEGY A: REQUIRE DEVELOPERS TO FINANCE AND CONSTRUCT LOCAL AND COLLECTOR ROADWAYS IN NEW DEVELOPMENT.

The City has prepared an inventory of roadway pavement conditions which shows that most of the roads are in good condition. This would be expected given that many of the roads have been constructed within the past 20 years. In addition, there is nothing to suggest that any of the local roads need widening. The previous Yorkville Comprehensive Plan proposed new local and collector roadways that would be constructed with new development (recreated in Figure 7.6). The developers would be responsible for constructing these new roadways. This practice should continue and these roadways are again shown in this Comprehensive Plan.

STRATEGY B: MONITOR PLANNING FOR THE ELDAMAIN ROAD BRIDGE AND OTHER PLANNED STATE AND COUNTY-OWNED ROADWAY PROJECTS.

The main roadways in Yorkville are County or State roadways. Significant improvements are planned or programmed (see Figure 7.6) for many of these roadways. Such improvements will adequately accommodate future growth; therefore, the City should continue to coordinate with Kendall County and IDOT on these proposed improvements. Figure 7.6 also shows a new local bridge crossing of the Fox River east of Illinois 47 that was suggested in the previous Comprehensive Plan; however, it is not expected to be needed anytime in the near future. In addition, the Illinois 47 Bridge was recently rebuilt and widened; Kendall County also continues planning for a new bridge over the Fox River at Eldamain Road. It is not expected that a third bridge in Yorkville will be needed. Planning and constructing a third bridge would be the responsibility of Yorkville since it is not being considered by any other agencies. If the City of Yorkville desires to continue pursuing a third bridge, it would be a worthwhile effort to invest in preparing a travel demand computerized model that could determine future demand for the bridge.

The proposed Prairie Parkway freeway is shown on regional plans and therefore is shown in this Comprehensive Plan (see Figure 7.6). However, no regional or state money is being spent on moving this project forward and it is a safe assumption that this project will not move forward. However, given the past involvement of regional, state, and federal agencies in this project, the City monitor this project into the near future unless CMAP, IDOT and the Illinois state legislature acknowledge the Parkway will not be funded or built.

GOAL

Yorkville's transportation network accommodates various modes of transportation.

POLICIES

- **Update the Yorkville trail plans to reflect near-term growth trends in residential development.**
- **Continue building the Yorkville trail system through a combination of both off- and on-street paths.**
- **Enhance pedestrian crossings in key locations and continue installation of sidewalks in areas of need.**
- **Continue planning for a Metra Station TOD district.**

STRATEGY A: UPDATE THE BICYCLE TRAIL PLAN THAT CONSIDERS ON-STREET CONNECTIONS AND NEW BICYCLE FACILITIES.

Many of the new subdivisions within Yorkville have shared-use trails that allow bicycling and walking. The City previously prepared a bicycle plan that promoted new shared-use trails throughout the community. However, the shared-use trail network was dependent upon developers building the trails within new subdivisions. Given the slowdown in new development, many of the proposed trails will not be built in the near future. Overall, the trail system is not well connected within the City; the previous plan that relied upon shared use trails will be difficult to implement in the short-term. There are several regional shared-use trails that are planned as part of new roadway improvements along Illinois Routes 47 and 71 and U.S. Route 34 that would be constructed by the Illinois Department of Transportation. These new regional trails along with the City's current shared trail system will provide an important benefit to the City and make it more attractive as a place to live and work. An option to connect the trails would be to utilize the street system. On-street bicycle facilities can be added at much less cost than building shared use trails.

Bicycle trail near the Grande Reserve subdivision

STRATEGY B: CONDUCT A COMPREHENSIVE PEDESTRIAN CROSSINGS ASSESSMENT.

The City has a good pedestrian network that has resulted from requiring sidewalks with new development. The City also is working towards installing sidewalks in the Downtown area. One area for improvement is pedestrian crossings of roadways. This would be important in the Downtown, which is more pedestrian-oriented than other parts of the City. A careful evaluation of commercials areas might also produce some locations that need safer roadway crossings. In addition, if the trail plan in updated, it will identify roadway crossings that will need to be improved to accommodate pedestrians as well bicyclists.

STRATEGY C: MONITOR METRA PLANNING EFFORTS REGARDING YORKVILLE STATION FEASIBILITY.

The City has been promoting an extension of the Metra BNSF line with a station in Yorkville. Metra has been undertaking planning studies, but there is not a schedule for any improvements. The City should continue to support this effort.

GOAL

Manage Downtown Yorkville's parking supply effectively and efficiently.

POLICIES

- **Assess and analyze Downtown parking conditions on a regular basis.**
- **Implement Downtown parking management initiatives that make more effective use of the existing parking supply while adding new public parking areas where and when needed.**

STRATEGY A: CONDUCT A DOWNTOWN PARKING ASSESSMENT AND MANAGEMENT STUDY.

The United City of Yorkville should conduct a comprehensive parking assessment and management study to determine parking needs for the Downtown and the most appropriate ways in which to address parking shortages. Once the parking study is completed, the City should implement specific Downtown parking management strategies to ensure that adequate parking is provided for shoppers and visitors.

STRATEGY B: CREATE DOWNTOWN PARKING FACILITIES.

Providing public parking facilities would be one way to address any parking shortages. Providing publicly provided parking would reduce the burden on the property owner to provide such parking, as well as ensure that such parking is created in appropriate locations.

STRATEGY C: REVIEW AND REVISE PARKING REQUIREMENTS.

As the Downtown district has a much different land use pattern from the rest of Yorkville, parking regulations, in general, should be different. Within Yorkville's municipal code, "Title 10, Zoning, Chapter 16, Off Street Parking and Loading," addresses how parking is to be provided for new buildings, when buildings are expanded, or the use of a building changes to a new one. These regulations are more typically used to create parking on individual lots similar to what occurs on greenfield sites where parking is often placed in the front of buildings. This is not the type of development form that is desired for the Downtown. Currently, existing commercial zoning for the Downtown area is the same that is used for other commercial areas of the City; therefore, the Downtown should have different parking regulations that address Downtowns' particular land use issues and revitalization needs.

UTILITY INFRASTRUCTURE

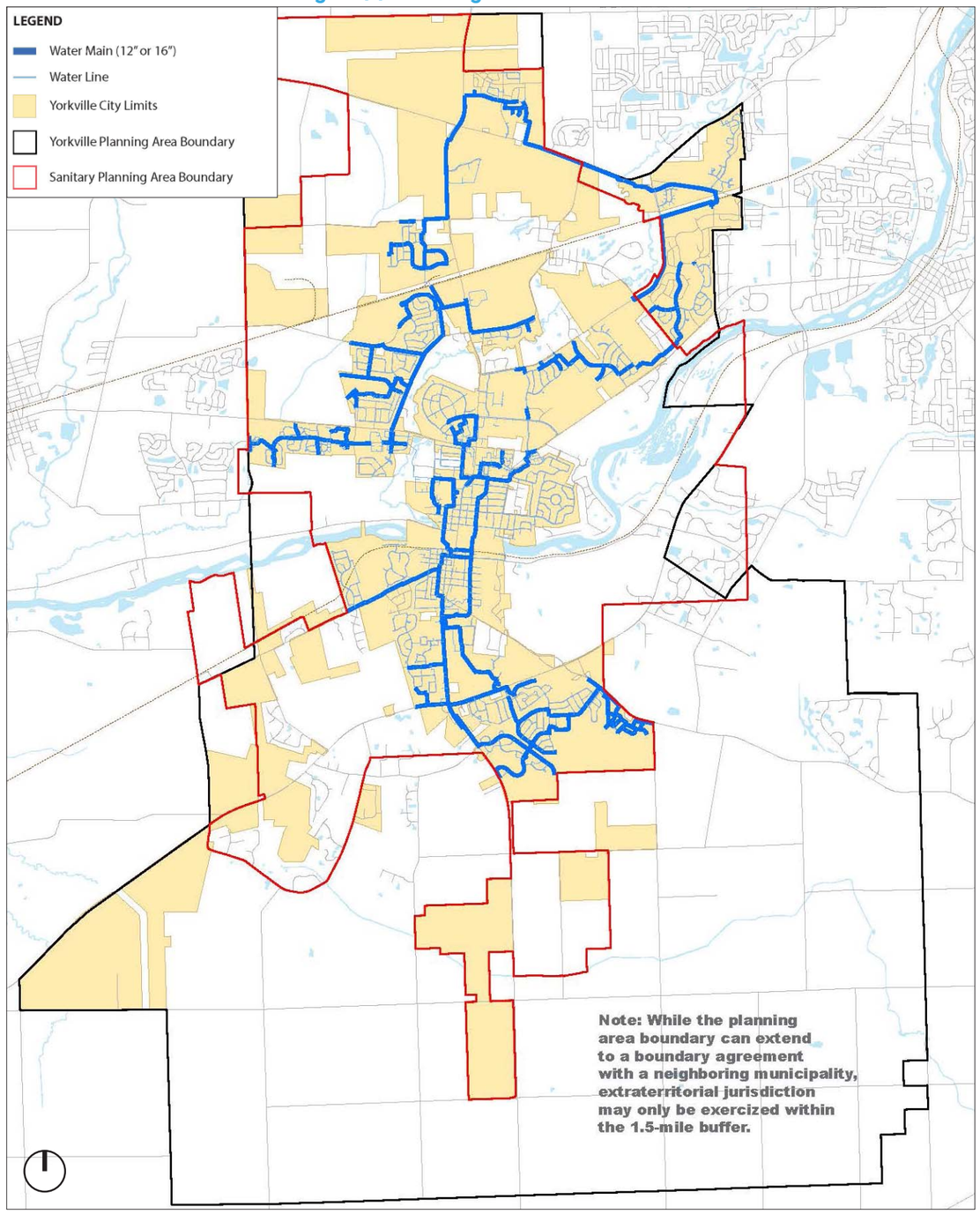
The purpose of this section is to review the status of the water supply and sanitary waste systems and to evaluate how they will affect growth. Findings are presented that will influence planning recommendations. The City has other utilities such as the stormwater system (United City of Yorkville), electrical (Commonwealth Edison), natural gas (Nicor), telephone/cable/internet (Comcast). However, it is the water supply and sanitary waste system that has the most impact on land use and growth.

WATER SUPPLY

The water supply system is owned by the United City of Yorkville. Water is obtained through ground wells, although a regional water source is being explored by the City as ground water supplies are being depleted. Future alternatives could include water from the Fox River or Lake Michigan. This is long-term study and no final conclusions have been reached. An analysis of the water supply system was prepared more than a decade ago and is no longer current. Therefore, an analysis of this utility system in relation to future land use and growth was not possible due to the age of the study and need to prepare an update of the water supply plan. The Existing Water Main Network is shown in Figure 7.7. This figure illustrates one of the essential infrastructure components that add economic value to the City of Yorkville. For many developers, the ability to provide City-supplied water is an important reason for annexing into the City.

Figure 7.7 illustrates two important features in relation to growth management. First, there is a significant amount of undeveloped land on the outskirts of the Yorkville that is not serviced by City water. The City should update its water supply expansion plan before any extension of water mains is considered. Second, new development should be targeted in the central part of Yorkville that can utilize existing water mains. There are large parcels of undeveloped land that are currently not serviced by the municipal water system.

Figure 7.7 - Existing Water Main Network



DRAFT

SANITARY SYSTEM

Sanitary service infrastructure within the City involves three different government agencies. Most of the local sanitary sewers are owned by the City. These city-owned lines carry sanitary waste from buildings to the main lines that are owned by the sanitary districts. The sanitary sewer mainlines and waste water treatment facilities are owned by two separate government bodies. The Yorkville-Bristol Sanitary District is responsible for serving most of the area within the City. The Fox Metro Water Reclamation District serves a small area in the northeast corner of the City. These various lines are shown in Figure 7.8, Existing Sanitary Network. Figure 7.8 shows the watershed divide where storm water flows north to the Fox River or south to the Illinois River. Generally, sanitary sewer lines operate by gravity flow, providing sanitary sewer service south of this divide will be somewhat difficult as lift stations will be needed to get the flow over the ridge line.

The Yorkville-Bristol Sanitary District (YBSD) primarily services areas within the United City of Yorkville. There are two main elements of the system – collection and treatment. The future collection system has been addressed by the YBSD in a Future Wastewater Collection System Map dated August 8, 2007 showing the proposed locations for the extension of interceptors, force mains and lift stations. The YBSD wastewater treatment facility is located on the east side of Blackberry Creek and north of the Fox River. According to discussions with YBSD in Fall 2014, the facility is nearing capacity. While a slowdown in development has extended the time before the facility reaches operating capacity, YBSD identified a need for expansion. There are three primary factors that affect capacity of the facility:

- flow (in of gallons of wastewater),
- treatment for the removal of biological oxygen demand, and
- treatment for the removal of suspended solids.

YBSD will need to expand wastewater treatment capacity in the future. YBSD has secured a permit from the Illinois Environmental Protection Agency (IEPA) and has acquired land for expansion. However, a slowdown in development halted construction and the permit has since expired. Figure 7.11 also shows the existing and potential facility area planning (FPA) boundaries. Sanitary districts are required to establish facility planning areas and have them approved by the Illinois Environmental Protection Agency (IEPA). A facility planning area is an area in which the sanitary district is allowed to extend their service area, as shown in Figure 7.11. on page 136. The YBSD facility planning area boundary does not necessarily have to be coterminous with the City's planning boundary as these are separate government agencies subject to different state statutes. Still, the YBSD system plan should be prepared in a coordinated manner with the City's Comprehensive Plan. This is elaborated in the next section. The situation with the sanitary sewer system is similar to the water system – that is, an updated plan is needed to determine impacts by future growth. A sanitary system plan update is more critical in that the system is near capacity. During slow growth periods it can be easy to overlook the need to prepare system expansion plans. The treatment system is near capacity and during a slow growth period, water flow can slowly increase until it has reached a critical point for expansion. Again, like the water system, encouraging development that utilizes the existing sewer mains should be preferred over extending lines in the outskirts until the sanitary system is updated.

SUMMARY OF UTILITY INFRASTRUCTURE FINDINGS

The following are key observations and issues related to utility infrastructure in Yorkville:

- The water supply and sanitary waste system are the two utility systems that have the most impact of Yorkville growth. The water supply system is owned by the United City of Yorkville. The sanitary waste system is primarily operated by the YBSD. An update to the water supply plan is needed.
- The Yorkville-Bristol Sanitary Waste Treatment Facility is close to capacity. This has not been an issue with the recent economic slowdown. However, an expansion plan should be prepared.
- Utility expansion plans should be prepared in light of revised population and growth forecasts presented in this Comprehensive Plan.

Figure 7.8 - Existing Sanitary Network

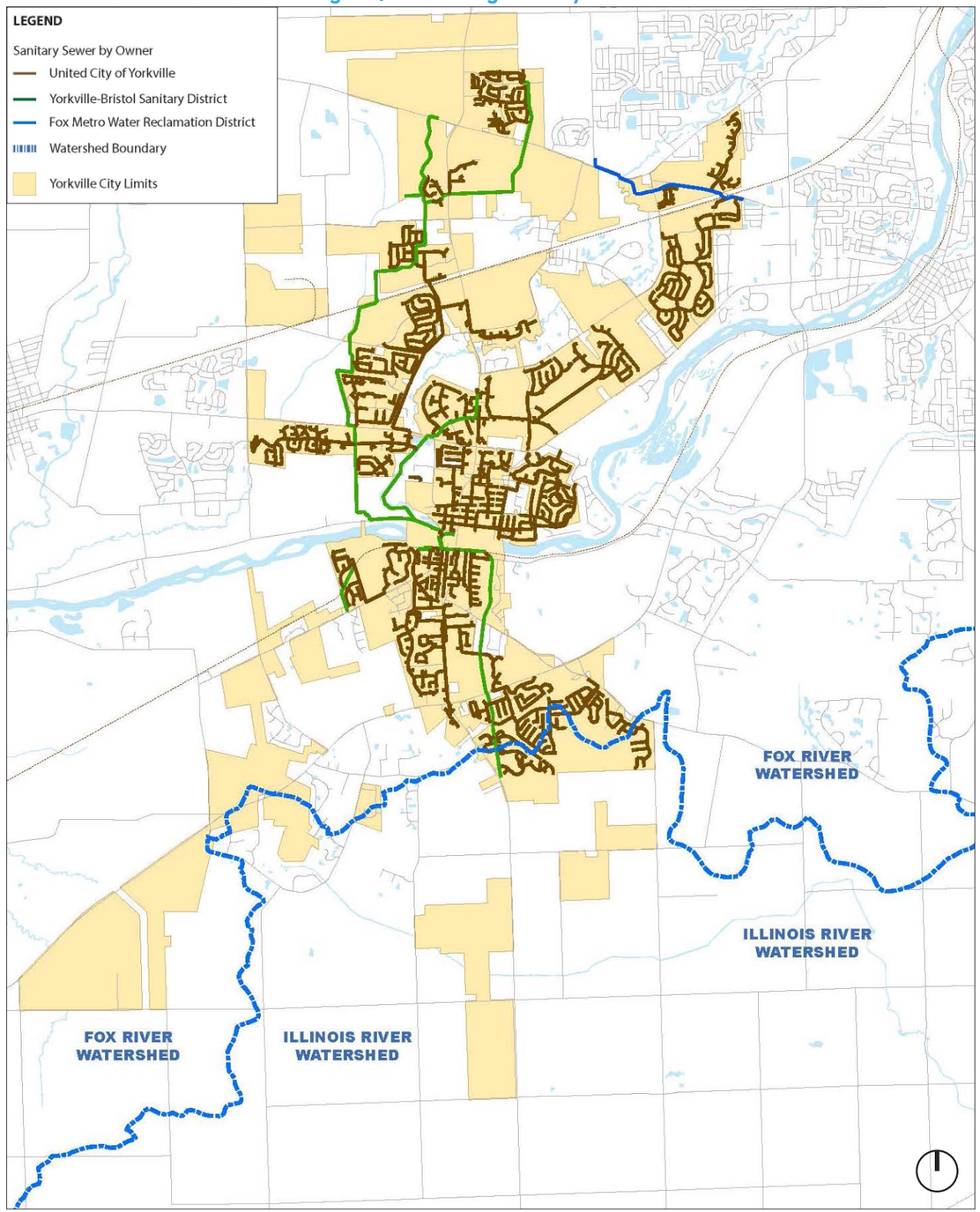


Figure 7.8 - Existing Sanitary Network

INFRASTRUCTURE SYSTEMS STRATEGIES

GOAL

Ensure City infrastructure systems are updated and modernized to meet the needs of current residents and future development.

POLICIES

- Update the City water supply infrastructure plan.
- Coordinate sanitary system improvements with the Yorkville-Bristol Sanitary District
- Evaluate and plan for future sanitary line extensions in areas where future growth and development is expected.

STRATEGY A: PREPARE AN UPDATED WATER SUPPLY INFRASTRUCTURE PLAN TO ACCOMMODATE SYSTEM MAINTENANCE AND FUTURE GROWTH.

It was determined through the planning process that the current water supply infrastructure plan was outdated and will need to be revised to accommodate system maintenance and future growth. The City should update the water supply infrastructure plan in the near-term.

STRATGEY B: COORDINATE WITH THE YBSD ON PREPARATION OF A SANITARY SYSTEM EXPANSION PLAN

The jurisdiction of the Yorkville-Bristol Sanitary District includes most of the City. The wastewater treatment plant is near capacity and expansion plans need to be considered. An overall plan for expansion of the treatment system should be prepared by the Yorkville-Bristol Sanitary District. Given the impact that the Sanitary District has on Yorkville's future growth, planning for future expansion of the system needs to be closely coordinated with the City of Yorkville.

STRATEGY C: FOCUS SANITARY AND WATER MAIN LINE EXTENSIONS IN AREAS OF INFILL DEVELOPMENT AND WHERE GROWTH IS ANTICIPATED

Since the City going forward will be experiencing more measured growth in both residential and commercial development, development policies overall should focus on infill development – development that can utilize existing main sanitary and water main lines rather than extending these lines to areas with no expectations of development over the time horizon of this Comprehensive Plan. While mainline extensions are required to be installed by developers at no cost to the City, extending these lines can increase incremental costs to the users. Stated differently, a few people making use of a utility line will have to pay more than more people using the same main line. This is not to suggest that new main lines should not be built or extended; however, they should be evaluated very carefully before an extension occurs. In addition, the preparation of sanitary and water infrastructure plans should carefully address the issue of extending main lines in light of anticipated growth trends.

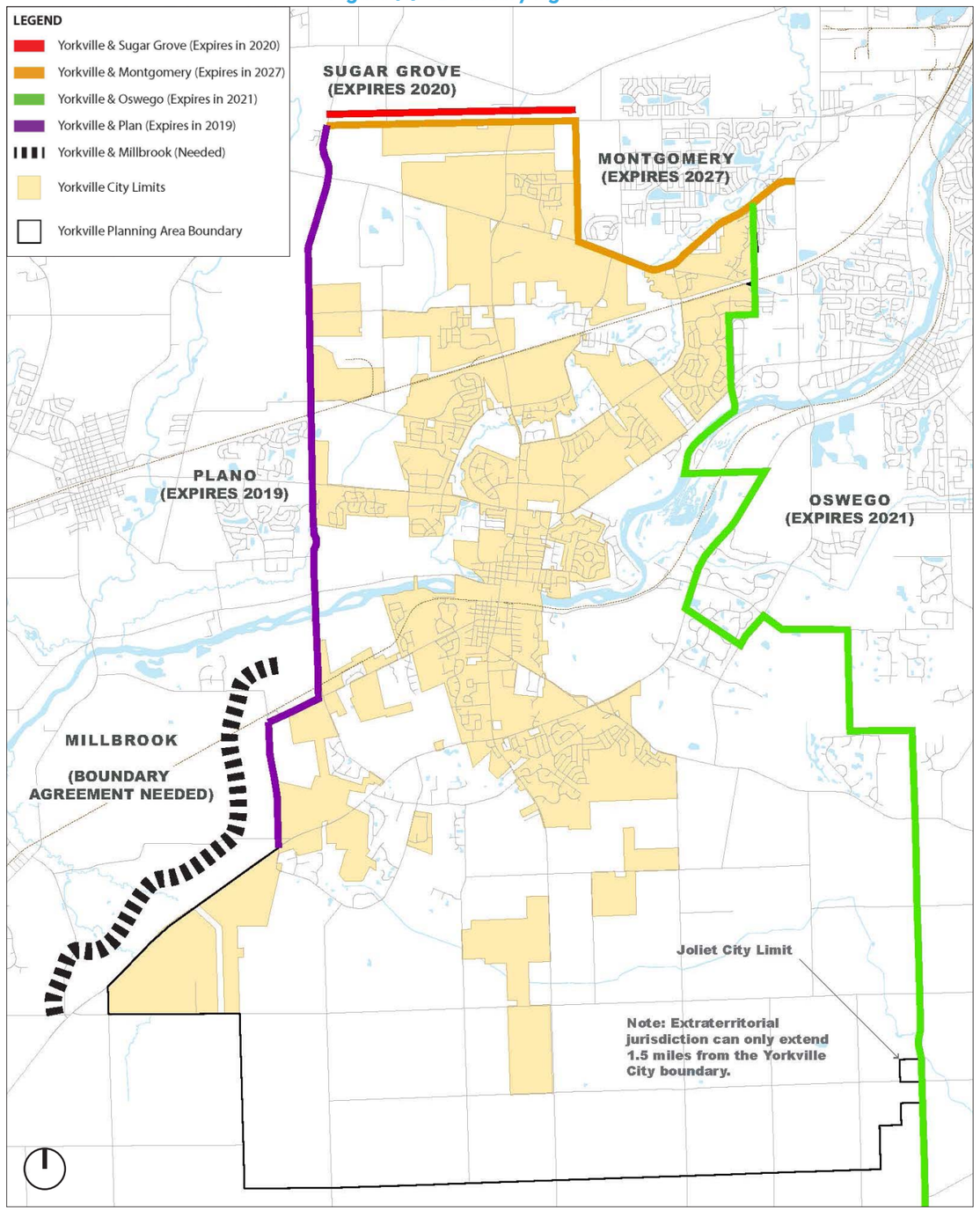
PLANNING AREA, MUNICIPAL BOUNDARIES, AND GROWTH MANAGEMENT

The purpose of this section is to explain how utility infrastructure affects the municipal boundaries and growth patterns of the City. The ability of Yorkville to grow is very much a function of its capability to provide water and service. As Yorkville grows and develops it needs to consider what its future boundaries will be. This discussion is then used to present findings that assist in making planning recommendations.

MUNICIPAL PLANNING AREA AND EXTRATERRITORIAL JURISDICTION

A municipal planning area and extraterritorial jurisdiction, while sometime referred together, are

Figure 7.9 - Boundary Agreements



DRAFT

not the same thing. A municipality can plan to grow its boundaries as far as it wants to. However, by Illinois State Statures, its comprehensive plan and territorial jurisdiction can only extend for one and one-half miles beyond its border. If there are other municipalities within that mile and one-half, then the planning area is equidistant between the two municipalities. State regulations allow a municipality to exert some control over development that falls outside its corporate limits but within its territorial jurisdiction with the understanding that these areas may eventually be annexed by the municipality. The municipality can influence the land use and impose its standards on roadways and infrastructure.

The City of Yorkville has completed a number of boundary agreements with its neighboring municipalities that are used to define the planning area. These boundary agreements allow for thought out growth and clear demarcation of future city limits. It prevents the interlocked boundary lines that can occur when municipalities do not work together. The status of the boundary agreements is shown in Figure 7.9. Some of the boundary agreements will expire in the next decade and will need to be updated. The Village of Millbrook is now close to the United City of Yorkville borders and a boundary agreement should be considered.

The 2008 Comprehensive Plan shows a planning boundary area to the south that is much greater than one and a half miles. While Yorkville can plan to grow into this area, its territorial jurisdiction can only extend a mile and a half beyond its municipal limit. Figure 7.9 shows that the City of Joliet has extended its municipal boundary into Yorkville planning area, as designated on the 2008 Comprehensive Plan. However, Joliet remains more than a mile and a half from the current Yorkville city limits. The City should consider developing a boundary agreement with the City of Joliet.

MUNICIPAL BOUNDARIES AND GROWTH MANAGEMENT

Due to the growth that occurred in the 2000s, the City witnessed leap frog development that has resulted in scattered municipal boundaries. Another way of looking at this is to say that the City boundaries grew out along the tentacles of the utility systems. In some areas on the outskirts of the City the municipal boundaries are beyond the current reach of the utility system.

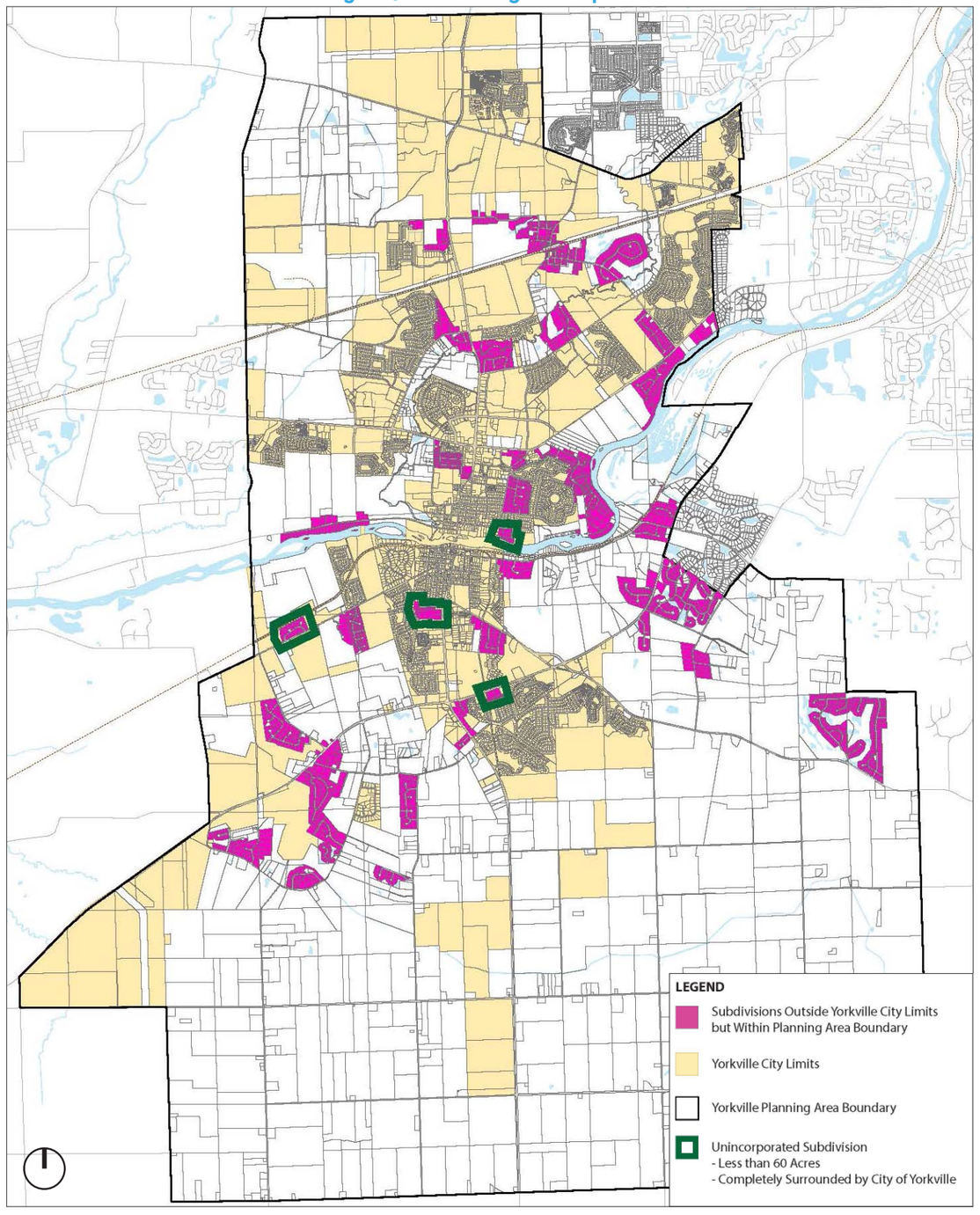
With the growth slowdown, it would be better to focus on infill development. That is, promote development that could use existing water and sanitary systems rather than extending the system. This sort of policy would promote economies of scale for providing municipal services. Contiguous municipal boundaries without unincorporated voids are easier to service. For example, a police car has to travel from incorporated to unincorporated and then to incorporated boundaries. This same principle applies to roadway maintenance and utility service (water and sanitary). This adds expense to the provision of infrastructure and services.

The City has the authority to exert greater control over future development in unincorporated Kendall County that falls within its extraterritorial jurisdiction. Figure 7.10 shows the subdivisions outside Yorkville that fall within the planning area. While these are outside the City limits, they are still part of the community and may still utilize City roads, parks, or other city facilities. Annexation of these areas after they are built is very difficult as it requires approval of residents. Therefore, it is recommended that Yorkville should work with Kendall County to either annex future development into the City or ensure that unincorporated subdivisions adhere to the United City of Yorkville's roadway, sidewalk, and subdivision standards.

Figure 7.10 also illustrates areas that are surrounded by Yorkville municipal limits. Under Illinois Statutes, a municipality can annex areas that are less than 60 acres and surrounded by the City.

Figure 7.11 shows the Yorkville City and planning area Boundaries including those of the YBSD. The lack of congruency in boundaries is most visible in the area south of Fox River. When the water supply plan and sanitary district plan are updated, they should be in a coordinated fashion that takes into account realistic growth projections for the next ten to twenty years.

Figure 7.10 - Existing Development

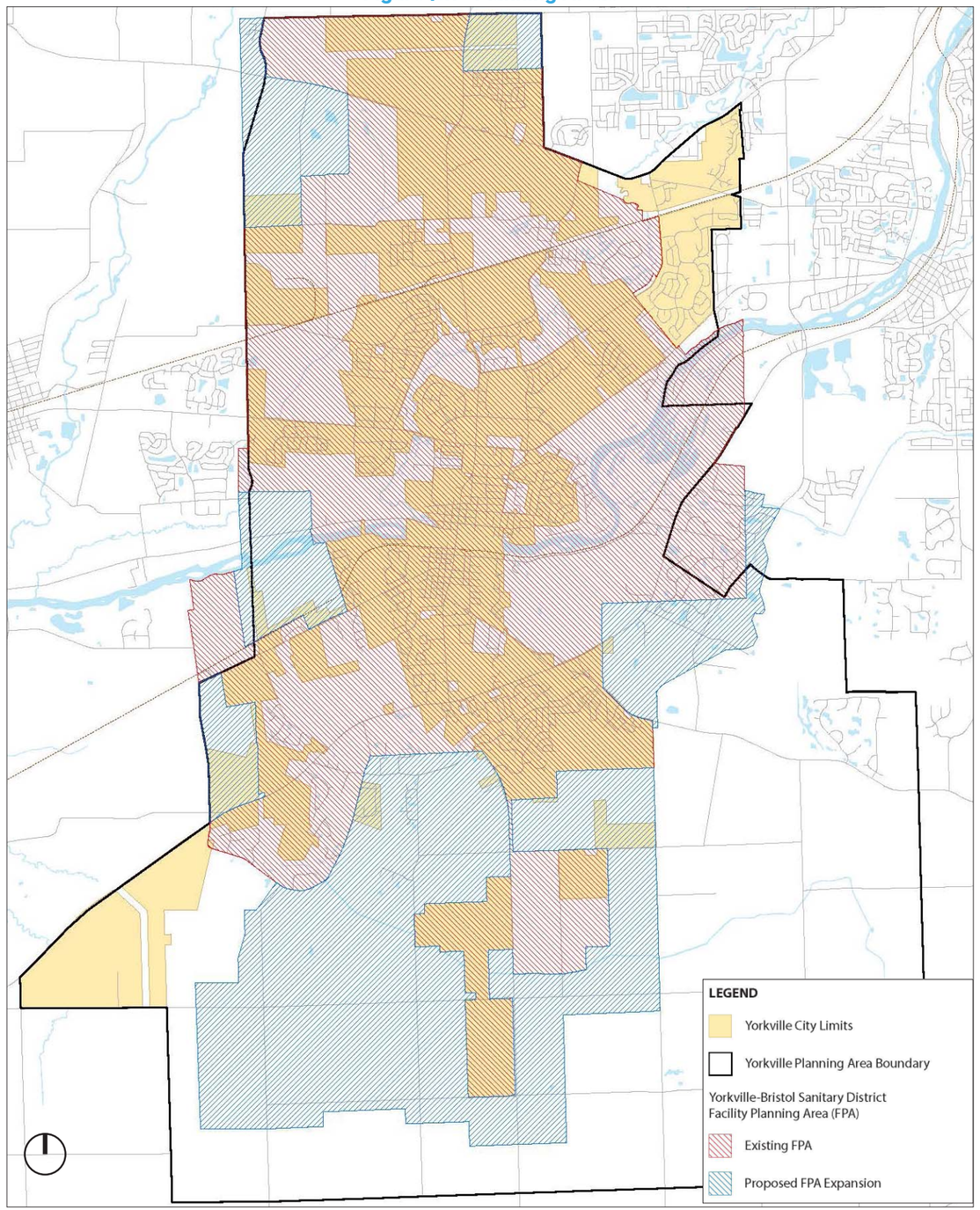


SUMMARY OF MUNICIPAL BOUNDARIES AND GROWTH MANAGEMENT ISSUES

The following are key observations and issues related to municipal boundaries and growth management issues in Yorkville:

- The City has established boundary agreements with most neighboring municipalities. This is a very good practice that allows for orderly growth and clear demarcation of municipal limits. Some of these boundary agreements will need to be updated in the next decade. A boundary agreement with Millbrook and Joliet should be considered.
- To the south there are no municipalities within one and a half miles. The planning area at this location should remain at the full one and half miles currently shown. In some places the planning area can extend beyond the current designation.
- Some of the City's planning area extends beyond one and a half miles. This is okay, but its comprehensive plan and territorial jurisdiction can only extend one and a half miles.
- Given current slow growth patterns, it is not likely that the City will grow to the south in the near future. This growth may be slowed by the Fox River/Illinois River watersheds ridge line.
- The City should consider a policy that focuses on encouraging development that utilizes existing sanitary and water main lines before extending these lines until such time when growth accelerates. This policy would decrease incremental or per capita costs associated with water and sanitary service. Encouraging infill development also can help to reduce other municipal operating costs on a per capita basis.
- The City should consider annexing areas that are surrounded by the City and are fewer than 60 acres.
- The water supply system and sanitary system plans need to be updated. The updates should be done in a collaborative manner with a realistic evaluation of potential growth for the next ten to twenty years.
- The City should exercise development control over new development in Kendall County that falls within the City's extraterritorial jurisdiction. This could be done by working with the County to annex such subdivision developments or ensure that Yorkville's development standards are considered and implemented.

Figure 7.11 - Planning Areas



DRAFT

PLANNING AREAS, MUNICIPAL BOUNDARIES AND GROWTH MANAGEMENT STRATEGIES

GOAL

Promote and implement an effective growth management practices.

POLICIES

- **Pursue new and updated boundary agreements with neighboring communities.**
- **Coordinate with Kendall County on annexations of subdivisions within Yorkville's extraterritorial jurisdiction.**

STRATEGY A: PREPARE AND ADOPT BOUNDARY AGREEMENTS WITH THE VILLAGE OF MILLBROOK AND JOLIET.

The City identified planning boundaries in the previous Comprehensive Plan. The Yorkville planning boundary is well established to the west, east and north through boundary agreements with neighboring municipalities. Over the course of the next 15 years, these agreements will need to be updated.

The southern part of the planning area needs careful review and updating. An agreement with the Village of Millbrook is recommended since Yorkville is now within a mile and a half of the Village due to annexations that have occurred within the last ten years. The City of Joliet has extended into the Yorkville planning area. The City should also development a boundary agreement with the City of Joliet.

To the south and southeast, the City's planning boundary extends beyond its extraterritorial jurisdiction. Extraterritorial jurisdiction as defined by Illinois state statute as extending a mile and a half from a municipality's borders. Extraterritorial jurisdictions refers to a municipality's ability to control development in unincorporated areas with the understanding that these areas may someday be in the municipality. Yorkville's planning area extends beyond its extraterritorial jurisdiction and that is acceptable; however, some reconsideration of the boundary is in order. The planning area should be reconsidered while boundary agreements with Joliet and Millbrook are being developed. Also, the preparation of water and sanitary infrastructure plans should address how future main lines may affect the City's reach since it may be problematic to extend water and sanitary sewer main lines to the southern reaches of the planning boundary.

STRATEGY B: ADOPT A NEW PLANNING BOUNDARY.

The City identified planning boundaries in the previous Comprehensive Plan. The Yorkville planning boundary is well established to the west, east and north through boundary agreements with neighboring municipalities. Over the course of the next 15 years, these agreements will need to be updated.

The southern part of the planning area needs careful review and updating. An agreement with the Village of Millbrook is recommended since Yorkville is now within a mile and a half of the Village due to annexations that have occurred within the last ten years. The City of Joliet has extended into the Yorkville planning area. The City should also development a boundary agreement with the City of Joliet.

To the south and southeast, the City's planning boundary extends beyond its extraterritorial jurisdiction. Extraterritorial jurisdiction as defined by Illinois state statute as extending a mile and a half from a municipality's borders. Extraterritorial jurisdictions refers to a municipality's ability to control development in unincorporated areas with the understanding that these areas may someday be in the municipality. Yorkville's planning area extends beyond its extraterritorial jurisdiction and that is acceptable; however, some reconsideration of the boundary is in order. The planning area should be reconsidered while boundary agreements with Joliet and Millbrook are being developed. Also, the preparation of water and sanitary infrastructure plans should address how future main lines may affect the City's reach since it may be problematic to extend water and sanitary sewer main lines to the southern reaches of the planning boundary.

STRATEGY C: PREPARE AN ANNEXATION PLAN FOR SUBDIVISIONS WITHIN THE EXTRATERRITORIAL JURISDICTION.

A number of subdivisions, approved by Kendall County, have built in unincorporated areas close to the City's borders. The proximity of these subdivisions to the City would suggest that they should be in the City rather than unincorporated areas. This planning concept is based on the notion that the City will eventually grow and surround these subdivisions. Therefore, the City should control and regulate these subdivisions from the outset. The City should coordinate with Kendall County to encourage these new subdivisions to annex into the City. At the minimum, the City should use its extraterritorial jurisdictional powers to ensure that the new subdivisions are built to the City rather than County's standards.

Areas that are less than 60 acres and completely surrounding by the City can involuntarily be annexed into the City. Yorkville can better control its future boundaries by annexing these areas.

Unincorporated land near Yorkville, Illinois

PARKS AND OPEN SPACE LAND USE

Within the planning area, Yorkville's parks and open space areas comprises 2,526 acres, which represents 5.6 percent of Yorkville's total planning area. This section summarizes general parks and open space conditions. In general, Yorkville is amply served by parks managed and owned by the United City of Yorkville and other public and private entities.

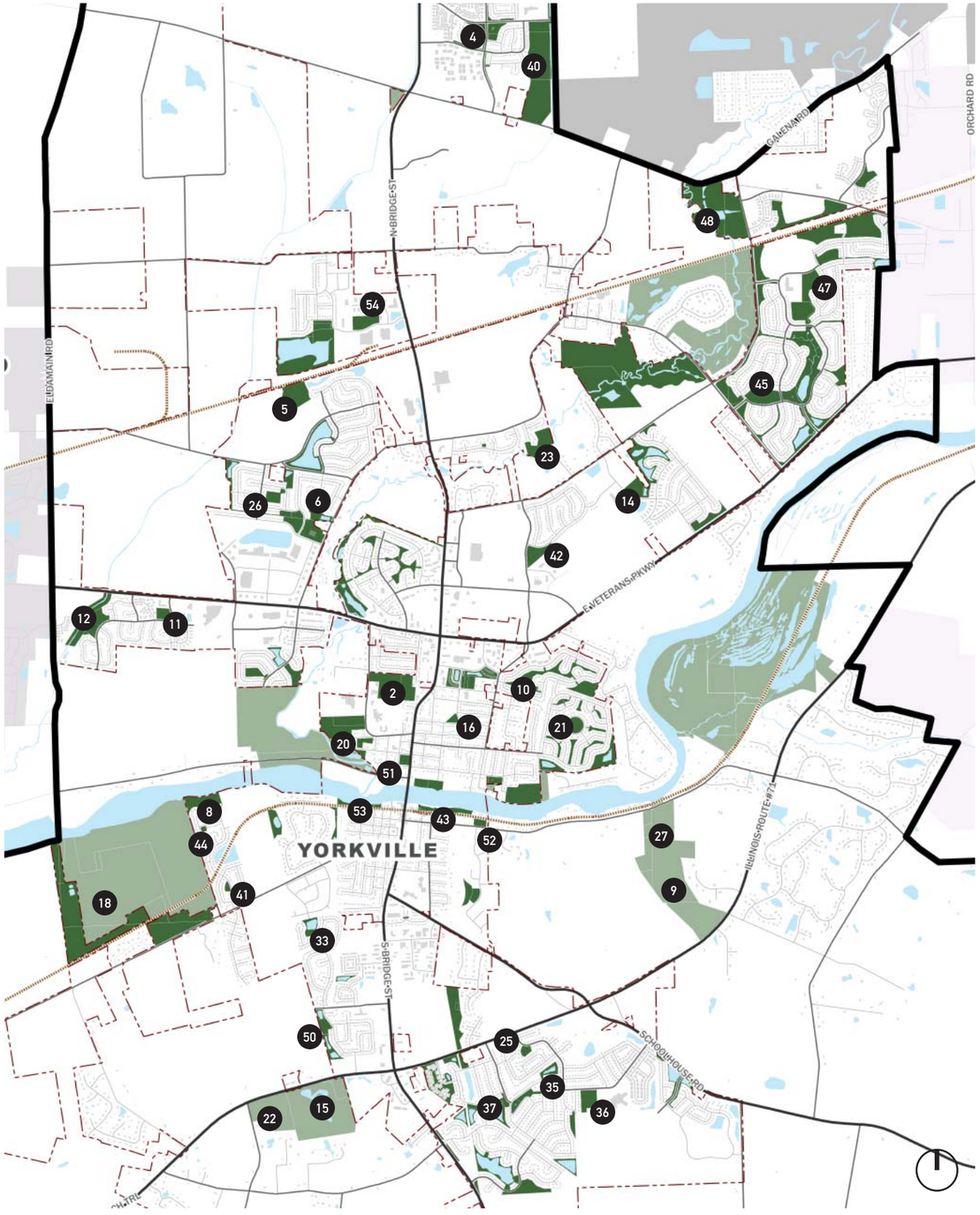
EXISTING PARKS AND OPEN SPACE AREAS

Yorkville's Parks and Recreation Department owns and manages approximately 268 acres of park land and open space throughout the community with a vast majority located north of the Fox River. These park spaces range in size and uses from mini parks or tot lots of one acre in size to regional parks of 40 acres in size or more in order to accommodate a wider range of uses and attract park users from beyond Yorkville. Other neighborhood and community park ranges in size from two to ten or more acres in size to accommodate the recreational needs of one or more neighborhoods and incorporate facilities such as play spaces and playground equipment, basketball and tennis courts, ball fields, pedestrian and bicycle paths, and complexes for sport tournaments. Natural resource areas are also found throughout Yorkville with an intent on maintaining wooded and forested areas while allowing some space for picnic areas and walking trails. Yorkville's two regional parks, Bristol Bay and Steven G. Bridge Park, are the two largest in the system at 65 and 56 acres respectively. The Beecher Park athletic complex adjacent to the public Library and the Beecher Community Center is at 20 acres. Riverfront Bicentennial Park is regarded by many Yorkville stakeholders as the community's showcase park given its location adjacent to the Fox River and the introduction of the rapids chute in recent years.

Beyond the City-owned parks, there are 15 Kendall County Forest Preserve facilities which are located within the planning area, including the Hoover Outdoor Educational Center, which at 400 acres is one of the largest park and open spaces within the Yorkville planning area. The Educational Center provides outdoor learning experiences and a living history area for Yorkville area students and residents. The Kendall County Fairgrounds is also located in Yorkville at the Harris County Forest Preserve at Illinois Route 71 and East Highpoint Road, which, in addition to hosting the annual Kendall County Fair, also maintains a horse arena, a lake, picnic shelters, and trails. To Yorkville's

Hometown Days Summer Festival at the Beecher Center

Figure 7.12: Existing Park / Open Space Land Use Areas



DRAFT

Table 7.4: Existing Park / Open Space Land Use Areas

PARK	KEY	ACRES	TYPE
Baker Woods Forest Preserve	1	-	Forest Preserve
Beecher Park	2	20	Athletic Complex / Community Park
Blackberry Creek Forest Preserve	3	-	Forest Preserve
Bristol Bay Park A	4	3	-
Bristol Station Park	5	12	Community Park
Cannonball Ridge Park	6	3	Neighborhood Park
Cobb Park	7	1	Mini Park
Crawford Park	8	6	Natural Resource Area
Dick Young Forest Preserve	9	-	Forest Preserve
Emily Sleezer Park	10	1	Mini Park
Fox Hill East Park	11	4	Neighborhood Park
Fox Hill West Park	12	19	Neighborhood Park
Gilbert Park	13	1	Mini Park
Green's Filling Station Park	14	6	Neighborhood Park
Harris Forest Preserve	15	-	Forest Preserve
Hiding Spot Park	16	1	Mini Park
Hollenback Sugarbrush Forest Preserve	17	1	Forest Preserve
Hoover Educational Center	18	400	Forest Preserve
Jay Woods Forest Preserve	19	-	Forest Preserve
Jaycee Pond	20	7	Natural Resource Area
Junior Women's Club Park @ Heartland Circle	21	5	Neighborhood Park
Kendall County Fairgrounds	22	-	Fairgrounds
Kendall County Forest Preserve	23	-	Forest Preserve
Kendall County Forest Preserve	24	-	Forest Preserve
Kiwanis Park	25	2	Neighborhood Park
Kylan's Ridge Trail Space	26	-	Trail Space
Lyons Forest Preserve	27	-	Forest Preserve
Meramech Forest Preserve	28	-	Forest Preserve
Millbrook North Forest Preserve	29	-	Forest Preserve
Millbrook South Forest Preserve	30	-	Forest Preserve
Newark Forest Preserve	31	-	Forest Preserve
Pickerill-Pigott Forest Preserve	32	-	Forest Preserve
Price Park	33	1	Neighborhood Park
Purcell Park	34	1	Mini Park
Raintree Village Park A	35	1	Mini Park
Raintree Village Park B	36	7	Playground
Raintree Village Trail Space	37	-	Trail Space
Raintree Village Trail Space	38	-	Trail Space
Raintree Village Trail Space	39	-	Trail Space
Regional Park at Bristol Bay	40	65	Regional Park
Rice Park	41	1	Mini Park
Riemenschneider Park	42	7	Neighborhood Park
Riverfront Park	43	5	Community Park
Rivers Edge Park	44	1	Mini Park
Rotary Park	45	12	Neighborhood Park
Silver Springs State Park	46	-	State Park
Stepping Stones Park	47	7	School/Park Site - Neighborhood Park
Steven G. Bridge Park	48	56	Regional Park
Subat Forest Preserve	49	-	Forest Preserve
Sunflower Park	50	2	Neighborhood Park
Town Square Park	51	3	Community Park
Van Emmon Park	52	2	Community Park
West Hydraulic Park	53	1	Mini Park
Wheaton Woods	54	5	Natural Resource Area

Source: United City of Yorkville GIS

Source: United City of Yorkville GIS

eastern quadrant along the southern bank of Fox River is Saw Wee Kee Park managed by the Oswegoland Park District; this park is adjacent to other open space and forest preserve land administered by other private sector entities and the State of Illinois. To the north along the intersection of Kennedy and Bristol Ridge Roads is the Blackberry Oaks Golf Course; directly to the west of the golf course is 80 acres of open space owned by Openlands, a regional non-profit land and nature conservation organization. The land was conveyed to Openlands in an effort to preserve wilderness and open space areas in Yorkville. Other parks, recreational facilities and open spaces are also owned and managed by individual Yorkville homeowner associations. Silver Spring Park and the Mies van der Rohe-design Farnsworth House are located directly west of Yorkville.

PARKS AND OPEN SPACE NEEDS ANALYSIS

The 2008 Parks and Recreation Master Plan suggested several recommendations for parks and recreational facility standards based on park planning standards promulgated by the Illinois Department of Natural Resources and the National Recreation and Park Association. For the most part, Yorkville meets the majority of the standards and provides more than adequate park facilities for its residents within close proximity to residential neighborhoods. Recommendations proposed in the Master Plan include the need to link parks and public spaces through a system of paved trails and greenways, locating a community athletic park with good access from Route 47 and available land, a lighted sports facility, and to continue developing greenways and trail locations throughout Yorkville (bike and pedestrian trails are discussed in the transportation chapter). A water-spray park feature in one of Yorkville's neighborhoods was also considered a top priority.

During this comprehensive planning process, community stakeholders have expressed the need to develop a recreational facility for indoor activities and a new park on the City's south side that could be in the range of 50 to 100 acres. Some planning has already been undertaken for the recreational facility by the Parks and Recreation Department. The Department also needs a new maintenance building given that future park maintenance needs are projected to be more significant in the future. In addition, the Department has tried to attract baseball tournaments; however, only one field is currently lighted. The Department also owns property west of the Illinois Route 47 bridge, which could be an opportunity for a fishing pier or some other amenity along the Fox River. There already is a fishing pier east of the canoe chute.

Fox River Looking East from Downtown

OPEN SPACE ZONING DISTRICTS

Development of parks and open space is regulated by one of two open space zoning districts, outlined below:

OS-1 Open Space (Passive)

The OS-1 Open Space (Passive) District is intended to govern the use of city-owned passive green space and park land. The regulations are intended to provide for the protection, conservation, and utilization of high-quality natural resources; preservation of wildlife habitats; creation of scenic vistas; provision of public gathering areas or facilities for safe and accessible outdoor space; connectivity between other green infrastructure via bike and hiking trails and paths; and maintain or establish appropriate buffers between differing land use types or intensities. Permitted uses include bicycle trails, community gardens, conservation areas, hiking paths, parks, and stormwater detention facilities. Front yards are required to be at least thirty feet and side yards are required to be at least ten feet or a distance equal to 50% of the building height, whichever is greater, when adjacent to a residential district. Rear yards are required to be at least twenty feet or a distance equal to 50% of the building height, whichever is greater, when adjacent to a residential district. Building height is limited to six-stories or eighty feet.

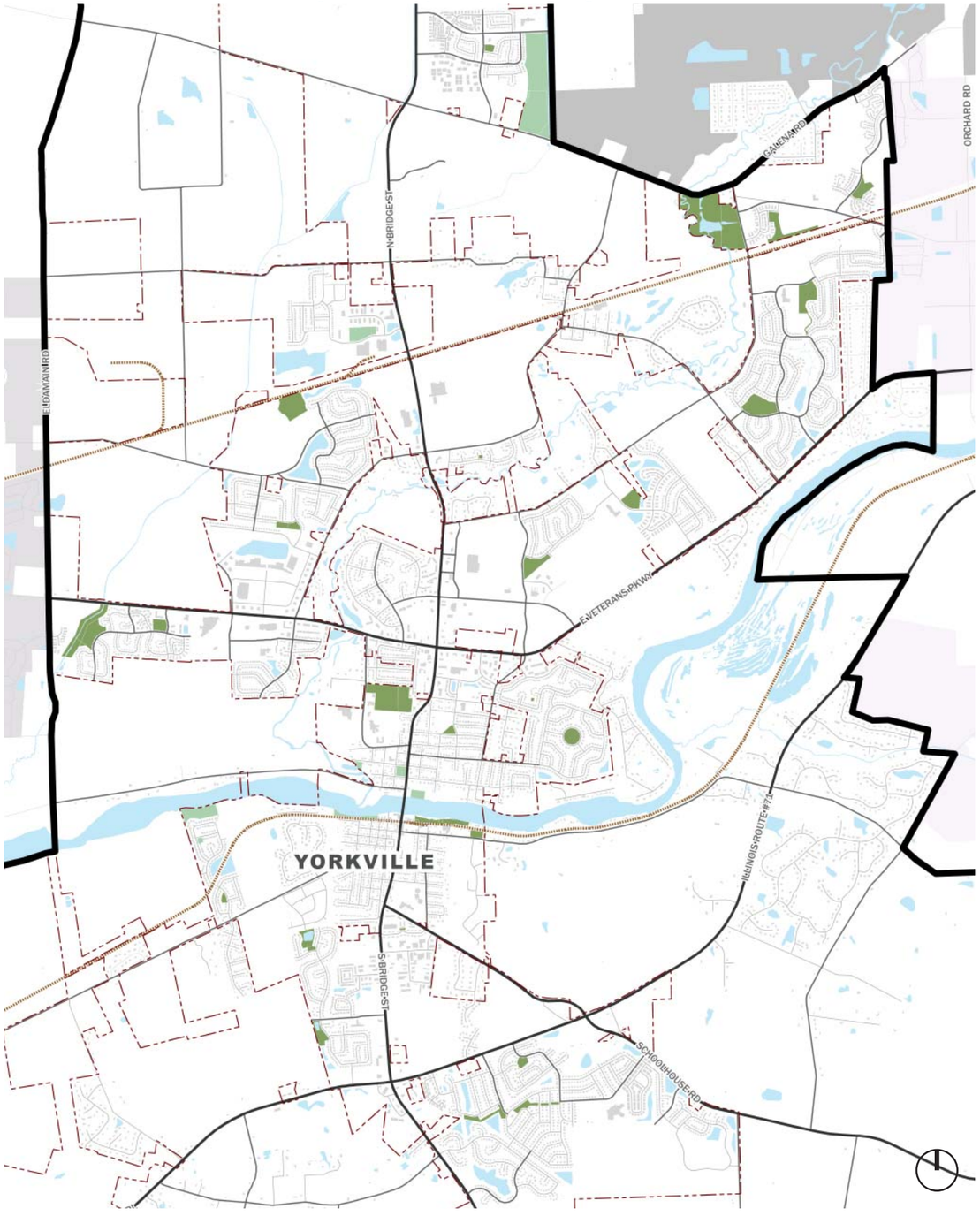
OS-2 Open Space (Recreational)

The OS-2 Open Space (Recreational) District is intended to govern the use of city-owned recreational areas and park land. These regulations are intended to provide safe and accessible indoor and outdoor leisure and entertainment space for the general public while maintaining or establishing an appropriate buffer between differing land use types or intensities. Permitted uses include community centers, playgrounds, recreation centers, amphitheaters, and outdoor music venues. Front yards are required to be at least thirty feet and side yards are required to be at least ten feet or a distance equal to 50% of the building height, whichever is greater, when adjacent to a residential district. Rear yards are required to be at least twenty feet or a distance equal to 50% of the building height, whichever is greater, when adjacent to a residential district. Building height is limited to six-stories or eighty feet.

Graph 7.2 - Open Space Zoning Districts

Riverfront Park in downtown Yorkville

Figure 7.13: Open Space Zoning Districts



DRAFT

SUMMARY OF PARKS AND OPEN SPACE LAND USE OBSERVATIONS

The following are key observations and issues related to commercial land use in Yorkville:

- The Yorkville community appears to be well-served by its current number of parks and recreational amenities, although the majority of parks are located north of the Fox River.
- The Parks and Recreation Department has recognized that the maintenance of the existing parks is a key priority and concern going forward. New funding and financing sources will need to be developed and could include fundraising initiatives and public-private partnerships. There already is an agreement for maintenance services on one park facility with the Yorkville Junior Women's Club.
- There have been recent community discussions about transitioning the Parks and Recreation Department into a park district as a way to maintain and enhance the Yorkville's park system. While there are benefits to becoming a park district, the Department currently saves money and resource by sharing equipment and staffing resources with other City departments.
- Yorkville stakeholders have demonstrated a high level of understanding of the needs and benefits of maintaining its open spaces and natural areas. The protection of such land in association with land trusts and non-profits such as Openlands could provide additional partnership opportunities for land conservation in areas where conservation is warranted. Development tools such as conservation subdivisions should also be explored as one way to increase open space, protect Yorkville's scenic qualities and encourage new development in more compact forms.
- The Parks and Recreation Master Plan was last prepared in 2008; a new plan will need to be developed in alignment with the goals and objectives of the updated Comprehensive Plan.

Channel Restoration Area along the Fox River in downtown Yorkville

Shady Oak Grove in the Yorkville Business Park

PARKS AND OPEN SPACE STRATEGIES

GOAL

Enhance and maintain a complete parks and open space system.

POLICIES

- **Promote a broad range of high-quality parks and recreational facilities that meet the needs of Yorkville residents.**
- **Integrate new park and open space elements whereever feasible in subdivision development.**
- **Explore establishment of a Yorkville Park District.**

The City of Yorkville will provide to provide and maintain a complete system of accessible parks and open spaces that allow residents and visitors to enjoy park amenities and athletic and social activities. Going forward, to accomplish this, the City of Yorkville and its Parks and Recreation Department will focus on implementing several planning objectives, including

- Ensure the City and its Parks and Recreation Department will have adequate financial resources and staff to maintain and program new and existing park facilities, as well as plan and implement future park enhancements and capital improvements.
- Plan for park and recreational amenity improvements to existing parks and recreational complexes so that they remain high-quality amenities that attract users locally, regionally and statewide.
- Encourage the creation of additional open spaces, parks and greenways in locations where such spaces are needed to meet local and neighborhood demand for new parks and recreational facilities.
- Protect the natural environment by incorporating best management practices aimed at reducing stormwater runoff, flooding, and environmental impacts of new development within the community.
- Facilitate completion of a non-motorized system of bike lanes, bike trails, pedestrian sidewalks, and pedestrian trails that connect Yorkville residents to local and regional attractions and amenities.
- Maintain and forge new partnerships with non-profit groups, community institutions and other entities in the creation, maintenance and enhancement of parks and open space in Yorkville.

The following are various strategies to achieve planning goals and objectives in Yorkville's traditional neighborhood areas:

STRATEGY A: UPDATE THE PARK AND RECREATION MASTER PLAN.

The City should update its Park and Recreation Master Plan for its park system in order to evaluate existing facilities, to assess public needs via surveys and workshops, and to develop funding strategies for future park improvements. The Plan should build upon recommendations made within this and prior community plans regarding park facility needs but in light of current development trends and the general land use planning goals and strategies presented in this Comprehensive Plan. In addition, the updated Plan should incorporate the overall park and greenway network, including open spaces as part of future conservation subdivisions. An updated parks master plan will also allow the City to be more competitive in applying for additional grant sources at the local, state, and federal levels.

IMPLEMENTATION ACTIONS

An update to the Park and Recreation Master Plan could be underwritten through City funds or through an outside grant source.

STRATEGY B. IMPLEMENT EXPANSIONS TO RIVERFRONT BICENTENNIAL PARK.

As recommended in the Downtown section, Bicentennial Riverfront Park could be expanded both east and west of Bridge Street with the west side between Bridge and Morgan Streets considered more feasible given the location of the Parks Department building and the amount of green space that already exists along the Fox River waterfront. However, several private property parcels also exist, which could be excluded from the new park or assembled and acquired to expand the Park from the boat launch area west to Morgan Street. The east side of Bridge Street may have less encumbrances from existing buildings but land parcels may still need to be assembled going east to Van Emmon Park.

IMPLEMENTATION ACTIONS

Implementation actions may include the purchase of properties by the City or in partnership with other entities. Grants or other outside funding could be secured for property purchase as well as the creation of a park design plan for the expanded park area.

STRATEGY C: CONSIDER PARK AND RECREATIONAL FACILITY EXPANSIONS NEAR THE RAGING WAVE WATERPARK.

Commercial area strategies have already been suggested for potential playfield and recreational space on land north of the Raging Raves Waterpark, space that could be potentially developed by the City or private entity. Land south of the Water Park could also potentially accommodate new park space. A location near the Water Park would create a recreational complex that is easily accessible along Illinois Route 47, and which would also fit the existing and preferred open space land use pattern for this portion of the Route 47 corridor.

IMPLEMENTATION ACTIONS

Implementation actions may include the purchase of properties by the City or in partnership with other entities. Grants or other outside funding could be secured for property purchase as well as the creation of a park or facility design plan.

STRATEGY D: EXPLORE PARK AND RECREATIONAL FACILITY POSSIBILITIES IN YORKVILLE'S SOUTH SIDE NEIGHBORHOODS.

Several community stakeholders have stated the need for a park facility in Yorkville's southern neighborhoods. Although the expansion of Bicentennial Riverfront Park should be considered a higher priority park improvement for the south side, other potential new park space could be gained through the preservation of the tree grove area adjacent to the Fox Industrial area expansion zone, similar to Wheaton Woods Park in the Yorkville Business Center. In addition, a bike or walking trail could be constructed along the tree grove's utility right-of-way north to Van Emmon Street; however an easement over the right-of-way would have to be obtained and water drainage issues addressed before a trail could be made feasible.

IMPLEMENTATION ACTIONS

Implementation actions may include the purchase of properties by the City or in partnership with other

Many subdivisions, including Grande Reserve, include protected open space

DRAFT

entities. Grants or other outside funding could be secured for property purchase as well as the creation of a park or facility design. An easement for any bike and walking trail through an existing utility right-of-way on land between Illinois Route 47 and Van Emmon Street would have to be secured.

STRATEGY E: ADD OPEN SPACE AND NEW PARKS INCREMENTALLY THROUGH CONSERVATION SUBDIVISIONS AND PLANNED UNIT DEVELOPMENTS.

Yorkville has added parks and opens spaces through planned unit developments; it can also add new open space over time through conservation subdivisions. In this instance, the Parks and Recreation Department should prepare an open space network plan as part of its Park Recreation Plan update that considers greenways and open space that may be added through conservation subdivisions. A potential open space network is considered in Figure 7.14. The network should also consider lands that will remain as open space or agricultural lands in this Plan's land use strategy.

STRATEGY F: EXPLORE PUBLIC-PRIVATE PARTNERSHIPS IN THE OWNERSHIP AND MANAGEMENT OF OPEN SPACE LANDS IN YORKVILLE.

The City should consider additional opportunities to partner with other private-sector entities in the acquisition and management of parks and open spaces. For example, Corlands, and other nearby land trusts, such as the Conservation Foundation, could be potential partners in owning or managing open land generated through estate residential development or conservation subdivisions.

IMPLEMENTATION ACTIONS

Opportunities to involve private-sector entities in park ownership and management will evolve over time as new parks and open spaces are considered and added.

STRATEGY G: INITIATE A COMMUNITY GARDENS PROGRAM.

A community gardens program could be established and managed in co-partnership with other groups and entities to enhance neighborhood character, and increase access to green space and locally grown food. There are different ways to organize community gardening programs as some offer garden space at no cost to residents in return for maintenance and upkeep. Another method is to establish a lease program whereby a not-for-profit organization or neighborhood association creates gardens for a low fee. Yorkville should pursue grant opportunities as they arise, preferably as a joint effort between the responsible parties and the City.

IMPLEMENTATION ACTIONS

The Parks and Recreation Department could identify and prioritize locations for community gardens and potential neighborhood-level partners.

STRATEGY H: ESTABLISH A YORKVILLE PARKS DISTRICT.

As the Yorkville grows over the long-term and needs increase for additional parks and recreational facilities, a parks district may need to be established to help provide the financial resources necessary for administering an expanding parks and recreational facility system. A park district is an independent unit of local government that is governed by an elected board of commissioners who serve without compensation. The board of commissioners has the power to levy and collect taxes, to issue bonds, and spend money to acquire acreage, develop and maintain facilities, and establish recreation programs.

IMPLEMENTATION ACTIONS

A Yorkville Parks District can only established through a referendum approved by the voters.

Figure 7.14 - Potential Open Space Network

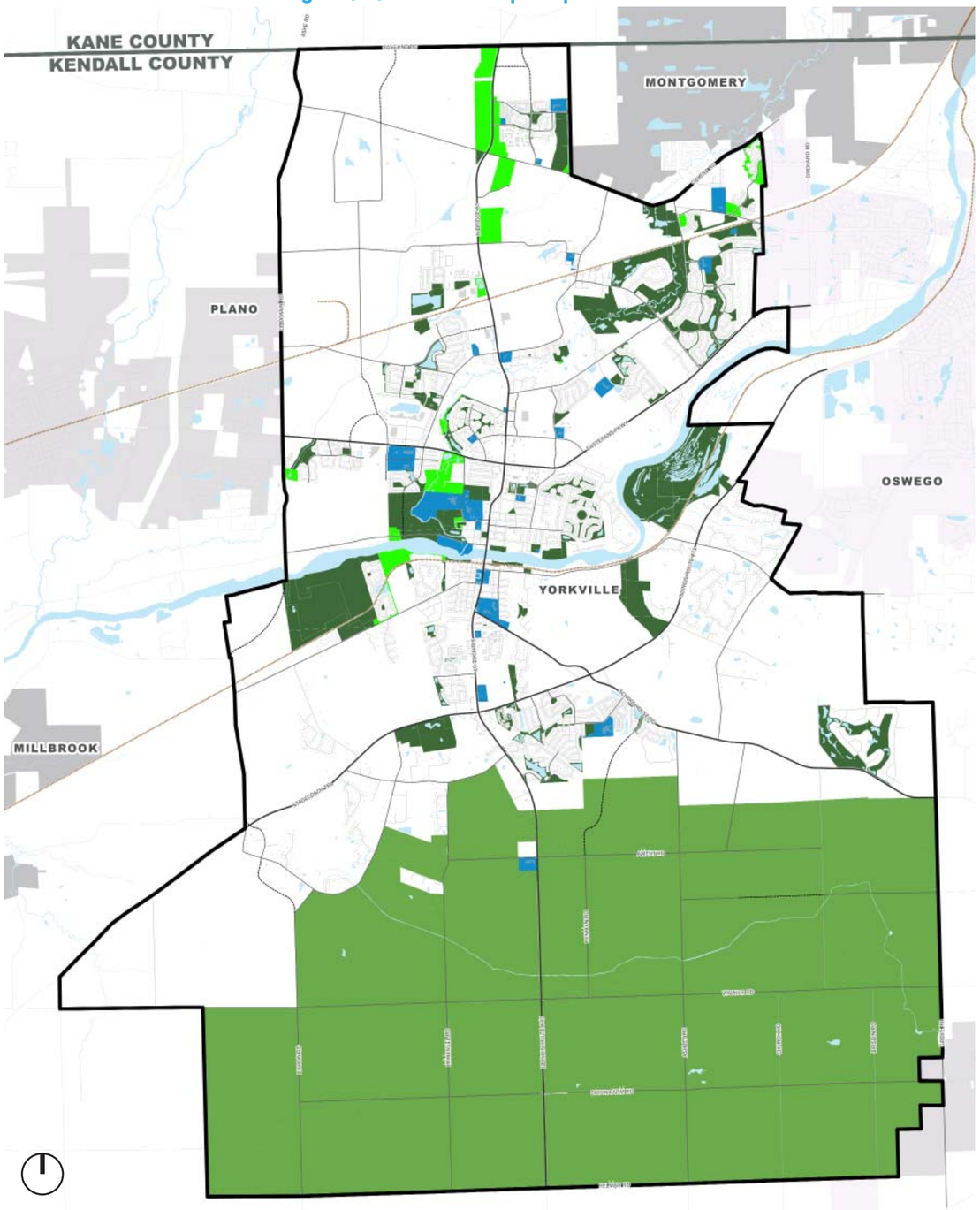
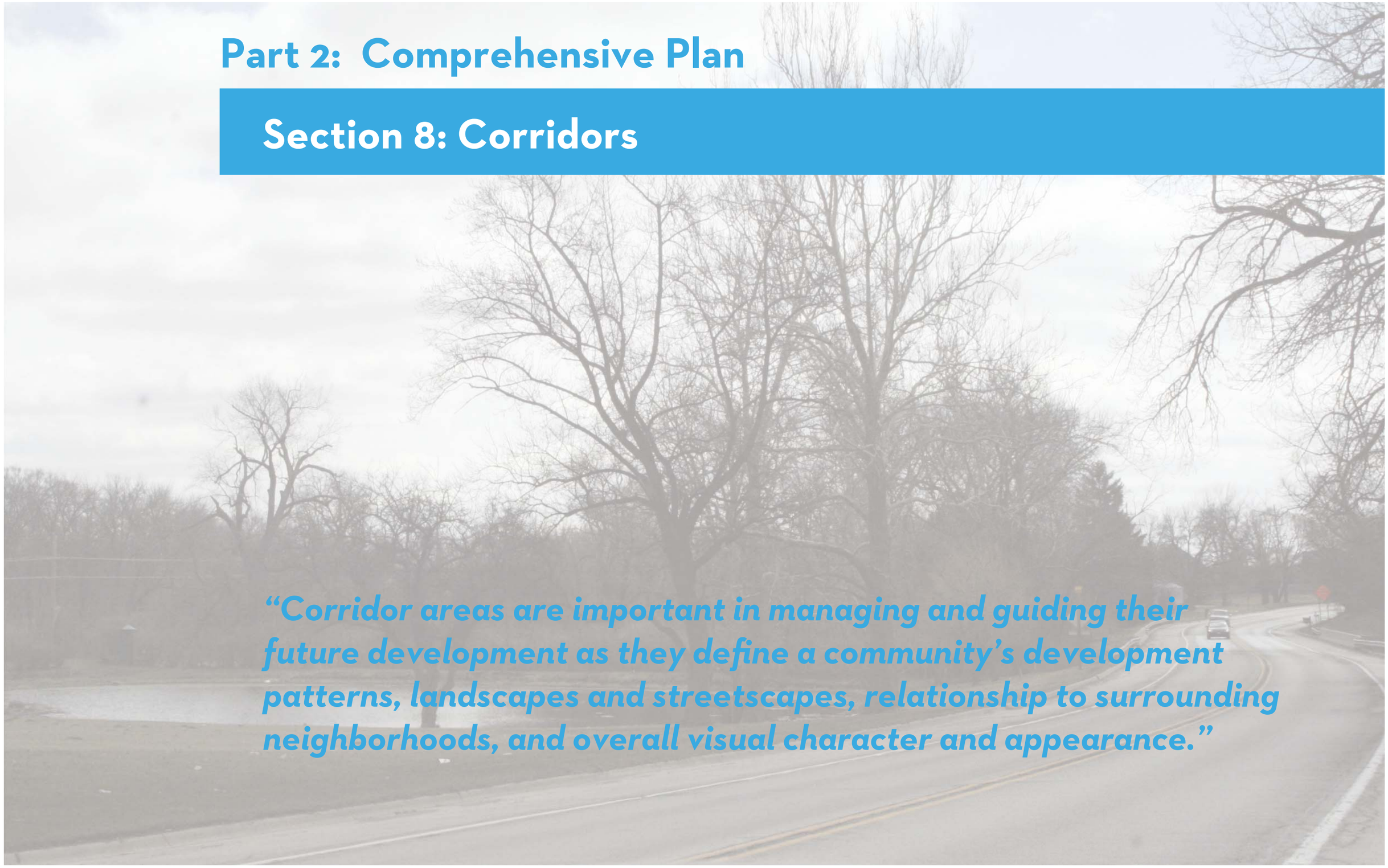


Figure 7.14 - Potential Open Space Network

Part 2: Comprehensive Plan

Section 8: Corridors



"Corridor areas are important in managing and guiding their future development as they define a community's development patterns, landscapes and streetscapes, relationship to surrounding neighborhoods, and overall visual character and appearance."

Goals and Policies for Corridors

Goals

Promote orderly growth along Illinois Route 47 and enhance and maintain the corridor's visual environment and land use pattern.

Maintain the unique visual, scenic and environmental qualities of Eldamain Road while encouraging compatible development in appropriate locations.

Policies for Decisions Makers

- Concentrate new development in existing residential areas, commercial zones and industrial parks.
- Ensure that proposed new residential, business and industrial uses are compatible with surrounding areas and corridor character.
- Implement gateway, wayfinding, landscaping and other placemaking treatments.
- Promote high quality development design.
- Consider zoning overlays, new design standards or other tools to promote desired corridor character.
- Support development options that enhance networks of open space, recreation, and environmentally-senstive land.

DRAFT

SECTION 8 - CORRIDORS

Yorkville's main transportation corridors are critical elements to Yorkville's urban form and economic vitality as they contribute to the City's visual character, development patterns, and relationships to surrounding neighborhoods and land uses. They also function as important gateways into Yorkville. As portions of these corridors have developed over time, there remains significant opportunities to plan where future development should occur while preserving and enhancing each corridor's unique physical setting.

OVERVIEW

Yorkville's main corridor, Illinois Route 47 (Bridge Street) is located within the central part of the city, connecting it with communities located to the north in Kane County and to Interstate 88, and to areas to the south within Kendall County and to Interstate 80. Other important corridors include Veterans Parkway (U.S. Highway 34) running east-west through Yorkville north of the Fox River, Illinois Route 71 travelling east-west along Yorkville's southern developed area, and Eldamain Road, a north-south route located along the community's western border with Plano. Corridor areas are important in managing and guiding their future development as they define a community's development patterns, landscapes and streetscapes; relationship to surrounding neighborhoods, and overall visual character and appearance. For Yorkville, its corridors should be critical planning priorities in order to achieve more consistent and predictable land use patterns and a physical environment that reinforces Yorkville's semi-rural development character.

Given the importance of Illinois Route 47 as the primary north-south transportation route through Yorkville, and the significant concentrations of residential, commercial and industrial land uses along its length, specific land use and placemaking strategies were prepared to guide future land use and development decisions. Land use strategies were also prepared for Eldamain Road as planning has been underway for the construction of a new bridge over the Fox River, although no exact timetable has been established for its construction. Establishing a direction for future growth in advance of the bridge's construction will help to maintain Eldamain Road's open space and scenic qualities while concentrating projected development in appropriate locations. Veterans Parkway and Illinois Route 71, although not subject to close study in this Comprehensive Plan, can be planned according to the same land use and urban design principles suggested for Illinois Route 47 and Eldamain Road.

Going forward, to accomplish this, the City of Yorkville will focus on implementing several planning objectives, including:

- Promote orderly and consistent land use and development patterns along Yorkville's corridors – particular land uses should be concentrated together whenever appropriate.
- Enhance corridor visual appearances through urban design and placemaking initiatives, including branding and gateway elements, and the preservation of green and open spaces.
- Ensure connectivity between land uses along corridors and adjacent areas and neighborhoods.
- Encourage high-quality development design that are in scale with surrounding buildings and landscapes.

The following are various strategies to achieve planning goals and policy objectives along Eldamain Road and Illinois Route 47.

Illinois Route 47 in Yorkville, Illinois

Eldamain Road looking south to River Road

GOAL

Promote orderly growth along Illinois Route 47 and enhance and maintain the corridor's visual environment and land use pattern.

POLICIES

- Concentrate new development in existing residential areas, commercial zones and industrial parks.
- Ensure that proposed new residential, business and industrial uses are compatible with surrounding areas and corridor character.
- Implement gateway, wayfinding, landscaping and other placemaking treatments.
- Promote high quality development design.
- Consider zoning overlays, new design standards or other tools to promote desired corridor character.
- Support development options that enhance networks of open space, recreation, and environmentally-senstive land.

ILLINOIS ROUTE 47

Illinois Route 47 both north and south of the Fox River contains Yorkville's most significant centers of commercial and industrial activity, including the Yorkville Marketplace at Veterans Parkway, and the Fox and Yorkville Business Center industrial parks. Illinois Route 47 is also an important gateway into Yorkville as one enters the community from the north from Kane County and the south through Kendall County. A critical planning objective for Illinois Route 47 is to ensure that future commercial and industrial growth is concentrated in existing areas of developable land; in addition, existing scenic and open space areas should be maintained as gateway features. Given the length of Illinois Route 47, the corridor has been divided into two segments both north and south of the Fox River. Subzones of distinct land use and character areas have also been defined in these segments.

NORTH OF THE FOX RIVER

The northern portion of the Illinois Route 47 corridor contains a progression of traditional residential neighborhoods, destination commercial areas, industrial parks, to residential subdivisions and open space as one travels from south to north starting at the Fox River. As stated previously, general planning objectives along Illinois Route 47 is to continue concentrating industrial and commercial development within existing areas with the far northern reaches of the corridor at Galena Road reserved for residential, agricultural and open space uses. This corridor segment has been divided into subzones where specific land use and urban design improvements should be implemented.

