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

AGENDA
CITY COUNCIL MEETING
Tuesday, August 23, 2016
7:00 p.m.
City Hall Council Chambers
800 Game Farm Road, Yorkville, IL

Call to Order:

Pledge of Allegiance:

Roll Call by Clerk:

WARD I	WARD II	WARD III	WARD IV
Carlo Colosimo	Jackie Milschewski	Chris Funkhouser	Diane Teeling
Ken Koch	Larry Kot	Joel Frieders	Seaver Tarulis

Establishment of Quorum:

Amendments to Agenda:

Presentations:

Public Hearings:

Citizen Comments on Agenda Items:

Consent Agenda:

1. PW 2016-53 Stagecoach Crossing – Completion of Improvements Bid Award – *accept bid and award Contract to Jensen Excavating, LLC, in an amount not to exceed $48,650.00*
2. PW 2016-54 Resolution Approving an Easement Agreement Granting a Permanent Easement in Order to Construct and Maintain a Traffic Detection Loop (Wrigley EDP) – *authorize Mayor and City Clerk to execute*
3. PW 2016-55 Wrigley Site Expansion
    a. Supplemental Design Engineering Agreement – *authorize Mayor and City Clerk to execute*
    b. HR Green Professional Services Agreement Amendment No. 1 – *authorize City Administrator to execute*
    c. Economic Development Program Amendment #1 – *authorize Mayor to execute*
4. PW 2016-56 Ordinance of the United City of Yorkville, Kendall County, Illinois Amending the City Code as it Relates to Weeds – *authorize Mayor and City Clerk to execute*
5. PW 2016-57 Ordinance Authorizing the Second Amendment to the Annual Budget of the United City of Yorkville, For the Fiscal Year Commencing on May 1, 2016 and Ending on April 30, 2017 – *authorize Mayor and City Clerk to execute*
6. PW 2016-58 Well No. 3 – *authorize Layne Christiansen to pull the pump and motor and televise the well in an amount not to exceed $30,000.00*

Consent Agenda (con't):

7. PW 2016-59 NPDES MS4 Stormwater Permit – *authorize staff to move forward with recommended actions as detailed in the memo from Engineer Sanderson dated August 10, 2016*
8. ADM 2016-45 Monthly Treasurer's Report for June and July 2016
9. ADM 2016-50 Resolution Authorizing the Establishment of a Checking Account with First National Bank (Recreation Department) – *authorize Mayor and City Clerk to execute*

Minutes for Approval:

1. Minutes of the Regular City Council – July 26, 2016
2. Minutes of the Regular City Council – August 9, 2016

Bills for Payment (Informational): $2,242,653.81

Mayor's Report:

1. CC 2016-48 Resolution Approving an Amendment to Project Agreement #OS 13-1864 - One Year Extension for Riverfront Park Grant
2. CC 2016-49 Resolution Approving an Amendment to Project Agreement #OS 14-1905 - One Year Extension for Bristol Bay 65 Grant - Amendment #2 to Project Agreement

Public Works Committee Report:

Economic Development Committee Report:

Public Safety Committee Report:

Administration Committee Report:

Park Board:

1. CC 2016-50 Resolution Approving Park Rental, Athletic Field & Tournament Reservation Applications and Policies
2. CC 2016-51 Resolution Approving a License Extension Agreement with Ginger and Soul, Inc. (131 E. Hydraulic Avenue, Unit C)
3. CC 2016-52 Downtown Caboose – Notice of Sale

Planning and Zoning Commission:

1. PZC 2016-01 Ordinance Approving an Updated Comprehensive Plan – First Reading
2. PZC 2016-02 Resolution Recommending Denial and Filing of a Written Protest to the Proposed Rezoning Request in Petition Number 16-22 for the Property at 790 Eldamain Road in Bristol Township

City Council Report:

City Clerk's Report:

Community and Liaison Report:

Staff Report:

Additional Business:

Executive Session:

Citizen Comments:

Adjournment:

COMMITTEES, MEMBERS AND RESPONSIBILITIES

ADMINISTRATION: September 21, 2016 – 6:00 p.m. – City Hall Conference Room

Committee		Departments	Liaisons
Chairman:	Alderman Milschewski	Finance	Library
Vice-Chairman:	Alderman Frieders	Administration	
Committee:	Alderman Teeling		
Committee:	Alderman Tarulis		

ECONOMIC DEVELOPMENT: September 6, 2016 – 6:00 p.m. – City Hall Conference Room

Committee		Departments	Liaisons
Chairman:	Alderman Koch	Community Development	Plan Commission
Vice-Chairman:	Alderman Teeling	Building Safety and Zoning	Yorkville Econ. Dev. Corp.
Committee:	Alderman Colosimo		Kendall Co. Plan Commission
Committee:	Alderman Funkhouser		

PUBLIC SAFETY: October 6, 2016 – 6:30 p.m. – City Hall Conference Room

Committee		Departments	Liaisons
Chairman:	Alderman Kot	Police	School District
Vice-Chairman:	Alderman Frieders		
Committee:	Alderman Colosimo		
Committee:	Alderman Tarulis		

PUBLIC WORKS: September 20, 2016 – 6:00 p.m. – City Hall Conference Room

Committee		Departments	Liaisons
Chairman:	Alderman Funkhouser	Public Works	Park Board
Vice-Chairman:	Alderman Milschewski	Engineering	YBSD
Committee:	Alderman Kot	Parks and Recreation	
Committee:	Alderman Koch		

UNITED CITY OF YORKVILLE
WORKSHEET
CITY COUNCIL
Tuesday, August 23, 2016
7:00 PM
CITY COUNCIL CHAMBERS

AMENDMENTS TO AGENDA:

CITIZEN COMMENTS ON AGENDA ITEMS:

CONSENT AGENDA:

---

1. PW 2016-53 Stagecoach Crossing – Completion of Improvements Bid Award
   - ☐ Approved: **Y** _____ **N** _____ □ Subject to _____
   - ☐ Removed _____
   - ☐ Notes _____

     _____

     _____

---

2. PW 2016-54 Resolution Approving an Easement Agreement Granting a Permanent Easement in Order to Construct and Maintain a Traffic Detection Loop (Wrigley EDP)

☐ Approved: **Y** _____ **N** _____ □ Subject to _____

☐ Removed _____

☐ Notes _____

_____

_____

---

3. PW 2016-55 Wrigley Site Expansion
   a. Supplemental Design Engineering Agreement
   b. HR Green Professional Services Agreement Amendment No. 1
   c. Economic Development Program Amendment #1

☐ Approved: **Y** _____ **N** _____ □ Subject to _____

☐ Removed _____

☐ Notes _____

_____

_____

---

4. PW 2016-56 Ordinance Amending the City Code as it Relates to Weeds

☐ Approved: **Y** _____ **N** _____ □ Subject to _____

☐ Removed _____

☐ Notes _____

_____

_____

---

5. PW 2016-57 Ordinance Authorizing the Second Amendment to the Annual Budget for the Fiscal Year Commencing on May 1, 2016 and Ending on April 30, 2017

☐ Approved: **Y** _____ **N** _____ □ Subject to _____

☐ Removed _____

☐ Notes _____

_____

_____

---

6. PW 2016-58 Well No. 3

☐ Approved: **Y** _____ **N** _____ □ Subject to _____

☐ Removed _____

☐ Notes _____

_____

_____

---

7. PW 2016-59 NPDES MS4 Stormwater Permit

☐ Approved: **Y** _____ **N** _____ □ Subject to _____

☐ Removed _____

☐ Notes _____

_____

_____

---

8. ADM 2016-45 Monthly Treasurer's Report for June and July 2016
   - ☐ Approved: **Y** _____ **N** _____ □ Subject to _____
   - ☐ Removed _____
   - ☐ Notes _____

---

9. ADM 2016-50 Resolution Authorizing the Establishment of a Checking Account with First National Bank
   - ☐ Approved: **Y** _____ **N** _____ □ Subject to _____
   - ☐ Removed _____
   - ☐ Notes _____

MINUTES FOR APPROVAL:

---

1. Minutes of the City Council – July 26, 2016
   - ☐ Approved: **Y** _____ **N** _____ □ Subject to _____
   - ☐ Removed _____
   - ☐ Notes _____

---

2. Minutes of the City Council – August 9, 2016
   - ☐ Approved: **Y** _____ **N** _____ □ Subject to _____
   - ☐ Removed _____
   - ☐ Notes _____

BILLS FOR PAYMENT:

---

1. Bills for Payment (Informational)
   - ☐ Notes _____

MAYOR'S REPORT:

---

1. CC 2016-48 One Year Extension for Riverfront Park Grant – Amendment #2 to Project Agreement
   - ☐ Approved: **Y** _____ **N** _____ □ Subject to _____
   - ☐ Removed _____
   - ☐ Notes _____

---

2. CC 2016-49 One Year Extension for Bristol Bay 65 Grant – Amendment #2 to Project Agreement

☐ Approved: **Y** _____ **N** _____ □ Subject to _____

☐ Removed _____

☐ Notes _____

_____

_____

PARK BOARD:

---

1. CC 2016-50 Resolution Approving Park Rental, Athletic Field & Tournament Reservation Applications and Policies

☐ Approved: **Y** _____ **N** _____ □ Subject to _____

☐ Removed _____

☐ Notes _____

_____

_____

---

2. CC 2016-51 Resolution Approving a License Extension Agreement with Ginger and Soul, Inc. (131 E Hydraulic Avenue, Unit C)

☐ Approved: **Y** _____ **N** _____ □ Subject to _____

☐ Removed _____

☐ Notes _____

_____

_____

---

3. CC 2016-52 Downtown Caboose – Notice of Sale
   - ☐ Approved: **Y** _____ **N** _____ □ Subject to _____
   - ☐ Removed _____
   - ☐ Notes _____

PLANNING AND ZONING COMMISSION:

---

1. PZC 2016-01 Ordinance Approving an Updated Comprehensive Plan – First Reading
   - ☐ Approved: **Y** _____ **N** _____ □ Subject to _____
   - ☐ Removed _____
   - ☐ Notes _____

---

2. PZC 2016-02 Resolution Recommending Denial and Filing of a Written Protest to the Proposed Rezoning Request in Petition Number 16-22 for the Property at 790 Eldmain Road in Bristol Township
   - ☐ Approved: **Y** _____ **N** _____ □ Subject to _____
   - ☐ Removed _____
   - ☐ Notes _____

ADDITIONAL BUSINESS:

CITIZEN COMMENTS:

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

Agenda Item Number

CA #1

Tracking Number

PW 2016-53

Agenda Item Summary Memo

Title: Stagecoach Crossing – Completion of Improvements

Meeting and Date: City Council – August 23, 2016

Synopsis: Consideration of Bid Award

Council Action Previously Taken:

Date of Action: PW – 06/16/16 Action Taken: Moved forward to CC consent agenda

Item Number: PW 2016-53

Type of Vote Required:

Council Action Requested: Consideration of Contract Award

Submitted by: Brad Sanderson (Name) Engineering (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: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Krysti Barksdale-Noble, Community Dev. Dir.
Lisa Pickering, Deputy City Clerk

Date: August 4, 2016
Subject: Stagecoach Crossing – Completion of Improvements

Bids were received, opened and tabulated for work to be done on the project at 9:00 a.m., August 4, 2016. Representatives of contractors bidding the project, the City, and our firm were in attendance. A tabulation of the bids and the engineer's estimate is attached for your information and record. The low bid was below our engineer's estimate and within the value of the funds remaining ($54,000) to complete the improvements.

We have also attached the agreement with Midwest Bank for your information.

Therefore, we recommend the acceptance of the bid and approval of award be made to the low bidder, Jensen Excavating, LLC, 8751 E. Highpoint Road, Yorkville, IL 60560 in the amount of **$48,650.00.**

If you have any questions or require additional information, please let us know.

Engineering Enterprises, Inc.

BID TABULATION
STAGECOACH CROSSING COMPLETION OF IMPROVEMENTS
UNITED CITY OF YORKVILLE

		BID TABULATION BIDS RECD 8/4/2016		**JENSEN EXCAVATING, LLC.** 8751 E. Highpoint Rd. Yorkville, IL 60560		**PERFORMANCE CONST. & ENG.** 1000 Independence Blvd. Yorkville, IL 60560		**CONLEY EXCAVATING, INC.** 1555 Gramercy Place Morris, IL 60450		**ENGINEER'S ESTIMATE** 52 Wheeler Road Sugar Grove, IL 60554	
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	**UNIT PRICE**	**AMOUNT**	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	MISCELLANEOUS ADDITIONS TO THE PROJECT AT THE CITY'S DISCRETION	UNIT	5,000	$ 1.00	$ 5,000.00	$ 1.00	$ 5,000.00	$ 1.00	$ 5,000.00	$ 1.00	$ 5,000.00
2	MISCELLANOUS REMOVALS	LS	1	3,500.00	$ 3,500.00	4,875.00	$ 4,875.00	5,000.00	$ 5,000.00	2,000.00	$ 2,000.00
3	DETECTABLE WARNINGS	SF	20	30.00	$ 600.00	30.00	$ 600.00	42.00	$ 840.00	100.00	$ 2,000.00
4	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	SF	150	28.00	$ 4,200.00	10.00	$ 1,500.00	10.00	$ 1,500.00	12.00	$ 1,800.00
5	LID REPLACEMENT - SANITARY	EACH	8	200.00	$ 1,600.00	200.00	$ 1,600.00	250.00	$ 2,000.00	300.00	$ 2,400.00
6	BENCH REPAIR -SANITARY	EACH	2	150.00	$ 300.00	500.00	$ 1,000.00	1,200.00	$ 2,400.00	100.00	$ 200.00
7	PIPE GROUTING - SANITARY	EACH	3	150.00	$ 450.00	250.00	$ 750.00	250.00	$ 750.00	150.00	$ 450.00
8	STEP INSTALLATION - SANITARY	EACH	1	25.00	$ 25.00	300.00	$ 300.00	150.00	$ 150.00	100.00	$ 100.00
9	ADJUST STRUCTURE TO GRADE - SANITARY	EACH	1	250.00	$ 250.00	800.00	$ 800.00	800.00	$ 800.00	250.00	$ 250.00
10	VACUUM TESTING - SANITARY	EACH	1	550.00	$ 550.00	300.00	$ 300.00	1,500.00	$ 1,500.00	500.00	$ 500.00
11	FRAME REPLACEMENT - SANITARY	EACH	1	500.00	$ 500.00	500.00	$ 500.00	1,700.00	$ 1,700.00	250.00	$ 250.00
12	STRUCTURE CLEANING - SANITARY	EACH	2	250.00	$ 500.00	300.00	$ 600.00	500.00	$ 1,000.00	300.00	$ 600.00
13	PAINT FIRE HYDRANTS	EACH	4	200.00	$ 800.00	200.00	$ 800.00	500.00	$ 2,000.00	250.00	$ 1,000.00
14	LID REPLACEMENT - WATER	EACH	6	200.00	$ 1,200.00	150.00	$ 900.00	250.00	$ 1,500.00	400.00	$ 2,400.00
15	PIPE GROUTING - WATER	EACH	1	150.00	$ 150.00	300.00	$ 300.00	250.00	$ 250.00	100.00	$ 100.00
16	ADJUST STRUCTURE TO GRADE - WATER	EACH	3	250.00	$ 750.00	500.00	$ 1,500.00	400.00	$ 1,200.00	250.00	$ 750.00
17	RESET FRAME AND ADJUSTING RINGS - WATER	EACH	1	200.00	$ 200.00	250.00	$ 250.00	500.00	$ 500.00	300.00	$ 300.00
18	ADJUST AUXILLARY VALVE TO GRADE - WATER	EACH	2	100.00	$ 200.00	150.00	$ 300.00	250.00	$ 500.00	200.00	$ 400.00
19	CLEAN STRUCTURE - STORM	EACH	46	200.00	$ 9,200.00	200.00	$ 9,200.00	300.00	$ 13,800.00	250.00	$ 11,500.00
20	LID REPLACEMENT - STORM	EACH	5	200.00	$ 1,000.00	150.00	$ 750.00	250.00	$ 1,250.00	400.00	$ 2,000.00
21	INSTALL, REINSTALL OR REPAIR FILLETS IN STRUCTURE - STORM	EACH	25	125.00	$ 3,125.00	75.00	$ 1,875.00	800.00	$ 20,000.00	150.00	$ 3,750.00

Engineering Enterprises, Inc.

BID TABULATION
STAGECOACH CROSSING COMPLETION OF IMPROVEMENTS
UNITED CITY OF YORKVILLE

		BID TABULATION BIDS RECD 8/4/2016		**JENSEN EXCAVATING, LLC.** 8751 E. Highpoint Rd. Yorkville, IL 60560		**PERFORMANCE CONST. & ENG.** 1000 Independence Blvd. Yorkville, IL 60560		**CONLEY EXCAVATING, INC.** 1555 Gramercy Place Morris, IL 60450		**ENGINEER'S ESTIMATE** 52 Wheeler Road Sugar Grove, IL 60554	
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	**UNIT PRICE**	**AMOUNT**	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
22	INSTALL BENCH - STORM	EACH	28	250.00	$ 7,000.00	1,300.00	$ 36,400.00	500.00	$ 14,000.00	300.00	$ 8,400.00
23	STEP INSTALLATION - STORM	EACH	3	25.00	$ 75.00	200.00	$ 600.00	150.00	$ 450.00	100.00	$ 300.00
24	PIPE GROUTING - STORM	EACH	3	125.00	$ 375.00	300.00	$ 900.00	250.00	$ 750.00	100.00	$ 300.00
25	RESET FRAME AND ADJUSTING RINGS - STORM	EACH	2	200.00	$ 400.00	800.00	$ 1,600.00	500.00	$ 1,000.00	300.00	$ 600.00
26	FRAME REPLACEMENT - STORM	EACH	2	500.00	$ 1,000.00	400.00	$ 800.00	300.00	$ 600.00	400.00	$ 800.00
27	ADJUST STRUCTURE TO GRADE - STORM	EACH	1	300.00	$ 300.00	1,000.00	$ 1,000.00	400.00	$ 400.00	200.00	$ 200.00
28	RIP RAP	SY	100	54.00	$ 5,400.00	20.00	$ 2,000.00	65.00	$ 6,500.00	67.00	$ 6,700.00
	TOTAL (Items 1 - 28)				**48,650.00**		**77,000.00**		**87,340.00**		**55,050.00**
	% BELOW/ABOVE ENGINEER'S ESTIMATE				-11.6%		39.9%		58.7%		

LAW OFFICE
KATHLEEN FIELD ORR & ASSOCIATES
53 WEST JACKSON BLVD.
SUITE 964
CHICAGO, ILLINOIS 60604
(312)382-2113
(312)382-2127 facsimile

KATHLEEN FIELD ORR
kfo@kfoassoc.com

June 14, 2016

Mary Brown, Vice President
First Midwest Bank
One Pierce Place
Suite 1500
Itasca, Illinois 60143

Re: Saravanos Properties, LLC

Dear Ms. Brown:

Please be advised I am the City Attorney of the United City of Yorkville. As we have discussed in our recent telephone conversations, the City currently holds two letters of credit: letter of credit ("*LOC*") LOC #150017273-202 in the amount of $193,573.88; and, LOC #150017273-201 in the amount of $26,039.10.

The City is prepared to release LOC 150017273-201 which expired April 27, 2016 and is prepared to reduce LOC 150017273-202 from $193,573.88 to $65,000 upon confirmation of the following:

(i) The reduced letter of credit (150017273-202) shall be used to pay for all work required to complete the approved plans and specifications for the Stagecoach Subdivision performed by the City's engineers. All of the work required to complete the approved plans and specifications is set forth in the attached Contractor's Statement (the "*Approved Work*"). All request for payment(s) of the Approved Work shall include (a) copy of all invoices, (b) lien waivers from contracts, subcontractors and material suppliers for all Approved Work completed and (c) a letter from the City engineer that the completed Approved Work has been approved by the City. Request for draws on the LOC shall be submitted no more frequently than at thirty (30) day intervals. All draws from the LOC shall be payable to the City who shall be responsible to pay all invoices when due.

(ii) The reduced letter of credit shall also be used to reimburse the City for all fees for legal services required to resolve this matter which are estimated to be less than $2,000 upon submission of invoices.

(iii) Upon completion of the Approved Work the City shall (a) release the remaining balance of the LOC, if any, to First Midwest Bank, (b) cause the City Council, by Resolution, to accept all public improvements in the Stagecoach Crossings Subdivision that have not been previously accepted by the City and (c) cause the City Council, by Resolution, to waive all maintenance bond requirements.

Please confirm your acceptance of the foregoing so that the City can issue its direction regarding the release of LOC 150017273-201 and the reduction of LOC 15001273-202.

Thank you for your assistance and cooperation in this matter.

Very truly yours,

KATHLEEN FIELD ORR & ASSOCIATES

KATHLEEN FIELD ORR

KFO/kms

Agreed to:

First Midwest Bank

By:_____

Name: Mary Brown

Title: Vice President

Date:_____

Contractor's Statement

	Contractor	Type of Work	Engineer's Estimates	Contract Amount	Amount Previously Paid to Date	Amount of Current Request	Balance Due
1		Debris Removal	2,000.00				-
2		Replace ADA Ramps	2,000.00				-
3		Investigage/Repair Sinkhole	3,000.00				-
4		Manhole Lid Replacement - Sanitary	3,200.00				-
5		Bench Repair - Sanitary	200.00				-
6		Pipe Grouting - Sanitary	450.00				-
7		Structure Adjustment to Grade - Sanitary	300.00				-
8		Manhole Vacuum Testing	500.00				-
9		Frame Replacement - Sanitary	750.00				-
10		Structure Cleaning - Sanitary	500.00				-
11		Re-paint Fire Hydrants	1,000.00				-
12		Manhole Lid Replacement - Water	2,400.00				-
13		Pipe Grouting - Water	150.00				-
14		Strucutre Adjustment to Grade - Water	500.00				-
15		Locate/Adjust Structure to Grade - Water	750.00				-
16		Frame Re-Centered - Water	200.00				-
17		Locae/Adjust Auxiliary Valuve Box to Grade	600.00				-
18		Structure Cleaning - Storm	4,000.00				-
19		Manhold Lid Replacement - Storm	2,000.00				-
20		Install, Reinstall, or Repair Fillets in Structure - Storm	1,875.00				-
21		Bench Repair - Storm	2,800.00				-
22		Riprap	3,150.00				-
23		Grout Lift Holes	400.00				-
24		Install Additional Manhole Steps	800.00				-
25		Filter Fabric Removal for Inspection	300.00				-
26		Pipe Groupting -Storm	450.00				-
27		Adjustment Rings Replaced - Storm	1,000.00				-
28		Lift Hook Removal - Storm	300.00				-
29		Frame Replacement - Storm	1,500.00				-
30		Structure Adjustment to Grade - Storm	300.00				-
31		Silt Fence Removal	200.00				-
32		Tree/Landscaping Removal	5,000.00				-
33		Prepare Record Drawings	2,500.00				-
34		City Engineer & Management Fee	9,000.00				-
		Total	**54,075.00**				-
		120% of Estimate	**64,890.00**				

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

Agenda Item Number

CA #2

Tracking Number

PW 2016-54

Agenda Item Summary Memo

Title: Wrigley – Grant of Easement

Meeting and Date: City Council – August 23, 2016

Synopsis: Consideration of Easement Acceptance

Council Action Previously Taken:

Date of Action: PW – 08-16-16 Action Taken: Moved forward to CC consent agenda

Item Number: PW 2016-54

Type of Vote Required:

Council Action Requested: Consideration of Acceptance

Submitted by: Brad Sanderson (Name) Engineering (Department)

Agenda Item Notes:

Memorandum

To: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Kathy Field-Orr, City Attorney
Lisa Pickering, Deputy City Clerk
Date: August 16, 2016
Subject: Wrigley – Grant of Easement

Attached find a copy of a proposed grant of easement for traffic signal detector loop installation and maintenance at the intersection of Rt 47 and Wrigley. This is for the property on the western leg of the intersection.

The detector loops will be constructed as part of the proposed EDP improvements.

We recommend accepting the proposed easement.

KINNALLY FLAHERTY
KRENTZ LORAN HODGE & MASUR PC

ATTORNEYS AT LAW

July 21, 2016

Attorney Kathleen Field Orr
Kathleen Field Orr & Associates
53 West Jackson Boulevard
Suite 964
Chicago, Illinois 60604

Re: Corn Holdings, LLC and City of Yorkville
Traffic Detector Loop Easement

Dear Ms. Orr:

After reviewing your proposed easement agreement and depiction of placement of same, we approve the documents and agree to move forward. Please advise when this has been finalized by the Village of Yorkville, so that we may have it properly executed by the parties. Should you have any questions, do not hesitate to call.

Sincerely yours,

KINNALLY, FLAHERTY, KRENTZ,
LORAN, HODGE & MASUR, P.C.,

Patrick M. Kinnally
Pkinnally@kfkllaw.com

PMK/nb

cc: Mr. W. Gerard Gosselin

Resolution No. 2016-_____

A RESOLUTION OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, APPROVING AN EASEMENT AGREEMENT GRANTING A PERMANENT EASEMENT IN ORDER TO CONSTRUCT AND MAINTAIN A TRAFFIC DETECTION LOOP TO THE UNITED CITY OF YORKVILLE

WHEREAS, the United City of Yorkville, Kendall County, Illinois (the "*City*") is a duly organized and validly existing non home-rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of this State; and,

WHEREAS, Corn Holdings, L.L.C., an Illinois limited liability company (the "*Grantor*") owns certain property located in the City and legally described in Exhibit A attached hereto and incorporated herein by this reference (the "*Property*"); and,

WHEREAS, the City has requested that the Grantor grant it a perpetual easement to construct and maintain a traffic detection loop on the property; and,

WHEREAS, the Grantor agrees to grant the City a perpetual nonexclusive easement to construct, install, reconstruct, repair, remove, replace and inspect facilities for a traffic signal detector loop in, upon, over, across and through the Property in accordance with the terms and conditions as set forth in an Easement Agreement by and between the City and the Grantor attached hereto as Exhibit B and incorporated herein by this reference.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1. That the Easement Agreement granting a perpetual nonexclusive easement to the City, attached hereto as Exhibit B, is hereby approved and the Mayor and the City Clerk are hereby authorized to execute and deliver said Agreement on behalf of the City.

Section 2. This Resolution shall be in full force and effect from and after its passage and approval as provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois, this ____ day of _____, A.D. 2016.

_____
CITY CLERK

CARLO COLOSIMO	_____	KEN KOCH	_____
JACKIE MILSCHEWSKI	_____	LARRY KOT	_____
CHRIS FUNKHOUSER	_____	JOEL FRIEDERS	_____
DIANE TEELING	_____	SEAVER TARULIS	_____

Approved by me, as Mayor of the United City of Yorkville, Kendall County, Illinois, this _____ day of _____, A.D. 2016.

_____
MAYOR

Attest:

_____
CITY CLERK

EASEMENT AGREEMENT GRANTING AN EASEMENT TO THE UNITED CITY OF YORKVILLE, ILLINOIS FOR A TRAFFIC DETECTOR LOOP

This Easement Agreement (the "Agreement") is made and entered into this 26th day of July, 2016 by and between the United City of Yorkville, an Illinois municipal corporation, 800 Game Farm Road, Yorkville, Illinois 60560 (hereinafter referred to as the "City") and Corn Holdings, L.L.C., an Illinois limited liability company, (hereinafter referred to as "Grantor").