Zone A - North Gateway (Baseline Road to Galena Road). To maintain the open space and semi-rural character of this zone, a "rural character buffer" is suggested from Galena Road to the Yorkville municipal boundary on land that is partially zoned commercial, a zoning designation that could be changed to open space or agricultural. Alternatively, the buffer zone could potentially be developed for future commercial use if market demand materializes. Since this area is the entrance point into Yorkville, gateway and wayfinding elements at Baseline Road and Illinois Route 47 could be installed. Conservation or estate residential development is encouraged as adjacent land use to maintain the subzone's open space character.

Zone B - Water Park (Galena Road to Corneils Road). Within this zone, neighborhood retail development is suggested in support of the Raging Raves Water Park and other park and recreational activities that may be developed in the future adjacent north or south of the Water Park. The rural character buffer would be extended from the north along the entire length of the subzone. Conservation or estate residential development is encouraged as adjacent land uses to maintain the subzone's open space character.

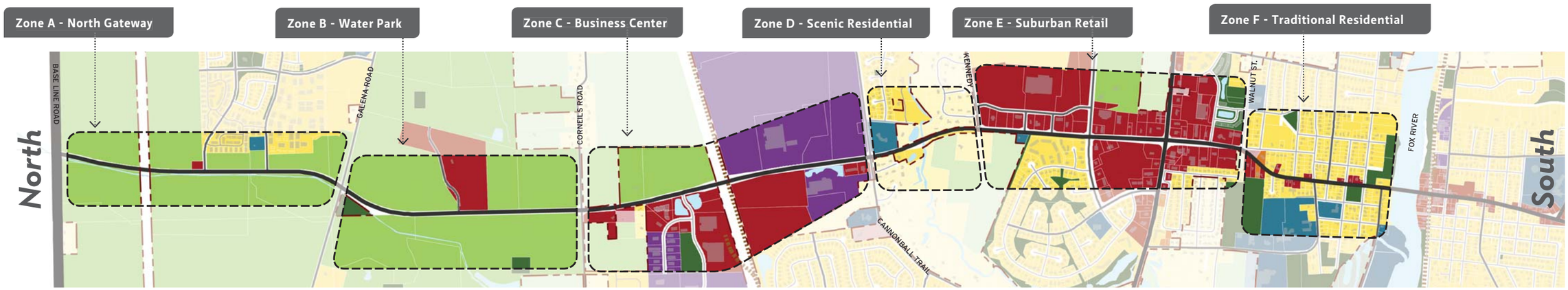
Zone C - Business Center (Corneils Road to Cannonball Trail). Objectives within this include developing the remaining lots within the Fox Business Center industrial park and installing "business park" placemaking elements such as new gateways and monument signs that promote a Yorkville "brand" image. As with the other subzones above, the rural character buffer would extend along portions of the subzone. If industrial development or other land uses are considered on the eastern side of Route 47, new access drives should be aligned with Boombah Boulevard in the Yorkville Business Center.

Zone D - Scenic Residential (Cannonball Trail to Kennedy Road). Preserving the scenic landscape and characteristics, including vista views into Blackberry Creek are the primary planning objectives in this zone. Suburban residential development is the dominate adjacent land use.

Zone E - Destination Retail (Kennedy Road to Walnut Street). This zone includes Yorkville's most significant center for destination retail uses; additional large format and chain store retailing should be concentrated here on available land and outparcels. Streetscape and placemaking efforts, including the installation of identity and wayfinding signage, banners and landscaping treatments should also be pursued in this zone.

Zone F - Traditional Residential (Walnut Street to Fox River). As this subzone comprises Yorkville's traditional neighborhoods, planning objectives should include preserving the existing residential development pattern, and streetscape, signage branding elements installed that promote the area as a traditional residential district.

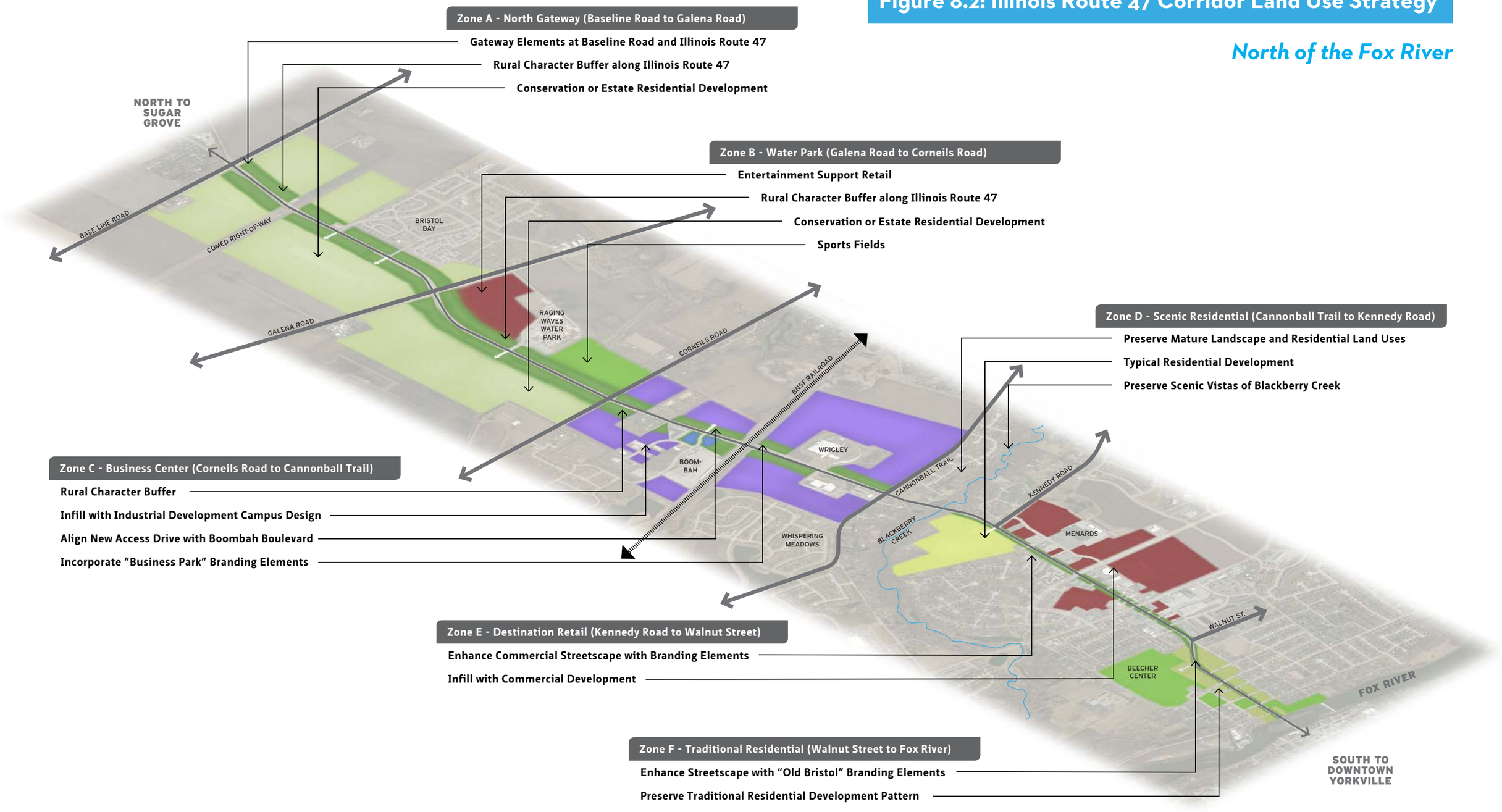
Figure 8.1: Illinois Route 47 Corridor Existing Land Use North of the Fox River



DRAFT

Figure 8.2: Illinois Route 47 Corridor Land Use Strategy

North of the Fox River



SOUTH OF THE FOX RIVER

The southern portion of the Illinois Route 47 corridor somewhat mirrors the corridor's northern segment, with a progression of residential subdivisions, industrial and commercial uses, and traditional neighborhoods towards Downtown Yorkville at its northern end. General planning objectives are also similar, although agricultural use and open space are defined at the corridor's far southern end to Yorkville's municipal boundary.

Zone G - Traditional Downtown (Fox River to Schoolhouse Road). Zone G comprises Yorkville's traditional Downtown Core and its revitalization and redevelopment should follow the strategies presented in the Vibrant City section of this Comprehensive Plan, including the potential development of a civic campus at Van Emmon Road and Illinois Route 47. Downtown's overall development pattern should be maintained and branding elements and placemaking initiatives considered to announce arrival into the district.

Zone H - Business Park (Schoolhouse Road to Garden Street). In this zone, the future land use strategy considers a redevelopment and expansion of the Fox Industrial Park. Placemaking elements, such as gateways or monument signs could be implemented to brand and identify the industrial park. New design standards could be adopted to guide development frontages within the industrial park and other land east and west of Illinois Route 47 within this subzone.

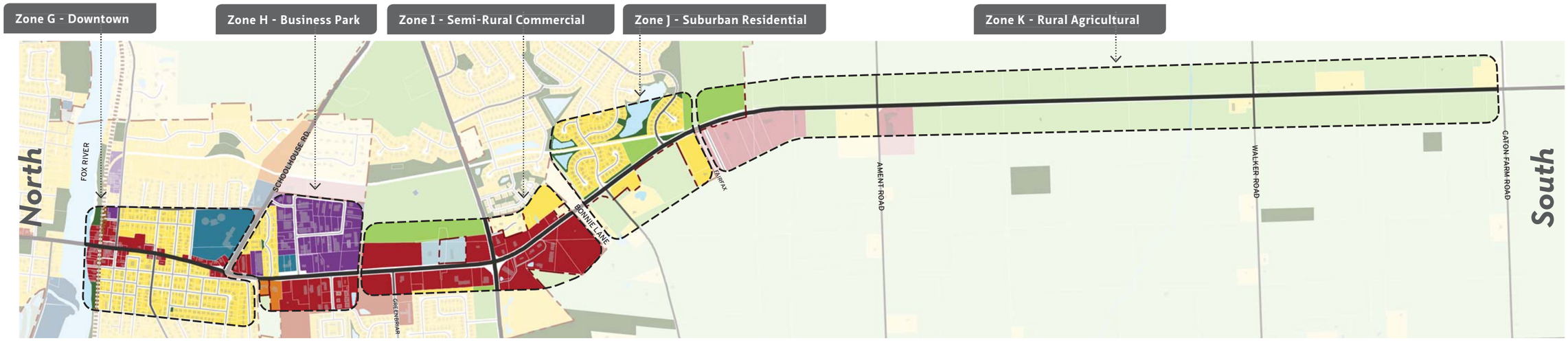
Zone I – Neighborhood/Destination Commercial (Garden Street to Bonnie Lane). Neighborhood and destination type commercial uses, including a grocery store-anchored development, should be concentrated in this zone. Similar to Zone H, placemaking elements, such as gateways, monument signs and landscaping treatments should be implemented to unify the visual appearance of new and existing commercial developments. New design standards could also be adopted to guide development frontages.

Zone J - Suburban Residential (Bonnie Lane to Fairfax Way). Suburban-type residential development is the dominant adjacent land use along this segment of Illinois Route 47; it also contains several Tier 1 and 2 residential subdivisions that are likely to build out over the next three to five years. Apart from this, a character buffer is recommended along the roadway to reinforce this area's semi-rural character.

Zone K - Rural Agricultural (Fairfax Way to Caton Farm Road). Zone K represents the far southern segment of Illinois Route 47 and will most likely remain in agricultural use or potentially developed with estate residential development or conservation subdivisions to maintain the area's semi-rural character. Planning objectives include extending the character buffer south to the municipal boundary and installing placemaking features, such as gateway signage near Fairfax Way.

Illinois Route 47 subzones are presented with further detail on the following pages:

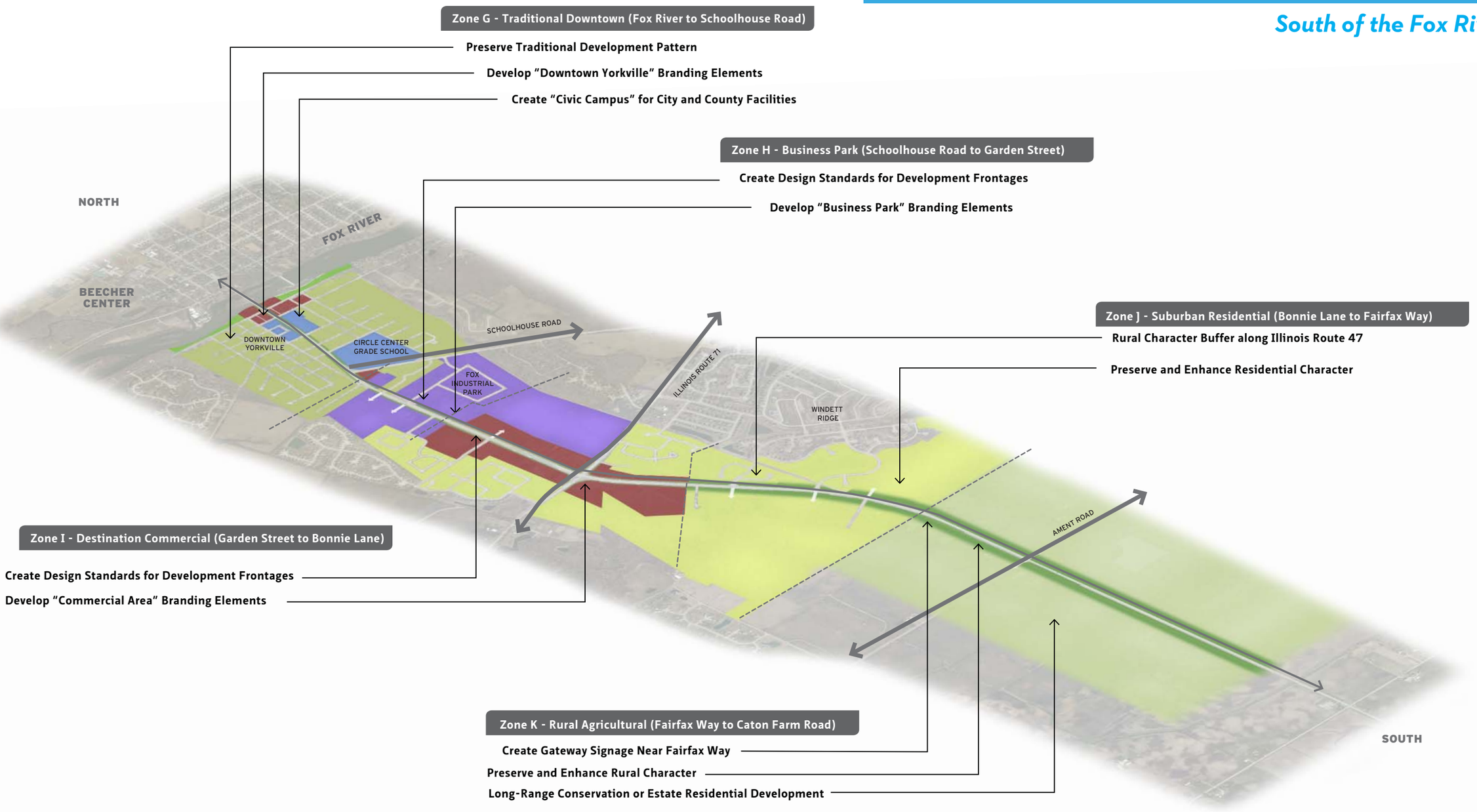
Figure 8.3 Illinois Route 47 Corridor Existing Land Use South of the Fox River



DRAFT

Figure 8.4: Illinois Route 47 Corridor Land Use Strategy

South of the Fox River



ZONE A - NORTH GATEWAY (BASELINE ROAD TO GALENA ROAD)

The existing rural and agricultural character of Zone A serves as a gateway into Yorkville from the north. While the west side of the roadway is agricultural in land use, the east side is defined by the Bristol Bay residential subdivision. An existing 300 foot space between the roadway and the subdivision could be reserved as a greenway or rural character buffer Overall strategies in this zone include:

- Create gateway signage at Baseline Road.
- Dedicate landscape buffer along Illinois Route 47.
- Enhance roadway with rural character elements and landscaping.

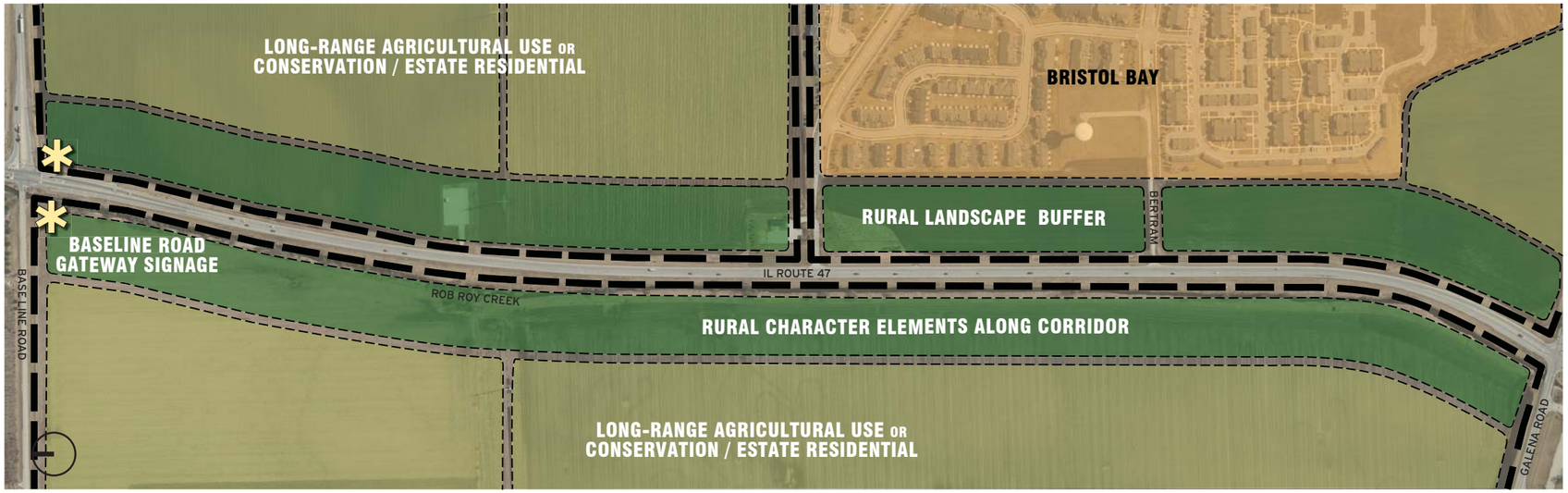


Figure 8.3 - Zone A Future Land Use Concept

ZONE B - WATER PARK (GALENA ROAD TO CORNEILS ROAD)

The character of this zone is largely defined by Raging Waves Water Park, which is highly visible due to the height of water park structures. The Westbury East Village subdivision is currently dormant with no homes built; the remaining land in this zone is agricultural. Strategies in this zone include:

- Develop entertainment and support retail, such as restaurants and other commercial services, north of Raging Waves Waterpark.
- Consider sports fields or passive recreation to the north or south of Raging Waves Waterpark.
- Dedicate rural landscape buffer along Illinois Route 47.

Figure 8.4 - Zone B Future Land Use Concept

DRAFT

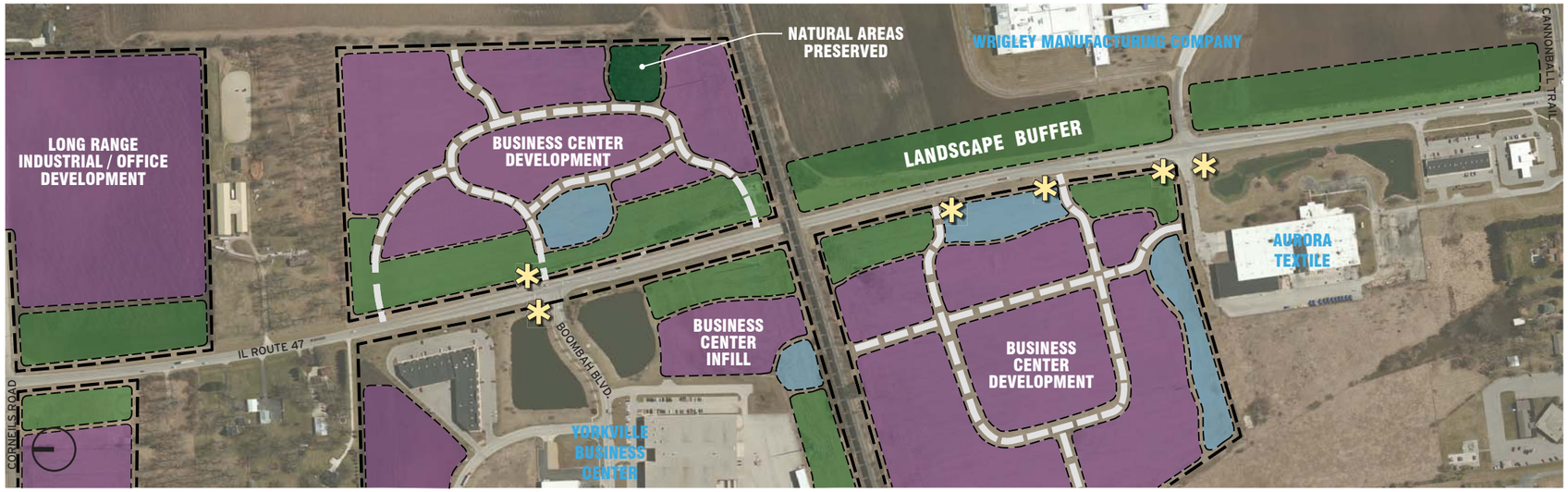


Figure 8.5 - Zone C Future Land Use Concept

ZONE C - BUSINESS CENTER (CORNEILS ROAD TO CANNONBALL TRAIL)

Although primarily agricultural in land use, this zone's character is represented by the Yorkville Business Center and the Wrigley Manufacturing Company, making for a strong industrial/manufacturing complex. Strategies in this zone include:

- Install branding elements related to industrial, business, and office uses at gateways and development entrances.
- Dedicate character zone buffer along Illinois Route 47.

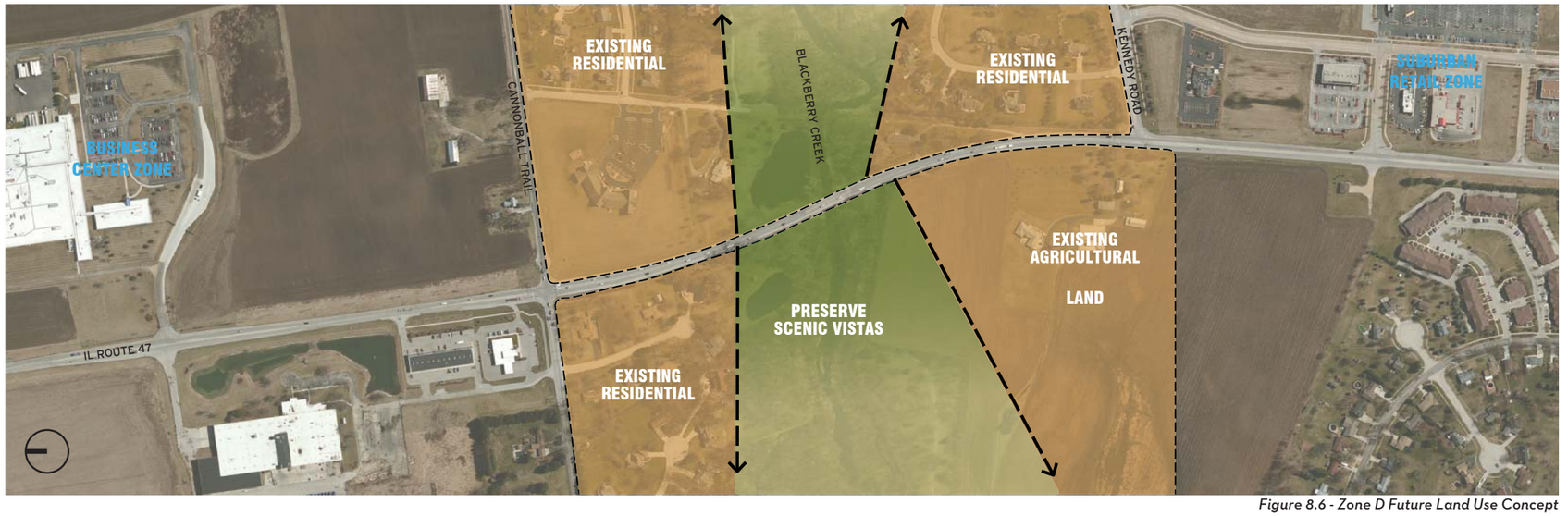


Figure 8.6 - Zone D Future Land Use Concept

ZONE D - SCENIC RESIDENTIAL (CANNONBALL TRAIL TO KENNEDY ROAD)

This zone is anchored by Blackberry Creek and is characterized by a number of single-family residential developments. Trinity Church, which has a 200 foot setback, Blackberry Creek, and residential properties with mature shade trees give this zone a distinctive scenic character. Strategies in this zone include:

- Preserve scenic vistas and mature landscape elements as a buffer between the industrial areas to the north and destination retail zones to the south.
- Maintain and enhance single family residential character.

ZONE E - SUBURBAN RETAIL (KENNEDY ROAD TO WALNUT STREET)

The majority of this zone is characterized by suburban retail consisting of out-parcels located along the roadway with big box retail behind. Portions of the west side of Route 47 are characterized by a continuous row of evergreen trees screening multi-family residential from roadway. Strategies in this zone include:

- Adopt design standards for commercial and retail use frontages.
- Develop signage, gateways and other branding elements related to commercial and retail uses.

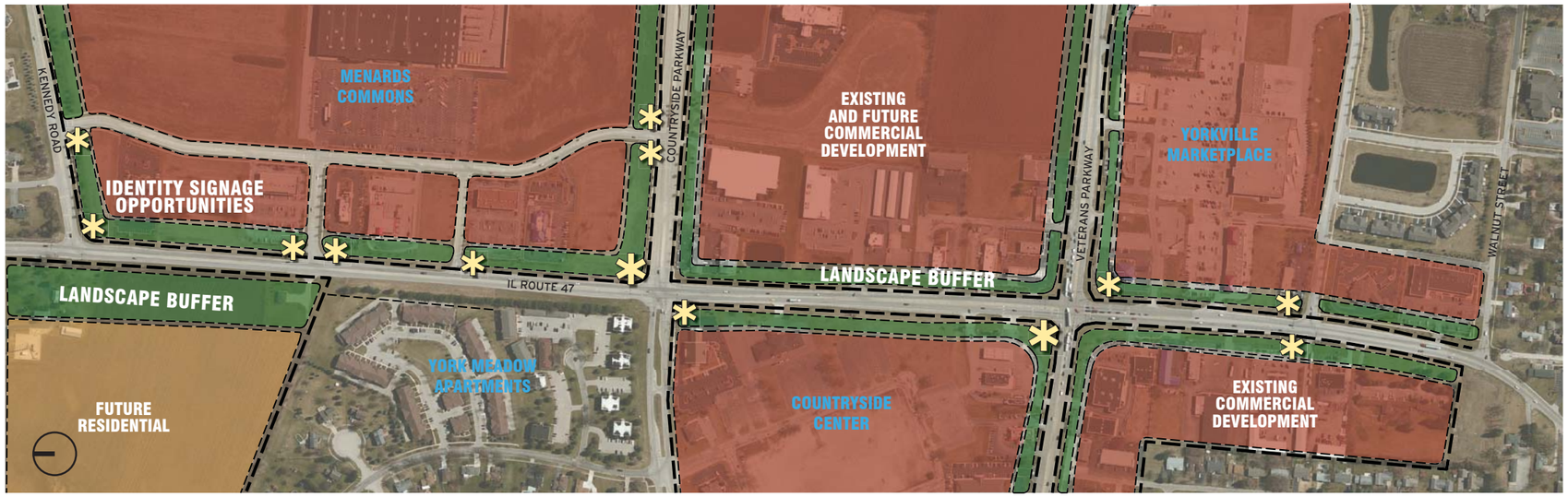


Figure 8.7 - Zone E Future Land Use Concept

ZONE F - TRADITIONAL RESIDENTIAL (WALNUT STREET TO FOX RIVER)

This zone is characterized by single-family housing organized along a traditional gridded street network. Neighborhood oriented and small-scale office, retail and institutional uses are scattered throughout this zone, as well as civic spaces. The zone's mature landscape features should also be maintained. Strategies in this zone include:

- Maintain and enhance the traditional residential development pattern.
- Develop gateway signage and other branding elements related to the "Old Bristol" or "Yorkville" neighborhood.

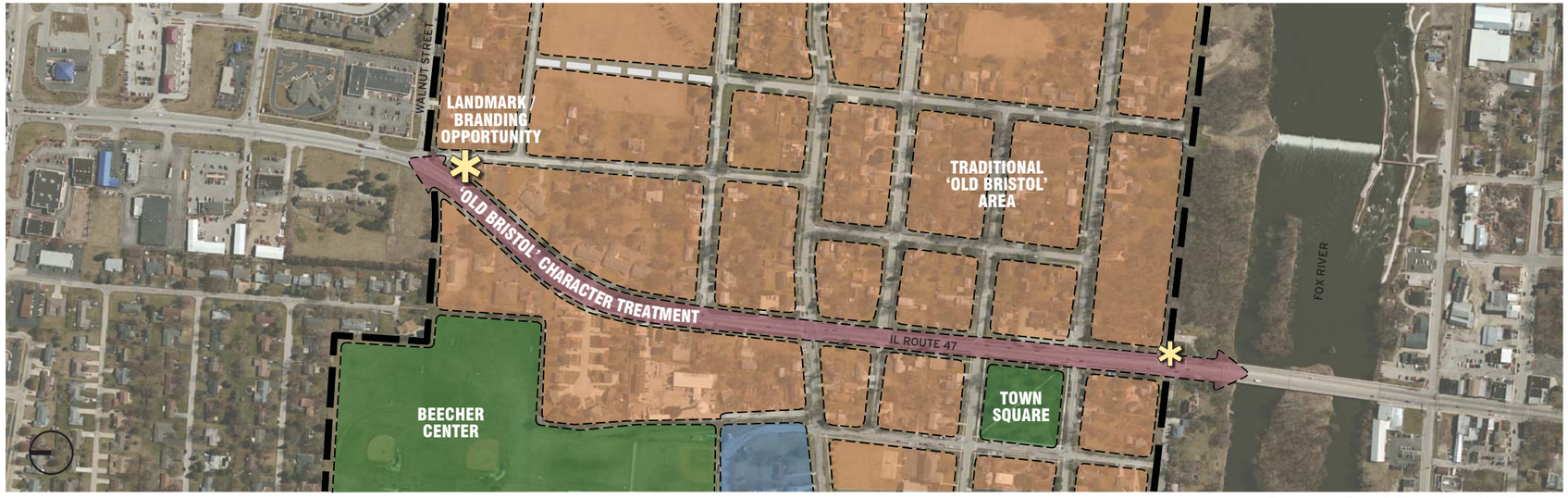


Figure 8.8 - Zone F Future Land Use Concept

DRAFT

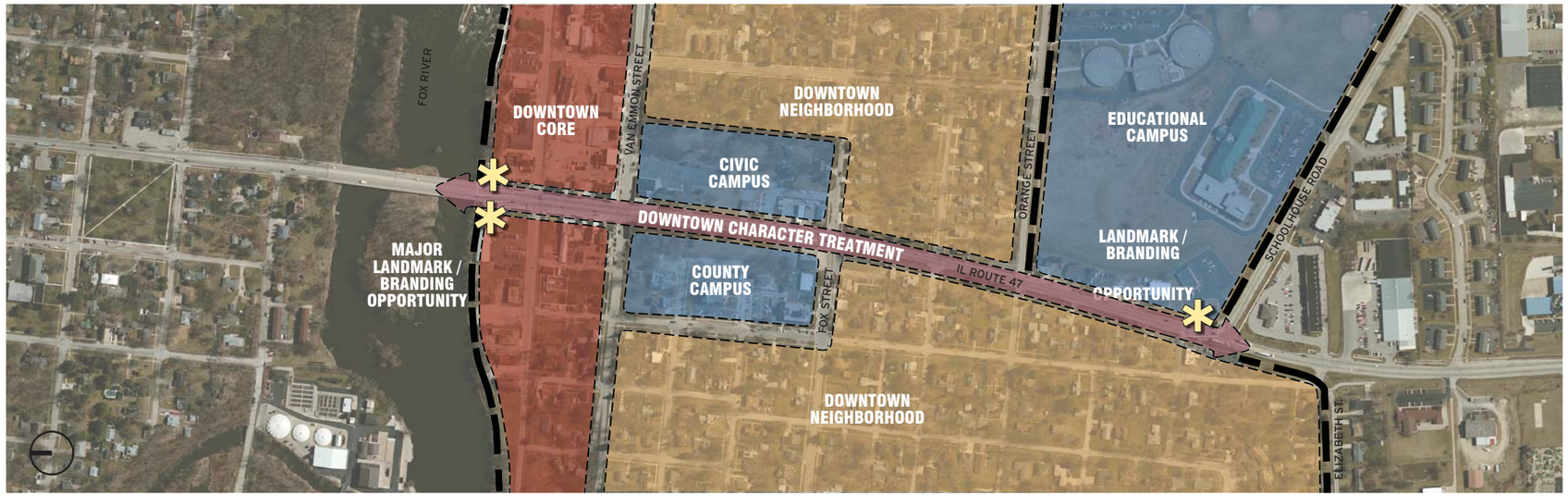


Figure 8.9 - Zone G Future Land Use Concept

ZONE G - TRADITIONAL DOWNTOWN (FOX RIVER TO SCHOOLHOUSE ROAD)

This zone comprises the Downtown Yorkville core with its surrounding traditional single-family residential areas. The northern portion of this zone has a significant cluster of commercial uses defining the Downtown core; other small-scale commercial uses are scattered along portions of the zone south of the Downtown core with a significant institutional use, Yorkville Intermediate School, located at the Schoolhouse Road intersection. Strategies in this zone include:

- Maintain and enhance the traditional Downtown development pattern.
- Develop branding elements that promote "Downtown Yorkville" such as gateway and identity signage.

Figure 8.10 - Zone H Future Land Use Concept

ZONE H - BUSINESS PARK (SCHOOLHOUSE ROAD TO GARDEN STREET)

This zone is characterized by the Fox Industrial Park and mostly includes a mix of industrial and commercial land uses. Building setbacks, orientation to the street, and architectural styles vary along this portion of Illinois Route 74. Future development in this area should strive for high quality, compatibility and consistency in building design and orientation. Strategies for this zone include:

- Create design standards for industrial, business and office use frontages.
- Develop gateway signage and other branding elements related to industrial, business and office uses.

ZONE I - NEIGHBORHOOD/DESTINATION COMMERCIAL (GARDEN/GREENBRIAR STREET TO BONNIE LANE)

This zone is characterized by a mix of commercial and agricultural land uses. Setbacks, building orientation and architectural styles vary as they do in Zone H. Future commercial development in this zone should strive for compatibility and consistency in building design and orientation. Strategies in this zone include:

- Create design standards for commercial and retail use frontages.
- Develop gateway signage and other branding elements and placemaking features related to commercial and retail uses.

Figure 8.11 - Zone I Future Land Use Concept

ZONE J - SUBURBAN RESIDENTIAL (BONNIE LANE TO FAIRFAX WAY)

Suburban type single-family residential subdivisions are predominate in this zone with some agricultural land uses. It should be noted that a majority of homes have their back-yards facing the roadway, which is not ideal development design. Strategies in this zone include:

- Create design standards for residential use frontages along the corridor or update the subdivision code to require more appropriate development standards.
- Dedicate landscape buffer along Illinois Route 47.

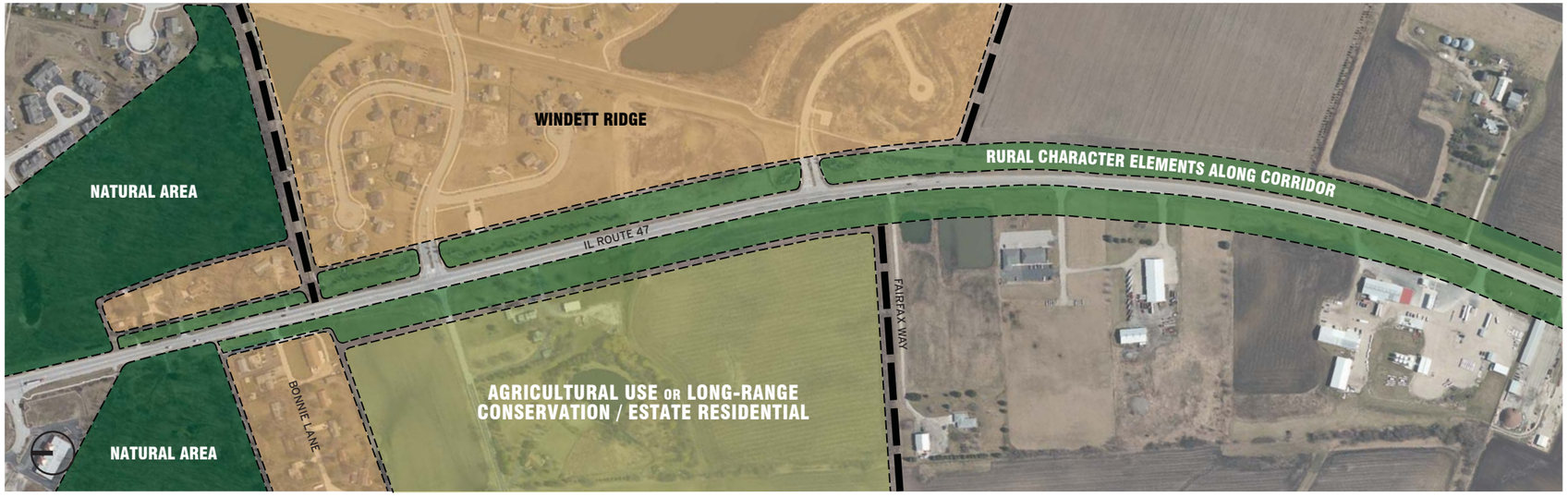


Figure 8.12 - Zone J Future Land Use Concept

DRAFT

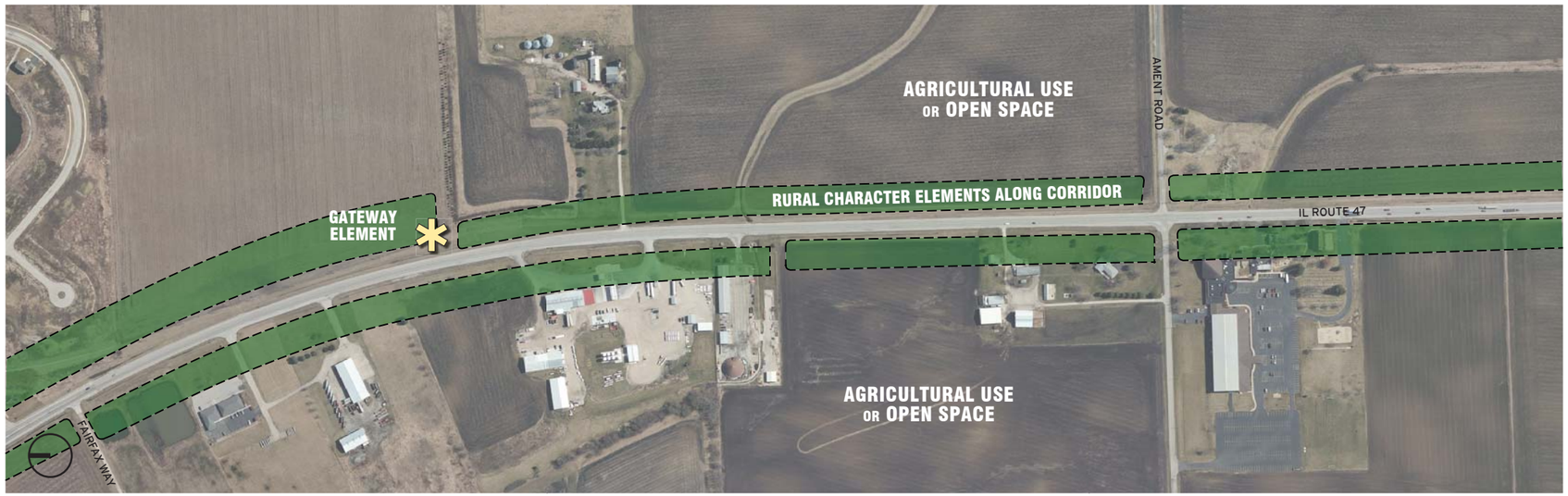


Figure 8.13 - Zone K Future Land Use Concept

ZONE K - RURAL AGRICULTURAL (FAIRFAX WAY TO CATON FARM ROAD)

While there are a few scattered residential and commercial properties, this zone will be primarily agricultural and rural in character. Conservation or estate residential developments could also be encouraged. Strategies in this zone include:

- Create gateway signage near Fairfax Way.
- Preserve rural character with branding elements and landscaping.
- Dedicate landscape buffer along Route 47.

Rural Character Buffer in New Albany, Ohio

Agricultural Land Uses in Yorkville, Illinois

GOAL

Maintain the unique visual, scenic and environmental qualities of Eldamain Road while encouraging compatible development in appropriate development.

POLICIES

- Concentrate new development in existing residential areas and industrial parks.
- Ensure that proposed new residential, commercial and industrial uses are compatible with surrounding areas and corridor character.
- Implement gateway, wayfinding, landscaping and other placemaking treatments.
- Promote high quality development design.
- Consider zoning overlays, new design standards or other tools to promote desired corridor character.
- Support development options that enhance networks of open space, recreation, and environmentally-senstive land.

ELDAMAIN ROAD

Eldamain Road currently serves as a secondary north-south route in Yorkville, although it does not cross the Fox River; its functionality as a north-south route mainly concerns travel from Veterans Parkway north to destinations areas in Plano and places further north toward Baseline Road and into Kane County. Its southern segment connects to River Road at the Fox River, which, while turning east, leads to Illinois Route 47 as an alternative route to the center of Yorkville and the Downtown. This segment of Eldamain has a "country road" feel with scenic views of the rolling landscape to the Fox River —visual and environmental qualities that are quite distinct of other roadways in Yorkville. It is these qualities that should be maintained, especially as a selling point for appropriate development that may occur in the long-term. In addition, even with future construction of the bridge, the corridor's land use pattern should remain compatible with the open space, natural areas and viewsheds that define the areas near and around the Fox River. Like Illinois Route 47, this corridor segment has been divided into subzones where specific land use and urban design improvements should be implemented.

NORTH OF THE FOX RIVER

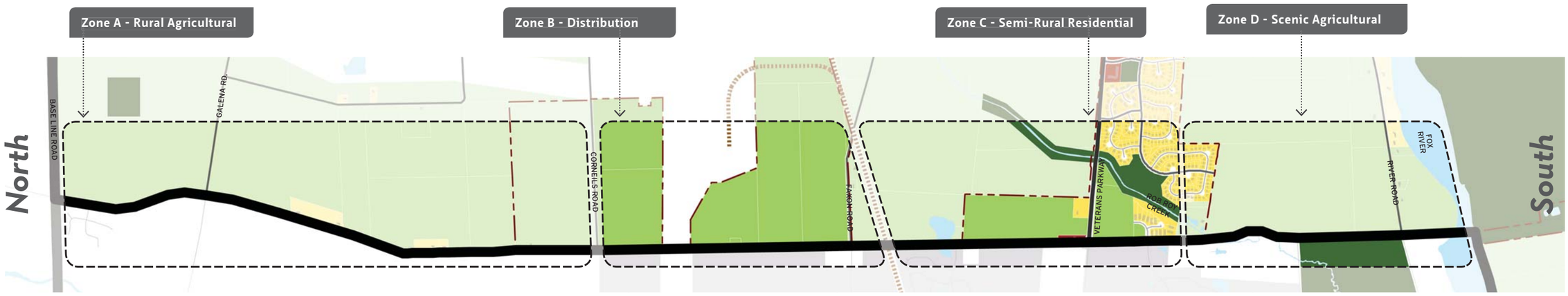
Zone A - Rural Agricultural (Baseline Road to Corneils Road). Given the existing open space character of this zone, conservation subdivisions and estate residential is suggested as future land uses. Similar to Illinois Route 47, a character buffer along Eldamain Road is recommended to maintain the zone's semi-rural visual character. A Yorkville gateway monument or sign should be installed at Baseline Road to announce entry into the community.

Zone B - Distribution (Corneils Road to BNSF Railroad). As recommended in the industrial land use strategy, a modern industrial park could be developed at the location between Corneils Road south to the BNSF Railroad adjacent to the Commonwealth Edison substation and the Menards distribution facility west along Eldamain. This would be a suitable location for such uses as BNSF Railroad and Corneils Road would serve as boundaries to any future residential growth from the north, east or south. Branding and placemaking elements should be incorporated as part of any industrial park development in this location. The character buffer from Zone A would also be extended south along this zone.

Zone C - Semi-Rural Residential (BNSF Railroad to Rob Roy Creek). Suburban-type residential development would be envisioned in this zone given its close proximity to Veterans Parkway shopping areas to the east; however, any future development should respect vista views and viewsheds along Rob Roy Creek, which runs southwest to northeast along the eastern portions of the zone. In addition, the character buffer from Zone B would also be extended south.

Zone D - Scenic Agricultural (Rob Roy Creek to Fox River). Although conventional subdivision development exists in one portion of the zone near Veterans Parkway, conservation design and estate residential development would be highly suitable in this location given the scenic views to the Fox River and the large lot residential development that exists along River Road east to the traditional neighborhood center of Yorkville. Rob Roy Creek also runs along the east side Eldamain Road. Tree groves and swales already define this area visually and are elements that should be maintained.

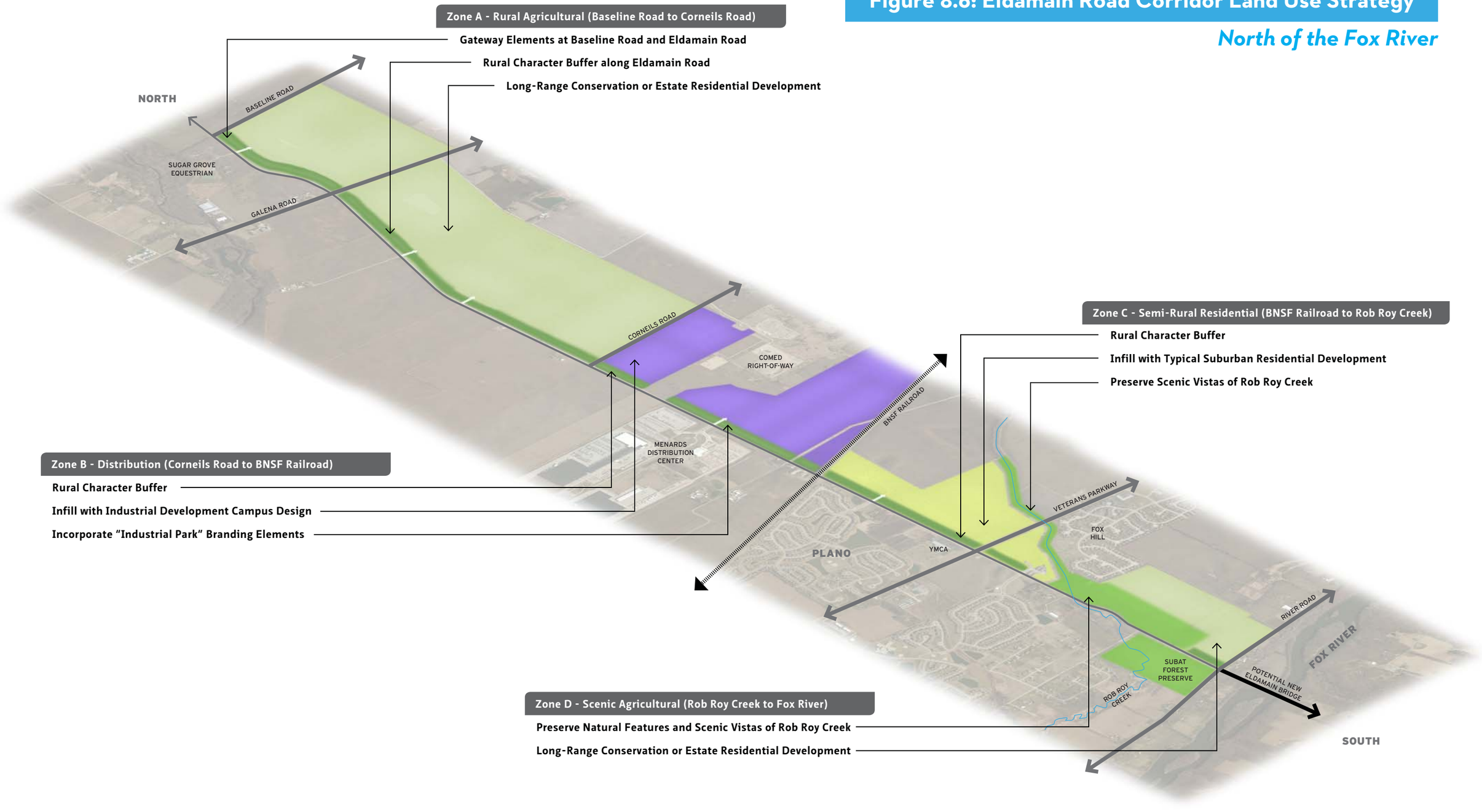
Figure 8.5: Eldamain Road Existing Land Use North of the Fox River



DRAFT

Figure 8.6: Eldamain Road Corridor Land Use Strategy

North of the Fox River



SOUTH OF THE FOX RIVER

Zone E - Scenic Riverfront (Fox River to Illinois Railnet). The right-of-way alignment for the future Eldamain Road Bridge, as documented in the 2008 Comprehensive Plan, would take the roadway just west of the Hoover Forest Preserve and then west to link with High Point Road. This area has similar visual and environmental qualities to Zone D and is primarily open space and agricultural in land use; therefore, principal planning objectives in Zone E should be the preservation of scenic vistas of the Fox River and the neighboring Forest Preserve. Conservation or estate residential development could also be considered in the long-term.

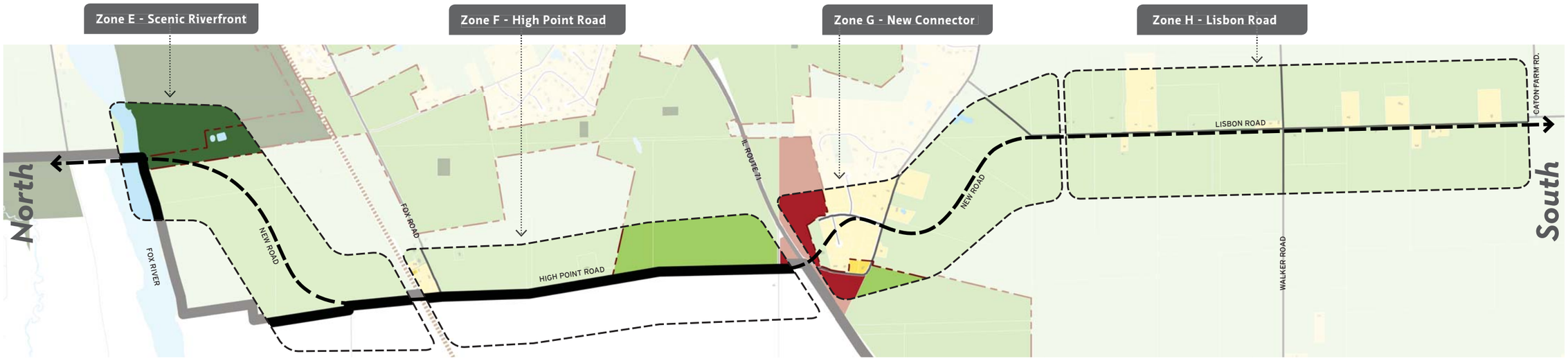
Zone F - High Point Road (Illinois Railnet to Illinois Route 71). Farms and open space is the existing land use — a land use pattern that is unlikely to change in the near-term. As with Zone E, the planning objectives for this area support potential conservation or estate residential development to maintain scenic views and its overall rural character. Standards for how future development should front the roadway should also be considered.

Zone G - New Roadway Connection (Illinois Route 71 to Lisbon Road). The 2008 Comprehensive Plan suggested a commercial node at the intersection of a proposed roadway connection from Illinois Route 71 to Lisbon Road. It is unlikely that commercial will happen at the location given current market conditions; therefore, the planning emphasis should be maintaining the zone's existing rural visual character through conservation or estate residential development. Standards for how future development should front the roadway in this zone should also be considered.

Zone H - Lisbon Road (Lisbon Road to Caton Farm Road). As with previous zones south of the Fox River, estate residential and conservation subdivision is recommended for Zone H to preserve this area's rural character from Lisbon Road to Caton Farm Road. Again, standards for how future development should front the roadway should also be explored and adopted.

Eldamain Road subzones are presented with further detail on the following pages:

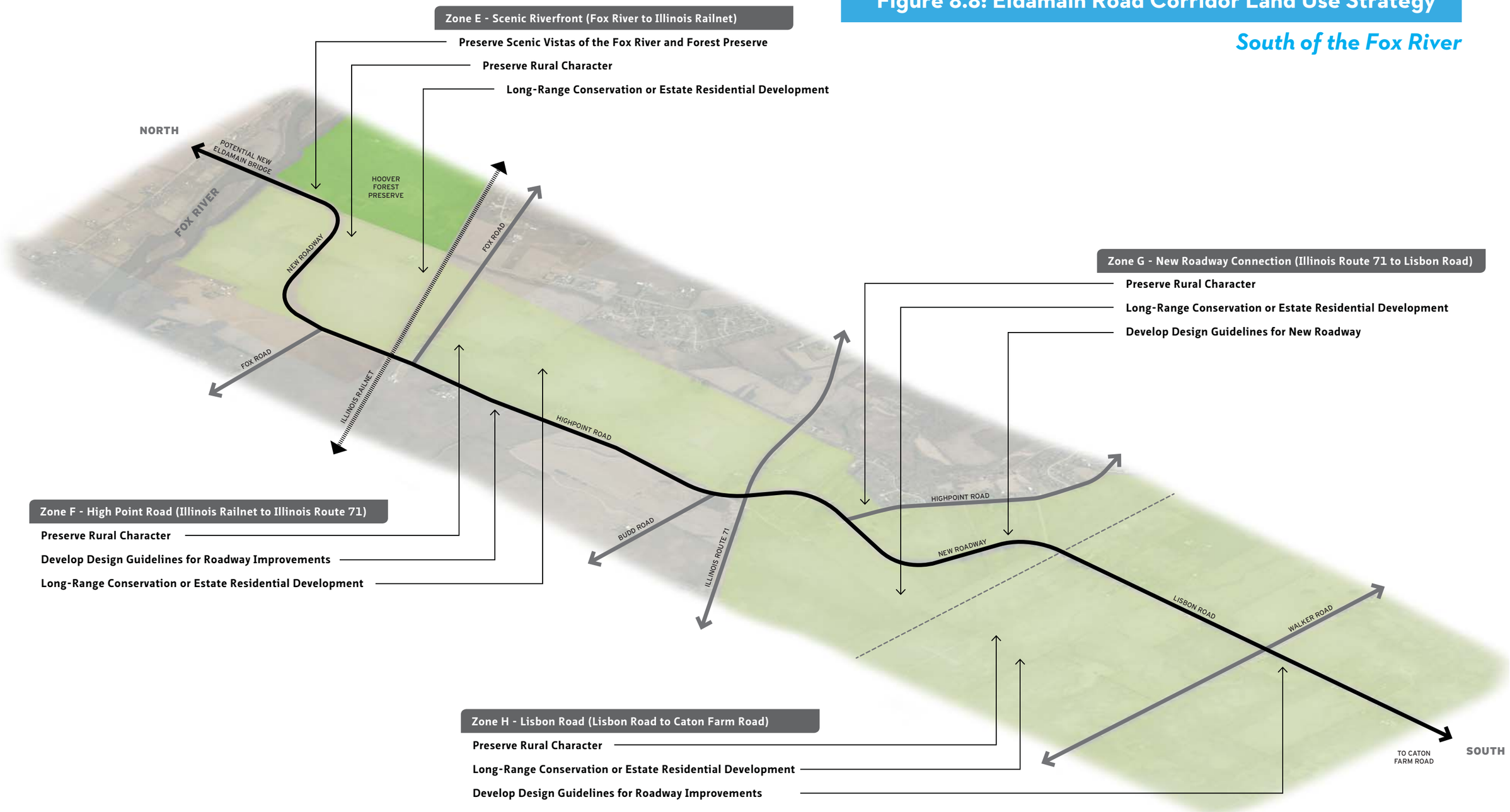
Figure 8.7: Eldamain Road Existing Land Use South of the Fox River



DRAFT

Figure 8.8: Eldamain Road Corridor Land Use Strategy

South of the Fox River



ZONE A - RURAL AGRICULTURAL (BASELINE ROAD TO CORNEILS ROAD)

While there are a few scattered residential properties with Green Organics Composting located to the east, this zone is primarily agricultural and rural in character. In the long-term, conservation or estate residential development could be encouraged. Strategies for this zone include:

- Create gateway signage at Baseline Road.
- Preserve rural character with landscaping treatments; a landscape buffer along this zone could be dedicated.

Figure 8.16 - Zone A Future Land Use Concept

ZONE B - DISTRIBUTION (CORNEILS ROAD TO FAXON ROAD)

This zone is characterized by the Menards Distribution Center to the west in Plano and the Commonwealth Edison facility to the east. These two large land uses are surrounded primarily by agricultural land. Strategies in this zone include:

- Create design standards for potential industrial use development frontages.
- Install branding and placemaking elements for new industrial parks.
- Dedicate rural landscape buffer along Eldamain Road.

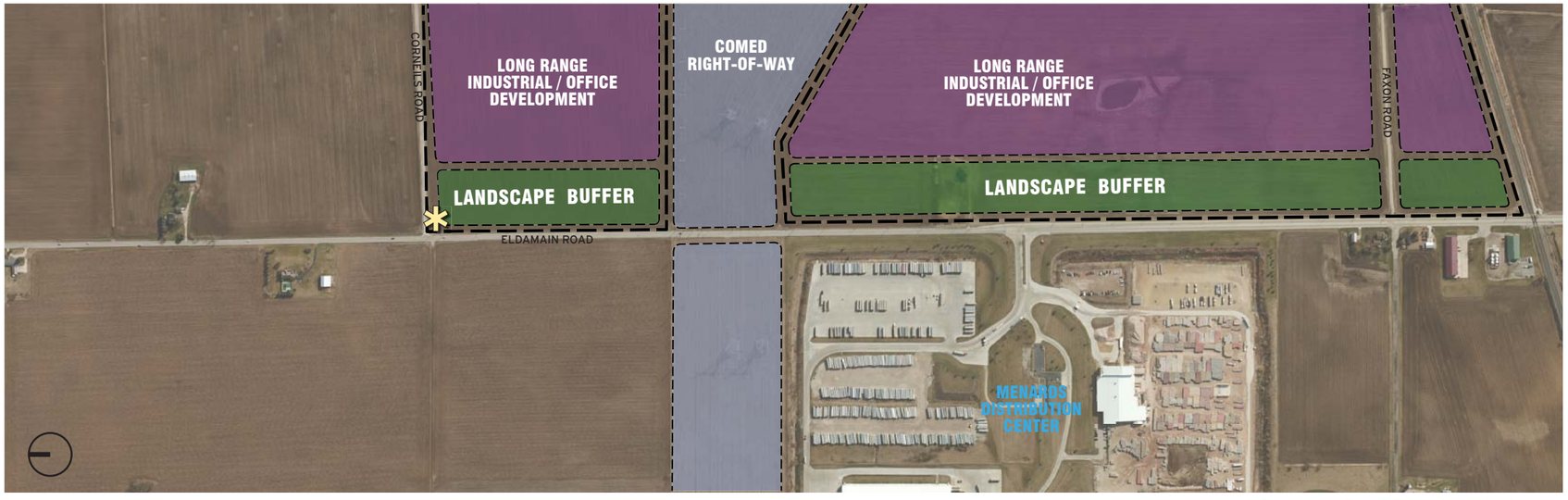


Figure 8.17 - Zone B Future Land Use Concept

DRAFT

Figure 8.18 - Zone C Future Land Use Concept

ZONE C - SEMI-RURAL RESIDENTIAL (RAILROAD RIGHT-OF-WAY TO RENA LANE)

This zone is characterized by conventional single-family residential subdivision development to the west in Plano and agricultural land uses to the east in Yorkville; suburban residential is envisioned on the Yorkville side of Eldamain with preservation of viewsheds along Rob Roy Creek. Strategies in this zone include:

- Preserve rural character with branding elements and landscaping; a rural landscape buffer could be dedicated.
- Consider zoning change from commercial to residential and create design standards for residential frontages along Eldamain Road.

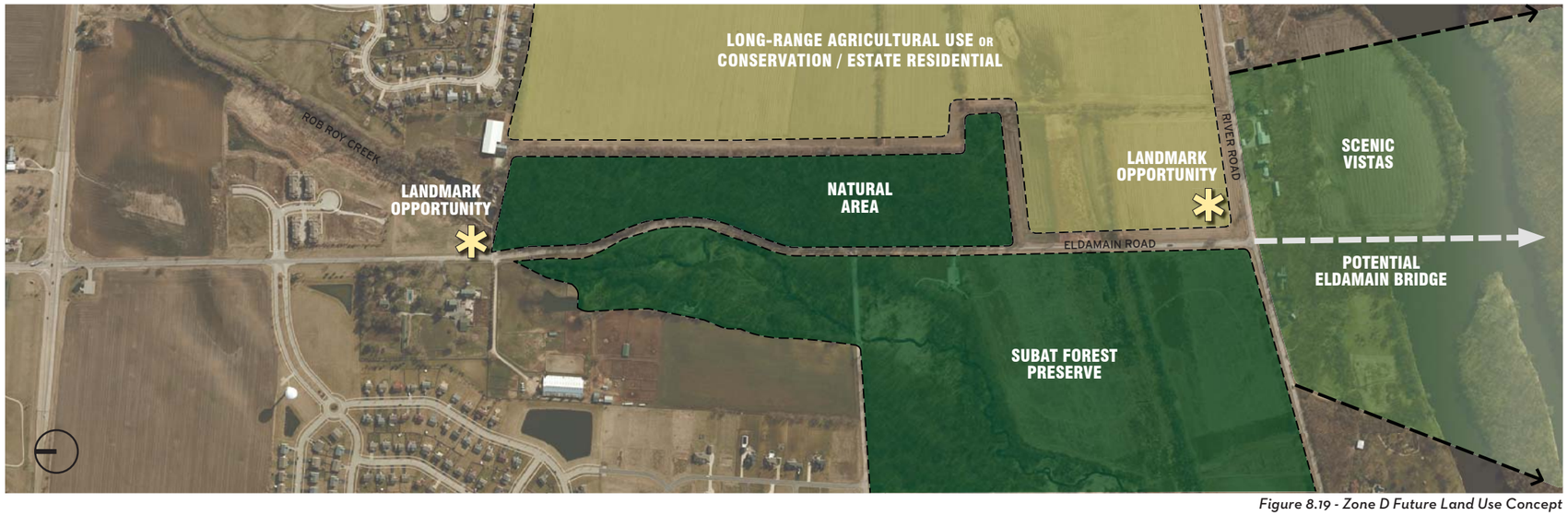


Figure 8.19 - Zone D Future Land Use Concept

ZONE D - SCENIC AGRICULTURAL (RENA LANE TO RIVER ROAD)

This zone is characterized by topographic features, wooded areas, forest preserves, agricultural land and open space. Strategies in this zone include:

- Maintain natural areas and preserve rural character.
- Incorporate branding elements and landscaping.
- Consider conservation or estate residential development in the long-term.

ZONE E - SCENIC RIVERFRONT (FOX RIVER TO RAILROAD RIGHT-OF-WAY)

A new bridge and roadway connecting Eldamain Road to Fox Road and High Point Road would run adjacent to the Hoover Educational Center and Forest Preserve and through existing agricultural land. Topographic and directional changes provide an opportunity to create scenic viewsheds of the Fox River and existing woodlands. Strategies in this zone include:

- Preserve scenic vistas of the Fox River and existing woodlands and open space.
- Enhance rural character with branding elements and landscaping treatments.

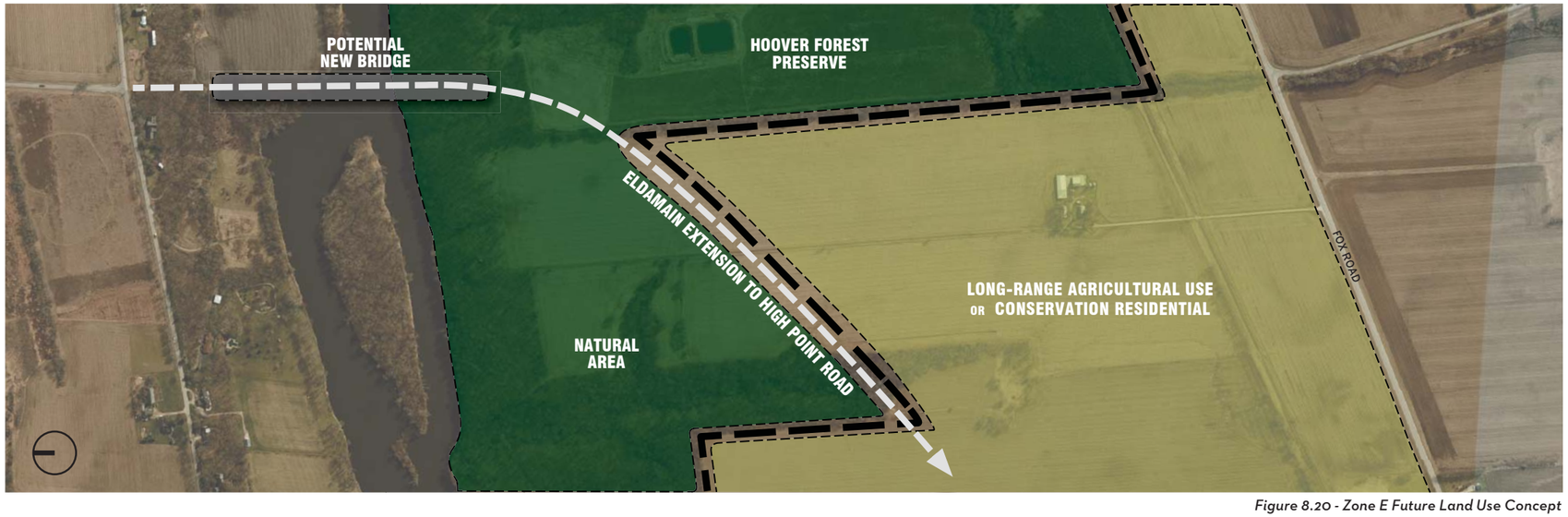


Figure 8.20 - Zone E Future Land Use Concept

ZONE F - HIGH POINT ROAD (RAILROAD RIGHT-OF-WAY TO ROUTE 71))

Improvements to High Point Road may be needed due to an anticipated increase in traffic when the Eldamain Road Bridge is constructed. The existing character of this zone is largely agricultural and will most likely remain agricultural in the near-term. Strategies in this zone include:

- Enhance rural character with branding elements and landscaping treatments.
- Consider conservation or estate residential development in the long-term.

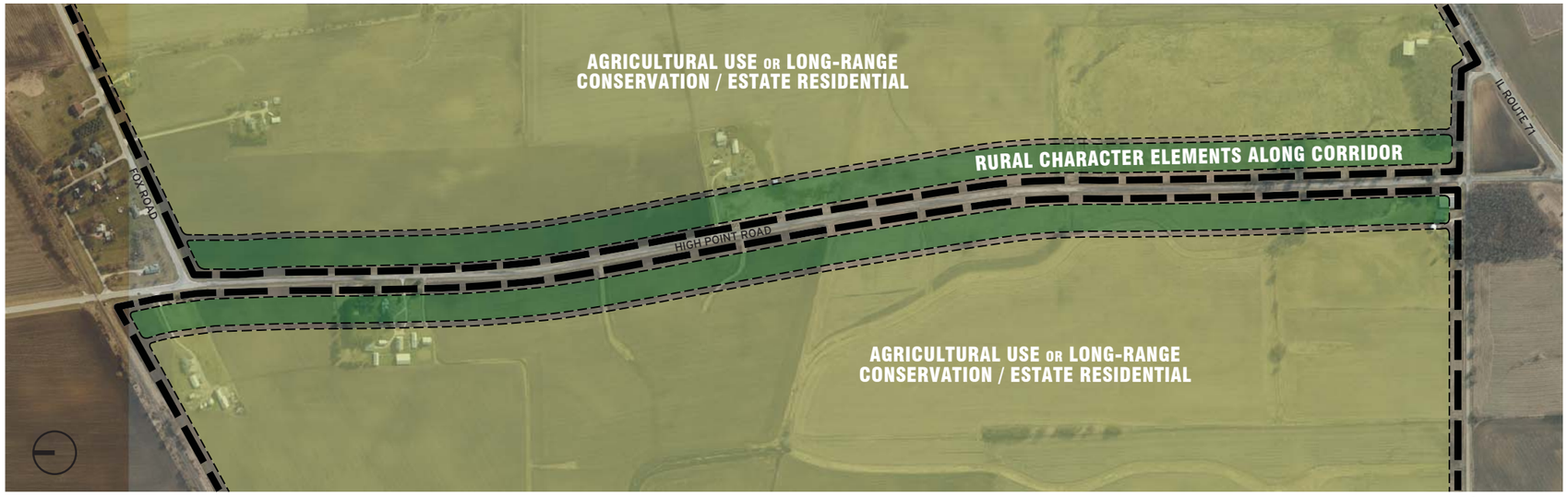


Figure 8.21 - Zone F Future Land Use Concept

DRAFT

Figure 8.22 - Zone G Future Land Use Concept

ZONE G - NEW CONNECTOR (ROUTE 71 TO LISBON ROAD)

Roadway realignments may be needed to connect High Point Road to Lisbon Road near the Route 71 intersection. While properties located around the intersection of High Point Road and Route 71 are currently zoned as commercial land uses, the current land use is agricultural' properties north of the existing High Point Road alignment are residential in character. Strategies for this zone include:

- Enhance rural character with branding elements and landscaping treatments.
- Consider zoning change from business and residential to agricultural.

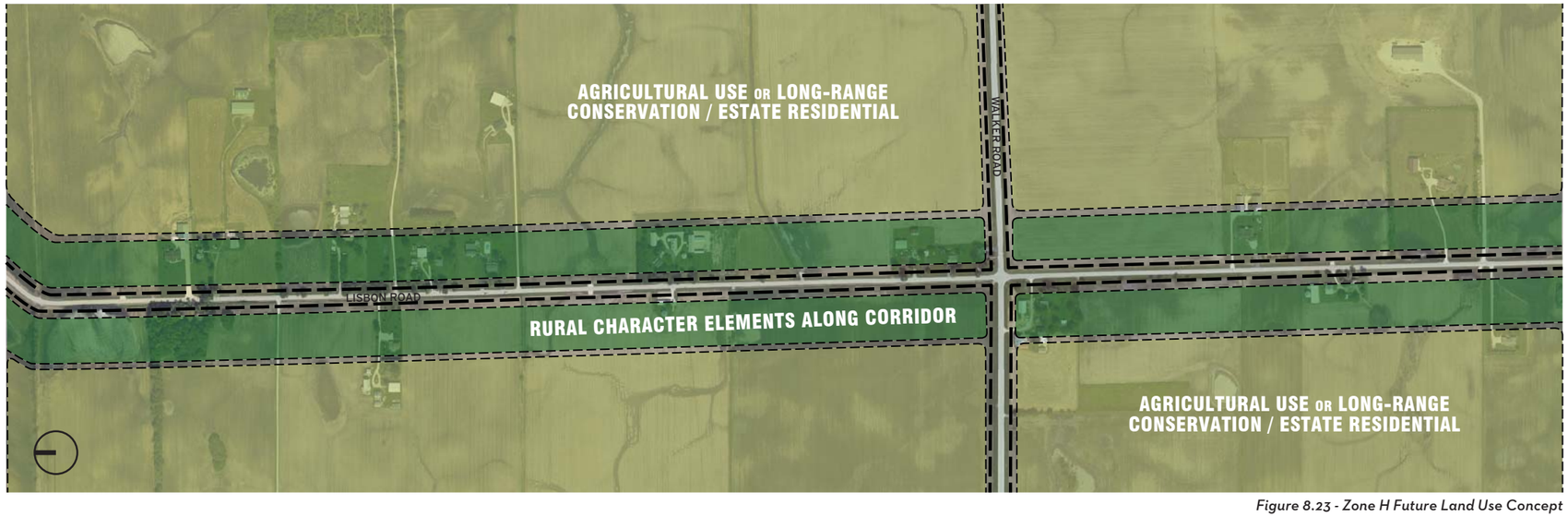


Figure 8.23 - Zone H Future Land Use Concept

ZONE H - LISBON ROAD (HIGHPOINT ROAD TO CATON FARM ROAD)

This zone is characterized by a mix of agricultural land with a number of estate residential properties located along Lisbon Road. Strategies in this zone include:

- Preserve and enhance rural character with branding elements and landscaping treatments.
- Consider conservation or estate residential development in both the near and long-terms.

Part 2: Comprehensive Plan

Section 9 - Stewardship and Implementation

"With time, careful planning, and most importantly community support a thriving downtown District could be fostered with the critical mass needed to lure additional businesses to the area. "

SECTION 9 - STEWARDSHIP AND IMPLEMENTATION

This Comprehensive Plan Update expresses the ten-year vision for how Yorkville will grow and develop — a vision that emerged from a lengthy stakeholder engagement process encompassing several workshops and community meetings. Keeping the Comprehensive Plan useful and effective for the community requires on-going stewardship and integration of planning goals and strategies in everyday decision-making.

OVERVIEW

A sustained commitment by the United City of Yorkville in an ongoing Comprehensive Plan implementation process will be required to bring the vision of a growing and thriving Yorkville community to reality. An integral part of the commitment will be consistent and ongoing collaboration with key implementation partners, including such agencies and entities as the Yorkville Community Unit School District (CUSD 115), the Yorkville-Bristol Sanitary District, the Fox Metro Wastewater Reclamation District , Kendall County, the Illinois Department of Transportation, and the Bristol-Kendall Fire Protection District, as well as well as local businesses and industries, the Yorkville Chamber of Commerce, property owners and residents. With this in mind going forward, important Comprehensive Plan implementation measures that should be considered include the following:

- Implementation Partners
- Funding Sources
- Code Changes
- Placemaking—Gateways and Signage

IMPLEMENTATION PARTNERS

Comprehensive Plan implementation will depend on collaboration and communication between different Yorkville City departments, and other outside agencies and organizations. Key roles and responsibilities between different department and entities are summarized in this section.

UNITED CITY OF YORKVILLE

The City and its relevant departments, including Community Development, Public Works, Engineering, Parks and Recreation, Police, Finance, Administration, Library and Building Safety and Zoning, will need to take key leadership roles and responsibilities in Comprehensive Plan implementation, which may include the following:

- Moving forward with formal approval of the Comprehensive Plan by the Plan Commission and Yorkville City Council.
- Preparing five-year capital improvement plans with Public Works, Engineering, Finance and other Departments that incorporate projects and initiatives recommended within the Comprehensive Plan.
- Creating or commissioning more detailed design and engineering documents and studies for recommended infrastructure, streetscape and street improvements, signage, gateways, parks and other physical enhancements.
- Working directly with other agencies and entities on Comprehensive Plan implementation, marketing and business and developer recruitment activities.
- Assisting with any acquisition and consolidation of parcels within the Downtown and other development opportunity sites.
- Securing funding sources for building improvements and business development programs for the Downtown, as well as placemaking, gateway and streetscape enhancements as recommended in the Downtown.
- Undertaking the creation, maintenance and management of new parks and open spaces, including the extension of Bicentennial Riverfront Park in Downtown Yorkville.
- Update zoning and subdivision regulations in support of the Comprehensive Plan's land use and other planning recommendations.
- Working with local industries and companies on expansion opportunities, as well as the redevelopment of existing industrial areas.
- Leverage existing and future incentive programs such as Tax Increment Financing to catalyze investment in the Downtown and other areas of Yorkville.
- Consider hiring additional professional staff to assist in implementing various elements of the Comprehensive Plan, including an economic development specialist that can lead Downtown revitalization and other community development efforts.

YORKVILLE AREA CHAMBER OF COMMERCE

The Yorkville Area Chamber of Commerce promotes the civic and commercial progress of the Yorkville community, including the creation and support of industries and small businesses. The Chamber could assist the City on the marketing of Downtown Yorkville, its businesses, and future development sites around the community, as well as advocate for beautification efforts and specific planning and development initiatives.

DRAFT

YORKVILLE-BRISTOL SANITARY DISTRICT
The Yorkville Bristol Sanitary District currently maintains the City's sanitary service infrastructure and operates a Waste Treatment Facility within the City's corporate boundary. Going forward, the Sanitary District and the City will need to work closely on the potential expansion of the Waste Treatment Facility; in addition, any extension of sanitary main lines need to be well-considered and aligned with projected growth areas and recommended land uses outlined in this Comprehensive Plan.

FOX METRO WATER RECLAMATION DISTRICT
Similar to the Yorkville-Bristol Sanitary District, the City should consult and collaborate with the Oswego-based Fox Metro Water Reclamation District regarding growth management and other infrastructure planning issues.

BRISTOL-KENDALL FIRE PROTECTION DISTRICT
Going forward, the Bristol-Kendall Fire Protection District should maintain its existing facilities in Yorkville and collaborate with the City on any future facility needs and expansion plans.

ILLINOIS DEPARTMENT OF TRANSPORTATION
Communication and coordination with IDOT will be needed regarding any future planning, design and construction initiatives related to roadways under IDOT's jurisdiction – mainly Illinois Routes 47, 34, 71 and 126 through the United City of Yorkville.

YORKVILLE COMMUNITY UNIT SCHOOL DISTRICT (CUSD 115)
The Yorkville Community Unit School District maintains all of its school facilities within the City and has made investments in several school buildings and school additions in recent years. Although this Comprehensive Plan projects a modest growth trend for Yorkville going forward, the City and the School District will need to work collaboratively on the location of potential new facilities that support the future land use patterns outlined in this Comprehensive Plan.

KENDALL COUNTY
Kendall County currently has facilities in both Downtown Yorkville and along Illinois Route 34; the County has expressed the need for additional facility space and desires a new administration center, preferably in Downtown Yorkville. Going forward, an opportunity exists to create a more cohesive County governmental campus in Downtown Yorkville; the City should work with the County to facilitate campus development, perhaps by assisting in site and campus and planning, and streetscape and urban design improvements around the perimeter of the campus.

PRIVATE DEVELOPERS AND INVESTORS
Professional developers should be recruited to develop and invest in specific development opportunity sites as identified in this Comprehensive Plan, especially in the Downtown district.

FINANCIAL INSTITUTIONS
With involvement from the City and other stakeholders, local lenders could facilitate implementation of the Comprehensive Plan by financing projects or participating in new incentive programs that support Downtown business and development initiatives, such as opportunity site development and façade/building/site improvement projects.

CORPORATIONS AND INDUSTRIES
Local industries and corporations can become sponsors for a number of planning initiatives, including, for example, expansion of the Bicentennial Riverfront Park neighborhood revitalization projects, organizational funding, and the capitalization of any venture or small business development funds.

FUNDING SOURCES
The following are several sources of funding that could be utilized for implementing various Comprehensive Plan initiatives:

TAX INCREMENT FINANCING (TIF)
Tax Increment Financing is a State authorized program administered by a municipality that allocates future increases in property taxes from a designated area for improvements dedicated to that area. Under TIF, the property taxes due to an increased value from new development, increases in new assessment due to rehabilitation or improvement or tax rate changes, are allocated to the municipality in a Tax Increment Allocation Fund to be used for various redevelopment activities within the designated area. Other taxing districts continue to receive property taxes at the same level as before the TIF district was instituted. There are currently two TIF districts in Yorkville established for Downtown and the Countryside Center development at the northwest corner of Illinois Routes 47 and 34 (Veterans Parkway).

Eligible implementation costs include:

- Zoning code revisions and design guideline updates related to Downtown Yorkville, the Fox Industrial Center and Yorkville's other commercial corridors.
- Downtown Yorkville building improvement program.
- Placemaking initiatives for Downtown and along the corridors, including gateway and wayfinding signage design and installation.
- Downtown streetscape design and construction.
- Various infrastructure improvements within TIF districts.
- Fox Riverfront parcel purchase and consolidation for the expansion of the Bicentennial Riverfront Park.

BUSINESS IMPROVEMENT DISTRICT (BID)
A Business Improvement District BID is a State authorized financing program that municipalities may establish for improving infrastructure and attracting new commercial growth in a designated business improvement district. A BID is adopted by ordinance and is funded by small increments added to local sales or hotel taxes. Sales taxes can be used for several revitalization or redevelopment activities allowed under the BID statute; however, hotel taxes must be used for tourism and convention related activities. A BID remains in place for 23 years and revenues collected within it are placed in a Business District Tax Allocation Fund. One significant advantage of a BID is the flexibility and wider range of activities in which BID monies can be used as opposed to a TIF district or Special Service Area.

A Business Improvement District was established for Downtown Yorkville in 2013, but could also be applied to the Illinois Route 47 and 34 commercial corridors for streetscaping, infrastructure and other placemaking improvements. Eligible implementation costs include:

- Zoning code revisions and design guideline updates in established BIDs.
- Downtown Yorkville building improvement program.
- Placemaking initiatives for Downtown and along the corridors, including gateway and wayfinding signage design and installation.
- Downtown streetscape design and construction.
- Various infrastructure improvements within BIDs.
- Fox Riverfront parcel purchase and consolidation for the expansion of the Bicentennial Riverfront Park.
- Tourism-related property improvements, marketing and special events.
- Salaries related to TIF operations and administration.

SPECIAL SERVICE AREA (SSA)
A Special Service Area is a State authorized financing program that can be administered by the City or by a designated service provider agency, such as a chamber of commerce, downtown revitalization organization or other economic development entity, to deliver a wide range of additional services and physical improvements in a defined geographic area such as a central business district or commercial corridor. An SSA is funded by a special tax assessment paid by the property owners in the designated SSA district, which can finance a variety of district management activities, including marketing and special events, trash and snow removal, and sidewalk/public space maintenance. Special Service Areas can also underwrite infrastructure projects and building improvements initiatives.

While SSA's have been used extensively by private developers to finance infrastructure installation for residential subdivisions in Yorkville, they have not been implemented for revitalizing commercial areas, which is a more common use for SSAs in more built-up, urban areas. Eligible implementation costs include:

- Building improvement program.
- Placemaking initiatives such as a wayfinding signage design and installation within the Downtown and along the corridors.
- Streetscape design and construction.
- Business retention/attraction program.

- Salaries related to implementation activities
- Branding and marketing activities
- Special events
- Streetscape maintenance services

The process for establishing an SSA requires obtaining support from property owners within the proposed SSA district. An overall strategy for organizing stakeholder support is important, along with determining the SSA's governing structure, level of services to be provided, and annual budget and boundaries.

GENERAL REVENUE BONDS

The City may investigate the ability of long-term bonds for specific portions of the Comprehensive Plan in order to facilitate revitalization and redevelopment activities. Bonding for public infrastructure, new park and open space or streetscape improvements in Downtown Yorkville are some of the key Plan elements that may be considered.

CAPITAL IMPROVEMENT PLAN

Most communities incorporate Comprehensive Plan recommendations and initiatives within the Municipal Capital Improvement Plan, which is prepared on an annual basis and reviewed every five years in accordance with any update to the community's Comprehensive Plan. Capital improvement funding could be used to support various projects outlined in the Comprehensive Plan, including:

- Street improvements and streetscape implementation, especially for the Downtown area and its surrounding residential blocks.
- Public parking improvements.
- Placemaking initiatives, including signage and wayfinding programs.
- Bicentennial Riverfront Park expansion.
- Public building interior and exterior improvements.

MUNICIPAL HOTEL TAX

Pursuant to State of Illinois statute, local municipalities may impose a tax on the gross rental receipts of hotel and motel operators. Proceeds of the tax may be used to encourage tourism and additional commerce, as well as to enhance the cultural aspects of the community. Yorkville currently collects a municipal hotel tax and is currently part of the Aurora Convention and Visitors Bureau.

OTHER FUNDING SOURCES

Grants and contributions from foundations, corporations, institutions, other government agencies, and other businesses and individuals can also be secured to fund specific Comprehensive Plan initiatives. Private sector sources, for example, could help fund, in part, initiatives such as the Bicentennial Riverfront Park expansion, a small business venture fund for Downtown, and new festivals and events. Additionally, the City and other local partners can encourage and facilitate the use of existing tools and funding sources.

VENTURE FUND/COMMUNITY SUPPORTED FINANCING

The possibility of forming a venture or equity fund for business capitalization, expansion and stabilization for small businesses in Downtown Yorkville could be explored. This might take the form of a small group of investors pooling funds to create one or more needed businesses, or a venture fund capitalized by private corporations and local and regional foundations and government grants. Community financed businesses can also be structured as cooperatives or as local stock corporations, which could be a realistic solution for starting a new businesses in the Downtown district. A venture fund can also be used in combination with existing incentive programs, including the City's TIFs.

CODE CHANGES

Several planning strategies proposed in this Comprehensive Plan, especially for the Downtown district, the Traditional neighborhoods and the newer residential areas, were created to meet current zoning in terms of permitted land uses. However, zoning changes may be necessary for a majority of the undeveloped areas of Yorkville where existing zoning will no longer conform to the future land use map. Additional study on part of the City Community Development staff will be needed to more specifically determine what specific zoning changes may be needed to carry out the Comprehensive Plan's land use goals and objectives.

ZONING OVERLAYS

A zoning overlay with specific standards that address particular development design issues could be considered for Yorkville's corridors —Illinois Routes 47, 34, 71, 126 and Eldamain Road —in order to ensure new development is compatible in scale, massing and height and land use with adjacent land uses and buildings. An overlay can also implement the rural character buffer as proposed for the Illinois Route 47 and Eldamain corridors; the buffer could be used for installing gateway and placemaking features or for stormwater management purposes, including the installation of bio-swales, if portions of the buffer are to be owned by the City.

CONSERVATION DISTRICT

A conservation district is a zoning tool used in many communities across the country to help maintain a traditional residential neighborhood's physical and visual character, as well as guide compatible design between existing and new construction. Conservation districts are usually established as an overlay to existing zoning and a basic set of design guidelines created to conduct administrative design review for infill development and existing building rehabilitation. A conservation district could potentially be implemented in Yorkville's traditional neighborhoods adjacent to or near the Downtown district.

FORM-BASED CODE

An alternate approach to conventional zoning is a form-based code, which serves the same function as standard zoning and design guidelines but more specifically defines the desired physical form and character of buildings and the public realm. Other key features of form-based codes include build-to lines, height minimums and maximums, architectural requirements, parking setbacks and streetscape and signage standards. A form-based code may be useful for Downtown Yorkville where redevelopment is proposed for areas both east and west of the Downtown core along Route 47.

SUBDIVISION CODE

Yorkville's current Subdivision Control Ordinance was adopted in 2004; the City, along with other community stakeholders, have expressed the need to update the Ordinance to incorporate best practices regarding specific design standards. Standards or requirements that could be updated include the following:

Figure 91. - From-based Code example, Roosevelt Road Corridor, Oak Park-Berwyn

DRAFT

- ***Street Lighting***. Lighting standards should be reviewed to offer additional choices for luminaire and street pole design and materials that are more compatible to certain types of residential subdivisions, including estate and conservation subdivisions. Current street light standards promote cobra-head type lighting that are more suitable to collector and arterial streets. An optional city-wide lighting code could be developed that provides more direction on certain types of light and lighting standards in certain areas of Yorkville; for instance, lighting standards may be lower in estate residential and conservation subdivisions. Light-emitting diodes (LED) may even be required for all new subdivision developments.

- ***Sustainable Design and Energy Systems***. New standards should allow the option of using pervious pavement surfaces and materials for driveways and alleys, as well as address issues related to the placement of energy generating systems, including solar panels, on new developments. Density bonuses could be tied to developments that incorporate different facets of sustainable design, including the installation of bio-swales as part of part of subdivision's stormwater management system.

- ***Conditions of Development.*** Consideration should be given to adding provisions that outlines how a developer should address issues related to land with unsuitable development conditions, such as near an existing floodplain, topography or sensitive environmental features, and if there are inadequate public facilities, including water, sewer, roads and schools. These provisions would be in addition to the existing requirement of notifying the Kendall County Soil Conservation Service (KCSCS) and be tied to whether the subdivision meets the planning goals specified in the Comprehensive Plan. The provisions could also allow the Plan Commission to reject a preliminary subdivision design is such issues are not addressed.

- ***Cul-de-Sac Design.*** Requiring landscaping and sustainable design features within cul-de-sacs could be considered to add visual interest and a stormwater management mechanism. Such requirements could be added through the Planned Unit Development process and maintained by a homeowners association. Cul-de-sac diameters could also be reduced from 100 feet as stated in the Ordinance to 80 or 90 feet to reduce the amount of paving area.

- ***Foundation Plantings***. Provisions that outline required plantings in areas adjacent to building foundations should be incorporated in the Subdivision Control Ordinance or the City's Landscape Ordinance.

Overall, the Ordinance could benefit from sketches and line drawings that illustrates specific subdivision design standards; a set of overarching design principles for conventional subdivisions should also be considered and incorporated.

CONSERVATION SUBDIVISION DESIGN

Conservation subdivision is an alternative subdivision design method that may be implemented in areas of Yorkville where the conservation of environmentally sensitive areas and preservation of scenic views and cultural resources may be important – areas that are outlined in the Future Land Use Map. Therefore, going forward the City could adopt a separate conservation subdivision design ordinance. As mentioned previously, in conservation design, generally 40 to 60 percent of a development site is set aside in conservation areas; consequently, homes may be built on smaller lots than in a conventional estate-type subdivision. Conservation subdivision design incorporates the following steps:

- ***Existing Resources and Site Analysis Inventory and Map.*** Similar to conventional subdivision design, an inventory and map is required of the developer to document natural and cultural resources, such as productive cropland, wildlife habitat and significant trees. Historic or cultural resources such as farmhouses, barns, cellar holes, wells, stone walls, and trails/traces, and hedgerows are also identified.

- ***Primary and Secondary Conservation Area Determination.*** After the Site Analysis Inventory and Map are prepared, a Primary Conservation Areas (PCAs), is determined and limited to inherently "unbuildable" wetlands, floodplains, and steep slopes. Secondary Conservation Areas (SCAs) are comprised of the "best of the rest" of the remaining land area that should be reserved in permanent conservation. Primary Conservation Areas are generally not counted toward meeting the required open space percentages of conservation subdivisions. Therefore, up to 80 percent of the buildable land may be designated as an Secondary Conservation Area.

- ***Development Site Determination.*** House sites in relation to the protected open space are then determined and located in relation to their optimal location and design near and adjacent to the environmental features. One particular aim is to take advantage of viewsheds to environmental features and any cultural resources. From this, streets and trails are then laid out as part of a preliminary subdivision plat.

All three steps in developing a conservation district – site analysis and inventory, conservation area establishment, and development site determination – must be completed before a preliminary plat is approved.

The open space created through primary and secondary conservation areas could potentially be owned and managed through the Yorkville Parks and Recreation, or by a conservancy through an easement or land donation. Alternatively, a homeowners association could also hold title to the conservation areas.

In preparing a conservation subdivision ordinance, the City should involve local stakeholders, including property owners, home builders, realtors, and environmental groups and open space advocates, as well as members from the Planning and Zoning Commission and the City Council. In addition, any future update to the Parks and Recreation Department's Master Plan should consider incorporating potential park and open space acquisitions that may be a part of future conservation subdivisions.

Conservation subdivisions can help to protect important viewsheds into adjacent agricultural lands.

PLACEMAKING- GATEWAYS AND SIGNAGE

As recommended in the Comprehensive Plan, the City should pursue a diversity of urban design initiatives that "placemake" Yorkville —providing the community with a distinctive identity that helps bind the community into a cohesive visual environment, from Yorkville's traditional downtown and neighborhoods to its developing areas along Illinois Route 47, 71, 126 and 34. Placemaking should also be employed in the Downtown district where vibrant public spaces that incorporate attractive urban design features and public art can serve as a catalysts for ongoing investment and development. One key element of a placemaking strategy is the creation and installation of a "branded" gateway and signage system within Yorkville, a signage system that incorporates consistent use of materials, colors and branded images. A well designed signage system, which incorporates a recognizable graphic brand or image and facilitates travel for both motorists and pedestrians, should be a part of the overall urban design program for the Yorkville community (see sample branded gateway and wayfinding signage system on opposite page). A coordinated signage system should include the following components:

- ***Gateway Signs***. Such signs announce arrival into Yorkville as well as various destinations, including the Downtown, employment centers, and City Hall and other municipal facilities Gateway signs play an important role in shaping first impressions for visitors to Yorkville. Gateway signs should be constructed of high quality materials such as stone, masonry or metal. Where space permits, landscaping and lighting should be incorporated into gateway features.

- ***Signs/Markers.*** Identity signage and markers should be placed at different locations along the City's major transportation routes to reinforce its image and brand.

- ***Directional Signs.*** In addition to identity and gateway signs, directional signs that facilitate "wayfinding" within the community will be important components of the system. Signage should be placed at key locations to guide visitors to destinations including local industries, schools, parking areas, government offices, parks, churches and other institutions.

- ***Banners.*** Banners can provide the Downtown and other areas a festive, lively appearance. Any new light standards that may be installed in the Downtown, or in other areas of Yorkville where banners are desired, should be equipped with appropriate banner hardware. A maintenance fund could be capitalized by the City to purchase, install, and maintain banners.

The "Watermark" mosaic bench, Navy Pier.

The design of wayfinding signage system can range from a more straightforward, traditional appearance incorporating classic lettering, muted colors and materials such as stone for monument type signage. Unconventional, eccentric designs using brighter colors, metal materials and unique material arrangements and graphic logos could also be utilized as part of the wayfinding system design. The design process for the wayfinding program includes the following elements:

- ***Existing Conditions Analysis and Wayfinding/ Location Plan*** — an assessment is conducted to determine where signage is needed and appropriate locations for placement of gateways, wayfinding and other signage.

- ***Conceptual Signage Family Process*** — conceptual designs are prepared for the signage family depicting the brand image and materials; two to three conceptual designs are usually prepared.

- ***Public Review Process*** — conceptual designs are presented to the community or a steering committee to determine a preferred design.

- ***Preferred Sign Family Concept Refinement*** — changes and revision are made to create the final signage family design.

- ***Creation of a Design Development Document/ Bid Material*** — documents are prepared to manufacture the preferred signage design and its installation.

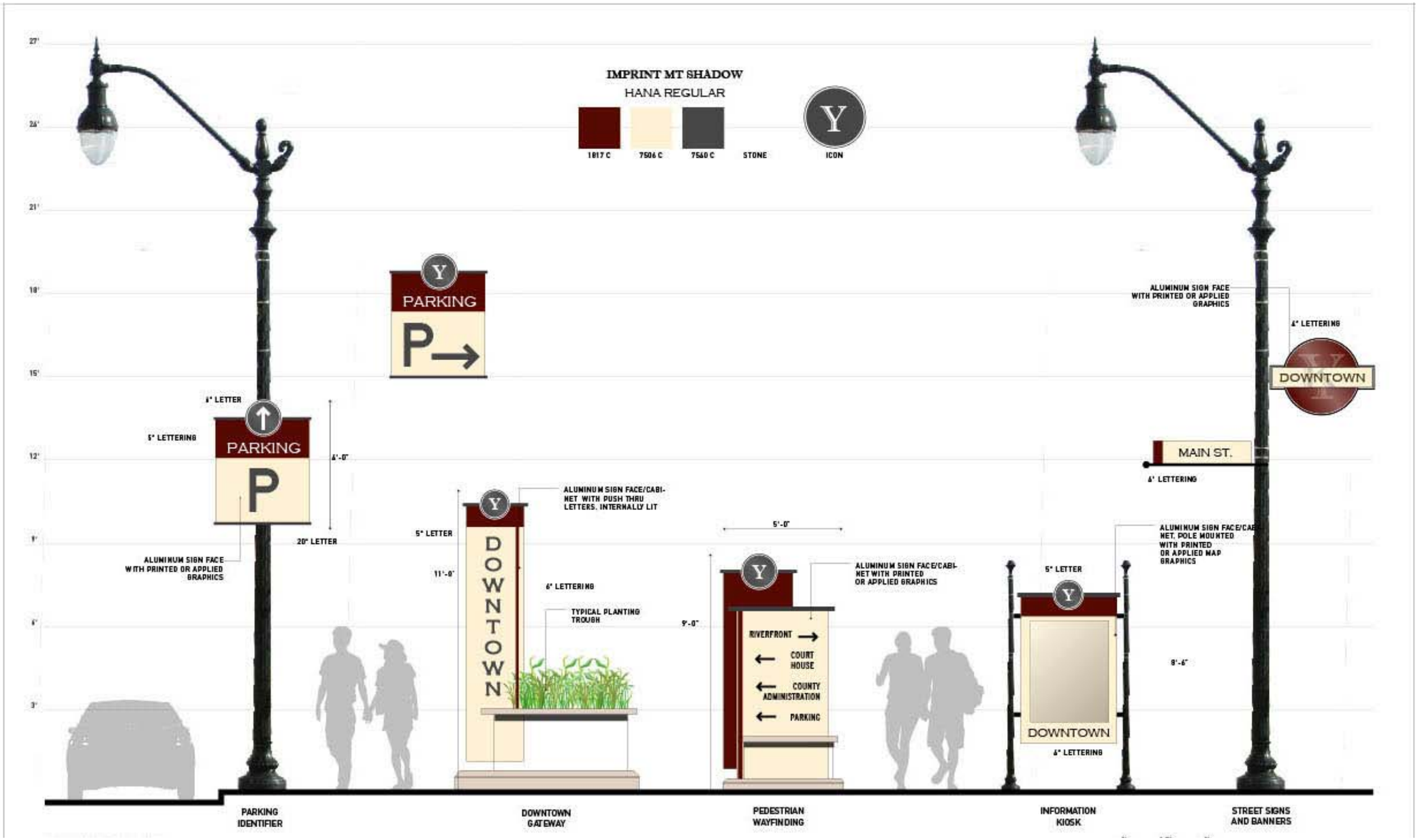
Beyond wayfinding and directional signage, placemaking can also be accomplished through the installation of public art at various locations within the community, most particularly in the Downtown area. Public art could be funded in Yorkville through several different means, including public-private collaborations, a percentage public art program in which a small percentage (usually three to five percent) of a capital improvements project is spent on a public art installation, or through outside grants or foundation support. In other communities, developers may also be required to provide public art as part of a package of public amenities for a development project.

The "Watermark" mosaic bench, Navy Pier.

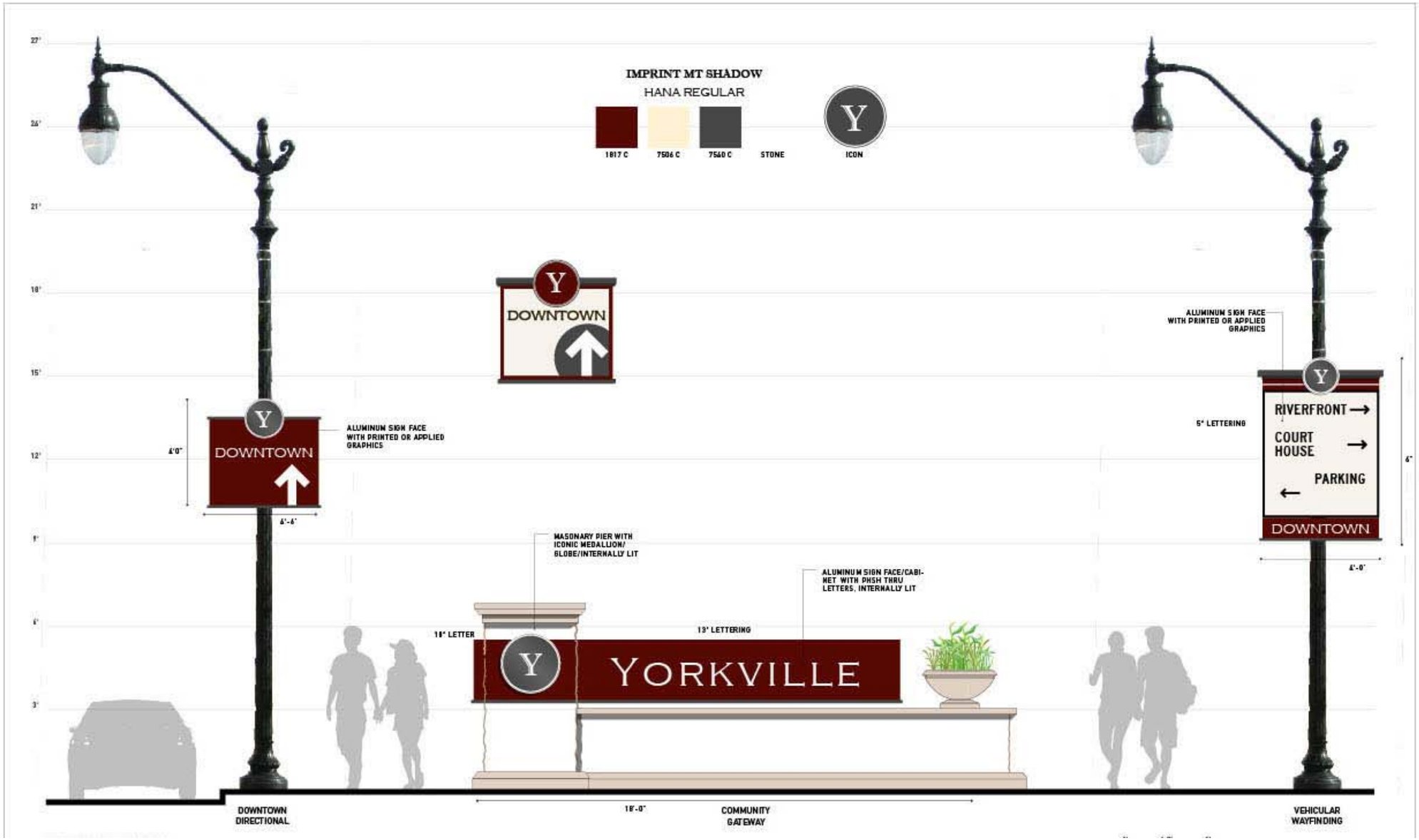
Public art can be implemented as part of public improvements.

DRAFT

Sample Yorkville Placemaking and Wayfinding Elements



Sample Yorkville Placemaking and Wayfinding Elements



DRAFT

STREETSCAPE AND SUSTAINABLE DESIGN

Within this Comprehensive Plan, varying levels of streetscape and urban design improvements are suggested within the Downtown and along the different corridors – improvements that should make these areas more functional, attractive and pedestrian-friendly. Such improvements also represent opportunities to integrate sustainable design treatments such as bio-swales, green alleys and rain gardens that help in stormwater management.

Enhancing Downtown Yorkville's physical condition, streetscape and public spaces should become an important priority going forward as the community implements various Downtown planning strategies. Along with improvements to building facades and storefronts, streetscaping will serve to unify downtown's visual appearance and make it a more visually-appealing place for shoppers and visitors. In order to carry out the Comprehensive Plan's Downtown public improvements concepts, a streetscape design master plan, one that incorporates an overall streetscape design scheme and material palette for sidewalk, street, alley and parking lot enhancements, will need to be created. Such a plan can also be incorporate designs for wayfinding, gateways and placemaking; additionally, the plan should address the pedestrian and visual connections to the surrounding neighborhoods and Bicentennial Riverfront Park. Elements of the design and material palette for both the Downtown streetscape and wayfinding system can and should be carried over to the riverfront zone so that both areas have a unified, consistent design and appearance.

After a streetscape master plan is developed, final construction drawings and engineering can then be undertaken to determine final costs for streetscape construction. A Downtown streetscape task force should be formed to help guide the overall creation of a Downtown streetscape plan. Streetscape plans can also be prepared for the corridors, although they should receive a different level of enhancements than Downtown Yorkville..

In addition to usual streetscape elements – sidewalk paving, street lights, crosswalk enhancements and banners – sustainable design techniques can also be considered and incorporated for stormwater management purposes, which will also serves to extend the life and usefulness of new infrastructure. Principal types of sustainable streetscape techniques include:

- ***Bio-Retention***. Bio-retention refers to rain gardens and bio-swales, which use native vegetation to capture and retain stormwater rather having it pond on the street or drain into the stormwater sewer system. Green walls and green roofs are also considered bio-retention mechanisms. Bio-swales are generally linear and replace the drainage function of ditches or occupy the medians of parking lots or roads. Rain gardens are generally smaller and more focused in parkways and park settings, although they can be incorporated into streetscapes. A cistern and a rain garden are commonly applied to capture water for irrigation of streetscape plantings and landscapes.

- ***Cisterns.*** Cisterns are large above-ground or below-ground chambers for the collection of stormwater. Ideally the water collected would be used for on-site landscape irrigation or for graywater use (i.e., toilet flushing) and not just released into the storm sewer system. Due to their size and cost of installation, cisterns are most applicable for large properties or properties with a high percentage of impermeable surface. They can also be installed under streets.

- ***Permeable Pavement.*** Sidewalks, streets and alleys can be planned and retrofitted with pavement treatments that allow the movement of water through the surface, thus reducing or eliminating stormwater run-off and ponding. It can also trap solids and pollutants – acting effectively as a stormwater filter. Permeable pavement is generally more expensive to install and requires on-going maintenance to keep the pavement's open seams and pores open and unobstructed by debris and sediment.

Crosswalk enhancements with rain gardens, Fountain Square neighborhood, Indianapolis, Indiana.

Permeable pavement installed in parking lane.

Downtown streetscape enhancements, Plainfield, Illinois..

BROWNFIELD REDEVELOPMENT

As described in different sections of this Comprehensive Plan, Downtown Yorkville's brownfield site, which comprises mainly of three parcels bounded by Illinois Route 47, and East Van Emmon, Heustis and East Hydraulic Streets, remains a potential constraint to Downtown revitalization efforts. These parcels together constitute a significant development opportunity site. In recent years, Phase I and II environmental assessments have been commissioned to determine the extent of environmental contamination, which includes the presence of lead and other metals in the ground soil. Preliminary cost estimates have been prepared for potential remediation measures that include "capping" or "engineered controls," whereby the site is covered with soil, asphalt or even a building, and more extensive excavation, transportation, and disposal of the contaminated soil, a more expensive option. If a future development would require excavation of the site, a more extensive remediation may be required.

If extensive remediation is required, there are a number of funding sources available to underwrite remediation costs, including grant and loan programs from the United States Environmental Protection Agency, the Municipal Brownfields Redevelopment Grant and Revolving Loan Programs administered through the Illinois Environmental Protection Agency, Tax-Increment Financing offered at the local level, and private dollars and investment.

USING THE COMPREHENSIVE PLAN

Going forward, the United City of Yorkville should work toward Comprehensive Plan implementation and for incorporating the Comprehensive Plan in everyday decision-making, assessing implementation progress and in determining needed revisions so that the Plan remains relevant. The following are recommendations for effective implementation and stewardship of the Comprehensive Plan. Successful implementation and stewardship will require on-going communication and coordination between different City departments and commissions, from elected leaders, other governmental

agencies, and from private sector partners, organizations and entities.

- ***Use the Comprehensive Plan in preparing annual departmental work plans and budgets.*** Many communities use their comprehensive plans to prepare annual departmental work plans and budgets as a way to build understanding of Comprehensive Plan goals and strategies of how the Plan is being implemented. In some communities, work plans and budgets include statements on how departmental projects and budgets reflect, impact or achieve Comprehensive Plan priorities. In that regard, the City should consider adopting new systems that require such statements in annual work plan and budget documents and how departments can assess how their work is consistent with the Comprehensive Plan on a regular or daily basis.

- ***Use the Comprehensive Plan in preparing future capital improvement plans.*** The need for capital improvements planning to guide community infrastructure enhancements has been described in earlier sections of the Comprehensive Plan. As with other department work plans and planning documents, future capital improvement plan should consider and be in alignment with the goals and strategies of the Comprehensive Plan, especially in regards to urban design and streetscape initiatives and infrastructure upgrades needed to facilitate development activity.

- ***Publicize actions and initiatives that implement the Comprehensive Plan.*** Initiatives that implement the Comprehensive Plan should be routinely publicized through the City's press releases and updated websites so that Yorkville citizens are aware of local success and progress. An annual "State of the City" address by the Mayor could be organized to provide residents an update on Comprehensive Plan implementation.

- ***Identify Comprehensive Plan-related actions on the agenda of the City Council and the Plan Commission.*** To promote a broader awareness of Comprehensive Plan implementation, items on City Council or Plan Commission meeting agendas should highlight in some way, perhaps through some identifying note or heading, implementation activities that is being considered or adopted.

- **Conduct an annual public hearing to review Comprehensive Plan implementation.** The City Council or the Plan Commission should schedule an annual public hearing or meeting to discuss how various elements of the Comprehensive Plan have been implemented, implementation successes and challenges, how the Comprehensive Plan is being used by the City and other entities, and if there are new trends, threats or opportunities that may affect implementation efforts. Such a process will keep the Plan current, as well as suggest any needed changes or amendments to the Plan and its recommendations.

- ***Publish a Comprehensive Plan annual report.*** Annually, a report describing the progress being made in implementing the Comprehensive Plan should be prepared and posted to the City's website and distributed to the community as part of the City's newsletter or other publications.

IMPLEMENTATION CHART

On the following pages is an implementation chart that summarizes key Comprehensive Plan goals, policies and initiatives, and each initiative's suggested timeline for implementation. Implementation initiatives and actions are organized by those that can be undertaken in the short-term – three years or less; those that are long-term – four to ten years or more; and, those that are ongoing initiatives that should implemented and administered over the time horizon of this Comprehensive Plan. Priorities for implementation can be adjusted as the Yorkville community reviews Plan implementation on a yearly basis, or in the next five years when an update of the Comprehensive Plan is recommended.

The City's Zoning and Planning Commission, Economic Development Committee, Parks and Recreation, Publci Worka, and Community Development Department should take the lead in facilitating short-term implementation projects, and to encourage stakeholder and private sector participation in other planning projects and activities over the short and long-terms.

Downtown Yorkville

Agricultural land

Blackberry Creek

DRAFT

Implementation Chart: Vibrant City

Goal	Policies for Decisions Makers	Strategy/Initiative	Within 2 Years	3 - 10 Years +	Ongoing
Enhance the visual appearance, pedestrian environment and functionality of Downtown Yorkville.	• Support the preservation, rehabilitation, and re-use of Downtown Yorkville's traditional commercial buildings. • Consider "clean and "green" initiatives that improve Downtown buildings, blocks and other spaces. • Implement placemaking and streetscaping programs that enhance Downtown's visual qualities and appearance. • Consider design standards and new zoning tools to promote higher quality Downtown building design. • Actively manage Downtown's parking supply. • Enhance Bicentennial Riverfront Park as a destination recreation and tourism attraction.	A. Enhance Fox River riverfront access and create a riverfront park west of Bridge Street (IL Route 47).	X		X
		B. Enhance streetscape appearances and improve the walkability of Hydraulic, Main and Van Emmon Streets.	X		X
		C. Create public parking areas.	X		X
		D. Facilitate building rehabilitation and facade improvements.	X		X
		E. Clean and green the Legacy Block (Short-Term)	X		
		F. Expand Bicentennial Riverfront Park and Trail toward Van Emmon Park.		X	
		G. Extend Bicentennial; Riverfront Park Trail.		X	
Strengthen and promote Downtown Yorkville as the community's primary mixed-use shopping district.	• Encourage and facilitate new commercial, institutional and mixed-use development on available opportunity sites. • Address brownfield and environmental issues for targeted Downtown redevelopment sites. • Manage Downtown Yorkville through effective business development and marketing efforts.	H. Create a Kendall County Government Campus.		X	
		I. Facilitate infill development along Hydraulic Street.		X	
		J. Redevelop the Legacy Block (Long-Term).		X	
		K. Create a Downtown Civic Campus.		X	
		L. Redevelop land north and south of Van Emmon Street East of Mill Street.			X
		M. Undertake active Downtown Yorkville management efforts			

Implementation Chart: Vibrant City

Goal	Policies for Decisions Makers	Strategy/Initiative	Within 2 Years	3 - 10 Years +	Ongoing
Facilitate development of Yorkville's existing destination and neighborhood shopping areas.	• Facilitate commercial development on available sites and outparcels for both large format destination and neighborhood-scaled commercial activity. • Consider alternative uses to retail on sites that are unlikely to be fully built-out as commercial centers. • Rezone for other uses remaining commercially-zoned land not likely to be built out over the time horizon of this Comprehensive Plan. • Encourage and facilitate high quality building design and placemaking improvements in Yorkville's destination commercial areas. • Plan for a future Metra Station TOD neighborhood.	A. Build out the Yorkville Marketplace Development.		X	
		B. Reposition Yorkville Crossing with a mix of destination commercial and residential uses.		X	
		C. Develop remaining Kendall Marketplace outparcels.		X	X
		D. Facilitate development of the Parkway site.		X	
		E. Facilitate a grocery-anchored development near the Illinois Routes 47 and 71 intersection.		X	
		F. Plan for neighborhood-oriented commercial development at the Illinois Route 47/Galena Road intersection.		X	
		G. Plan for a Metra Station Transit-Oriented Development District.			X
Attract new industries in existing and planned industrial areas.	• Encourage infill industrial development in existing industrial parks. • Explore options for expanding and redeveloping existing Yorkville industrial areas. • Consider additional industrial areas along major transportation corridors. • Incorporate consistent urban design and placemaking elements as part of industrial developments in Yorkville.	A. Facilitate completion of the Yorkville Business Center Industrial Park.		X	
		B. Encourage infill development within the Fox Industrial Park.			X
		C. Redevelop and expand the Fox Industrial Park.		X	
		D. Develop the Lincoln Prairie industrial properties		X	

DRAFT

Implementation Chart: Yorkville Neighborhoods

Goal	Policies for Decisions Makers	Strategy/Initiative	Within 2 Years	3 - 10 Years +	Ongoing
Retain and enhance the character and livability of Yorkville's traditional neighborhoods.	• Support the maintenance and rehabilitation of Yorkville's traditional residential building stock. • Maintain and improve neighborhood infrastructure. • Enhance connections to the Fox River waterfront. • Explore potential for landmarks and historic districts to brand Yorkville's historic residential center.	A. Implement on-going neighborhood capital improvements.			X
		B. Prepare a neighborhood design manual.	X		
		C. Explore a National Register District designation for Traditional Neighborhood areas.	X		
Facilitate completion of Yorkville subdivision developments in the Tiers 1 and 2 residential neighborhoods.	• Maintain an active inventory of shovel-ready lots with available infrastructure in the Tiers 1 and 2 subdivisions. • Consider the creation of new and incentives to spur residential development activity in Tier 1 and 2 subdivisions. • Recruit developers and contractors as necessary to complete active subdivisions.	A. Facilitate build out of Tier 1 subdivisions.	X		X
		B. Facilitate build out of Tier 2 subdivisions.	X		X
Implement alternative land use and housing strategies in Tiers 3 and 4 residential neighborhoods	• Consider the re-platting of entitled subdivisions in Tier 3 and 4 subdivisions with alternative subdivision design and housing products that meet local housing needs, including duplexes, townhomes, apartments, senior housing and conservation subdivisions. • Facilitate the re-zoning of certain Tier 3 and 4 subdivisions to lower density land uses, including open space and agricultural.	A. Reposition Tier 3 and 4 subdivisions to accommodate different land uses and housing products.	X		X
		B. Reposition Tier 3 and 4 subdivisions to accommodate different land uses and housing product	X		X

Implementation Chart: Yorkville Neighborhoods and Community Systems

Goal	Policies for Decisions Makers	Strategy/Initiative	Within 2 Years	3 - 10 Years +	Ongoing
Improve residential subdivision design and neighborhood physical appearances.	• Update existing subdivision code and design standards. • Adopt new subdivision design codes that encourage quality development and protect and preserve Yorkville's environmental assets.	A. Adopt conservation and estate residential subdivision codes.	X		
		B. Consider neo-traditional neighborhood design for certain residential neighborhoods.			X
		C. Plan for future residential development in the Metra Station TOD District.		X	
Maintain an efficient and functional Yorkville roadway network.	• Continue building the community roadway network through new development and other state and local planned projects. • Monitor State and County-financed roadway projects for potential impacts on local land use.	A. Require developers to finance and construct new local and collector roadways in new developments.			X
		B. Monitor planning for the future Eldamain Road Bridge and other planned State and County-owned roadway projects.			X
Yorkville transportation network accommodates various modes of transportation.	• Update the bike trail plans to reflect near-term growth trends in residential development. • Continue building the Yorkville trail system through a combination of both off and on-street paths. • Enhance pedestrian crossings in key locations and continue installation of sidewalks in areas of need. • Continue planning for a Metra Station TOD district.	A. Update the bike trail plan that consider on-street connections and bicycle facilities.	X		
		B. Conduct a comprehensive pedestrian crossings assessment, potentially as part of an updated bike trail plan.	X		
		C. Monitor Metra planning efforts regarding Yorkville station feasibility.			X

DRAFT

Implementation Chart; Community Systems

Goal	Policies for Decisions Makers	Strategy/Initiative	Within 2 Years	3 - 10 Years +	Ongoing
Manage Downtown Yorkville's parking supply effectively and efficiently.	• Assess and analyze Downtown parking conditions on a regular basis. • Implement Downtown parking management initiatives that make more effective use of the existing parking supply whiel adding new public parking areas where and when needed.	A. Conduct a Downtown parking assessment and management study.	X		
		B. Create Downtown parking facilities.	X		
		C. Review and revise parking requirements.	X		
Ensure City infrastructure systems are updated and modernized to meet the needs of current residents and future development.	• Update the City water supply infrastructure plan. • Coordinate sanitary system improvements with the Yorkville-Bristol Sanitary District • Evaluate and plan for future sanitary line extensions in areas where future growth and development is expected.	A. Prepare an updated water supply infrastructure plan to accommodate system maintenance and future growth.	X		
		B. Coordinate with the YBSD on preparation of asanitary system and water main line expansion plan.	X		X
		C. Focus sanitary line extensions in areas of infill development and where growth is anticipated.			X
Promote and implement an effective growth management practices.	• Pursue new and updated boundary agreements with neighboring communities. • Coordinate with Kendall County on annexations of subdivisions within Yorkville's extraterritorial jurisdiction.	A. Prepare and adopt boundary agreements with the Village of Millbrook and Joliet.	X		
		B. Adopt a new planning boundary.	X		
		C. Prepare an annexation plan for subdivisions within the extraterritorial jurisdiction.			X

Implementation Chart: Community Systems and Corridors

Goal	Policies for Decisions Makers	Strategy/Initiative	Within 2 Years	3 - 10 Years +	Ongoing
Maintain an enhanced and well-preserved parks and open space system.	• Promote a broad range of high quality parks and recreational facilities that meet the needs of Yorkville residents. • Integrate new park and open space elements wherever feasible in subdivision development. • Consider establishment of a Yorkville Park District.	A. Update the Park and Recreation Department Master Plan.	X		
		B. Implement expansions to Bicentennial Riverfront Park.	X		
		C. Consider park and recreational facility expansion near the Raving Wave Water Park.	X		
		D. Explore park and Recreational Facility possibilities in Yorkville's south side neighborhoods.			X
		E. Add open space and new parks incrementally through conservation subdivisions and planned developments.			X
		F. Explore public-private partnerships in the management of open space lands in Yorkville.		X	
		G. Institute a community gardens program.			X
		H. Establish a Yorkville Parks District.			X

DRAFT

THE YORKVILLE PLAN

CONNECTING OUR PAST TO THE FUTURE

Reviewed By:	
Legal	■
Finance	■
Engineer	■
City Administrator	■
Human Resources	☐
Community Development	■
Police	☐
Public Works	■
Parks and Recreation	☐

Agenda Item Number

NB #5

Tracking Number

EDC 2016-40

Agenda Item Summary Memo

Title: Downtown Planning

Meeting and Date: Economic Development Committee - July 5, 2016

Synopsis: See attached memo.

Council Action Previously Taken:

Date of Action: N/A Action Taken:

Item Number:

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Bart Olson (Name) Administration (Department)

Agenda Item Notes:

See attached memo.

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/gov_officials.php

Memorandum

To: City Council
From: Nicole Kathman, Administrative Intern
CC: Bart Olson, City Administrator
Date: May 25, 2016
Subject: Downtown Revitalization Strategies Implementation

Summary

An outline of strategies to pursue in the short-term future regarding downtown revitalization as recommended by staff.

Background

City Council and residents alike have expressed their desire and vision to see enhancements made to the area of downtown Yorkville. In order to come up with recommendations to implement, staff has reviewed input and suggestions that has been given through a variety of means both in the regular yearly practices and throughout the comprehensive planning process. Below is a compilation of the results.

City Council Goal Setting Session:
In November at the City Council's Goal setting session, the top ranking goal was "Downtown Planning." During the session, key issues to be addressed were composed by the Council. Note that they are not in any particular order of either ranking or timing.

City Council Downtown Key Issues to Address	

• Riverfront Park
• Riverfront Beautification
• Property Maintenance
  o Enforcement
  o Architectural Standards
• Courthouse Hill Aesthetics
  o Landscape Architecture Plans and Quotes
• Parking problems
• Tourism and Marketing
• Brownfield Issues
  o Finalize Study
• Old Post Office Use
• East Alley Improvements
  o Utility Replacements
  o Parking
  o Shared Garbage Facility
  o Bury Utilities
	• City Hall Relocation
	• Integrate Clark Park and North Bank to Downtown
	• Façade Improvements
	• Pedestrian Improvements and Connectivity
	• Handrails
	  o Provide options with quotes
	• Business Owner Committee
	• Special Events
	• City Rental Buildings- Long Term Plan
	  o Maintenance
	  o Revenue Generation
	• Wayfinding Signage
	• Decorative Streetlights Installed
	• Zipline

Comprehensive Plan Strategies Resident Survey:

In fall of 2015, in an effort to generate more resident input, the Lakota Group inquired community opinion through an online survey. In this questionnaire, participants were asked to determine a prioritization level for each of the downtown revitalization strategies proposed for the comprehensive plan. Answer choices were "Not a Priority, Low Priority, Medium Priority, and High Priority." Approximately 200 stakeholders provided their input through this manner.

In order to compare the results of each strategy side by side, I have assigned a numeric value to each answer and calculated the average. Numeric values are 0 for "Priority," 1 for "Low Priority," 2 for "Medium Priority," and 3 for "High Priority." Therefore, the higher the average, the more of a priority it is. I divided the results into "Near-Term Strategies," Mid-Term Strategies," and "Long-Range Strategies" in accordance with the survey. The results in terms of percentages for each option in addition to comments associated with each question are included in the attached document that was put together by the Lakota Group. There is also a description of each strategy.

Average Prioritization of Near-Term Strategies (1-10 years)

Strategy	Average
Enhance Hydraulic Street	2.03
Facilitate Building Rehabilitations	2.03
Infill Development along Hydraulic Street	1.99
Create Public Parking Areas	1.98
Clean and Green the "Legacy Block"	1.80
Enhance Fox River Access/Create Kayak Center	1.28

Average Prioritization of Mid-Term Strategies (10-20 years)

Strategy	Average
Create Riverfront Park west of Bridge St.	2.01
Expand Riverfront Park to the East	1.99
Enhance Main and Van Emmon Streets	1.94
Infill Development along Hydraulic St.	1.84
Redevelop Industrial Land	1.77
Create a Kendall County Campus	1.05

Average Prioritization of Long-Range Strategies (20+ years)

Strategy	Average
Riverfront Trail Extension	2.00
Enhance Van Emmon Street	1.75
Redevelop Land South of Van Emmon Street	1.65
Redevelopment of "Legacy Block"	1.59
Redevelop Land East of Mill Street	1.47
Create Downtown Civic Complex	1.39

2015 City Services Survey:

Although no specific questions were about the downtown were asked in the survey, residents frequently mentioned revitalizing the downtown. Many of the comments on the subject matter mentioned aesthetics, addition of trails in the area, and an overall need to better utilize the riverfront area.

Proposal Narrative:

Overall the strategy is to begin the revitalization of downtown Yorkville by beginning with Riverfront Park and parking issues. Expanding the park will help make downtown Yorkville a primary destination for both residents and nonresidents. Parking areas will provide visitors with convenience in addition to reducing parking as an obstacle. This will make the surrounding area more attractive to developers.

Simultaneously offering a façade grant program will spur improvements to reduce blight. Furthermore, adding in additional sidewalks, trails, and signage to make the area more pedestrian friendly will encourage prolonged visits to the downtown. After we address our current infrastructure and area is a more appropriate time to then expand new development with cleaning up the brownfields.

Recommendation for Implementation of Strategies:

Actions already moving forward:

Action 1: Riverfront Park Playground

Description: Installation of the purchased playground equipment for Riverfront Park approved at the March 22, 2016 City Council Meeting
Estimated Cost: $88,615 ($66,815 City Share and $15,000 Riverfront Park Foundation)
Funding: Parks and Recreation FY 2016 Budget, Riverfront Park Foundation Donation

Action 2: Pumphouse Façade Improvements

Description: Painting the pumphouse so that the exterior matches the exterior of the former Cobblestone building as planned last year. Installation of a lattice façade to allow growth of landscaping near building.
Estimated Cost: $12,000
Funding: FY 2017 TIF Funds

Action 3: West Alley Pavement Improvements

Description: Paving the west alley in partnership with Imperial Investments' paving of the private parking lots adjacent to the alley.
Estimated Cost: $14,000 net to City, $45,000 gross cost
Funding: FY 2016 TIF Funds

Action 4: West Alley Sidewalk and Fence replacement

Description: Replacement of old sidewalk and installation of a safety rail near the NE corner of S Main and W Van Emmon
Estimated Cost: $37,000
Funding: FY 2017 TIF Funds

Action 5: East Alley Sidewalk and Fence replacement

Description: Replacement of old sidewalk and installation of a safety railing east of the Law Office Pub.
Estimated Cost: $20,000
Funding: FY 2017 TIF Funds

Action 6: Decorative Streetlights

Description: Installation of decorative streetlights along Route 47 from approximately School House Road to Somonauk Street. It is expected the poles will be installed this fall.
Estimated Cost: ~$616,450 for Phase III Engineering and Construction ($432,098 ITEP and $184,352)
Funding: ITEP Funds, Downtown TIF Funds, City-Wide Capital Fund

Action 7: Property Maintenance

Description: Continuing to monitor property maintenance violations in the downtown area.
Estimated Cost: Soft costs, staff time
Funding: General Fund (Community Development Department)

Action 8: Courthouse Hill Landscaping Plan

Description: Concept landscaping plan for a modest improvement to reduce City mowing costs of hill and improve aesthetics, and a more robust plan that would fit withina future goal to make the downtown a destination.
Estimated Cost: $5,000
Funding: FY 17 TIF Fund

Action 9: Downtown Tree Replacement

Description: Many trees were removed from the downtown during the Route 47 expansion project. Over the next couple years, we plan on replacing many of the lost trees in the downtown.
Estimated Cost: $4,000
Funding: FY 17 TIF Fund

Implementation beginning by the end of 2016 within FY 2017 budget:

Action 10: Parking Study

Description: Development of a parking management plan.
Estimated Cost: $19, 000
Funding: FY 2017 TIF Funds
Justification: Completion of a parking study will help determine current and projected downtown parking needs and the location of potential off-street parking facilities. This would be the first step in expanding parking in the downtown.
Input Consideration:

- City Council Downtown Key Issue: Parking Problems
- Comprehensive Plan Draft Implementation Action for the Strategy "Create Public Parking Areas"
- Parking identified as an important priority by residents in Downtown Revitalization Survey Results.

Action 11: Start Up Downtown Exterior Improvement Program

Description: Grants for owners of existing commercial buildings in the downtown core with the purpose of encouraging façade and other exterior improvements. In order to be approved for funds, a project would have to adhere to design guidelines to facilitate a consistent downtown theme. We envision this program being administratively approved to allow for an expedited process.
Estimated Cost: Budgetary discretion, each individual project could be between $5,000 and $100,000 depending on scope
Funding: FY 2017 TIF funds
Justification: This program would encourage rehabilitation in order to control and prevent blight and deterioration within Downtown Yorkville.
Input Consideration:

- City Council Downtown Key Issue: Façade Improvements
- Comprehensive Plan Draft Implementation Action for the Strategy "Facilitate Building Rehabilitations and Façade Improvements"
- Building Rehabilitation identified as the highest priority in Downtown Revitalization Survey Results
- 2015 City Services Survey comments regarding building aesthetics.

Action 12: Paving of South Main Street Parking Lot

Description: Paving the south Main Street parking lot behind the AT&T building to provide an additional public parking area for access to the ARC Building and the rest of downtown.
Estimated Cost: Staff time and $5,000 for materials
Funding: FY 2017 TIF Funds and/or Parks and Recreation Fund
Justification: Downtown needs to add accessible off-street parking facilities if it is to attract new businesses and customers. Replacing gravel with pavement also provides an aesthetic enhancement.
Input Considerations:

- City Council Downtown Key Issue: Parking Problems

- Comprehensive Plan Draft Implementation Action for the Strategy “Create Public Parking Areas”
- Parking identified as an important priority by residents in Downtown Revitalization Survey Results
- 2015 City Services Survey comments regarding downtown aesthetics

Implementation in short-term future beginning by the end of 2017, financed by $2 million dollar bond.

Action 13: Build Riverfront Park East

Description: Move forward with building the park plan as approved by OSLAD grant even without certainty grant is getting reinstated.
Estimated Cost: $400,000
Funding: Bond, possibly refunded by grant
Justification: Public spaces give identity to cities and the riverfront is an area the City has been incorporating as a focal point. The expansion of the park would allow having larger events downtown attracting more visitors. In addition, in general, parks have a positive impact on land values and spurring economic development. Determining the economic impact of parks is an emerging science and factors that bring direct income, provide resident savings, and provide environmental savings have been quantified in park systems across the country. Furthermore, residents see the value in parks as they were the rated the third highest City service in regards to satisfaction in the 2015 City Services Survey.
Input Consideration:

- City Council Downtown Key Issue: Riverfront Park
- Riverfront Park Development although encompassed within the goal of Downtown Planning also was its own separate goal. This goal was ranked 8th out of 24 goals.
- Top two mid-term strategies identified by residents in the Downtown Revitalization Survey results pertain to the expansion of Riverfront Park.

Action 14: Fully fund Downtown Exterior Improvement Program

See Action 2 under "Implementation beginning by the end of 2016 within FY 2017 budget"

Action 15: Start to create public parking areas

Description: Begin development of public parking areas identified in parking management plan. Choose selected areas to start off with.
Estimated Cost: Dependent on outcome of study and areas chosen
Funding: Bond
Justification: Downtown needs to add accessible off-street parking facilities if it is to attract new businesses and customers.
Input Considerations:

- City Council Downtown Key Issue: Parking Problems
- Comprehensive Plan Draft Implementation Action for the Strategy "Create Public Parking Areas"
- Parking identified as an important priority by residents in Downtown Revitalization Survey Results

Action 16: Downtown Streetscape Master Plan

Description: Study to determine the type of improvements needed to make Downtown Yorkville more walkable, such as sidewalks, intersection crossings, and signage. This

would also include the creation of a "brand" image for the Downtown. This "brand" image would be incorporated into design guidelines for a façade program.
Estimated Cost: $60,000
Funding: Bond
Justification: We need to have a plan before making streetscape improvements in order to determine where our dollars would be best spent.
Input Consideration:

- City Council Downtown Key Issues: Pedestrian Improvements and Connectivity and Wayfinding signage.
- Comprehensive Plan Draft Implementation Action for the Strategy "Enhance Streetscape Appearances and Improve the Walkability of Hydraulic, Main and Van Emmon Streets"
- Enhance Main and Van Emmon identified as an important priority by residents in Downtown Revitalization Survey Results

Action 17: East Alley Improvements

Description: This would involve partial replacement and burying of the utilities located in the east alley, paving the parking lot, and other beautification including items such as: combining the business garbage facilities and changing the layout to be more pedestrian/customer friendly.
Estimated Cost: TBD
Funding: Bond
Justification: There has been high number of water main breakages. Paving the parking lot would create an additional public parking area that would help attract businesses and visitors to the downtown in addition to adding an aesthetic enhancement.
Input Consideration:

- City Council Downtown Key Issue: East Alley Improvements
- City Council Downtown Key Issue: Parking Problems
- Comprehensive Plan Draft Implementation Action for the Strategy "Create Public Parking Areas"
- Comprehensive Plan Draft Implementation Action for the Strategy "Facilitate Building Rehabilitations and Façade Improvements"
- Building Rehabilitation identified as the highest priority in Downtown Revitalization Survey Results
- Parking identified as an important priority by residents in Downtown Revitalization Survey Results
- 2015 City Services Survey comments regarding aesthetics.

Implementation recommendations beyond 2017, financed by future TIF funds:

Action 18: Downtown Streetscape Improvements

Description: Implement selected improvements such as new sidewalks, wayfinding signage, public art, landscaping planters, and pedestrian lighting as identified in Downtown Streetscape Master Plan.

Estimated Cost: Dependent on Master Plan outcomes

Funding: Any leftover bond money if applicable and future TIF Funds

Justification: These improvements would increase walkability. Walkability particularly in a downtown is advantageous. Outlined below are just a few reasons:

- Research shows that increases in measures of walkability such as Walk Score translate into increased property values.
    - A 2012 study by the Brookings Institute provides evidence that neighborhoods with environmental features that facilitate walkability and attracts pedestrians, have higher rents, property values, and retail revenues. The economic effects of this infrastructure are also shown in a 2015 report by Smart Growth America outlining case studies of cities that have completed this type of improvements.
    - Numerous studies including a 2009 Study by CEOs for Cities indicates Walkscore which is a grade out of 100 that reflects the proximity of establishments increases property values. This infrastructure investment could attract new businesses to increase this score.
- Walkability is becoming increasingly important to buyers. According to a 2013 survey from the National Association of Realtors. “A neighborhood with a mix of houses, stores and businesses that are easy to walk to is preferred over a neighborhood with houses only that requires driving to stores and businesses” (60 percent to 35 percent).
- Improving walkability will increase opportunities for visitors once downtown to walk around and visit multiple attractions and businesses, which supports the local economy.

Input Consideration:

- City Council Downtown Key Issues: Pedestrian Improvements and Connectivity and Wayfinding signage.
- Comprehensive Plan Draft Implementation Action for the Strategy “Enhance Streetscape Appearances and Improve the Walkability of Hydraulic, Main and Van Emmon Streets”
- Enhance Main and Van Emmon identified as an important priority by residents in Downtown Revitalization Survey Results

Action 19: Make Brownfield in East Alley suitable for development

Description: We need to obtain a letter of no further remediation (NFR) from the IEPA. This would involve further evaluation and clean up of the Brownfield site east of Route 47 on Hydraulic Ave once a development plan is proposed..

Estimated Cost: $690,000 - $720,000 for full remediation, significantly less depending on development plan

Funding: Future TIF funds
Justification: Covering the rehabilitation costs for this contaminated site will make it more desirable and attractive to developers and investors.
Input Consideration:

- City Council Downtown Key Issue: Brownfield Issues
- Comprehensive Plan Draft Implementation Action for the Strategy “Encourage Infill Along Hydraulic Street”
- Infilling development along Hydraulic Ave identified as significant priority in the Downtown Revitalization Survey Results.

Funding Scenarios and Outlook

All of the above projects can be funded with TIF increments or a bond. In FY 17, the entire TIF district is only supposed to generate around $70,000 in increment, and payments to Imperial Investments for past projects will be around $16,000 for a net amount of $54,000. The TIF expires in 2029, leaving the City with a conservative estimate of $650,000 in expected net revenue over the next 12 years. While this is enough to accomplish a few of the items on the list, it is not enough to accomplish the full TIF plan as approved in 2006. The entire TIF ordinance is attached for your review, but in general it contemplated:

Category	Amount
Analysis, Administration, Studies, Surveys, Legal, Marketing etc	$500,000
Property Assembly including Acquisition, Site Prep and Demolition, Environmental Remediation	$10,000,000
Public Works & Improvements, including streets and utilities and public facilities or capital costs	$15,000,000
Rehabilitation of existing buildings, fixtures and leasehold improvements	$10,000,000
Interest Subsidies and/or Affordable Housing Incentives	$1,000,000
Relocation Costs	$500,000
Job Training and Vocational Education	$500,000
Total Redevelopment Project Costs	**$37,500,000**

To date, the City has only generated a total of $560,000 in TIF increment since 2006, and has only paid out $44,000. This is a long way off from the planned $37,500,000 in total investment a decade ago.

The most practical way to complete some of the larger ticket initiatives in the downtown area would be to sell a bond. An alternate revenue bond would be available to the City, in an amount at the City's choosing. A $2,000,000 bond with a 13 year term would yield a debt service amount of around $225,000 annually. If the City already has around $50,000 per year in increment, an additional $175,000 per year in increment would need to be generated in order to meet debt service obligations.

To get an idea of what kind of building would have to be constructed to generate $150,000 in TIF increment, the mixed-use building in downtown Oswego (pictures attached) that contains the Taphouse Grill and has various business condos on the upper floors pays around

$76,000 in property taxes annually and sits on ½ acre. If we take that building as a reasonable model, we would need three of those types of buildings in downtown Yorkville to offset the annual debt service on a $2m bond.

There are several properties in downtown Yorkville that have one owner for over an acre where private redevelopment could occur with a willing landowner and developer. The FS property (owned by Imperial Investments) and the sawmill (owned by Dan Nicholson) are both around an acre in size. The Vault Gym property (old Old Second building) is over 3 acres in size and would be a large redevelopment opportunity.

In a scenario where all three of the above properties have a willing landowner and developer, and get built with a large mixed-use building, similar to the Taphouse building in Oswego, I would expect planning and construction take 2-3 years. With the assessment of property on a 3-year rolling basis and a year in arrears, it could be 4-6 years from now before those fully-developed properties reach the tax rolls and generate significant TIF increment. That leaves an even shorter window for payback of either a bond or a normal, backloaded TIF agreement like the agreement that Imperial Investments has. It is my opinion that the City would have a very small likelihood of financial success due to the term of the TIF and the likelihood of commercial development on the scale discussed.

Further, the City staff have been in contact with Imperial Investments on a variety of issues related to their current properties and projects in the downtown. They have pulled a building permit for the buildings on the FS property, and have entertained different redevelopment options over the past few years. Because the property has a brownfield and the TIF ends in 2029, Imperial Investments has let us know that they would not be able to develop the FS property in full without a TIF extension. It is my opinion that any other developer would have the same challenges.

TIF extension

The process to extend a TIF is done through the state legislature. It requires a bill specific to the City's downtown TIF district to be approved by the state. Typically, the state asks that every taxing body in the City consent to the extension of the TIF. At that point, the state usually approves a bill extending the TIF for an additional 12 years. If the City Council feels that a TIF extension is warranted, the first step would be to approach every other taxing body for their consent.

Recommendation

Staff recommends:

1) Consent and direction to keep moving forward with Action Items 1-9 and

2) Approval to move forward with Action Items 10-12, including a budget amendment and/or City Council approval of study documents, if needed and

3) Support to continue studying Action Items 13-19, in preparation for future action and prioritization by City Council and

4) Feedback on whether there other projects or initiatives to study that are not already listed in this memo and

5) Approval to move forward with a TIF extension by contacting other taxing bodies to gauge their willingness to consent to an extension of the TIF to 2041

Walking the Walk

How Walkability Raises Home Values in U.S. Cities

Joe Cortright, Impresa, Inc.,
for CEOs for Cities
August 2009

CEOs FOR CITIES
INSPIRE · CONNECT · SUCCEED

Summary

More than just a pleasant amenity, the walkability of cities translates directly into increases in home values. Homes located in more walkable neighborhoods—those with a mix of common daily shopping and social destinations within a short distance—command a price premium over otherwise similar homes in less walkable areas. Houses with the above-average levels of walkability command a premium of about $4,000 to $34,000 over houses with just average levels of walkability in the typical metropolitan areas studied.

This paper explores the connection between home values and walkability, as measured by the Walk Score algorithm. Walk Score measures the number of typical consumer destinations within walking distance of a house, with scores ranging from 0 (car dependent) to 100 (most walkable). By the Walk Score measure, walkability is a direct function of how many destinations are located within a short distance (generally between one-quarter mile and one mile of a home). Our measure of walkability reflects the convenience and proximity of having shopping and cultural activities close at hand, as well as the value households attach to mixed-use neighborhoods.

Using an economic technique called hedonic regression, we estimate how much market value homebuyers implicitly attach to houses with higher Walk Scores. We looked at data for more than 90,000 recent home sales in 15 different markets around the nation. Our statistical approach controlled for key characteristics of individual housing units (their size, number of bedrooms and bathrooms, age and other factors), as well as for the neighborhoods in which they were located (including the neighborhood's income level, proximity to the urban center and relative accessibility to employment opportunities).

After controlling for all of these other factors that are known to influence housing value, our study showed a positive correlation between walkability and housing prices in 13 of the 15 housing markets we studied. In the typical market, an additional one point increase in Walk Score was associated with between a $500 and $3,000 increase in home values. In one market (Las Vegas) there was a negative correlation—housing prices decreased with higher Walk Scores, and in one market (Bakersfield) there was no statistically significant correlation between prices and walkability after controlling for other factors.

These results show that consumers and housing markets attach a

positive value to living within easy walking distance of shopping, services, schools and parks. The property value premium for walkability seems to be higher in more populous urban areas and those with extensive transit, suggesting that the value gains associated with walkability are greatest when people have real alternatives to living without an automobile.

It should be stressed that our measure of walkability captures not just the benefits associated with walking but with greater accessibility generally. Even households that don't walk to every destination have shorter trips (and more nearby choices) than households with lower Walk Scores. And because places with higher walk scores tend to have more mixed uses and better transit services, some of the value measured here may be attributable to those assets.

This research makes it clear that walkability is strongly associated with higher housing values in nearly all metropolitan areas. The choice, convenience and variety of walkable neighborhoods are reflected in housing markets and are the product of consumer demand for these attributes. The nation's urban leaders should pay close attention to walkability as a key measure of urban vitality and as impetus for public policy that will increase overall property values – a key source of individual wealth and of revenues for cash-strapped governments in a tough economy.

Introduction

Walking and cities go hand in hand. Sidewalks, streetscapes and destinations all define urban space. The resurgent interest in downtowns and in promoting mixed-use developments throughout metropolitan areas is, in part, driven by a recognition of the value of walkability.

For a long time, walking has received little respect as a means of transportation or as an essential part of vibrant urban spaces. This report reconsiders the value of walkability using a new web-based assessment tool—Walk Score—to look at how walkability influences housing values in selected U.S. metropolitan areas.

Our analysis of walkability and its connection to urban housing values unfolds in five parts. First, we explore the concept of walkability, what it is and how it is measured. We describe the Walk Score measure developed by Front Seat and how it provides a tool for measuring the relative accessibility of common destinations to housing units. Part two discusses the tool of hedonic analysis developed by economists to decompose the contribution

of different attributes to the value consumers place on complex products. Part three outlines the data we use to analyze home values and neighborhood characteristics. Part four lays out the results of our hedonic modeling and the relative contribution of walkability to housing prices. Part five discusses the economic and policy implications of our findings and suggests next steps for further research.

This work was commissioned by CEOs for Cities to build on its growing body of work to help urban leaders understand how cities build and hold on to value and to uncover more evidence that demonstrates why cities and urbanism matter to the success of our nation as a whole.

CEOs for Cities and the author gratefully acknowledge the assistance of Front Seat, Inc., for supplying data on Walk Scores for subject properties, and ZipRealty for providing transaction data used in this study. We also appreciate the advice of Noelwah Netusil and Niko Drake in undertaking this study. Any errors are the author's responsibility.

I. Walkability

A key asset of cities is the relative ease with which people can access a wide range of jobs, goods, services and opportunities for social interaction. People and businesses value city locations for the accessibility they provide. Places that are walkable—that have a variety of services and destinations in close proximity to one another—are more convenient and more lively.

Walking is a largely unmeasured and grossly under appreciated component of the urban transportation system. Transportation data often focus exclusively on car and transit trips, ignoring pedestrian travel, even when it is an important component, i.e., walking to a transit stop or from a parking area (Litman, 2007). Consequently, walkability has been under emphasized or ignored as a vital form of urban transportation.

Walking is both important in and of itself and as a marker of vibrant urban spaces. Urban spaces are, almost by definition, places where it is more convenient and common for people to walk between destinations than to take other modes of transportation. Places that are conducive to walking frequently have a host of other related characteristics: they are generally denser, better served by transit, more central, and have more of a mix of different land uses. As Jane Jacobs has observed, walkability is at the heart of urban vibrancy, short blocks, population density and diversity and a mix of uses, building types and ages that all play out in a "sidewalk ballet" (Jacobs, 1961).

Economists have paid increasing attention to Jacob's views. Two decades ago, Robert Lucas –subsequently awarded Nobel laureate in economics – asked rhetorically what forces held a city together:

> "If we postulate only the usual list of economic forces, cities should fly apart. The theory of production contains nothing to hold a city together. A city is simply a collection of factors of production: capital, people and land -- and land is always far cheaper outside cities than inside. Why don't capital and people move outside, combining themselves with cheaper land and increasing profits?" (Lucas, 1988)

The answer to this puzzle, Lucas suggested, was that people paid high rents in places like Manhattan or downtown Chicago for the opportunity to be near other people. Our study shines some additional light on that phenomenon, illustrating the value that homeowners attach to locations that enable them to easily access a variety of urban destinations by walking and other means.

Consumers and businesses attach value to the closeness and choice of things found in cities. The intrinsic advantages of cities revolve around the variety of consumption choices and experiences they provide, the relative ease of accessing those choices, and the opportunity to discover new goods, services and experiences (Cortright, 2007). Walking provides a range of benefits including mobility, consumer cost savings, fitness and health and social interaction (Litman, 2007).

Walking has important social benefits as well. More people walking on the streets is a signal that an area is safe and interesting. A prominent characteristic of vital urban neighborhoods is their vibrant pedestrian street life (Jacobs, 1961).

Land use policies prevalent during much of the twentieth century had the effect of greatly reducing walkability. Local governments adopted land use planning that intentionally separated different types of land uses. Many zoning codes not only outlawed the corner grocery store and the corner bar, but winding suburban streets and cul de sacs effectively outlawed corners as well. In addition, the scale of commercial development and public facilities increased rapidly—fewer and larger schools and stores, which are, by definition, farther from the average student or shopper and less walkable.

Part of the value associated with walkability may reflect the relative

scarcity of walkable, mixed-use neighborhoods in many U.S. metropolitan areas. There is some evidence that there are fewer pedestrian-friendly, transit-oriented residential neighborhoods in most metropolitan areas that consumers would prefer, given a choice between these and more sprawling, auto-oriented developments (Levine, Inam, & Torng, 2005).

Concerns about urban sprawl, global warming and the health and social effects of an automobile-dominated transportation system have rekindled interest in walkability in the United States, especially over the past 15 years. Walkability is a central feature of efforts to revitalize urban centers, promote transit-oriented development and in new urbanist planning (Leinberger, 2007).

As a result of the emphasis on automobiles in most metropolitan transportation planning, walking has been less studied and is less well understood than other forms of transportation. Many transportation surveys either ignore or discount walking trips (or the portion of travel spent walking) and good data on walking is rare (Litman, 2007). In an effort to shed greater light on the urban characteristics that facilitate walkability, Front Seat has developed Walk Score, a web-based algorithm for computing the relative walkability of different residential locations. The idea for counting close-by destinations as means of assessing walkability was suggested by Alan Durning of the Sightline Institute. The Walk Score index is freely available on the Internet and is increasingly being used in the real estate market. Launched in 2007, Walk Score has been integrated into many online real estate listing services. In fact, ZipRealty.com, which provided the data for this inquiry, was the first large real estate website to add Walk Score to all their listings. Today more than 2 million Walk Scores are shown each day by all Walk Score partners.

Walk Score uses Google maps to compute the distance between residential addresses and nearby destinations. The Walk Score algorithm looks at destinations in 13 categories and awards points for each destination that is between one-quarter mile and one mile of the subject residential property:

- grocery store
- coffee shop
- movie theater
- park
- bookstore
- drug store
- clothing and music store
- restaurant
- bar
- school
- library
- fitness
- hardware store

Destinations get maximum points if they are one quarter mile or less from the residence and no points if they are more than one-mile away. Only the closest destination in each category is evaluated (additional destinations in a category within one mile have no additional effect on Walk Score). Each destination category is weighted equally, and scores are normalized from zero to 100.

Walk Score has both conceptual and technical limitations. Whether people weight all destinations equally or are indifferent to the number of additional destinations in a category is unknown. The Walk Score depends on the accuracy of the database of destinations used by Google Maps. It appears that this database has been compiled from the Dun and Bradstreet database, although Google allows users to add additional destinations (subject to verification and quality control) (Drake, 2009). In addition, Walk Score simply measures the straight-line distance to each of these locations and makes no adjustments for the ease of walking, the width or connectivity of streets, and traffic or other obstacles to walking.

In essence, Walk Score is a measure of the proximity of a range of typical goods, services and activities to a particular household. As a result, locations with high Walk Scores are not only more conducive to walking, they are also similarly more conducive to cycling and are more likely to be well-served by transit. In addition, because a wide range of activities are available close at hand, locations with high Walk Scores enable households to drive shorter distances when they do choose to travel by car.

It's also worth noting that Walk Score is a measure of opportunity and not necessarily a measure of activity. Households with high Walk Scores may choose not to walk for all of their trips, but places with higher Walk Scores are more convenient for walking, generally speaking, than places with lower Walk Scores.

II. Hedonic Analysis: Estimating Values of Housing and Neighborhood Attributes

Over the past several decades, economists have developed a statistical technique, called hedonic regression, to break out the contribution of each of a house's attributes to its market price. The pioneering application of hedonic analysis to real estate was developed by Sherwin Rosen three decades ago (Rosen, 1974).

By looking at hundreds (or thousands) of different transactions over time and examining the relationship between variations in price and variations in house characteristics, it is possible to estimate statistically the separate or marginal contribution of each attribute to a house's selling price. Hedonic analysis is a more rigorous, quantitative way of measuring our intuition that larger houses or those located in nicer neighborhoods command higher prices than otherwise similar houses.

To some readers, it may seem counterintuitive to use higher housing prices as an indicator of improvements in livability. But price variations among houses, particularly within a metropolitan market, reflect the value that consumers derive from the characteristics of those houses (and the neighborhoods in which they are located).

We know that the reverse is certainly true. Low and declining prices are the hallmark of troubled and declining neighborhoods. Declining prices prompt disinvestment and a lack of maintenance, perpetuating a cycle of decline, leading in extreme cases to housing abandonment that mars many troubled urban neighborhoods. Rising prices are a key leading indicator of neighborhood revitalization (Weissbourd, 2008).

Economists say that the positive attributes of particular properties are capitalized into the price of land. For decades, urban economists have talked about an urban rent gradient—property closer to the center of an urban area commands higher prices because it is more accessible to jobs and shopping and customers and workers than more peripheral locations. The rent gradient visualizes rents as being highest in the center of the region and then declining as one moves outward (McMillen, 2002).

Hedonic regression is used to decompose the values that consumers attach to different attributes of complex products. Because houses differ widely in terms of size, location and amenities, simply comparing sales prices reflects differences in quality as much as differences in costs. From the view of hedonic analysis, complex, highly varied products like houses can be thought of as consisting of a bundle of more fundamental attributes that

consumers value. Hedonic analysis statistically unbundles these different attributes and estimates their separate value. Economists have used hedonic price estimation in a variety of ways. For example, the Bureau of Labor Statistics uses hedonic methods to control for quality changes in cars and computers in calculating the rate of price increases over time.

Hedonic models of housing prices estimate the values consumers attach to a variety of characteristics including some characteristics of the building and others of the site or neighborhood in which it is located.

Hedonic analysis rests on a number of key assumptions about markets, pricing and consumer behavior, the details of which are beyond the scope of this paper. For an excellent review of these issues, the reader may wish to consult one of several academic reviews of hedonic analysis (Gibbons & Machin, 2008).

Many different characteristics contribute to the value of a house. After controlling for other factors like home and lot size, location and number of bedrooms and bathrooms, one study found positive and significant values for fireplaces, decks, basements, pools, porches, central air conditioning and brick construction (Yinger, 2009).

Neighborhood and environmental factors also play a role in shaping housing prices. Academic research has identified school quality, employment accessibility and crime rates as important influences on housing prices within cities (Gibbons & Machin, 2008). One study attributes a portion of the appreciation of housing values in New York to the decline in crime rates over the past two decades. High crime rates held down housing prices, and when crime subsided, housing values increased (Schwartz, Susin, & Voicu, 2003).

Poor environmental quality also has a negative effect on housing values. Households are willing to pay more for an otherwise similar house in a neighborhood with low levels of air pollution than a neighborhood with high levels of pollution. This revealed willingness to pay is one way economists estimate the economic costs associated with air pollution (Kahn, 2004).

Most hedonic pricing models address location using a variety of measures. A study of housing values in Seattle in the late 1990s found that accessibility (by car) to commercial and university uses had a positive effect on housing values, while accessibility to K-12 schools and industrial land uses was associated with a negative affect on housing prices (Franklin & Waddell, 2002).

Bina, et al studied 900 housing sales in Austin, Texas, and reported that accessibility shapes residential values. Home prices rise with proximity to the Central Business District (by $8,000 per mile) and shorter average commute times ($4,700 per minute saved in daily travel time), everything else constant. Most studies focus on home sales, but the hedonic pricing technique has also been used to study variations in apartment rents. A study of Portland, Oregon, confirmed the classic negative rent gradient—rents declined with increased distance from the central business district (Wilson & Frew, 2007).

Few studies deal directly with walkability as a factor in shaping home prices. A recent analysis of home price trends in Portland, Oregon, found that houses in pre-war (i.e. those built prior to 1940) neighborhoods had appreciated more than housing in more contemporary neighborhoods (Hohndel, Conder, & Cser, 2008). One of the key distinctions between these two eras was the preponderance of grid-street systems in pre-war neighborhoods compared to cul-de-sacs in post-war neighborhoods.

Two studies have looked at the effects of "new urbanism" on property values, i.e. how connected streets, higher density, mixed uses—all attributes connected to walkability—are statistically related to housing prices. One study developed hedonic regressions for housing prices in metropolitan areas that had identified "traditional neighborhood developments" marked by connected street systems, higher densities, mixed uses and other characteristics. The study found that after controlling for other observable characteristics of housing including size, age and quality, buyers paid premiums of 4 percent to 15 percent for otherwise similar houses located in new urbanist developments (Tu & Eppli, 2001).

A second study looked at neighborhood level characteristics in the suburbs of Portland, Oregon, constructing measures for census block groups of median distance of each single family home to the nearest commercial land use. This study found a positive effect of proximity to commercial land uses but a negative effect for proximity to bus stops (Song & Knaap, 2003).

While these two studies considered the effects of neighborhood level variations in walkability, they don't account for variations in walkability at the level of an individual household, nor do they reflect a wide range of destinations. Using Walk Score measures – which are based on 13 different destinations – and examining variations for individual properties may provide us with added insight into the value placed on walkability.

III. The Data

ZipRealty and Front Seat provided us with data on 93,725 housing transactions in 15 housing markets around the United States. These data included the street address of the property as well as key variables on each property. We excluded from this database incomplete and anomalous records, for example, properties with sales prices of less than $25,000, properties built prior to 1800, and properties missing data for any of the listed variables used in our analysis.