WITNESSETH

WHEREAS, Grantor is the owner of property a portion of which is legally described as:

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 16, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF A PARCEL OF LAND DESCRIBED IN DOC. 200500017770; THENCE NORTH 07 DEGREES 55 MINUTES 11 SECONDS WEST ALONG THE WESTERLY LINE OF IL STATE ROUTE 47 AS DEPICTED ON A RIGHT OF WAY PLAT RECORDED AS DOCUMENT 907261, 13,50 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 07 DEGREES 55 MINUTES 11 SECONDS WEST ALONG SAID WESTERLY LINE OF IL STATE ROUTE 47, 61.00 FEET; THENCE SOUTH 82 DEGREES 04 MINUTES 49 SECONDS WEST, 61.00 FEET; THENCE SOUTH 07 DEGREES 55 MINUTES 11 SECONDS EAST, 61.00 FEET; THENCE NORTH 82 DEGREES 04 MINUTES 49 SECONDS EAST, 61.00 FEET; TO THE POINT OF BEGINNING, ALL IN THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS.

SAID PARCEL CONTAINS 3,721 SQUARE FEET.

PIN: part of 02-16-300-007

Commonly known as: _____ Illinois Route 47, Yorkville, Illinois 60560; and,

WHEREAS, the City has requested that the Grantor grant to it an easement to construct and maintain a traffic detection loop on the above described property to detect vehicles exiting said property to enter the intersection with Illinois Route 47 that is controlled by traffic control lights; and,

WHEREAS, the Grantor agrees to grant the City an easement for the foregoing purposes subject to the terms and conditions hereinafter set forth.

NOW, THEREFORE, IN CONSIDERATION of the foregoing and the sum of $10.00 and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Grantor and City agree as follows:

1. That the statements and representations set forth in the preambles above are incorporated into and made a part of this Agreement as though fully set forth.

2. Grantor hereby grants and conveys to the City a perpetual nonexclusive easement to construct, install, reconstruct, repair, remove, replace and inspect facilities for a traffic signal detector loop in, upon, over, across and through the property as shown and legally described on Exhibit A dated ____ 2016, prepared by Engineering Enterprises, Inc. of Sugar Grove, Illinois, attached hereto and made a part hereof (the "Easement Premises"), together with the right of access by the City and its officers, employees, agents and contractors for such uses and purposes.

3. Grantor warrants that it has complete authority, direction, power, and title to execute this Grant of Easement for the uses and purposes herein set forth.

4. The City agrees that it will save and shall hold Grantor harmless from all damages, costs, or liabilities suffered because of injury to or death of any person or persons or damage to property, that may arise out of or as a consequence of the negligence of the City or its authorized officers, agents, or employees in working within the Easement Premises. As a prerequisite to any recovery therefore from the City, Grantor shall give written notice to the City within 30 days of any such claim or the commencement of any such action, suit or notice thereof it receives.

5. In the event that the City, or its officers, employees, agents or contractors, damages any property owned by Grantor adjacent to the Easement Premises during any construction, reconstruction, repair, inspection, or maintenance of the traffic signal detector loop, the City shall, at its sole expense, restore said damaged property to the condition that it existed in prior to the commencement of said activity by the City.

6. Grantor reserves the right to use the Easement Premises for any lawful purposes which will not interfere, obstruct, or be inconsistent with the City's use of the Easement Premises.

8. All rights and obligations of the Grantor and the City respectively, hereunder, shall inure to the benefit of and be binding upon their respective successors and assigns and all terms and conditions herein shall run with the property.

IN WITNESS WHEREOF, the Grantor and City have caused this Grant of Easement to be executed by their duly authorized officers effective the date and year hereinabove stated.

CORN HOLDINGS, L.L.C.
GRANTOR:

_____ Title: _____

_____ Title: _____

STATE OF ILLINOIS)
) SS
County of _____)

I, _____, a Notary Public in and for said County and State, do hereby certify that _____ personally known to me to be the same persons whose name is subscribed to the foregoing instrument as _____ the Grantor, appeared before me this day in person and, being duly sworn, acknowledged that _____ signed, sealed and delivered the said instrument as _____ free and voluntary act, for the uses and purposes therein set forth, and that _____ was duly authorized to execute the said instrument.

Given under my hand and seal, this _____ day of _____, 2016.

_____
Notary Public

My Commission expires: _____

UNITED CITY OF YORKVILLE:

_____
Mayor

Attest:

_____
City Clerk

STATE OF ILLINOIS)
) SS
County of Kendall)

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, do hereby certify that: Gary J. Golinski, personally known to me to be the Mayor of the United City of

Yorkville, and, Beth Warren, personally known to me to be the City Clerk of said City, and personally known to me to be the same persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and severally acknowledged that as such Mayor and City Clerk, they signed and delivered the said instrument and caused the corporate seal of said municipal corporation to be affixed thereto, pursuant to authority given by the City Council of said municipal corporation, as their free and voluntary act, and as the free and voluntary act and deed of said municipal corporation, for the uses and purposes therein set forth.

Given under my hand and official seal, this _____ day of _____, 2016.

_____
Notary Public

My Commission expires: _____

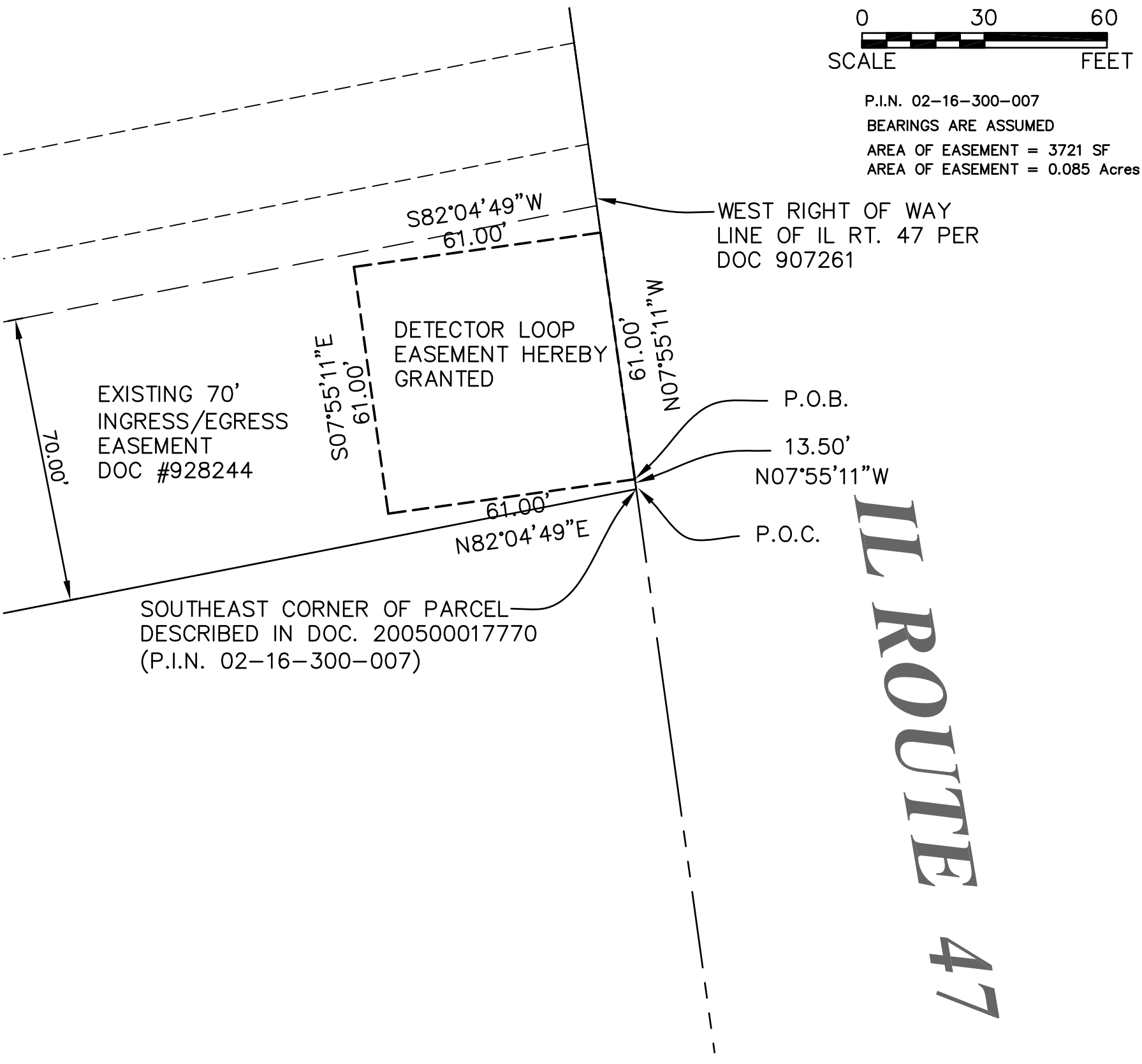
This document prepared by:

Kathleen Field Orr
City Attorney
Kathleen Field Orr & Associates
53 W. Jackson Blvd. Suite 964
Chicago, IL 60604

After recording mail to:

Beth Warren
City Clerk
800 Game Farm Road
Yorkville, IL 60560

EXHIBIT A
GRANT OF EASEMENT



LEGAL DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 16, TOWNSHIP 37 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF A PARCEL OF LAND DESCRIBED IN DOC. 200500017770; THENCE NORTH 07 DEGREES 55 MINUTES 11 SECONDS WEST ALONG THE WESTERLY LINE OF IL STATE ROUTE 47 AS DEPICTED ON A RIGHT OF WAY PLAT RECORDED AS DOCUMENT 907261, 13.50 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 07 DEGREES 55 MINUTES 11 SECONDS WEST ALONG SAID WESTERLY LINE OF IL STATE ROUTE 47, 61.00 FEET; THENCE SOUTH 82 DEGREES 04 MINUTES 49 SECONDS WEST, 61.00 FEET; THENCE SOUTH 07 DEGREES 55 MINUTES 11 SECONDS EAST, 61.00 FEET; THENCE NORTH 82 DEGREES 04 MINUTES 49 SECONDS EAST, 61.00 FEET TO THE POINT OF BEGINNING. ALL IN THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS.

Engineering Enterprises, Inc.
CONSULTING ENGINEERS
52 Wheeler Road
Sugar Grove, Illinois 60554
630.466.6700 / www.eeiweb.com

PROJECT NO: Y01416
FILE NO: Y01416-EASEMENT-02

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

Agenda Item Number

CA #3

Tracking Number

PW 2016-55

Agenda Item Summary Memo

Title: Wrigley Site Expansion – HR Green Amendment and EDP Agreement Amendment

Meeting and Date: City Council – August 23, 2016

Synopsis: Consideration of Approval

Council Action Previously Taken:

Date of Action: PW – 08/16/16 Action Taken: Moved forward to CC consent agenda

Item Number: PW 2016-55

Type of Vote Required:

Council Action Requested: Consideration of Approval

Submitted by: Brad Sanderson (Name) Engineering (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: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Krysti Barksdale-Noble, Community Dev. Dir.
Lisa Pickering, Deputy City Clerk
Date: August 4, 2016
Subject: Wrigley Site Expansion – EDP (Intersection Improvements)

HR Green has approached the City regarding an amendment to their design engineering agreement. They have drafted the attached supplement and supporting information.

Within the EDP grant, there are sufficient funds to cover this amendment. IDOT has completed a preliminary review of the amendment and has drafted a new EDP agreement to reflect the proposed funding changes. The new EDP agreement is attached.

Staff is recommending approval of the HR Green design engineering amendment and the new EDP agreement.

Municipality United City of Yorkville	LOCAL AGENCY	Illinois Department of Transportation Supplement Design Engineering Agreement **For** **Motor Fuel Tax Funds**	CONSULTANT	Name HR Green, Inc.
Township Bristol				Address 651 Prairie Pointe Drive. Suite ,201
County Kendall Countv				City Yorkville
Section 14-00046-00-TL				State Illinois

THIS AGREEMENT is made and entered into this 23rd day of August , 2016 between the above Local Agency (LA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the improvement of the above SECTION. Motor Fuel Tax Funds, allotted to the LA by the State of Illinois under the general supervision of the State Department of Transportation, hereinafter called the "DEPARTMENT", will be used entirely or in part to finance ENGINEERING services as described under AGREEMENT PROVISIONS.

Section Description

Name IL Route 47 (Bridge Street) at Wrigley Access Drive Intersection

Route FAP 326 Length 0.28 Mi. 1491.00 FT (Structure No.)

Termini Intersection of RT 47 and Manufacturing Access Drives

Description:
Project consists of roadway milling, paving and striping improvements for the inclusion of a signalized intersection at the existing manufactoring access drives.

Agreement Provisions

The Engineer Agrees,

1. To perform or be responsible for the performance of the following engineering services for the LA, in connection with the proposed improvements herein before described, and checked below:
   - a. ☐ Make such detailed surveys as are necessary for the preparation of detailed roadway plans
   - b. ☐ Make stream and flood plain hydraulic surveys and gather high water data, and flood histories for the preparation of detailed bridge plans.
   - c. ☐ Make or cause to be made such soil surveys or subsurface investigations including borings and soil profiles and analyses thereof as may be required to furnish sufficient data for the design of the proposed improvement. Such investigations are to be made in accordance with the current requirements of the DEPARTMENT.
   - d. ☐ Make or cause to be made such traffic studies and counts and special intersection studies as may be required to furnish sufficient data for the design of the proposed improvement.
   - e. ☐ Prepare Army Corps of Engineers Permit, Department of Natural Resources-Office of Water Resources Permit, Bridge waterway sketch, and/or Channel Change sketch, Utility plan and locations, and Railroad Crossing work agreements.
   - f. ☐ Prepare Preliminary Bridge design and Hydraulic Report, (including economic analysis of bridge or culvert types) and high water effects on roadway overflows and bridge approaches.
   - g. ☒ Make complete general and detailed plans, special provisions, proposals and estimates of cost and furnish the LA with five (5) copies of the plans, special provisions, proposals and estimates. Additional copies of any or all documents, if required, shall be furnished to the LA by the ENGINEER at his actual cost for reproduction.
   - h. ☐ Furnish the LA with survey and drafts in quadruplicate of all necessary right-of-way dedications, construction easement and borrow pit and channel change agreements including prints of the corresponding plats and staking as required.

Note: Four copies to be submitted to the Regional Engineer

i. ☒ Assist the LA in the tabulation and interpretation of the contractors' proposals

j. ☐ Prepare the necessary environmental documents in accordance with the procedures adopted by the DEPARTMENT's Bureau of Local Roads & Streets.

k. ☐ Prepare the Project Development Report when required by the DEPARTMENT.

(2) That all reports, plans, plats and special provisions to be furnished by the ENGINEER pursuant to the AGREEMENT, will be in accordance with current standard specifications and policies of the DEPARTMENT. It is being understood that all such reports, plats, plans and drafts shall, before being finally accepted, be subject to approval by the LA and the DEPARTMENT.

(3) To attend conferences at any reasonable time when requested to do so by representatives of the LA or the Department.

(4) In the event plans or surveys are found to be in error during construction of the SECTION and revisions of the plans or survey corrections are necessary, the ENGINEER agrees that he will perform such work without expense to the LA, even though final payment has been received by him. He shall give immediate attention to these changes so there will be a minimum delay to the Contractor.

(5) That basic survey notes and sketches, charts, computations and other data prepared or obtained by the Engineer pursuant to this AGREEMENT will be made available, upon request, to the LA or the DEPARTMENT without cost and without restriction or limitations as to their use.

(6) That all plans and other documents furnished by the ENGINEER pursuant to this AGREEMENT will be endorsed by him and will show his professional seal where such is required by law.

The LA Agrees,

1. To pay the ENGINEER as compensation for all services performed as stipulated in paragraphs 1a, 1g, 1i, 2, 3, 5 and 6 in accordance with one of the following methods indicated by a check mark:

   a. ☐ A sum of money equal to _____ percent of the awarded contract cost of the proposed improvement as approved by the DEPARTMENT.

   b. ☒ A Lump Sum
   the DEPARTMENT based on the following schedule:

Lump Sum	
$16,550.00	(see note)
	%
	%
	%
	%
	%

Note: Not necessarily a percentage. Could use per diem, cost-plus or lump sum.

2. To pay for services stipulated in paragraphs 1b, 1c, 1d, 1e, 1f, 1h, 1j & 1k of the ENGINEER AGREES at actual cost of performing such work plus _____ percent to cover profit, overhead and readiness to serve - "actual cost" being defined as material cost plus payrolls, insurance, social security and retirement deductions. Traveling and other out-of-pocket expenses will be reimbursed to the ENGINEER at his actual cost. Subject to the approval of the LA, the ENGINEER may sublet all or part of the services provided under the paragraph 1b, 1c, 1d, 1e, 1f, 1h, 1j & 1k. If the ENGINEER sublets all or part of this work, the LA will pay the cost to the ENGINEER plus a five (5) percent service charge.

   "Cost to Engineer" to be verified by furnishing the LA and the DEPARTMENT copies of invoices from the party doing the work. The classifications of the employees used in the work should be consistent with the employee classifications for the services performed. If the personnel of the firm, including the Principal Engineer, perform routine services that should normally be performed by lesser-salaried personnel, the wage rate billed for such services shall be commensurate with the work performed.

3. That payments due the ENGINEER for services rendered in accordance with this AGREEMENT will be made as soon as practicable after the services have been performed in accordance with the following schedule:

   a. Upon completion of detailed plans, special provisions, proposals and estimate of cost - being the work required by paragraphs 1a through 1g under THE ENGINEER AGREES - to the satisfaction of the LA and their approval by the DEPARTMENT, 90 percent of the total fee due under this AGREEMENT based on the approved estimate of cost.

   b. Upon award of the contract for the improvement by the LA and its approval by the DEPARTMENT, 100 percent of the total fee due under the AGREEMENT based on the awarded contract cost, less any amounts paid under "a" above.

   By Mutual agreement, partial payments, not to exceed 90 percent of the amount earned, may be made from time to time as the work progresses.

4. That, should the improvement be abandoned at any time after the ENGINEER has performed any part of the services provided for in paragraphs 1a, through 1h and prior to the completion of such services, the LA shall reimburse the ENGINEER for his actual costs plus _____ percent incurred up to the time he is notified in writing of such abandonment -"actual cost" being defined as in paragraph 2 of THE LA AGREES.

5. That, should the LA require changes in any of the detailed plans, specifications or estimates except for those required pursuant to paragraph 4 of THE ENGINEER AGREEs, after they have been approved by the DEPARTMENT, the LA will pay the ENGINEER for such changes on the basis of actual cost plus _____ percent to cover profit, overhead and readiness to serve -"actual cost" being defined as in paragraph 2 of THE LA AGREES. It is understood that "changes" as used in this paragraph shall in no way relieve the ENGINEER of his responsibility to prepare a complete and adequate set of plans and specifications.

It is Mutually Agreed,

1. That any difference between the ENGINEER and the LA concerning their interpretation of the provisions of this Agreement shall be referred to a committee of disinterested parties consisting of one member appointed by the ENGINEER, one member appointed by the LA and a third member appointed by the two other members for disposition and that the committee's decision shall be final.

2. This AGREEMENT may be terminated by the LA upon giving notice in writing to the ENGINEER at his last known post office address. Upon such termination, the ENGINEER shall cause to be delivered to the LA all surveys, permits, agreements, preliminary bridge design & hydraulic report, drawings, specifications, partial and completed estimates and data, if any from traffic studies and soil survey and subsurface investigations with the understanding that all such material becomes the property of the LA. The ENGINEER shall be paid for any services completed and any services partially completed in accordance with Section 4 of THE LA AGREES.

3. That if the contract for construction has not been awarded one year after the acceptance of the plans by the LA and their approval by the DEPARTMENT, the LA will pay the ENGINEER the balance of the engineering fee due to make 100 percent of the total fees due under this AGREEMENT, based on the estimate of cost as prepared by the ENGINEER and approved by the LA and the DEPARTMENT.

4. That the ENGINEER warrants that he/she has not employed or retained any company or person, other than a bona fide employee working solely for the ENGINEER, to solicit or secure this contract, and that he/she has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the ENGINEER, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this contract. For Breach or violation of this warranty the LA shall have the right to annul this contract without liability.

IN WITNESS WHEREOF, the parties have caused the AGREEMENT to be executed in quadruplicate counterparts, each of which shall be considered as an original by their duly authorized officers.

Executed by the LA:

United City of Yorkville of the
(Municipality/Township/County)

ATTEST:

State of Illinois, acting by and through its

By _____

_____

City Clerk

By _____

(Seal)

Title Mayor

Executed by the ENGINEER:

HR Green, Inc.

651 Prairie Pointe Dr., Suite 201

ATTEST:

630-708-5002

By _____

By David Schultz

Title Project Manager

Title Project Manager

Approved

_____
Date

Department of Transportation

_____
Regional Engineer

HR GREEN, INC.
PROFESSIONAL SERVICES AGREEMENT AMENDMENT NO. 1 – REV.

THIS AMENDMENT, made this 27th day of July, 2016 by and between, United City of Yorkville the CLIENT, and HR GREEN, INC. (hereafter "COMPANY"), for professional services concerning:

Wrigley Building Expansion - Roadway and Traffic Signal Plans and Specifications

hereby amends the original Professional Services Agreement dated July 21, 2014 and last revised on November 20, 2014 as follows:

The CLIENT and COMPANY agree to amend the Scope of Services of the original Professional Services Agreement and previous amendments as follows:

- Design and Construction limits expanded from conceptual plan (2014) to final plan (2016)
    - (Length of project increased from 1,050 ft. to 1,491 ft.)
- Recurring special provision changes from 2012 Standard Special Provisions (2015 Supplemental Special Provisions) to 2016 Standard Special Provisions and Paycodes.
- Pay code items changes 2012 Standard Special Provisions to 2016 Standard Special Provisions.
- District 3 updates to 2016 (Special provisions added in and removed old).
- Revised lane widths per original IDS approval of 13' lanes to 12' lanes to meet required shoulder requirements of IDOT current policy.
- Night time paving and coordination – significant route policy identified, added to plans then took out because design exception and request from City and then IDOT ran traffic volumes. At end of day this provided savings to overall project.
- Design exception approval/coordination for 1.5" surface milling and paving, again savings to project from IDOT policy.
- Plan review comments staring in the Permit Section and then IDOT informed us that it needed to now go into Local Roads Section (additional reviews).
- Aggregate Shoulder wedge included (was excluded in assumptions in conceptual).
- Signal foundation changes (Size and Depths) per IDOT requests above and beyond geotechnical report.
- Street sign changes between city, state and Wrigley – Newest version it to be Wrigley Way.
- Signal designed per IDS then changed in between hybrid of IDS and Ultimate Design
    - Mast arm lengths and location.
- Multiple signal revisions per meeting (phasing and etc.) – Dan Devine & Public Works requests.
    - Signal head changes, wire schematics, conduit sizing upgrades, quantities
- Signal Interconnect went from fiber to wireless (due to cost and time frame with Railroad Approval)
    - Added additional intersection (Kennedy) for interconnect
- Handhole special provisions and detail changes (standard to concrete).
- Combination mast arm lighting in at conceptual/preliminary and then taking out of plans at 90% to save project costs. After bidding phase and based on overall construction costs the combination lighting is to be added back into the plans as an addendum.
- Various pavement thickness sections based on suggestions of leveling binder being added in per state then removed upon recommendation of mill and fill per local roads.
- Bid/Letting Documents were excluded from original contract.

IDOT – Economic Development Program Agreement:
Engineering Project Number: P-93-023-14 & Section 14-00046-00-TL
COMPANY Project Number: 88140093.02

The CLIENT and COMPANY agree to amend other provisions of the original Professional Services Agreement and previous amendments as follows:

N/A

In consideration for these services, the CLIENT AGREES to adjust the payment for services performed by COMPANY on the following basis:

☒ Lump Sum to be increased by Sixteen Thousand Five Hundred Fifty Dollars ($16,550.00)

The total authorized compensation after this Amendment, including the original Professional Services Agreement and all previous Amendments, is Seventy Thousand Nine Hundred Eighty Dollars ($ 70,980.00)

THIS AMENDMENT is subject to all provisions of the original Professional Services Agreement.

THIS AMENDMENT, together with the original Professional Services Agreement and all previous amendments represents the entire and integrated AGREEMENT between the CLIENT and COMPANY.

THIS AMENDMENT executed the day and year written above.

United City of Yorkville	HR GREEN
By: Bart Olson, City Administrator	By David Schultz, PE, LEED AP

Document1

Local Agency	Illinois Department of Transportation	Job Number - Construction
City of Yorkville		C-93-124-14
Section	**Economic Development Program Agreement AMENDMENT #1**	Job Number - Engineering
14-00046-00-TL		P-93-023-14

This Agreement is made and entered into between the above local agency hereinafter referred to as "LA", and the State of Illinois, acting by and through its Department of Transportation, hereinafter referred to as "STATE". The STATE and LA jointly propose to improve the designated location as shown below.

Location

Local Name IL RT 47 Intersection with Manufacturing Access Drives Route FAP 326 Length 0.01 mile

Termini Intersection of RT 47 and Manufacturing Access Drive

Current Jurisdiction City of Yorkville, State of Illinois

Project Description

Project consists of roadway milling, paving and striping improvements for the inclusion of a signalized intersection at the existing stop controlled manufacturing access drives.

Division of Cost

Type of Work	**EDP** (1)	**(%)**	**LA** (2)	**(%)**	**Total**
Participating Construction	586,438	(100)		(BAL)	586,438
Non-Participating Construction		( )		( )	
Preliminary Engineering	73,980	(100)		(BAL)	73,980
Construction Engineering	46,720	(100)		(BAL)	46,720
		( )		( )	
		( )		( )	
		( )		( )	
TOTAL	$707,138		$ 0		$707,138

Note

1/ The STATE will reimburse the LA for eligible construction and engineering costs of the project subject to a maximum of $707,138.

2/ Any remaining balance shall be the responsibility of the LA in the event the Economic Development funds are not sufficient to cover the project costs.

The STATE will pay the LA, 95% of its share of the construction costs upon the award of the construction contract and receipt of billing from the LA. The remaining 5% will be paid to the LA upon receipt of the final invoice.

The STATE will reimburse the LA for the STATE's share of the Preliminary and Construction Engineering on the basis of periodic billings provided said billings contain sufficient cost information and include orders of payment by the LA.

The final invoice will reflect the incurred cost of the improvement, less previous payments, no later than one year from the date of completion of the improvement. If a final invoice is not received within one year of completion of the improvement the most recent invoice will be considered the final invoice and the obligation of funds will be closed.

Agreement Provisions

1. It is mutually agreed that the PROJECT will be processed, let and constructed in accordance with Motor Fuel Tax standards, policies and procedures.

2. Construction of the PROJECT will utilize domestic steel as required by Section 106.01 of the current edition of the Standard Specifications for Road and Bridge Construction.