Table 1: Metropolitan Areas Included in the Study

	Population	Rank	Median Home Value, 2007
Austin-Round Rock, TX	**1,652,602**	**36**	**177,500**
Bakersfield, CA	**800,458**	**63**	**256,800**
Charlotte-Gastonia-Concord, NC-SC	**1,701,799**	**34**	**167,000**
Chicago-Naperville-Joliet, IL-IN-WI	**9,569,624**	**3**	**261,100**
Dallas-Fort Worth-Arlington, TX	**6,300,006**	**4**	**145,400**
Fresno, CA	**909,153**	**54**	**296,300**
Jacksonville, FL	**1,313,228**	**40**	**201,400**
Las Vegas-Paradise, NV	**1,865,746**	**30**	**315,300**
Phoenix-Mesa-Scottsdale, AZ	**4,281,899**	**12**	**260,300**
Sacramento--Arden-Arcade--Roseville, CA	**2,109,832**	**25**	**400,800**
San Francisco-Oakland-Fremont, CA	**4,274,531**	**13**	**706,100**
Seattle-Tacoma-Bellevue, WA	**3,344,813**	**15**	**379,100**
Stockton, CA	**672,388**	**78**	**399,500**
Tucson, AZ	**1,012,018**	**52**	**210,700**
Washington-Arlington-Alexandria, DC-VA-MD-WV	**5,358,130**	**9**	**458,500**

Source: U.S. Census Bureau, Population Estimates, 2008
American Community Survey, 2007.
Rank is rank among U.S. metropolitan areas in population.

Market coverage varied substantially across metropolitan areas. In most cases, our sample was drawn from all parts of the metropolitan area. In several cases, however the sample was drawn from certain jurisdictions (cities, counties or sub-markets within a metropolitan area). Our data for Chicago, for example, include only selected neighborhoods on the near north side and south side; our data for the San Francisco Bay include suburban

jurisdictions but not the cities of San Francisco or Oakland.

Our sample included high priced housing markets (San Francisco) as well as markets with lower prices, such as Tucson, as shown in Table 2. The number of properties included in our sample also varied considerably from city to city.

Table 2: Summary of Data for Cities

	Observations	Sales Price (N)	Home Size (SF)
Arlington	**1,226**	**393,136**	**1,319**
Austin	**3,333**	**249,706**	**1,446**
Bakersfield	**2,566**	**224,233**	**1,812**
Charlotte	**5,313**	**279,727**	**1,508**
Chicago	**1,525**	**386,785**	**1,638**
Dallas	**13,959**	**231,236**	**2,075**
Fresno	**2,651**	**217,805**	**1,689**
Jacksonville	**4,719**	**179,873**	**1,660**
Las Vegas	**5,227**	**313,903**	**2,021**
Phoenix	**13,801**	**311,480**	**1,862**
Sacramento	**5,754**	**284,076**	**1,415**
San Francisco	**15,246**	**728,101**	**1,619**
Seattle	**9,600**	**487,404**	**1,738**
Stockton	**4,890**	**248,513**	**1,702**
Tucson	**2,466**	**190,194**	**1,462**

For each property, we identified a set of variables describing its important characteristics in two categories: housing variables (characteristics of the individual residence) and neighborhood characteristics (attributes related to location).

Housing Variables

The real estate transaction data provided by ZipRealty identified several basic characteristics of each home sale, including the price of the transaction, size of the home, the number of bedrooms and bathrooms, the year the house was built, and whether the residence was a condominium or single-family home.

These variables are commonly used in the real estate community in describing and categorizing homes. Table 3 contains data on the mean and standard deviation of selected variables in the study for each of these cities.

ZipRealty also provided us with the street address of each property. From this information, Front Seat used its Walk Score algorithm to generate a Walk Score for each property.

Table 3: Mean and Standard Deviation Selected Variables
(Standard Deviation in Parentheses)

	Price	SF	Age	MHI	CBD	Jobs	Walk
Arlington	**393,136** (227,357)	**1,319** (652)	**33** (24)	**67,023** (23,449)	**6** (1)	**180,711** (19,374)	**70** (15)
Austin	**249,706** (165,689)	**1,446** (1,293)	**37** (22)	**44,081** (21,013)	**4** (3)	**118,877** (34,217)	**58** (20)
Bakersfield	**224,233** (227,357)	**1,812** (652)	**21** (24)	**52,376** (18,231)	**11** (1)	**51,099** (19,374)	**34** (15)
Charlotte	**279,727** (306,854)	**1,508** (904)	**36** (30)	**44,299** (25,201)	**3** (2)	**152,816** (21,875)	**55** (21)
Chicago	**386,785** (413,046)	**1,638** (1,006)	**51** (37)	**54,058** (22,163)	**6** (4)	**283,233** (212,572)	**79** (17)
Dallas	**231,236** (298,829)	**2,075** (1,029)	**30** (22)	**67,088** (32,542)	**13** (7)	**148,744** (94,122)	**47** (19)
Fresno	**217,805** (377,707)	**1,689** (590)	**32** (23)	**45,570** (18,587)	**6** (3)	**76,162** (16,870)	**47** (18)
Jacksonville	**179,873** (163,357)	**1,660** (661)	**28** (25)	**46,125** (19,084)	**8** (4)	**79,079** (36,157)	**36** (20)
Las Vegas	**313,903** (298,090)	**2,021** (984)	**11** (8)	**63,379** (18,037)	**12** (4)	**75,354** (56,196)	**42** (18)
Phoenix	**311,480** (353,160)	**1,862** (837)	**24** (18)	**57,326** (24,701)	**12** (7)	**122,307** (65,333)	**44** (20)
Sacramento	**284,076** (196,847)	**1,415** (512)	**42** (25)	**41,198** (16,700)	**5** (3)	**104,381** (50,916)	**49** (19)
San Francisco	**728,101** (620,428)	**1,619** (834)	**43** (22)	**77,590** (31,261)	**11** (5)	**107,343** (47,887)	**55** (20)
Seattle	**487,404** (369,853)	**1,738** (923)	**41** (34)	**53,867** (21,149)	**9** (8)	**162,594** (81,669)	**65** (20)
Stockton	**248,513** (135,144)	**1,702** (626)	**26** (25)	**47,256** (18,744)	**5** (2)	**62,244** (16,007)	**39** (18)
Tucson	**190,194** (99,339)	**1,462** (500)	**34** (21)	**37,999** (13,630)	**7** (5)	**82,223** (35,863)	**49** (19)

Neighborhood Characteristics

We used the location information provided by ZipRealty to identify the zip code and census tract in which each property was located. Using GIS software, we looked up or computed several key variables describing the larger neighborhood in which each property was located.

Centrality (distance to CBD). Using the Census Bureau's definition of central business districts and the Maptitude GIS system, we computed the distance from the center of the central business district to the centroid of each zip code in the metropolitan area. Common central place models of urban form hold that property values are higher closer to the center of a region, reflecting accessibility to the rich and dense work and consumption opportunities that tend to be located in the center.

Job Access (Jobs within 3 miles). Using data drawn from the Census Bureau's Zip Code Business Patterns database and the Maptitude GIS system, we computed the number of jobs within 3 miles of the centroid of each zip code in the metropolitan area. Our measure of job accessibility aims at capturing the value that households attach to locations that are relatively proximate to employment opportunities.

Neighborhood Income. Using the Maptitude GIS system, we determined the Census 2000's reported values for median household income for the census block group in which each house was located. We use income levels as a proxy for perceived differences in neighborhood quality and to reflect the external effects associated with the income level of one's neighbors. Neighborhood income levels are frequently associated with crime rates and school quality, two factors which we have not modeled directly. (High-income neighborhoods tend to have better local schools, neighborhoods with lower incomes tend to have higher crime rates.)

IV. Regression Results

We conducted separate regressions for each of the 15 metropolitan areas included in our sample. Table 4 outlines the results of these regressions.

Functional Form. Hedonic models estimate the statistical relationship between housing characteristics and home prices. Some models assume these relationships are linear (each additional square foot of a house is worth a certain number of dollars), while other models assume a proportional, or log-linear relationship—each 10 percent improvement in size results in a 10 percent im-

provement in price. We tested both linear and log-linear specifications of the hedonic model for our 15 cities. In general, the log-linear version of the model better fit the data than did the linear version, so we used this for our estimates.

Each of the variables entered in our equations were statistically significant for the majority of cities evaluated. A summary of the results of our analysis are shown in Table 4.

Table 4: Regression Results: Log Linear Model Coefficient

(t-statistics in parentheses)

	R2	Constant	SF	BRs	BA	Age	Type	MHI	CBD	Jobs	Walk
Arlington	**.77**	**12.6816**	**0.0003**	**0.0419**	**0.1398**	**-0.0009**	**-0.0162**	**0.0052**	**-0.1266**	**-0.0264**	**0.0044**
		(115.31)	(12.47)	(2.98)	(8.19)	(-2.51)	(-0.56)	(15.81)	(-17.64)	(-6.93)	(8.83)
Austin	**.56**	**10.8255**	**0.0001**	**-0.018**	**0.3478**	**0.0002**	**-0.3049**	**0.0105**	**-0.0626**	**0.0105**	**0.0083**
		(198.36)	(15.07)	(-1.54)	(26.15)	(0.58)	(-13.8)	(29)	(-18.76)	(4.48)	(17.04)
Bakersfield	**.75**	**11.1423**	**0.0004**	**0.0051**	**0.0267**	**-0.0043**	**-0.2366**	**0.0065**	**0.0003**	**-0.0075**	**-0.0005**
		(233.1)	(30.9)	(0.52)	(1.86)	(-11.14)	(-5.46)	(17.91)	(0.26)	(-2.28)	(-1.43)
Charlotte	**.71**	**11.0902**	**0.0005**	**-0.0513**	**0.2047**	**0.0008**	**0.0967**	**0.0063**	**-0.1112**	**-0.0214**	**0.0071**
		(142.99)	(33.35)	(-4.19)	(14.33)	(3)	(4.6)	(20.68)	(-20.35)	(-6.56)	(15.54)
Chicago	**.75**	**9.8439**	**0.0003**	**-0.0141**	**0.1927**	**-0.0045**	**0.4383**	**0.0088**	**0.0068**	**0.002**	**0.0136**
		(57.91)	(11.3)	(-0.65)	(6.36)	(-10.47)	(8.3)	(10.29)	(0.91)	(1.86)	(8.08)
Dallas	**.75**	**10.2171**	**0.0004**	**-0.1074**	**0.0594**	**-0.0052**	**-0.1444**	**0.0058**	**0.0091**	**0.0373**	**0.0037**
		(370.56)	(53)	(-14.82)	(6.57)	(-23.02)	(-9.33)	(37.4)	(10.78)	(57.78)	(14.96)
Fresno	**.68**	**10.6887**	**0.0005**	**0.0129**	**-0.0174**	**-0.0039**	**-0.0319**	**0.0096**	**0.0026**	**0.0248**	**0.0031**
		(204.67)	(26.14)	(1.13)	(-1.02)	(-9.05)	(-1.06)	(21.06)	(0.74)	(6.81)	(7.91)
Jacksonville	**.62**	**10.3225**	**0.0006**	**-0.0711**	**0.1045**	**-0.0071**	**0.0085**	**0.0077**	**0.0229**	**0.0073**	**0.0045**
		(196.29)	(30.74)	(-5.41)	(5.97)	(-19.21)	(-1.06)	(16.91)	(7.74)	(3.13)	(10.41)
Las Vegas	**.76**	**11.4812**	**0.0004**	**-0.063**	**-0.036**	**-0.0065**	**-0.1961**	**0.0032**	**0.0193**	**0.0175**	**-0.0019**
		(381.5)	(66.37)	(-10.54)	(-3.96)	(-12.81)	(-16.84)	(14.4)	(16.72)	(20.63)	(-8.04)
Phoenix	**.73**	**10.415**	**0.0005**	**-0.1005**	**0.0586**	**-0.004**	**-0.0479**	**0.0104**	**0.0194**	**0.0244**	**0.005**
		(419.55)	(66.05)	(-18.48)	(7.43)	(-17.58)	(-4.55)	(63.17)	(26.71)	(33.95)	(25.34)
Sacramento	**.51**	**10.6764**	**0.0006**	**-0.1046**	**0.0363**	**0.0006**	**-0.1576**	**0.0159**	**0.0054**	**-0.0143**	**0.0093**
		(188.74)	(29.95)	(-8.7)	(2.13)	(1.56)	(-5.13)	(38.12)	(1.59)	(-6.65)	(21.19)
Seattle	**.77**	**11.9592**	**0.0004**	**-0.0102**	**0.0754**	**-0.0009**	**0.0103**	**0.0054**	**-0.0252**	**-0.0004**	**0.0029**
		(501.64)	(65.96)	(-2.26)	(13.37)	(-8.44)	(1.22)	(32.3)	(-52.38)	(-0.76)	(15.1)
Stockton	**.35**	**11.5287**	**0.0004**	**-0.0147**	**-0.0009**	**-0.0031**	**-0.179**	**0.007**	**-0.0126**	**-0.02**	**0.0032**
		(181.11)	(19.95)	(-1.18)	(-0.05)	(-7.39)	(-5.42)	(16.84)	(-3.02)	(-4.11)	(6.08)
Tucson	**.60**	**10.878**	**0.0005**	**-0.0645**	**0.1125**	**-0.0036**	**-0.1836**	**0.0089**	**-0.0146**	**0.0159**	**0.0038**
		(165.69)	(27.56)	(-5.94)	(6.74)	(-9.46)	(-9.64)	(15.42)	(-5.25)	(3.89)	(9.29)

Key to variables: R^2 = adjusted R^2 for Equation, SF = Square Feet of Interior Floor Area, BR = Number of Bedrooms, BA = Number of Bathrooms, Age = Age (Years), Type = Housing Type Dummy (Condo = 1), MHI = Median Household Income of Census Tract (Divided by 1000), CBD = Distance to Central Business District, Jobs = Number of Jobs within 3 miles (divided by 10,000), Walk = Walk Score

Housing Variables

House Size. House size, or the number of square feet in a housing unit, was positively correlated with housing prices. Each additional hundred square feet of space in a house increases that home's selling price by about 4 percent. House size was statistically significant in each city examined.

Bedrooms. The number of bedrooms in a house generally had a negative correlation with housing value. Although this seems counterintuitive, much of the effect of house size is accounted for by the number of square feet, rather than the number of bedrooms. All things being equal, for example, a 1,200 square foot, three-bedroom house commands a higher price than a 1,200 square foot, four-bedroom house. (The additional bedroom implies that there is less space for other uses in this house, either smaller bedrooms or less space in other common rooms.) The coefficient of the number of bedrooms was significant and negative in eight cities. It was insignificant in six cities. Arlington, Virginia, was an anomaly: housing prices were significantly and positively correlated with the number of bedrooms, even controlling for other factors.

Bathrooms. True to the belief of home remodelers everywhere, additional bathrooms are associated with additional value. In 12 of our cities, the number of bathrooms had a positive and significant association with increased home value. In two cities—Bakersfield and Fresno—the relationship was statistically insignificant. Las Vegas was an outlier—the number of bathrooms had a negative and significant relationship with house prices.

House Type. Except in Charlotte and Chicago, single family residences commanded a price premium over otherwise similar condominiums. In four cities, there was no statistically significant relationship between housing type and sales prices.

House Age. The effect of housing age on house prices varied across markets. In 11 cities, older houses had somewhat lower prices, all other things equal. In two markets—San Francisco and Charlotte, older homes commanded a premium over similar newer homes, on average. In two cities—Sacramento and Austin—there was no statistically significant relationship between housing age and prices. (However, see box on page 18 for an alternative analysis of the effect of house age on housing prices in Austin.)

Table 5: Estimated Effects of 1 Point Change in Walk Score by Metropolitan Area
Log-Linear Model

	Effect of Walk Score	t-statistic for Walk Score	R^2 for equation
Arlington	**1730**	**8.83**	**0.77**
Austin	**2073**	**17.04**	**0.56**
Bakersfield	**-112**	**-1.43**	**0.75**
Charlotte	**1986**	**15.54**	**0.71**
Chicago	**5260**	**8.08**	**0.75**
Dallas	**856**	**14.96**	**0.75**
Fresno	**675**	**7.91**	**0.68**
Jacksonville	**809**	**10.41**	**0.62**
Las Vegas	**-596**	**-8.04**	**0.76**
Phoenix	**1557**	**25.34**	**0.73**
Sacramento	**2642**	**21.19**	**0.51**
San Francisco	**2985**	**22.46**	**0.66**
Seattle	**1413**	**15.10**	**0.77**
Stockton	**795**	**6.08**	**0.35**
Tucson	**723**	**9.29**	**0.60**

Note: Except for Bakersfield, all result significant at the .01 level. Effect of Walk Score calculated based on a one-point Walk Score improvement for the mean-priced house in each metropolitan area, holding all other factors constant.

Neighborhood Characteristics

Distance to Central Business District. Proximity to the center of a region's commercial core had very different effects in different cities. Six cities—Austin, Stockton, Charlotte, Seattle, Tucson and Arlington—had higher values closer to the center, all other things equal. Five cities—Dallas, Jacksonville, Las Vegas, Phoenix and San Francisco—had higher values farther from the central business district. The relationship between proximity to the core and housing values was statistically insignificant in the remaining four cities.

Proximity to Employment Opportunities. In eight cities, proximity to employment was associated with higher housing values. The number of jobs

within 3 miles of a household was negatively correlated with housing prices in four metropolitan areas—Sacramento, Arlington, Stockton and Bakersfield. Negative correlations may reflect the disamenities associated with proximity to non-residential uses (too near a manufacturing zone, for example), or may reflect the absence of other amenities (if an area has a high concentration of jobs, it may have relatively few parks or open spaces).

Neighborhood Average Income. We measured average neighborhood income by determining the median household income for the census tract in which the subject property was located. Income levels are a proxy for neighborhood quality and are likely to overlap with neighborhood schools and, in some cases, environmental amenities. The coefficient for median household income was positive and significantly correlated with housing values in each of the metropolitan areas examined.

Walk Score. Walk Score was positively and significantly correlated with housing values in 13 of the 15 metropolitan areas included in our study. Only in Las Vegas was the relationship between Walk Score and housing prices significant and negative. In Bakersfield, the coefficient of the Walk Score variable was not significant.

Comparing our model with another

In one city—Austin, Texas—we had access to a reasonably similar hedonic price study that had been carried out recently (Bina, Kockelman, & Suescun, 2006). To evaluate the robustness of our estimates, we developed a version of our hedonic model that approximately followed the same approach. Bina, et al used a linear specification for their model and added quadratic terms for bedrooms, baths and the age of the structure to account for scale effects in each of these variables. (The squared terms account for the fact that while a 20-year-old house may be worth less than a new one, all things equal, an otherwise similar house that was 100 years old might be worth more).

The results of the two models are shown in Table 6. In some cases the two models use different variables. Where a variable present in one model was not included in the other, this is indicated as "na". The table shows the estimated linear coefficients associated with each variable as well as the standardized beta coefficient (the linear coefficient divided by each variable's standard deviation).

While there are some differences—the Bina et al model better fits the data—the sign and size of each of the variables is strikingly similar between the two models. Both models imply, for example, that an additional square foot of housing space is worth about $40 and that home values deteriorate up to about age 35 and appreciate thereafter. Condominiums are worth about $30,000 to $40,000 less than comparable single family homes. The effect of a neighborhood's median home price (Bina, et al) is the same as the measured effect of a neighborhood's median household income in our model, as measured by standardized coefficients. The Bina et al model has somewhat different estimates for the effects of bedrooms and bathrooms: our model suggests that variations in these attributes have a larger effect on house prices than the Bina et al model.

The Bina et al model does not include a measure of Walk Score. The most similar variable is likely to be number of bus stops per square mile, which may be correlated with Walk Score, because bus stops tend to be more common on major arterials and near the kinds of destinations included in Walk Score calculation (schools, stores, parks and libraries).

The fact that, despite the differences, these two models, based on different data sets produce similar results for common variables gives us increased confidence in the reliability of our model, even though it is constructed with fewer variables than other hedonic equations.

Table 6: Comparison of Hedonic House Price Models for Austin

Variable	Bina, et al Coefficient	Std. Beta	Walk Value Coefficient	Std. Beta
Attached Housing	**(32,066.0)**	**-0.06**	**(39,035.6)**	**-0.11**
Bedrooms	**41,834.0**	**0.24**	**50,916.6**	**0.28**
Bedrooms Squared	**(6,979.0)**	**-0.24**	**(10,117.0)**	**-0.31**
Bathrooms	**(46,359.0)**	**-0.23**	**(123,355.3)**	**-0.50**
Bathrooms Squared	**19,691.0**	**0.40**	**53,360.0**	**0.93**
Number of Living Areas	**10,846.0**	**0.07**	**na**	
Age of Dwelling	**(1,402.0)**	**-0.24**	**(4,236.6)**	**-0.56**
Age Squared	**20.7**	**0.29**	**60.6**	**0.65**
Interior Square Footage	**39.9**	**0.31**	**36.3**	**0.28**
Lot Size	**52,762.0**	**0.09**	**na**	
Rural	**12,584.0**	**0.03**		
Distance to CBD	**(8,001.0)**	**-0.26**	**(11,750.8)**	**-0.19**
Bus Stops	**44.3**	**0.08**	**na**	
Mean Travel Time	**(4,666.0)**	**-0.18**	**na**	
Median Home Value	**0.3**	**0.30**	**na**	
Logsum for Work Trips	**(26.9)**	**-0.20**	**na**	
Mean SAT Score	**149.8**	**0.13**	**na**	
Walk Score	**na**		**1,460.2**	**0.18**
Median HH Income	**na**		**2.4**	**0.30**
Jobs within 3 miles	**na**		**0.6**	**0.13**
Adjusted R2	**0.823**		**0.660**	
N	**729**		**3332**	

Source: Bina, et al, Table 4
Note: na: variable not estimated in this model.

Analysis

Our study shows that walkability improves housing values. Housing values are positively and significantly correlated with walkability in almost all metropolitan markets.

Walkability was correlated with high housing values in metropolitan areas of different sizes and in different regions of the country. Walkability was correlated with housing prices both in older, denser markets (Chicago) and in faster growing Sunbelt markets (Phoenix, Jacksonville). Only two very fast-growing metropolitan areas (Las Vegas and Bakersfield) did not exhibit the positive relationship between walkability and home prices.

Interestingly, walkability was positively correlated with prices both in metropolitan areas with relatively high levels of walkability and those with relatively low levels of walkability. For example, Walk Scores had a positive impact on values in Jacksonville and Dallas (median Walk Scores for the metro area of 35 and 46 respectively) and also in Seattle and Austin (median Walk Scores 68 and 62). Walkability has a larger impact on housing values in more populous, denser metropolitan areas and those with larger transit systems.

To give some idea of the impact of Walk Score on actual housing values, consider the median house in Charlotte with a typical Walk Score. It would be worth about $280,000 (the median sales price of all house units in our sample). If that house's Walk Score were increased from a Walk Score of 54 (the average for our sample of houses in Charlotte) to a Walk Score of 71, it would add about $34,000 (or about 12 percent) to its value, holding all other features of the house constant. For comparison, that would be the equivalent of moving the house from the Ashley Park neighborhood to the Wilmore neighborhood.

Figure 1: Walk Scores in Charlotte, NC, by Neighborhood

Ashley Park (Average Walkscore 54)

Wilmore (Average Walkscore 71)

The impact of walkability on home values varies across metropolitan areas. An additional one point improvement in average Walk Scores adds between $700 and $3,000 to the value of a typical house, holding all other factors constant. Since the distribution of Walk Scores varies considerably across metropolitan areas, it's useful to consider each metropolitan area separately.

For each metropolitan area in our study, we estimate the gain in value that a typical house would gain from going from an average level of walkability (for that metropolitan area) to an above average level of walkability. To establish these averages, we look at the distribution of Walk Scores in the sample of homes in each metropolitan area. We define as "average" the median Walk Score for the sample, i.e. the Walk Score that half of the houses in the sample exceed and that half fall below. For the "above average" Walk Score, we use the 75th percentile Walk Score, i.e. the Walk Score that 75 percent of all households fall below and that 25 percent of all houses exceed. Values for the 25th percentile, median, and 75th percentile Walk Score are shown in Table 7.

Table 7: Distribution of Walk Scores within Metropolitan Areas

	25% Percentile	Median	75% Percentile
Arlington	**60**	**71**	**82**
Austin	**45**	**62**	**74**
Bakersfield	**15**	**3**	**51**
Charlotte	**40**	**54**	**71**
Chicago	**63**	**86**	**92**
Dallas	**34**	**46**	**51**
Fresno	**35**	**49**	**60**
Jacksonville	**20**	**35**	**51**
Las Vegas	**29**	**43**	**55**
Phoenix	**31**	**46**	**58**
Sacramento	**35**	**49**	**62**
San Francisco	**43**	**57**	**68**
Seattle	**52**	**68**	**82**
Stockton	**23**	**38**	**51**
Tucson	**34**	**51**	**66**

Source: Computed from sample data. Note: Arlington reflects data for the District of Columbia. Neighborhood average estimates not available for the City of Arlington.

In most metropolitan areas, improving from median to the 75th percentile requires a Walk Score improvement of about 12 points, with a range of from a five point gain (Dallas) to a 20 point gain (Bakersfield). Table 8 shows how much a typical home would gain in value if it were located in neighborhood with above average walkability, compared to an otherwise identical home with an average level of walkability, for that metropolitan area. The premium for a house with an above average Walk Score ranges from $4,200 in Dallas to more than $30,000 in Chicago, Charlotte, San Francisco and Sacramento. (Las Vegas is the exception: a house with above average walkability is valued about $7,200 less than a house with just average walkability).

Table 8: Contribution of Walk Score to Housing Values

	Walk Score Median	75% Percentile	Estimated Housing Gain from Moving to 75% Percentile
Arlington	**71**	**82**	**19,028**
Austin	**62**	**74**	**24,871**
Bakersfield	**31**	**51**	**(2,242)***
Charlotte	**54**	**71**	**33,763**
Chicago	**86**	**92**	**31,562**
Dallas	**46**	**51**	**4,278**
Fresno	**49**	**60**	**7,427**
Jacksonville	**35**	**51**	**12,951**
Las Vegas	**43**	**55**	**(7,157)**
Phoenix	**46**	**58**	**18,689**
Sacramento	**49**	**62**	**34,345**
San Francisco	**57**	**68**	**32,837**
Seattle	**68**	**82**	**19,789**
Stockton	**38**	**51**	**10,338**
Tucson	**51**	**66**	**10,841**

Note: Value for Bakersfield not statistically significant at the 90% level.

Front Seat has computed the average Walk Scores of different neighborhoods in most of the major cities in our study. From this data, it is possible to identify particular neighborhoods that, on average, have levels of walkability that are equal to the median and the 75th percentile for each metropolitan area. Table 9 shows neighborhoods which have average Walk Scores approximately equal to these values. Not every house in each neighborhood has the same Walk Score, but the differences between these neighborhoods illustrate the relative change in Walk Score associated with the value differences identified in Table 8.

Table 9: Selected Neighborhoods with Walk Scores at the Metro Median and 75th Percentile

	Median	75% Percentile
Arlington	**Takoma Park 71**	**Woodley Park 82**
Austin	**Rosewood 62**	**Zilker 75**
Bakersfield	**31**	**51**
Charlotte	**Ashley Park 54**	**Willmore 71**
Chicago	**Logan Square 86**	**Uptown 92**
Dallas	**Urbandale 47**	**Northeast Dallas 54**
Fresno	**Bullard 53**	**Hoover 62**
Jacksonville	**Deerwood 35**	**University Park 51**
Las Vegas	**Centennial Hills 42**	**Twin Lakes 56**
Phoenix	**Maryvale 47**	**Camelback East 61**
Sacramento	**Del Pas Heights 49**	**Land Park 62**
San Francisco	**57**	**68**
Seattle	**South Delridge 68**	**Greenwood 82**
Stockton	**38**	**51**
Tucson	**North Dodge 51**	**Mitman 66**

Source: Front Seat. Note: Front Seat has not computed average Walk Scores for neighborhoods in Bakersfield, Stockton, or the suburbs of the San Francisco Bay Area. For comparison to Arlington, neighborhoods in the District of Columbia are shown.

On average, home buyers attach greater value to walkable homes relative to other housing units in the same metropolitan area, controlling for other observable characteristics. These results provide a strong basis for concluding that improved walkability produces real economic value for city residents.

The apparent value that consumers attach to walkability likely stems from many sources. Consumers in more walkable neighborhoods may save money on driving (and transit) by virtue of the closer proximity of many destinations. It seems likely that many consumers value the time savings associated with walkable neighborhoods – even for trips taken by other modes. The variety of uses close by and the implied opportunities for serendipitous interaction may also make a neighborhood more interesting.

V. Implications

Our research confirms the intuition of Jane Jacobs that walkability has an important connection to the function of urban economies. The data presented here show that home buyers attach a significant economic value to the attributes captured by Walk Score.

Neighborhood walkability is the product of both public and private decisions. The public sector dictates the land use framework, regulating the location and composition of commercial land uses and the types and density of housing units. The public sector is also responsible for streets and sidewalks and choosing the number, size and location of important destinations (i.e., schools and parks).

If we're looking to shore up value in local housing markets, it appears that promoting more walkable neighborhoods is one way to do so.

The implicit price attached to improved walkability shows that there is a market value for this kind of neighborhood. This is true both in markets with relatively high levels of walkability and lower levels of walkability. The fact that, on average, the impact of walkability on value is higher in metropolitan areas with higher average Walk Scores suggests that there may be some increasing returns to improving walkability: having more walkable housing region wide is associated with a larger value gain from improved walkability for all housing in the region.

And improved walkability may assist fiscally strapped local governments. Because most local governments depend heavily on property taxes to finance local services, improved walkability may mean higher property values and higher tax revenues than for less walkable development.

These are turbulent times for the nation, particularly in the two sectors of the economy most closely tied to the built landscape: transportation and housing. General Motors and Chrysler have entered bankruptcy, held together with infusions of tens of billions of dollars of federal money. And over the past three years, housing values—which many imagined could only go up—have plummeted as the housing bubble has imploded.

Many Americans are re-examining their communities and lifestyles, and asking whether their might be some alternatives that are more sustainable, both economically and environmentally. From new urbanists comes an interest in recasting our communities along traditional lines, with a closer mixing of commercial and residential uses, better transit and connected, complete streets.

One of the key challenges of the next few years will be to revisit the pattern of land uses in U.S. communities, particularly in traditional suburbs. Already, there are pioneering examples of adaptation of now obsolete land use patterns into more diverse, mixed and walkable communities (Dunham-Jones & Williamson, 2008).

There may be opportunities to rebuild malls as mixed-use centers. In Denver, the aging Villa Italia Mall in suburban Lakewood was demolished and replaced with a commercial and residential district with 1,300 apartments, 200 condominiums and single family homes, offices, and a neo-traditional main street (Davis, 2008). The current decline in shopping malls nationally creates abundant opportunities to re-think the distribution of land uses in metropolitan areas. By one recent count, 84 malls nationally are either dead or on the verge of closing (Hudson & O'Connell, 2009).

A 2007 survey commissioned by the National Association of Realtors showed that 57 percent of Americans agreed with the statement that "business and homes should be built closer together, so that stores and shops are within walking distance and don't require the use of an automobiles" (Ulm, 2007).

The upheaval in financing markets, the dramatic decline in housing prices, retrenchment in the retail sector and the ongoing restructuring of the automobile industry are all harbingers of change for the nation's cities. Continued uncertainty about future energy prices and the need to deal aggressively with climate change will demand new strategies in the years ahead. Our research suggests that walkability is already an important component of the value proposition of the nation's cities, and that improving walkability can be an important key to their future as well.

Next Steps

Our research highlights a strong connection between walkability, as measured by Walk Score, and variations in home values. The relationship holds across most metropolitan markets we've studied, and our hedonic modeling produces results that are consistent with other investigations of housing prices. Still, there is much more to be learned about how walkability contributes to home values. We think there are several important questions that should be high on the research agenda.

What parts of Walk Score contribute most to home values? Walk Score is a composite measure. Walk Score is computed based on the proximity of

a housing unit to 13 different destinations. We've made no attempt in our analysis to evaluate the separate contributions of different destinations to the value associated with accessibility. It may well be that one or a few destinations are the most highly valued, and that a more precise scoring formula would attach different weights to the different categories of destinations (Walk Score weights them equally).

Part of what Walk Score is capturing is the value consumers attach to mixed-use development—living in an area with a range of different uses in close proximity. Houses located in exclusively residential neighborhoods will tend to have lower Walk Scores because a majority of Walk Score points are awarded for proximity to commercial uses that would generally be prohibited in most residential zones.

How do other aspects of walkability influence home values? The Walk Score measure is based on straight line distances between housing units and various destinations and doesn't account for many of the physical factors—sidewalks, street connectivity, urban design, traffic, slopes and vegetation—that are known to influence walkability. Additional research is needed to know how these factors—in addition to proximity—affect home values.

How does transit accessibility relate to Walk Score? We have good reason to suspect that Walk Scores, in part, reflect transit accessibility. Other studies have shown that home values are influenced by proximity to transit, particularly high-capacity transit with frequent service, like light rail. Because transit stops are often located in commercial areas, it seems likely that high Walk Scores are associated with high levels of transit service. In this case, some of the effect we attribute to walkability may reflect the value consumers attach to transit. Our study lacked data to investigate this effect, and it would be a logical next step for further research.

How has the collapse of the housing bubble affected the market value attached to walkability (and other factors)? Our data were gathered from sales that took place in 2006 through 2008. During this time, housing prices peaked and then declined. We have not investigated the extent to which house price declines influenced the impact of different attributes. Our earlier analysis of housing price trends at the metropolitan level suggests that price declines have been more severe in more outlying neighborhoods within metropolitan areas, which suggests consumers may be putting an even higher premium on accessibility, including walkability (Cortright, 2008).

Further research could also address some of the limitations of the dataset used in this study. Our data did not include many detailed housing attributes known to influence home values, and so we were unable to model them. For example, research has shown that other variables are important in explaining home values, including lot size, environmental amenities, building improvements (fireplaces, swimming pools, garages), and the quality of local schools. We are presently working with other researchers to include Walk Score data in a hedonic model that includes a much wider array of variables, including those listed.

References

Bina, M., Kockelman, K. M., & Suescun, D. (2006). Location Choice vis-à-vis Transportation: The Case of Recent Homebuyers. Austin: University of Texas.

Cortright, J. (2007). City Advantage (No. 1-7276-1308-7). Chicago: CEOs for Cities.

Cortright, J. (2008). Driven to the Brink: How the gas price spike popped the housing bubble and devalued the suburbs. Chicago: CEOs for Cities.

Davis, L. S. (2008, November/December). Malls, the Future of Housing? HousingWire.

Drake, N. (2009). Review of the Literature ((Mimeographed)). Portland: Reed College.

Dunham-Jones, E., & Williamson, J. (2008). Retrofitting Suburbia: Urban Design Solutions for Redesigning Suburbs: Wiley.

Franklin, J. P., & Waddell, P. (2002). A Hedonic Regression of Home Prices in King County, Washington, using Activity-Specific Accessibility Measures. Seattle: University of Washington.

Gibbons, S., & Machin, S. (2008). Valuing school quality, better transport, and lower crime: evidence from house prices. Oxf Rev Econ Policy, 24(1), 99-119.

Hohndel, K., Conder, S., & Cser, J. (2008). Housing Price Study - SFR Sales in the 3 County Area 2000 – 2006 Part 1: Descriptive Statistics. Portland, OR: Metro Data Resource Center.

Hudson, K., & O'Connell, V. (2009, May 22). Recession Turns Malls Into Ghost Towns. The Wall Street Journal.

Jacobs, J. (1961). The Death and LIfe of Great American Cities. New York: Random House.

Kahn, M. (2004). Environmental Valuation Using Cross City Hedonic Methods. 37.

Leinberger, C. (2007). Footloose and Fancy Free:

A Field Survey of Walkable Urban Places in the Top 30 U.S. Metropolitan Areas. Washington: Brookings Institution.

Levine, J., Inam, A., & Torng, G.-W. (2005). A Choice-Based Rationale for Land Use and Transportation Alternatives. The Journal of Planning and Education and Research, 34(1), 317-330.

Litman, T. (2007). The Economic Value of Walkability. Victoria, BC: Victoria Transport Policy Institute.

Lucas, R. E. (1988). On the Mechanics of Economic Development. Journal of Monetary Economics, 22, 3.

McMillen, D. P. (2002). The center restored: Chicago's residential price gradient reemerges. Economic Perspectives(Q II), 11.

Rosen, S. (1974). Hedonic prices and implicit markets: product differentiation in pure competition. Journal of political economy, 82(1), 34-34.

Schwartz, A. E., Susin, S., & Voicu, I. (2003). Has Falling Crime Driven New York City's Real Estate Boom? Journal of Housing Research, 14(1), 101-132.

Song, Y., & Knaap, G.-J. (2003). New urbanism and housing values: a disaggregate assessment. Journal of Urban Economics, 54(2), 218-218.

Tu, C. C., & Eppli, M. J. (2001). An Empirical Examination of Traditional Neighborhood Development. Real Estate Economics, 29(3), 485-501.

Ulm, G. (2007). The key findings from a national survey of 1,000 adults conducted October 5, 7, 9-10, 2007. Washington: National Association of Realtors.

Weissbourd, R. (2008). Analyzing Regional Economies. Chicago: RW Ventures.

Wilson, B., & Frew, J. (2007). Apartment rents and locations in Portland, Oregon: 1992-2002. Journal of Real Estate Research, 29(2).

Yinger, J. (2009). Hedonic Markets and Explicit Demands: Bid-Function Envelopes for Public Services, Neighborhood Amenities and Commuting Costs (Working Paper No. 114). Syracuse, NY: Maxwell School of Citizenship and Public Affairs.

Walk this Way:
The Economic Promise of Walkable Places in Metropolitan Washington, D.C.

Christopher B. Leinberger and Mariela Alfonzo[1]

"Emerging evidence points to a preference for mixed-use, compact, amenity-rich, transit-accessible neighborhoods or walkable places."

Findings

An economic analysis of a sample of neighborhoods in the Washington, D.C. metropolitan area using walkability measures finds that:

- **More walkable places perform better economically.** For neighborhoods within metropolitan Washington, as the number of environmental features that facilitate walkability and attract pedestrians increase, so do office, residential, and retail rents, retail revenues, and for-sale residential values.

- **Walkable places benefit from being near other walkable places.** On average, walkable neighborhoods in metropolitan Washington that cluster and form walkable districts exhibit higher rents and home values than stand-alone walkable places.

- **Residents of more walkable places have lower transportation costs and higher transit access, but also higher housing costs.** Residents of more walkable neighborhoods in metropolitan Washington generally spend around 12 percent of their income on transportation and 30 percent on housing. In comparison, residents of places with fewer environmental features that encourage walkability spend around 15 percent on transportation and 18 percent on housing.

- **Residents of places with poor walkability are generally less affluent and have lower educational attainment than places with good walkability.** Places with more walkability features have also become more gentrified over the past decade. However, there is no significant difference in terms of transit access to jobs between poor and good walkable places.

The findings of this study offer useful insights for a diverse set of interests. Lenders, for example, should find cause to integrate walkability into their underwriting standards. Developers and investors should consider walkability when assessing prospects for the region and acquiring property. Local and regional planning agencies should incorporate assessments of walkability into their strategic economic development plans and eliminate barriers to walkable development. Finally, private foundations and government agencies that provide funding to further sustainability practices should consider walkability (especially as it relates to social equity) when allocating funds and incorporate such measures into their accountability standards.

Introduction

The Great Recession highlighted the need to change the prevailing real estate development paradigm, particularly in housing. High-risk financial products and practices, "teaser" underwriting terms, steadily low-interest rates, and speculation in housing were some of the most significant contributors to the housing bubble and burst that catalyzed the recession. But an oversupply of residential housing also fueled the economic crisis.

However, a closer look at the post-recession housing numbers paints a more nuanced picture. While U.S. home values dropped steadily between 2008 and 2011, distant suburbs experienced the starkest price decreases while more close-in neighborhoods either held steady or in some cases saw price increases.[2] This distinction in housing proximity is particularly important since it appears that the United States may be at the beginning of a structural real estate market shift. Emerging evidence points to a preference for mixed-use, compact, amenity-rich, transit-accessible neighborhoods or walkable places.

According to the National Association of Realtors, 58 percent of homebuyers surveyed prefer mixed-use neighborhoods where one can easily walk to stores and other businesses. Further, 56 percent expressed a preference for communities with amenities such as a mix of housing types, various destinations within walking distance, public transportation options, and less parking. The trend is swinging away from neighborhoods that contain primarily large-lot single-family housing, few sidewalks, ample parking, and where driving is the primary means of transportation. Sixty percent of those swinging toward newer amenities do so for the convenience of being within walking distance to shops and restaurants and two-thirds of buyers factor walkability into their home purchase decision.[3] Changing demographic trends— retiring baby boomers, first-time buyers preferring walkable places, and a rising number of households without children—are one reason for the increased housing market segment driven by walkability.[4]

In fact, the demand for walkable places may outpace its supply.[5] While this research is still emerging, one study posits that small-lot and attached housing units are under-supplied by 11 percent and 8 percent respectively, or an estimated 12 and 13.5 million units, while large-lot housing is over-supplied by an estimated 18 percent, accounting for approximately 28 million units.[6] Another study conducted in Atlanta found that only 35 percent of those who preferred to live in a walkable neighborhood actually did so.[7] Large price premiums attached to walkability, seemingly tied partly to a supply-demand mismatch, was revealed by additional research.[8] Real estate listings and Internet house-listing sites such as Zillow now assign Walk Score rankings to their properties, signaling the growing interest of consumers.[9]

Despite increasing demand for walkability, the real estate industry has yet to fully embrace the concept since some public- and private-sector barriers complicate walkable development. Many municipal policies, zoning ordinances, public funding biases, and planning policies still encourage low-density, suburban type development.[10] Walkable urban places remain complex developments that still carry high risk and, as such, costly capital (both equity and debt financing.) The financial community continues to have difficulty underwriting high-density, mixed-use, walkable urban development. Banks, investors, and Wall Street analysts have traditionally adhered to investment and underwriting silos that reflect 19 standard product types, none of which speak to the nuances involved with walkable developments.[11] Overall, the real estate finance industry lacks the experience, institutional mission or even fiduciary latitude to appropriately consider walkable development investments or loans.[12]

We consider walkability to be a *mechanism* by which to increase a place's **triple bottom line**: profit (economics), people (equity), and planet (environment). On economics, recent studies show that both residential and commercial properties in neighborhoods with greater walkability have greater resale value.[13] For people, research shows clear links between elements of walkable communities and better public health outcomes.[14] In terms of the environment, while research on the direct relationship between walkability and greenhouse gas emissions from transportation is still nascent, there is evidence that walkability is related to decreased driving and increased walking and that CO2 emissions are linked to vehicle miles traveled.[15]

Despite the emerging evidence of the links between walkability and the triple bottom line, we lack an operational definition and performance metrics for walkable urban places that would facilitate their proliferation. In fact, the absence of a clear classification of the mix of residential, office, and retail

elements that comprise walkable urban places or of the built environment components (including area, density, land use characteristics, transportation facilities, etc.) necessary to produce sustainable, economically viable, socially equitable places has been one of the most significant barriers to addressing their demand.[16] Metrics to gauge walkable urban places' performance that could guide investment decisions and public policy development have also been absent.

This study seeks to establish an operational definition of walkable urban places that lays out observable, measurable factors that characterize them. It also seeks to develop a valid and reliable set of economic and social equity performance metrics that create a framework for stakeholders to consider the development of walkable urban places where most appropriate and applicable. We also sought to understand the differences between regional-serving and local-serving places, as they are thought to play different but complementary roles in promoting sustainable, economic growth in metropolitan areas. The Washington D.C. metropolitan area, which previous research identified as having a high number of walkable places per capita, serves as the focal place.[17]

Methodology

This study combines primary data on the built environment with a variety of secondary real estate, fiscal, demographic, transportation, and business data to establish an operational definition of, and performance metrics for, walkable urban places. A 2007 Brookings study surveyed U.S. real estate and planning experts to help identify walkable urban places within 30 U.S. metropolitan areas. That work conceptually defined walkable urban places as those considered to be regional serving, high density, mixed-use, and between 50 and 400 acres.[18]

For the current work, we employed a variety of exploratory, qualitative, and quantitative methods, including a literature review, industry and expert advisory panels, archival analysis, and an on-site built environment audit to help layout an objective, measurable definition of walkable urban places and identify key real estate, economic, and social equity benchmarks. While this study does not delineate all of the walkable urban places in metropolitan Washington, it employs a methodology that can be adapted for wider use in other U.S. metros.

We first set out to identify the universe of potential walkable urban places in metropolitan Washington. We catalogued over 400 comprehensive, sector, and small area plans as well as business improvement districts (BIDs), locally-defined regional activity centers, neighborhoods and other specially funded areas.[19] From these, we identified 201 walkable urban place candidates.[20] The criteria for inclusion were:

1. Located within the jurisdictions that are part of the Metropolitan Washington Council of Governments;[21]
2. Has an existing plan (e.g. special district overlay) that aimed to increase walkability, density, or mixed uses that was not restricted to small area road corridor based plans or is a neighborhood that contains a Metrorail subway station;
3. Not located in Census-designated rural blocks.[22]

We conducted archival analysis of existing land use plans, special district overlays, and other planning documents to determine whether a neighborhood met the second criteria.[23] We used established definitions of neighborhoods, when available, to delineate a place's boundaries. Some places (e.g. widely-known neighborhoods, such as Dupont Circle, without established jurisdictional boundaries) lacked official planning agency or documented definitions. In those cases, we used multiple methods to establish a place's boundaries, including census blocks and block groups, school districts, political districts, neighborhood commissions and local neighborhood organizations or blogs.[24]

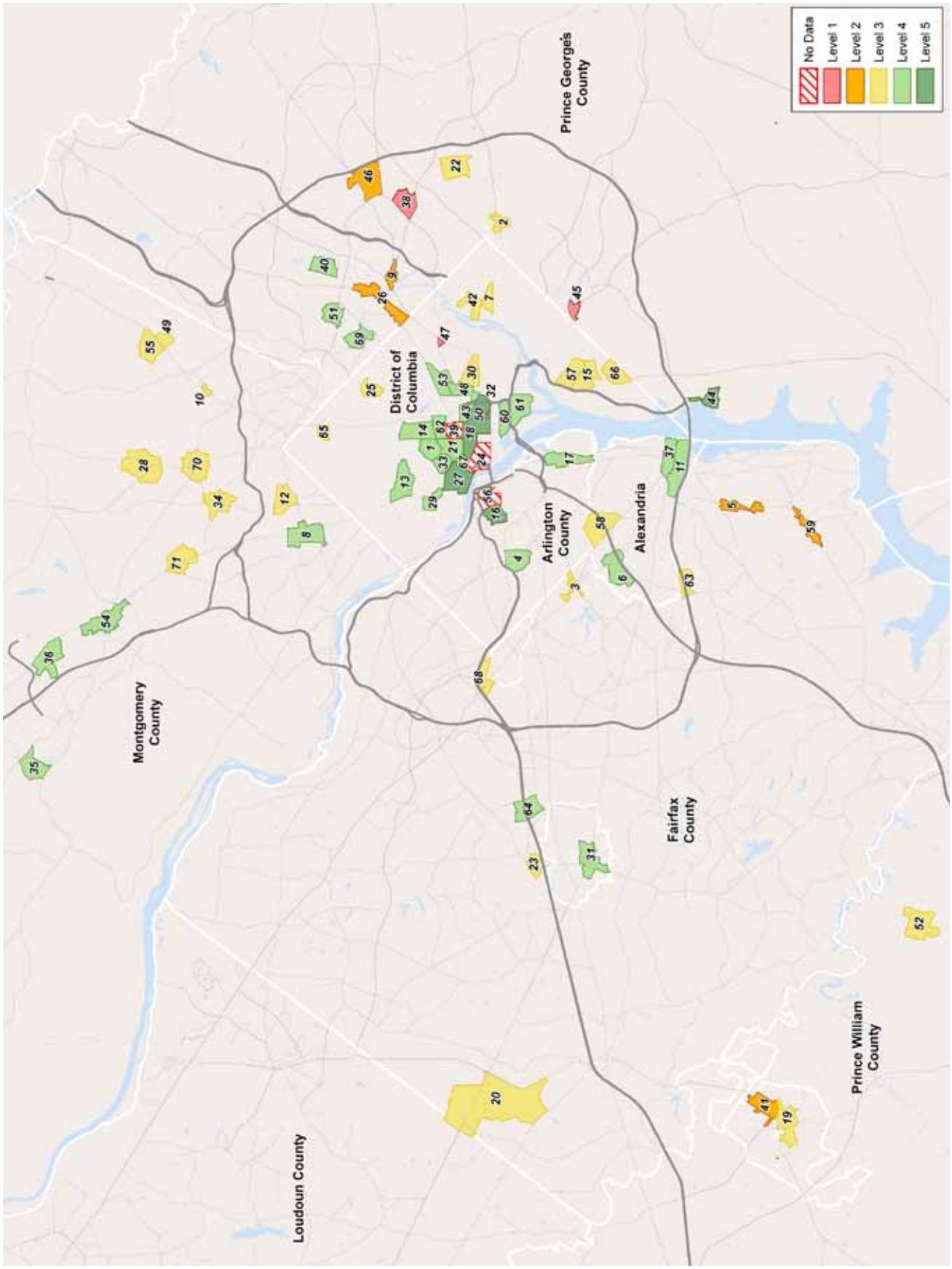


Figure 1. Neighborhoods Included in Study and their Walkability Scores

Figure 1. Map Key

Map ID number	Neighborhood	Acreage	Walkability Level	Map ID number	Neighborhood	Acreage	Walkability Level
1	Adams Morgan	268	4	37	King Street	299	4
2	Addison Road	274	3	38	Landover Road Metro Area	384	1
3	Bailey's West	120	3	39	Logan Circle	232	n/a
4	Ballston	351	4	40	M Square Research Park	346	4
5	Beacon/Groveton	195	2	41	Mathis Avenue	367	2
6	Beauregard	485	4	42	Minnesota Avenue	458	3
7	Benning Road	169	3	43	Mount Vernon	156	4
8	Bethesda	505	4	44	National Harbor	182	5
9	Bladensburg Town Center	131	2	45	Naylor Road	111	1
10	Burnt Mills Commercial Center	34	3	46	New Carrollton	559	2
11	Carlyle	607	4	47	New York Avenue	22	1
12	Chevy Chase Lake	355	3	48	NoMa	378	4
13	Cleveland Park	424	4	49	Paint Branch	142	3
14	Columbia Heights	417	4	50	Penn Quarter/Chinatown	164	5
15	Congress Heights	361	3	51	Prince George's Plaza	282	4
16	Courthouse	247	5	52	Prince William Gov't Center	1,530	3
17	Crystal City	226	4	53	Rhode Island Avenue Metro	508	4
18	Downtown DC	443	5	54	Rockville	529	4
19	Downtown Manassas	483	3	55	Rolling Acres	228	3
20	Dulles West	2,740	3	56	Rosslyn	292	n/a
21	Dupont Circle	315	4	57	Saint Elizabeth's	363	3
22	FedEx Field	211	3	58	Shirlington	37	4
23	Flint Hill Suburban Center	166	3	59	South County Center CBC	197	2
24	Foggy Bottom	261	n/a	60	SW Federal Center	257	4
25	Fort Totten	209	3	61	SW Waterfront	356	4
26	Gateway Arts District	395	2	62	U Street/Shaw	330	4
27	Georgetown	472	5	63	Van Dorn Transit Area	196	3
28	Glenmont	693	3	64	Vienna Transit Station Area	361	4
29	Glover Park	244	4	65	Walter Reed	65	3
30	H Street/Atlas District	347	3	66	Washington Highlands	307	3
31	Historic Fairfax City	449	4	67	West End	83	4
32	Judiciary Square	145	5	68	West Falls Church Transit Area	267	3
33	Kalorama	144	4	69	West Hyattsville	347	4
34	Kensington	407	3	70	Wheaton	441	3
35	Kentlands	108	4	71	White Flint	443	3
36	King Farm	495	4				

We drew a sample from the 201 places selected as candidates for walkable urban places for which we would collect detailed data. As such, we generated Walk Score rankings for each of the 201 places to establish an initial continuum of walkability from which to draw our sample.[25] We then employed a modified stratified random sampling scheme, ultimately selecting a sample of 66 places that vary from low to high walkability.[26] We used the mean and standard deviation of the Walk Score rankings for the population of candidates (N=199; M= 62.4, SD=18.8), eliminating outliers (N=2; with scores of zero), to establish five preliminary levels of walkability. We oversampled (at 100 percent) from the highest level (Walk Score rankings > 90.6, representing 2.5 SD above the mean) and selected a random representative sample from the remaining strata (levels).

Walk Score, used as a tool to help generate our sample, is a metric that measures the walkability levels of any U.S. address on a scale from 0 to 100 based on the number of destinations present within

a specified distance. It differs from the walkability measure we ultimately employed in our sample in that Walk Score is based on solely on the number of destinations within walking distance (although the StreetSmart Beta version employed here also accounts for the type of destination and the connectivity of the walking route) whereas the walkability measure we ultimately employed for this study is based on a more robust set of micro-scale built environment features related to walkability, as discussed in the next section.

Using data drawn from this sample (see description of metrics below), we established our operational definition of walkable urban places, tested the relationship between walkability and economic performance, and compared various indicators of social equity between places with low and high levels of walkability.

We also sought to distinguish between regional-serving and local-serving places since these subsections serve different economic functions within metropolitan areas. In particular, we aimed to better operationalize the universe of options of metropolitan land use, which is based on form (walkability) and function (economic.)[27]

Our sample was drawn from places with established policies to promote walkability, density, or a mix of uses. (We recognize that this sampling technique may have weeded out places with low walkability relative to the region.) Further, we created five Walk Score levels based on the range in our population. Our sample included *all* places that scored 90 or better on Walk Score and a *representative* sample from the remaining Walk Score levels. The criteria for inclusion in our population and our sampling strategy produced a sample that likely contained a greater number of high walkable places relative to low walkable. As a result, the low walkable places in our sample tended to be closer-in urban places (that in some cases happened to be near a metro subway stop) as opposed to far-flung suburban places. In fact, many of the places in our sample that had "poor" or "very poor" walkability had average household incomes that were lower than the region as a whole. We anticipate the need to further explore the issue of social equity in places with low walkability across varying income levels.

This study employed four sets of metrics—walkability, regional serving, economic performance, and social equity—described below.

Walkability

To assess walkability and establish the operational definition of walkable urban places, we employed a 162-item audit tool—the Irvine Minnesota Inventory (IMI)—that collects objective data on built environment characteristics hypothesized to be related to physical activity.[28] We collected IMI data for a sample of blocks within each of the 66 places.[29] We relied upon a scoring system that calculates a composite walkability rating along ten urban design dimensions adapted from the findings of a meta-review study that outlined key environmental factors empirically linked with walkability:[30]

1. Aesthetics (attractiveness, open views, outdoor dining, maintenance)
2. Connectivity (potential barriers such as wide thoroughfares)
3. Density (building concentrations and height)
4. Form (streetscape discontinuity)
5. Pedestrian amenities (curbcuts, sidewalks, street furniture)
6. Personal safety (graffiti, litter, windows with bars)
7. Physical activity facilities (recreational uses)
8. Proximity of uses (presence of non-residential land uses)
9. Public spaces and parks (playgrounds, plazas, playing fields)
10. Traffic measures (signals, traffic calming)

The scores for each dimension are calculated based on the absence or presence of specific built environment features related to that dimension, providing easily identifiable high-score/low-score components that influence the overall score. This allows a user to understand how walkable a place is as well as *why* it is walkable. It explains why places with approximately the same overall IMI score may differ with respect to their scores along each of the ten dimensions. For example, while Downtown D.C. and National Harbor have similar IMI scores, the former has a higher proximity score while the latter has a higher traffic safety score.

Based on total IMI scores, we identified five levels of walkability and established an operational definition of walkable urban places that we applied to our stratified random sample of places in

Table 1. Irvine-Minnesota Inventory (IMI) Levels Based on a Sample of Washington D.C. Metropolitan Neighborhoods

	Classification Levels				
	1	**2**	**3**	**4**	**5**
IMI Total (Mean= -3.39)	Lowest thru -43.39	-43.4 thru -23.39	-23.4 thru -3.39	-3.4 thru 23.39	23.4 thru Highest
Region-Serving Places	0 (0%)	4 (12.1%)	8 (24.2%)	16 (48.5%)	5 (15.2%)
Example	N/A	New Carrollton	White Flint	Bethesda	Downtown D.C.
Local-Serving Places	3 (10.7%)	2 (7.1%)	16 (57.1%)	7 (25%)	0 (0%)
Example	Naylor Road	Bladensburg Town Center	West Falls Church Transit Area	Cleveland Park	N/A
Walkability Classification	Very poor walkability	Poor walkability	Fair walkability	Good walkability	Very good walkability
	Not Walkable Urban Places			Walkable Urban Places	

metropolitan Washington (Table 1). IMI scores ranged from –55.62 for the New York Avenue neighborhood to 39.39 for Downtown D.C.)[31]

Distinctions Between Regional- and Local-Serving Places

Regional-serving and local-serving places serve complementary but distinct roles within the metropolitan economy. The former, with a higher concentration of jobs that generate income from outside the region and regional-serving jobs (e.g. lawyers, bankers, hospital workers), act as significant economic engines for the region, while the latter, with a larger proportion of local-serving jobs (teachers, pharmacists, dentists), may support a region's day-to-day activities and contribute to overall quality of life. Classifying places based on their roles within the metropolitan region may help the private and public real estate industry and urban planners tailor their investment, lending, policy, planning, and design intervention strategies based on their needs and interests.

There is a lack of consensus, however, regarding what indicators—and at what thresholds—best serve to delineate between regional- and local-serving places. *Conceptually*, regional-serving places may contain one or more of the following: a significant amount of retail with a large catchment area; regional employment centers; industrial hubs; high concentrations of government activity; higher education uses; medical institutions; cultural/sport/recreational activities; civic uses; transportation hubs; or entertainment (e.g. theaters, movie theaters) uses. Local-serving places tend to contain a higher percentage of residential uses than do regional-serving places; primarily have neighborhood-oriented retail uses and services such as grocery stores, and medical offices; and have primary and secondary educational uses, post offices, libraries and other neighborhood supporting services.

Building on the literature and findings from the advisory panels, we established a working definition for regional-serving places: *A place that is a key economic contributor to a metropolitan area in terms of employment, entertainment, retail, education, or other institutional production, and has reached critical mass (or the point at which a place is self-sustaining and does not need government subsidies for subsequent development).*

Based on that, we developed a classification system for regional- and local-serving places. First, we classified a place as regional serving based on the *presence* of any of the following non-commercial uses: educational (e.g. Georgetown University), regional entertainment (e.g. Nationals Ballpark), or civic use (e.g. Superior Court of D.C.). Next, we considered the *concentration* of commercial uses. We identified two tiers (Table 2) of regional-serving places based on the total rentable building area for both office and retail.[32] Specifically, we found the tipping point for office and retail concentrations at which a statistically significant difference in office rents and retail sales, respectively, was observed as these are considered to be important indicators of real estate and economic performance.[33]

Table 2. Levels of Office and Retail-Based Regional Serving Places with Examples from Metropolitan Washington

	Super Regional Serving (Tier 1)	Regional Serving (Tier 2)	Local Serving
Office (based on statistically significant difference in average office rents)	>6 million square feet RBA (ex. Tysons Corner)	>1.4 million square feet RBA (ex. King Street)	<1.4 million square feet RBA (ex. Cleveland Park)
Retail (based on statistically significant difference in retail sales)	>2.3 million square feet RBA (ex. Pentagon City)	>340,000 square feet RBA (ex. U Street)	<340,000 square feet RBA (ex. Mount Pleasant)

RBA=rentable building area

Economic Performance

To understand the relationship between economics and walkability, we ran a hedonic regression analysis to measure the impact of a place's IMI score on various economic indicators, controlling for average household income as well as independent value t-tests (for capitalization rates.) Our original list of performance metrics was vast and fairly comprehensive. We narrowed the number to six, including retail rents, office rents, retail sales, residential rents, residential price per square foot, and capitalization (cap) rates.

Limited availability of relatively easily accessible, national data sets guided the selection of metrics, as we aimed to establish a replicable methodology for identifying and evaluating walkable urban places nationwide.

Social Equity

While there is a lack of consensus around a definition for social equity, we outlined five related indicators: diversity, income, education, affordability, and accessibility. We chose these metrics from a number of other potential indicators as they are consistently measurable and the data is generally widely available in multiple metropolitan areas.

- Affordability: percent of average median income (AMI) spent on transportation costs, percent of AMI on housing, and percent of AMI on housing and transportation;
- Income: average household income, per capita income, disposable income, and unemployment rates;
- Diversity: the Census-defined diversity index, and racial and ethnic composition;
- Education: percent of the population with a high school degree, bachelors degree, and graduate degree;
- Accessibility: access to transit, access to parks, number of transit lines, number of bus routes, average headway, and share of jobs reachable within 90 minutes.

To examine social equity performance, we compared places scoring poorly on walkability (those with IMI levels of 1 and 2) to places scoring at fair to very good on walkability (IMI levels 3, 4, and 5.)[34] We chose to examine the differences between those places with the most substandard walkability relative to those with at least fair walkability to better understand the social equity within the least walkable places in our sample.[35] Some places that fell within IMI level 3 (fair) may be on an upward trajectory in terms of walkability as many of the places in our sample have plans to become more walkable. We deemed it was more appropriate to examine differences between those places that currently have at best poor walkability relative to those with at least fair walkability. Much more effort would be required to retrofit the former to become more walkable, thus potentially exacerbating social equity issues. As such, we felt it was particularly important to examine these most vulnerable places. All of these metrics were also compared across the average for metropolitan Washington to provide a basis of comparison.

Findings

A. More walkable places perform better economically.

Based on our sample of places within metropolitan Washington, a neighborhood's walkability score relates positively to several key economic indicators.[36] Higher walkability, as measured by a place's IMI score, is related to higher economic performance, controlling for a place's household income (Table 3).[37] Specifically, considering the magnitude of influence that walkability has on economic performance, a one-level (or approximately 20 pt) increase in walkability (out of a range of 94 points) translates into a $8.88 value premium in office rents, a $6.92 premium in retail rents, an 80 percent increase in retail sales, a $301.76/square foot premium in residential rents, and a $81.54/square foot premium in residential housing values.

Table 3. The Relationship between Walkability and Economic Performance[38]

	1 IMI level increase (~20 pt. IMI)	Mean & Standard Deviation
Avg. office rent/square foot ***	$8.88	M=$32.47 SD=$10.21
Avg. retail rent/square foot **	$6.92	M=$33.24; SD=11.94
Percent Retail sales**	80%	*See footnote*
Avg. residential rent/month ***	$301.76	M=$1,550.64 SD=$538.41
Avg. for-sale home value/square foot ***	$81.54	M=$295.93 SD=$140.57

*p-values: ~=.10; *<.05; **<.01; ***<.001*

While the relationship between walkability and economic performance is continuous (increases in the former relate to increases in the latter), the economic value of walkability is perhaps best illustrated by the impact of moving from one level of walkability (e.g. Wheaton at a level 3 with "fair" walkability) up to the next (e.g. Adams Morgan at a level 4 with "good" walkability), holding housing values constant. For example:

Places with higher walkability perform better commercially. A place with good walkability, on average, commands $8.88/sq. ft. per year more in office rents and $6.92/sq. ft. per year higher retail rents, and generates 80 percent more in retail sales as compared to the place with fair walkability, holding household income levels constant.

Places with higher walkability have higher housing values. For example, a place with good walkability, on average, commands $301.76 per month more in residential rents and has for-sale residential property values of $81.54/sq. ft. more relative to the place with fair walkability, holding household income levels constant.

An examination of the impact of walkability on capitalization rates focused on the differences between places that were classified as walkable urban (levels 4 and 5) and those that were not (levels 3 and under). We found that:

Capitalization rates are lower in places that qualify as walkable urban places than in those that do not, especially in the period after the Great Recession.[39] Development in places with higher walkability has lower capitalization rates. The underlying value of real estate assets in walkable places is higher, facilitating private market financing (Figure 2).[40] On average, before the recession (2000 to 2007), retail and office space in walkable urban places had a 23 percent premium per square foot valuation. During the recession (2008 to 2010) that premium nearly doubled to 44.3 percent.

Figure 2. Capitalization Rates Before and After the Recession for Places with Above Average vs. Below Average Walkability

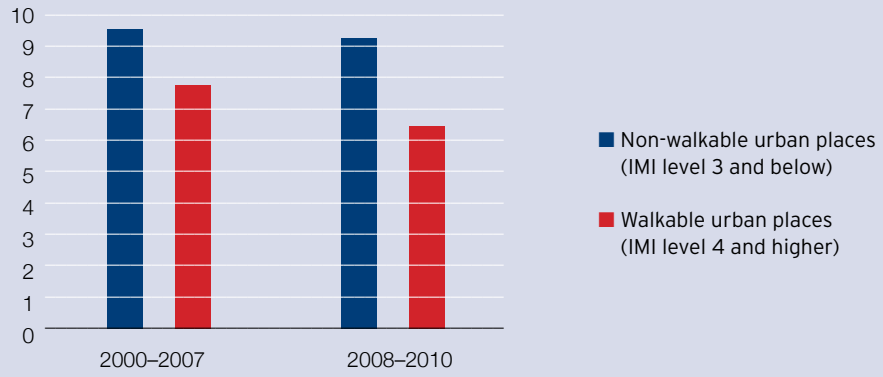


Table 4. Economic Performance of Walkable Districts vs. Single Walkable Places

	Walkable Urban Place Districts	Stand-alone Walkable Urban Places
Average office direct gross rent***	$ 41.98	$ 29.81
Average retail direct gross rent***	$ 42.10	$ 28.59
Retail sales**	$ 2,303,980	$ 1,030,259
Average residential rent**	$ 2,016.56	$ 1,544.04
Average for-sale home value/sf***	$ 465.95	$ 250.33
Assessed taxes	$ 3,241.30	$ 3,163.25
Percent retail*	4.6%	11.7%
Percent office	41.1%	24.8%
Percent residential	52.9%	55.7%
--Percent rental residential	10.2%	20.2%
--Percent for sale residential	42.7%	35.5%
Cap rate before recession	7.78	7.70
Cap rate after recession	6.37	6.85
Average # of rail stops	1.57	.75

*p-values: ~=.10; *<.05; **<.01; ***<.001.*

Note: retail sales were normalized into z-scores within the analysis.

B. Walkable urban places benefit from being near other walkable urban places.

Within metropolitan Washington, many of the places in the study sample with above-average walkability have clustered together. For example, within the District, Dupont Circle is adjacent to Georgetown, Adams Morgan, Kalorama, West End, Columbia Heights, U Street, Logan Circle, and Downtown D.C. All of these neighborhoods were classified as walkable urban places and have either an IMI level of 4 or 5. In northern Virginia, the adjacent neighborhoods of Clarendon, Virginia Square, Courthouse, and Ballston also form a walkable urban place district.

Comparing the sample's clustered walkable urban places to those that stand alone, such as Bethesda, we found that those clustered into a district performed better across a number of economic indicators (Table 4). For example, the clustered neighborhoods commanded nearly 41 percent more in office rents, 47 percent more in retail rents, and nearly 31 percent more in residential rents. Additionally, residential values in walkable urban place districts were on average 86 percent higher on a per square foot basis than in stand-alone walkable places.

Average retail sales in walkable urban place districts do not differ statistically from that of other walkable urban places. This may be due to the fact that places that do not cluster have a higher percentage of retail uses (11.75 percent) relative to the individual walkable urban places within a cluster (4.6 percent), which may help to make up for the difference in retail sales. But there is no difference in cap rates between clustered and single walkable urban places, nor is there a difference in transit access as measured by rail.

C. Residents of more walkable places have lower transportation costs and higher transit access, but also higher housing costs than residents of less walkable places

Based on data from the Center for Neighborhood Technology, we found that places with fair to very good walkability have significantly lower transportation costs than do places with poor to very poor walkability (Table 5). Alternatively, walkable areas have significantly higher housing costs than those with fewer environmental amenities. This finding affirms other studies that have indicated that living in more compact, mixed-use neighborhoods is related to reduced vehicle miles traveled and lower transportation costs. A composite set of built environment characteristics (accounted for by the IMI) is important with respect to household transportation expenditures. This includes more than just macro-level planning factors such as proximity to non-residential destinations, density, and connectivity. Micro-scale urban design features including pedestrian amenities, traffic safety, safety from crime, and aesthetics are also important.[41]

Table 5. Percent of Area Median Household Income Spent on Housing and Transportation, By Walkability Level

IMI Level	1	2	3	4	5	Region
%AMI Transportation Costs	14.7	15.9	15.7	12.7	12.3	13.8
%AMI Housing Costs	16.9	19.0	24.7	30.1	31.7	37.1

Source: Data for the neighborhoods from the Center for Neighborhood Technology; metro area data from Bureau of Labor Statistics

When compared to the overall metropolitan Washington area, places in the study sample with fair-to-very-good walkability spend 28 percent less of their average monthly income on transportation but 17 percent more on housing. Places with poor-to-very-poor walkability within our sample also see transportation savings relative to the region and spend 12 percent less on housing costs. The nature of our sample, insofar as it does not contain many far-flung suburban places, likely helps explain why all of the places observed have lower transportation costs relative to the region.

Finally, accessibility to jobs, transit, and recreation varies according to walkability. While overall there are no *significant* differences with respect to access between places with fair to very good walkability and places with poor to very poor walkability, there are important differences between the specific levels of walkability.[42] For example, residents of places at walkability level 4 on average can access over 15 percent more jobs in the region within 90 minutes than residents in places at level 3, and 21 percent more than residents in places at level 2. Additionally, places at level 5 have 3.4 and 2.4 times more bus lines, respectively, than places at level 2 or 3.[43] Moreover, level 5 places contain 3.4 to 3.6 times more parks on average than do places with fair or poor walkability.[44]

This analysis points to significant differences in access that vary with a place's walkability level. While the relationship outlined here between walkability and accessibility is not causal, the fact that they occur in tandem is problematic from a social equity standpoint. That is, residents of places with low walkability are not only faced with living in places that are not very walkable, they are also dealing with a lack of access to jobs, transit, and recreational amenities, relative to what is available to residents of places with higher walkability. When comparing our sample to the region overall, no significant differences emerge between poor to very poor walkable places and fair to very good walkable places relative to the total share of jobs accessible within 90 minutes and average headway, indicating that there are places in the region that are worse off from an accessibility standpoint (**Appendix Table 1**). Again, the lack of a significant difference may be attributable to the nature of our sample;

if we were to include more places, it is likely that we would find a significant difference with respect to accessibility. Nevertheless, the discrepancies in access identified here are quite important from a social equity standpoint.

D. Residents of places with poor walkability are generally less affluent and have lower educational attainment than places with good walkability.

Based on the sample, households in places with fair-to-very-good walkability have higher incomes, education levels, and employment rates than places with poor to very poor walkability.[45]

Indicators (Appendix table) related to income, education, and unemployment point to similar concerns as those related to accessibility. Within the sample, residents of places with poor or very poor walkability had lower average, disposable, and per capita incomes, constraining their housing choices. Further exacerbating this constraint is the fact that housing prices within fair to very good walkable places are higher than that of poor to very poor walkable places. Simply, if residents of the poor to very poor walkable places in the sample wanted to live in a more walkable place, it is unlikely they could afford to do so. This presents a serious social equity issue, especially considering the other health, social, and economic benefits that have been empirically linked to walkability. Further, the decreased accessibility within poor to very poor walkable places (relative to that of fair to very good walkable places) is especially disconcerting, as not only do the latter lack appropriate walkable amenities within their neighborhoods, their access to amenities (including jobs) within other neighborhoods is also limited.

Implications and Conclusion

Considering the economic benefits, walkability should be a critical part of all strategic growth plans. The implications of this study cut across the federal and state, metropolitan, and place levels.

Public policy should become more favorable toward walkable placemaking. Currently, many federal and state subsidies substantially favor low-density development and tip the scales against walkable development. Further, many local zoning codes make walkable development illegal, necessitating costly and time-consuming zoning changes with no guarantee of success. Federal, state, and local policy makers should conduct a systematic review of existing public policies that are biased against walkable development, and adopt new measures aimed at facilitating (or at least removing roadblocks to) this type of development.

For their part, local and regional planning agencies should incorporate assessments of walkability into their strategic economic development plans. Planning entities should identify where regional-serving and local-serving walkable urban places exist within a metropolitan area, seek out those places that are positioned to become more walkable, and determine potential locations of future walkable places. This type of assessment will help determine where infrastructure and other built environment improvements are needed. Since high-density walkable urban places seem to account for a small amount of a metropolitan area's existing land mass, it is probable that the infrastructure cost per dwelling unit or commercial square foot will be a fraction of that of existing low-density drivable suburban infrastructure costs.[46]

At the same time, the apparent supply-demand mismatch for walkable places may be contributing significantly to the price premium these places demand. To the extent that this is the case, the short- and medium-term shortage of walkable places makes them inaccessible (unaffordable) to many people who desire to live in such places. As such, it is important to have an affordable housing strategy in place while those improvements are being implemented.

Beyond the direct and indirect policy implications, the results of this study should also inform five sets of stakeholders: private developers and investors, social equity advocates, the public sector, place managers (such as business improvement districts and redevelopment agencies), and citizen-led groups/activists.

The first type of stakeholder, including investors, real estate developers, financers, lenders, etc., can use the walkability metrics to guide their investment and development decisions. The walkability

continuum based on IMI scores provides a classification system that is tied to economic performance. As such, a real estate developer and his investors may decide that they would like to target their investment into places at level 3 along the continuum, hopefully growing into a "4" because it may represent a place that is about to experience a significant increase in underlying property value. Stakeholders can clearly delineate what places fall under level 3 as well as track its progress against established metrics. A risk-sensitive institutional investor may decide that it only wants to purchase real estate assets in level 5 places since they have a proven track record of walkability and resulting high economic performance.

For advocates, a place's social equity performance level could help socially responsible investors focus on walkable urban places and projects where the need for increased affordable housing is most pressing or help highlight inequities that need to be addressed. In addition, stakeholders could measure the effectiveness of social equity policies, such as an affordable or workforce housing strategic plan.

Public stakeholders primarily provide the capital improvements for infrastructure and the operating funding for social service and public safety activities. The walkability, economic, and social equity metrics can inform funding allocation decisions and can be used to measure the effectiveness of that spending. For example, the U.S. Department of Housing and Urban Development could use these metrics not only to guide their selection of grantees for the next round of Sustainability Challenge Grants, but also to empirically track the progress of their grantees and hence establish further accountability standards. Federal and state departments of Transportation could require local jurisdictions to meet local economic and social equity standards in their grant applications and monitor their progress relative to these self-selected goals when determining whether to approve funding requests. Further, other granting agencies may only be interested in awarding funding to those places that already meet certain equity standards, but would like to enhance their economic performance related to walkability. Alternately, agencies may decide to invest in places that are advanced in their walkability standings but need to further social equity goals.

The next set of stakeholders includes on the ground place managers, public and private, that provide the strategy for and management of these places. For example, a BID may look to the walkability continuum to understand their current standing and set a goal to move to up a level. As such, these organizations can clearly lay out a roadmap for how to move further along the continuum with inbuilt justification (either for internal use by the organization or external use to secure funding) for implementing a strategy to do so. Additionally, planning agencies can use this continuum to evaluate their jurisdictions and establish strategic plans for strengthening (or increasing the number of) walkable urban places within their domain.

The final set of stakeholders is citizen-led groups and activists who can use their neighborhoods' IMI scores to better understand their strengths and weakness and, as such, to leverage positive, pedestrian-oriented change. By helping to diagnose neighborhoods' walkability, the IMI provides a tool for "tactical" and "Do-It-Yourself" (DIY) urbanites to engage communities, not only to advocate for change but also to actually begin to improve their neighborhoods.

There is also the opportunity for all five stakeholders to learn from comparable walkable urban places in their metropolitan area or other metropolitan areas. It is common for various local jurisdictions, a chamber of commerce and other regional organizations to sponsor visits to other metropolitan areas to exchange lessons learned and generate new ideas. Using the walkable urban place definition and performance metrics, they can compare performance in much more depth and on an apples-to-apples basis.

Evidence is beginning to show that demand for walkable places is on the rise. We believe the supply is already falling short of the demand and the findings outlined here around economic performance justify ameliorating this mismatch by facilitating this kind of placemaking.

I. Appendix

Appendix Table 1. Social and Economic Statistics in the Washington D.C. Metropolitan Area Based on Walkability Levels

	Walkability Classification Levels					
	1	2	3	4	5	Washington Metro Area
Per capita income (2010)[a]	$21,687	$25,173	$34,097	$49,075	$56,247	$36,618
Average household income (2010)[a]	$53,068	$69,252	$88,395	$93,145	$103,145	$81,213
Average disposable income (2010)[a]	41,773	$55,799	$69,364	$74,234	$77,523	N/A
Unemployment rate (2010)[a]	23.2%	9.1%	10.5%	8.4%	11.2%	7.5%
Diversity index (2010)[a]	23.0%	74.6%	51.8%	48.4%	47.1%	70.3%
% Change white (2000 to 2010)[b]	-20.6%	-33.1%	38.7%	122.8%	148.9%	2.19%
% Change black (2000 to 2010)[b]	66.4%	-.03%	20.8%	-31.8%	-.05%	12.41%
% High school as highest degree (2010)[b]	22.2%	17.8%	12.7%	7.8%	11.2%	13.2%
% Bachelors as highest degree (2010)[b]	9.3%%	9.2%%	14.7%%	22.2%	17.6%	16.8%
% Graduate/ professional as highest degree (2010)[b]	2.3%	7.7%	13.5%	28.0%	27.8%	14.8%
Average headway[c] (in minutes)	5.55	5.92	6.66	4.16	4.47	6.6
Share of jobs in region accessible within 90 min[c]	52%	39.2%	45.2%	60.3%	61.2%	36.6%
Average number of parks (2010)[a]	0	1.33	1.42	2.3	4.8	2.11

Sources: a: ESRI Demographics, b: Census 2010, c: Adie Tomer and others, "Missed Opportunity: Transit and Jobs in Metropolitan America," Washington: Brookings, 2011.