3. The LA will certify to the STATE that all necessary right-of-way, temporary and permanent easements, and temporary use permits have been obtained or are not required, prior to the LA advertising for bids for the PROJECT.

4. The PROJECT will be let and awarded by the LA upon approval of the plans and specifications by the STATE.

5. The LA agrees to retain jurisdiction and to maintain or cause to be maintained in a manner satisfactory to the STATE, the completed PROJECT.

6. Upon approval of the final plans and specifications by the STATE and the LA, the LA agrees to accept bids and award the contract for construction of the proposed improvements after receipt of a satisfactory bid and after concurrence in the award has been received from the STATE and provide, or cause to be provided, all of the initial funding necessary to complete the project subject to partial reimbursement by the STATE.

7. This Agreement and the covenants contained herein shall be null and void in the event the initial contract covering the construction work contemplated herein is not awarded by .

8. The LA shall maintain, for a minimum of 3 years after the completion of the project, adequate books, records, and supporting documents to verify the amounts, recipients and uses of all disbursements of funds passing in conjunction with this Agreement. All books, records, and supporting documents related to the project shall be available for review and audit by the Auditor General and the Department. The LA agrees to cooperate fully with any audit conducted by the Auditor General and the Department and to provide full access to all relevant materials. Failure to maintain the books, records and supporting documents required by this section shall establish a presumption in favor of the STATE for the recovery of any funds paid by the STATE under the contract of which adequate books, records, and supporting documentation are not available to support their purported disbursement.

9. Obligations of the STATE shall cease immediately without penalty or further payment being required if, in any fiscal year, the Illinois General Assembly fails to appropriate or otherwise make available funds for the work contemplated herein.

10. All projects for the construction of fixed works which are financed in whole or in part with funds provided by this Agreement shall be subject to the Prevailing Wage Act (820 ILCS 130/0.01 et seq.) unless the provisions of that Act exempt its application.

11. The LA has entered into an economic development agreement with herein referred to as the “COMPANY”. As required by Public Act 93-552, the COMPANY agrees to annually submit to the STATE for a period of five complete calendar years from the execution of this Agreement, a progress report of employment. All annual progress reports will be completed on-line through the Department of Commerce and Economic Opportunity. The initial Employee Reporting Form should be attached as "Exhibit B". The agreement between the LA and the COMPANY delineating the reporting requirements is attached as "Exhibit C".

12. It is mutually agreed that in the event of a default by the COMPANY on their commitment to create and/or retain jobs, the STATE will seek reimbursement of the Economic Development funds provided for this PROJECT from the LA. This determination to seek reimbursement will be based on an evaluation of the information reported in the annual progress report of employment (Exhibit “B”) required in item 12 of this Agreement. Failure to submit the required employment report will be considered default on the COMPANY’s commitment.

13. This Agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.

EXHIBITS

Additional information and/or stipulations are hereby attached and identified below as being a part of this Agreement.

Exhibit A - Location Map

Exhibit B – Employee Reporting Form

Exhibit C - Local Agency/Company Agreement

The LA further agrees, as a condition of payment, that it accepts and will comply with the applicable provisions set forth in this Agreement and all exhibits indicated above.

APPROVED

Local Agency

Name of Official (Print or Type Name)

Title (County Board Chairperson/Mayor/Village President/etc.)

(Signature) Date

The above signature certifies the agency's TIN number is _____ conducting business as a Governmental Entity.

NOTE: If signature is by an APPOINTED official, a resolution authorizing said appointed official to execute this agreement is required.

APPROVED

State of Illinois
Department of Transportation

Randall S. Blankenhorn, Secretary of Transportation Date

By:

Aaron A. Weatherholt, Deputy Director of Highways Date

Omer Osman, Director of Highways/Chief Engineer Date

William M. Barnes, Chief Counsel Date

Jeff Heck, Chief Fiscal Officer (CFO) Date

Local Agency City of Yorkville	Section 14-00046-00-TL

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

Agenda Item Number

CA #4

Tracking Number

PW 2016-56

Agenda Item Summary Memo

Title: Parkway Maintenance Ordinance

Meeting and Date: City Council – August 23, 2016

Synopsis: Clean up of weeds and grass ordinance

Council Action Previously Taken:

Date of Action: PW – 08-16-16 Action Taken: Moved forward to CC consent agenda

Item Number: PW 2016-56

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Eric Dhuse (Name) Public Works (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: Public Works Committee
From: Eric Dhuse, Director of Public Works
CC: Bart Olson, Administrator
Date: August 8, 2016
Subject: parkway maintenance ordinance

Summary

Language that was in our previous weed and grass ordinance was inadvertently removed when we updated the ordinance in 2011. This amendment would reincorporate the necessary language for enforcement of property standards.

Background

The previous ordinance (1993-16) contained language regarding the maintenance of the parkway area which the new ordinance does not have. This language speaks specifically to the resident's responsibility to maintain the parkway area. This is an important point to clarify due to the fact that the parkway area is technically part of the right-of-way that is owed by the city. This will allow full enforcement of the mowing and weeds section of the current ordinance. I have attached the old ordinance for reference.

In addition to the right of way maintenance section, there were two other portions of the ordinance that were not carried over to the new ordinance. Our codifiers questioned their removal and staff concurs that they should be reincorporated into the current ordinance. Here are the paragraphs in question:

C. Notice to Abate: The city or an authorized agent shall serve upon the occupant of any premises, if any, and upon the owner thereof, notice of the nuisance violation, and where a property owner or occupant cannot be found, notice of the nuisance violation may be given by posting a sign in a conspicuous place near the main entrance of a structure or on the property, the notice shall demand abatement of the nuisance within five (5) days.

The city shall cause to be published in a newspaper of general circulation within the city limits once a week for two (2) consecutive weeks during the month of May of each year a notice informing the public that any weeds, grass, plant or vegetable matter, other than trees, bushes, flowers, vegetable gardens or other ornamental plants, which grow to a height exceeding eight inches (8") is a violation of city ordinance and the city may cut the weeks, grass, plant or vegetable if the violation is not abated within five (5) days after notice is given and the property owner shall be liable to the city for its cots.

It shall be unlawful for anyone to deface, tamper with, or remove any posted notice unless authorized by the city or an authorized agent.

D. Nuisance Abatement: The city attorney or any citizen of the city, when such a nuisance exists as set forth in this section, may maintain a complaint in the name of the city, perpetually, to enjoin all persons from maintaining or permitting such nuisance and to abate the same. In addition, the city police, officers, inspectors or employees, upon observing any violation of this section may enter upon private property and summarily abate any nuisance if the person served with notice does not abate the nuisance within five (5) days.

Recommendation

Staff and legal recommendation is to reincorporate the deleted sections into the current ordinance. A draft copy of the proposed ordinance is attached for review and comment.

I would ask that this be placed on the August 16, 2016 public works committee agenda for discussion.

Ordinance No. 2016-___

AN ORDINANCE OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, AMENDING THE YORKVILLE CITY CODE AS IT RELATES TO WEEDS

WHEREAS, the United City of Yorkville, Kendall County, Illinois (the "*City*") is a duly organized and validly existing non home-rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

WHEREAS, pursuant to Section 11-60-2 of the Illinois Municipal Code (65 ILCS 5/1-1-1, *et seq.*) the City has the authority to define, prevent, and abate nuisances; and,

WHEREAS, pursuant to the authority conveyed by Section 11-60-2 of the Illinois Municipal Code the City enacted Section 4-1-5 of the Yorkville City Code; and

WHEREAS, the Mayor and City Council desire to amend Section 4-1-5 of the Yorkville City Code.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1. That Title 4, Chapter 1 of the Yorkville City Code is hereby amended by renumbering Section 4-1-5(B)(7)(d) "Height Exception; Vacant Property" as Section 4-1-5(B)(7)(e).

Section 2. That Title 4, Chapter 1 of the Yorkville City Code is hereby further amended by adding Section 4-1-5(B)(7)(d):

d. Parkways. The owners of property abutting any public streets, alleyways, roads, or other rights of way shall maintain the area between the edge of the pavement or curb and their property line, commonly known as the parkway, in a neat, clean and orderly condition and shall not allow the growth of weeds on said parkways in violation of this Section.

Section 3. That Title 4, Chapter 1 of the Yorkville City Code is hereby amended by adding the following Sections 4-1-5(E), (F), (G), and (H):

E. Notice to Abate: The City or an authorized agent shall serve upon the occupant of any premises, if any, and upon the owner thereof, notice of the nuisance violation, and where a property owner or occupant cannot be found, notice of the nuisance violation may be given by posting a sign in a conspicuous place near the main entrance of a structure or on the property, the notice shall demand abatement of the nuisance within five (5) days.

F. Publication of Maximum Height: The City shall cause to be published in a newspaper of general circulation within the City limits once a week for two (2) consecutive weeks during the month of May of each year a notice informing the public that any weeds, grass, plant or vegetable matter, other than trees, bushes, flowers, vegetable gardens or other ornamental plants, which grow to a height exceeding eight inches (8") is a violation of City ordinance and the City may cut the weeds, grass, plant or vegetable if the violation is not abated within five (5) days after notice is given and the property owner shall be liable to the City for its costs.

G. Posted Notices: It shall be unlawful for anyone to deface, tamper with, or remove any posted notice unless authorized by the City or an authorized agent.

H. Nuisance Abatement: The City attorney or any citizen of the City, when such a nuisance exists as set forth in this section, may maintain a complaint in the name of the City, perpetually, to enjoin all persons from maintaining or permitting such nuisance and to abate the same. In addition, the City police, officers, inspectors or employees, upon observing any violation of this section may enter upon private property and summarily abate any nuisance if the person served with notice does not abate the nuisance within five (5) days.

Section 4. This Ordinance shall be in full force and effect upon its passage, approval, and publication as provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this _____ day of _____, 2016.

_____
CITY CLERK

CARLO COLOSIMO	_____	KEN KOCH	_____
JACKIE MILSCHEWSKI	_____	LARRY KOT	_____
CHRIS FUNKHOUSER	_____	JOEL FRIEDERS	_____
DIANE TEELING	_____	SEAVER TARULIS	_____

Approved by me, as Mayor of the United City of Yorkville, Kendall County, Illinois, this _____ day of _____, 2016.

_____
MAYOR

Attest:

_____
City Clerk

ORDINANCE NO. 1993-16

AN ORDINANCE OF THE UNITED CITY OF THE VILLAGE OF YORKVILLE DECLARING CERTAIN WEEDS, ETC., A NUISANCE, REGULATING THE HEIGHT THEREOF, AND PRESCRIBING PENALTIES FOR FAILURE TO CONTROL

WHEREAS, certain weeds and vegetation, either due to the nature thereof or the height to which they are permitted to grow, can create a health hazard by the release of noxious odors and pollens, and due to the concealment of filthy or decaying matter, rodents and animals, and

WHEREAS, the City, in exercise of its police powers desires to eradicate such noxious weeds and control and regulate the height to which weeds and grasses can be allowed within and upon pieces or parcels of land within the City limits of the UNITED CITY OF THE VILLAGE OF YORKVILLE.

NOW THEREFORE, BE IT ORDAINED by the City Council of the UNITED CITY OF THE VILLAGE OF YORKVILLE as follows:

Section 1. Definition

That any weed defined as a noxious weed by virtue of the Laws of the State of Illinois, and any weed of like kind, or any vegetable growth which releases unpleasant or noxious odors, and any high or rank vegetable growth over the height of eight (8) inches from the surface of the ground, except as permitted in Section 2 herein, which may or does conceal filthy or decaying matter, rodents or small animals, upon any piece or parcel of land within the City limits of the UNITED CITY OF THE VILLAGE OF YORKVILLE, is hereby declared to be a nuisance.

Section 2. Height

It shall be unlawful for anyone to permit any weeds, grass, plant or vegetable matter, other than trees, bushes, flowers, vegetable gardens or other ornamental plants to grow to a height exceeding eight (8) inches anywhere within the City limits of the UNITED CITY OF THE VILLAGE OF YORKVILLE.

The owners of property abutting any public streets, roads or ways shall maintain the area between the edge of pavement or curb and their property line, commonly known as parkway, in a neat, clean and orderly condition and free of any weeds, grass or plants in excess of five (5) inches in height, other than trees, bushes, flowers or other ornamental plants.

Section 3. Removal Notice

It shall be the duty of the Superintendent of Public Works to serve or cause to be served upon the occupant of any premises, if any, and upon the owner thereof, on which weeds or plants are permitted to grow in violation of the provisions of this Ordinance, a demand that the abatement of the nuisance be made within five (5) days from service of such notice.

Section 4. Abatement

If the person so served does not abate the nuisance within five (5) days, the Superintendent of Public Works of the UNITED CITY OF THE VILLAGE OF YORKVILLE may proceed to abate such nuisance, keeping an account of expenses of the abatement, and such expenses shall be charged and paid by such occupant or owner upon whom such notice has been served within thirty (30) days of billing.

Section 5. Lien

Unpaid charges for such weed removal shall be a lien upon the premises. Whenever a bill for such charges remains unpaid for thirty (30) days after it has been rendered, the Clerk may file with the Recorder of Deeds of Kendall County, a statement of lien claim. This statement shall contain a legal description of the premises, the expenses and costs incurred and the date when the weeds were cut, and a notice that the City claims a lien for the amount of such expense.

Notice of such lien claim shall be mailed to the owner of the premises at the last known address of such owner; provided, however, that failure of the Clerk to record such lien claim or to mail such notice, or the failure of the owner to receive such notice, shall not affect the rights of the City to collect for such charges, as provided in this Section; nor shall the failure of the owner to receive such notice, affect the right of the UNITED CITY OF THE VILLAGE OF YORKVILLE to foreclose for the lien for such charges.