Further discussion of the methodology

At the onset of this study, we conducted a literature review of the relationship between the built environment and walkability, including examining preliminary operational definitions for walkability. We also surveyed literature on the concept of regional significance/serving, attempting to identify established, defining parameters for the term. Further, we reviewed the literature on social equity and related definitions and measures for such. Primarily, the literature review served to inform the development of an expert panel (Delphi panel) survey and related overview materials.

We identified and invited 20 potential Delphi panel participants, including academic and academic-affiliated experts on a range of topics related to walkable urban places, such as urban economics, sustainability, urban design, social equity, transportation, walkability, urban planning, housing, geography, and demography.

Delphi panelists were to provide feedback that would inform the development of an operational definition of walkable urban places. Specifically, the Delphi Panel survey presented participants with a preliminary list of potential walkable urban place parameters (based on the results of a literature review) and asked them to rate each parameter's importance relative to "walkable urban placemaking" as well as comment on potential measurement methods, data sources, and appropriate "scoring" mechanisms for each factor. Another key objective of the Delphi panel was to elicit input that would contribute to the development of a list of economic and social equity metrics with which to gauge walkable urban places' performance. Delphi Panel participants were asked to react to a list of potential social equity and economic metrics. Additionally, we asked panelists to provide input as to the best methodology by which to measure walkability and define neighborhood boundaries. We also solicited their help with defining several related terms, including "regional significance/serving" and "critical mass." The survey also allowed participants to suggest other potential parameters critical to the development and success of walkable urban places.

Economics/Development Panel

We convened 13 economic development and real estate industry experts for a four-hour panel in which we discussed the criteria for walkable urban places and key economic performance metrics and gathered feedback regarding a preliminary list of walkable urban place candidates and their boundar-

ies. Discussion centered primarily on the issue of regional significance, in terms of its definition and measurement; how regionally significant places differed fundamentally from locally serving places; and its overall importance as a criterion for distinguishing walkable urban place types.

Government Agency Panel

We convened 12 representatives of federal and local government agencies (including U.S. departments of housing and transportation, the Green Building Council, and the Washington Metropolitan Area Transit Authority) for a four-hour session. The federal panelists focused their discussion primarily on implementation issues (how they would integrate our methodology and results into their agendas and decision-making processes) and the identification of key performance measures.

Social Equity Panel

We convened 13 social equity experts for a four-hour panel. Social equity panelists focused primarily on identifying the most appropriate social equity metrics for walkable urban places. They suggested establishing metrics that were relative to their corresponding region as well as considering contextual issues in defining metrics, or rather, a set of metrics.

Finance Panel

We convened six representatives of the real estate finance community for a four-hour panel in which we discussed the decision-making process for real estate finance, especially as it relates to walkable urban places. The purpose of the panel was to ensure that the walkable urban places study produced a methodology and deliverable that the finance community can incorporate into their underwriting and/or lending approval and selection process.

Walkability – The Irvine Minnesota Inventory (IMI)

The IMI, one of the first micro-scale audit tools to be developed, measures a comprehensive set of built environment features, and has been widely used in the urban planning, design and public health fields. Auditors received in-class and on-site training; they collected data on test segments, which were then tested for reliability and validity. Auditors for this study included George Washington University undergraduate geography students who participated as part of a service learning partnership and other independent contractors.

Real Estate and Social Equity Data Collection and Sources

CoStar served as the primary database for commercial property data. We obtained nearly 1,200 real estate performance data points, including, but not limited to, square footage, vacancy, leasing and rental rates, and absorption rates. We collected this data for a variety of property types, including office (class A-F), flex, industrial and retail, across multiple time points. Longitudinal (yearly and quarterly) data was available for most variables dating back to 2000 (retail data was provided historically to 2006). While CoStar provided a robust set of economic indicators, it does not include owner-occupied related data.

Tax Assessor Data served as the starting point from which we estimated the floor area of government-owned buildings and owner-user occupied space. While other real estate data sources such as CoStar and REIS do not provide this data, most tax assessors do assign valuations to government-owned buildings and other tax-exempt properties from which floor area may be derived. To calculate approximate floor area, we aggregated building valuations by land use type and divided them by an assumed value per square foot.[47] Tax assessment data is collected and maintained at the county level, however. As such, significant inconsistencies between assessors datasets exist that limit their usefulness for estimating floor area.

Zillow provided point based data reflecting for-sale owner occupied residential property specific to the boundaries defined by the study. This data set includes square footage of residential property, assessed value, and tax information for 2005 and 2010. This data is categorized based on type of dwelling (single family, condo, duplex/triplex, and other).

REIS provided the total floor area of rental apartments housed in buildings with 40 or more dwelling units. The dataset includes building-specific data including building age, total units, average rent

per unit, number of bedrooms per unit, and comparable rents over a 5-year period within a defined area. REIS does not account for small rental apartment properties, however. As such, this dataset does not accurately represent gross rental apartment space in areas where the apartment stock is primarily housed in small buildings.

ESRI Demographic data served as the primary source of demographic data. With the elimination of the long form Census in 2010, we were unable to customize census data to our defined geographies. ESRI data, available at the block group geography, included social equity-related measures such as income, unemployment, and education attainment. We did obtain absolute count data regarding race and ethnicity at the smallest geography available (block) for 2000 and 2010 directly from the **Decennial Census**.

Brookings Institution Transit Accessibility Data provided information on the availability of public transit, average wait times, and percent of metropolitan jobs accessible at the block group geography. We aggregated block groups based on our geographies and produced a population-weighted value for each place.

Center for Neighborhood Technology (CNT) commissioned by the D.C. Office of Planning provided block group level data of housing and transportation costs as a percent of area median income, which were used to measure social equity.

ESRI Business data served as a source of industry sector and business data, including retail sales and employment data. Data were collected based on our geographies. Compared to other existing databases reporting on similar data, ESRI business data seemed incomplete. As such, we used (standardized) Z-scores for variables from this dataset rather than the actual raw numbers provided.

Endnotes

1. Christopher B. Leinberger is a nonresident senior fellow at Brookings, Charles Bendit Distinguished Scholar and research professor at the George Washington University School of Business, and president of LOCUS, a national network of real estate developers and investors. Mariela Alfonzo is a research fellow at the Polytechnic Institute of New York University and president of Urban Imprint. Note, the name of the Brookings affiliate is listed first.

2. Joe Cortright, "Driven to the Brink: How the Gas Price Spike Popped the Housing Bubble and Devalued the Suburbs," Chicago: CEOs for Cities, 2008; and Matthew Strozier, "Mapping Home-Value Drops by Zip Code," The Wall Street Journal, June 28, 2011. Available at http://blogs.wsj.com/developments/2011/06/28/mapping-home-value-drops-by-zip-code.

3. National Association of Realtors, "The 2011 Community Preference Survey: What Americans are Looking for When Deciding Where to Live," Washington, 2011. Available at http://www.realtor.org/research.

4. John McIllwain, "Housing in America: The Next Decade," (Washington: Urban Land Institute, 2010)

5. Jonathan Levine, Aseem Inam, and Gwo-Wei Torng, "A Choice-Based Rationale for Land Use and Transportation Alternatives: Evidence from Boston and Atlanta," *Journal of Planning Educating and Research*, 24: 317–330, 2005.

6. Arthur C. Nelson, "Resetting the Demand for Multifamily Housing: Demographic & Economic Drivers to 2020," Presentation to National Multi Housing Council, 2010.

7. Jonathan Levine and Larry Frank, "Transportation and Land-Use Preferences and Residents' Neighborhood Choices: The Sufficiency of Compact Development on the Atlanta Region. Transportation 34(2):255-274, 2007.

8. Joe Cortright, "Walking the Walk: How Walkability Raises Home Values in U.S. Cities," Chicago: CEOs for Cities, 2009.

9. One study revealed that one additional Walk Score point was associated with a $500-$3,000 increase in home sale value. On the commercial side, a ten-point increase in Walk Score was tied to a 9 percent increase in office and retail property values.

10. See Levine, Inam, & Torng, 2005; Rolf Pendall, Robert Puentes, and Jonathan Martin, "From Traditional to Reformed: A Review of the Land Use Regulations in the Nation's 50 Largest Metropolitan Areas," (Washington: Brookings, 2006); Robert Lang, Jennifer Lefurgy, and Steven Hornberg, "From Wall Street to Your Street: New Solutions for Smart Growth Finance," Alexandria: Metropolitan Institute of Virginia Tech, 2005; and Center for Transit-Oriented Development and others, "Fostering Equitable and Sustainable Transit-Oriented Development: Briefing Papers for a Convening on Transit-Oriented Development," February 24-25, 2009.

11. Christopher Leinberger, "Financing Progressive Development," (Washington: Brookings, 2001).

12. Center for Transit-Oriented Development and others, 2009; Christopher Leinberger and Sarah Kavage, "Barriers to Developing Walkable Urbanism and Possible Solutions," (Washington: Brookings, 2007).

13. Gary Pivo and Jeffrey Fisher, "The Walkability Premium in Commercial Real Estate Investments," *Real Estate Economics*, 39, (2), 185–219, 2011; and Cortright, 2009.

14. Nancy Wells and others, "Environment, Design, and Obesity: Opportunities for Interdisciplinary Collaborative Research," Environment Behavior, 39 (1), 6-33, 2007; and Larry Frank and Peter Engelke, "How Land Use and Transportation Systems Impact Public Health: A Literature Review of the Relationship between Physical Activity and Built Form," Centers for Disease Control, 2000.

15. A comprehensive study revealed that shifting 60 percent of development toward places that encompass the components of walkable urban places would save 85 million metric tons of CO2 annually, by 2030. Reid Ewing and others, *Growing Cooler: The Evidence on Urban Development and Climate Change*, Washington, Urban Land Institute: 2008; Larry Frank, and others, "Carbonless Footprints: Promoting Health and Climate Stabilization through Active Transportation," *Preventive Medicine*, 50, S99-S105, 2010.

16. Gary Pivo and Jeffrey Fisher, "Toward Sustainable and Responsible Property Investment Indices," Prepared for Strengthening the Green Foundation: Research and Policy Directions for Development and Finance held at Tulane University, New Orleans, March 10-11, 2011.

17. Christopher Leinberger, "Footloose and Fancy Free: A Field Survey of Walkable Urban Places in the Top 30 U.S. Metropolitan Areas," (Washington: Brookings, 2007).

18. Leinberger, 2007.

19. These were areas funded as part of Washington D.C.'s Neighborhood Investment Fund. Available at http://dmped.dc.gov/DC/DMPED/Opportunities/Grant+Opportunities/Neighborhood+Investment+Fund

20. Our initial list included over 400 potential places to study. As the fieldwork and analysis of the built environment features is intense and time-consuming, we developed a rubric by which to define and narrow the potential "universe" of places. We decided to use neighborhoods' Walk Score rankings to place them along a walkability continuum. Walk Score is ideal since it does not require first-hand onsite data collection. However, to do so, we drew boundaries for each place within that "universe" so that a Walk Score could be generated. As such, we delineated the three criteria outlined herein to arrive at a manageable number of places from which we would later sample: one established the geographical areas from which we would draw; the second addressed our original aim to focus on places that were either walkable or aspired to be; the third reflected this project's focus on urbanized places.

21. According to its website, the Metropolitan Washington Council of Governments is an independent association of "elected officials from 22 local governments, members of the Maryland and Virginia state legislatures, and members of the U.S. Congress." The local governments members are: the District of Columbia; Bowie, College Park, Charles County, Frederick, Frederick County, Gaithersburg, Greenbelt, Montgomery County, Prince George's County, Rockville, and Takoma Park in Maryland; and Alexandria, Arlington County, Fairfax, Fairfax County, Falls Church, Loudoun County, Manassas, Manassas Park, and Prince William County in Virginia.

22. We chose to eliminate Census designated rural blocks to create a more manageable population of places from which to eventually sample and thus keep within the scope of our study. Future studies may examine the applicability of our findings within rural areas.

23. We did not include closed campuses (such as traditional universities and military bases.)

24. Note that the neighborhoods in our sample vary in acreage; we did not set an upper limit with respect to neighborhood size but rather followed the respective planning entity's definition for a specific neighborhood. We believe that defining neighborhoods based on existing governmental/jurisdictional boundaries produces more policy-relevant findings than does using an a priori range (e.g. ✣ mile radius) or arbitrary neighborhood size.

25. Walk Score generated a population-weighted score for each of our neighborhoods based on our defined boundaries.

26. Seven of the neighborhoods for which IMI data was collected—Ballston, Courthouse, M Square Research Park, Minnesota Avenue, Prince George's Plaza, U Street/Shaw, and West Hyattsville—were ultimately not "selected" into our sample. However, as the IMI scores were generated for them, we are reporting here for information only. These neighborhoods were not included in the regression. We collected data for three other neighborhoods—Rosslyn, Foggy Bottom, and Logan Circle—that proved faulty so they were eliminated from the analysis.

27. To help us operationalize the difference between regional and local-serving places, we collected economic performance data from CoStar. We gathered this data for the same 66 places in the sample for which built environment data was collected and also for an additional 37 places that were part of a convenience sample.

28. Kristen Day and others, "The Irvine-Minnesota Inventory to Measure Built Environments: Development. *American Journal of Preventive Medicine* 30(2):144-52, 2006.

29. Using GIS, we determined the total number of segments present within each of the 66 places. We selected a sample of segments for each site in order to minimize data collection time, as, on average, it takes 8-10 minutes to observe a segment. For places larger than 400 acres, we sampled 20 percent of the segments; for places between 250-400 acres, we sampled 25 percent of segments; for places smaller than 250 acres, we sampled 30 percent of segments, and for places with less than 75 segments, we sampled 35 percent of segments. We sampled a minimum of 10 segments and a maximum of 50 segments from each site. On average, we collected data on 25 percent of the segments within a neighborhood. Data were cleaned and entered into SPSS. Note, the IMI was designed to collect built environment data at the block (or segment) scale. See the Appendix for a more thorough description of the methods.

30. Mariela Alfonzo, Jennifer Wolch, and Genevieve Dunton, "Streamlining Walkability Audits for Smart Growth-Physical Activity Assessments," Presentation to *Society for Behavioral Medicine Annual Conference*, April 29, 2007; Mariela Alfonzo, "A Mall in a Former Life: How Converting Failing Malls Into Mixed-use Neighborhoods Impacts Sense of Community," PhD dissertation, University of California, Irvine, 2007; Mariela Alfonzo and J. Kaplan "State of Place," *Houston Magazine*, 2005; Brian E. Saelens and Susan L. Handy, "Built Environment

Correlates of Walking: A Review," *Journal of Medicine and Science in Sports and Exercise*, 40(7S), S550–566 (2005).

31. We have collected IMI data on all 66 places in our sample. Currently, however, we are reporting on only 61 of those because problems and irregularities in the data for five neighborhoods in the sample could not be corrected for inclusion in this study.

32. The differences between these categories are statistically significant. For example, tier one regional-serving office places are significantly different from tier two regional-serving office places with respect to office rents; tier one regional-serving office places are also significantly different from local-serving places. Tier 1 regional-serving retail places are significantly different from tier two regional-serving retail places with respect to retail revenues.

33. Throughout this study, the term statistically significant refers to a finding that has less than a 5 percent probability of being attributed to chance. In other words, the finding is not random.

34. To analyze the relationship between walkability and social equity, we chose to implement an independent sample t-test (that compares the average difference between two groups on a given variable– such as income). This approach is different from the analysis we implemented to analyze the relationship between walkability and economic performance (linear regression, which analyzes the amount of variance accounted for by one variable – walkability – in predicting another variable – retail sales). Because we did not believe that the relationship between walkability and social equity was a linear one, but rather were interested in how more walkable neighborhoods vs. less walkable neighborhoods faired with respect to social equity, we felt that a t-test was more appropriate.

35. IMI level 1 is more than two standard deviations away from the mean; IMI level 2 is more than one standard deviation from the mean. Places within these two levels have poor to very poor walkability, respectively. Note that there were a limited number of places in our sample that had an IMI level of 1 or 2. As such, we may have been unable to detect statistically significant differences. More research is needed to better understand how places with low and very low walkability fare with respect to social equity.

36. The findings for office rents, retail rents, retail sales, for-sale housing values, and residential rents are based on linear regression analyses of a place's IMI score and each individual economic indicator. The findings for cap rates were based on an independent samples t-test that examined the differences in cap rates between walkable urban places (levels 4 & 5) and non-walkable urban places (levels 3 and under).

37. Household income served as a proxy for other factors – crime, educational quality, etc. – that could also impact economic performance. Future studies should control for other neighborhood and regional level factors that could also impact economic performance.

38. A percentage rather than an actual figure is presented for Average Retail Sales because we believe there may have been consistent underreporting of retail revenues (based on the database we used) and therefore it is more appropriate to report the magnitude of this difference rather than the actual number.

39. Capitalization Rate is the net operating income of a real estate property divided by the market value. In other words, the capitalization rate serves as an indicator of the current market value of a real estate property on the basis of net operating income. It is an indirect measure of how quickly a property will pay for itself – or be fully capitalized. A cap-rate is a commonly used tool for investors to quickly value a property, evaluate risk, and estimate his or her potential rate of return.

40. We used CoStar data from 2000-2010 to derive capitalization rates for the walkable urban places in our sample, splitting them into before the recession (pre 2007) and after the recession. We had data for 27 places from before 2007 and 13 places from after 2007 for which IMI scores had been calculated.

41. Mariela Alfonzo and others, "The Relationship of Neighborhood Built Environment Features and Walking," *Journal of Urban Design*, 13, 1, 29-51 (2008).

42. While there do seem to be some large differences between IMI levels with respect to some of the transit indicators, in some cases, we do not have enough places within our sample to indicate whether the differences observed are due to chance or are statistically significant. We will continue to explore this issue in future research that will collect more data from a variety of different neighborhoods across several metropolitan areas.

43. Since our sample included all places with a Metrorail stop automatically, it is likely that these numbers reflect a higher average than the region overall.

44. These are just illustrative examples meant to convey the point that we need to further explore the relationship between social equity indicators and walkability.

45. A statistically significant finding has a p-value of less than 5 percent, which means that there is less than a 5 percent probability that the a finding is due to chance alone. A trend has a p-value between 5 and 10 percent and as such, is not as strong of a finding. However, in the case of unemployment rates, we may not have enough variability in our sample to observe statistically significant differences. Differences in unemployment will be further explored in Phase Two of this study.

46. Infrastructure provision, whether roads, sewer and water lines, transit, electric distribution, police and fire services, etc., are all linear functions. The cost per mile of running a sewer line is roughly the same for walkable urban versus drivable sub-urban provision (it may cost fractionally more for walkable urban but in the final analysis, that cost difference is not consequential). In a drivable suburban environment, that fixed cost per mile is spread over anywhere from four dwelling units per acre to 0.5 dwelling units per acre and less. In a walkable urban environment, that similar fixed cost per mile is spread over anywhere from 10 units per acre to hundreds of units per acre.

47. Based on current construction costs in the Washington MSA, we assume an average value of $180 per square foot of built space for drivable suburban places, or those with IMI scores below 3.39. For walkable urban places with IMI scores over 3.39, we assume an average of $225 per square foot.

Acknowledgements

The authors thank those who directly worked on this study, including members of the Metropolitan Policy Program: Nicole Svajlenka, Martha Ross, and Alice Rivlin. A special thanks to David Wood, director of the Initiative for Responsible Investment at Harvard University's John F. Kennedy School of Government, for his continued guidance, key insights, and input throughout and to Lisa Rother for coordinating the non-academic panels. Joe Cortright, Daniel Rodriguez, Robert Puentes, and Alan Berube provided valuable comments on earlier drafts of the paper, Susan Kellam provided editorial assistance, Alec Stewart also contributed to the data collection, synthesis, and graphics. Finally, thanks to Daniel Taytslin, Anthony Colello, and Lauryn Douglas for their data collection efforts. We also wish to thank the over 80 members of the five panels who contributed their time and wisdom to our understanding of the multitude of issues relevant to this research.

The Metropolitan Policy Program at Brookings thanks the Rockefeller Foundation, the Summit Foundation, and the Prince Charitable Trusts for their support of this project and the John D. and Catherine T. MacArthur Foundation, the George Gund Foundation, the F.B. Heron Foundation, the Rockefeller Foundation, and the Heinz Endowments, for their general support of the program. The authors thank the ULI Foundation, Capitol Riverfront BID, and Jair Lynch Development Partners for additional support.

Finally, we wish to thank the program's Metropolitan Leadership Council, a bipartisan network of individual, corporate, and philanthropic investors that provide us financial support but, more importantly, are true intellectual and strategic partners. While many of these leaders act globally, they retain a commitment to the vitality of their local and regional communities, a rare blend that makes their engagement even more valuable.

For More Information

Christopher B. Leinberger
Non-Resident Senior Fellow
Metropolitan Policy Program at Brookings
202.797.6000
cleinberger@brookings.edu

For General Information

Metropolitan Policy Program at Brookings
202.797.6139
www.brookings.edu/metro

1775 Massachusetts Avenue NW
Washington D.C. 20036-2188
telephone 202.797.6139
fax 202.797.2965

The Brookings Institution is a private non-profit organization. Its mission is to conduct high quality, independent research and, based on that research, to provide innovative, practical recommendations for policymakers and the public. The conclusions and recommendations of any Brookings publication are solely those of its author(s), and do not reflect the views of the Institution, its management, or its other scholars.

Brookings recognizes that the value it provides to any supporter is in its absolute commitment to quality, independence and impact. Activities supported by its donors reflect this commitment and the analysis and recommendations are not determined by any donation.

About the Metropolitan Policy Program at the Brookings Institution

Created in 1996, the Brookings Institution's Metropolitan Policy Program provides decision makers with cutting-edge research and policy ideas for improving the health and prosperity of cities and metropolitan areas including their component cities, suburbs, and rural areas. To learn more visit: **www.brookings.edu/metro.**

BROOKINGS

1775 Massachusetts Avenue, NW
Washington D.C. 20036-2188
telephone 202.797.6000
fax 202.797.6004
web site www.brookings.edu

Metropolitan Policy Program
at BROOKINGS

telephone 202.797.6139
fax 202.797.2965
web site www.brookings.edu/metro

Smart Growth America
Making Neighborhoods Great Together

National Complete Streets Coalition

SAFER STREETS, STRONGER ECONOMIES

Complete Streets project outcomes from across the country

MARCH 2015

SAFER STREETS, STRONGER ECONOMIES

Complete Streets project outcomes from across the country

MARCH 2015

The **National Complete Streets Coalition**, a program of Smart Growth America, seeks to fundamentally transform the look, feel and function of the roads and streets in our communities, by changing the way most roads are planned, designed and constructed. Complete Streets policies direct transportation planners and engineers to consistently design with all users in mind.

Smart Growth America is the only national organization dedicated to researching, advocating for and leading coalitions to bring better development to more communities nationwide. From providing more sidewalks to ensuring more homes are built near public transportation or that productive farms remain a part of our communities, smart growth helps make sure people across the nation can live in great neighborhoods.

PROJECT LEADS

Geoff Anderson and **Laura Searfoss**; Smart Growth America

PROJECT TEAM

Alexander Cox, Alex Dodds, Masumi Kikkawa, Hanna Kite, Roger Millar, Colin Murphy, Elizabeth Schilling, Stefanie Seskin, Sam Warlick, and Chris Zimmerman; Smart Growth America

Report Design: Cecily Anderson / Anagramist.com

Acknowledgements

Smart Growth America is indebted to the transportation, planning, and economic development professionals who provided most of the data and information for the projects analyzed in this report. Smart Growth America thanks you for being generous with your time, as well as for your enthusiasm for local Complete Streets work.

The original scope of this project benefited from the guidance of a diverse group of thought-leaders in the transportation and planning fields, who provided helpful feedback to narrow the research questions examined here. Throughout this project, Smart Growth America's coalition members and the National Complete Streets Coalition's Steering Committee and Partners provided valuable leads and connections to Complete Streets projects around the country.

Kaiser Permanente provided generous support for this project—in part to complement the growing evidence base on the health benefits of Complete Streets, with a better understanding of related economic, mobility, and equity benefits.

Kaiser Permanente is committed to helping shape the future of health and health care. We are recognized as one of America's leading health care providers and not-for-profit health plans. Founded in 1945, Kaiser Permanente has a mission to provide high-quality, affordable health care services and to improve the health of our members and the communities we serve. We currently serve approximately 9.9 million members in eight states and the District of Columbia. Care for members and patients is focused on their total health and guided by their personal physicians, specialists and team of caregivers. Our expert and caring medical teams are empowered and supported by industry-leading technology advances and tools for health promotion, disease prevention, state-of-the-art care delivery and world-class chronic disease management. Kaiser Permanente is dedicated to care innovations, clinical research, health education and the support of community health. For more information, go to: kp.org/share.

Contents

Executive summary iv

Introduction 1

A note about the data 2

Meet the projects 3

Project outcomes 7

Safer streets 7

Saving money through safety 10

Encouraging multimodal travel 11

Low costs, big results 16

A whole network for a bargain 18

A strategy for economic development 19

Higher employment levels 20

Net new businesses 20

Higher property values and private investment 21

What your community can do 24

Conclusion 26

Appendix A: Methods 27

Transportation benefits 27

Economic analysis 27

Monetizing safety benefits 28

Appendix B: Project descriptions 29

Endnotes 37

Executive summary

What do communities get for their investments in Complete Streets?

In this study of 37 projects, Smart Growth America found that Complete Streets projects tended to improve safety for everyone, increased biking and walking, and showed a mix of increases and decreases in automobile traffic, depending in part on the project goal. Compared to conventional transportation projects, these projects were remarkably affordable, and were an inexpensive way to achieve transportation goals. In terms of economic returns, the limited data available suggests Complete Streets projects were related to broader economic gains like increased employment and higher property values.

These findings are based on data collected directly by local transportation and economic development agencies as reported to Smart Growth America's National Complete Streets Coalition. The Coalition surveyed Complete Streets projects from across the country, and found 37 with transportation and/or economic data available from both before and after the project.

Safer Streets, Stronger Economies analyzes that data and explores the outcomes communities get for their investments in Complete Streets. In this tight budget climate, transportation staff and elected leaders want to get the most out of every dollar. This research shows Complete Streets projects can help them do just that.

The data showed that streets were usually safer after Complete Streets improvements than before.

In the majority of cases collision rates declined after Complete Streets projects were built, and there were fewer injuries as well. *These safety improvements have real financial value:* Our analysis found that the safer conditions created by Complete Streets projects *avoided a total of $18.1 million in collision and injury costs in one year alone.* These savings start as soon as a project is complete, and continue long after. And this was just the amount saved by the projects included in our sample. The financial impact of automobile collisions and injuries nationwide is in the billions of dollars annually. Targeting the country's more dangerous roads and taken to any meaningful scale, a Complete Streets approach over time has the potential to avert hundreds of millions or billions of dollars in personal costs.

The data also showed that Complete Streets projects encouraged more multimodal travel.

Trips by foot, bicycle, and transit almost always increased after the Complete Streets projects. Taken along with the safer conditions mentioned above, this support for active transportation options adds to an already impressive case for the health benefits of a Complete Streets approach. In about

half the projects, automobile volume increased or remained unchanged after the redesigns.

Complete Streets projects were also remarkably affordable.

The projects surveyed include a wide range of costs, from projects with limited scopes that cost just a few thousand dollars to extensive corridor redesigns that cost several million. For the most part, however, Complete Streets projects cost significantly less than conventional transportation projects, *yet can still deliver transportation benefits* like better safety performance and more people using the facility.

This project also examined how Complete Streets projects related to economic goals.

Before-and-after data in this area are scarce for all kinds of transportation investments and Complete Streets projects are no exception. Of the 37 projects included in our survey, we were able to examine changes in employment in 11 places, and changes in business impacts, property values, and/or total private investment in 14 places. *We found that employment levels rose* after Complete Streets projects—in some cases, significantly. Communities reported *increased net new businesses* after Complete Streets improvements, suggesting that Complete Streets projects made the street more desirable for businesses. In eight of the ten communities with available data, *property values increased* after the Complete Streets improvements. And eight communities reported their Complete Streets projects at least partly responsible for *increased investment from the private sector.* These data support the economic outcomes reported anecdotally by many communities but more data are needed here (and for other transportation projects) to conclusively connect Complete Streets with economic success.

Communities interested in these kinds of benefits can get started on their own Complete Streets approach, and this report also includes ideas for policy changes, transportation design standards, project evaluation guidelines, and ways to measure project performance to help in that effort.

More than 700 towns, cities, counties, regions, and states have made official commitments to these practices by passing Complete Streets policies, with more being passed every year. Whether it's planting trees or adding crosswalks, making travel lanes narrower or creating space for people on bikes, hundreds of communities are changing how their streets look and work—and this study suggests they're getting a great return on their public investments in the process.

"Our analysis found that the safer conditions created by Complete Streets projects avoided a total of $18.1 million in collision and injury costs in one year alone."

EPA

Introduction

Dubuque, IA

WHEN DUBUQUE, IA, WAS PLANNING THE REDEVELOPMENT of its historic Millwork District, local leaders knew the project's success hinged on whether people would want to walk or bike there. So the city took a long look at the District's four main avenues—Jackson, Washington, 9th and 10th streets—and figured out how to make them work better for people walking and biking. They replaced sidewalks, made it easier to cross the street, added new street lights, painted "sharrows," and created a multi-use trail. Within a year, bicycling use increased by 273 percent—and that was just the beginning.

Since the project's completion, the neighborhood has experienced more than $34 million in new private investment, with another $150 million in the pipeline. The first warehouse to be redeveloped is leasing 72 residential units, 39,000 square feet of retail and commercial space, and 20,000 square feet for an incubator for arts and nonprofit organizations. The fact that the neighborhood's streets work for everyone who uses them is a key part of this success.

Dubuque isn't the only city using a Complete Streets approach. Hundreds of communities are using Complete Streets strategies to improve how their streets work and how they serve the local economy. What are communities getting for these investments? Are they achieving their transportation goals? How do costs compare to conventional transportation projects? And how do these projects relate to broader economic gains?

To answer these questions, Smart Growth America's National Complete Streets Coalition scoured the country for every Complete Streets project we could find. We asked local departments of transportation for before-and-after data on transportation and economic performance for those projects. Ultimately, 37 projects had enough data available to be included in our analysis.

Safer Streets, Stronger Economies examines these 37 projects, spread across 31 cities in 18 states. This study explores how well these Complete Streets projects achieved transportation goals like improving safety and throughput, as well as how their costs compare to other transportation projects. It also examines what happened to employment, businesses, and property values along a subset of these corridors.

To date, many studies of Complete Streets have focused on the health benefits these projects yield. These studies have clearly documented the connection between walking, biking, and transit ridership and more active lifestyles to reduce rates of chronic disease and the healthcare costs associated with them.[1] People who live in walkable neighborhoods get 35–45 more minutes of moderate physical activity each week, making them less likely to be overweight or obese. People who ride transit tend to move more, too, taking 30 percent more steps a day than people who drive.[2] Converting short automobile trips to walking or biking curbs air pollution, which can help reduce asthma and other respiratory diseases. Youth who walk or bike to school, among other physical activities, tend to focus more and perform better in the classroom.[3]

For the projects examined in this study, these benefits undoubtedly hold true. Rather than focus on these well-documented results, this study focuses on the value of Complete Streets projects as transportation investments and their link to local economies.

We hope the information in this study will be of particular use for transportation professionals and local elected officials, providing a clearer picture of how Complete Streets projects compare to their other transportation investment options.

A note about the data

Our research looked at 10 main data points: collisions; automobile, pedestrian, bicycle, and transit counts; project construction costs; employment; number of businesses; property values; and private investment. Data availability varied by project.

Readers will clearly see that the data are not ideal. A majority of communities we interviewed did not have before-and-after data and thus were not included here. Among those with data, localities collected it using different methodologies.

There is clearly a need for more standardized data measures, as well as more consistency in their collection. These issues are not unique to Complete Streets, but reflect broader issues in transportation data collection.

Nonetheless, these data are the best available for understanding the impact of Complete Streets projects and significantly advance our understanding of Complete Streets effectiveness as transportation and economic investments. We congratulate and thank the communities that have taken steps to collect the performance data discussed here. But for their efforts there would be no way to have any meaningful understanding of project performance.

"Since the project's completion, the Millwork District in Dubuque, IA, has experienced more than $34 million in new private investment, with another $150 million in the pipeline. The first warehouse to be redeveloped is leasing 72 residential units, 39,000 square feet of retail and commercial space, and 20,000 square feet for an incubator for arts and nonprofit organizations."

Normal, IL

Lancaster, CA

Meet the projects

Smart Growth America collected before-and-after data for 37 Complete Streets projects. Here is a brief description of all of them. Read more details of each project in **Appendix B** on page 29.

ARIZONA: TEMPE
College Avenue
Added dedicated bike lanes and streetscape improvements near Arizona State University.

CALIFORNIA: BERKELEY/ALBANY
Marin Avenue
Converted four travel lanes to three, and links a residential neighborhood in Berkeley to a commercial area in Albany.

CALIFORNIA: LANCASTER ▲
West Lancaster Boulevard
Created a tree-lined median, widened sidewalks, added landscaping, and created a community destination known as the BLVD.

CALIFORNIA: LONG BEACH
Broadway & Third avenues
Redesigned two one-way downtown streets to each carry two lanes of traffic, parking on both sides of the street, and a protected bike lane.

CALIFORNIA: NOVATO
Grant Avenue
Improved sidewalks, and added streetscaping, bulb-outs, and bicycle racks along 11 blocks of Novato's main commercial street.

DC: WASHINGTON
15th Street NW
Created 1.8 miles of a two-way bike lane separated from automobile traffic.

DC: WASHINGTON
16th Street/U Street/
New Hampshire Avenue NW
Simplified this complicated intersection to make it safer for cyclists, pedestrians, and drivers.

FLORIDA: ORLANDO
Edgewater Drive
Completed a road conversion to calm traffic and make biking and walking easier.

ILLINOIS: CHICAGO
Kinzie Street
Created the city's first bike lane by converting four travel lanes to two on each side of a two-way street.

ILLINOIS: URBANA
Philo Road
Resurfaced a street and enhanced two bus stops with real-time signage and streetscaping.

ILLINOIS: NORMAL ▲
Uptown District
Widened and repaired sidewalks, reconstructed Constitution Boulevard, created a new traffic circle, and built the new Uptown Station.

IOWA: DES MOINES
Ingersoll Avenue
Completed a two-phase streetscaping and road conversion project.

IOWA: DUBUQUE
Millwork District
Constructed an off-road multi-use trail, added streetscaping, and reconstructed the road along Jackson, Washington, 9th, and 10th streets.

LOUISIANA: NEW ORLEANS
South Carrollton Avenue
Added bike lanes, landscaping, improved crosswalks, and sidewalks to a section of New Orleans' historic streetcar route.

LOUISIANA: NEW ORLEANS
Esplanade Avenue
Completed a 4-to-2 lane conversion to increase pedestrian and bicycle use.

LOUISIANA: NEW ORLEANS
Decatur Street
Improved pedestrian intersections and added bike features for this busy route in New Orleans' historic center.

MASSACHUSETTS: CAMBRIDGE ▲
Porter Square
Simplified pedestrian and bicycle crossings, created a large pedestrian plaza, added bike lanes and a signalized bike crossing, coordinated auto signal timing, and widened the sidewalk in this historic retail center.

MINNESOTA: MINNEAPOLIS
Franklin Avenue
Reduced the number of travel lanes on the street for one half mile, including over the Franklin Avenue Bridge, from four to three lanes and added bicycle lanes.

MISSOURI: COLUMBIA
Providence & Stewart roads
Improved turn lanes, pedestrian crossing signals, new sidewalks, and trail access; added new lighting and drainage enhancements; and added striping and markings for bicycle and pedestrian safety.

MISSOURI: COLUMBIA
Windsor & Ash streets
Built a bicycle boulevard linking two residential neighborhoods and helping bicyclists safely access downtown Columbia.

MISSOURI: GRANDVIEW
Main Street
Improved pedestrian features along several blocks to help reinvigorate Main Street.

Reno, NV

New York City DOT

New York, NY

Hamburg, NY

Charlotte, NC

MISSOURI: LEE'S SUMMIT
Third Street
Improved sidewalks, new lighting, and street trees to calm traffic and encourage more people walking in the town's downtown district.

NEVADA: RENO ▲
Wells Avenue
Converted four travel lanes to two, added bike lanes and widened sidewalks along a key one-mile segment.

NEW MEXICO: ALBUQUERQUE
Central Avenue
Converted four travel lanes to three, and added two dedicated bike lanes and on-street parking to this historic tourist destination.

NEW YORK: HAMBURG ▲
Route 62
Added two roundabouts, narrower travel lanes, bicycle lanes, curb extensions, street trees, and marked pedestrian crossings.

NEW YORK: NEW YORK ▲
Columbus Avenue
Reduced lane widths and added street trees, pedestrian islands, and a bike lane.

NORTH CAROLINA: CHARLOTTE ▲
East Boulevard
Converted four travel lanes to three and added bike lanes on both sides of the street, pedestrian refuge medians, wheelchair ramps, and landscaping.

NORTH CAROLINA: CHARLOTTE
Selwyn Avenue
Converted four travel lanes to three, added a center turn lane and bicycle lanes in each direction.

NORTH CAROLINA: RALEIGH
Hillsborough Street
Widened sidewalks, built a median, reduced the four-lane road to two lanes with on-street parking, and constructed a roundabout at the corridor's entrance.

West Jefferson, NC

Seattle, WA

Cleveland, OH

NORTH CAROLINA: WEST JEFFERSON ▲
Downtown streetscape
Replaced two traffic lights with four-way stops, added diagonal parking, curb extensions, better crosswalks and streetscaping in the historic downtown.

OHIO: CLEVELAND ▲
Euclid Avenue
Created the city's first bike lane, repaired sidewalks, added streetlights and bus shelters, and planted 1,500 trees along the "HealthLine."

OREGON: EUGENE
Alder Street
Added a two-way buffered bike lane and bike signal, and widened sidewalks near the University of Oregon campus.

OREGON: PORTLAND
NE Multnomah Street
Converted four travel lanes to two, added protected bike lanes and made crossing the street safer for pedestrians in Portland's Lloyd District.

PENNSYLVANIA: PHILADELPHIA
Spruce & Pine streets
Created 3.7 miles of buffered bike lanes along these two one-way streets.

WASHINGTON: SEATTLE
Nickerson Street
Converted four travel lanes to two, added a two-way turning lane, bicycle lanes, and two new crosswalks.

WASHINGTON: SEATTLE ▲
NE 125th Street
Converted four travel lanes to two, with a center left turn lane and bicycle lanes.

WASHINGTON: SEATTLE
Stone Way N
Converted four lanes to two, added a two-way turning lane, bike lanes, sharrows, and updated crosswalks.

Project outcomes

WHAT WERE THE OUTCOMES associated with these 37 projects? How did the streets perform on safety, traffic, and economic measures before and after the projects? What did these communities get for their investment in Complete Streets?

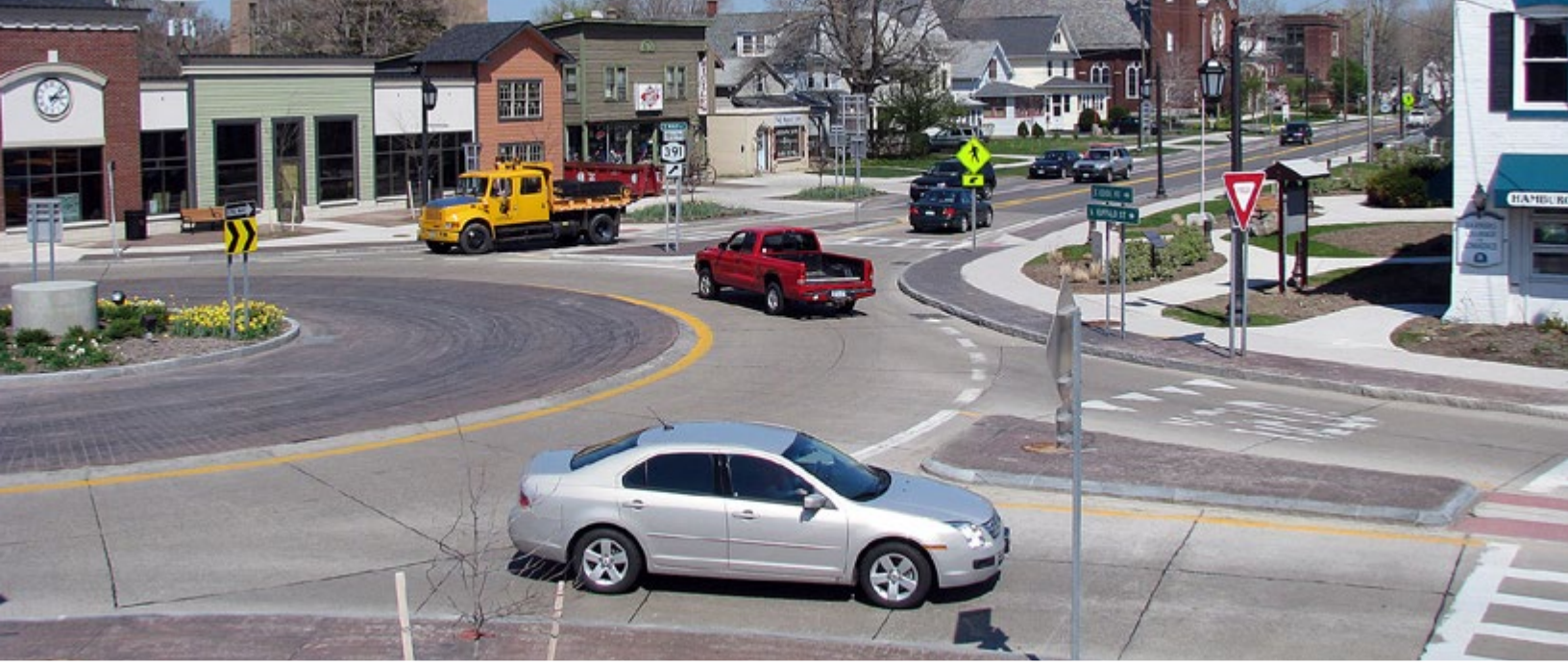
To answer these questions we asked local transportation and economic development agencies for before-and-after data on the street in question. We analyzed most of this data using a straightforward before-and-after comparison. In addition, where methodologically sound and where data were available, we also compared the Complete Streets project to an unimproved "control" corridor as well as citywide trends. Here is what the data show.

Safer streets

Complete Streets projects tended to make streets safer for everyone. Specifically, the majority of roads with Complete Streets features had fewer collisions and fewer injuries after their retrofits than before.

About 70 percent of projects experienced a reduction in collisions, and in many cases the reduction amount was significant (see Figure 1).[4] Approximately 56 percent of projects experienced a reduction in injuries.[5] In some projects where collisions and injuries went down, automobile volumes were essentially unchanged or increased, while pedestrian and bicycle traffic increased—meaning the rates of collision and injury dropped the same or more than the absolute change. Some communities also looked at speeding as an important metric related to reducing collisions and injuries.

In many of the projects where collisions or injuries increased, travel across modes also increased by a large percentage. In many instances, the rate (as opposed to the absolute number) of crashes or injuries (or both) fell. For example, in Porter Square in Cambridge, MA, bicycle collisions increased 150 percent after the Complete Streets improvements—but bicycle volumes increased 929 percent. The rate of collision among bicyclists decreased from 2.5 to 0.6 collisions per 100 bicycle trips after the Complete Streets changes.

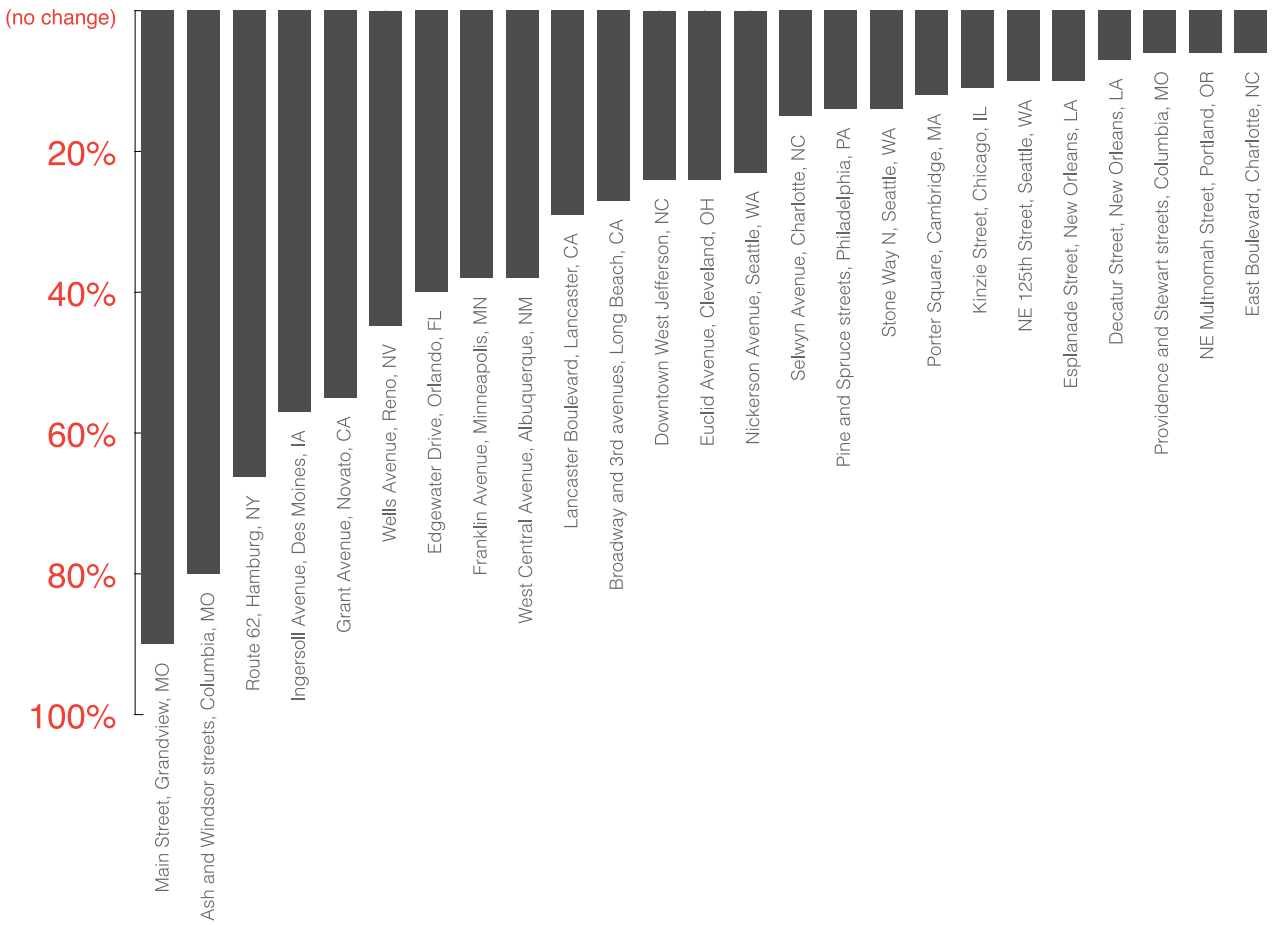


▲ Route 62, Hamburg, NY. **Collisions decreased 57 percent** after completion.

FIG. 1

Collisions went down.

About 70 percent of projects saw a reduction in the number of collisions after their Complete Streets improvements. Of those, many saw declines that were significant.



▲ NE 125th Street in Seattle, WA before (left) and after (right) Complete Streets improvements.

CASE STUDY

Fewer collisions and injuries in Seattle, WA

Three projects included in this study are located in Seattle, WA: Nickerson Street, NE 125th Street, and Stone Way N. All three projects aimed to reduce speeding and make the street more inviting for people walking or bicycling. All three projects used similar design changes to achieve these goals: reducing the number of travel lanes from four to two, adding a center turn lane, bike lanes, and new crosswalks.

In all three cases, speeding, collisions, and injuries decreased after the projects' completion.

▶ On Nickerson Street, speeding fell by **two-thirds** after the Complete Streets improvements and total collisions fell by **23 percent**.

▶ On NE 125th Street, the number of drivers "speeding excessively" decreased by **11 percent**, collisions fell by **10 percent**, and collisions resulting in injuries fell by **17 percent**.

▶ On Stone Way N, speeding drivers decreased **75 percent**, total collisions fell **14 percent** while collisions involving pedestrians declined by **80 percent**, and collisions resulting in injuries fell **33 percent**.

The Seattle Department of Transportation (SDOT) completed all three projects, which are part of a citywide effort to implement its 2007 Complete Streets ordinance. That policy vision, as well as a Complete Streets checklist within the Department, have helped SDOT remain focused on these goals. "Not only does redesigning our streets make them safer," SDOT explains, "it keeps people and goods moving."[6]

Saving money through safety

COMPLETE STREETS PROJECTS can make streets safer for everyone who uses them, and this yields tangible financial benefits for individuals and families.

Each collision that a safer street helps to avert represents potential costs from emergency room visits, hospital charges, rehabilitation, and doctor visits, as well as the cost of property damage. Within our sample, Complete Streets improvements collectively averted $18.1 million in total collision costs in just one year.[7] We rely on standard estimates and methodology from the U.S. Department of Transportation to calculate these costs. For more information see Appendix A on page 27.

Comparing total averted costs for one year to the total cost of 34 projects in this survey (excluding Euclid Avenue, which is an outlier in terms of cost), these projects would pay for themselves in less than 8 years. Every year after that, the savings are unencumbered as the Complete Streets improvements continue to keep travelers safe.

In some of these cases, the averted cost of collisions in the first year is much larger than the original project cost. Along Wells Avenue in Reno, NV, for example, 128 collisions occurred before the Complete Streets improvements, and 47 of those collisions involved injuries. After the city added bike lanes in each direction and widened sidewalks, collisions fell by about 45 percent—to 71 collisions following the improvements, with 18 of those involving injuries. The value of Reno's safer conditions within one year's time ($5.8 million) is more than its entire project cost ($4.5 million).

In West Jefferson, NC, the value of safer streets equaled more than $2.7 million in the first year, or 9 times the total cost of the town's Complete Streets improvements ($300,000).

The averted costs described here are enormously important to the individuals and families who avoid them. However, these numbers are dwarfed by the total cost of unsafe streets in the United States: Nationwide, the cost of automobile collisions and injuries is in the billions of dollars. The 37 projects in our sample represent just 44 miles of road; the entire U.S. paved roadway network is about 2.7 million miles.[8] If a Complete Streets approach was used strategically on even a small fraction of this total, the savings over time could run into the hundreds of millions or billions of dollars.

Encouraging multimodal travel

FROM A TRANSPORTATION PERSPECTIVE, a good way to understand a corridor's travel value is to look at the number of people it accommodates in cars, on bikes, on foot, and by transit. Unfortunately, very few places have all of these data points. This study found nine projects that had before-and-after data for pedestrians, bicycles, and automobiles (the number of places with transit data are sufficiently few that we treat them separately).

Of the nine projects with bicycle, walking, and automobile counts, three showed increases in trips by all three modes. In three projects the data showed a decrease in the total number of car trips, while the total number of bicycle and pedestrian trips increased. In the remaining three projects, the results were mixed: The Providence and Stewart project in Columbia, MO showed no change in automobiles trips while bike and pedestrian trips increased. Foot traffic went up in Albuquerque, while bicycling and automobile traffic fell. In the Millwork District, people on foot decreased. At the same time, the area experienced significant increases in cycling (273 percent) and automobiles (1,416 percent).

A greater number of projects, including the nine above, measured the change in travel by individual modes. Looking separately at the projects' modal outcomes, the data showed that the Complete Streets projects nearly always supported more biking and walking trips. In 12 of 13 projects with pedestrian counts, trips by foot increased after the Complete Streets improvements (see Figure 2). In 22 of 23 projects with bicycle counts, bicycle trips increased (see Figure 3). Of 33 projects with automobile counts, 13 projects carried more automobile trips than before, and in one instance automobile counts did not change (see Figure 4). The remaining 19 projects carried fewer cars, which was a design goal in some projects. For instance, the installation of a bicycle boulevard along Windsor and Ash streets in Columbia, MO aimed to move

The health benefits of multimodal travel

More people walking and bicycling can improve a street's throughput without increasing traffic, and that's a great outcome for transportation professionals.

These active options also come with big public health benefits. By making walking and biking safe and convenient, we can make it much easier for people to build routine physical activity into their daily lives.

vehicles to a parallel street. As a result, automobile traffic fell by nearly half, even as automobiles traveled along the street in less time. The neighborhood street became quieter, and bicycling increased 124 percent along this 1.5-mile connection between two neighborhoods.

As the following figures show, Complete Streets projects were associated with increases in the number of people bicycling and walking on the Complete Streets corridor, supporting travel by more modes than previously.

FIG. 2

More walking trips.

Thirteen projects collected pedestrian counts. Of those, pedestrian activity increased in 12 projects after their Complete Streets improvements. This figure shows the amount of change in walking trips in each place.

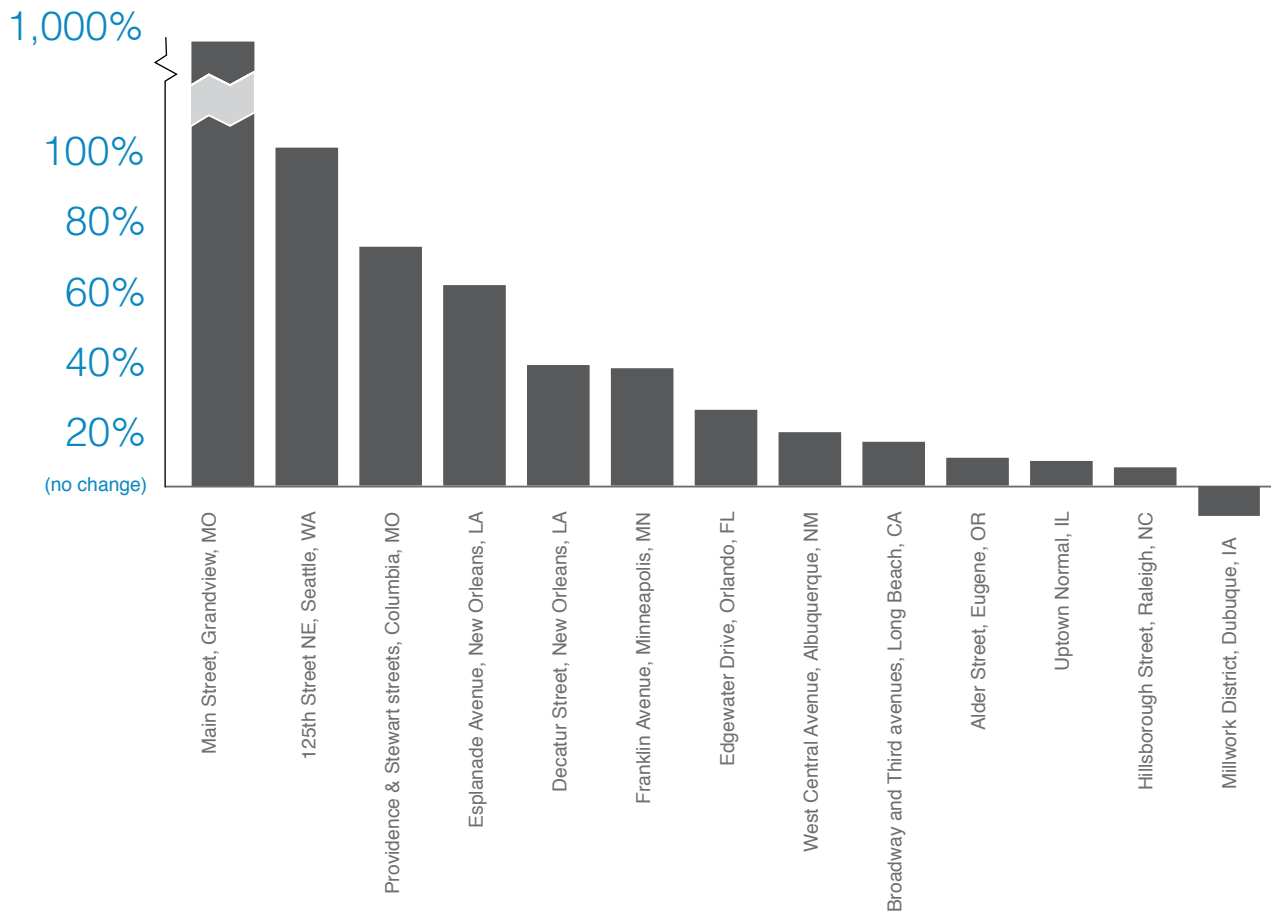


FIG. 3

More bicycle trips.

Twenty-three projects collected bicycle counts. Of those, bicycling increased in 22 projects after their Complete Streets improvements. This figure shows the amount of change in bicycle trips in each place.

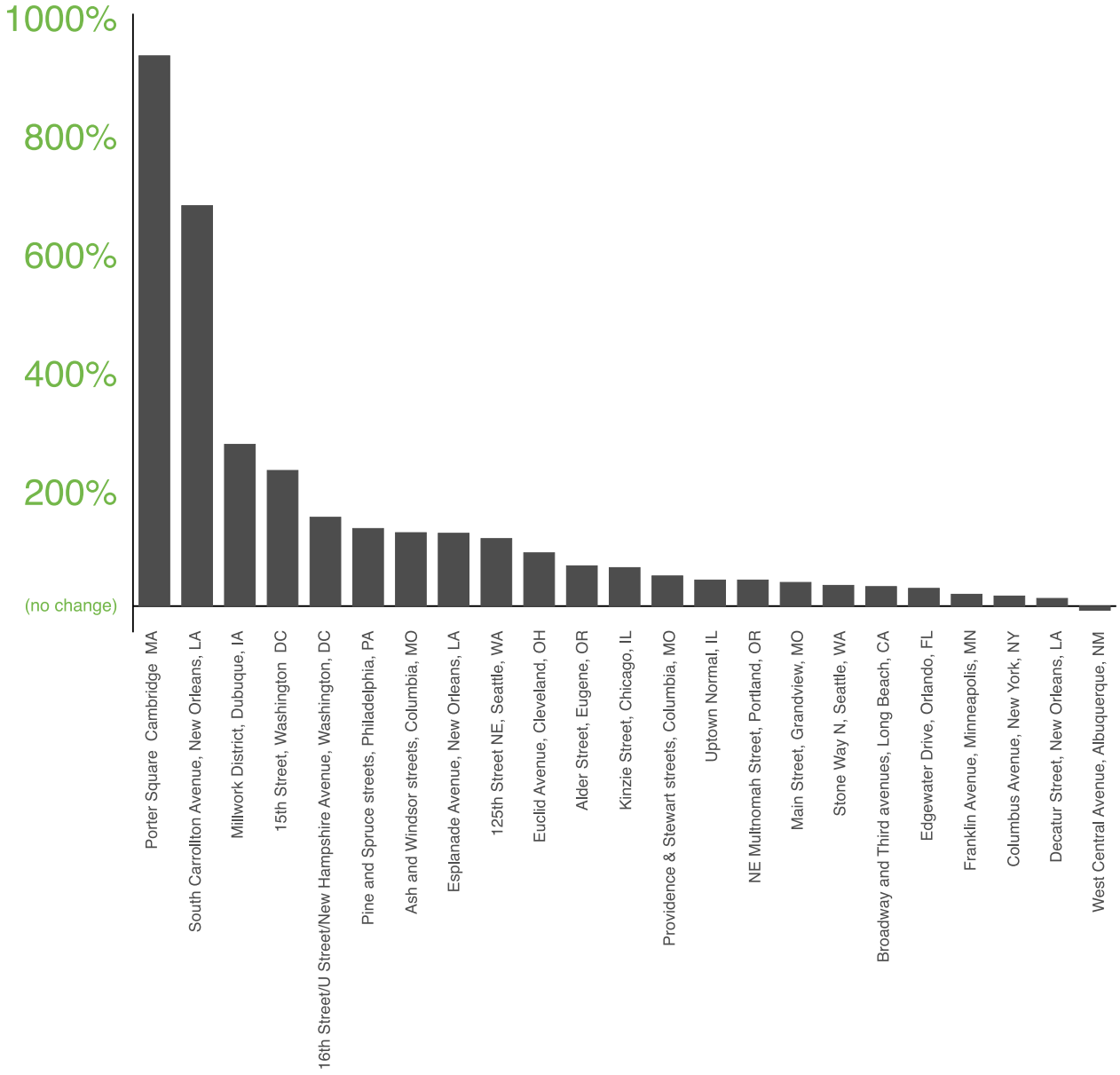
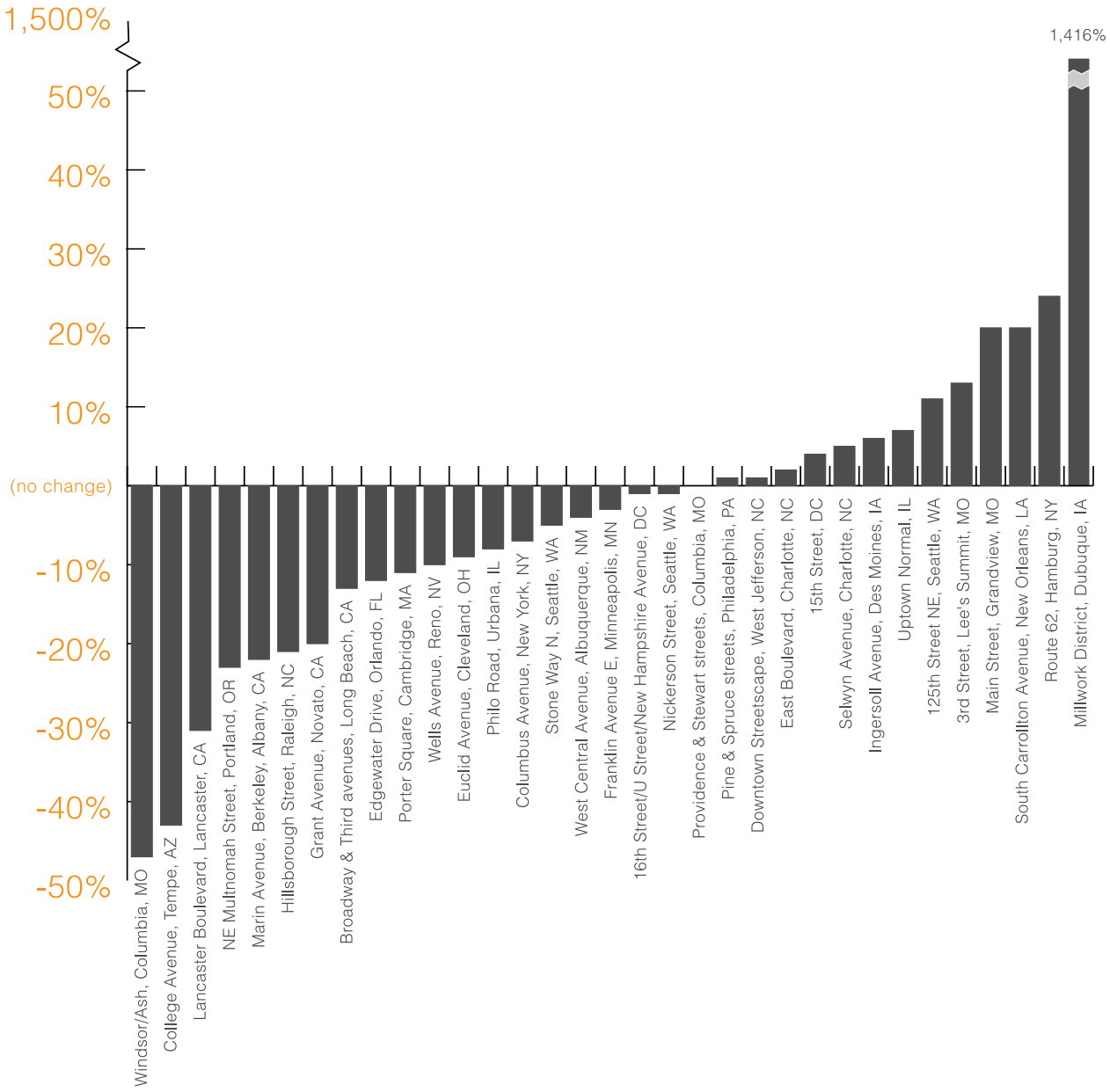


FIG. 4

Change in automobile trips after Complete Streets improvements.

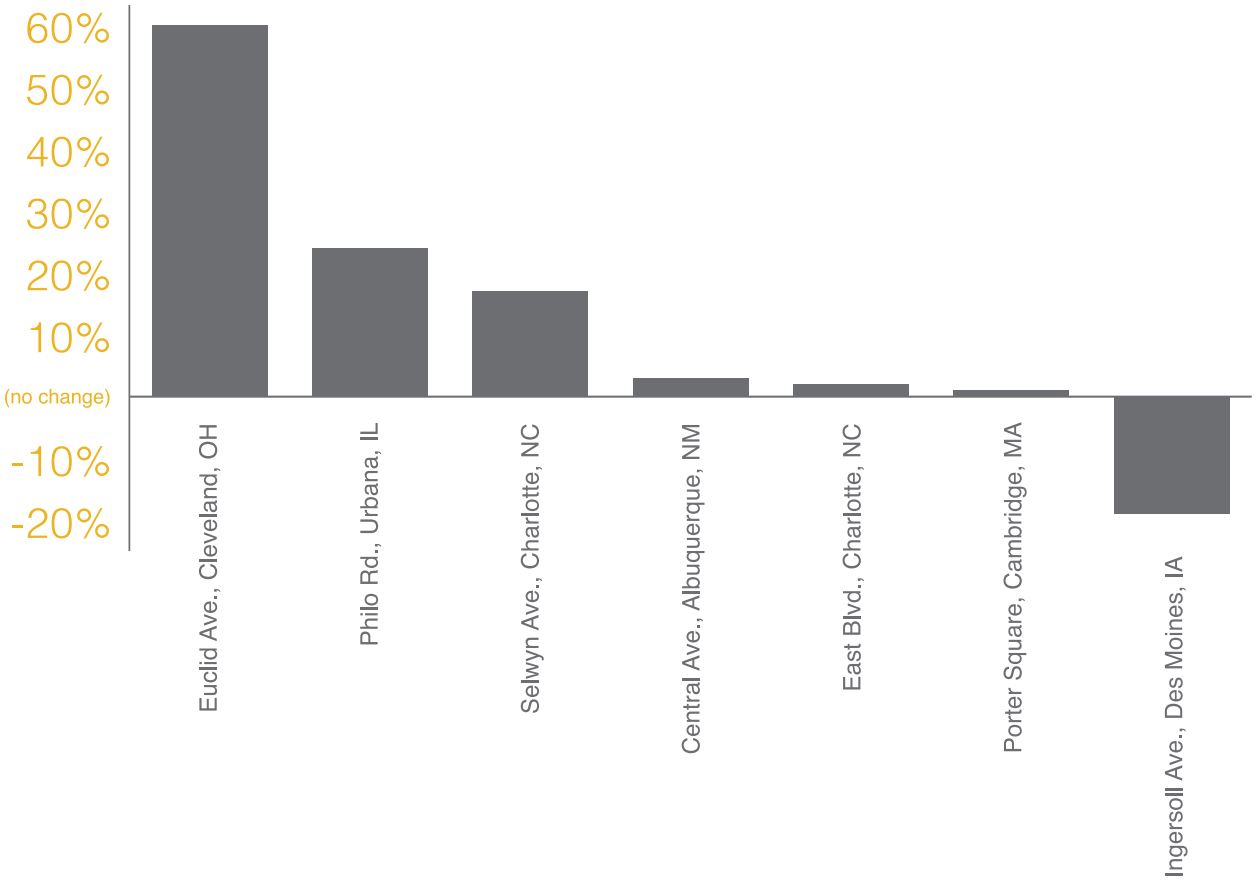


We also found that Complete Streets projects supported more trips on public transportation. Of the 37 projects we examined, 7 reported transit ridership information at stops along these corridors. Of those, ridership increased in six projects and decreased in one (see Figure 5).

FIG. 5

More trips by public transit.

Of the 37 projects we examined, seven reported transit ridership information. Of those, 6 measured increased ridership. This figure shows the amount of change in trips by transit in each place.



Completing “the last mile”

Walking is the most common way to access public transportation: 60 percent of people walk to transit stops.[9] Yet even if these stops are close by, walking to them can often be inconvenient or even dangerous.

A Complete Streets approach creates critical first- and last-mile connections to transit stops and improves the overall connectivity of a transportation network. This is especially vital for households without access to a car, who rely on public transportation to get to work, school, doctors’ offices, and more. Helping people complete the first or last part of their trip safely and conveniently makes these trips possible.

Low costs, big results

THIS STUDY ASKS fundamentally, are Complete Streets projects a good transportation investment? The answer depends on both the outcomes and costs of these projects.

Of the 37 projects in this survey, 31 had construction costs available.[10] This data was collected and supplied by departments of transportation and public works. And one thing was clear from their responses: Compared to most conventional transportation projects, Complete Streets projects are cheap.

The surveyed Complete Streets projects include a full spectrum of design elements, from simple striping to mark a new crosswalk, to complete reconstruction of a roadway to accommodate heavier transit vehicles. Because so many of the projects in our sample rely on inexpensive upgrades within the existing right-of-way, the average project cost was just $2.1 million—far less than the $9 million average cost of projects in state transportation improvement plans.[11]

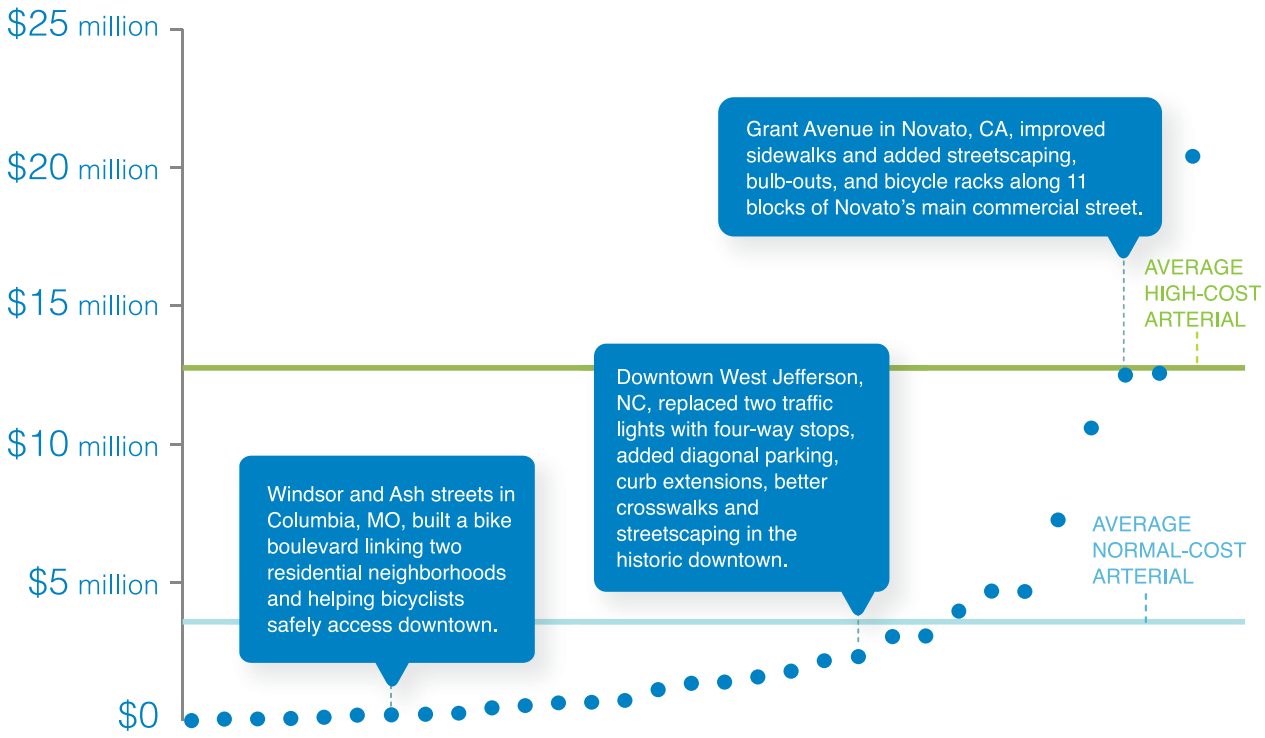
These projects also cost less per mile than average arterials. The Federal Highway Administration estimates that construction of an average "normal-cost" urban arterial costs $3.58 million per mile, and average "high-cost" arterials cost $12.75 million per mile. Seventy-four percent of the projects examined here cost less than an average normal-cost arterial, and 97 percent cost less than the average high-cost arterial (see Figure 6). The eight projects that cost more than an average arterial fall into one of two categories: 1) projects that close critical gaps in the existing pedestrian and bicycle networks, like Porter Square in Cambridge, MA (where changes to an intersection created better connectivity in the city's bicycle network); or 2) projects that were designed to achieve non-transportation benefits, such as supporting economic development or managing stormwater, and included construction of additional facilities, like in Normal, IL and Raleigh, NC.

Particularly striking are the projects achieved with a small public investment that yielded significant results. Portland, OR, for example, spent $95,000 to restripe and add plastic bollards and new signage to NE Multnomah Boulevard. The project created 34 new automobile and 12 bicycle parking spaces. Cycling along the corridor increased 44 percent, and the number of vehicles exceeding the speed limit fell by half. Washington, DC, spent $367,000 to add a two-way bike lane to 1.8 miles of 15th Street NW. The project used restriping, plastic bollards, signage, and signal timing to increase safety and convenience for cyclists. The result? Use by cyclists tripled and automobile volumes increased slightly.

FIG. 6

The cost per mile to build Complete Streets projects vs. an average arterial road

Complete Streets projects are remarkably affordable—some of the projects in our survey cost just a few thousand dollars. They cost less to build than an average urban arterial, yet, as explained earlier, can still increase bicycle, pedestrian, and automobile activity.



Per-mile comparison (all figures converted to 2013 dollars)

- Cost per mile, Complete Streets project construction
- Average arterial "normal cost" per new lane mile
- Average arterial "high cost" per new lane mile

A whole network for a bargain

THE REAL VALUE OF A TRANSPORTATION SYSTEM is in creating an interconnected network, whether designed for people in cars, on transit, walking, or bicycling. Building unconnected individual facilities without connecting them reduces their utility. What does an investment in a Complete Streets network achieve, and what are its costs?

Several local examples illustrate just how cost-effective Complete Streets networks can be. The City of Portland analyzed the benefits of its investment in a complete bicycle network.[12] In the mid-1990s, the City of Portland started building bicycle lanes, bike boulevards and off-street paths. For what the city called a "modest investment" of an estimated $60 million, it built a 300-mile bicycle network.[13]

From 1990 to 2008, bicycling commuting increased by 400 percent (or 14,912 daily trips) citywide, while driving alone declined by 4 percent. From 1990 to 2008, bicycle fatalities steadily declined and for five years over that time period, the city reported no bicycle fatalities. That happened again in 2010 and 2013.[14] Portland's investment in a connected bike network helped meet growing travel demand: The City accommodated a 12 percent increase in trips along four key roadways almost entirely by bicycle, keeping automobile volumes constant. For the same investment, Portland could have built just one mile of a four-lane urban freeway.

The results from Portland suggest a significant change in travel behavior for a small public investment, particularly over several years. It is interesting to think of another use of the $60 million that could produce the same impact on travel behavior and safety outcomes.

We can also look at projections of future costs and benefits to understand the value of a network of Complete Streets. Over the next 25 years, for example, the Washington, DC region plans to spend $2 billion on 643 bicycle and pedestrian projects. This amount represents less than 1 percent of the region's $243 billion budget for that time, but the region plans to accommodate one million new trips by foot or by bike—or 25 percent of all new trips in the region.[15]

Between 2015 and 2025, the Southern California region plans to spend $6.7 billion—again, 1 percent of its budget over that time—on active transportation projects. For that amount, the region will be able to build 5,800 miles of bikeways, improve sidewalks, as well as improve access to schools and parks, among other projects. The region projects bicycle mode share to rise as high as 4.4 percent in 2020 and 16 percent by 2035.[16]

Each of these projects will create entire networks of facilities that allow millions of people to get to their destinations safely and efficiently—for a fraction of a region's transportation budget.

"For an estimated $60 million, Portland built a 300-mile interconnected bicycle network. For that same amount, the City could have built just one mile of urban freeway."

A strategy for economic development

ECONOMIC GOALS OFTEN MOTIVATE communities' Complete Streets projects as much as transportation goals. Many communities report that a Complete Streets approach played an integral role in neighborhood or downtown economic revitalization efforts, but few have studied it comprehensively. Municipal transportation departments and agencies in New York and San Francisco studied the connection between project-level street improvements and retail sales, and in both cities found higher retail sales along improved corridors.[17] We sought to build on their work, and expand our understanding of the economic benefits of Complete Streets projects.[18]

Of the 37 projects examined in this study, our economic analysis focused on the 22 projects that occurred in commercial areas to assess business impacts, among other metrics.[19] Fourteen communities reported data about total private investment, property values, and net new businesses through primary and secondary sources. Data from the U.S. Census Bureau provided employment and earnings information for 11 projects.

We detail our findings below. However to provide context for them, we start with this conclusion: Taken together, these economic measures suggest that Complete Streets projects were supportive of employment, new businesses, and property values. However, the limited availability of project-level data and small sample size make these findings suggestive only for these projects. Additional data collection is needed in this area, and we encourage more cities to measure the economic impacts of their Complete Streets projects (and other transportation projects) to assess how Complete Streets relate to their economic goals.

The economic impact of healthier transportation options

Two-thirds of American adults and nearly one-third of children are now considered overweight or obese, with obesity-related health care costs now estimated at $160 billion per year.[20] Overweight adults spend $395 more each year on health-related expenses than adults at a healthy weight,[21] and physical inactivity costs the United States $75 billion per year.[22] Private businesses are also impacted, through reduced productivity, higher absenteeism, and higher insurance premiums. Complete Streets projects clearly supported biking and walking, which can help reduce and prevent obesity and its related costs.

Higher employment levels

We found that more people were employed along Complete Streets projects after a project was completed than before. More people were employed along Complete Streets projects than other unimproved comparison streets.