Section 6. Foreclosure Lien

Property subject to a lien for unpaid weed cutting charges shall be sold for nonpayment of the same, and the proceeds of such sale shall be applied to pay the charges, after deducting costs, as is the case in the foreclosure of Statutory Liens.

The City Attorney is hereby authorized and directed to institute such proceedings, in the name of the City, in any Court having competent jurisdiction over such matter, against any property for which such bill has remained unpaid thirty (30) days after it has been rendered.

Section 7. Fines

Every person, firm or corporation who violates any of the provisions hereof shall be guilty of a misdemeanor and shall be fined not less than $25.00 nor more than $200.00 for each and every offense, and each day they or it violates or fails to comply with the terms and provisions hereof shall constitute a separate offense.

Section 8. Severability

The invalidity of any part, section or sentence of this Ordinance shall not affect the remainder thereof.

Section 9. Effective Date

This Ordinance shall be in full force and effect from and after its due passage, approval and publication, as required by law.

PASSED this 22 of July, 1993.

Jacqueline S Allison
City Clerk

APPROVED this 22 of July, 1993.

Mayor

weedord

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

Agenda Item Number

CA #5

Tracking Number

PW 2016-57

Agenda Item Summary Memo

Title: Fox Hill Budget Amendment

Meeting and Date: City Council – August 23, 2016

Synopsis: Amendment to increase the Fox Hill SSA area budget by $6449 to remove dead ash trees.

Council Action Previously Taken:

Date of Action: PW – 08/16/16 Action Taken: Moved forward to CC consent agenda

Item Number: PW 2016-57

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Eric Dhuse (Name) Public Works (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: Public Works Committee
From: Eric Dhuse, Director of Public Works
CC: Bart Olson, Administrator
Date: August 9, 2016
Subject: Fox Hill SSA budget amendment

Summary

Staff is requesting a budget amendment to increase the Fox Hill SSA budget by $6449.00 for the removal of 28 ash trees along Diehl Farm Rd. that were planted as an entry feature for the entire subdivision.

Background

As you are well aware, the emerald ash borer has devastated our ash tree population. The ash trees in Fox Hill are no different. We have waited as long as we could to remove them, but it is now time to get them out of the right of way before they start falling over. This budget amendment does not include any replacement at this time, but we could levy for that in next fiscal year's budget and plant them in May. We can also levy for the expense of the removal to recoup the funds from the SSA area residents. This is the contractor that won the bid for the mowing and maintenance for the Fox Hill and Sunflower SSA areas and tree trimming/removal are specifically listed as items that the contractor is responsible for taking care of during the duration of the contract.

Recommendation

The attached estimate seems within reason; I would recommend proceeding with the budget amendment which will let me give the contractor the go ahead to start the proposed work.

I would ask that this be placed on the August 16, 2016 public works committee agenda for discussion.

Ordinance No. 2016-____

AN ORDINANCE AUTHORIZING THE SECOND AMENDMENT TO THE ANNUAL BUDGET OF THE UNITED CITY OF YORKVILLE, FOR THE FISCAL YEAR COMMENCING ON MAY 1, 2016 AND ENDING ON APRIL 30, 2017

WHEREAS, the United City of Yorkville (the "City") is a duly organized and validly existing non-home rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

WHEREAS, pursuant to 65 ILCS 5/8-2-9.4, the City adopted Ordinance No. 2016-30 on April 12, 2016 adopting an annual budget for the fiscal year commencing on May 1, 2016 and ending on April 30, 2017; and,

WHEREAS, pursuant to 65 ILCS 5/8-2-9.6, by a vote of two-thirds of the members of the corporate authorities then holding office, the annual budget of the United City of Yorkville may be revised by deleting, adding to, changing or creating sub-classes within object classes and object classes themselves. No revision of the budget shall be made increasing the budget in the event funds are not available to effectuate the purpose of the revision; and,

WHEREAS, funds are available to effectuate the purpose of this revision.

NOW THEREFORE, BE IT ORDAINED by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1: That the amounts shown in Schedule A, attached hereto and made a part hereof by reference, increasing and/or decreasing certain object classes and decreasing certain fund balances in the Fox Hill SSA fund with respect to the United City of Yorkville's 2016-2017 Budget are hereby approved.

Section 2: This ordinance shall be in full force and effect from and after its passage and approval according to law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this _____ day of _____, 2016.

_____

CITY CLERK

CARLO COLOSIMO	_____	KEN KOCH	_____
JACKIE MILSCHEWSKI	_____	LARRY KOT	_____
CHRIS FUNKHOUSER	_____	JOEL FRIEDERS	_____
DIANE TEELING	_____	SEAVER TARULIS	_____

Approved by me, as Mayor of the United City of Yorkville, Kendall County, Illinois, this _____ day of _____, 2016.

_____

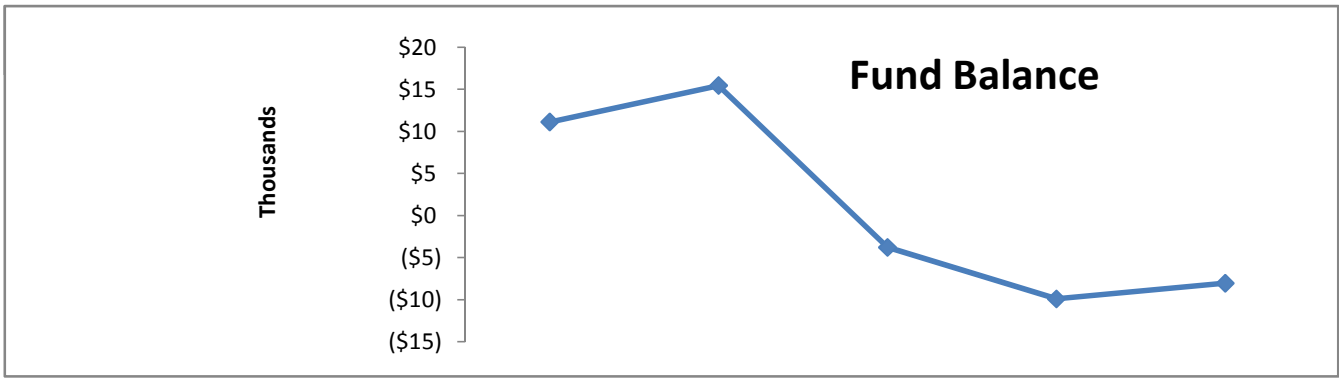
MAYOR

Schedule A

FOX HILL SSA FUND (11)

This fund was created for the purpose of maintaining the common areas of the Fox Hill Estates (SSA 2004-201) subdivision. Revenues for the fund are derived from property taxes levied on homeowners in the subdivision.

	FY 2014 Actual	FY 2015 Actual	**Unaudited** FY 2016 Actual	FY 2017 Adopted Budget	FY 2017 Amended Budget
Revenue					
Taxes	3,786	8,536	7,072	7,073	7,073
Investment Earnings	1	-	-	-	-
Total Revenue	**3,787**	**8,536**	**7,072**	**7,073**	**7,073**
Expenditures					
Contractual Services	7,776	4,208	26,314	4,833	11,333
Total Expenditures	**7,776**	**4,208**	**26,314**	**4,833**	**11,333**
Surplus (Deficit)	(3,989)	4,328	(19,242)	2,240	(4,260)
Ending Fund Balance	**11,134**	**15,462**	**(3,780)**	**(9,900)**	**(8,040)**
	143.2%	*367.4%*	*-14.4%*	*-204.8%*	*-70.9%*



United City of Yorkville

Fox Hill Special Service Area Fund

11

FOX HILL SSA FUND REVENUE

Account	Description	FY 2014 Actual	FY 2015 Actual	Unaudited FY 2016 Actual	FY 2017 Adopted	FY 2017 Amended
Taxes						
11-000-40-00-4000	PROPERTY TAXES	3,786	8,536	7,072	7,073	7,073
	Special Service Area Tax - $32 per Unit					
	Total: Taxes	**$3,786**	**$8,536**	**$7,072**	**$7,073**	**$7,073**
Investment Earnings						
11-000-45-00-4500	INVESTMENT EARNINGS	1	-	-	-	-
	Total: Investment Earnings	**$1**	**$0**	**$0**	**$0**	**$0**
	Total: FOX HILL SSA REVENUE	**$3,787**	**$8,536**	**$7,072**	**$7,073**	**$7,073**

United City of Yorkville

Fox Hill Special Service Area Fund

111

FOX HILL SSA EXPENDITURES

Unaudited

Account	Description	FY 2014 Actual	FY 2015 Actual	FY 2016 Actual	FY 2017 Adopted	FY 2017 Amended
Contractual Services						
11-111-54-00-5417	TRAIL MAINTENANCE	-	-	21,141	-	-
11-111-54-00-5466	LEGAL SERVICES	190	-	-	-	-
11-111-54-00-5495	OUTSIDE REPAIR & MAINTENANCE	7,586	4,208	5,173	4,833	11,333
	Total: Contractual Services	**$7,776**	**$4,208**	**$26,314**	**$4,833**	**$11,333**
	Total: FOX HILL SSA EXPENDITURES	**$7,776**	**$4,208**	**$26,314**	**$4,833**	**$11,333**

YORKVILLE MOWING & LANDSCAPING
630-364-8848
Mowing * Edging * Cleanup * Mulch
20 Coy Park Drive, Newark, IL 60541

Estimate

Date	Estimate #
6/13/2016	155

Name / Address
Fox Hill & Sunflower Estates Att: Eric Dhuse 800 Game Farm Road Yorkville, IL 60560

Project

Item	Description	Qty	Rate	Total
01.7 Tree/Bush Re...	Removal of Tree stumps, take down of 28 Ash trees, including labor(30 hours)		5,374.00	5,374.00
01.11 Black Dirt	10 Yards of Black Dirt	10	40.00	400.00
01.12 Seeding/Sod	3 Bags of Grass Seed	3	75.00	225.00
01 Landscaping	3 Waterings	3	150.00	450.00

Total $6,449.00

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

Agenda Item Number

CA #6

Tracking Number

PW 2016-58

Agenda Item Summary Memo

Title: Well No. 3

Meeting and Date: City Council – August 23, 2016

Synopsis:

Council Action Previously Taken:

Date of Action: PW – 08/16/16 Action Taken: Moved forward to CC consent agenda

Item Number: PW 2016-58

Type of Vote Required:

Council Action Requested: Consideration of Approval to Remove Pump/Motor and to Televise well

Submitted by: Brad Sanderson (Name) Engineering (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: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Lisa Pickering, Deputy City Clerk

Date: August 1, 2016
Subject: Well No. 3

The purpose of this memo is review potential rehabilitation and long tern options for Well No. 3.

Background:

Currently, Well No. 3 is experiencing what is believed to be a mechanical failure. It has been recommended by Layne not to use any further in order to minimize potential further damage.

Well No. 3 historically produces 600-650 gpm and is currently used as a back-up water source. It is also known as a "sand pumper". The volume of sand that is produced by the well is considered to be a high amount and is directly attributable to the more frequent rehabilitations of this well. A sand separator is utilized to capture the sand from the well prior to entering the system. The separator in the past has had to be replaced frequently when the well was more heavily used. By comparison, the City's other wells produce 1,000 gpm each.

Well No. 3's history is summarized below:

- Past (Through Discussion With Tom Healy of Layne Western)
  - 1960 Well Drilled; Utilized Westinghouse/US Motors
  - 1972 Installed Rebuilt Byron Jackson Motor (BJ)
  - 1983 Possible Well Rehabilitation (Records Not Clear)
  - 1991 Well Development; Installed 175 HP BJ
  - 1998 Motor OK; Bowls Worn Badly; Pump Rebuilt
- Recent Past (2004 – 2009)
  - 2004 Motor Failure; Installed 200 HP rebuilt BJ motor; Corrosion of 16" Casing evident
  - 2008 Pump Pulled due to Motor Issue; Installed 150 HP BJ Rebuilt Motor; Rebuilt Bowl Assembly;
  - 2009 Pump Pulled; Bowl Assembly Badly Worn and was Rebuilt;

Rehab/Repair Tends To Be On a 4 – 7 Year Cycle.

Well No. 3's recent repair costs have been as follows:

- 2004 $89,234 → New 200 HP Type H Rebuilt BJ Motor; Replaced 9 Stage – 11 MQH BJ Bowl Assembly

- 2008 $99,617 → New 150 HP 14" Type H Rebuilt BJ Motor; Rebuilt BJ Bowl Assembly; 12 – 8" Line Pipe Segments Were Cut & Rethread; Replacement of 5 Couplings; Replacement of 8" Surge Valve
- 2009 $21,216 → Pump Rebuilt

Questions Presented:

Should the City consider rehabilitating well and keep it part of the water system?

Should the City consider abandoning the well?

Discussion:

At this point, we do not have a good handle on the estimated costs to repair the well. In order to obtain a reasonable estimate, the well must be taken out of service and the pump and motor need to be pulled and inspected. In addition, televising of the well will be necessary in order to determine the condition of the casing. A casing pipe in poor condition makes it difficult (sometimes impossible) to install and pull equipment in and out of the well. The condition of the casing may make our decision for us. Layne is estimating the cost to do the above noted work at $25,000-$30,000.

If the City elects to abandon the well, the pump and motor would have to be pulled anyway, which is the majority of the costs noted above. The televising and inspection of the equipment would not be part of a normal well abandonment and are estimated to be $5,000-$6,000. Note that if the well is abandoned, there are additional work items necessary above and beyond the pulling of the pump and motor.