U.S. Census provided employment and earnings data for 11 projects. We looked at change in employment two years before and at least one year after the project's completion within 1–2 blocks of these projects. In 7 of the 11 Complete Streets projects, employment increased over that time.

In order to understand whether changes in employment were related to the Complete Streets project or the result of other factors, we compared employment growth to "control" groups: citywide trends in all 11 cases, and similar corridors that were not redesigned in 9 cases. Six of the 11 projects outperformed citywide employment growth during the same time period. Of the nine projects with similar corridors that were not redesigned, six outperformed their comparison corridors. Two showed mixed results with Urbana, IL outperforming citywide employment growth but not the comparison corridor, and Ingersoll Avenue in Des Moines, IA outperforming its comparison corridor but not the citywide average.

Four Complete Streets corridors outperformed growth both citywide and along their comparison corridors, and in some cases, this difference was significant. Along West Lancaster Boulevard, for example, employment grew by 64 percent between 2008 and 2011, while employment grew by less than 3 percent citywide. Its comparison corridor lost employment during that time. Since West Lancaster Boulevard's redesign, the city reports more than 802 permanent jobs were added within the BLVD district. Interestingly, the four projects that outperformed on employment are downtown or commercial main streets.[23] Wage levels for employment along these four corridors generally performed well compared to their unimproved "control" sites or citywide trends.

Net new businesses

Six communities reported data on net new businesses following their redesigns: Orlando, FL; Normal, IL; Lee's Summit, MO; West Jefferson, NC; Washington, DC; and Lancaster, CA. All six of these communities reported increases in businesses following their Complete Streets improvements.

In West Jefferson, NC, 10 new businesses opened along Jefferson Avenue following the small mountain town's Complete Streets improvements, adding 55 new jobs. The number of visitors to West Jefferson's downtown also increased an average of 14 percent since the Complete Streets work. "When we put in four-way stops, that's when we really started hearing positive feedback from businesspeople," said Dean Ledbetter, lead engineer on this project for the North Carolina Department of Transportation. "The streetscaping looks nice, but putting the stop signs up, putting in islands and crosswalks, it was quieter, it was friendlier, people felt like it was better for their customers."

Of these six communities, two also noted that retail sales increased at businesses after their redesigns. In Lancaster, CA, retail sales shot up 96 percent in the BLVD district, and in Normal, IL, retail sales rose 46 percent in the Uptown District. And although net business data was not available in these two additional projects, retail sales went up 42 percent along Hillsborough Street in Raleigh, NC, and 20 percent along Columbus Avenue in New York City.

While the Complete Streets projects are not alone responsible for these gains, these examples are encouraging. Indeed, taken as a whole and keeping in mind the small number of data points, the positive economic trends along most corridors in our survey suggest that Complete Streets made more desirable places to locate and operate businesses.

"'Putting the stop signs up, putting in islands and crosswalks—it was quieter, it was friendlier, people felt like it was better for their customers.'"

▲ Private investment ranged from $500,000 in West Jefferson, NC (left) to $5.8 billion in Cleveland, OH (right).

Higher property values and private investment

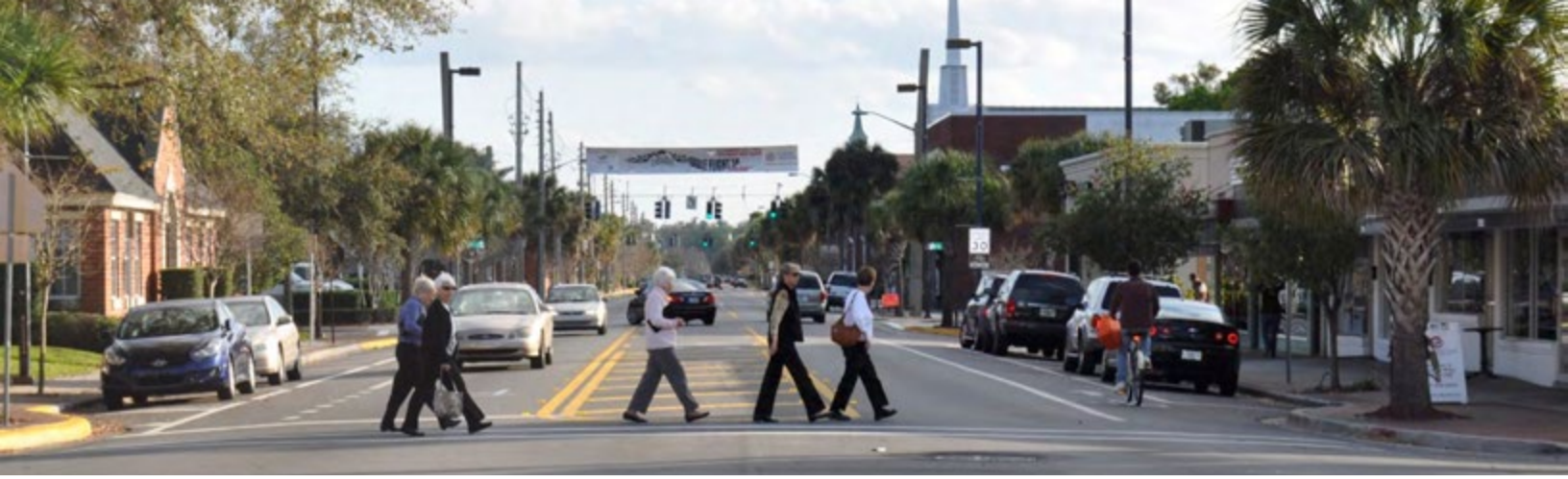
Property values and private investment are other measures frequently used as benchmarks for economic progress. They are closely related but not the same. New private investment in buildings and projects along a corridor can raise property values, and vice versa. If a person buys a building and invests $1 million in it, for example, one could measure that as the change in property value or as the $1 million invested in the property. The investment would influence the property's value in most cases, but the measures might not be exact matches. Similarly, investment in one property might raise the values of surrounding properties, and these changes also would not be reflected in a private investment figure. In this study we report changes in both property value and private investment where data are available.

Ten projects reported before-and-after data for property values. Of those ten projects, eight reported increased property values, while the remaining two reported no change. In six of these ten projects, we were able to take an additional step and compare property values along the Complete Streets project to an unimproved corridor or to citywide trends (or both) before and after the project's completion. Of those six projects, four outpaced both the comparison and/or city. In the two remaining projects, the differences are negligible. Where property values did increase, the rate was sometimes striking: In Dubuque, IA, property values increased 111 percent.

Building two kinds of equity

Complete Streets projects are related to higher property values, and that can be a great thing for citywide growth. However, it can also create rent pressures for existing businesses and residents.

Public policies that support small businesses and entrepreneurs, encourage first-source hiring practices and living wages, keep housing affordable, and reinvest projects' value in the area can help make sure everyone in a neighborhoods reaps the benefits associated with Complete Streets improvements.



▲ Pedestrians, cars, and bicycles share Complete Streets improvements in Orlando, FL.

▶ CASE STUDY

Safer streets make for better business in Orlando, FL

Edgewater Drive acts as the main street for College Park, a neighborhood four miles north of downtown Orlando, FL. When the street was scheduled to be resurfaced in 2001, the community saw an opportunity "to reinvent Edgewater Drive into a vibrant, pedestrian-friendly commercial district with cafés and shops."

The City of Orlando proposed a 4-to-3 lane conversion for 1.6 miles between Par Street and Lakeview Street, adding bicycle lanes, a center turn lane, and wider on-street parking. With resident input, the City of Orlando devised an extensive series of performance measures to monitor the project's progress. These measures included travel times, traffic volumes for all modes, and safety-related crash and injury rates, and speeding data.

The newly improved street was clearly safer than before. Total collisions dropped **40 percent**, from 146 to 87 annually. The crash rate was nearly cut in half, from 1 crash every 2.5 days to 1 crash every 4.2 days. Injuries fell by **71 percent**, from 41 per year to 12 per year, and instead of 1 injury every 9 days, the reconfigured street saw 1 injury every 30 days. These safety findings are particularly impressive considering that automobile traffic only decreased **12 percent** within a year following the redesign, while bicycle counts surged by **30 percent** and pedestrian counts by **23 percent**.

As a result, more people want to be on Edgewater Drive. The corridor has seen **77 net new businesses** open and **560 new jobs** created since 2008. Average daily automobile traffic, which saw a slight dip following project completion, has returned to its original pre-project level and on-street parking use has gone up **41 percent**.

The most dramatic results, however, were in long-term real-estate and business investment. Since the project was first proposed, the value of property adjacent to Edgewater Drive has risen **80 percent**, and the value of property within half a mile of the road has risen **70 percent.**[24]

The street was resurfaced again in 2012. No one suggested it should go back to its original configuration.

PRIVATE INVESTMENT along many of the Complete Streets projects was also significant. In total, eight communities reported private investment data, primarily for investments made after the Complete Streets projects. Private investment figures ranged from $500,000 in West Jefferson, NC, to $5.8 billion in Cleveland, OH.

- Private companies invested $160 million in the Uptown District in **Normal, IL**, after that area's Complete Streets project was completed. The new roundabout that replaced a complicated intersection now serves as the heart of the Uptown District and is a place that residents of all ages can enjoy. "People love Uptown Normal," said Normal Mayor Chris Koos. "They ride the bus, they bike the trail, they shop, they socialize, and they recreate in a wonderful urban center."

- Gronen Properties, a local real-estate developer in **Dubuque, IA,** renovated a former window manufacturing plant building and added 72 residential units and 15,000 square feet of retail, restaurant, and office space to the Millwork District. Other historic properties including the Novelty Iron Works and Linseed Oil Paintworks are currently being renovated for a combined investment of $37 million, adding another 120 apartment units and 320,000 square feet of commercial space to the area.

- Both **Washington, DC,** and **Raleigh, NC,** saw new or renovated apartment buildings and hotels built along their Complete Streets projects, totaling $63.3 million and $25.5 million, respectively.[25]

- And in **Cleveland, OH**—a city recovering from population loss and widespread disinvestment—private companies invested an astonishing $5.8 billion along Euclid Avenue's HealthLine. Several Cleveland-based institutions, including the Cleveland Clinic and University Hospital, have built new projects in tandem with the new bus rapid transit line making Euclid Avenue a "front door" for people visiting the area. Cleveland's reconstruction of Euclid Avenue, along with investment in transit, also improved access to two employment hubs that together are home to more than 170,000 jobs.

Many of the Complete Streets projects with property values and private investment data were part of broader public or private economic development strategies that included additional infrastructure upgrades, business recruitment, branding and marketing, and event programming. In these cases it is difficult to tell how much of the private investment or property value gains were attributable to the Complete Street projects. However, it's clear that in all cases, the retrofits were considered a necessary component and catalyst for these economic strategies. In addition, the outperformance of the Complete Streets corridors compared to the city and comparison corridors suggests that Complete Streets projects were instrumental in drawing investment to them.

"'People love Uptown Normal,' said Normal Mayor Chris Koos. 'They ride the bus, they bike the trail, they shop, they socialize, and they recreate in a wonderful urban center.'"

What your community can do

THIS RESEARCH DETAILS how a Complete Streets approach can yield transportation and economic benefits. Here are some ways to get started on a Complete Streets approach in your community.

Adopt a Complete Streets policy and strong implementation plan

Complete Streets policies direct transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. Passing a Complete Streets policy creates a vision for a street network that fully integrates the needs of people traveling by foot, bicycle, transit or automobile into a city or town's transportation project development and delivery. A strong implementation plan complements this policy: It directs a department of transportation (DOT) or public works to update their internal decisionmaking guidance, build staff buy-in for a Complete Streets approach, and measure the results of their projects.

Update design policies and standards

By reviewing and revising existing standards to support design flexibility, departments of transportation and public works can advance their community's Complete Streets vision and support the exploration of more cost-effective ways to achieve their transportation goals. The American Association of State Highway and Transportation Officials, Institute of Transportation Engineers, and National Association of City Transportation Officials have all produced guidelines for how to integrate context-sensitive, multimodal design into transportation projects.

Use existing data and information to evaluate projects

Many departments of transportation (DOTs) collect data and information that can be used to build public support for and inform future Complete Streets work. This data—mode counts, automobile travel time or delay, and collisions—can be used to set baselines at the beginning of projects and evaluate the conditions after the Complete Streets work is complete. DOTs interested in evaluating their Complete Streets work should start with data they already have or that they can request from other local, regional, or state agencies. Police departments, departments of environment, economic development agencies, county-level health organizations, metropolitan planning agencies, and state DOTs are all good places to start.

Measure performance in ways that account for all users and capture the multiple benefits of Complete Streets projects

In some cases, a transportation agency builds a project with a specific goal in mind and then measures only a limited set of outcomes to understand if the project has met that specific goal. Instead, use a broad range of metrics to assess how the roadway changes are affecting all people traveling on it. Consider whether auto-oriented measures like level-of-service will be most valuable, and consider additional factors like overall travel speed and time for automobiles, people walking, bicycling and riding transit, and overall comfort and ease of travel. Also consider metrics that account for changes beyond the right-of-way, connecting Complete Streets work to broader community goals like health, equity, and economic development. Tangible, local examples of this broader connection can help bolster community or political support for similar transportation projects.

Collaborate directly with residents and other stakeholders on measuring performance

Through public engagement during the planning and design phases of a project, ask residents and other stakeholders to define a successful transportation project. Use this information to set baselines and compare a project's results to the community's definition of success. Communicate the project's results in straightforward, concise ways, such as one-page summaries, that directly relate to the community's definition of success. Public engagement not only makes transportation decision-making more transparent to residents and responsive to their needs, but also builds a body of local evidence with tangible local examples and a base of support to advance future projects.

For more details and resources on all of these recommendations, visit **www.smartgrowthamerica.org/completestreets.**

Conclusion

WHETHER TO REDUCE COLLISIONS AND INJURIES, encourage multimodal travel, make the most of small investments, create a complete network for a bargain, or support economic development, communities have gotten impressive returns for their investments in Complete Streets.

Complete Streets projects usually made streets safer. Streets generally had fewer collisions and fewer injuries after their Complete Streets improvements than before. These safer conditions yield tangible financial benefits to individuals and families. Collectively, the projects included in this survey have averted $18.1 million in collision and injury costs. These cost savings can quickly outstrip the total cost of some projects, making them clearly worthwhile from a personal cost perspective.

Complete Streets projects encouraged more multimodal travel. More people walked, biked, and took transit on streets after their Complete Streets improvements than before. Automobile traffic increased in 13 cases and decreased in 19 cases—and sometimes a reduction was a goal of the project. Compared to conventional transportation projects, Complete Streets projects are cheap and can yield significant results. And transportation agencies can create a whole network of streets that work for people bicycling and walking for a small fraction of their budgets.

For transportation professionals the clear implication is that Complete Streets may be one of the best transportation investments they can make. These projects should be allowed to compete and be evaluated against other projects on the basis of their low costs and the benefits they provide.

The economic data available were more limited than the transportation data. Where data were available the results across different measures consistently suggested that the Complete Streets projects aided economic development efforts for the bulk of the projects. In some cases, the Complete Street project was an integral part of a larger economic redevelopment effort and some of these showed large-scale economic gains. These projects were supportive of higher employment rates, new businesses, and property values. And several of the projects have seen significant private investment since their completion. The data available suggest that Complete Streets projects can leverage private-sector investment, create conditions prime for economic development, and help to revitalize a neighborhood or corridor.

Local officials, transportation professionals, and economic development specialists can all learn from these findings. Other communities have reaped significant benefits from their investments in Complete Streets projects. These are strategies any community can use to improve streets, support local economies, and get an impressive return on their public investments.

Appendix A: Methods

Transportation benefits

This method tests that investments in Complete Streets achieve conventional transportation goals, such as improving safety and encouraging multimodal travel, with a smaller public investment. Working under the guidance of a diverse project advisory team and with the assistance of transportation professionals, the project team at Smart Growth America identified and surveyed 100 projects planned, designed, and constructed with specific Complete Streets goals. The project team developed a comprehensive survey to gather qualitative and quantitative data about transportation performance at each site, such as mode counts, LOS grades, travel time, and frequency and severity of crashes. Based on available data gathered through these surveys, the project sample was narrowed to 37 projects. Projects with inadequate or incomplete data were excluded from further analysis.

For the purposes of the transportation analysis, the sites in the project sample have traffic counts along the Complete Streets project corridor for one or more of the following modes: pedestrian, bicycle, or automobile. Selected sites also have data available on total number of crashes along the project corridor. Additional data such as transit ridership and injury statistics is also included in our analysis for sites when available.

The analytic method for the collected data was a straightforward before-and-after analysis, which calculates the difference between the relevant measures before and after project completion. While the timing of these assessments varies by project and is dependent on when individual agencies collected data, in most cases "before" represents at least one year before the project was built, and "after" represents at least one full year after its completion. For projects where more than one year of data was available, we used an average of those years.

To gather this information, researchers interviewed transportation agency professionals and consultants who worked on or had first-hand knowledge of the project. Local agencies, including departments of transportation, planning, police, and public works, provided almost all of the data in this report. Due to variations in the methods municipalities used to collect transportation and safety data, this study does not calculate the total change in each measure across the project sample. Instead, it calculates and summarizes the direction of change for all projects. The before-and-after analysis is conducted on a project-to-project basis to limit data collection inconsistencies. Appendix B provides an overview of individual transportation and economic results.

Economic analysis

The analysis tests the basic idea that Complete Streets investments create economic value and support local economic development goals. The analytical methods for economic activity draw on the Missouri Department of Transportation's jobs analysis, which uses U.S. Census data to study changes in employment and earnings in the vicinity of these projects.

This study uses the Center for Economic Studies at the U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) OntheMap tool to analyze change in employment and earnings.[26] To capture localized effects, we used a 1–2 block buffer to assess change in employment on the Complete Streets corridor, and for ease of comparison, a one-block buffer for all projects when comparing the

Complete Streets corridor to its "control" site and citywide trends.

Transportation professionals familiar with the project and local context identified the comparison corridors—streets with similar conditions to the study corridor before its Complete Streets improvements.[27] Change in jobs and earnings were indexed to two years prior to project completion. We reported the change for all projects at least one year after, and where data was available, two years. Outperforming, in this study, means employment levels were higher along the Complete Streets corridor than its control site, citywide, or both, within one block of the project.

This study also reports primary and secondary data on private investment, property values, net new businesses, and retail sales, as available, to capture the value of corridor becoming a community destination. It examines the before-and-after change in property values in 10 projects. For 6 projects, it also compares property values for properties adjacent to the Complete Streets and "control" corridors and citywide. Change in property values was indexed at least one full year prior to project completion. In some cases, localities supplied this information for a district, where multiple Complete Streets projects were built at the same time.

Because LEHD data is available from 2002 to 2011, jobs and earnings analysis includes 11 projects in 11 communities in 11 states that were completed between 2002 and 2010. Primary and secondary data was collected for 14 projects in 14 communities in 10 states and reported throughout this study.

Monetizing safety benefits

To estimate the value of averted costs, we simply estimate the average costs for collisions (with and without injuries to persons), using widely accepted standards and practices in risk analysis and following federal guidance on economic values, and apply that value to the number of collisions avoided.[28]

Because fatalities rarely occurred along the projects in our sample before their Complete Streets improvements, this analysis focuses on the value of economic benefits accrued through fewer total collisions and collisions that result in fewer injuries. To calculate the total cost of a non-fatal collision, we use 2.1 percent of USDOT's "value of a statistical life," or $193,000.[29] To calculate the total cost of a non-fatal collision that results in property damage, but not injury, we use 3.5 percent of $193,000, or $6,755.

To assess the economic value of future averted collisions, we derive the present discounted value of benefits accrued in future years. Because Complete Streets improvements permanently change a roadway, we treat these benefits as permanent, like a "perpetuity" (a bond with permanent fixed payments and no principal redemption). We use the following formula to calculate present value: Present Value = Payment/i.

In this equation, "payment" represents annual averted cost, and "i" equals the discount rate (or interest rate). The discount rate accounts for the value of time (i.e., the difference in the value of a dollar today versus one paid at some point in the future). It can be seen as the opportunity cost of money (i.e., what it could earn if invested) at reasonable levels of risk. The values chosen for the discount rates (which incorporates the effects both of future inflation and time-value of money) affects the estimate's magnitude. For our analysis, we assumed 3 percent and 7 percent discount rates to generate a reasonable range for our estimated future cost-savings, and calculated the averted costs of all projects with a 5 percent discount rate.[30]

Appendix B: Project descriptions

ARIZONA: TEMPE

This 2-mile project along College Avenue added dedicated bike lanes in each direction, created a link between Arizona State University (ASU) and a pedestrian/bicycle bridge over US 60; 183 cyclists enter the bike lane near ASU each hour. It also installed streetscape improvements, including raised medians, raised intersections, shade trees, and desert landscaping, to improve pedestrians' experience. The corridor experienced higher crashes and injuries after the project was completed in absolute terms. Because before-and-after pedestrian and bicycle counts were unavailable, it is not possible to calculate the crash rate among these users and understand how this project affected safety results along the street.

CALIFORNIA: BERKELEY/ALBANY

Marin Avenue, a 4-to-3-lane road conversion, links a residential neighborhood in Berkeley to a commercial area in Albany. The project, aimed at encouraging bicycling and improved safety, experienced more crashes. At the same time, automobile traffic fell by 22 percent. Without bicycle and pedestrian counts and collision data for these modes, it's difficult to determine if Marin Avenue met its stated goals. The project, completed in 2005, cost $520,000.

CALIFORNIA: LANCASTER

Narrowing nine blocks of West Lancaster Boulevard from four to two travel lanes, installing a rambla (a tree-lined median for gathering and parking), widening sidewalks and landscaping created a retail and entertainment destination and a hub for community events, known as the BLVD. The City of Lancaster estimates its $11.6 million public investment in the project spurred $125 million in private investment and more than $273 million in total economic output, including 48 businesses and 1,902 new jobs (1,100 construction and 802 permanent jobs). In 2012, sales tax revenue was 96 percent greater than 2007 pre-construction revenue. By 2013, three years after project completion, total collisions fell by nearly one-third, and injuries among all users decreased by 67 percent. LOS went from D to E.

CALIFORNIA: LONG BEACH

In 2011, the City of Long Beach added mile-long cycle tracks along two one-way streets, Broadway & Third avenues, in its downtown. The project replaced one travel lane with a protected bike lane, and modified a total of 23 signals to add bike signals and left-turn signalization. Both streets now carry two lanes of traffic, parking on both sides of the street, and a bike lane. One year after construction, bicycle volumes increased 33 percent; the number of cyclists traveling on sidewalks fell; and bicycle crashes decreased (from 6 to 3). Pedestrian activity also increased by about 13 percent. Average daily traffic volumes fell by 13 percent. Collisions fell by 27 percent, with pedestrians and bicyclists involved in fewer collisions.

CALIFORNIA: NOVATO

The Grant Avenue project reconstructed 11 blocks of Novato's main commercial street, installing improved sidewalks, streetscaping, bulb-outs, and bicycle racks. Although automobile traffic fell by 20 percent, the street benefited from a 55 percent decrease in total collisions and 67 percent decrease in total injuries. The $7.2 million project included an overhaul of the street's pavement structure, irrigation, and drainage system, taking advantage of needed upgrades to create a more pedestrian-friendly corridor.

DISTRICT OF COLUMBIA: WASHINGTON

The cycle track on 15th Street NW, a project completed in 2010, provides 1.8 miles of two-way bike lanes separated from traffic by on-street parking or a 3-foot painted buffer and flex posts. Previously, bikes shared the road with automobiles. The improvements, which connect to the District's growing network of separated bikeways, included pavement markings, flex posts, signs, and signal timing changes. The total cost of the improvements was about $367,000.

After the cycle track was added, cycling volumes at two intersections in the corridor increased by 229 percent on average. Automobile volumes at three intersections increased by 4 percent on average. Overall, vehicle speeds increased slightly, with an average increase (during AM peak hours northbound, and mid-day peak hours in both directions) of 1.17 mph and an average decrease (during AM peak southbound, and PM peak in both directions) of 0.97 mph. Crashes increased by 10 percent overall, from 131.3 per year to 144 per year along the length of the corridor. Crashes involving pedestrians increased by 14 percent, while crashes involving cyclists decreased by 10 percent.

DISTRICT OF COLUMBIA: WASHINGTON

In 2010 the District Department of Transportation (DDOT) made improvements to the six-way intersection, which includes 16th Street, U Street, and New Hampshire Avenue to make bike traffic more visible to cyclists and drivers. The changes to the intersection included approximately two blocks of lane restriping, eight flex posts, instructional signs, and a new signal head. After the improvements were installed in 2012, bicycle volumes increased by 133 percent during AM peak hours and 187 percent during PM peak hours. Traffic volumes slightly decreased (by 1 percent), while the intersection's LOS grade did not change. Crashes at the intersection increased by 13 percent, with no crashes involving pedestrians (a reduction from 1.3 per year) and 1.6 per year involving cyclists (a slight increase from 1.3 per year).

FLORIDA: ORLANDO

Edgewater Drive, a 2001 road conversion completed by the City of Orlando, calmed traffic and encouraged pedestrian activity in the College Park neighborhood. The percentage of vehicles traveling at excessive speeds (over 36 miles per hour) fell by 19 percent. Slower speeds encouraged safer conditions and more activity among people traveling on foot and by bike (increases of 23 and 30 percent, respectively). The redesign also resulted in fewer crashes (40 percent) and injuries (71 percent), especially for pedestrians and cyclists. Immediately following the redesign, property values within the College Park neighborhood kept pace with property values in Orange County, where the annual growth rate among residential properties was 8–10 percent and 1–2 percent among commercial properties.

ILLINOIS: CHICAGO

Chicago's first protected bike lanes were installed along a one-half-mile stretch of Kinzie Street, providing cyclists with east–west access in and out of downtown. The 4-to-2 lane conversion created space for cyclists on each side of the two-way street and quickly proved popular. Morning rush hour bicycle traffic increased 65 percent. At the same time, automobiles experienced just a modest 11-second average travel time increase during peak hours. On safety, overall collisions fell by 11 percent, but injuries increased from 6 before to 15 after. Still, 49 percent of surveyed cyclists say that motorist behavior is improving and 41 percent claim that they are newcomers to the corridor. Protected lanes have made Kinzie Street a preferred choice for accessing downtown jobs, retail, and entertainment by bike.

ILLINOIS: URBANA

Philo Road, a $495,000 street resurfacing project that enhanced two bus stops with real-time signage and the streetscape in Urbana, IL, encouraged higher ridership on its local bus system, CUMTD. Ridership increased by 24 percent within two years of the changes. The project has improved the curb appeal of the area, too. The city's Director of Community Development called the beautification of the roadway "stunning." Fewer automobiles used the roadway after the redesign, where its LOS grade fell from B to C. Because before-and-after pedestrian and bicycle counts were unavailable, it is impossible to calculate the crash rate among these users and understand how this project affected safety outcomes along the street.

ILLINOIS: NORMAL

Normal upgraded its transportation system throughout the Uptown District, the heart of the 52,497 person–town in central Illinois, spending $47.4 million, including a $22 million 2010 TIGER grant. As the centerpiece of its 1999 Uptown Renewal Plan, these improvements included sidewalk widening and repairs; reconstruction of Constitution Boulevard; a new traffic circle; and Uptown Station, a multimodal transportation center. The city experienced an increase in all modes traveling in the district, with more than 40 percent of all trips by foot or bike. It also benefited from higher property values (16 percent increase over pre-construction values) and new private investment ($160 million). Increased activity in the Uptown District and newly configured traffic patterns caused crashes to peak after the initial changes.

IOWA: DES MOINES

Ingersoll Avenue, a two-phase streetscaping and road conversion project completed in 2007–2008 and 2010, functions as an important bus and commuter route in the capital city of Iowa. Even though Ingersoll Avenue's LOS grade fell from B to C, the roadway handled 6 percent more automobiles daily. After the Complete Streets changes, crashes fell by 57 percent (49 to 21) and injuries fell by 59 percent (22 to 9). The conversion accomplished in-house, with paint, cost $10,000, while the construction costs of the streetscaping project totaled $292,772. The corridor experienced significant redevelopment over past several years, including several renovations and the siting of a $15 million grocery store.

IOWA: DUBUQUE

The City of Dubuque used several Complete Streets projects to complement redevelopment of the Millwork District, home to former warehouses and industrial buildings that are being redeveloped as part of a reinvigoration of the downtown economy. Primary work included construction of an off-road, multi-use trail along two blocks of a highway viaduct, and streetscaping and reconstruction of 4,050 linear feet of roadway along four different streets: Jackson, Washington, 9th, and 10th streets. All of the streetscape projects included sidewalk replacement, pedestrian bulb-outs, mid-block crossings, new pedestrian lighting, and narrowed streets with sharrows. The city also replaced century-old water mains and storm and sanitary sewers at the same time.

Within a year, cycling increased 273 percent. Automobile volumes increased by 1,416 percent. City officials note that many of the repurposed warehouses and retail uses had not yet opened when these measurements were taken in 2013, and they expect foot traffic to increase.

Coupled with these public investments, early signs suggest the redevelopment efforts within the district have also been successful: More than $34 million in new private investment has been made, with another $150 million in real-estate investment in the pipeline. The first warehouse to be redeveloped now is leasing 72 residential units; 39,000 square feet of retail and commercial space; and 20,000 square feet for an incubator for arts and nonprofit organizations.

LOUISIANA: NEW ORLEANS

The major mixed-use corridor of South Carrollton Avenue, which includes a branch of New Orleans' historic streetcar system, underwent a 4-to-2 lane conversion in 2010. The project cost $3.4 million and added bicycle lanes, landscaping, and improved crosswalks and sidewalks. Following this investment, the street saw a dramatic 676 percent increase in bicycle traffic while accommodating 20 percent more automobiles. Although collisions increased 3 percent and injuries spiked 118 percent, the crash rate along the street improved. The rate of collision among bicyclists, for example, decreased slightly from 0.63 to 0.54 collisions per 100 bicycle trips following the project's completion.

LOUISIANA: NEW ORLEANS

Esplanade Avenue, a street comparable in scale to South Carrollton Avenue, saw a similar 4-to-2 lane conversion to increase pedestrian and bicycle use. This $1.9 million project resulted in 62 percent more pedestrians and 123 percent more bicyclists along the corridor. Total collisions decreased 10 percent; however, the increased severity of those collisions saw total injuries jump 300 percent.

LOUISIANA: NEW ORLEANS

Decatur Street, cutting through the French Quarter along the Mississippi River, is one of the busiest routes for both tourists and locals in the city's historic center. This $1.5 million project improved pedestrian intersections while adding sharrows in one direction and a bike lane in the other to accommodate bicyclists. Like Esplanade Avenue, the street saw improved pedestrian (37 percent) and bicycle (13 percent) counts but had mixed safety results—collisions fell 7 percent while injuries rose 212 percent.

MASSACHUSETTS: CAMBRIDGE

Porter Square is an historic retail center and home to a shopping center, commuter and subway rail station, and moderate-density retail and residential uses along one-quarter mile of Massachusetts Avenue. A citizen committee worked with the City of Cambridge to develop several project goals, including improving conditions for pedestrians, bicyclists and transit users; reducing cut-through and shopping center–related vehicular traffic on neighboring residential streets, improving the streetscape and creating a sense of place in Porter Square; and improving traffic safety. To achieve these goals, the project, completed in 2007, added marked crossings, reconfigured traffic lanes to simplify pedestrian and bicycle crossings and turn movements, combined pedestrian islands to create a single pedestrian plaza, added bike lanes and a signalized bike crossing, coordinated vehicular signal timing, and widened a portion of the sidewalk.

Cycling increased by 929 percent, automobile traffic decreased by 11 percent, and daily subway ridership increased slightly, mirroring similar citywide trends. After the project, crashes decreased 12 percent (from 34 to 30). Crashes involving pedestrians remained constant at 1.5 per year, while the average number of crashes involving cyclists increased from 2 to 5, although the rate of crashes involving cyclists fell.

MINNESOTA: MINNEAPOLIS

To improve bicycle access and safety, this $28 million Complete Streets project narrowed Franklin Avenue for one half mile, including over the Franklin Avenue Bridge, from four to three lanes and added bicycle lanes. While automobile traffic fell slightly (3 percent) after the redesign, bicyclist and pedestrian activity increased 20 and 36 percent respectively. The project made traveling safe for everyone using the roadway: Crashes decreased by 38 percent, and injuries decreased by 37 percent.

MISSOURI: COLUMBIA

The intersection at Providence and Stewart roads acts as a central crossroads, connecting the 8.5-mile multi-use MKT Nature and Fitness Trail, residential neighborhoods, the University of Missouri campus, and Columbia's downtown area. Improvements to this area included changing the geometry of turn lanes, installing pedestrian crossing signals, constructing new sidewalks, improving trail access and connections, adding lighting and drainage enhancements, modifying signals, and adding striping and markings for bicycle and pedestrian safety. The upgrades also created a plaza where the MKT Trail meets the Providence/Stewart intersection. Total project cost was $396,000.

On average, pedestrian volumes at the intersection increased by 74 percent while cycling volumes increased by 51 percent. There was no change in automobile volumes. Crashes were largely unaffected: Annual average crashes fell by 0.5 percent overall, with no change to pedestrian- or bicycle-involved crashes (1 and 0 per year, respectively). Injuries increased slightly, from 1 per year to 3.

MISSOURI: COLUMBIA

The Windsor & Ash bicycle boulevard links two residential neighborhoods for approximately one-half–mile. It provides a critical connection in an area without many safe east–west options, helping bicyclists to bypass two busy streets and access downtown Columbia, parks, and retail centers. Modifying an existing low-volume residential street created the bicycle boulevard. These modifications included diverting through vehicle traffic to a parallel street; creating six-foot "advisory" bicycle lanes in the center of street with a yellow center line and white dashed lines; adding shared lane markings in the bicycle lane; installing a new "safety island" for bicyclists and pedestrians at street crossings; and painting street murals at two intersections, signaling the start of the bike boulevard. The total project cost was about $37,000.

One year after project completion, cycling increased by 124 percent. While traffic decreased by 47 percent—an intentional outcome of this project—automobile travel time was 7 percent faster. Total crashes fell from 7.5 per year to 1.5 per year, with a slight increase in pedestrian-involved crashes (from 0.5 per year to 1) and a slight decrease in cyclist-involved crashes (0.5 to 0).

MISSOURI: GRANDVIEW

A three-phase, $3.1 million project to reinvigorate Main Street, improved capacity and the quality of environment for pedestrians along several blocks. The number of people traveling in the area by all modes increased: Pedestrians by 900 percent; bicyclists by 40 percent; automobiles by 20 percent, although its level-of-service grade (B) did not change. It was also safer, as evidenced by 90 percent fewer crashes after the changes. Residents responded positively to the new street design, with 85 percent of surveyed residents reported being satisfied or very satisfied with it.

MISSOURI: LEE'S SUMMIT

Lee's Summit reconstructed several streets within its downtown district, improving sidewalks and adding lighting and street trees, to calm traffic and encourage more pedestrian activity. The city improved sidewalks and added bump-outs, streetlights, benches, and planters. Along Lee's Summit main street, Third Street, automobile traffic increased (13 percent), as did crashes in absolute terms by 6 percent. Crashes involving injuries, however, fell by 33 percent. Acting a catalyst for redevelopment, Downtown Lee's Summit estimates 10 net new business, 58 net new jobs, and nearly $3.5 million in private investment has occurred since the changes. The total cost of the project was $10.5 million, which included utility upgrades.

NEVADA: RENO

A $4.5 million, 4-to-2 lane conversion of Wells Avenue improved safety and accessibility in downtown by adding bike lanes and wider sidewalks along a key one-mile segment. The project resulted in a much safer roadway—total collisions decreased 45 percent while total injuries decreased 62 percent. These safety benefits were realized across modes, with pedestrian collisions dropping from 6 to 0 and bicycle collisions remaining steady at 3 incidents. Pedestrian and bicycle counts were unavailable, while automobile traffic experienced a 10 percent drop.

NEW MEXICO: ALBUQUERQUE

Central Avenue, which connects Albuquerque's downtown business district to Old Town, the oldest area of the city and a tourist destination, became much safer after a road conversion. The conversion narrowed the roadway from 4 to 3 lanes with two dedicated bike lanes and on-street parking. After the redesign, crashes fell by 38 percent and injuries fell by 44 percent. Walking increased by 16 percent, whereas automobile traffic decreased by 4 percent. The project cost $67,792.

NEW YORK: HAMBURG

The reconstruction of Route 62 through downtown Hamburg, NY, involved significant changes to the streetscape and traffic controls—all with the goal of creating a more attractive place for people to linger and shop. Collaborating with the New York State Department of Transportation (NYSDOT), the village and its residents worked to develop design solutions to meet their goals, as well as accommodate truck traffic. The NYSDOT installed two roundabouts, along with narrower travel lanes, bicycle lanes, curb extensions, street trees, and marked pedestrian crossings. Route 62 became safer as a result of these changes: During the year after the project was completed, there were 33 crashes, 66 percent fewer than the two-year average prior to the project. The total cost of the 1.2-mile project was approximately $23 million.

The project also helped Route 62 act as a true gathering place for village residents, meeting one of the village's goals for the roadway. An additional $3 million of private funds were invested into the buildings lining the streets. Residents participate in civic activities along the street, including a soapbox derby and street-music festival.

NEW YORK: NEW YORK

Before 2010, New York City's Columbus Avenue between 96th and 77th streets carried three 12-foot travel lanes and two curbside parking lanes. In order to add a protected bike lane in the existing right-of-way, the city reduced lane widths and added street trees and pedestrian islands to buffer the bike lane and reduce pedestrian crossing distances. The total cost of the one-mile project was $625,000. In 2014, the city reported that bicycle volumes along the improved portion increased by 51 percent, with a 27 percent reduction in crashes with injuries.[31] There was a slight overall decrease in traffic volumes and travel time during morning peak hours.

NORTH CAROLINA: CHARLOTTE

To calm traffic and create a more pedestrian-friendly environment, Charlotte Department of Transportation (CDOT) implemented a three-phase project along East Boulevard. In the second phase, CDOT narrowed eight blocks of the thoroughfare from four to three lanes, added bike lanes on both sides of the street, and installed pedestrian refuge medians, wheelchair ramps, and landscaping. The project, which completed a nearly seamless on-street bicycle lane for 1.5 miles, created safer conditions for all users: Crashes decreased by 6 percent and crashes with injuries fell by 39 percent (23 to 14), even though automobile traffic along the corridor increased slightly by 2 percent. Phase II's construction costs were $550,000.

Charlotte experienced similar results after its road conversion of Selwyn Avenue from four to three lanes, with a center turn lane and bicycle lanes in each direction. Crashes fell by 15 percent, even as the roadway carried 5 percent more automobiles daily.

NORTH CAROLINA: RALEIGH

Hillsborough Street is a half-mile road diet and streetscape project meant to improve pedestrian safety and spur investment in the area around NC State University. Occurring in two phases, the project cost $7.5 million. Phase I of the project widened sidewalks, built a median, reduced the 4-lane roadway to 2 lanes with on-street parking, and constructed a roundabout at the corridor's entrance, and was completed in 2010. Despite a 5 percent increase in pedestrians, a Phase II became necessary to replace what proved to be a crash-prone roundabout. Prior to Phase II, collisions were up 269 percent and injuries up 38 percent, even while automobile traffic saw a 21 percent decrease. The redesigned roundabout, completed in 2012, addressed these issues with a simpler, single-lane roundabout that can better achieve the project's safety goals. This project has had a significant economic impact as well: Following this redesign, the street has added $25.5 million in real-estate projects, with several more in the works, and experienced a 42 percent increase in food and beverage tax.

NORTH CAROLINA: WEST JEFFERSON

In partnership with the North Carolina Department of Transportation (NCDOT), the town of West Jefferson improved the streetscape along 3 blocks of its historic downtown, with a bulk of the improvements along Jefferson Avenue. In order to calm traffic and make the area more welcoming to pedestrians, NCDOT replaced 2 signalized intersections with 4-way stops, added diagonal parking, curb extensions, high-visibility mid-block crossings, and street furniture.

The $300,000 reconfiguration dramatically changed the feeling of downtown, with a NCDOT engineer reporting that people perceive slower speeds but the roadway has maintained consistent travel times. No crashes have occurred at intersections in this area—once considered among the state's most dangerous—contributing to a 24 percent reduction in crashes and 53 percent reduction in injuries district-wide. At the same time, automobile volumes increased slightly (by 1 percent). Local leaders specifically credit the slower traffic and improved pedestrian environment with bringing 10 new businesses, 55 new jobs and $500,000 worth of investment to Jefferson Avenue.

OHIO: CLEVELAND

Cleveland transformed seven miles of Euclid Avenue from an uninviting street to a thriving cultural and employment center, striping the city's first bike lane, repairing sidewalks, installing streetlights and bus shelters, and planting 1,500 trees. A bus rapid transit project, christened the HealthLine, takes people from Public Square to University Circle in 20 minutes. Since the new transit service, ridership increased 61 percent, while crashes and injuries among users fell by 24 and 25 percent, respectively. The $200 million public investment, including a $82.2 million federal grant, attracted more than $5.8 billion in private investment through more than 110 projects.

OREGON: EUGENE

Alder Street, a $2.3 million project that installed a two-way buffered bike lane and bike signal and widened sidewalks near the University of Oregon campus, encouraged more cycling within the city of 156,000 people. Cyclists using the street increased by 68 percent, while people on foot increased by 8 percent after the Complete Streets project. Crashes in absolute terms increased by 53 percent, although accounting for the increase in cycling in particular, the crash rate decreased from 2.39 incidents per 100 cyclists to 1.77 per 100 cyclists. Transportation professionals in Eugene credit the changes to an uptick in "social riding" and more entrepreneurship along the street's sidewalks.

OREGON: PORTLAND

Northeast Multnomah Street runs through Portland's Lloyd District, an area anticipating new residential development and a streetcar extension in the next few years. Two of the four existing travel lanes were converted to bike lanes using a combination of paint, traffic wands, concrete planters, and on-street parking to delineate and buffer a curb-tight bike lane. The project added 34 new on-street parking spaces for automobile and 12 bicycle parking spaces in a bike corral. The reduction in travel lanes also decreased crossing distance for pedestrians. Since 2013, when the project was completed, bicycle volumes increased by 44 percent. Automobile traffic decreased by 23 percent and travel time fell by 33 percent—results that may be related to construction in the area. Total crashes fell by 6 percent, with pedestrian-involved and cyclist-involved crashes both increasing by 1 (from 1 to 2 and from 2 to 3, respectively) following the improvements.

PENNSYLVANIA: PHILADELPHIA

In 2009 Philadelphia created bike lanes along a pair of one-way streets—Spruce and Pine streets—in Center City Philadelphia. Pine and Spruce streets had constrained rights-of-way with mature trees and sidewalks abutting buildings (largely multifamily residences); these conditions created a need to consider how to use the existing space differently. The city painted 3.7 miles of buffered bike lanes along these streets, replacing a travel lane with bike lanes while maintaining one travel lane and on-street parking along one side of the street. Average hourly cycling volumes increased by an average of 131 percent, while daily automobile traffic was largely unaffected: It increased by less than 1 percent.

WASHINGTON: SEATTLE

In 2007, the Seattle Department of Transportation narrowed Stone Way N, a 1.2 mile stretch connecting the Fremont and Wallingford neighborhoods with several nearby schools and parks, from four lanes to two general travel lanes with a two-way left turn lane and added bike lanes, sharrows, and updated crosswalks. After the improvements, total collisions fell 14 percent (159 to 137); collisions resulting in injuries fell 33 percent (52 to 35); and collisions involving pedestrians declined by 80 percent (from 5 to 1). After its changes, speeding automobiles (i.e., traveling at 10 mph above the posted speed limit of 30 mph) fell by 75 percent (from 150 to 75 vehicles per day). This project, completed as part of routine repaving, cost approximately $300,000.

WASHINGTON: SEATTLE

To create safer pedestrian conditions, the Seattle Department of Transportation (SDOT) rechanneled 1.2 miles of Nickerson Street, turning its four lanes into two travel lanes, two-way left turn lane, and bicycle lanes. SDOT also installed two new crosswalks. After the redesign, speeding drivers fell by 90 percent, with drivers exceeding the street's 85th percentile speed declining by two-thirds. Average annual collisions fell by 23 percent, from 33.6 to 26 incidents. Average weekday traffic fell by 1 percent, even as freight vehicle use increased slightly. This project, funded through Seattle's Bridging the Gap levy, cost $241,973.

WASHINGTON: SEATTLE

To improve safety and access for pedestrian and cyclists, the Seattle Department of Transportation (SDOT) converted four travel lanes to two lanes, one center left turn lane, and bicycle lanes along 1 mile of NE 125th Street. After the improvements, speeding drivers decreased by 11 percent, with drivers exceeding the 125th Street's posted speed limit of 30 mph by 10 mph declining by 69 percent. The collision rate fell by 10 percent (5.83 per million vehicles to 5.24 per million vehicles), with fewer collisions resulting in injuries (2.41 per million vehicles to 1.99 per million vehicles, a change of 17 percent). Pedestrian activity along NE 125th Street increased 105 percent (from 330 to 676 persons on foot). This project cost approximately $60,000.

Endnotes

1. Brennan-Ramirez, Laura K. et al. (2006). "Indicators of Activity-Friendly Communities: An Evidence-Based Consensus Process." *American Journal of Preventive Medicine*, Volume 31, Issue 6. Powell, K.E., Martin, L., & Chowdhury, P.P. (2003). "Places to walk: convenience and regular physical activity." *American Journal of Public Health*, 93, 1519-1521. Giles-Corti, B., & Donovan, R.J. (2002). "The relative influence of individual, social, and physical environment determinants of physical activity." *Social Science & Medicine–54* 1793-1812. Sallis, James F., et al. (2009). "Neighborhood built environment and income: Examining multiple health outcomes." *Social Science and Medicine* 68:1285–1293.

2. Besser, L. M. and A. L. Dannenberg. (2005). "Walking to public transit steps to help meet physical activity recommendations." *American Journal Of Preventive Medicine* 29(4): 273–280.

3. Active Living Research. (2015, January). "Active Education: Growing Evidence on Physical Activity and Academic Performance."[Research brief]. Available at activelivingresearch.org/sites/default/files/ALR_Brief_ActiveEducation_Jan2015.pdf.

4. 37 projects included in the study had collision data available. Of those, 25 projects saw a reduction in collisions.

5. 34 projects had injury data available. Of those, 19 saw a reduction in injuries and 2 did not change.

6. Seattle Department of Transportation. "Designing Safer Streets." Available at www.seattle.gov/transportation/docs/SaferStreetsFlyer_FINAL.pdf.

7. Of the 37 projects included in this study, 34 reported both the number of collisions and injuries. Of those, 21 projects saw cost-savings after the Complete Streets improvements. For the most part, these averted costs are the result of fewer total collisions. In some instances, these averted costs are the result of less severe collisions, resulting in fewer injuries, rather than fewer total collisions.

8. U.S. Department of Transportation Bureau of Transportation Statistics. (2012). Full table available here: www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_statistics/html/table_01_04.html.

9. American Public Transportation Association. (2007, May). "A Profile of Public Transportation Passenger Demographics and Travel Characteristics Reported in On-Board Surveys." Available at www.apta.com/resources/statistics/Documents/transit_passenger_characteristics_text_5_29_2007.pdf.

10. We compared these per-mile costs with two per-lane-mile costs for urban arterial construction derived from the Federal Highway Administration's Highway Economic Requirements System (HERS) model. In the HERS model, adding a lane-mile to the average urban arterial is estimated to cost between $2.5 million and $19.4 million. The range used here, $3.58 million (normal-cost) and $12.75 million (high-cost), is the average of normal-cost and high-cost estimates of urban and other principal arterials and urban minor arterials and collectors, respectively. All figures are adjusted to 2013 dollars.

11. Advocacy Advance. (2014). *Lifting the Veil on Bicycle and Pedestrian Spending*, page 40. Available at www.advocacyadvance.org/docs/LiftingTheVeil_Report.pdf.

12. Gellar, R. (2011). "Build It and They Will Come: Portland Oregon's experience with modest investments in bicycle transportation." Retrieved October 30, 2014, from www.portlandoregon.gov/transportation/article/370893.

13. In 2008 dollars.

14. Andersen, M. (2013, December). *The Four Biggest Portland Bike Stories Nobody Wrote about in 2013.* [Blog post]. Available at http://bikeportland.org/2013/12/31/the-4-biggest-portland-bike-stories-nobody-wrote-in-2013-99291.

15. This $2 billion investment includes more than 2,000 miles of bike lane, 31 pedestrian intersection improvements, and 27 streetscaping projects in the District of Columbia, Maryland, and Virginia. It aims to accommodate one million daily trips by foot or bike by 2040, or about 25 percent of all new trips in the region. See National Capital Region Transportation Planning Board. (2014). *Bicycle and Pedestrian Plan for the National Capital Region*. Available at www.mwcog.org.

16. This $6.7 billion will buy the Southern California region more than 5,800 miles of bikeways (from 4,315 to 10,122 miles), bringing sidewalks into ADA-compliance, and improving access to schools and parks, among other community destinations. Through these improvements, Southern California Association of Governments (SCAG) posits it will improve access to bikeways by 50 percent, with bicycle mode share as high as 4.4 percent in 2020 and 16 percent by 2035. By converting two-thirds of all trips less than 3 miles to active transportation modes, SCAG estimates the region will save more than 7.8 million vehicle miles traveled (VMT) by 2020 and 20.4 million VMT by 2035. See Southern California Association of Governments. (2012, April). *2012–2025 Regional Transportation Plan/Sustainable Communities Strategy*. Available at http://rtpscs.scag.ca.gov. And Southern California Association of Governments. (2012, April). Active Transportation Appendix, 2012–2025 *Regional Transportation Plan/Sustainable Communities Strategy.* Available http://rtpscs.scag.ca.gov. This figure reflects regionally funded projects and does not include any locally funded projects; SCAG estimates regional spending that includes locally funded projects total $10 billion. Prior to adoption, the Los Angeles County Health Department further analyzed the cost necessary to build and maintain an active transportation network over 25 years, concluding the region would need to invest $40 billion. For more information, see http://saferoutescalifornia.org/2012/01/24/dph_regional_need_40b.

17. New York City Department of Transportation. (2013). *The Economic Benefits of Sustainable Streets*. Available at www.nyc.gov/html/dot/downloads/pdf/dot-economic-benefits-of-sustainable-streets.pdf. Latterman, D. and Anttila-Hughes, J. (2014). "Using retail tax revenue data and other business metrics to determine the effect of streetscape improvements on businesses and business corridors in San Francisco." Paper prepared for the San Francisco Municipal Transportation Agency.

18. This analysis builds on the lessons and methods of similar analyses for the San Francisco Municipal Transit Agency and New York City Department of Transportation, particularly in choosing timeframes and analogs for comparison. By comparing outcomes of Complete Streets projects to their unimproved analogs and citywide trends, this research aims to demonstrate that outcomes are related to the Complete Streets improvements more than other factors occurring across a locality. This analysis couples the economic analysis with before-and-after data on the transportation performance, creating a richer understanding of how Complete Streets investments affect private investment, employment, earnings, safety, and multimodal travel.

19. The initial economic analysis method tried to systematically assess how the real-estate market

responds to Complete Streets projects within one to two years of completion. Using national real-estate datasets, we analyzed 10 projects, examining changes in measures such as vacancy, rent per square foot, net absorption, and median sales. Using nationally available datasets, this analysis yielded no clear trends suggesting that the real-estate market quickly responds to Complete Streets improvements. As part of the revised methods, we eliminated 15 primarily residential streets and relied on local data sources to analyze property and business impacts.

20. Partnership for Active Transportation. "Making the Case." Available at: www.partnership4at.org/why/case.

21. Finkelstein, E. et al. (2003). "National Medical Spending Attributable To Overweight And Obesity: How Much, And Who's Paying." *Health Affairs*: doi: 10.1377/hlthaff.w3.219.

22. Centers for Disease Control and Prevention. (2011). "Nutrition and Physical Activity." www.cdc.gov/chronicdisease/resources/publications/aag/pdf/2011/nutrition-and-phys-activity-aag_web_pdf.pdf

23. The terms and the definitions used to describe Complete Streets projects draws on the street types outlined in the City of Boston's *Complete Streets Guidelines*. According to the City of Boston's *Complete Streets Guidelines*, downtown commercial streets with dense commercial uses "play key roles in the regional movement of people and designs must support extremely high user volumes." Main Streets function as the heart of neighborhood or local economies, typically characterized by dense, single-floor commercial and retail uses. They need to accommodate both through traffic and support gatherings and community events.

24. Between 2000 and 2012.

25. The Washington DC Economic Partnership provided real-estate projects and their value for this figure.

26. This analysis uses LEHD data for "All jobs" for "All Workers," meaning data reflect characteristics of the workers with jobs in the Census blocks along each corridor and citywide. In other words, residents outside the municipality with the Complete Streets project could hold these jobs. Analyzing the complex interplay of commuting patterns between municipalities to determine this distinction goes beyond the scope of this report.

27. These transportation professionals were asked to consider the following factors in making this determination: presence of traffic control devices; functional classification; traffic volumes; surrounding land-use mix; levels of business activity; and demographic characteristics of residents in the area. The study and comparison corridors vary in length, although this variation is consistent with similar analyses.

28. For an example of this technique, see Cambridge Systematics. (2011). "Crashes versus Congestion: What's the Cost to Society?" Report prepared for AAA. Special thanks to Eric Tang of Cambridge Systematics for his guidance in replicating this technique as part of this study.

29. To estimate the cost of a crash, we use USDOT's "Value of a Statistical Life," which is $9.2 million in the most recent guidance. Focusing only on non-fatal crashes produces a conservative bias to our estimates. With a more robust data set over a greater period of time, it would be possible to incorporate an estimate of the economic values derived from fewer fatalities—where a small reduction in fatal collisions would yield large economic savings. For more information, see U.S. Department of

Transportation. (2014, June). "Guidance on Treatment of the Economic Value of a Statistical Life." Available at www.dot.gov/office-policy/transportation-policy/guidance-treatment-economic-value-statistical-life.

30. The U.S. Environmental Protection Agency (EPA) issued guidance to calculate net present value using a "bounding exercise," with the lower bound as the "private consumption rate of interest," about 3 percent, and the upper bound as the return on private capital, about 7 percent. For more information, please see U.S. EPA, National Center for Environmental Economics, Office of Policy (2014, May). "Guidelines for Preparing Economic Analyses." Available at http://yosemite.epa.gov/ee/epa/eed.nsf/webpages/homepage.

31. New York City Department of Transportation. (September 2014)."Protected Bicycle Lanes in NYC." Available at www.nyc.gov/html/dot/downloads/pdf/2014-09-03-bicycle-path-data-analysis.pdf.

National Complete
Streets Coalition

United City of Yorkville

Downtown Exterior Improvement Grant Program

Downtown Historic Commercial Core Matching Grant
Program Description and Application

800 Game Farm Road
Yorkville, IL 60560
(630) 553-4350

DRAFT

PURPOSE:

The Downtown Exterior Improvement Grant Program is intended to encourage architecturally appropriate improvements to commercial buildings in the Downtown Historic Commercial Core (see map). The goal is to promote the attraction and retention of business operations and enhance the interest in visiting the downtown area. The image, appearance, and environment of the downtown are important factors in attracting consumers and maintaining a healthy economy.

ASSISTANCE AVAILABLE:

The financial assistance is a matching grant of 50% of the total project cost, up to $15,000. Applicants must install at least $1,000 of improvements to qualify for the program. The amounts may vary by project and each application is reviewed on a case-by-case basis. The amount may increase depending on the scope of the work and the need for improvement.

QUALIFICATIONS:

- Projects must be within the Downtown Historic Commercial Core (see map)
- Projects must have a minimum budget of $1,000.00.
- Building owners and tenants (with written consent from the building owner for all proposed improvements) are eligible to participate in the Program.
- All improvements must conform to the City's regulations including, but not limited to, the Zoning and Building Codes. The municipal code is available online www.yorkville.il.us.
- Projects are required to comply with the Illinois Prevailing Wage Act (820 ILCS 130/0.01 et. seq.). By submitting an application for these grants, applicant acknowledges and agrees that they will comply with the provisions of the Act.
- Project location property taxes must be current and no other debts outstanding to the City.

ELIGIBLE COSTS:

- Façade Renovations
- Windows
- Exterior doors
- Exterior lighting
- Signs or awnings
- Screening of unsightly utilities
- Stairs
- Porches
- Railings
- Restoration of original architectural features
- Parking Facilities (structures and lots)
- Landscaping

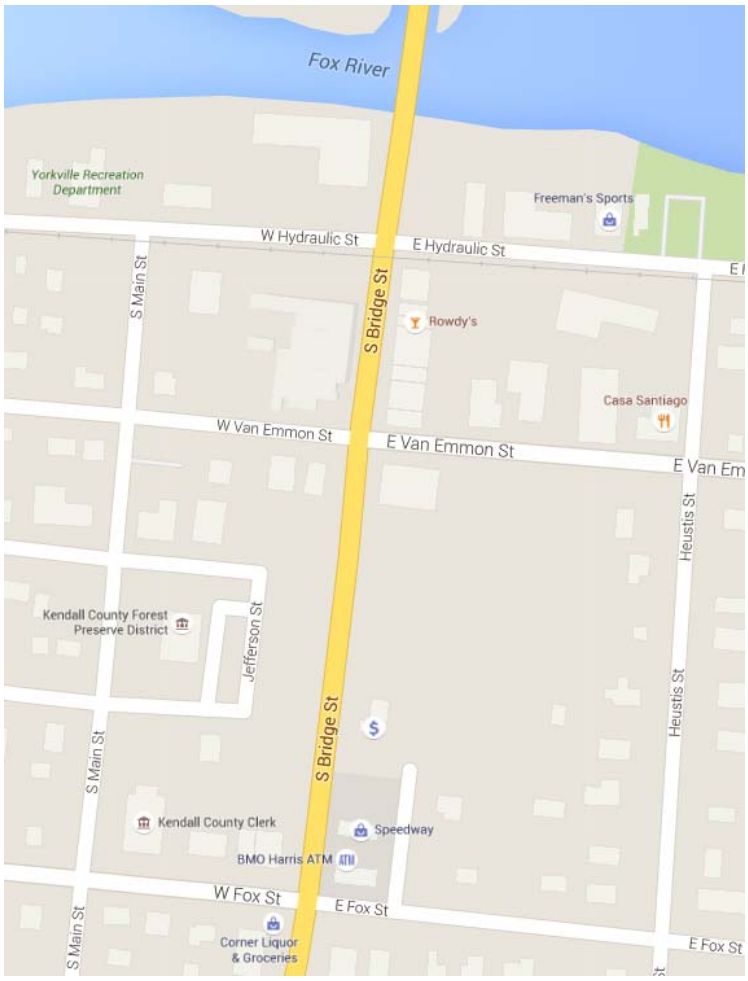
INELIGBLE COSTS:

- Consultant fees
- Advertising
- Payroll
- Day-to-day operational costs (i.e. utilities, taxes)
- Refuse management
- Production equipment
- Any interior improvements
- Work completed before any program funds are approved

AREA MAP:

Map to be placed here or separate attachment dependent on size.

Temporary illustration below:



The Downtown Historic Commercial Core is defined by Fox River to the north, Fox Street to the South, Main Street to the west and Mill Street to the east.

APPLICATION REQUIREMENTS:

1. Completed application (attached)
2. Letter of consent from the property owner if the applicant is a tenant
3. Copies of three (3) estimate sheets for each aspect of the proposed work
4. Drawings and plans

   Building Alterations:
   - Site plan with building outline and proposed changes to site
   - Façade elevations, including height, length, and width measurements
   - Site plan with building outline and proposed changes, where applicable
   - Color scheme of the proposed addition or alteration
   - Building material samples (roof, siding, chimneys, etc.) if applicable
   - Cut sheets for proposed doors and windows, if applicable.

   Landscape/or other site improvements:
   - Site plan with building outline and proposed changes to site (e.g. access, driveway consolidation, etc) ; or
   - Landscape plan, if applicable

   Sign/awning/canopy improvements:
   - Color drawing of the sign/awning including measurement
   - Façade elevation showing sign/awning placement, if applicable
   - If free-standing sign, site plan showing sign location

5. Current digital photos of all building facades or areas which will receive improvements

APPLICATION AND APPROVAL PROCESS:

1. Contact the Community Development Department for program information and to determine project eligibility
2. Submit an application along with all other require documents.
3. The Community Development Department will evaluate the application for compliance with program regulations. Upon completion, the City may request revisions to the application. When the required revisions have been made, the application will be forwarded to the City Council for their consideration. Total review by City Staff and approval by the City Council is a 15-30 day timeline.
4. Application is considered by the City Council. Applicant's attendance is required at the City Council meeting as part of the application review process. The City Council typically meets the 2nd and 4th Tuesday evenings of every month.
5. Sign agreement with the City
6. Proposed improvements must be completed and the business must be operational within one year of award approval by the City Council.

SELECTION CRITERIA:

- Projected impact on the value of the subject property, especially with respect to the value of the particular improvement for a future occupant of the unit or building.
- Extent to which the improvements are eligible for the program.
- Condition of building façade and signage and need for renovation.
- Extent to which proposed improvements restore, maintain or enhance the aesthetic character of the downtown.
- Design Guidelines or Standards

TERMS:

- The improvements must be completed within twelve (12) months from the date of the grant approval.
- Grant is issued in the form of a reimbursement of eligible expenses after the completion of the project (receipts or other acceptable proof of payment are required).
- Award limit of 50% of the total project cost or $15,000, whichever is less
- Failure to abide by the terms and conditions of this program will result in forfeiture of program funding. In the event of a default by the applicant, the United City of Yorkville reserves the right to require repayment of any grant funds disbursed to the applicant.

FURTHER INFORMATION:

For more information regarding the Downtown Exterior Improvement Grant Program, please contact the United City of Yorkville:

Krysti-Barksdale Noble, Director of Community Development
800 Game Farm Road, Yorkville, IL 60560
Phone: 630-553-8573
Email: knoble@yorkville.il.us

DOWNTOWN EXTERIOR IMPROVEMENT PROGRAM
APPLICATION FOR GRANT

United City of Yorkville
800 Game Farm Rd. ✦ Yorkville, IL 60560 ✦ 630-553-8545 ✦ Fax. 630-553-7575

Date Received **Date Granted or Denied**

Site Address | Parcel #

Name of Business | Lot / Unit

Applicant Information

Please check below whether Business or Home/Personal

Name | Phone ☐ Bus. ☐ Home

Address | E-mail ☐ Bus. ☐ Home

City / State / Zip | Fax

Property Owner Information

Please check below whether Business or Home/Personal

Name | Phone ☐ Bus. ☐ Home

Address | E-mail ☐ Bus. ☐ Home

City / State / Zip | Fax

Written Project Description

_____

_____

_____

_____

_____

Preliminary Cost Estimate: $_____ City Grant Amount: $_____

Additional Documentation Checklist

☐ Letter of consent from property owner if tenant applying

☐ Copies of three estimates sheets for each aspect of the proposed work

☐ Drawings and plans

☐ Current Digital Photos

Statement of Understanding

A. I agree to comply with the guidelines and procedures of the Downtown Exterior Improvement Program.
B. I understand that I must submit detailed cost documentation, copies of bids, contracts, invoices, receipts, and contractor's final waivers of lien upon completion of the approved improvements.
C. I understand that work done before a Downtown Exterior Improvement Agreeement is approved by the City Council is not eligible for a grant

Signature_____ **Date**_____

REVIEW CONCLUSIONS

Community Development Reviewed by:_____ Date:_____

☐ Approved ☐Not Approved_____

☐ Re-submittal_____

City Council Review Date:_____

☐ Approved ☐Not Approved_____

☐ Re-submittal_____

Ordinance No. 2006-46

**AN ORDINANCE
OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS,
APPROVING THE UNITED CITY OF YORKVILLE'S
DOWNTOWN YORKVILLE TAX INCREMENT FINANCING REDEVELOPMENT
PROJECT AND PLAN AND UNITED CITY OF YORKVILLE'S
DOWNTOWN YORKVILLE TAX INCREMENT FINANCING REDEVELOPMENT
PROJECT AREA**

WHEREAS, the Mayor and City Council (the "*Corporate Authorities*") of the United City of Yorkville, Kendall County, Illinois (the "*Municipality*"), have heretofore determined that the stable economic and physical development of the Municipality is endangered by the presence of blighting factors as often manifested by progressive and advanced deterioration of structures, by a lack of physical maintenance of such structures, by obsolete and inadequate infrastructure, by obsolete platting, and by deleterious land use and layout, with a resulting decline of the Municipality which impairs the value of private investments and threatens the sound growth and the tax base of the Municipality and the taxing districts having the power to tax real property in the Municipality (the "*Taxing Districts*") and threatens the health, safety, morals and welfare of the public; and,

WHEREAS, the Corporate Authorities have heretofore determined that in order to promote and protect the health, safety, morals and welfare of the public, blighted conditions in the Municipality need to be eradicated and redevelopment of the Municipality be undertaken in order to remove and alleviate adverse conditions, encourage private investment, and, restore and enhance the tax base of the Municipality and the Taxing Districts; and,

WHEREAS, the Municipality has heretofore caused to be conducted an eligibility study to determine whether the proposed United City of Yorkville's Downtown Yorkville Tax

STATE OF ILLINOIS
COUNTY OF KENDALL
FILED
JUN 29 2006
County Clerk
Kendall County

Increment Financing Redevelopment Project and Plan and United City of Yorkville's Downtown Yorkville Tax Increment Financing Redevelopment Project Area (the "*Proposed Area*") qualifies as a "redevelopment project area" pursuant to the *Illinois Tax Increment Allocation Redevelopment Act*, as amended (the "*Act*"), 65 ILCS 5/11-74.4-1 *et seq.*; and,

WHEREAS, the Municipality has heretofore evaluated various lawfully available programs to provide such assistance and has determined that the use of tax increment allocation financing is necessary to achieve the redevelopment goals of the Municipality for the Proposed Area; and,

WHEREAS, the Municipality held a public meeting on February 13, 2006, to advise the public taxing districts, taxpayers and residents in the Proposed Area of the Municipality's intent to prepare a redevelopment plan and designate a redevelopment project area (the "*Community Meeting*"); and,

WHEREAS, due notice in respect to the Community Meeting was given pursuant to Section 11-74.4-6 of the TIF Act, said notice was sent by certified mail to the Taxing Districts on January 25, 2006, and by mail to each residential address and taxpayer within the Proposed Area on or about January 25, 2006; and,

WHEREAS, at the Community Meeting, any interested person or affected taxing district was permitted to file with the Municipality written objections and was heard orally in respect to any issues pertaining to the Proposed Area; and,

WHEREAS, the Municipality was advised on March 17, 2006, that the Proposed Area qualifies as a "redevelopment project area" under Section 11-74.4-3 of the Act; and,

WHEREAS, it is therefore concluded by the Corporate Authorities that the Proposed Area remains qualified as a "redevelopment project area" under Section 11-74.4-3 of the Act as of the date hereof; and,

WHEREAS, the Municipality has further caused the preparation of and made available for public inspection a proposed redevelopment project and plan ("*Project and Plan*") for the Proposed Area; and,

WHEREAS, the Project and Plan sets forth in writing the program to be undertaken to accomplish the objectives of the Municipality and includes estimated redevelopment project costs proposed for the Proposed Area, evidence indicating that the Proposed Area on the whole has not been subject to growth and development through investment by private enterprise, an assessment of the financial impact of the Proposed Area on or any increased demand for services from any taxing district affected by the Plan and any program to address such financial impact or increased demand, the sources of funds to pay costs, the nature and term of the obligations to be issued (if any), the most recent equalized assessed valuation of the Proposed Area, an estimate as to the equalized assessed valuation after redevelopment, the general land uses to apply in the Proposed Area, and a commitment to fair employment practices and the Project and Plan accordingly complies in all respects with the requirements of the Act; and,

WHEREAS, pursuant to Section 11-74.4-5 of the Act, the Corporate Authorities by a Resolution adopted the 28th day of March, 2006, called a public hearing (the "*Hearing*") relative to the Project and Plan and the designation of the Proposed Area as a redevelopment project area under the Act and fixed the time and place for such Hearing, being the 23rd day of May, 2006 at 7:00 p.m., at the City Hall, 800 Game Farm Road, Yorkville, Illinois; and,

WHEREAS, pursuant to Section 11-74.4-5 of the TIF Act, due notice of the availability of the Redevelopment Plan and Eligibility Report was mailed on or about April 12, 2006, to all residential addresses that, after a good faith effort, the municipality determined were located within 750 feet outside of the boundaries of the proposed redevelopment project area.

WHEREAS, due notice in respect to such Hearing was given pursuant to Sections 11-74.4-5 and 11-74.4-6 of the Act, said notice, together with a copy of the Project and Plan, was sent to the Taxing Districts and to the Department of Commerce and Economic Opportunity of the State of Illinois by certified mail on April 5, 2006; by publication on May 4, 2006 and May 11, 2006; and, by mail to taxpayers within the Proposed Area on May 11, 2006; by certified mail to taxpayers within the Proposed Area on May 5, 2006; and to each residential address located within the Proposed Area on May 5, 2006; and,

WHEREAS, the Municipality has heretofore convened a Joint Review Board as required by and in all respects in compliance with the provisions of the Act; and,

WHEREAS, the Joint Review Board has met at the times and as required by the Act and has reviewed the public record, planning documents and a form of proposed ordinance approving the Project and Plan; and,

WHEREAS, the Joint Review Board has adopted by a majority vote an advisory, non-binding recommendation that the Municipality proceed to implement the Project and Plan and to designate the Proposed Area as a redevelopment project area under the Act; and,

WHEREAS, the Joint Review Board based its decision to approve the proposal on the basis of the Proposed Area and Project and Plan satisfying the Plan requirements, the eligibility criteria defined in Section 11-74.4-3 of the Act, and the objectives of the Act; and,

WHEREAS, the Municipality held the Hearing on May 23, 2006, at the City Hall, 800 Game Farm Road, Yorkville, Illinois; and

WHEREAS, at the Hearing, any interested person or Taxing District was permitted to file with the Municipal Clerk written objections and was heard orally in respect to any issues embodied in the notice of said Hearing, and the Municipality heard and determined all protests and objections at the Hearing; and,

WHEREAS, the Hearing was adjourned on the 23rd day of May, 2006; and,

WHEREAS, the Project and Plan set forth the factors which cause the Proposed Area to be blighted, and the Corporate Authorities have reviewed the information concerning such factors presented at the Hearing and have reviewed other studies and are generally informed of the conditions in the Proposed Area which could cause the area to be a "conservation area" as defined in the TIF Act; and,

WHEREAS, the Corporate Authorities have reviewed evidence indicating that the Proposed Area on the whole has not been subject to growth and development through investment by private enterprise and have reviewed the conditions pertaining to lack of private investment in the Proposed Area to determine whether private development would take place in the Proposed Area as a whole without the adoption of the proposed Project and Plan; and,

WHEREAS, the Corporate Authorities have reviewed the conditions pertaining to real property in the Proposed Area to determine whether contiguous parcels of real property and improvements thereon in the Proposed Area would be substantially benefitted by the proposed Project improvements; and,

WHEREAS, the Corporate Authorities have made an assessment of any financial impact of the Proposed Area on or any increased demand for services from any taxing district affected by the Project and Plan and any program to address such financial impact or increased demand; and,

WHEREAS, the Corporate Authorities have reviewed the proposed Project and Plan and also the comprehensive plan for development of the Municipality as a whole to determine whether the proposed Project and Plan conform to the comprehensive plan of the Municipality.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1. Findings. The Corporate Authorities hereby make the following findings:

(a) The Proposed Area is legally described in *Exhibit A* attached hereto and incorporated herein as if set out in full by this reference. A map showing the street location for the Proposed Area is depicted in *Exhibit B* attached hereto and incorporated herein as if set out in full by this reference.

(b) There exist conditions which cause the Proposed Area to be subject to designation as a redevelopment project area under the Act and to be classified as a "blighted" area as defined in Section 11-74.4-3 of the Act.

(c) The Proposed Area on the whole has not been subject to growth and development through investment by private enterprise and would not be reasonably anticipated to be developed without the adoption of the Project and Plan.

(d) The Project and Plan conform to the comprehensive plan for the development of the Municipality as a whole.

(e) As set forth in the Project and Plan and in the testimony at the public hearing, the estimated date of completion of the Project is no later than December 31, 2029, and the estimated date of the retirement of any obligation incurred to finance redevelopment project costs as defined in the Project and Plan is no later than the year 2030.

(f) The parcels of real property in the Proposed Area are contiguous, and only those contiguous parcels of real property and improvements thereon which will be substantially benefitted by the proposed Project and Plan improvements are included in the Proposed Area.

Section 2. Exhibits Incorporated by Reference. The Project and Plan which were the subject matter of the public hearing held on the 23rd day of May, 2006, are hereby adopted and approved. A copy of the Project and Plan is set forth in *Exhibit C* attached hereto and incorporated herein as if set out in full by this reference.

Section 3. Invalidity of Any Section. If any section, paragraph or provision of this Ordinance shall be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of such section, paragraph or provision shall not affect any of the remaining provisions of this Ordinance.

Section 4. Superseder and Effective Date. All ordinances, resolutions, motions or orders in conflict herewith be, and the same hereby are, repealed to the extent of such conflict,

and this Ordinance shall be in full force and effect immediately upon its passage by the Corporate Authorities and approval as provided by law.

ADOPTED this 13 day of JUNE, 2006.

APPROVED:

Mayor

AYES: 7

NAYS: —

ABSENT: 1

Attest:

DEPUTY City Clerk

yorkville/tif8.ord

Exhibit A

Legal Description

EXHIBIT "A"

JAMES M. OLSON ASSOCIATES, LTD.
Illinois Professional Land Surveyors
Land Surveyors & Land Planners
107 West Madison Street
Yorkville, Illinois 60560
Phone: 630-553-0050 Fax: 630-553-0964

March 24, 2006

Legal Description for City of Yorkville
Downtown TIF District

That part of Section 32 and part of the West Half of Section 33, Township 37 North, Range 7 East of the Third Principal Meridian described as follows: Commencing at the Northwest corner of the Northeast Quarter of Section 4, Township 36 North, Range 7 East of the Third Principal Meridian; thence North 01°11'52" East parallel with the East line of the Southwest Quarter of said Section 33, a distance of 1356.81 feet to a point on the South line of a tract described in a Quit Claim Deed from Palos Bank and Trust Company, Trust No. 1-1620 to Bruce O. and Virginia J. Buhrmaster, his wife, recorded as Document No. 83-5890 on December 23, 1983 which is 45.43 feet westerly, as measured along said South line, of the Southeast corner of said tract; thence South 88°48'09" East 45.43 feet to said southeast corner; thence North 88°48'09" West along said South line 415.06 feet to a westerly line of said tract; thence North 01°11'52" East along said westerly line 246.0 feet to a southerly line of said tract; thence North 88°48'09" West along said southerly line to the West line of the former Fox and Illinois Union Railway Company right-of-way; thence North 08°10'52" East along said West line to an "old claim line" drawn southeasterly from the Southeast corner of Price's First Addition to Yorkville; thence northwesterly along said "old claim line" 486.54 feet to the Southeast corner of said Prices' Addition; thence northerly along the East line of said Price's Addition 367.63 feet to the Northeast corner thereof; thence westerly along the North line of said Price's Addition 526.3 feet to the midpoint on the South line of Block 13 of Black's Addition to Yorkville; thence northerly 297.85 feet to the midpoint on the North line of said Block 13; thence westerly along the South line of VanEmmon Street 119.50 feet to the East line of Mill Street; thence southerly along said East line to the South line of Lot 6 in "Ter-Jac Subdivision" extended easterly; thence westerly along said extended South line, said South line and said South line extended westerly 164.5 feet to the West line of the East 6 feet of Lot 1 in said "Ter-Jac Subdivision"; thence southerly along said West line 84.11 feet to the South line of said Lot 1; thence westerly along said South line of Lot 1 a distance of 190.0 feet to the West line of Heustis Street; thence northerly along said West line to a point which is

JAMES M. OLSON ASSOCIATES, LTD.
Illinois Professional Land Surveyors
Land Surveyors & Land Planners
107 West Madison Street
Yorkville, Illinois 60560
Phone: 630-553-0050 Fax: 630-553-0964

234.30 feet southerly of, as measured along said West line, the South line of VanEmmon Street; thence westerly along a line which forms an angle of 92°16' with the last described course, measured clockwise therefrom, 175.0 feet; thence southerly parallel with said West line of Heustis Street 80.0 feet; thence westerly parallel with the penultimate course 52.0 feet; thence southerly along a line which forms an angle of 88°23' with the last described course, measured clockwise therefrom, 263.50 feet; thence westerly along a line which forms an angle of 88°44' with the last described course, measured counterclockwise therefrom, 188.0 feet to the East line of Bell Street; thence southerly along said East line 259.04 feet to the South line of Fox Street; thence westerly along said South line of Fox Street to the East Line of Illinois State Route No. 47; thence southerly along said East line to the South line of Lot 6 in Block 5, Mason's Addition to Yorkville" thence westerly along the South line of Lots 6 and 7 in said Mason's Addition to the West line of said Route No. 47; thence southerly along said West line to the South line of a tract of land described in a deed recorded January 28, 1988 as Document 880498; thence westerly along the south line of said tract and the south line of a tract described in a deed recorded February 6, 1990 as Document 900871 to the west line of Lot 5 in Block 11 of the Original Village of Yorkville extended southerly; thence northerly along the West line of Lots 5 and 4 in said Block 11 to the Southeast corner of Lot 2 in said Block 11; thence westerly along the South line of said Lot 2 and said South line extended to the West line of South Main Street; thence northerly along said West line to the South line of VanEmmon Street; thence westerly along said South line to the East line extended southerly of Lot 3 in Block 4 of Black's Addition to Yorkville extended southerly; thence northerly along said extended East line and said East line to the Northeast corner of said Lot 3; thence northerly along the East line of Lot 4 in said Addition 40.30 feet; thence easterly along a line which forms an angle of 89°15' with the last described course, measured counterclockwise therefrom, 38.8 feet; thence northeasterly along a line which forms an angle of 136°00' with the last described course, measured clockwise therefrom, 14.1 feet; thence northerly along a line which forms an angle of 225°57' with the last described course, measured counterclockwise therefrom 32.0 feet; thence easterly along a line which forms an angle of 109°53' with the last described course, measured counterclockwise therefrom, 64.33 feet to the West line of Adams Street; thence northerly along said West line 27.0 feet to the North line of said Block 4; thence westerly along said North line 223.82 feet to the

JAMES M. OLSON ASSOCIATES, LTD.
Illinois Professional Land Surveyors
Land Surveyors & Land Planners
107 West Madison Street
Yorkville, Illinois 60560
Phone: 630-553-0050 Fax: 630-553-0964

East line of Morgan Street; thence southerly along said East line 240.55 feet to the center line of VanEmmon Street; thence westerly along said center line and the center line of vacated VanEmmon Street and said center line extended westerly to the East line of Lot 3 in Block 24 of said Black's Second Addition; thence northerly along said east line to the south line of the north 143.0 feet to said Lot 3; thence westerly along the south line of the northerly 143.0 feet of Lots 3 and 4 in said Block 24 to the west line of said Lot 4; thence southerly along said west line to the north line of Madison Court; thence westerly along said north line to the west line of Madison Court; thence southerly to the Northeast corner of Block 23 in said Black's Second Addition; thence westerly along the North line of said Block 23 a distance of 198.0 feet to the Northwest corner thereof; thence southerly along the West line of said Block 23 a distance of 190.0 feet to the South line of Madison Street extended westerly; thence westerly along said extended South line 58.22 feet to a line drawn parallel with and 100.0 feet westerly of the West line of Lot 7 in Block 21 in said Black's Second Addition; thence southerly along said parallel line 99.91 feet to the South line extended westerly of said Lot 7; thence westerly along said extended South line 172.07 feet to the East line of White Oak Farm Unit 1; thence northerly along said East line, said East line extended and the East line of White Oak Farm Unit 2 to the southerly bank of the Fox River; thence easterly along said southerly bank to a line drawn South from the confluence of Blackberry Creek; thence North along said line to the North bank of the Fox River; thence easterly along said North bank to the eastern corporate limits of the United City of Yorkville, thence southerly along said corporate line to the East line of the Southeast Quarter of said Section 33; thence southerly along said East line to the point of beginning in the United City of Yorkville, Kendall County, Illinois.