As noted above, Well No. 3 has been used minimally in the past several years. Per our needs assessment calculations, a new well will be needed if we choose to abandon Well 3 as follows:

- Current Trends (CT) Water Use
  - With Well No. 3 Active: 2028 (12 Years)
  - Without Well No. 3: 2023 (7 Years)

- Less Resource Intensive (LRI) Water Use
  - With Well No. 3 Active: 2034 (18 Years)
  - Without Well No. 3: 2030 (14 Years)

As you know, per capita water use trends are generally going down. Therefore, it is probably a reasonable assumption that we would need another well in 8 – 10 years.

In addition to our water supply needs, we should also consider the downtown planning aspect of the well abandonment.

Action Required:

At this time, staff is recommending that we authorize Layne to pull the pump and motor and televise the well. Upon completion of this work, a detailed estimate of the repair costs will be known. At that time, a more detailed discussion can take place regarding the future of the well.

July 25, 2016

United City of Yorkville
c/o Mr. Jeff Freeman
Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, IL 60554

RE: United City of Yorkville, IL
Well No. 3

Dear Jeff:

Per your request, we are sending you this letter to briefly summarize the repair history of Well No. 3 since 2004 and provide cost estimates for the pulling and inspection of the 150 HP Byron Jackson submersible pump and well.

A brief synopsis of each project is detailed as follows:

June, 2004:

The 175 HP Byron Jackson submersible pump was pulled due to a motor issue. Since a rebuilt 175 HP Byron Jackson motor was unavailable, we installed a 200 HP rebuilt motor, in addition to replacing the 9 Stage – 11MQH Byron Jackson bowl assembly due to extreme wear and corrosion. During this repair we televised the well and noted that the corrosion at the bottom of the 16" surface casing had worsened. In our 1998 pump repair, we televised the well and saw this issue, as well as holes in the 16" casing at 417 feet and 422 feet, opposite limestone formations. The holes did not seem to be any worse in 2004.

It was during the 2004 repair that the site restrictions began to worsen. My recollection is that this has worsened even more now with added obstructions, and a site visit would be warranted to ascertain exactly how the pump can be pulled now.

The post-repair pumping test indicated that the pump was producing 845 gpm @ 75 psi with a Static Water Level of 296 feet and a Pumping Level of 346 feet. This correlates to a Final Specific Capacity of 16.9 gpm/ft. We also observed that the sand production seemed to have increased in comparison to 1998, and we theorized that this could be due to lowering the bowl assembly suction into the St. Peter sandstone open hole, or very close to the top shot hole. The well was redeveloped in 1991 with a Primacord Treatment with one pound block shots every 5 feet; for a total of 70 lbs. of shots set off in the St. Peter and the Galesville sandstones (30 lbs. in St. Peter and 40 lbs. in Galesville).

February, 2008:

The pump was pulled due to a motor issue. We reinstalled a 150 HP, 14", Type H, Byron Jackson rebuilt motor and also rebuilt the Byron Jackson bowl assembly due to wear. Twelve pieces of 8" T & C Line Pipe were cut and rethread, along with the replacement of 5 couplings and the 8" surge valve. No well televising was performed.

A post-repair pumping test indicated the pump was producing 665 gpm @ 75 psi, with a Static Water Level of 326 feet and a Pumping Level of 372 feet. Specific Capacity was 14.5 gpm/ft.

February, 2009:

The City observed that the production had decreased drastically, and the pump was pulled again. The bowl assembly was severely worn and needed to be rebuilt. The motor was suitable for reuse and fully serviced in our shop in Aurora. It was during this repair that we discovered that this well was being operated for short periods of time (2 – 3 hours), on a sporadic basis. We discussed, and the City implemented, using Well 3 on an "as-needed" basis, and if needed, to run it as long as possible to minimize starts and stops, where the sand production can be worse. No well televising was performed.

In April, 2009, the pump was producing 629 gpm @ 85 psi with a Static Water Level of 326 feet and a Pumping Level of 364 feet, with a Final Specific Capacity of 16.6 gpm/ft.

It is being reported today that there is a noticeable "grinding noise" when Well 3 is operated. This typically correlates to bowl assembly wear, and we would suggest that the use of Well 3 be only on an emergency basis since continued use and accelerated bowl assembly wear could cause the 150 HP Byron Jackson submersible motor to fail. As we discussed, we will send down a serviceman to observe the operation of the pump to verify the above thoughts (we will line this up with Tom Konen once he is back from vacation).

We also discussed that the next step, assuming the verification of the probable bowl assembly wear, would be to pull and inspect the 150 HP Byron Jackson submersible pump and televise the well. Perhaps the key component will be the condition of the 56-year-old Well No. 3 to determine if it is viable for continued use in the future. Holes in the 16" surface casing and enlarged slots in the 12" liner does not typically bode well for the future. These issues can be rectified, but with the significant site restrictions for work-over rigs and equipment, it may be near impossible to do so. This preliminary phase should provide these answers to allow EEI and the City to make a very educated guess going forward in your Master Water Plan Analysis.

An estimated cost to mobilize, set-up, pull, and inspect the pump briefly on site would be in the range of **$16,000.00 - $21,000.00** {depending upon the site visit observations}, plus $1,700.00 for a television survey. If the City desires that we load up and mobilize the complete pump to our yard for further disassembly, sandblasting, and inspection, please add $4,500.00.

Layne, as you know, is the authorized repair center and representative for Flowserve/Byron Jackson in northern Illinois and has been since 1972. During this time, we have installed over 400 new Byron Jackson Type H submersible pumps and have performed dozens and dozens of successful Byron Jackson submersible pump repairs. The 150HP Type motor seal should be dewatered in accordance with our exclusive procedure. This will allow the motor to be put in the proper shipping position with the mercury seal secured and will minimize the potential for water entering the motor windings, which would result in damage to the motor. *Only Layne can provide a Byron Jackson factory authorized serviceman to complete this procedure properly*. As a result of the new July 1, 2012 IEPA guidelines we no longer conduct the seal servicing or motor dewatering over the well. To our knowledge Layne is the only contractor in the country that is currently utilizing a sealed motor service containment module that is transported to project sites to meet the new IEPA regulations.

We have also researched the costs for the last 3 repair projects:

- ***2004: $89,234.00***
- ***2008: $99,617.00***
- ***2009: $21,216.00***

We hope that you will find this information valuable and helpful. If you have any questions, please don't hesitate to contact us.

Yours very truly,

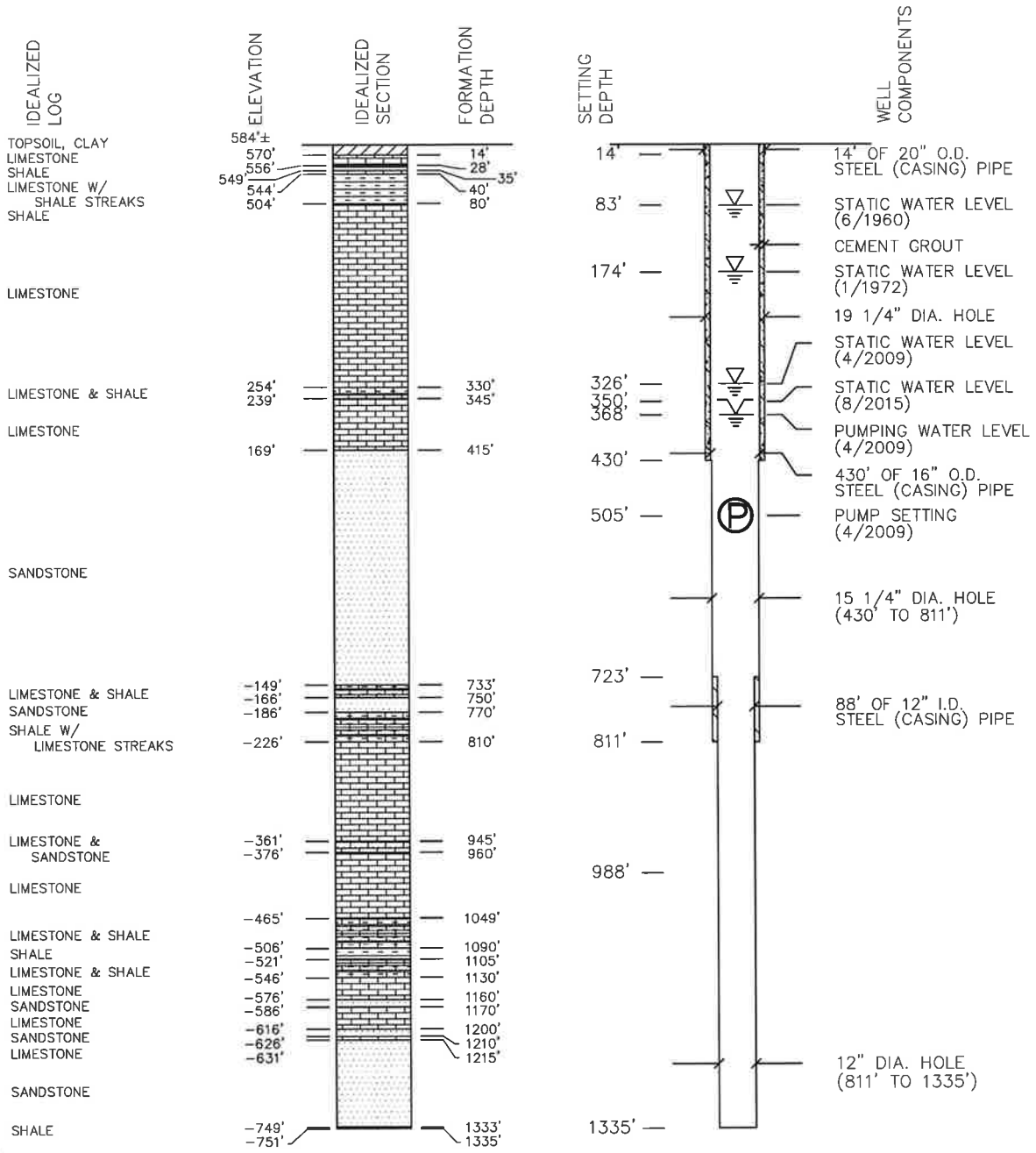
Thomas P. Healy, P.E.

Thomas P. Healy, P.E.
Manager of Projects
Layne Christensen Company

TPH/mcw

SCHEMATIC OF EXISTING WATER WELL No. 3 (DEEP CONSOLIDATED AQUIFER) UNITED CITY OF YORKVILLE KENDALL COUNTY, ILLINOIS

DATA TAKEN FROM WELL CONSTRUCTION REPORT PREPARED BY LAYNE WESTERN CO., INC., AURORA, ILLINOIS, AND WELL MONITORING AND MAINTENANCE REPORTS



SPECIFIC CAPACITY

- 4/2009: 16.64 GPM/FT

Engineering Enterprises, Inc.

COPYRIGHT © 2015 ENGINEERING ENTERPRISES, INC.

PROJECT NO: Y01437
FILE NO: Y01437-WELL 3

Plotted: October 15, 2015 @ 9:33 AM By: Larry Nolan – Tab: Schematic

Path: H:\SDSKPROJ\Y01437\DWG FINAL ENG\Y01437-WELL 3

Table No. 2-1: Existing Water Supply Summary

United City of Yorkville, IL

WELL NO.	AQUIFER							DEPTH (BELOW GRADE)			EQUIPMENT INSTALL DATE	DESIGN CONDITION		INSTALLED MANUFACTURER AND TYPE		PUMPING ASSEMBLY		COMMENTS
	SG	SL	GP	SP	IG	CO	MS	WELL (FT)	CASING (FT)	PUMP (FT)		FLOW (GPM)	TDH (FT)	PUMP	MOTOR	PUMP	MOTOR	
3				♦	♦			1335	430 (AND 88' OF 12" I.D. LINER FROM DEPTH OF 723' TO 811')	505	2009	700	550	BJ/FS - 11MQH 9 Stage	BJ 150 HP, 14" H, 460V	Rebuilt	Refurbished	Pulled due to severe sand wear of bowl, a fairly constant issue with this well that typically produces 650-675 GPM. The City minimizes use of this well.
										505	2008	700	550	BJ/FS - 11MQH 9 Stage	BJ 150 HP, 14" H, 460V	Refurbished	New	Motor Replaced due to Presumed Lightning Strike; Pump Reused
										500	2004	700	550	BJ/FS - 11MQH 9 Stage	BJ 200 HP	Rebuilt	New	Motor Replaced due to Presumed Lightning Strike; Pump Rebuilt due to Sand Corrosion
										UN	1998	700	UN	BJ/FS - 11MQH 9 Stage	BJ 175 HP	New	UN	TV Survey Showed 16-Inch Casing Badly Corroded, So Raised Pump Setting. During the well rehab, it was noted that the power cable had some nicks.
										UN	1991	650	550	BJ/FS	BJ	New	New	Well Development with Primacord 1 LB Block Shots - Created Current Sand Issues; Modified to Pump Into System Rather Than Reservoir
										UN	1972	UN	UN	UN	100 HP Westinghouse	UN	UN	None
										UN	1960	650	UN	UN	100 HP Westinghouse	New	New	None
4				♦	♦			1401	476	665	2008	1,200	655	BJ/FS - 13/12MQLH(5)L(5) 10 Stage	BJ 250 HP 14" H 460V	New	Refurbished	No apparent sand issues. The well was bailed to a new depth of 1401 ft.
								1,393		542	1992	1,225	650	BJ/FS - 13MQL/12MQL 10 Stage	BJ 250 HP 14" H 460V	Refurbished	Refurbished	None
										569	1976	1,000	650	BJ/FS - 13MQ/12MQL 10 Stage	BJ 250 HP 14" H 460V	New	New	Work started in August of 1975, finished in January of 1976.
7					♦			1,527	1,318	1,105	2007	1,200	1,270	BJ/FS - 13MQ/12MQH(9)L(6) 15 Stage	BJ 400 HP 17" H 2,300 V	Rebuilt	Rebuilt	Repairs were required due to pipe separation with culminated in fishing of pipe, bowl, motor and cable. Motor sent back for routine factory repair, bowl rebuilt, all pipe rethread and new cable.
										1,125	2004	1,000	1,270	BJ/FS - 13MQ/12MQH(9)L(6) 15 Stage	BJ 400 HP 17" H 2,300 V	New	New	None
8					♦			1,384	930	840	2004	1,200	900	BJ/FS - 13MQ/12MQH5L7 12 stage	BJ 400 HP 17" H 2,300V	New	New	There is a well rehab scheduled to begin in 2015.
9					♦			1,368	1,170	870	2009	1,200	1,000	BJ/FS - 13MQ/12MWH5L9 14 Stage	BJ 400 HP 17" H 2,300V	Rebuilt	Rebuilt	Well rehab included repairs due to pipe separation, similar to well #7. Reused motor & bowl, rethreaded all pipe and furnished new cable.
										870	2004	1,000	1,000	BJ/FS - 13MQ/12MQH5L9 14 stage	BJ 400 HP 18" H 2,300V	New	New	None
TOTAL FLOW CAPACITY ALL SOURCES:												**5,500 GPM** / **7.92 MGD**						
TOTAL FIRM CAPACITY:												**4,300 GPM** / **6.19 MGD**						