Exhibit B

Downtown Yorkville
Tax Increment Financing
Redevelopment Project Area

Figure 1: Project Area Boundary

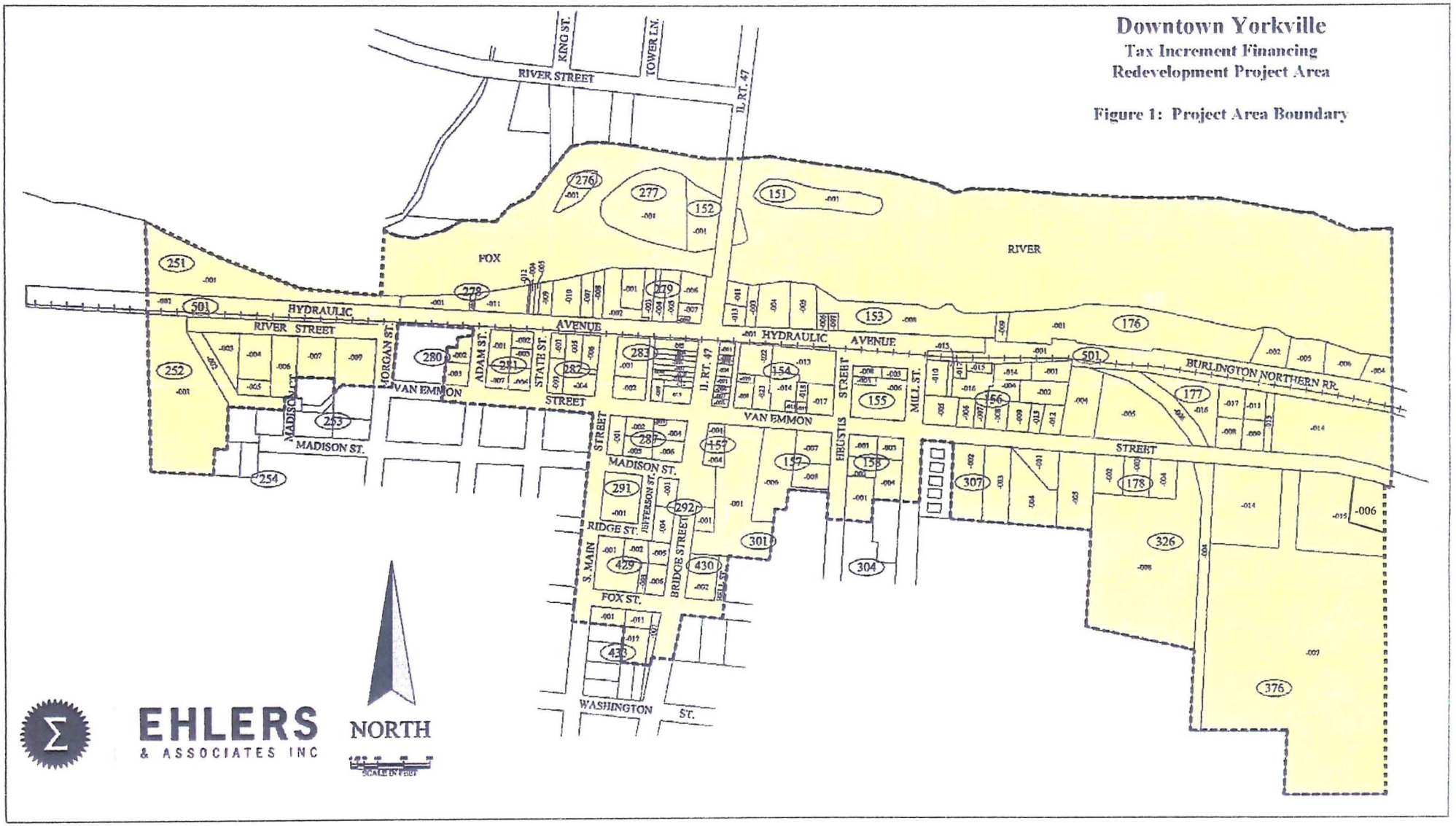


EXHIBIT "B"

Exhibit C

Project and Plan

EXHIBIT "C"

DOWNTOWN YORKVILLE
TAX INCREMENT FINANCING
REDEVELOPMENT PROJECT AND PLAN

UNITED CITY OF YORKVILLE, ILLINOIS

March 24, 2006

Prepared by:
Ehlers & Associates, Inc.

DOWNTOWN YORKVILLE
TAX INCREMENT FINANCING
REDEVELOPMENT PROJECT AND PLAN

UNITED CITY OF YORKVILLE, ILLINOIS

This Redevelopment Plan is subject to review
and comment and may be revised
after comment and hearing.

March 24, 2006

Prepared by:
Ehlers & Associates, Inc.

TABLE OF CONTENTS

I. **INTRODUCTION** 1

A. Tax Increment Financing 4
B. Downtown Yorkville Tax Increment Financing Redevelopment Project and Plan 5

II. **LEGAL DESCRIPTION** 7

III. **PROJECT AREA ELIGIBILITY CONDITIONS** 8

A. Surveys and Analyses Conducted 8
B. Summary of Findings 8

IV. **REDEVELOPMENT GOALS AND POLICIES** 10

A. General Goals 10
B. Redevelopment Objectives 11

V. **REDEVELOPMENT PROJECT** 12

A. Overall Redevelopment Concept 12
B. Generalized Land Use Plan 12
C. Development and Design Objectives 13
D. Redevelopment Improvements and Activities 15
E. Redevelopment Project Costs 18
F. Sources of Funds to Pay Redevelopment Project Costs 23
G. Issuance of Obligations 23
H. Valuation of the Project Area 25

VI. **LACK OF GROWTH AND DEVELOPMENT THROUGH INVESTMENT BY PRIVATE ENTERPRISE** 28

VII. **FINANCIAL IMPACT** 29

VIII. **DEMAND ON TAXING DISTRICT SERVICES** 30

IX. **CONFORMITY OF THE REDEVELOPMENT PLAN AND PROJECT TO THE COMPREHENSIVE PLAN FOR THE DEVELOPMENT OF THE CITY AS A WHOLE** 32

X. **PHASING AND SCHEDULING** 33

XI. **PROVISIONS FOR AMENDING THE REDEVELOPMENT PLAN** 34

XII. **COMMITMENT TO FAIR EMPLOYMENT PRACTICES AND AFFIRMATIVE ACTION PLAN** 35

XIII. **IMPACT ON INHABITED RESIDENTIAL UNITS** 36

FIGURES, TABLES AND EXHIBITS

FIGURE 1: PROJECT AREA BOUNDARY 2

TABLE 1: TOTAL ESTIMATED REDEVELOPMENT PROJECT COSTS 22

TABLE 2: PROJECT AREA TOTAL EAV BY TAX PARCEL (PIN) 26

EXHIBIT I DOWNTOWN YORKVILLE TAX INCREMENT FINANCING
REDEVELOPMENT PROJECT AREA
ELIGIBILITY STUDY

EXHIBIT II DOWNTOWN YORKVILLE TAX INCREMENT FINANCING
REDEVELOPMENT PROJECT AREA
HOUSING IMPACT STUDY

EXHIBIT III DOWNTOWN YORKVILLE TAX INCREMENT FINANCING
REDEVELOPMENT PROJECT AREA
LEGAL DESCRIPTION

I. INTRODUCTION

This document, entitled *Downtown Yorkville Tax Increment Financing Redevelopment Project and Plan*, is to serve as a redevelopment plan (the "Redevelopment Plan") for the historic central business district ("Downtown") of the United City of Yorkville, Kendall County, Illinois (the "City"). The redevelopment project area encompasses most of Downtown Yorkville and generally includes the north and south frontage of Hydraulic Street from the corporate boundary on the east to the White Oak subdivision on the west; the northern frontage of Van Emmon Street from Adams Street on the west to the corporate boundary on the east; the southern frontage of Van Emmon Street from Main Street on the west to the corporate boundary on the east; the frontage of Bridge Street from the Fox River on the north to Fox Street on the south; and the eastern frontage of Main Street from the Fox River on the north to Fox Street on the south. The area is subsequently referred to in this document as the Downtown Yorkville Tax Increment Financing Redevelopment Project Area (the "Project Area"). The Project Area is illustrated in Figure 1 (Project Area Boundary) and legally described in Exhibit III to this Redevelopment Plan.

The United City of Yorkville

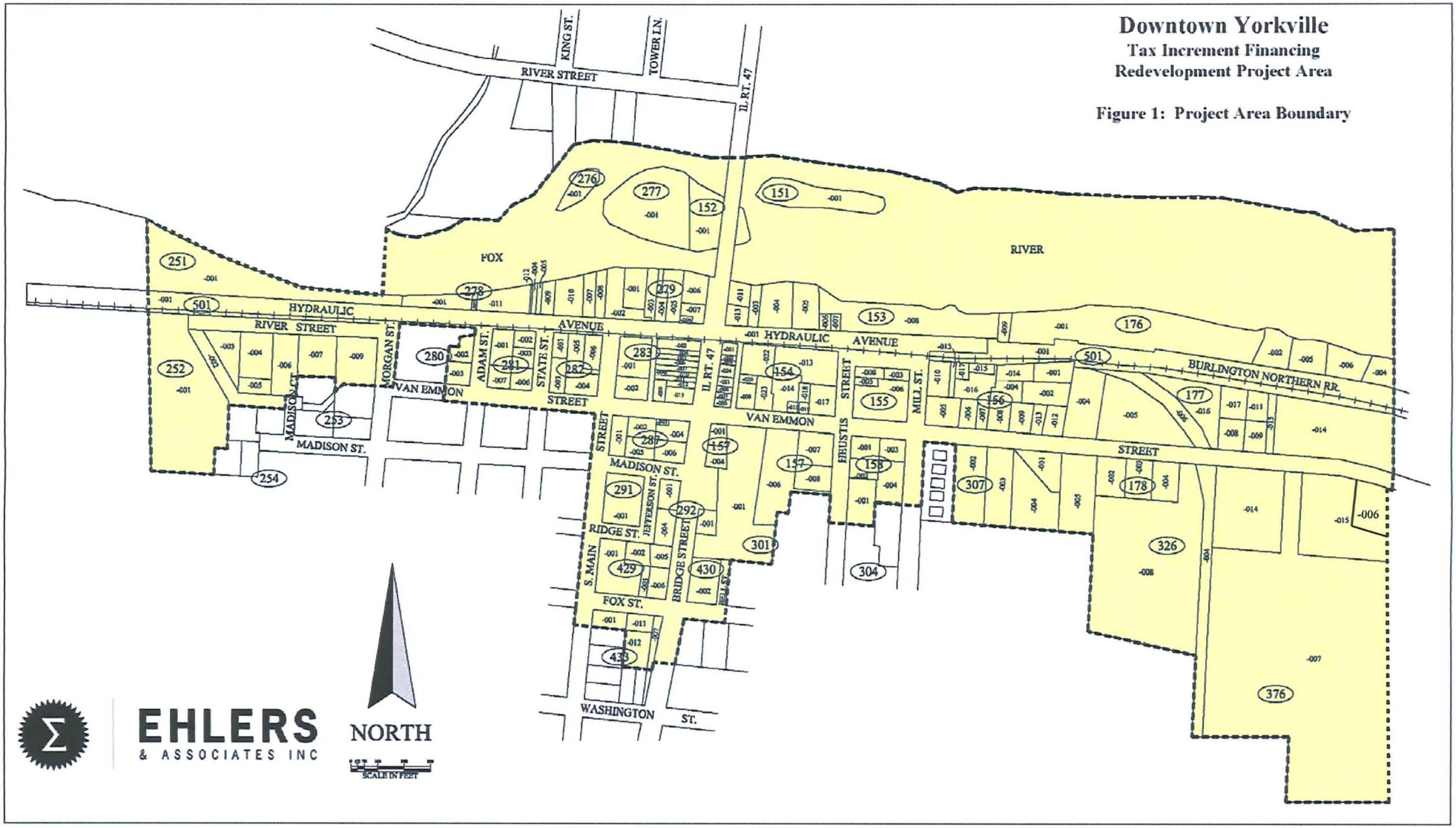
The United City of Yorkville is located in the Fox River Valley of Kendall County approximately 50 miles southwest of Chicago. The City includes land on both sides of the Fox River and is generally bounded by unincorporated portions of Kendall County with the neighboring communities of Montgomery to the north, Oswego to the east, and Plano to the west. Yorkville was originally settled south of the Fox River in 1832 as an agricultural business center with a downtown district along the Fox River. Growth of the community was reinforced by the county seat designation in 1859, the Chicago Burlington and Quincy railroad route established through Yorkville in 1870, and the incorporation of the town in 1887. Based on shared circumstances and vision, the towns of Yorkville and Bristol (the town to the north of the Fox River) combined to form the United City of Yorkville in 1957.

Since 1960, the City has steadily grown to a current population of approximately 12,000 persons and is poised for substantial future growth—projected at nearly 35,000 by 2010. The City is primarily a residential community with attractive homes, a traditional Downtown area and growing residential neighborhoods, commercial corridors and industrial areas. The Fox River is a major asset as a natural resource and recreational amenity. As regional growth of the Chicago metropolitan area proceeds southwestward, the City has focused its planning efforts on guiding development to assure a compatible and efficient balance of land uses reflective of the City's small town heritage but also responsive to contemporary development opportunities.

Downtown Yorkville

Tax Increment Financing
Redevelopment Project Area

Figure 1: Project Area Boundary



Downtown Yorkville Tax Increment Financing Redevelopment Project Area

The Project Area encompasses some of the oldest properties of Yorkville and constitutes a significant portion of the City's historic Downtown area. The Project Area contains several buildings, sites and groupings of properties that are considered historically or architecturally significant, including Bridge Street frontage and the historic Kendall County Courthouse. Several buildings date from the late 1800s and early 1900s and only a few commercial buildings were built after 1970. The Downtown is generally an active mixed-use area with a range of commercial and retail uses, restaurants/pubs, residential uses, some public and civic uses and several industrial uses that reflect the past dependence on the Fox River and freight rail line at this location for commerce.

Yorkville's Downtown was the only business district in the City up until the early 1970s when the City annexed a large area at the intersection of US Route 34 and IL Route 47 known as Countryside Center. Over the past three decades, Countryside Shopping Center and additional retail and commercial businesses have been developed along the intersecting corridors of US Route 34 and IL Route 47 in a pattern that has been traditionally auto-oriented to include strip retail centers, big box uses and businesses with drive-thru facilities. Over this same period, the core retail and commercial functions of the Downtown have diminished significantly. In short, while the outer edges and previously undeveloped areas of the City have benefited from much growth and development, the Project Area has generally lacked new private investment.

As a result of these commercial development and general market changes, the City's historic Downtown currently faces a number of challenges and concerns. While the Downtown remains active as a mixed-use area and some limited development and improvements to buildings have occurred in a few blocks, the Project Area as a whole has not benefited from new private investment to revitalize the Project Area on a systematic or significant level. Portions of the Downtown, including the Project Area, show signs of decline, deteriorating physical conditions, vacant and/or underdeveloped sites, sub-optimal land uses, obsolescent buildings, and constrained building and site layouts. These changing conditions and needs must be addressed to ensure the long-term health and viability of the Project Area, the Downtown and the community as a whole.

The City recognizes the changing needs and opportunities for growth and development of the Project Area and the incumbent responsibility to plan for such needs and changes on a coordinated and comprehensive basis. Recent planning efforts which address this concern include the *United City of Yorkville 2002 Comprehensive Plan*, *United City of Yorkville Comprehensive Plan Update (February 22, 2005)* and *United City of Yorkville Downtown Vision Plan (December 2005).* These plans set forth recommendations for development and redevelopment of the Project Area and form the basis for many of the recommendations presented in this Redevelopment Plan.

As part of its strategy to revitalize the Downtown and stimulate private investment in new development, redevelopment and rehabilitation, the City engaged Ehlers & Associates, Inc. ("Ehlers) to investigate whether the Project Area qualifies as a "conservation area" under the Illinois Tax Increment Allocation Redevelopment Act (the "Act").

Ehlers surveyed the area identified by the City and referred to as the Project Area to document any conservation area factors that may exist within the Project Area. Ehlers documented these factors in a study entitled, "Downtown Yorkville Tax Increment Financing Redevelopment Project Area Eligibility Study" (the "Eligibility Study"), which is included as Exhibit I to this report.

Characteristic conditions in the Project Area include vacant sites and buildings, deteriorated buildings and site improvements, obsolescence due to size and layout, declining or lagging growth in property valuation, inadequate utilities and a general lack of community planning. Overall, the Project Area has not been subject to growth and development through investment by private enterprise and is not reasonably anticipated to be redeveloped without the efforts and leadership of the City. Redevelopment, revitalization and improvement of the Project Area will be a complex undertaking requiring a well-organized development and revitalization strategy to bring about interest and investment on a coordinated basis. Realization of the goals and objectives of the *Downtown Vision Plan* will require commitment from the City, property owners, residents and developers, as well as a long-term financial plan and commitment.

This Redevelopment Plan summarizes the analyses and findings of Ehlers' work, which, unless otherwise noted, is the responsibility of Ehlers. The City is entitled to rely on the findings and conclusions of this Redevelopment Plan in designating the Project Area as a redevelopment project area under the Act. Ehlers has prepared this Redevelopment Plan and the Eligibility Study with the understanding that the City would rely: 1) on the findings and conclusions of the Redevelopment Plan and the related Eligibility Study in proceeding with the designation of the Project Area and the adoption and implementation of the Redevelopment Plan, and 2) on the fact that Ehlers has obtained the necessary information so that the Redevelopment Plan and the related Eligibility Study will comply with the Act.

A. Tax Increment Financing

In January 1977, tax increment financing ("TIF") was made possible by the Illinois General Assembly through passage of the Tax Increment Allocation Redevelopment Act. The Act is found in Illinois Compiled Statutes, Chapter 65, Act 5, Section 11-74.4-1 *et seq.*, as amended. The Act provides a means for municipalities, after the approval of a redevelopment plan and project, to redevelop blighted, conservation, or industrial park conservation areas and to finance redevelopment project costs (sometimes referred to as "Project Costs" or "Redevelopment Project Costs") with incremental property tax revenues. "Incremental Property Tax" or "Incremental Property Taxes" are derived from the increase in the current equalized assessed valuation ("EAV") of real property within the Project Area over and above the "Certified Initial EAV" of the real property. Any increase in EAV is then multiplied by the current tax rate which results in Incremental Property Taxes. A decline in current EAV does not result in a negative Incremental Property Tax.

To finance Project Costs, a municipality may issue obligations secured by estimated Incremental Property Taxes to be generated within the Project Area. In addition, a municipality may pledge towards payment of such obligations any part or any combination of the following: (a) net revenues of all or part of any redevelopment project; (b) taxes levied and collected on any or all property in the municipality; (c) the full faith and credit of the municipality; (d) a mortgage on part or all of the

redevelopment project; or (e) any other taxes or anticipated receipts that the municipality may lawfully pledge.

Tax increment financing does not generate tax revenues by increasing tax rates. This financing mechanism allows the municipality to capture, for a certain number of years, the new tax revenues produced by the enhanced valuation of properties resulting from the municipality's redevelopment program, improvements and activities, various redevelopment projects, and the assessment and reassessment of properties. All taxing districts continue to receive property taxes levied on the initial valuation of properties within the redevelopment project area. Additionally, taxing districts can receive distributions of excess Incremental Property Taxes when annual Incremental Property Taxes received exceed principal and interest obligations for that year and redevelopment project costs necessary to implement the redevelopment plan have been paid and such excess amounts are not otherwise pledged, earmarked or designated for future usage on other redevelopment projects. Taxing districts also benefit from the increased property tax base after redevelopment project costs and obligations are paid and the Project Area's term has expired or has been terminated.

B. Downtown Yorkville Tax Increment Financing Redevelopment Project and Plan

As evidenced in Section VI, the Project Area as a whole has not been subject to growth and development through private investment. Furthermore, it is not reasonable to expect that the Project Area will be redeveloped without the use of TIF.

This Redevelopment Plan has been prepared in accordance with the provisions of the Act and is intended to guide improvements and activities within the Project Area in order to stimulate private investment. The goal of the City, through the implementation of this Redevelopment Plan, is that the entire Project Area be revitalized on a comprehensive and planned development basis in order to ensure that private investment in rehabilitation and new development occurs:

1. On a coordinated rather than piecemeal basis to ensure that the land use, pedestrian access, vehicular circulation, parking, service and urban design systems are functionally integrated and meet present-day principles and standards;
2. On a reasonable, comprehensive and integrated basis to ensure that conservation area factors are prevented or eliminated; and
3. Within a reasonable and defined time period so that the area may contribute productively to the economic vitality of the City.

The Redevelopment Plan sets forth the overall Redevelopment Project to be undertaken to accomplish the above-stated goal. During the implementation of the Redevelopment Project, the City may, from time to time, (i) undertake or cause to be undertaken public improvements and activities as described in Section V of this Redevelopment Plan and (ii) enter into redevelopment agreements with private entities to construct, rehabilitate, renovate or restore private improvements on one or several parcels (collectively referred to as "Redevelopment Project").

This Redevelopment Plan specifically describes the Project Area and sets forth the conservation factors that qualify the Project Area for designation as a conservation area as defined in the Act.

Section II of the Redevelopment Plan contains the Project Area description of the boundaries of the Project Area.

Successful implementation of this Redevelopment Plan requires that the City utilize Incremental Property Taxes and other resources in accordance with the Act to stimulate the comprehensive and coordinated development of the Project Area. Only through the utilization of TIF will the Project Area develop on a comprehensive and coordinated basis, thereby eliminating the conservation area factors, which have precluded development of the Project Area by the private sector. The use of Incremental Property Taxes will permit the City to direct, implement, and coordinate public improvements and activities to stimulate private investment within the Project Area. These improvements, activities and investments will benefit the City, its residents, and all taxing districts having jurisdiction over the Project Area. The anticipated benefits include:

- A revitalized Downtown which exemplifies the City's identity and character and serves more effectively as a central location for a core mix of community activities including shopping, business, living, entertainment, recreation, and civic and community gatherings.
- The creation of new high-quality multi-family and mixed-use housing opportunities to support the local population, attract new residents and enhance the overall quality and character of the community.
- New and improved waterfront features and amenities along and near the Fox River that improve public access, stimulate activity, and integrate with adjacent Downtown development and infrastructure.
- The construction of several new public and civic uses (including a City hall and City green) that help to re-establish and reinforce the Project Area and the Downtown as a civic and cultural center of the community.
- Enhanced streetscape features and improved parking and infrastructure that improve public access, serve and stimulate activity, and integrate with key Downtown locations.
- Adaptive reuse and rehabilitation of historically significant or architecturally unique structures.
- An increased property tax base arising from rehabilitated buildings and new private development;
- An increased sales tax base arising from rehabilitated and new private development for contemporary retail uses;
- An increase in construction, part-time, and full-time employment opportunities for residents of the City; and
- Elimination of problem conditions in the Project Area as well as general physical improvement and upgrading of properties.

II. LEGAL DESCRIPTION

The boundaries of the Project Area have been carefully drawn to include only real property and improvements substantially benefited by the proposed Redevelopment Project to be undertaken as part of this Redevelopment Plan. The Project Area generally encompasses most of Downtown Yorkville and generally includes the north and south frontage of Hydraulic Street from the corporate boundary on the east to the White Oak subdivision on the west; the northern frontage of Van Emmon Street from Adams Street on the west to the corporate boundary on the east; the southern frontage of Van Emmon Street from Main Street on the west to the corporate boundary on the east; the frontage of Bridge Street from the Fox River on the north to Fox Street on the south; and the eastern frontage of Main Street from the Fox River on the north to Fox Street on the south. The Project Area boundaries are shown in Figure 1, *Project Area Boundary*, and legally described in Exhibit III.

III. PROJECT AREA ELIGIBILITY CONDITIONS

The conditions summarized in this section are described in detail in a separate report, entitled *Downtown Yorkville Tax Increment Financing Redevelopment Project Area Eligibility Study* (the "Eligibility Study"). The Eligibility Study, prepared by Ehlers, presents the definition, application and extent of the conservation area factors in the Project Area. The Eligibility Study is attached as Exhibit I to this Redevelopment Plan.

The Project Area conditions documented in this section are based on surveys and analyses conducted for the City by Ehlers. Based on the definitions set forth in the Act, the Project Area is found to be eligible for (i) classification as a "conservation area" and (ii) designation as a redevelopment project area.

A. Surveys and Analyses Conducted

The summary of findings for the Project Area is based upon surveys and analyses conducted by Ehlers. The surveys and analyses conducted include:

1. Exterior survey of the condition and use of each building;
2. Field survey of environmental conditions covering streets, sidewalks, lighting, traffic, parking facilities, landscaping, fences and walls, and general property maintenance;
3. Analysis of existing uses and their relationships to the surroundings;
4. Comparison of current land use to the current zoning ordinance and the current zoning map;
5. Comparison of surveyed buildings to existing codes of the City;
6. Analysis of original and current platting and building size and layout;
7. Analysis of vacant portions of sites and buildings;
8. Analysis of original and current platting, air photos and building size and layout;
9. Review of previously prepared plans, studies and data; and
10. Review of Kendall County Assessor records for assessed valuations and equalization factors for the Project Area for assessment years 1999 to 2004.

B. Summary of Findings

To meet the requirements under the Act for designation as a "conservation area," the area must meet the prerequisite that 50 percent or more of the structures in the area must be 35 years of age or more. In addition, a minimum of 3 factors from a total of 13 factors must be present in the area.

Based on surveys, inspections and analyses of the Project Area as identified above, the Project Area qualifies as a conservation area. The conservation area findings are summarized as follows:

- The Project Area is over 1.5 acres in size.
- Of the 114 buildings within the Project Area, 83 percent are 35 years of age or older.

- Five of the thirteen factors set forth in the Act for a conservation area are present to a meaningful extent and reasonably distributed in the Project Area, including "obsolescence," "deterioration," "inadequate utilities," "lack of community planning," and "declining or lagging equalized assessed valuation."
- An additional five factors, including "dilapidation," "excessive vacancies," "structures below minimum code standards," "excessive land coverage and overcrowding of community structures," and "deleterious land use or layout" are present to a more limited extent but support the overall finding of eligibility as a conservation area.
- All blocks within the Project Area show the presence of conservation area factors.
- The Project Area includes only real property and improvements thereon substantially benefited by the proposed redevelopment project activities and improvements.

IV. REDEVELOPMENT GOALS AND POLICIES

Comprehensive and coordinated investment in new public and private improvements and facilities is essential for the successful redevelopment of the Project Area and the elimination of conditions that have impeded redevelopment of the Project Area in the past. Redevelopment of the Project Area will benefit the City through improvements in the physical environment, an increased tax base, new residential and commercial opportunities, new jobs and job training opportunities and an increase in the vitality of the Project Area.

This section identifies the general goals and objectives for redevelopment of the Project Area. *Section V* of this Redevelopment Plan describes the overall redevelopment concept for the Project Area, specific design and development goals and redevelopment activities that the City intends to undertake to achieve the redevelopment goals and objectives presented in this Section.

A. General Goals

Listed below are the general goals for redevelopment of the Project Area. These goals provide overall focus and direction for this Redevelopment Plan.

- An environment that will contribute more positively to the health, safety and general welfare of the Project Area, the City and surrounding communities.
- Elimination of the factors that qualified the Project Area as a conservation area.
- New investment and development that will preserve or enhance the value of properties within and adjacent to the Project Area, improving the real estate and sales tax base of the City and other taxing districts having jurisdiction over the Project Area.
- A strong, vital Downtown achieved through the addition of new destination locations, anchor components, developments and improvements.
- Attraction of new high-quality commercial, retail, and residential development that strengthens Downtown as an exciting and diverse mixed-use area.
- Improved street, utility and parking infrastructure and an enhanced streetscape environment.
- Enhancement and expansion of community facilities in the Project Area, potentially including, but not limited to, a City Hall and City green, a senior center, community center, performing arts center, and new recreational facilities.
- Improved access and amenities related to the Fox River.
- Preservation and enhancement of historic or architecturally significant buildings.
- A strong, positive visual image of the Project Area through attractive and high-quality building design and site improvements.

B. Redevelopment Objectives

Listed below are the redevelopment objectives which will guide planning decisions regarding redevelopment within the Project Area.

- Reduce or eliminate those conditions that qualify the Project Area as a conservation area as documented in the Eligibility Study.
- Strengthen the economic well-being of the Project Area and the City by returning vacant or underutilized properties to the tax rolls.
- Encourage a high-quality appearance of buildings, rights-of-way, and open spaces and encourage high standards of design.
- Encourage coordinated development of parcels and structures in order to achieve efficient building design and off-street parking and service facilities.
- Create an environment and provide incentives that stimulate private investment in the upgrading of buildings and/or expansion of existing businesses and new construction.
- Provide needed improvements or facilities in proper relationship to the projected demand for such facilities and in accordance with present-day design standards for such facilities.
- Upgrade utilities and infrastructure to provide for contemporary development.
- Assemble or encourage the assembly of land into parcels of appropriate shape and sufficient size for redevelopment in accordance with this Redevelopment Plan.
- Provide safe and efficient vehicular, bicycle and pedestrian circulation systems which will enable adequate access to, movement within and connections throughout the Project Area.
- Where possible, provide for consolidated off-street loading and service facilities which are screened and buffered from adjacent development areas and public streets.
- Provide an overall system of signage that will establish visual continuity, understandable way-finding routes, and promote a positive overall image for the Project Area.
- Undertake landscaping, lighting and signage improvements to upgrade the appearance of public rights-of-way within and adjacent to the Project Area.

V. REDEVELOPMENT PROJECT

This section presents the Redevelopment Project anticipated to be undertaken by the City and by private entities in furtherance of this Redevelopment Plan. The Redevelopment Project described in this Redevelopment Plan and pursuant to the Act includes:

- the overall redevelopment concept and goals;
- the land use plan;
- development and design objectives;
- a description of redevelopment improvements and activities;
- estimated redevelopment project costs;
- a description of sources of funds to pay estimated redevelopment project costs;
- a description of obligations that may be issued; and
- identification of the most recent EAV of properties in the Project Area and an estimate of future EAV.

A. Overall Redevelopment Concept and Land Use Plan

The Project Area should be revitalized and redeveloped as a cohesive, distinctive and active mixed-use area that exemplifies the City's identity and character and serves more effectively as a central location for shopping, business, living, entertainment, recreation, and civic and community gatherings.

The Project Area should consist of (i) retail and commercial uses, offering a range of site development opportunities for contemporary retail and office uses; (ii) residential uses, including single family homes, a mix of multi-family housing styles as well as buildings with a mixture of residential and commercial uses; (iii) recreational, entertainment and cultural uses; and (iv) a range of public and community facilities (including a new City Hall and City green, community center, senior center, and performing arts center), open space, and pedestrian amenities. Industrial uses generally are not appropriate.

Improvement projects should include: rehabilitation and reuse of existing retail, office, residential, and commercial buildings, especially if identified by the City as architecturally or historically significant; land consolidation for development of new retail, office, residential, commercial and mixed-use construction—particularly in vacant or underutilized properties within the Project Area; retention and enhancement of viable existing businesses; improvements to streets, utilities and infrastructure; creation of new and upgrading of existing open space, landscaping features and Fox River amenities; enhancement or addition of streetscaping treatments and pedestrian amenities; and the provision of new amenities which enhance the overall social, cultural, and aesthetic atmosphere of the Project Area. The Project Area should be served by a street system, parking facilities, access

points and public infrastructure that provide safe and convenient access to and circulation within the Project Area for vehicles, pedestrians and bicycles, as appropriate. The Project Area should also be characterized by cohesive urban design features that organize and provide focus to the Project Area, including quality building materials; pedestrian amenities; distinctive lighting, signage and landscaping; and other appropriate amenities.

The Redevelopment Plan and the Redevelopment Project described herein conform to the land-use development policies and standards for the City as set forth in the City's 2002 *Comprehensive Plan*, the 2005 *Update to the Comprehensive Plan* and the 2005 *Downtown Vision Plan.*

The Land Use Plan to be in effect upon adoption of this Redevelopment Plan designates the Project Area in total as a "*Mixed Use District: Residential, Commercial, Public, Institutional, Open Space and Recreational Uses.*" The permitted uses and development guidelines generally include those intended for the "Commercial," "Urban Neighborhood," "Traditional Neighborhood," "Public/Quasi Public," and "Park/Open Space" land use areas described in the *2002 Comprehensive Plan*, as well as any other use not in conflict with existing or future ordinances of the City.

B. Development and Design Objectives

Listed below are specific development and design objectives that will assist the City in directing and coordinating public and private improvement and investment within the Project Area in order to achieve the general goals and objectives identified in *Section IV* of this Redevelopment Plan.

Land Use

- Promote comprehensive, area-wide redevelopment of the Project Area, allowing a wide range of business, residential, retail, commercial service, entertainment, open space, recreational, public and institutional uses, that benefits the larger Yorkville community.
- Promote quality new residential, commercial and mixed-use developments in the Project Area.
- Encourage the clustering of similar and supporting commercial uses to promote cumulative attraction and multi-stop shopping.
- Establish a range and pattern of compatible uses arranged to maximize operational and economic relationships.

Transportation, Infrastructure, and Parking

- Ensure safe, efficient, and convenient access to and circulation within the Project Area for pedestrians, bicyclists, autos, trucks and public transportation.
- Where feasible and appropriate, improve street surface conditions, sidewalks, and natural water drainage, street lighting, and traffic signalization.

- Alleviate traffic congestion through limited driveways, shared loading zones, efficient bus stop locations and traffic management improvements.
- Upgrade public utilities and infrastructure as required.
- Ensure that all commercial/retail businesses are served by an adequate supply of conveniently located parking, to be located to the side or rear of buildings or in parking structures.
- Promote shared parking through cooperative arrangements between businesses which would permit existing parking lots to be used by neighboring businesses during off-peak periods.
- Ensure that parking lots are attractively designed and adequately maintained.

Building and Site Development

- Preserve, rehabilitate or adaptively reuse buildings and/or sites with historic and/or architectural value where appropriate.
- Where feasible, repair and rehabilitate existing buildings in poor condition.
- Where rehabilitation is not feasible, demolish deteriorated existing buildings to allow for new development.
- Reuse vacant buildings in serviceable condition for new businesses, residential uses, or mixed-use development.
- Ensure that the design of new buildings is compatible with the surrounding building context with regard to height, placement, orientation, bulk, architectural style, building materials, signs, etc.
- Locate building service and loading areas away from front entrances and major streets where possible.
- Encourage parking, service, loading and support facilities that can be shared by multiple businesses.
- Encourage retail, entertainment, and restaurants on the first floor of buildings to contribute to a pedestrian-oriented environment.
- Improve the design and appearance of commercial storefronts, including facade treatment, color, materials, awnings, canopies, and signage.

Urban Design, Landscaping and Open Space

- Establish a distinctive and cohesive visual identity for the Project Area.
- Ensure high quality and harmonious architectural and landscape design throughout the Project Area.
- Provide new pedestrian-scale lighting in areas with intense pedestrian activity.
- Provide new street trees and accent lighting where space permits.
- Promote the use of landscaping and attractive fencing to screen dumpsters, waste collection areas, loading and service areas, and the perimeter of parking lots and other vehicular use areas.
- Promote a coordinated landscape plan for streetscapes, gateway locations and public plazas.
- Promote the development of shared open spaces within the Project Area, including courtyards, eating areas, recreational areas, etc.
- Ensure that all open spaces are designed, landscaped and lighted to achieve a high level of security.

C. Redevelopment Improvements and Activities

The City proposes to achieve its redevelopment goals and objectives for the Project Area through the use of public financing techniques including, but not limited to, tax increment financing, to undertake some or all of the activities and improvements authorized under the Act, including the activities and improvements described below. The City also maintains the flexibility to undertake additional activities and improvements authorized under the Act, if the need for activities or improvements changes as redevelopment occurs in the Project Area.

The City may enter into redevelopment agreements with public or private entities for the furtherance of this Redevelopment Plan. Such redevelopment agreements may be for the assemblage of land; the construction, rehabilitation, renovation or restoration of improvements or facilities; the provision of services; or any other lawful purpose. Redevelopment agreements may contain terms and provisions, which are more specific than the general principles set forth in this Redevelopment Plan.

1. Analysis, Administration, Studies, Surveys, Legal, Marketing, etc.

The City may undertake or engage professional consultants, engineers, architects, attorneys, etc. to conduct various analyses, studies, surveys, administration or legal services to establish, implement and manage the Redevelopment Plan. The City may also undertake the cost of marketing sites within the Project Area to prospective businesses, developers and investors.

2. Property Assembly, Site Preparation and Environmental Remediation

Property acquisition and land assembly by the private sector or public entities in accordance with this Redevelopment Plan will be encouraged by the City. To meet the goals and objectives of this Redevelopment Plan, the City may acquire and assemble any and all property within the Project Area. Land assemblage by the City may not be by eminent domain, except for cases of life safety conditions or issues. Land assemblage by the City may be by purchase, exchange, donation, lease, and may be for the purpose of: (a) sale, lease or conveyance to private developers or other public bodies; or (b) sale, lease, conveyance or dedication for the construction of public improvements or facilities. Furthermore, the City may require written redevelopment agreements with developers before acquiring any properties. As appropriate, the City may devote acquired property to temporary uses until such property is scheduled for disposition and development. Property assembly may also include demolition of buildings, site preparation, and site improvements that serve as an engineered barrier to ground level or below ground level environmental contamination.

3. Provision of Public Works or Improvements

The City may provide public improvements and facilities that are necessary to service the Project Area in accordance with the Redevelopment Plan and the Comprehensive Plan. Public improvements and facilities may include, but are not limited to, municipal buildings as permitted by the Act, improvements to streets, sidewalks, utilities and traffic control infrastructure.

4. Relocation

Relocation assistance may be provided to facilitate redevelopment of portions of the Project Area and to meet other City objectives. Business or households legally occupying properties to be acquired by the City subsequent to this Redevelopment Plan may be provided with relocation advisory and financial assistance as determined by the City. In the event that the implementation of the Redevelopment Plan results in the removal of residential housing units in the Project Area occupied by low-income households or very low-income households, or the displacement of low-income households or very low-income households from such residential housing units, such households shall be provided affordable housing and relocation assistance not less than that which would be provided under the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the regulations thereunder, including the eligibility criteria. Affordable housing may be either existing or newly constructed housing. The City shall make a good faith effort to ensure that this affordable housing is located in or near the Project Area.

As used in the above paragraph "low-income households", "very low-income households" and "affordable housing" shall have the meanings set forth in Section 3 of the Illinois Affordable Housing Act, 310 ILCS 65/3. As of the date of this Redevelopment Plan, these statutory terms are defined as follows: (i) "low-income household" means a single person, family or unrelated persons living together whose adjusted income is more than 50 percent but less than 80 percent of the median income of

the area of residence, adjusted for family size, as such adjusted income and median income are determined from time to time by the United States Department of Housing and Urban Development ("HUD") for purposes of Section 8 of the United States Housing Act of 1937; (ii) "very low-income household" means a single person, family or unrelated persons living together whose adjusted income is not more than 50 percent of the median income of the area of residence, adjusted for family size, as so determined by HUD; and (iii) "affordable housing" means residential housing that, so long as the same is occupied by low-income households or very low-income households, requires payment of monthly housing costs, including utilities other than telephone, of no more than 30 percent of the maximum allowable income for such households, as applicable.

5. Job Training and Related Educational Programs

Programs designed to increase the skills of the labor force that would take advantage of the employment opportunities within the Project Area may be implemented.

6. Building Rehabilitation

The City may reimburse all or a portion of the costs incurred by property or business owners that undertake building rehabilitation projects in furtherance of the objectives of this Redevelopment Plan.

7. Interest Subsidies and/or Affordable Housing

Funds may by provided to developers for a portion of costs associated with affordable housing construction, renovation or rehabilitation.

Funds may be provided to redevelopers for a portion of interest costs incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project provided that:

(a) such costs are to be paid directly from the special tax allocation fund established pursuant to the Act;

(b) such payments in any one year may not exceed 30 percent of the annual interest costs incurred by the redeveloper with respect to the redevelopment project during that year;

(c) if there are not sufficient funds available in the special tax allocation fund to make an interest payment, then the amounts so due shall accrue and be payable when sufficient funds are available in the special tax allocation fund;

(d) the total of such interest payments paid pursuant to the Act may not exceed 30 percent of the total (i) cost paid or incurred by a redeveloper for a redevelopment project plus (ii) redevelopment project costs excluding any property assembly costs and any relocation costs incurred by the City pursuant to the Act; and

(e) the cost limits set forth in this paragraph in subparagraphs (b) and (d) above shall be modified to permit payment of up to 75 percent of interest costs incurred by a redeveloper for the financing of rehabilitated or new housing units for low-income households and very low-income households, as defined in Section 3 of the Illinois Affordable Housing Act.

D. Redevelopment Project Costs

The various redevelopment expenditures which are eligible for payment or reimbursement under the Act are reviewed below. Following this review is a list of estimated redevelopment project costs that are deemed necessary to implement this Redevelopment Plan (the "Redevelopment Project Costs").

Eligible Redevelopment Project Costs

Redevelopment Project Costs include the sum total of all reasonable or necessary costs incurred, estimated to be incurred, and any costs incidental to this Redevelopment Plan pursuant to the Act. Such costs may include, without limitation, the following:

(1) Costs of studies, surveys, development of plans and specifications, implementation and administration of the redevelopment plan including but not limited to, staff and professional service costs for architectural, engineering, legal, financial, planning or other services, provided that no charges for professional services are based on a percentage of the tax increment collected except that on and after November 1, 1999, no contracts for professional services, excluding architectural and engineering services, may be entered into if the terms of the contract extend beyond a period of 3 years. In addition, "redevelopment project costs" shall not include lobbying expenses;

(2) The cost of marketing sites within the redevelopment project area to prospective businesses, developers, and investors;

(3) Property assembly costs, including but not limited to, acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, site preparation, site improvements that serve as an engineered barrier addressing ground level or below ground environmental contamination, including, but not limited to parking lots and other concrete or asphalt barriers, and the clearing and grading of land;

(4) Costs of rehabilitation, reconstruction or repair or remodeling of existing public or private buildings, fixtures, and leasehold improvements; and the cost of replacing an existing public building if pursuant to the implementation of a redevelopment project the existing public building is to be demolished to use the site for private investment or devoted to a different use requiring private investment;

(5) Costs of the construction of public works or improvements; except that on and after November 1, 1999, redevelopment project costs shall not include the cost of constructing a new municipal public building principally used to provide offices, storage space, or conference facilities or vehicle storage, maintenance, or repair for administrative, public safety, or public works personnel and that is not intended to replace an existing public building as provided under paragraph (3) of subsection (g) of Section 11-74.4-3 unless either (i) the construction of the new municipal building implements a redevelopment project that was included in a redevelopment plan that was adopted by the municipality prior to November 1, 1999 or (ii) the municipality makes a reasonable determination in the redevelopment plan supported by information that provides the basis for that

determination, that the new municipal building is required to meet an increase in the need for public safety purposes anticipated to result from the implementation of the redevelopment plan;

(6) Costs of job training and retraining projects, including the cost of "welfare to work" programs implemented by businesses located within the redevelopment project area;

(7) Financing costs including, but not limited to, all necessary and incidental expenses related to the issuance of obligations and which may include payment of interest on any obligations issued hereunder including interest accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for a period not exceeding 36 months following completion and including reasonable reserves related thereto;

(8) To the extent the municipality by written agreement accepts and approves the same, all or a portion of a taxing district's capital costs resulting from a redevelopment project necessarily incurred or to be incurred in furtherance of the objectives of the redevelopment plan and project;

(9) Relocation costs to the extent that a municipality determines that relocation costs shall be paid or is required to make payment of relocation costs by federal or state law;

(10) Payment in lieu of taxes as defined in the Act;

(11) Costs of job training, retraining, advanced vocational education or career education, including but not limited to courses in occupational, semi-technical or technical fields leading directly to employment, incurred by one or more taxing districts, provided that such costs (i) are related to the establishment and maintenance of additional job training, advanced vocational education or career education programs for persons employed or to be employed by employers located in a redevelopment project area; and (ii) when incurred by a taxing district or taxing districts other than the municipality, are set forth in a written agreement by or among the municipality and the taxing district or taxing districts, which agreement describes the program to be undertaken including but not limited to, the number of employees to be trained, a description of the training and services to be provided, the number and type of positions available or to be available, itemized costs of the program and sources of funds to pay for the same, and the term of the agreement. Such costs include, specifically, the payment by community college districts of costs pursuant to Sections 3-37, 3-38, 3-40, and 3-40.1 of the Public Community College Act (as cited in the Act) and by school districts of costs pursuant to Sections 10-22.20a and 10-23.3a of the School Code (as cited in the Act);

(12) Interest costs incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project provided that:

a) such costs are to be paid directly from the special tax allocation fund established pursuant to the Act;

b) such payments in any one year may not exceed 30 percent of the annual interest costs incurred by the redeveloper with regard to the redevelopment project during that year;

c) if there are not sufficient funds available in the special tax allocation fund to make the payment pursuant to this provision, then the amounts so due shall accrue and be payable when sufficient funds are available in the special tax allocation fund;

d) the total of such interest payments paid pursuant to the Act may not exceed 30 percent of the total: (i) cost paid or incurred by the redeveloper for such redevelopment project, plus (ii) redevelopment project costs excluding any property assembly costs and any relocation costs incurred by a municipality pursuant to the Act; and

e) Up to 75 percent of the interest cost incurred by a redeveloper for the financing of rehabilitated or new housing units for low-income households and very low-income households, as defined in Section 3 of the Illinois Affordable Housing Act.

(13) Unless explicitly provided in the Act, the cost of construction of new privately-owned buildings shall not be an eligible redevelopment project cost;

(14) A library district's or an elementary, secondary, or unit school district's increased costs attributable to assisted housing units will be reimbursed as provided in the Act; and

(15) Up to 50 percent of the cost of construction, renovation and/or rehabilitation of all low- and very low-income housing units (for ownership or rental) as defined in Section 3 of the Illinois Affordable Housing Act. If the units are part of a residential redevelopment project that includes units not affordable to low- and very low-income households, only the low- and very low-income units shall be eligible for benefits under the Act.

(16) After November 1, 1999, none of the redevelopment project costs enumerated in this subsection shall be eligible redevelopment project costs if those costs would provide direct financial support to a retail entity initiating operations in the redevelopment project area while terminating operations at another Illinois location within 10 miles of the redevelopment project area but outside the boundaries of the redevelopment project area municipality. For purposes of this paragraph, termination means a closing of a retail operation that is directly related to the opening of the same operation or like retail entity owned or operated by more than 50% of the original ownership in a redevelopment project area but it does not mean closing an operation for reasons beyond the control of the retail entity, as documented by the retail entity, subject to a reasonable finding by the municipality that the current location contained inadequate space, had become economically obsolete, or was no longer a viable location for the retailer or serviceman.

If a special service area has been established pursuant to the Special Service Area Tax Act, [35 ILCS 235/0.01 *et. seq.*] then any tax increment revenues derived from the tax imposed pursuant to the Special Service Area Tax Act may be used within the redevelopment project area for the purposes permitted by the Special Service Area Tax Act as well as the purposes permitted by the Act.

Estimated Redevelopment Project Costs

A range of redevelopment activities and improvements will be required to implement this Redevelopment Plan. The activities and improvements and their estimated costs are set forth in Table 1 of this Redevelopment Plan. All estimates are based on 2006 dollars. Funds may be moved from one line item to another or to an eligible cost category described in this Redevelopment Plan at the City's discretion. To the extent that municipal obligations have been issued to pay for such Redevelopment Project Costs prior to, and in anticipation of, the adoption of TIF, the City shall be reimbursed from Incremental Property Taxes for such Project Costs.

Redevelopment Project Costs described in this Redevelopment Plan are intended to provide an upper estimate of expenditures. Within this upper estimate, adjustments may be made in line items without amending this Redevelopment Plan.

In the event the Act is amended by the General Assembly after the date of the approval of this Redevelopment Plan by the City to (a) include new eligible redevelopment project costs, or (b) expand the scope or increase the amount of existing eligible redevelopment project costs (such as, for example, by increasing the amount of incurred interest costs that may be paid under 65 ILCS 5/1-74.4-3(q)(11)), this Redevelopment Plan shall be deemed to incorporate such additional, expanded or increased eligible redevelopment project costs under the Redevelopment Plan to the extent permitted by the Act. In the event of such amendment(s) to the Act, the City may add any new eligible redevelopment project costs as a line item in Table 1 or otherwise adjust the line items in Table 1 without amendments to this Redevelopment Plan, to the extent permitted by the Act. Increases in estimated total Redevelopment Project Costs of more than five percent, after adjustment for inflation from the date of the Redevelopment Plan adoption, are subject to the Redevelopment Plan amendment procedures as provided under the Act.

TABLE 1: Downtown Yorkville Tax Increment Financing Redevelopment Project Area Estimated Redevelopment Project Costs

ELIGIBLE EXPENSE	ESTIMATED COST
Analysis, Administration, Studies, Surveys, Legal, Marketing etc.	$500,000
Property Assembly including Acquisition, Site Prep and Demolition, Environmental Remediation	$10,000,000
Public Works & Improvements, including streets and utilities and public facilities or capital costs[1]	$15,000,000
Rehabilitation of existing buildings, fixtures and leasehold improvements	$10,000,000
Interest Subsidies and/or Affordable Housing Incentives	$1,000,000
Relocation Costs	$500,000
Job Training and Vocational Education	$500,000
TOTAL REDEVELOPMENT PROJECT COSTS	**$37,500,000** [2][3]

[1] This category may also include paying for or reimbursing (i) an elementary, secondary or unit school district's increased costs attributed to assisted housing units, and (ii) capital costs of taxing districts impacted by the redevelopment of the Project Area. As permitted by the Act, to the extent the City by written agreement accepts and approves the same, the City may pay, or reimburse all, or a portion of a taxing district's capital costs resulting from a redevelopment project necessarily incurred or to be incurred within a taxing district in furtherance of the objectives of the Redevelopment Plan.

[2] Total Redevelopment Project Costs exclude any additional financing costs, including any interest expense, capitalized interest and costs associated with optional redemptions. These costs are subject to prevailing market conditions and are in addition to Total Redevelopment Project Costs.

[3] Increases in estimated total Redevelopment Project Costs of more than five percent, after adjustment for inflation from the date of the Redevelopment Plan adoption, are subject to the Redevelopment Plan amendment procedures as provided under the Act.

The amount of the total Redevelopment Project Costs that can be incurred in the Project Area will be reduced by the amount of redevelopment project costs incurred in contiguous redevelopment project areas, or those separated from the Project Area only by a public right-of-way, that are permitted under the Act to be paid, and are paid, from Incremental Property Taxes generated in the Project Area, but will not be reduced by the amount of redevelopment project costs incurred in the Project Area which are paid from Incremental Property Taxes generated in contiguous redevelopment project areas or those separated from the Project Area only by a public right-of-way.

Total Redevelopment Project Costs listed above are expected to be paid for with Incremental Property Taxes, however, additional funding from other sources such as federal, state, county, or local grant funds may be utilized to supplement the City's ability to finance Redevelopment Project Costs identified above.

E. Sources of Funds to Pay Redevelopment Project Costs

Funds necessary to pay for Redevelopment Project Costs and secure municipal obligations issued for such costs are to be derived primarily from Incremental Property Taxes. Other sources of funds which may be used to pay for Redevelopment Project Costs or secure municipal obligations are land disposition proceeds, state and federal grants, investment income, private financing and other legally permissible funds the City may deem appropriate. The City may incur Redevelopment Project Costs, which are paid for from funds of the City other than Incremental Property Taxes, and the City may then be reimbursed for such costs from Incremental Property Taxes. Also, the City may permit the utilization of guarantees, deposits and other forms of security made available by private sector developers. Additionally, the City may utilize revenues, other than State sales tax increment revenues, received under the Act from one redevelopment project area for eligible costs in another redevelopment project area that is either contiguous to, or is separated only by a public right-of-way from, the redevelopment project area from which the revenues are received.

The Project Area may, in the future, be contiguous to or separated by only a public right-of-way from other redevelopment project areas created under the Act. The City may utilize net Incremental Property Taxes received from the Project Area to pay eligible redevelopment project costs, or obligations issued to pay such costs, in other contiguous redevelopment project areas or redevelopment project areas separated only by a public right-of-way, and vice versa. The amount of revenue from the Project Area, made available to support such contiguous redevelopment project areas, or those separated only by a public right-of-way, when added to all amounts used to pay eligible Redevelopment Project Costs within the Project Area, shall not at any time exceed the total Redevelopment Project Costs described in this Redevelopment Plan.

The Project Area may become contiguous to, or be separated only by a public right-of-way from, redevelopment project areas created under the Industrial Jobs Recovery Law (65 ILCS 5/11-74.6-1, et seq.). If the City finds that the goals, objectives and financial success of such contiguous redevelopment project areas or those separated only by a public right-of-way are interdependent with those of the Project Area, the City may determine that it is in the best interests of the City and in furtherance of the purposes of the Redevelopment Plan that net revenues from the Project Area be made available to support any such redevelopment project areas. The City therefore proposes to utilize net incremental revenues received from the Project Area to pay eligible redevelopment project costs (which are eligible under the Industrial Jobs Recovery Law referred to above) in any such areas and vice versa. Such revenues may be transferred or loaned between the Project Area and such areas. The amount of revenue from the Project Area so made available, when added to all amounts used to pay eligible Redevelopment Project Costs within the Project Area or other areas as described in the preceding paragraph, shall not at any time exceed the total Redevelopment Project Costs described in Table 1 of this Redevelopment Plan.

F. Issuance of Obligations

The City may issue obligations secured by Incremental Property Taxes pursuant to Section 11-74.4-7 of the Act. To enhance the security of a municipal obligation, the City may pledge its full

faith and credit through the issuance of general obligation bonds. Additionally, the City may provide other legally permissible credit enhancements to any obligations issued pursuant to the Act.

All obligations issued by the City pursuant to this Redevelopment Plan and the Act shall be retired within twenty (20) years of their date of issuance, and no later than December 31 of the year in which the payment to the municipal treasurer is to be paid with respect to ad valorem taxes levied in the twenty-third calendar year after the year in which the ordinance approving the Project Area and the Redevelopment Plan was adopted, such ultimate retirement date occurring on December 31, 2030.

In addition to paying Redevelopment Project Costs, Incremental Property Taxes may be used for the scheduled retirement of obligations, mandatory or optional redemptions, establishment of debt service reserves and bond sinking funds and any other lawful purpose. To the extent that Incremental Property Taxes are not needed for these purposes, any excess Incremental Property Taxes shall then become available for distribution annually to taxing districts having jurisdiction over the Project Area in the manner provided by the Act.

G. Valuation of the Project Area

1. Most Recent EAV of Properties in the Project Area

The most recent EAV of the Project Area is estimated to total $5,500,355. This EAV is based on the 2004 assessed valuation and is subject to verification by the County Clerk. After verification, the final figure shall be certified by the County Clerk of Kendall County, Illinois. This certified amount shall become the Certified Initial EAV from which all Incremental Property Taxes in the Project Area will be calculated by Kendall County. The Project Area's EAV by tax parcel is presented in Table 2 on the next page.

2. Anticipated Equalized Assessed Valuation

By the year 2030 and following the completion of the Redevelopment Plan and Project, the EAV of the Project Area is estimated to range from $31 million to $37 million. This estimate is based on several key assumptions, including: 1) redevelopment of the Project Area will occur in a timely manner over the next 15 to 20 years; 2) construction of approximately 150,000 square feet of new commercial space, 3) remodel of approximately 8,000 of retail space; 4) construction of approximately 80,000 s.f. of tax-exempt facilities; 5) construction of approximately 360 housing units in a combination of condominium, townhome and senior housing buildings; 6) the EAV of the Project Area will grow at the rate of 2.0 percent per annum; and 4) a state equalization factor of 1.0000 is used in all years to calculate estimated EAV.

Table 2: Project Area EAV by Tax Parcel

	PIN	2004 EAV
1	05-39-151-001/02-33-151-001*	
2	05-39-152-001/02-33-152-001*	
3	05-38-251-001	$ -
4	05-38-252-001	$ 118,621
5	05-38-252-003	$ 5,706
6	05-38-252-004	$ 88,949
7	05-38-252-005	$ 45,142
8	05-38-252-006	$ 57,988
9	05-38-252-007	$ 102,611
10	05-38-252-009	$ 39,119
11	05-38-276-001/02-32-276-001*	
12	05-38-277-001	$ 100
13	05-38-278-001	$ -
14	05-38-278-002	$ 100
15	05-38-278-004	$ -
16	05-38-278-005	$ 2,268
17	05-38-278-007	$ -
18	05-38-278-008	$ 11,580
19	05-38-278-009	$ 83,885
20	05-38-278-010	$ 62,997
21	05-38-278-011	$ 100
22	05-38-278-012	$ -
23	05-38-279-001	$ 9,256
24	05-38-279-002	$ 77,994
25	05-38-279-003	$ 2,927
26	05-38-279-004	$ 8,759
27	05-38-279-005	$ 28,760
28	05-38-279-006	$ 56,091
29	05-38-279-007	$ 58,306
30	05-38-279-008	$ 17,054
31	05-38-280-002	$ 36,207
32	05-38-280-003	$ 35,145
33	05-38-281-001	$ 50,074
34	05-38-281-002	$ 29,560
35	05-38-281-003	$ 37,573
36	05-38-281-006	$ 42,964
37	05-38-281-007	$ 39,961
38	05-38-282-001	$ 26,635
39	05-38-282-003	$ 36,157
40	05-38-282-004	$ 55,607
41	05-38-282-005	$ 31,398
42	05-38-282-006	$ 31,647
43	05-38-283-001	$ 169,088
44	05-38-283-002	$ 35,735
45	05-38-283-003	$ 41,023
46	05-38-283-004	$ 10,876
47	05-38-283-005	$ 35,921
48	05-38-283-006	$ 30,508
49	05-38-283-007	$ 41,805
50	05-38-283-008	$ -
51	05-38-283-009	$ -
52	05-38-283-010	$ 17,890
53	05-38-283-011	$ 35,916
54	05-38-283-012	$ 35,998
55	05-38-283-013	$ 45,292
56	05-38-287-001	$ -
57	05-38-287-002	$ 44,199
58	05-38-287-003	$ 16,600
59	05-38-287-004	$ 60,327
60	05-38-287-005	$ 62,589
61	05-38-287-006	$ 8,335
62	05-38-291-001	$ -
63	05-38-292-001	$ 51,454
64	05-38-429-001	$ -
65	05-38-429-002	$ 47,868
66	05-38-429-003	$ 10,000
67	05-38-429-004	$ 37,139
68	05-38-429-005	$ 10,000
69	05-38-429-006	$ 24,400
70	05-38-430-002	$ 122,513
71	05-38-433-001	$ 37,338
72	05-38-433-007	$ 88,775
73	05-38-433-011	$ 31,979
74	05-38-433-012	$ 57,537
75	05-39-153-003	$ 46,989
76	05-39-153-004	$ 29,763
77	05-39-153-005	$ 16,660
78	05-39-153-006	$ -
79	05-39-153-007	$ 11,003
80	05-39-153-008	$ -
81	05-39-153-009	$ -
82	05-39-153-011	$ -
83	05-39-153-013	$ -
84	05-39-154-001	$ 51,417

85	05-39-154-002	$	19,975
86	05-39-154-003	$	17,828
87	05-39-154-006	$	32,622
88	05-39-154-007	$	41,838
89	05-39-154-008	$	31,929
90	05-39-154-009	$	63
91	05-39-154-013	$	55,975
92	05-39-154-014	$	68,358
93	05-39-154-015	$	16,789
94	05-39-154-017	$	24,871
95	05-39-154-018	$	1,153
96	05-39-154-019	$	5,077
97	05-39-154-020	$	-
98	05-39-154-021	$	42,274
99	05-39-154-022	$	-
100	05-39-154-023	$	40,445
101	05-39-154-024	$	4,647
102	05-39-155-003	$	12,087
103	05-39-155-005	$	14,832
104	05-39-155-006	$	5,107
105	05-39-155-008	$	8,964
106	05-39-156-004	$	7,776
107	05-39-156-005	$	30,024
108	05-39-156-006	$	24,343
109	05-39-156-007	$	38,011
110	05-39-156-008	$	8,600
111	05-39-156-009	$	42,780
112	05-39-156-010	$	38,008
113	05-39-156-013	$	1,262
114	05-39-156-014	$	10,500
115	05-39-156-015	$	69,780
116	05-39-156-016	$	8,550
117	05-39-156-017	$	2,780
118	05-39-157-001	$	409,109
119	05-39-157-004	$	13,844
120	05-39-157-006	$	7,681
121	05-39-157-007	$	41,510
122	05-39-157-008	$	33,193
123	05-39-158-001	$	82,732
124	05-39-158-002	$	11,087
125	05-39-158-003	$	95,637
126	05-39-158-004	$	89,076
127	05-39-176-001	$	-
128	05-39-176-002	$	40,142
129	05-39-176-004	$	51,554
130	05-39-176-005	$	34,303
131	05-39-176-006	$	49,888
132	05-39-177-001	$	65,847
133	05-39-177-002	$	7,702
134	05-39-177-004	$	80,306
135	05-39-177-005	$	51,273
136	05-39-177-006	$	1,491
137	05-39-177-008	$	49,573
138	05-39-177-009	$	34,380
139	05-39-177-011	$	37,201
140	05-39-177-012	$	27,492
141	05-39-177-013	$	4,487
142	05-39-177-014	$	-
143	05-39-177-015	$	1,855
144	05-39-177-016	$	15,436
145	05-39-177-017	$	4,173
146	05-39-178-001	$	51,790
147	05-39-178-002	$	3,705
148	05-39-178-003	$	3,705
149	05-39-178-004	$	3,705
150	05-39-301-001	$	136,236
151	05-39-304-001	$	115,968
152	05-39-307-002	$	52,516
153	05-39-307-003	$	47,482
154	05-39-307-004	$	46,010
155	05-39-307-005	$	44,893
156	05-39-326-004	$	2,504
157	05-39-326-006	$	35,566
158	05-39-326-007	$	75,737
159	05-39-326-008	$	42,977
160	05-39-376-010	$	2,427
161	05-39-376-014	$	528
162	05-39-376-015	$	71
163	60-04-003-001	$	50,053
164	60-04-003-002	$	18,084
	Total	**$**	**5,500,355**

**These parcels are owned by the State of Illinois and are located in the Fox River at the boundary line between Bristol and Kendall Townships. Kendall County records could not confirm township and section numbers tied to block and parcel numbers for these parcels so both Kendall and Bristol Township numbers are shown.*

VI. LACK OF GROWTH AND DEVELOPMENT THROUGH INVESTMENT BY PRIVATE ENTERPRISE

As described in Section III of this Redevelopment Plan, the Project Area as a whole is adversely impacted by the presence of numerous conservation area factors, which represent impediments to sound growth and development. Specific findings regarding lack of growth and development through investment by private enterprise include:

- Of the 114 buildings in the Project Area, 95 (83 percent) are 35 years of age or older—which means that only 19 buildings (17 percent) were built since 1971.
- Of the 114 buildings in the Project Area, 61 are characterized as deteriorated and require improvements beyond normal maintenance (6 of these buildings are dilapidated or in substandard condition and another 18 of these buildings contain major defects in at least one primary component or a combination of secondary components).
- In addition to "deterioration," and "dilapidation", other conservation area factors present in the Project Area that indicate a lack of private investment include "excessive vacancies" "structures below minimum code standards," and "obsolescence".
- In each of the years from 1999 to 2004, the annual growth rate of the total Equalized Assessed Valuation ("EAV") of the Project Area has lagged behind that of the balance of the United City of Yorkville.
- Between 1999 and 2004, the EAV of the Project Area increased by an average of 4.4% per year. In comparison, the EAV of the balance of the City of Yorkville increased at an annual average rate of 17.1%—a rate nearly four times that of the Project Area.
- Despite City economic development and incentive programs, improvements and redevelopment projects in the Downtown have been limited to a couple of blocks. Several similarly situated communities in Illinois and along the Fox River have been successful in achieving major redevelopment and revitalization of their downtowns only through the adoption of a comprehensive, coordinated and long-term tax increment financing redevelopment project and plan.

In summary, the Project Area as a whole is eligible as a redevelopment project area, based on eligibility for a conservation area. The meaningful presence and reasonable distribution of conservation area conditions are detrimental to the public safety, health, and welfare of the City and provide evidence to support the finding that the Project Area on the whole has not been subject to growth and development through investment by private enterprise and would not reasonably be anticipated to be developed without the adoption of tax increment financing and this Redevelopment Plan for the Project Area.

VII. FINANCIAL IMPACT

Without the adoption of this Redevelopment Plan and TIF, the Project Area is not reasonably expected to be redeveloped by private enterprise. In the absence of City-sponsored redevelopment initiatives there is a prospect that conservation area conditions will continue to exist and spread, and the Project Area on the whole and adjacent properties will become less attractive for new development, redevelopment and rehabilitation of existing buildings. In the absence of City-sponsored redevelopment initiatives, erosion of the assessed valuation of property in and outside of the Project Area could lead to a continued reduction of real estate tax revenue to all taxing districts.

Section V of this Redevelopment Plan describes the comprehensive Redevelopment Project proposed to be undertaken by the City to create an environment in which private investment can occur. The Redevelopment Project will be staged over a period of years consistent with local market conditions and available financial resources required to complete the various redevelopment improvements and activities as well as the Redevelopment Project set forth in this Redevelopment Plan. Successful implementation of this Redevelopment Plan is expected to result in new private investment in rehabilitation of viable existing buildings and new construction on a scale sufficient to eliminate deteriorating problem conditions and to return the area to a long-term sound condition.

The Redevelopment Project is expected to have both short- and long-term positive financial impacts on the taxing districts affected by the Redevelopment Plan. In the short-term, the City's effective use of TIF can be expected to stabilize existing assessed values in the Project Area, thereby stabilizing the existing tax base for local taxing agencies. In the long-term, after the completion of all redevelopment improvements and activities, the Redevelopment Project and the payment of all Redevelopment Project Costs and municipal obligations, the taxing districts will benefit from any enhanced tax base which results from the increase in EAV caused by the Redevelopment Project.

VIII. DEMAND ON TAXING DISTRICT SERVICES

The following taxing districts or agencies currently levy taxes against properties located within the Project Area: Kendall County, Kendall Township, Bristol Township, Kendall County Forest Preserve District, Yorkville School District 115, United City of Yorkville (including Library Fund), Waubonsee Community College District 516, Bristol-Kendall Fire Protection District and Yorkville-Bristol Sanitary District.

The Redevelopment Plan provides primarily for public improvements as well as residential, commercial and mixed-use development activity within the Project Area. The number and type of new development is not known at this time. It is anticipated that redevelopment projects implemented as part of the Redevelopment Project and Plan will cause increased demand for services or capital improvements on some of the taxing districts.

Since the thrust of this Redevelopment Plan is on residential, commercial redevelopment, and mixed-use development, an increased demand for services or capital improvements to be provided by School District 115, Waubonsee Community College District 516, Bristol-Kendall Fire Protection District, Yorkville-Bristol Sanitary District and the City may be expected. The redevelopment of underutilized sites or replacement of vacant buildings and sites with active uses will likely result in additional demand for services and facilities of these taxing districts. For example, United City of Yorkville services, such as police protection, library services, sanitary collection, water distribution, etc., are likely to be impacted. However, it is expected that any increase in demand for the City and other impacted taxing districts' services can be adequately handled by the existing services and facilities or substantially financed by incremental property tax revenues derived from new improvements in the Project Area.

Over the next ten to fifteen years, the estimated potential residential development program for the Project Area, based on the 2005 *Downtown Vision Plan*, includes the phased development of up to approximately 360 new attached housing units (ranging in size from one to three bedrooms) in the Project Area. This includes senior housing as well as condominiums and townhomes. Based on Ehlers (formerly Illinois School Consulting Services) methodology for estimating school age children, this development could result in an additional population of approximately 635 persons, including 564 adults, 9 high school-aged children, 38 elementary and middle school-aged children, and 24 pre-school-aged children. Given the phased nature of potential development and the proposed housing type, the total increase in the demand for services Yorkville School District 115 is not anticipated to be significant—particularly in relation to the community's overall size and growth. Furthermore, the Act provides a method for reimbursing school districts for any increase in annual costs to a school district attributable to housing units located within the Project Area for which a developer or redeveloper receives financial assistance through an agreement with the municipality or because the municipality incurs the cost of necessary infrastructure improvements within the boundaries of the assisted housing sites necessary for the completion of that housing as authorized by the Act.

It is expected that any increase in demand for Kendall County, Kendall County Forest Preserve District, Kendall Township, Bristol Township services and programs associated with the Project Area can be adequately handled by existing services and programs maintained and operated by

these taxing districts. Therefore, at this time, no special programs are proposed for these taxing districts.

Should demand increase beyond existing service and program capabilities for any taxing district, the City will work with the affected taxing district to determine what, if any, program is necessary to provide adequate services (which would be separate from consideration of any taxing district's capital facilities within the Project Area). The City may enter into intergovernmental agreements with taxing districts where TIF revenues can be used for all or a portion of various improvements to the applicable capital facilities, to the extent that such increased capital needs result from redevelopment projects incurred in furtherance of the objectives of this Redevelopment Plan.

IX. CONFORMITY OF THE REDEVELOPMENT PLAN AND PROJECT TO THE COMPREHENSIVE PLAN FOR THE DEVELOPMENT OF THE CITY AS A WHOLE

This Redevelopment Plan and the Redevelopment Project described herein conform to the comprehensive plan for the City as a whole as set forth in the City's 2002 *Comprehensive Land* and 2005 *Comprehensive Plan Update.*

X. PHASING AND SCHEDULING

A phased implementation strategy will be utilized to achieve comprehensive and coordinated redevelopment of the Project Area.

It is anticipated that City expenditures for Redevelopment Project Costs will be carefully staged on a reasonable and proportional basis to coincide with Redevelopment Project expenditures by private developers and the receipt of Incremental Property Taxes by the City.

The estimated date for completion of Redevelopment Projects is no later than December 31 of the year in which the payment to the City treasurer as provided in the Act is to be made with respect to ad valorem taxes levied in the twenty-third calendar year following the year in which the ordinance approving the Project Area is adopted (i.e., assuming City Council approval of the Project Area and Redevelopment Plan in 2006, by December 31, 2030).

XI. PROVISIONS FOR AMENDING THE REDEVELOPMENT PLAN

This Redevelopment Plan may be amended pursuant to the Act.

XII. COMMITMENT TO FAIR EMPLOYMENT PRACTICES AND AFFIRMATIVE ACTION PLAN

The City is committed to and will affirmatively implement the following principles with respect to the Redevelopment Plan:

A) The assurance of equal opportunity in all personnel and employment actions with respect to the Redevelopment Plan, including, but not limited to: hiring, training, transfer, promotion, discipline, fringe benefits, salary, employment working conditions, termination, etc., without regard to race, color, religion, sex, age, handicapped status, national origin, creed or ancestry.

B) This commitment to affirmative actions will ensure that all members of the protected groups are sought out to compete for all job openings and promotional opportunities.

In order to implement these principles for this Redevelopment Plan, the City shall require and promote equal employment practices and affirmative action on the part of itself and its contractors and vendors. In particular, parties engaged by the City shall be required to agree to the principles set forth in this section.

XIII. IMPACT ON INHABITED RESIDENTIAL UNITS

As set forth in the Act, if the redevelopment plan for a redevelopment project area would result in the displacement of residents from 10 or more inhabited residential units, or if the redevelopment project area contains 75 or more inhabited residential units and a municipality is unable to certify that no displacement will occur, the municipality must prepare a housing impact study and incorporate the study in the redevelopment project plan.

The Project Area contains 143 residential units (140 of which are estimated to be inhabited). This Redevelopment Plan provides for the development or redevelopment of several portions of the Project Area that may contain occupied residential units. As a result, it is possible that by implementation of this Redevelopment Plan, the displacement of residents from 10 or more inhabited residential units could occur.

The results of the housing impact study section are described in a separate report which presents certain factual information required by the Act. The report, prepared by Ehlers, is entitled "*Downtown Yorkville Tax Increment Financing Redevelopment Project Area Housing Impact Study*," and is attached as Exhibit II to this Redevelopment Plan.

EXHIBIT I:

DOWNTOWN YORKVILLE TAX INCREMENT FINANCING
REDEVELOPMENT PROJECT AREA

ELIGIBILITY STUDY

DOWNTOWN YORKVILLE
TAX INCREMENT FINANCING
REDEVELOPMENT PROJECT AREA

ELIGIBILITY STUDY

United City of Yorkville, Illinois

Prepared by
Ehlers & Associates, Inc.

March 17, 2006

TABLE OF CONTENTS

I. EXECUTIVE SUMMARY 1

II. BASIS FOR REDEVELOPMENT 6

III. THE PROJECT AREA 8

IV. ELIGIBILITY SURVEY AND ANALYSIS 9

V. ELIGIBILITY CONCLUSIONS 19

FIGURES AND TABLES

Figure 1. Project Area Boundary 4

Figure 2. Existing Land Use 5

TABLE 1. SUMMARY OF BUILDING DETERIORATION 14

TABLE 2. GROWTH OF THE PROJECT AREA VS. CITY OF YORKVILLE 18

TABLE 3. DISTRIBUTION OF CONSERVATION AREA FACTORS 20

I. EXECUTIVE SUMMARY

The purposes of this report entitled *Downtown Yorkville Tax Increment Financing Redevelopment Project Area Eligibility Study* (the "Eligibility Study") are to: (i) document the conservation factors that are present within the Downtown Yorkville Redevelopment Project Area (the "Project Area") in the United City of Yorkville, Kendall County, Illinois (the "City" or "Yorkville"), and (ii) conclude whether the Project Area qualifies for designation as a conservation area within the definitions set forth in the Tax Increment Allocation Redevelopment Act (the "Act"). The Act is found in Illinois Compiled Statutes, Chapter 65, Act 5, Section 11-74.4-1 *et. seq.,* as amended.

The findings and conclusions contained in this Eligibility Study are based on surveys, documentation, and analyses of physical conditions within the Project Area. The City is entitled to rely on the findings and conclusions of this Eligibility Study in designating the Project Area as a redevelopment project area under the Act. Ehlers & Associates ("Ehlers") has prepared this Eligibility Study and the related *Downtown Yorkville Tax Increment Financing Redevelopment Project and Plan* (the "Redevelopment Plan") with the understanding that the City would rely on (i) the findings and conclusions of this Eligibility Study and the related Redevelopment Plan in proceeding with the designation of the Project Area as a redevelopment project area under the Act, and (ii) the fact that Ehlers has obtained the necessary information so that the Eligibility Study and the related Redevelopment Plan will comply with the Act. The determination of whether the Project Area qualifies for designation as a conservation area pursuant to the Act is made by the City after careful review and consideration of the conclusions contained in this Eligibility Study.

The Project Area

The Project Area is an irregularly shaped area that encompasses most downtown Yorkville plus an adjacent portion of the Fox River to the north. The Project Area generally includes the north and south frontage of Hydraulic Street from the corporate boundary on the east to the White Oak subdivision on the west; the northern frontage of Van Emmon Street from Adams Street on the west to the corporate boundary on the east; the southern frontage of Van Emmon Street from Main Street on the west to the corporate boundary on the east; the frontage of Bridge Street from the Fox River on the north to Fox Street on the south; and the eastern frontage of Main Street from the Fox River on the north to Fox Street on the south. The boundaries of the Project Area are shown on Figure 1, *Project Area Boundary.*

The Project Area contains 114 buildings located within all or portions of 33 tax blocks (for the purposes of analysis in this report, several of these tax blocks are combined). The Project Area is approximately 200 acres—a significant portion of which consists of street rights-of-way, rail rights-of-way and the Fox River. The Project Area encompasses most of Downtown Yorkville which remains generally active as a central mixed-use district with a variety of uses, including retail, commercial service, offices, buildings with mixed commercial and residential activity, a variety of residential buildings, public and semi-public uses and industrial uses. All blocks, except for one, contain residential buildings in either single-family, multi-family or in mixed-use buildings. Public and semi-public uses are scattered throughout the Project Area, including: Bicentennial Riverfront Park, Van Emmon Memorial Park and other open spaces along the Fox

River; City public works and parks/recreations buildings; Kendall County Offices, Clerk and Education Department buildings; and a U.S. Post Office facility. Existing land uses are illustrated in Figure 2, *Existing Land Use.*

While some limited development and improvements to buildings have occurred in a few blocks of the Downtown in recent years, the Project Area as a whole has not benefited from new private investment to revitalize the area on a systematic or significant level. The Project Area as a whole is characterized by aging and deteriorating properties, structures below minimum code standards, obsolescent buildings and sites, declining or lagging growth in property valuation, vacant buildings and spaces within buildings, sites/parcels of irregular shape and size, incompatible land use relationships and deteriorating or obsolete infrastructure.

These conditions, combined with the general lack of private investment in the area have led the City to initiate the Eligibility Study. The City engaged Ehlers to analyze conditions in the Project Area to determine whether the Project Area qualifies for designation as a "redevelopment project area" based on criteria for a "conservation area" contained in the Act.

Eligibility Evaluation

The approach taken to evaluate the presence of eligibility factors within the Project Area is listed below.

- Survey the Project Area to document the physical conditions of buildings and site improvements.
- Document and analyze existing land uses and their relationships with one another, and the size, configuration and layout of buildings and parcels.
- Review supporting secondary and previously prepared plans and documents.
- Tabulate and map the extent and distribution of conservation factors that exist within the Project Area.
- Evaluate the extent and distribution of eligibility factors within the Project Area, and conclude whether the extent and distribution of the factors are sufficient to qualify the area for designation as a redevelopment project area.

Summary Eligibility Conclusions

Based on the definitions set forth in the Act, the Project Area is found to be eligible for (i) classification as a "conservation area" and (ii) designation as a redevelopment project area. Specifically,

- The Project Area is over 1½ acres;
- 83% of the structures within Project Area are 35 years of age or older (50% is the threshold required for a conservation area);
- Five of the 13 conservation area factors (three are required), including "obsolescence," "deterioration," "inadequate utilities," "lack of community

planning" and "declining or lagging equalized assessed valuation," are present to a meaningful extent and are reasonably distributed throughout the Project Area;

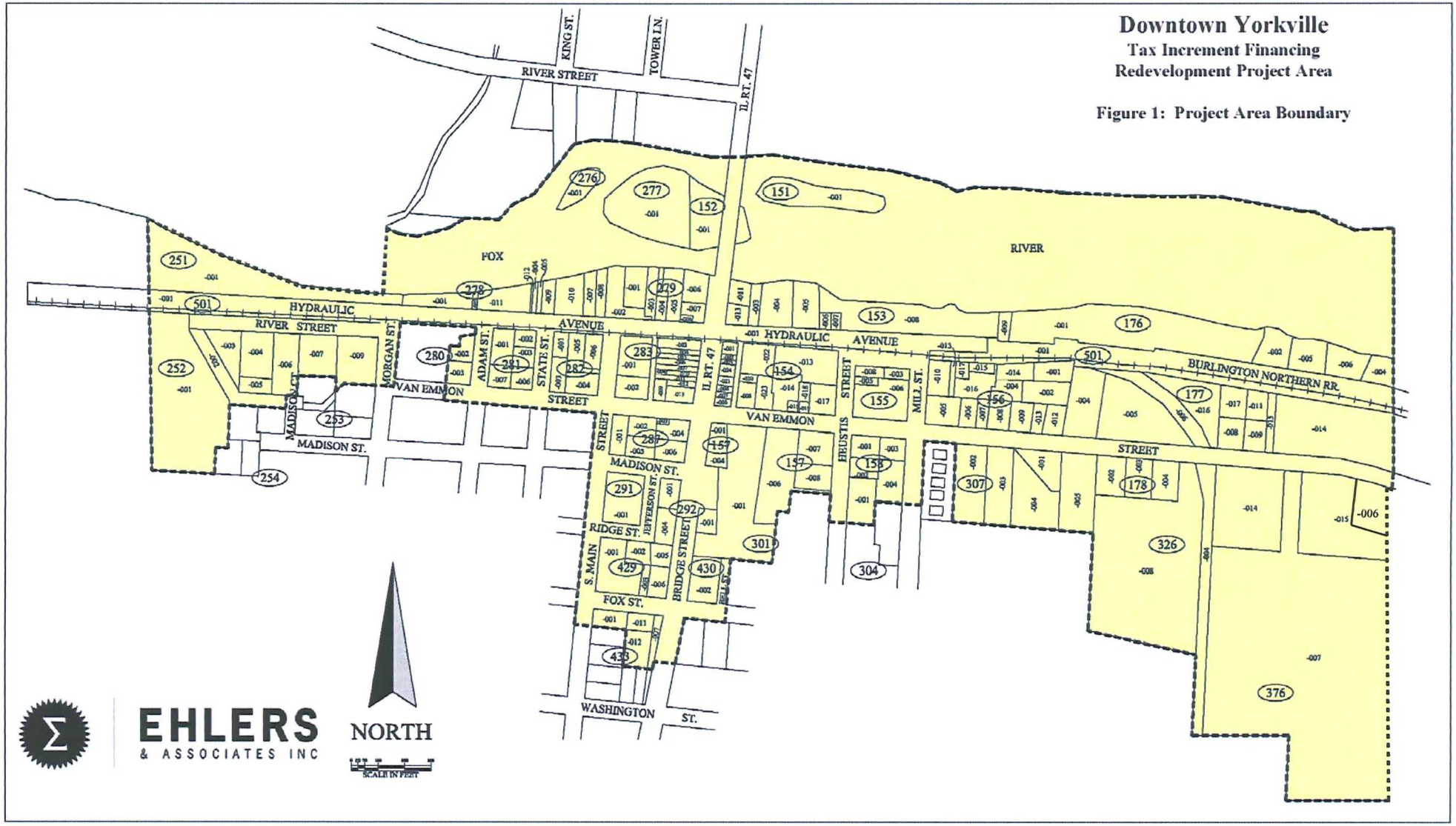
- Five additional conservation area factors, "dilapidation," "excessive land coverage and overcrowding of community structures," "structures below minimum code standards," "deleterious land use or layout" and "excessive vacancies" are present to a more limited extent and support the overall conservation area finding; and
- The Project Area includes only real property and improvements thereon substantially benefited by the proposed redevelopment project improvements.

These conclusions are made on the basis that conservation area factors are (i) present to a meaningful extent and (ii) reasonably distributed throughout the Project Area. While it may be concluded that the mere presence of the minimum number of the stated factors may be sufficient to make a finding as a conservation area, this evaluation was made on the basis that the conservation area factors must be present to a meaningful extent and must be reasonably distributed throughout the Project Area so that basically good areas are not arbitrarily included in the Project Area simply because of proximity to areas that qualify as a conservation area.

Downtown Yorkville

Tax Increment Financing
Redevelopment Project Area

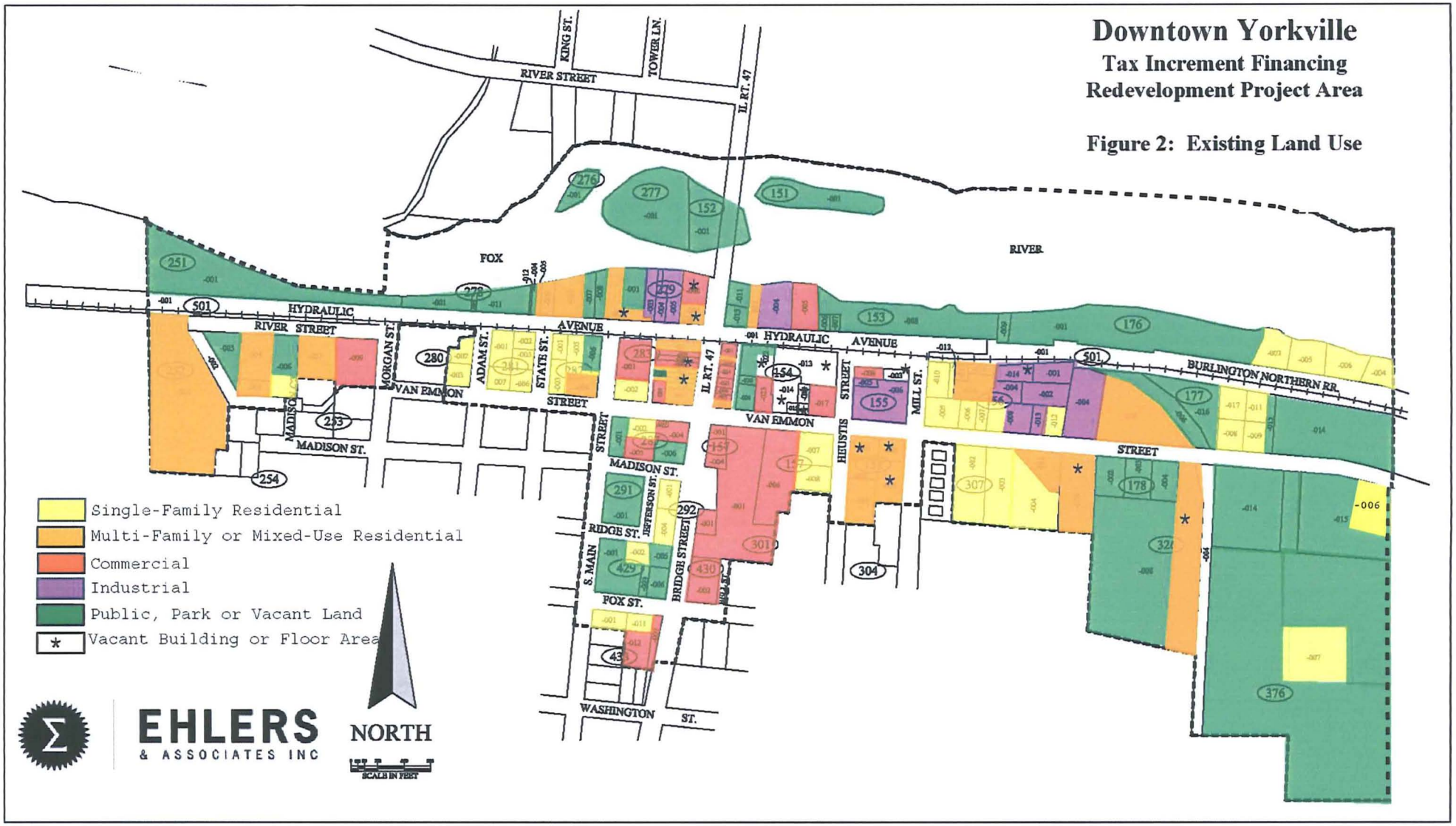
Figure 1: Project Area Boundary



Downtown Yorkville

Tax Increment Financing Redevelopment Project Area

Figure 2: Existing Land Use



II. BASIS FOR REDEVELOPMENT

A. Introduction

The Illinois General Assembly made two key findings in adopting the Real Property Tax Increment Allocation Redevelopment Act:

1. That there exist in many municipalities within the State *blighted* and *conservation* areas; and
2. That the eradication of blighted areas and the treatment and improvement of conservation areas by redevelopment projects are essential to the public interest.

These findings were made on the basis that the presence of blight or conditions which lead to blight are detrimental to the safety, health, welfare and morals of the public. To ensure that the exercise of these powers is proper and in the public interest, the Act also specifies certain requirements which must be met before a municipality can proceed with implementing a redevelopment project. One of these requirements is that the municipality must demonstrate that each prospective redevelopment project qualifies either as a "blighted area" or as a "conservation area" or combination thereof, within the definitions set forth in the Act (Section 11-74.4-3, as amended). The definitions pertaining to conservation areas are paraphrased below.

B. Eligibility of a Conservation Area

A conservation area is an improved area in which 50 percent or more of the structures in the area have an age of 35 years or more and there is a presence of a combination of three or more of the thirteen factors defined in the Act and listed below. Such an area is not yet a blighted area, but because of a combination of three or more of these factors, the area may become a blighted area.

- Dilapidation
- Obsolescence
- Deterioration
- Illegal use of individual structures
- Presence of structures below minimum code standards
- Excessive vacancies
- Lack of ventilation, light, or sanitary facilities
- Inadequate utilities
- Excessive land coverage and overcrowding of structures and community facilities
- Deleterious land-use or layout
- Lack of community planning
- Environmental remediation costs have been incurred or are required
- Declining or lagging rate of growth of total equalized assessed valuation

For conservation areas, the Act does not describe what constitutes the extent of presence

necessary to make a finding that a factor exists. However, Ehlers, in preparing this Eligibility Study, has applied the following principles:

- The minimum number of factors must be present to a meaningful extent and the presence of each must be documented;
- For a factor to be found present, it should be present to a meaningful extent so that a local governing body may reasonably find that the factor is clearly present within the intent of the Act; and
- The factors should be reasonably distributed throughout the redevelopment project area.

It is also important to note that the test of eligibility is based on the conditions of the area as a whole; it is not required that eligibility be established for each and every property or tax parcel in the Project Area.

III. PROJECT AREA

The Project Area encompasses the City's central business district referred to as "Downtown" and is an irregularly-shaped area consisting primarily of blocks along Bridge Street (IL Route 47), Hydraulic Avenue, Van Emmon Street and Main Street. A freight rail line bisects the area in an east/west direction and the Fox River constitutes the Project Area's northern boundary. The Project Area generally includes the north and south frontage of Hydraulic Street from the corporate boundary on the east to the White Oak subdivision on the west; the northern frontage of Van Emmon Street from Adams Street on the west to the corporate boundary on the east; the southern frontage of Van Emmon Street from Main Street on the west to the corporate boundary on the east; the frontage of Bridge Street from the Fox River on the north to Fox Street on the south; and the eastern frontage of Main Street from the Fox River on the north to Fox Street on the south. The boundaries of the Project Area are shown on Figure 1, *Project Area Boundary* and existing land uses within the Project Area are shown in Figure 2.

The Project Area contains 114 buildings located within 33 full and/or partial tax blocks. The Project Area encompasses approximately 200 acres, including a significant amount of area dedicated to street, alley and rail rights-of-way as well as the Fox River. Downtown Yorkville is the historic center of the City and includes a variety of uses, including retail, commercial service, offices, buildings with mixed commercial and residential activity, a variety of residential buildings, public and semi-public uses and industrial uses. All blocks, except for one, contain residential buildings in either single-family, multi-family or in mixed-use buildings. Public and semi-public uses are scattered throughout the Project Area, including: Bicentennial Riverfront Park, Van Emmon Memorial Park and other open spaces along the Fox River; City public works and parks/recreations buildings; Kendall County Offices, Clerk and Education Department buildings; and a U.S. Post Office facility.

While some limited development and improvements to buildings have occurred in a few blocks of the Downtown over recent years, the Project Area as a whole has not benefited from new private investment to revitalize the area on a systematic or significant level. The Project Area as a whole is characterized by aging and deteriorating properties, structures below minimum code standards, obsolescent buildings and sites, declining or lagging growth in property valuation, vacant buildings and spaces within buildings, sites/parcels of irregular shape and size, incompatible land use relationships and deteriorating or obsolete infrastructure.

IV. ELIGIBILITY SURVEY AND ANALYSIS FINDINGS

Ehlers completed an analysis of each of the conservation area factors listed in the Act to determine whether each or any are present in the Project Area, and if so, to what extent and in what locations. Surveys and analyses conducted by Ehlers included:

- Exterior survey of the condition and use of all buildings and sites;
- Field survey of environmental conditions covering streets, sidewalks, curbs and gutters, lighting, traffic, parking facilities, landscaping, fences, and general property maintenance;
- Analysis of the existing uses within the Project Area and their relationships to the surroundings;
- Comparison of current land use to current zoning ordinance and the current zoning map;
- Analysis of original and current platting and building size and layout;
- Analysis of vacant portions of the sites and buildings;
- Analysis of building floor area and site coverage;
- Review of City engineer utility analysis;
- Review of previously prepared plans, studies and data; and
- Analysis of Kendall County Assessor records for equalized assessed valuations for tax parcels in the Project Area for assessment years 1999 to 2004.

A. Building Condition Analysis

In December 2005, Ehlers documented physical conditions by means of an exterior survey of all buildings and properties. Noted during the inspections were structural deficiencies and occupancies of individual buildings and related environmental deficiencies in the Project Area. Summarized below is the process used for assessing building conditions in the Project Area, the standards and criteria used for evaluation, and the findings as to the existence of dilapidation or deterioration of structures. A copy of the *Building Condition Survey Manual: Methods and Criteria for Evaluating Structures,* which details the methodology used when completing the field survey work, will be provided to the City and filed with the official document.

1. Building Components Evaluated

During the field survey, each component of a subject building was examined to determine whether it was in sound condition or had minor, major or critical defects. Building components examined were of two types:

-- Primary Structural
These include the basic elements of any building: foundation walls, load bearing walls and columns, roof and roof structure.

-- Secondary Components
These are components generally added to the primary structural components and are necessary parts of the building, including porches and steps, windows and window units, doors and door units, chimneys, and gutters and downspouts.

-- Criteria for Classifying Defects for Building Components
Each primary and secondary component was evaluated separately as a basis for determining the overall condition of individual buildings. This evaluation considered the relative importance of specific components within a building and the effect that deficiencies in components will have on the remainder of the building.

2. Building Component Classifications

The four categories used in classifying building components and systems and the criteria used in evaluating structural deficiencies are described below.

-- Sound
Building components which contain no defects, are adequately maintained, and require no treatment outside of normal maintenance as required during the life of the building.

-- Deficient - Requiring Minor Repair
Building components which contain minor defects (loose or missing material or holes and cracks over a limited area) which may or may not be corrected through the course of normal maintenance but could be significant depending on the size of the building or number of buildings in a large complex.

Buildings with minor defects clearly indicate a lack of or a reduced level of maintenance. Minor defects have limited effect on either primary or secondary components and the correction of such defects may be accomplished by the owner or occupants of either average size residences or smaller commercial buildings. Minor defects are not considered in rating a building as structurally substandard.

-- Deficient - Requiring Major Repair
Building components which contain major defects over a widespread area and would be difficult to correct through normal maintenance. Buildings in the major deficient category would require replacement or rebuilding of components or significant upgrading of larger buildings or complexes of buildings by people skilled in the building and maintenance trades.

-- Critical
Building components which contain major defects so extensive that the building is classified as substandard (dilapidated) and the cost of and degree of repair would be excessive or unfeasible. Examples of such major defects are bowing, sagging, or settling to any or all exterior component causing the structure to be out-of-plumb, or broken, loose or missing material and deterioration over a widespread area.

3. Final Building Rating

After completion of the exterior and interior building condition survey, each individual building was placed in one of four categories based on the combination of defects found in various primary and secondary building components. Each final rating is described below.

-- Sound
Sound buildings kept in a standard condition, presently requiring no maintenance. Buildings so classified have less than one minor defect.

-- Deficient
Deficient buildings contain defects which collectively are either not easily correctable through normal maintenance or require contracted skills to accomplish the level of improvements as part of maintenance or correction of defects. The classification of major or minor reflects the degree or extent of defects found during the survey of the building.

  -- Minor
  Buildings classified as minor deficient require minor repairs, i.e., the buildings have at least one minor defect, beyond normal maintenance, in one of the primary components or in the combined secondary components but contain less than one major defect.

  -- Major
  Buildings classified as major deficient require major repairs, i.e., the buildings have at least one major defect in either one of the primary components or in the combined secondary components, but contain less than one critical defect.

-- Substandard
Structurally substandard buildings contain defects which are so serious and so extensive that the building must be removed. Buildings classified as structurally substandard have two or more major defects on any of the primary or secondary components.

Minor deficient and major deficient buildings are considered to be the same as deteriorating buildings as referenced in the Act; substandard buildings are the same as dilapidated buildings. The words "building" and "structure" are presumed to be interchangeable.

B. Presence of Conservation Factors

Summarized below are the conclusions of the surveys and analyses completed for each conservation factor based on existing conditions within the Project Area. The conclusions indicate whether the factor is found to be present within the Project Area, and the relative extent to which the factor is present. A factor noted as "present to a limited extent" indicates that the factor is present, but the distribution or impact of the factor is limited. A factor noted as "present to a meaningful extent" indicates that the factor is present throughout major portions of the Project Area, and that the presence of such conditions has a major adverse impact or influence on adjacent and nearby development. Conservation area factors not included in this report indicates that either no information was available or no evidence could be documented as part of the various surveys and analyses which would indicate its presence.

Age Prerequisite: As a prerequisite condition for qualification of conservation areas, the Act requires that at least 50 percent of the structures be 35 years of age or older. Ehlers has documented that 83% of the structures within the Project Area are 35 years of age or older.

A. Dilapidation

As defined in the Act, "dilapidation" refers to an advanced state of disrepair or neglect of necessary repairs to the primary structural components of buildings or improvements in such a combination that a documented building condition analysis determines that major repair is required or the defects are so serious and so extensive that the buildings must be removed.

The conditions of the buildings within the Project Area were determined based on observable components. As described in the section above, "Building Condition Analysis," Ehlers conducted an exterior survey of each building within the Project Area to determine its condition. Of the total 114 buildings:

53 buildings were classified as structurally sound;
37 buildings were classified as minor deficient (deteriorating);
18 buildings were classified as major deficient (deteriorating); and
6 buildings were classified as structurally substandard (dilapidated).

Conclusion: Dilapidation (structurally substandard buildings) as a factor is present to a meaningful extent in one block and to a limited extent in three blocks and therefore present to a limited extent throughout the Project Area.

B. Obsolescence

As defined in the Act, "obsolescence" refers to the condition or process of falling into disuse. Structures have become ill suited for the original use.

In making findings with respect to buildings, it is important to distinguish between functional obsolescence, which relates to the physical utility of a structure, and economic obsolescence, which relates to a property's ability to compete in the market place.

Functional Obsolescence
Historically, structures have been built for specific uses or purposes. The design, location, height, and space arrangement are intended for a specific occupant at a given time. Buildings become obsolescent when they contain characteristics or deficiencies which limit their use and marketability after the original use ceases. The characteristics may include loss in value to a property resulting from an inherent deficiency existing from poor design or layout, the improper orientation of the building on its site, etc., which detracts from the overall usefulness or desirability of a property.

Economic Obsolescence
Economic obsolescence is normally a result of adverse conditions which cause some degree of market rejection and, hence, depreciation in market values.

If functionally obsolescent properties are not periodically improved or rehabilitated, or economically obsolescent properties are not converted to higher and better uses, the income and value of the property erodes over time. This value erosion leads to deferred maintenance, deterioration, and excessive vacancies. These manifestations of obsolescence then begin to have an overall blighting influence on surrounding properties and detract from the economic vitality of the overall area.

Site improvements, including sewer and water lines, public utility lines (gas, electric and telephone), roadways, parking areas, parking structures, sidewalks, curbs and gutters, lighting, etc., may also evidence obsolescence in terms of their relationship to contemporary development standards for such improvements. Factors of obsolescence may include inadequate utility capacities, outdated building designs, etc.

Obsolescence as a factor should be based upon the documented presence and reasonable distribution of buildings and site improvements evidencing such obsolescence.

Obsolete Building Types

Obsolete buildings contain characteristics or deficiencies that limit their long-term sound use or reuse. Obsolescence in such buildings is typically difficult and expensive to correct. Obsolete building types have an adverse affect on nearby and surrounding development and detract from the physical, functional and economic vitality of the area.

Obsolescence is present in a significant number of structures in the Project Area. These structures are characterized by conditions that limit their efficient or economic use according to contemporary standards. These buildings include single-purpose storage buildings as well as small buildings of limited size and/or narrow tenant space with limited long-term utility or capacity for conversion or expansion for contemporary business or retail use. Obsolescence is also evidenced by buildings that have been converted to new uses including residential buildings and buildings of limited size converted to, or expanded for, commercial or office space.

Conclusion: *The analysis indicates that obsolescence is present to a meaningful extent in three blocks and to a limited extent in ten blocks and therefore is present to a meaningful extent and reasonably distributed throughout the Project Area.*

C. Deterioration

As defined in the Act, "deterioration" refers to, with respect to buildings, defects including, but not limited to, major defects in the secondary building components such as doors, windows, porches, gutters and downspouts, and fascia. With respect to surface improvements, the condition of roadways, alleys, curbs, gutters, sidewalks, off-street parking, and surface storage areas evidence deterioration, including, but not limited to, surface cracking, crumbling, potholes, depressions, loose paving material, and weeds protruding through paved surfaces.

Based on the definition given by the Act, deterioration refers to any physical deficiencies or disrepair in buildings or site improvements requiring treatment or repair.

- Deterioration may be evident in basically sound buildings containing minor defects, such as lack of painting, loose or missing materials, or holes and cracks over limited areas. This deterioration can be corrected through normal maintenance.
- Deterioration which is not easily correctable and cannot be accomplished in the course of normal maintenance may also be evident in buildings. Such buildings may be classified as minor deficient or major deficient buildings, depending upon the degree or extent of

defects. This would include buildings with defects in the secondary building components (e.g., doors, windows, porches, gutters and downspouts, fascia materials, etc.), and defects in primary building components (e.g., foundations, frames, roofs, etc.), respectively.

Deterioration of Street Pavement, Parking and Service Areas

Deteriorated street rights-of-way infrastructure is present in a number of locations in the Project Area. Portions of several streets contain deteriorated pavement with potholes, gravel or worn asphalt and lack curbs, gutters and sidewalks. Retaining walls along some streets are also eroding or deteriorating. Parking surface and storage areas throughout the Project Area vary in condition but several parking areas consist of (i) gravel surfaces with weed growth and/or potholes or (ii) deteriorating paved asphalt parking areas with protruding weed growth.

Deterioration of Buildings

The analysis of building deterioration is based on the survey methodology and criteria described in the preceding section on page 9 "Building Condition Survey." Of the total 114 buildings, 63 (54 percent) of the buildings within the Project Area, are classified as deteriorating. As noted in Table 1, building deterioration is present throughout most of the blocks within the Project Area.

Table 1. Summary of Building Deterioration

*Tax Block Number	Total Buildings	Sound	Minor Deficient	Major Deficient	Substandard	Percent Deficient
153	5	1	2	2	0	80%
154	13	3	4	5	1	77%
155	4	1	0	0	3	75%
156/177	13	5	7	1	0	62%
157/301/430	5	4	1	0	0	20%
158/304	6	1	4	0	1	83%
176	4	3	1	0	0	25%
252	6	4	1	1	0	33%
278	3	1	0	2	0	67%
279	4	0	3	1	0	100%
280	2	1	1	0	0	50%
281	5	5	0	0	0	0%
282	5	4	0	1	0	20%
283	12	9	1	2	0	25%
287	5	2	2	1	0	60%
291/292/429	7	4	3	0	0	43%
307/178	5	3	2	0	0	40%
326/376	6	1	2	2	1	83%
433	4	1	3	0	0	75%
Total	**114**	**53**	**37**	**18**	**6**	**54%**

*Tax blocks without buildings are not included

Conclusion: *Deterioration is present to a meaningful extent in twelve blocks and to a limited extent in six blocks and therefore is present to a meaningful extent throughout the Project Area.*

D. Presence of Structures Below Minimum Code Standards

As defined in the Act, the "presence of structures below minimum code standards" refers to all structures that do not meet the standards of zoning, subdivision, building, fire, and other governmental codes applicable to property, but not including housing and property maintenance codes.

As referenced in the definition above, the principal purposes of governmental codes applicable to properties are to require buildings to be constructed in such a way as to sustain safety of loads expected from the type of occupancy; to be safe for occupancy against fire and similar hazards; and/or to establish minimum standards essential for safe and sanitary habitation. Structures below minimum code standards are characterized by defects or deficiencies that threaten health and safety.

Determination of the presence of structures below minimum code standards was based upon visible defects and advanced deterioration of building components from the exterior surveys. Of the total 114 buildings, 24 (21 percent) exhibited advanced deterioration and defects that are below the standards for existing buildings and related codes of the City of Yorkville.

Conclusion: The factor of structures below minimum code standards is present to a meaningful extent in five blocks and to a limited extent in six blocks and therefore is present to a limited extent.

E. Excessive Vacancies

As defined in the Act, "excessive vacancies" refers to the presence of buildings that are unoccupied or under-utilized and that represent an adverse influence on the area because of the frequency, extent, or duration of the vacancies.

Excessive vacancies as a factor is present in several blocks within the Project Area. Based on the surveys, excessive vacancies are due, in large part, to the relocation of the former FS Grain Company site which left behind a complex of vacant industrial buildings. In addition, vacant units or floor areas are present in several multi-family residential and mixed-use buildings throughout the Project Area.

Conclusion: Excessive vacancies as a factor is present to a meaningful extent in two blocks and to a limited extent in six blocks and therefore is present to a limited extent.

F. Inadequate Utilities

As defined in the Act, "inadequate utilities" refers to underground and overhead utilities such as storm sewers and storm drainage, sanitary sewers, water lines, and gas, telephone, and electrical services that are shown to be inadequate. Inadequate utilities are those that are: (i) of insufficient capacity to serve the uses in the redevelopment project area, (ii) deteriorated, antiquated, obsolete, or in disrepair, or (iii) lacking within the redevelopment project area.

Based upon information provided by the City's consultant engineer, much of the Project Area consists of very old main pipes, with only some sections that have been constructed recently. In

the last two years, construction projects on Mill Street, Van Emmon Street and Hydraulic Avenue have provided newer mains and connections to adjacent streets. Otherwise, most of the utilities are considerably older and range in their physical conditions.

Water utilities

The water supply mains vary in sizes and conditions in this area. The sizes consist of 1", 4", 6", 8", 12" and 16" mains. Mill Street and Van Emmon Street have newer 16" and 12" mains respectively, while the other mains in the Project Area range in size. The conditions of these mains vary according to age.

Sanitary Utilities

The sanitary mains in the Project Area are mostly in fair to poor condition. Overall, the mains are over 40-years old and are typically 8" clay pipes. A few exceptions are the 24" main on the far W. Van Emmon Street and Fox River crossing, and the new interceptor main, which is 42" and runs along most of Van Emmon Street (east from the River crossing).

Storm Sewers

The storm sewers in the Project Area are also at least 40 years old and consist of clay pipes. The storm main on the east side of Bridge Street, from Fox Street to the river, consists of at least 30" and 36" pipe. On the west side of Bridge Street, the inlets show 8" size mains, yet their destinations are hard to track, some showing no downstream connection. The upcoming "In Town Road Project" will address many of the stormwater mains.

Conclusion: Inadequate utilities, as a factor is present to a meaningful extent and reasonably distributed throughout the Project Area.

G. Excessive Land Coverage & Overcrowding of Structures and Community Facilities

As defined in the Act, "excessive land coverage and overcrowding of structures and community facilities" refers to the over-intensive use of property and the crowding of buildings and accessory facilities onto a site. Examples of problem conditions warranting the designation of an area as one exhibiting excessive land coverage are: the presence of buildings either improperly situated on parcels or located on parcels of inadequate size and shape in relation to present-day standards of development for health and safety and the presence of multiple buildings on a single parcel. For there to be a finding of excessive land coverage, these parcels must exhibit one or more of the following conditions: insufficient provision for light and air within or around buildings, increased threat of spread of fire due to the close proximity of buildings, lack of adequate or proper access to a public right-of-way, lack of reasonable required off-street parking, or inadequate provision for loading and service.

Excessive land coverage and overcrowding of structures and community facilities is present within several blocks of the Project Area as indicated primarily by buildings that cover most or all of the parcels upon which they are situated or have multiple buildings on a single tax parcel. The properties affected are mostly commercial or industrial properties that do not contain adequate front, rear and side yards, off-street parking space, and adequate loading and service areas. Parcels with multiple buildings are also characterized by excessive land coverage.

Conclusion: *Excessive land coverage and overcrowding of structures and community facilities is present to a meaningful extent in three blocks and to a limited extent in one block and therefore is present to a limited extent within the Project Area.*

H. Deleterious Land Use or Layout

As defined in the Act, "deleterious land-use or layout refers to the existence of incompatible land-use relationships, buildings occupied by inappropriate mixed-uses, or uses considered to be noxious, offensive, or unsuitable for the surrounding area.

Several blocks are impacted by incompatible and inappropriate uses. Patchwork and conflicting mixtures of residential, commercial and industrial buildings are problematic especially in the blocks east of Bridge Street.

Conclusion: *The factor of deleterious land-use or layout is present to a meaningful extent in one block and to a limited extent in five blocks and therefore is present to a limited extent.*

I. Lack of Community Planning

As defined in the Act, "lack of community planning" means that the proposed redevelopment project area was developed prior to or without the benefit or guidance of a community plan. This means that the development occurred prior to the adoption by the municipality of a comprehensive or other community or central area plan or that the plan was not followed at the time of the area's development. This factor must be documented by evidence of adverse or incompatible land-use relationships, inadequate street layout, improper subdivision, parcels of inadequate shape and size to meet contemporary development standards, or other evidence demonstrating an absence of effective community planning.

Most of the Project Area was developed from the late 1800s through the mid-1900s on a parcel-by-parcel and building-by-building basis. Development occurred prior to the benefit of a comprehensive, community plan, or guidelines requiring proper land use arrangements, building setbacks and loading or service requirements (the City's first Comprehensive Plan was adopted in 1974). Evidence of this lack of community planning includes: (i) incompatible mixes of residential, commercial and industrial uses without appropriate buffers, screening or segregated access for parking, loading and service; (ii) inadequate street size and layout in several portions of the Project Area which makes circulation and access difficult and confusing; (iii) the location of the rail right-of-way coupled with a steep ascending grade from Hydraulic Avenue south which inhibits pedestrian and vehicular movement as well as development potential; and (iv) parcels of inadequate size and shape for existing uses, lack of accessibility for servicing buildings and businesses, lack of proper building setbacks, building conversions and incompatible uses.

Conclusion: *Lack of community planning as a factor is present to a meaningful extent in the Project Area.*

J. Declining or Lagging Equalized Assessed Valuation

As defined in the Act, a "declining or lagging equalized assessed valuation" means that the total equalized assessed value of the proposed redevelopment project area has declined for 3 of the last 5 calendar years for which information is available or is increasing at an annual rate that is less than the balance of the municipality for 3 of the last 5 calendar years for which information is available or is increasing at an annual rate that is less than the Consumer Price Index for All Urban Consumers published by the United States Department of Labor or successor agency for 3 of the last 5 calendar years for which information is available.

Table 2: Growth of the Project Area vs. the City of Yorkville
Downtown Yorkville TIF Redevelopment Project Area

Year	Total EAV of the City of Yorkville (excluding Project Area)	% change	Total EAV of the Project Area	% change
1999	105,966,834		4,445,234	
2000	113,055,648	6.7%	4,608,079	3.7%
2001	130,447,353	15.4%	4,754,390	3.2%
2002	162,750,061	24.8%	5,007,993	5.3%
2003	196,254,810	20.6%	5,066,525	1.2%
2004	232,856,122	18.6%	5,500,355	8.6%

In each of the years between 1999 and 2004, the growth rate of the total equalized assessed valuation ("EAV") of the Project Area lagged behind the growth rate in the total EAV of the balance of the City as a whole (total EAV of the City less total Project Area EAV).

Conclusion: *The factor of "declining or lagging equalized assessed valuation" is present to a meaningful extent and reasonably distributed throughout the Project Area.*

V. ELIGIBILITY CONCLUSIONS

The Project Area meets the requirements of the Act for designation as a "conservation area." In addition to the prerequisite factor of age, there is a meaningful presence and a reasonable distribution of five of the thirteen factors listed in the Act. These include:

1. Obsolescence
2. Deterioration
3. Inadequate utilities
4. Declining or lagging equalized assessed valuation
5. Lack of community planning

Additionally, there are five factors present to a lesser degree but support the conservation area finding, including:

1. Dilapidation
2. Excessive vacancies
3. Excessive land coverage and overcrowding of community facilities
4. Deleterious land use or layout
5. Structures below minimum code standards

The location and distribution of conservation area factors are outlined in Table 3.

The conclusion of the Eligibility Study is that the Project Area is in need of revitalization and redevelopment to ensure that it will contribute to the long-term physical, economic, and social well-being of the City. The presence of conservation factors in the Project Area indicates that the Project Area has not been subject to sound growth and development through investment by private enterprise, and would not reasonably be anticipated to be redeveloped without public action.

Table 3. Distribution of Conservation Area Factors

Tax Block Number**	Age	Dilapidation	Obsolescence	Deterioration	Structures below code	Excessive vacancies	Excessive land coverage/ Overcrowding	Inadequate utilities*	Deleterious land use	Declining/lagging equalized assessed value*	Lack of community planning*
153	●		○	●	○			●	○	●	●
154	●	○	○	●	●	●		●	○	●	●
155	●	●	●	●	●	○		●	○	●	●
156/177	●		○	●	○	○	●	●	●	●	●
157/301/430	○			○				●		●	●
158/304	●	○		●	○	○		●		●	●
176	●			○				●		●	●
252	○		○	●	○			●		●	●
278	○			●	●			●		●	●
279	●		○	●	●	●		●	○	●	●
280	●			○				●		●	●
281	●							●		●	●
282	●		○	○	○		○	●		●	●
283	●		○	●	○	○	●	●		●	●
287	●		●	●				●		●	●
291/292/429	●		●	○				●		●	●
307/178	●		○	●		○		●		●	●
326/376	●	○	○	●	●	○		●	○	●	●
433	●		○	○			●	●		●	●

● **Meaningful Presence**

○ **Limited Presence**

***This factor is assessed on a Project Area-wide basis**

**** Blocks without buildings are not included**

EXHIBIT II:

DOWNTOWN YORKVILLE TAX INCREMENT FINANCING
REDEVELOPMENT PROJECT AREA

HOUSING IMPACT STUDY

DOWNTOWN YORKVILLE
TAX INCREMENT FINANCING
REDEVELOPMENT PROJECT AREA

HOUSING IMPACT STUDY

UNITED CITY OF YORKVILLE, ILLINOIS

March 24, 2006

Prepared by:
Ehlers & Associates, Inc.

TABLE OF CONTENTS

INTRODUCTION TO ASSESSMENT OF HOUSING IMPACT **1**

PART I **4**

(I) NUMBER AND TYPE OF RESIDENTIAL UNITS 4
(II) NUMBER AND TYPE OF ROOMS WITHIN UNITS 4
(III) NUMBER OF INHABITED UNITS 5
(IV) DEMOGRAPHICS AND RACE AND ETHNICITY OF RESIDENTS 6

PART II **8**

(I) NUMBER AND LOCATION OF UNITS TO BE REMOVED 9
(II) RELOCATION PLAN 10
(III) REPLACEMENT HOUSING 12
(IV) RELOCATION ASSISTANCE 14

Introduction to Assessment of Housing Impact

The purpose of this report is to conduct a Housing Impact Study for the Downtown Yorkville Tax Increment Financing Redevelopment Project Area ("Redevelopment Project Area") in the United City of Yorkville, Kendall County, Illinois (the "City") as set forth in the Tax Increment Allocation Redevelopment Act (the "Act") 65 ILCS 5/11-74.4-1 et seq., as amended.

The Redevelopment Project Area encompasses most of Downtown Yorkville and generally includes the north and south frontage of Hydraulic Street from the corporate boundary on the east to the White Oak subdivision on the west; the northern frontage of Van Emmon Street from Adams Street on the west to the corporate boundary on the east; the southern frontage of Van Emmon Street from Main Street on the west to the corporate boundary on the east; the frontage of Bridge Street from the Fox River on the north to Fox Street on the south; and the eastern frontage of Main Street from the Fox River on the north to Fox Street on the south. The Redevelopment Project Area is shown in Figure 1.

The Act requires that if the redevelopment plan for a redevelopment project area would result in the displacement of residents from 10 or more inhabited residential units, or if the redevelopment project area contains 75 or more inhabited residential units and the City is unable to certify that no displacement of residents will occur, the City shall prepare a Housing Impact Study and incorporate the study into the separate feasibility report required by subsection *11-74.4-5(a)* of the Act, which for the purposes hereof shall also be the "Downtown Yorkville Tax Increment Financing Redevelopment Project and Plan," or "Redevelopment Project and Plan," or the "Redevelopment Plan." The Redevelopment Plan incorporates this document by reference.

As of January 1, 2006, the Redevelopment Project Area has 63 buildings with residential uses, and 143 total dwelling units within its boundary. The primary goal of the Redevelopment Project and Plan is to reduce or eliminate conditions that qualify the redevelopment area as a conservation area and to provide the direction and mechanisms necessary to revitalize the Redevelopment Project Area as a cohesive and vibrant mixed-use district. The Redevelopment Plan provides for public projects that may be accomplished through normal market transactions with property owners and does not provide for acquisition of property or homes by the City through eminent domain except for cases of life safety conditions or issues. Public projects and new development and redevelopment by the private sector, with or without incentives from the City, will likely result in the displacement of inhabited residential units. Therefore, the City cannot certify that no displacement will occur over the 23-year term of the Redevelopment Project Area and a housing impact study is required.

Under the provisions of the Act, Part I of the housing impact study shall include:

(i) Data from field surveys and census data as to whether the residential units are single-family or multi-family units;
(ii) Documentation of the number and type of rooms within the units, provided that information is available;
(iii) Documentation of whether the units are inhabited or uninhabited, as determined not less than 45 days before the date that the ordinance or resolution required by subsection (a) of Section 11-74.4-5 of the Act is passed; and
(iv) Data as to the racial and ethnic composition of the residents in the inhabited residential units. (This data requirement shall be deemed to be fully satisfied if based on data from the most recent federal Census).

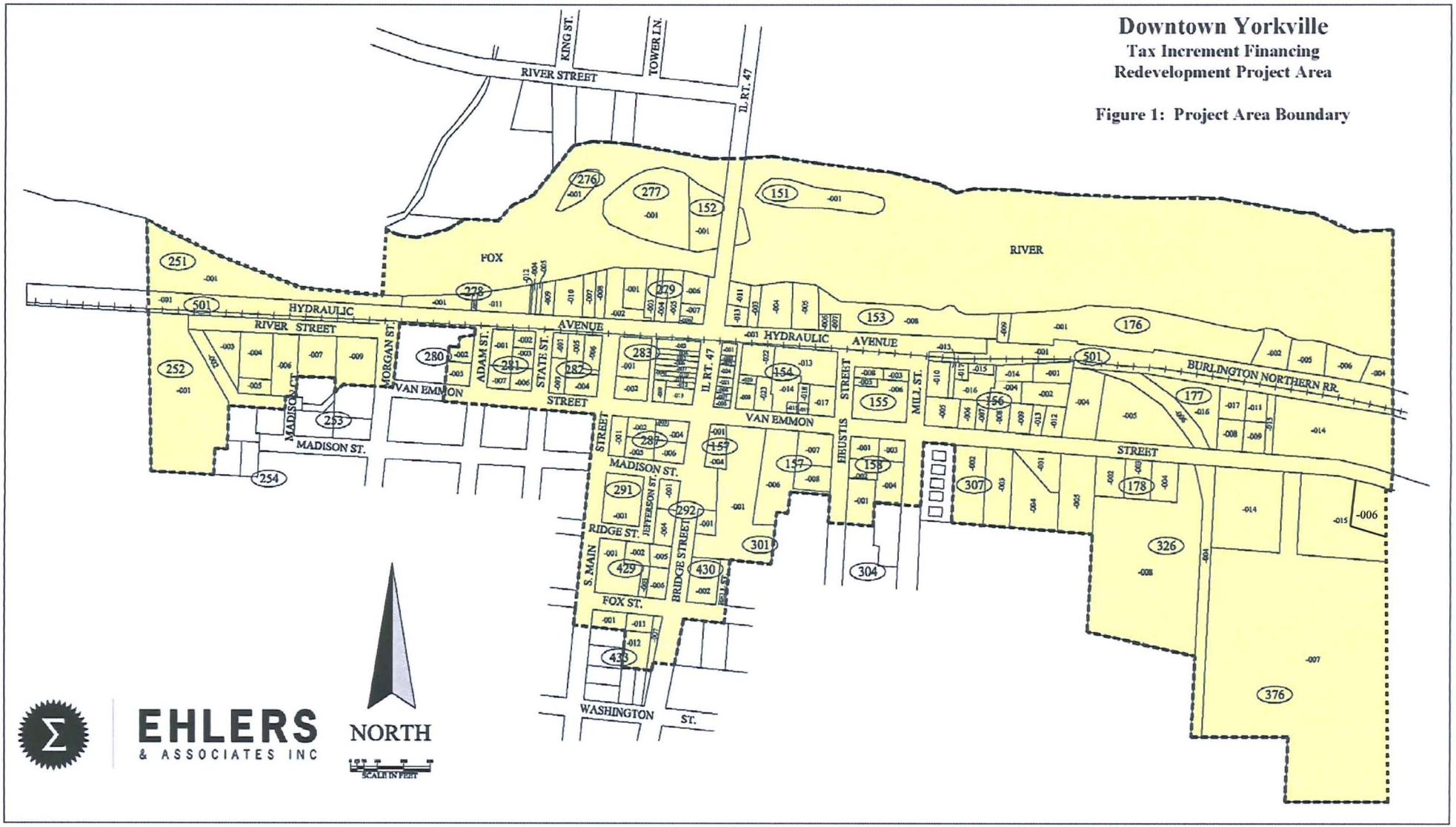
Part II of the housing impact study identifies the inhabited residential units in the proposed redevelopment project area that are to be, or may be, removed. If inhabited residential units are to be removed, then the housing impact study shall identify:

(i) The number and location of those units that may be removed;
(ii) The municipality's plans for relocation assistance for those residents in the proposed redevelopment project area whose residences may be removed;
(iii) The availability of replacement housing for those residents whose residences may be removed, and identification of the type, location, and cost of the replacement housing; and
(iv) The type and extent of relocation assistance to be provided.

Downtown Yorkville

Tax Increment Financing
Redevelopment Project Area

Figure 1: Project Area Boundary



PART I

Part I of this study provides the type, size and number of residential units within the Redevelopment Project Area; the number of inhabited and uninhabited units, and the racial and ethnic composition of the residents in the inhabited residential units.

(i) Number and Type of Residential Units

The number and type of residential buildings in the area were identified during the building condition and land use survey conducted as part of the eligibility analysis for the Redevelopment Project Area. In order to identify residential units in the field, *Ehlers and Associates* utilized several methods, including counts of door buzzers, mailboxes, windows, contacting management companies, and other indicators. This survey, completed in December 2005, revealed that the Redevelopment Project Area contains 63 residential buildings containing approximately 143 total dwelling units, including 40 single-family homes and 103 dwelling units in multi-family or mixed-use buildings.

(ii) Number and Type of Rooms within Units

The distribution within the Redevelopment Project Area of the 143 residential units by number of rooms and by number of bedrooms is estimated in tables within this section. The methodology to estimate this information is described below.

Methodology

In order to estimate the distribution of residential units, by number and type of rooms, within the Redevelopment Project Area, *Ehlers and Associates* analyzed 2000 U.S. Census data by Block Groups for the Block Group encompassed by the Redevelopment Project Area. A Block Group is a combination of U.S. Census blocks, and is the lowest level of geography for which the U.S. Census Bureau tabulates sample, or long-form, data. The U.S. Census data for the Block Group 2 containing the Redevelopment Project Area has 79 renter-occupied units. We have relied on the 2000 U.S. Census Block Group sample data for renter occupied households because it is the best available information regarding the structures and residents of the Redevelopment Project Area.

These Block Group data show the distribution of renter-occupied housing units by the number of bedrooms and the total number of rooms within each unit. The estimated distribution of units by bedroom type and number of rooms are as follows:

Table 1. Units by Bedroom Type

	U.S. Census Tract 8906, Kendall County, Illinois	Block Group 2, U.S. Census Tract 8906, Kendall County, Illinois	Redevelopment Project Area
Total:	2,008	476	143
Owner occupied:	1,614	397	119
No bedroom	0	0	0
1 bedroom	18	0	0
2 bedrooms	268	37	11
3 bedrooms	739	161	49
4 bedrooms	517	169	51
5 or more bedrooms	72	30	8
Renter occupied:	394	79	26
No bedroom	0	0	0
1 bedroom	32	8	2
2 bedrooms	165	0	0
3 bedrooms	108	35	12
4 bedrooms	59	18	6
5 or more bedrooms	30	18	6

Source: U.S. Census, Census 2000, Table H-42

Table 2. Units by Number of Rooms

	U.S. Census Tract 8906, Kendall County, Illinois	Block Group 2, U.S. Census Tract 8906, Kendall County, Illinois	Redevelopment Project Area
Total:	2,078	486	143
No bedroom	0	0	0
1 room	50	8	3
2 rooms	469	42	12
3 rooms	875	201	60
4 rooms	582	187	54
5 rooms	102	48	14

Source: U.S. Census, Census 2000, Table H-41

(iii) Number of Inhabited Units

According to data compiled from the survey completed by *Ehlers and Associates* in December 2005 and evidence from the 2000 U.S. Census, the Redevelopment Project Area contains an estimated 143 residential units of which approximately 3 units (2.1%) are estimated to be vacant (this is based on the Census statistics since it provides a more conservative estimate than observed vacancies). Therefore, there are approximately 140 inhabited units within the Redevelopment Project Area. As required by the Act, this information was ascertained as of January 1, 2006, which is a date not less than 45 days prior to the date that the resolution or ordinance

required by Subsection 11-74.4-5 (a) of the Act was, or will be, passed (the resolution or ordinance setting the public hearing and Joint Review Board meeting dates).

(iv) Demographics and Race and Ethnicity of Residents

As required by the Act, the racial and ethnic composition of the residents in the inhabited residential units was determined by using 2000 U. S. Census data. The average household size for renters within the Block Group which includes the Redevelopment Project Area was 3.05 persons for owner occupied units and 2.17 persons for renter-occupied units. Therefore, there are an estimated 423 residents living within the proposed boundaries. The race and ethnic composition of these residents are estimated as follows:

Table 3. Race and Ethnicity

	U.S. Census Tract 8906, Kendall County, Illinois	Block Group 2, U.S. Census Tract 8906, Kendall County, Illinois	Redevelopment Project Area
Total:	2,008	476	143
Owner occupied:	1,614	397	119
Householder who is White alone	1597	389	117
Householder who is Black or African American alone	0	0	0
Householder who is American Indian and Alaska Native alone	0	0	0
Householder who is Asian alone	0	0	0
Householder who is Native Hawaiian and Other Pacific Islander alone	0	0	0
Householder who is Some other race alone	17	8	2
Householder who is Two or more races	0	0	0
Renter occupied:	394	79	24
Householder who is White alone	372	79	24
Householder who is Black or African American alone	0	0	0
Householder who is American Indian and Alaska Native alone	0	0	0
Householder who is Asian alone	0	0	0
Householder who is Native Hawaiian and Other Pacific Islander alone	0	0	0
Householder who is Some other race alone	0	0	0
Householder who is Two or more races	22	0	0

Source: U.S. Census, Census 2000

Table 4. Hispanic Origin

	U.S. Census Tract 8906, Kendall County, Illinois	Block Group 2, U.S. Census Tract 8906, Kendall County, Illinois	Redevelopment Project Area
Total:	39	15	4
Owner occupied	24	8	2
Renter occupied	15	7	2

Source: U.S. Census, Census 2000

Ehlers also has estimated the potential distribution by income of the households living in the inhabited units within the Redevelopment Project Area. In order to estimate the number of moderate-, low-, very low-, and very, very low-income households in the Redevelopment Project Area, *Ehlers and Associates* used Block Group data on renter-occupied household incomes from the 2000 U.S. Census. As determined by HUD, the definitions of the income categories, adjusted for family size, are as follows:

(i) A very, very low-income household has an adjusted income of less than 30% of the area median income.
(ii) A very low-income household earns between 30% and 50% of the area median income.
(iii) A low-income household earns between 50% and 80% of the area median.
(iv) A moderate-income household earns between 80% and 120% of the area median.

Of all households residing within the U.S. Census Tract encompassed by the Redevelopment Project Area: 5% may be classified as very, very low-income or lower, 11% may be classified as very low-income, 8% may be classified as low income , and 26% may be classified as moderate-income households.

Table 5. Distribution of Income by Renter and Owner Occupied Households

	U.S. Census Tract 8906, Kendall County, Illinois	Redevelopment Project Area
	1695	143
Owner occupied:	1,357	115
Less than $10,000	25	2
$10,000 to $19,999	22	2
$20,000 to $34,999	140	11
$35,000 to $49,999	225	30
$50,000 to $74,999	353	33
$75,000 to $99,999	387	42
$100,000 or more	205	17
Renter occupied:	338	28
Less than $10,000	8	1
$10,000 to $19,999	26	2
$20,000 to $34,999	50	4
$35,000 to $49,999	117	10
$50,000 to $74,999	94	8
$75,000 to $99,999	27	2
$100,000 or more	3	1

Source: U.S. Census 2000

Table 6. Distribution of Income by Poverty Status in the U.S. Census Tract of the Redevelopment Project Area

Income Category	Percentage	Annual Income Rate (Average HH of 2 Persons)
Very, very low	5%	$0-$18117
Very low	11%	$18,118-$30,195
Low	8.2%	$30,196-$48,313
Moderate	26%	$48,314-$72,469
Subtotal of Moderate Income or Lower	50%	$0-$60,391
Over 120% AMI	50%	+$60,391
Total	100%	

Source: U.S. Census, Census 2000

As described in Table 6, the estimates of households at or below the moderate-income level collectively represent 50% of the total inhabited units. The City will implement the "Downtown Yorkville Tax Increment Financing Redevelopment Project and Plan" (including the requirements applicable to composition of the joint review board under Section 11-74.4-5(b) of the Act) as if more than 50 percent of the residential units are occupied by very, very low-, very low-, low-, or moderate-income households.

PART II

(i) Number and Location of Units to be Removed

The Redevelopment Plan calls for new development and redevelopment of commercial, residential and mixed-use commercial/residential uses throughout the Redevelopment Project Area consistent with the City's 2002 *Comprehensive Plan* and the City's 2005 *Downtown Vision Plan*. Improvement projects supported by the Redevelopment Plan include the rehabilitation and reuse of existing sound residential and commercial buildings; new residential development; new commercial and mixed-use development; and creation and enhancement of community facilities and amenities. Because the Redevelopment Project Area includes a number of inhabited residential units that may be impacted by implementation of the Redevelopment Plan, information is provided regarding the Redevelopment Plan's potential impact on housing.

The Redevelopment Project, presented in Section V of the Redevelopment Plan, identifies the overall redevelopment concept and future land uses to be in effect upon adoption of the Redevelopment Plan. If public or private redevelopment occurs as a result of the Redevelopment Project and Plan, displacement of inhabited residential properties may result. Properties that may be subject to change due to redevelopment efforts could result in the displacement of 69 residential units in 34 buildings. In addition to being located in key redevelopment opportunity areas, several of these buildings are also characterized as seriously deteriorated. The location for each of the properties with inhabited residential units that may be subject to displacement is shown in Table 7 and Figure 2.

Table 7. Properties with inhabited residential units that may be subject to displacement

Parcel	Address	# of Units
05-38-279-007	109 Bridge	20
05-38-279-002	119/125 W. Hydraulic	4
05-38-278-010	207/209 W. Hydraulic	4
05-38-278-005/009	209 W. Hydraulic	7
05-38-281-001	308 W. Hydraulic	1
05-38-281-002	201 S. State	1
05-38-281-003	203 S. State	1
05-38-281-006	207 S. State	1
05-38-281-007	307 W. Van Emmon	1
05-38-282-001	208 W. Hydraulic	1
05-38-282-003	201 W. Van Emmon	1
05-38-282-003	207 W. Van Emmon	1
05-38-282-004	207 S. Main/201 W. Van Emmon	2
05-38-282-005	204 W. Hydraulic	1
05-38-283-002	117 W. Van Emmon	1
05-38-283-003	201/203 S. Bridge	2
05-38-283-004	223 S. Bridge	1
05-38-283-007/010	213/215 S. Bridge	2
05-38-283-011	217 S. Bridge	1
05-38-283-012	219 S. Bridge	1
05-38-287-002	122 W. Van Emmon	1
05-39-153-003	109 E. Hydraulic	2
05-39-154-002	208 S. Bridge	1
05-39-154-008	226 S. Bridge	1
05-39-156-005	301 E. Van Emmon	1
05-39-156-006	305 E. Van Emmon	1
05-39-156-007	307 E. Van Emmon	1
05-39-156-010	300 E. Hydraulic	1
05-39-157-007	301 S. Heustis	1
05-39-157-008	303 S. Heustis	1
05-39-177-012	315 E. Van Emmon	1
05-39-326-006	348 E. Van Emmon	1
05-39-326-007	344 E. Van Emmon	1
05-39-326-008	328 E. Van Emmon	1
Total units:		**69**

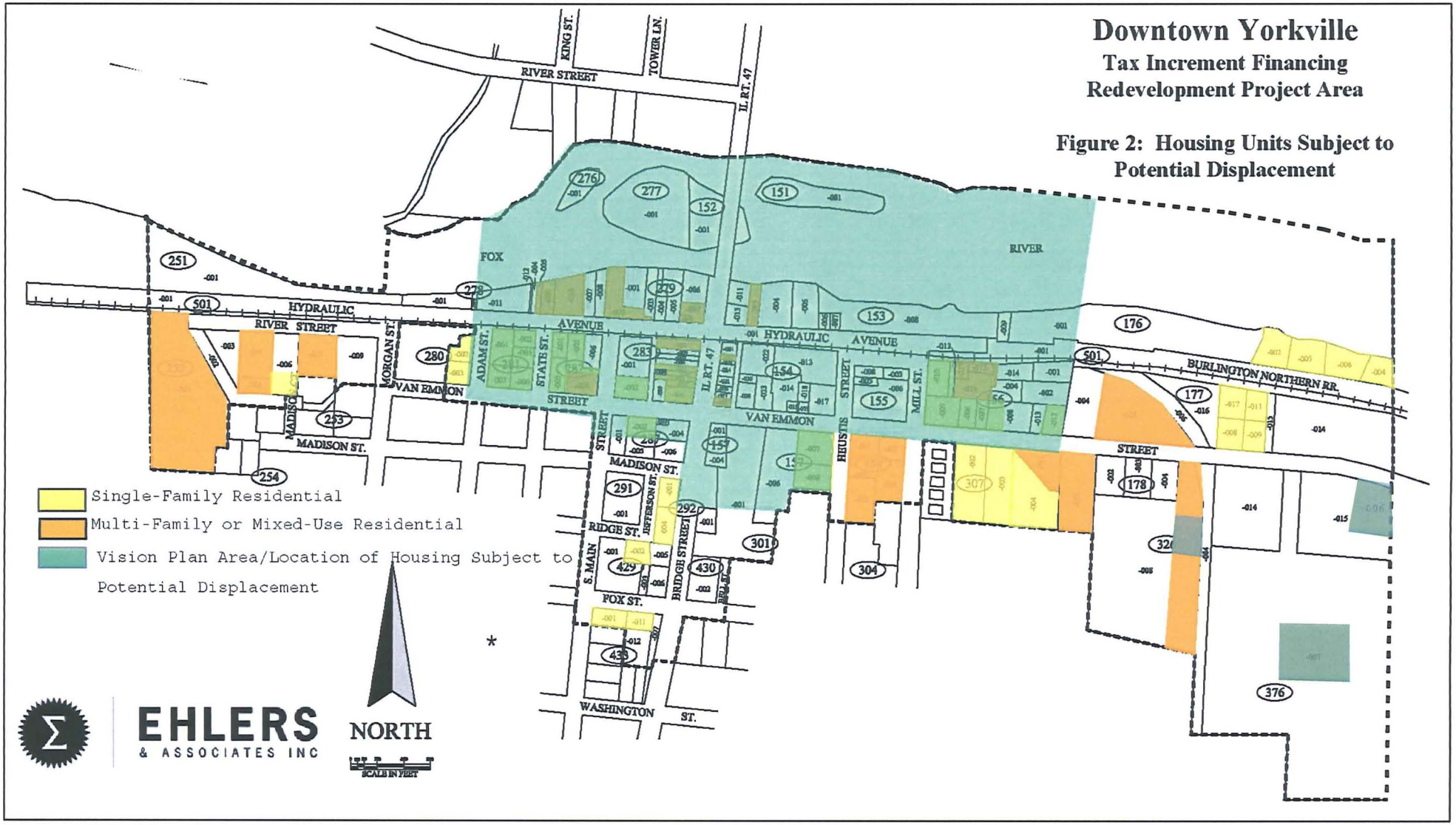
(ii) Relocation Plan

The City's plan for relocation assistance for those qualified residents in the Redevelopment Project Area whose residences may be removed shall be consistent with the requirements set forth in Section 11-74.4-3(n)(7) of the Act. The terms and conditions of such assistance are described in subpart (iv) below. No specific relocation plan has been prepared by the City as of the date of this report because no project has been approved by the City. Until such a redevelopment project is approved, there is no certainty that any removal of residences will actually occur.

Downtown Yorkville

Tax Increment Financing Redevelopment Project Area

Figure 2: Housing Units Subject to Potential Displacement



EHLERS & ASSOCIATES INC

(iii) Replacement Housing

In accordance with Subsection 11-74.4-3(n)(7) of the Act, the City shall make a good faith effort to ensure that affordable replacement housing located in or near the Redevelopment Project Area is available for any qualified displaced residents. Under the potential redevelopment scenarios involving the redevelopment or rehabilitation of the existing residential uses within the Redevelopment Project Area, it is possible that rehabilitation or redevelopment could be staged to limit or prevent displacement of households and the need to provide for affordable replacement units within the Redevelopment Project Area. Based on the nature of redevelopment that could occur in the Redevelopment Project Area, it may be possible to locate replacement units both inside and outside of the Redevelopment Project Area.

In order to determine the availability of replacement housing for those residents who may potentially be displaced by redevelopment activity, *Ehlers and Associates* examined several data sources, including vacancy data from the 2000 U.S. Census, apartment listings from local newspapers, and field research.

A. Vacancy Data

According to the 2000 U.S. Census figures, the Block Group surrounding and encompassing the Redevelopment Project Area contained 486 housing units, of which 10 were vacant and/or for rent in 2000. Table 8 summarizes the distribution of vacant residential units in the Block Group of the Redevelopment Project Area by vacancy status, as compared to the City of Yorkville as a whole.

Table 8. Vacancy Status

	U.S. Census Tract 8906, Kendall County, Illinois	Block Group 2, U. S. Census Tract 8906, Kendall County, Illinois	Redevelopment Project Area	Yorkville City, Illinois
Total:	70	10	2	81
For rent	12	0	0	39
For sale only	19	10	2	2
Rented or sold, not occupied	20	0	0	28
For seasonal, recreational, or occasional use	19	0	0	12
For migrant workers	0	0	0	0
Other vacant	0	0	0	0

Source: U.S. Census, Census 2000, Table H-8

B. Availability of Replacement Rental Housing

Two methods of research were used to quantify the amount of available rental housing within the general area of the Redevelopment Project Area. One method included a review of local newspaper listings. The location, type and cost of a sample of possible replacement rental housing units located within the City of Yorkville were determined through the examination of classified advertisements from the *Beacon News*, *Kendall County Recorder*, *Chicago Tribune* and *apartments.com* during the week of February 27, 2006. Available rental units

identified within the market area for the Redevelopment Project Area are summarized in Table 9.

Table 9. Available Replacement Rental Units, Week of February 27, 2006

	Address	Type	Approximate Size	Utilities included in rental price	Rental Price	Availability
1	Yorkville	Townhome	2 bedroom	No	$1295	asap
2	Yorkville	Townhome	3 bedroom	No	$1250	asap
3	Yorkville	Condo	1 bedroom	No	$1095	asap
4	Yorkville	Condo	2 bedroom	No	$1295	asap
5	Yorkville	Condo	1 bedroom	Yes	$1195	asap
6	Yorkville	Condo	1 bedroom	No	$1150	asap
7	302 E. Kendall Drive	Apartment	1-3 bedrooms	No	$990-$1570	asap
8	302 Mulhern Ct.	Apartment	1-2 bedrooms	No	$680-$815	asap
9	Yorkville Bristol	Single Family	3 bedroom	No	$1450	asap

* Information is based on *Beacon News, Kendall County Recorder and apartments.com classified sample conducted during the week of February 27, 2006.*

HUD affordability standards state that monthly rent, including utilities, should equal no more than 30% of gross household income. The range of maximum affordable monthly rents, according to HUD standards, is shown in Table 10 in comparison with the number of advertised vacant units by bedroom size and rent (where information was available) for rental housing found in our research. The information in Table 10 demonstrates that there are housing units affordable to households of low- and moderate-income currently available in the general market area that includes the Redevelopment Project Area.

Table 10. Maximum Monthly Rent (Including Utilities) Affordable to Income Bracket

		Maximum Monthly Rent (Including Utilities) Affordable to Income Bracket					
Number of BRs	Implied Family Size [1]	Very, Very Low	Very Low	Low	Moderate	Observed Range of Advertised Units [2]	Units Identified [3]
0	1	$396	$660	$1056	$1583	n/a	0
1	1.5	$424	$706	$1131	$1697	$580-1195	10
2	3	$509	$848	$1357	$1775	$815-1295	7
3	4.5	$588	$980	$1568	$2352	$1250-1570	8
4	6	$656	$1093	$1749	$2624	n/a	0
					Total Number of Vacant Units in Sample		25

[1] Derived from the number of bedrooms using HUD formulas.
[2] Based on a sample of apartments located in Yorkville, IL. It is a compilation of units advertised in the Beacon News and Kendall County Recorder, and apartments.com during the week of February 27, 2006.
[3] Refers to the number of units in the sample taken by Ehlers and Associates.

In addition to our search for market-rate apartments, we estimated the number of assisted affordable housing units available within Kendall County. Ehlers consulted

United States Department of Housing and Urban Development and Illinois Housing Development Authority sources regarding the availability of these units in Kendall County. For purposes of this analysis, affordable housing includes units affordable to households earning less than 80% of the regional median income adjusted for size of household, consistent with the Illinois Affordable Housing Act. Our research focused on units receiving some form of assistance from the Illinois Housing Development Authority or the U.S. Department of Housing and Urban Development. Over one hundred units of subsidized housing for family households were identified in the surrounding communities in Kendall County[1].

C. Availability of Replacement Single-Family, For-Purchase Housing

Available single-family homes "for purchase" identified within the neighborhood market area of the Redevelopment Project Area are summarized in Table 11. The average listed price for a single-family home in this area as of March 2006 is $217,533 and the average bedroom size is 3 bedrooms.[2]

Table 11. Availability of Replacement Single Family For Purchase Housing

	Address	Type	Approximate Size	Asking Price
1	205 E. Main Street	Single Family	3 bedroom	$172,900
2	403 S. Main	Single Family	2 bedroom	$163,500
3	810 Morgan Street	Single Family	3 bedroom	$225,000
4	110 Fox St.	Single Family	4 bedroom	$239,000
5	507 Madison St.	Single Family	3 bedroom	$244,900
6	907 S. Main St.	Single Family	3 bedroom	$259,900

(iv) Relocation Assistance

In the event that the implementation of the Redevelopment Plan results in the removal of residential housing units in the Project Area occupied by low-income households or very low-income households, or the permanent displacement of low-income households or very low-income households from such residential housing units, such households shall be provided affordable housing and relocation assistance not less than that which would be provided under the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the regulations thereunder, including the eligibility criteria. Affordable housing may be either existing or newly constructed housing. The City is required by the Act to make a good faith effort to ensure that affordable replacement housing for such households is located in or near the Redevelopment Project Area.

As used in the above paragraph, "low-income households," "very low-income households," and "affordable housing" have the meanings set forth in Section 3 of

[1] Illinois Housing Development Authority (http://www.ihda.org/map.aspx)
[2] Multiple Listing Service, March 8, 2006, provided by Coldwell Banker for all properties currently listed in Yorkville, IL.

the Illinois Affordable Housing Act, *310 ILCS 65/3 et seq.*, as amended. As of the date of this study, these statutory terms have the following meaning:

(i) "low-income household" means a single person, family or unrelated persons living together whose adjusted income is more than 50% but less than 80% of the median income of the area of residence, adjusted for family size, as such adjusted income and median income are determined from time to time by the United States Department of Housing and Urban Development ("HUD") for purposes of Section 8 of the United States Housing Act of 1937;

(ii) "very low-income household" means a single person, family or unrelated persons living together whose adjusted income is not more than 50% of the median income of the area of residence, adjusted for family size, as so determined by HUD; and

(iii) "affordable housing" means residential housing that, so long as the same is occupied by low-income households or very low-income households, requires payment of monthly housing costs, including utilities other than telephone, of no more than 30% of the maximum allowable income for such households, as applicable.

The City of Yorkville will make a good faith effort to relocate these households to affordable housing located in or near the redevelopment project area and will provide relocation assistance not less than that which would be provided under the federal Uniform Relocation Assistance and Real Property Policies Act of 1970. Additionally, the City will take proactive measures to work with local housing agencies and organizations to ensure displaced residents find adequate housing.

EXHIBIT III:

DOWNTOWN YORKVILLE TAX INCREMENT FINANCING
REDEVELOPMENT PROJECT AREA

LEGAL DESCRIPTION

JAMES M. OLSON ASSOCIATES, LTD.
Illinois Professional Land Surveyors
Land Surveyors & Land Planners
107 West Madison Street
Yorkville, Illinois 60560
Phone: 630-553-0050 Fax: 630-553-0964

March 24, 2006

Legal Description for City of Yorkville
Downtown TIF District

That part of Section 32 and part of the West Half of Section 33, Township 37 North, Range 7 East of the Third Principal Meridian described as follows: Commencing at the Northwest corner of the Northeast Quarter of Section 4, Township 36 North, Range 7 East of the Third Principal Meridian; thence North 01°11'52" East parallel with the East line of the Southwest Quarter of said Section 33, a distance of 1356.81 feet to a point on the South line of a tract described in a Quit Claim Deed from Palos Bank and Trust Company, Trust No. 1-1620 to Bruce O. and Virginia J. Buhrmaster, his wife, recorded as Document No. 83-5890 on December 23, 1983 which is 45.43 feet westerly, as measured along said South line, of the Southeast corner of said tract; thence South 88°48'09" East 45.43 feet to said southeast corner; thence North 88°48'09" West along said South line 415.06 feet to a westerly line of said tract; thence North 01°11'52" East along said westerly line 246.0 feet to a southerly line of said tract; thence North 88°48'09" West along said southerly line to the West line of the former Fox and Illinois Union Railway Company right-of-way; thence North 08°10'52" East along said West line to an "old claim line" drawn southeasterly from the Southeast corner of Price's First Addition to Yorkville; thence northwesterly along said "old claim line" 486.54 feet to the Southeast corner of said Prices' Addition; thence northerly along the East line of said Price's Addition 367.63 feet to the Northeast corner thereof; thence westerly along the North line of said Price's Addition 526.3 feet to the midpoint on the South line of Block 13 of Black's Addition to Yorkville; thence northerly 297.85 feet to the midpoint on the North line of said Block 13; thence westerly along the South line of VanEmmon Street 119.50 feet to the East line of Mill Street; thence southerly along said East line to the South line of Lot 6 in "Ter-Jac Subdivision" extended easterly; thence westerly along said extended South line, said South line and said South line extended westerly 164.5 feet to the West line of the East 6 feet of Lot 1 in said "Ter-Jac Subdivision"; thence southerly along said West line 84.11 feet to the South line of said Lot 1; thence westerly along said South line of Lot 1 a distance of 190.0 feet to the West line of Heustis Street; thence northerly along said West line to a point which is

JAMES M. OLSON ASSOCIATES, LTD.
Illinois Professional Land Surveyors
Land Surveyors & Land Planners
107 West Madison Street
Yorkville, Illinois 60560
Phone: 630-553-0050 Fax: 630-553-0964

234.30 feet southerly of, as measured along said West line, the South line of VanEmmon Street; thence westerly along a line which forms an angle of 92°16' with the last described course, measured clockwise therefrom, 175.0 feet; thence southerly parallel with said West line of Heustis Street 80.0 feet; thence westerly parallel with the penultimate course 52.0 feet; thence southerly along a line which forms an angle of 88°23' with the last described course, measured clockwise therefrom, 263.50 feet; thence westerly along a line which forms an angle of 88°44' with the last described course, measured counterclockwise therefrom, 188.0 feet to the East line of Bell Street; thence southerly along said East line 259.04 feet to the South line of Fox Street; thence westerly along said South line of Fox Street to the East Line of Illinois State Route No. 47; thence southerly along said East line to the South line of Lot 6 in Block 5, Mason's Addition to Yorkville" thence westerly along the South line of Lots 6 and 7 in said Mason's Addition to the West line of said Route No. 47; thence southerly along said West line to the South line of a tract of land described in a deed recorded January 28, 1988 as Document 880498; thence westerly along the south line of said tract and the south line of a tract described in a deed recorded February 6, 1990 as Document 900871 to the west line of Lot 5 in Block 11 of the Original Village of Yorkville extended southerly; thence northerly along the West line of Lots 5 and 4 in said Block 11 to the Southeast corner of Lot 2 in said Block 11; thence westerly along the South line of said Lot 2 and said South line extended to the West line of South Main Street; thence northerly along said West line to the South line of VanEmmon Street; thence westerly along said South line to the East line extended southerly of Lot 3 in Block 4 of Black's Addition to Yorkville extended southerly; thence northerly along said extended East line and said East line to the Northeast corner of said Lot 3; thence northerly along the East line of Lot 4 in said Addition 40.30 feet; thence easterly along a line which forms an angle of 89°15' with the last described course, measured counterclockwise therefrom, 38.8 feet; thence northeasterly along a line which forms an angle of 136°00' with the last described course, measured clockwise therefrom, 14.1 feet; thence northerly along a line which forms an angle of 225°57' with the last described course, measured counterclockwise therefrom 32.0 feet; thence easterly along a line which forms an angle of 109°53' with the last described course, measured counterclockwise therefrom, 64.33 feet to the West line of Adams Street; thence northerly along said West line 27.0 feet to the North line of said Block 4; thence westerly along said North line 223.82 feet to the

JAMES M. OLSON ASSOCIATES, LTD.
Illinois Professional Land Surveyors
Land Surveyors & Land Planners
107 West Madison Street
Yorkville, Illinois 60560
Phone: 630-553-0050 Fax: 630-553-0964

East line of Morgan Street; thence southerly along said East line 240.55 feet to the center line of VanEmmon Street; thence westerly along said center line and the center line of vacated VanEmmon Street and said center line extended westerly to the East line of Lot 3 in Block 24 of said Black's Second Addition; thence northerly along said east line to the south line of the north 143.0 feet to said Lot 3; thence westerly along the south line of the northerly 143.0 feet of Lots 3 and 4 in said Block 24 to the west line of said Lot 4; thence southerly along said west line to the north line of Madison Court; thence westerly along said north line to the west line of Madison Court; thence southerly to the Northeast corner of Block 23 in said Black's Second Addition; thence westerly along the North line of said Block 23 a distance of 198.0 feet to the Northwest corner thereof; thence southerly along the West line of said Block 23 a distance of 190.0 feet to the South line of Madison Street extended westerly; thence westerly along said extended South line 58.22 feet to a line drawn parallel with and 100.0 feet westerly of the West line of Lot 7 in Block 21 in said Black's Second Addition; thence southerly along said parallel line 99.91 feet to the South line extended westerly of said Lot 7; thence westerly along said extended South line 172.07 feet to the East line of White Oak Farm Unit 1; thence northerly along said East line, said East line extended and the East line of White Oak Farm Unit 2 to the southerly bank of the Fox River; thence easterly along said southerly bank to a line drawn South from the confluence of Blackberry Creek; thence North along said line to the North bank of the Fox River; thence easterly along said North bank to the eastern corporate limits of the United City of Yorkville, thence southerly along said corporate line to the East line of the Southeast Quarter of said Section 33; thence southerly along said East line to the point of beginning in the United City of Yorkville, Kendall County, Illinois.

Reviewed By:	
Legal	☐
Finance	☐
Engineer	☐
City Administrator	■
Human Resources	☐
Community Development	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

NB #6

Tracking Number

EDC 2016-41

Agenda Item Summary Memo

Title: Economic Development Report for June 2016

Meeting and Date: EDC – July 5, 2016

Synopsis: See attached.

Council Action Previously Taken:

Date of Action: N/A Action Taken: _____

Item Number: _____

Type of Vote Required: _____

Council Action Requested: _____

Submitted by: Bart Olson (Name) Administration (Department)

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/gov_officials.php

651 Prairie Pointe Drive, Suite 102 • Yorkville, Illinois 60560
Phone 630-553-0843 • FAX 630-553-0889

Monthly Report – for July 2016 EDC Meeting of the United City of Yorkville

Downtown Redevelopment:

- Continue to work with Minor Threat Restaurant Group (Dale Lewis) on opening of three restaurant concepts and live theatre. As you all know, Crusade Burger Bar is open. More information will follow on second concept, after the opening of the Crusade is completed.

Development south of Fox River:

- Ground broken on Route 47 for Dunkin Donuts. Working with developer on other parties interested in joining the project.
- Continued work to locate grocery store south of the River. Continue to meet with owner of potential grocery store that is looking closely at Yorkville.
- Working with a group interested in opening a "Polaris" Dealership in Yorkville. This dealership will be a strong sales tax generator. They are working on their business plan at this time.

Development north of the Fox River:

- Kendall Crossing…Working with restaurants interested in locating at the site.
- Kendall Marketplace…Working with a junior box for the center. Negotiations are in process.
- Menards…Met to discuss potential users on the outlots.
- Sherwin William's at Routes 34 and 47 preparing to open. They are currently hiring.
- Post Office Area…met with land owners to discuss possible users to attract to the various lots.

Industrial Development:

- Continue to work on attracting new industrial business to Yorkville, to expand jobs and tax base.

Recreational Development:

- Continue to work with Justine Brummel on multi-use sports facility. This includes assistance with available programs for financing.

Other Activity:

- Attend the Wrigley grand opening, and Raging Waves ribbon cutting for their new water slide attraction.

Respectfully submitted,

Lynn Dubajic

Lynn Dubajic
651 Prairie Pointe Drive, Suite 102
Yorkville, IL 60560
lynn@dlkllc.com
630-209-7151 cell