Notes:

♦ Aquifer Designations: SG = Sand & Gravel; SL = Silurian Dolomite; GP = Galena-Platteville Dolomite; SP = St. Peter (Ancell) Sandstone; IG = Ironton-Galesville Sandstone; MS = Mt. Simon Sandstone, CO = Cambrian-Ordovician

♦ UN = Unknown

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

United City of Yorkville
800 Game Farm Road
Yorkville, IL 60560
630-553-4350

DATE:	July 2016
PROJECT NO.:	YO1620
BY:	MJT
PATH:	H:\GIS\PUBLIC\YORKVILLE\2016\
FILE:	YO1620_Location Well 3 .MXD

EXHIBIT A
LOCATION MAP

N

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

Agenda Item Number

CA #7

Tracking Number

PW 2016-59

Agenda Item Summary Memo

Title: NPDES MS4 Stormwater Permit

Meeting and Date: City Council – August 23, 2016

Synopsis: Consideration of Approval

Council Action Previously Taken:

Date of Action: PW – 08/16/16 Action Taken: Moved forward to CC consent agenda

Item Number: PW 2016-59

Type of Vote Required:

Council Action Requested: Approval

Submitted by: Brad Sanderson (Name) Engineering (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: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Krysti Barksdale-Noble, Community Dev. Dir.
Lisa Pickering, Deputy City Clerk

Date: August 10, 2016
Subject: NPDES MS4 Stormwater Permit

The IEPA issued a revised NPDES MS4 permit in February of 2016. The new MS4 permit went into effect on March 1, 2016. The permit instructs communities to comply with the new permit provisions within 180 days (September 1, 2016) and to report on the changes implemented and provide supporting documentation with next year's Annual Report due by June 1, 2017.

Some of the changes are administrative, some do not apply to the City's circumstances and some the City is already in compliance with; however, there are some changes that require modifications to the City's activities and Stormwater Management Plan. This memo provides a summary of these changes to each of the six minimum control measures in the MS4 permit and the actions that must be taken to comply with the new provisions.

Public Education and Outreach on Storm Water Impacts

Changes: Public Education now has to include a component regarding potential impacts of climate change on stormwater discharges. In addition, there are added requirements for educational materials for non stormwater discharges and discharges from private properties. The permit includes a list of topic examples.

Current Status: The City currently complies with this measure through stormwater education materials available at the Information Center at City Hall.

Recommended Action: City staff should review and inventory the current materials available, compare with new requirements and topic list, identify need for new materials, obtain new materials and make available at City Hall. This should be completed during this permit year and updated materials provided as documentation in the next Annual Report.

Public Involvement/Participation

Changes: The new permit requires communities to identify Environmental Justice Areas within their jurisdiction and provide appropriate public involvement/participation. There is also a requirement that the community have a least one public meeting a year for the public to provide input on the adequacy of the City's stormwater program.

Current Status: The City had been meeting this requirement by allowing public comment at Board Meetings and through the Environmental Fair.

Recommended Action: The City will have to hold a public meeting during this permit year to allow public input on the stormwater program. The meeting may be part of a regular Council Meeting but would have to be part of the agenda and not just during the public comment period. Meeting minutes would be submitted with the next Annual Report as documentation.

In addition, the City will have to investigate the requirements for identifying Environmental Justice Areas and take appropriate action if areas are identified. These items should be completed during this permit year and reported on in next year's Annual Report. (See Page 14 of the Attached MS4 Permit for definitions of Environmental Justice and Environmental Justice Area.)

Illicit Discharge Detection and Elimination

Changes: The new permit now requires dry weather inspections of stormwater outfalls to look for non-stormwater of illicit discharges. The permit allows the City to prioritize their list of outfalls for inspections with high priority outfalls requiring at least annual inspection.

Current Status: The City currently addresses this requirement by responding to reports of illicit discharges and taking action with their ordinances and procedures when necessary.

Recommended Actions: The City has their stormwater outfalls identified on their inventory maps. Staff should develop a prioritization list and schedule for inspecting outfalls. Documentation of inspections should be included in the next Annual Report.

Construction Site Storm Water Runoff Control

Changes: There are a number of changes to the runoff and erosion control requirements.

Current Status: The City addresses this requirement through implementation of their Stormwater and other ordinances.

Recommended Action: The City's current ordinances comply with or are more stringent than the changes in the MS4 permit. Therefore, there are no changes to the City's current ordinances or activities required for this control measure.

Post-Construction Stormwater Management for New Development and Redevelopment

Changes: There are a number of changes to Post Construction Best Management Practices (BMPs). These changes add the requirement to consider climate control impacts on BMPs. There are also requirements to limit the use of infiltration practices (i.e. not adjacent to fuel stations, wells, etc.). A requirement has also been added for the City to develop a process to assess existing and current flood control projects for water quality and climate change impacts.

Current Status: The City addresses this requirement through implementation of their current Stormwater and other ordinances and by assisting Homeowner Associations when requested.

Recommended Action: The City's current ordinances generally comply with or are more stringent then the changes in the MS4 permit and no changes are required. However, this section of the Stormwater Management Plan should be reviewed in regards to climate change impacts and developing a plan to assess flood control projects and any necessary changes be made to the Stormwater Plan. This should be completed this permit year and the revised Stormwater Management Plan submitted with the next Annual Report as documentation.

The limits on infiltration practices are consistent with the requirements in the IEPA NPDES General Construction Permit and can be enforced through that permit for proposed infiltration BMPs. Compliance with these requirements is part of the engineering review process on new development or redevelopment projects.

Pollution Prevention/Good Housekeeping for Municipal Operations

Changes: There are added requirements for the storage of deicing materials. The City must have permanent storage or temporary storage with seasonal tarping. In addition, permanent storage structures must be constructed within two years.

Current Status: The City currently maintains and reports on good housing keeping requirements. The City currently has permanent storage so no action is required.

Monitoring

Changes: There are new requirements for monitoring and assessing the program. There are several options for monitoring from inventorying BMPs to sampling. For the City, we recommend the option to Evaluate BMP effectiveness based on published research. This requires the City to inventory BMPs implemented in the Community and estimating the resultant pollutant reduction.

Current Status: There was no monitoring of this type required under the previous permit.

Recommended Action: The Fox River Study Group is making an evaluation tool available to MS4 communities in the watershed. The tool is a spreadsheet that will allow the City to enter the areas of BMPs that are to be implemented; the spreadsheet will then estimate the pollutant reduction resulting from implementation of the BMPs. All BMPs implemented since the start of this permit (March 1, 2016) will need to be inventoried. The City will have to enter all newly constructed BMPs moving forward as well. The BMP inventory should be provided as documentation with each year's Annual Report.

Other

Changes: Communities that perform deicing operations that can cause or contribute to a violation of State chloride water quality standards have to participate in any watershed group organized to implement control measures.

Current Status: This is a new requirement.

Recommended Action: This item requires additional research to see if there are watershed groups that the City could participate in. This should be done during this permit year and documentation provided with the Annual Report.

Summary

We recommend that City staff move forward with the recommend action items outlined in this memo. In addition, the Stormwater Management Plan should be reviewed and updated to include the changes to the stormwater management procedures, policies and monitoring forms. The revised Stormwater Management Plan should then be submitted to IEPA as an attachment to the next Annual Report due on June 1, 2017.

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 NORTH GRAND AVENUE EAST, P.O. BOX 19276, SPRINGFIELD, ILLINOIS 62794-9276 • (217) 782-3397
BRUCE RAUNER, GOVERNOR LISA BONNETT, DIRECTOR

217/782-0610

February 10, 2016

Re: General NPDES Permit ILR40 for Discharge from Small Municipal Separate Storm Sewer Systems (MS4)

Dear Permittee:

Enclosed with this letter is the reissued General NPDES Permit ILR40 for the discharge of storm water from small MS4s. Significant changes have been made in the final permit based on comments received by the Agency. Please review the final permit and make any necessary modifications to your storm water management program. The Agency has also provided a list of permit modifications and a summary of responses to comments received by the Agency.

Please note that the Agency will be reviewing the Notice of Intent (NOI) for all NOIs that have been received. If you have not submitted an NOI, you must submit a NOI within 90 days of the effective date of the permit. A separate permit coverage letter will be sent by the Agency to persons who have submitted a complete NOI after review of the NOI.

Should you have any questions or comments regarding this letter, please contact Melissa Parrott or Cathy Demeroukas of my staff at (217) 782-0610 or at the above address.

Sincerely,

Alan Keller

Alan Keller, P.E.
Manager, Permit Section
Division of Water Pollution Control

SAK:16020801bah/MS4 NOI Letter

4302 N. Main St., Rockford, IL 61103 (815) 987-7760
595 S. State, Elgin, IL 60123 (847) 608-3131
2125 S. First St., Champaign, IL 61820 (217) 278-5800
2009 Mall St., Collinsville, IL 62234 (618) 346-5120

9511 Harrison St., Des Plaines, IL 60016 (847) 294-4000
412 SW Washington St., Suite D, Peoria, IL 61602 (309) 671-3022
2309 W. Main St., Suite 116, Marion, IL 62959 (618) 993-7200
100 W. Randolph, Suite 10-300, Chicago, IL 60601

PLEASE PRINT ON RECYCLED PAPER

General NPDES Permit No. ILR40

Illinois Environmental Protection Agency
Division of Water Pollution Control
1021 North Grand East
P.O. Box 19276
Springfield, Illinois 62794-9276

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM

General NPDES Permit
For
Discharges from Small Municipal Separate Storm Sewer Systems

Expiration Date: February 28, 2021

Issue Date: February 10, 2016

Effective Date: March 1, 2016

In compliance with the provisions of the Illinois Environmental Protection Act, the Illinois Pollution Control Board Rules and Regulations (35 Ill. Adm. Code, Subtitle C, Chapter 1) and the Clean Water Act, the following discharges may be authorized by this permit in accordance with the conditions herein:

Discharges of only storm water from small municipal separate storm sewer systems (MS4s), as defined and limited herein. Storm water means storm water runoff, snow melt runoff, and surface runoff and drainage.

Receiving waters: Discharges may be authorized to any surface water of the State.

To receive authorization to discharge under this general permit, a facility operator must submit a Notice of Intent (NOI) as described in Part II of this permit to the Illinois Environmental Protection Agency (Illinois EPA). Authorization, if granted, will be by letter and include a copy of this permit.

Alan Keller, P.E.
Manager, Permit Section
Division of Water Pollution Control

NPDES/Hutton/stormwater/MS4/MSFinal2-9-16.daa

CONTENTS OF GENERAL PERMIT ILR40

PART I. COVERAGE UNDER GENERAL PERMIT ILR40 ..... Page 2

PART II. NOTICE OF INTENT (NOI) REQUIREMENTS ..... Page 3

PART III. SPECIAL CONDITIONS ..... Page 4

PART IV. STORM WATER MANAGEMENT PROGRAMS ..... Page 6

PART V. MONITORING, RECORDKEEPING, AND REPORTING ..... Page 12

PART VI. DEFINITIONS AND ACRONYMS ..... Page 14

ATTACHMENT H. STANDARD CONDITIONS ..... Page 16

PART I. COVERAGE UNDER GENERAL PERMIT ILR40

A. Permit Area

This permit covers all areas of the State of Illinois.

B. Eligibility

1. This permit authorizes discharges of storm water from MS4s as defined in 40 CFR 122.26 (b)(16) as designated for permit authorizations pursuant to 40 CFR 122.32.

2. This permit authorizes the following non-storm water discharges provided they have been determined not to be substantial contributors of pollutants to a particular small MS4 applying for coverage under this permit:

   - Water line and fire hydrant flushing,
   - Landscape irrigation water,
   - Rising ground waters,
   - Ground water infiltration,
   - Pumped ground water,
   - Discharges from potable water sources, (excluding wastewater discharges from water supply treatment plants)
   - Foundation drains,
   - Air conditioning condensate,
   - Irrigation water, (except for wastewater irrigation),
   - Springs,
   - Water from crawl space pumps,
   - Footing drains,
   - Storm sewer cleaning water,
   - Water from individual residential car washing,
   - Routine external building washdown which does not use detergents,
   - Flows from riparian habitats and wetlands,
   - Dechlorinated pH neutral swimming pool discharges,
   - Residual street wash water,
   - Discharges or flows from fire fighting activities
   - Dechlorinated water reservoir discharges, and
   - Pavement washwaters where spills or leaks of toxic or hazardous materials have not occurred (unless all spilled material has been removed).

3. Any municipality covered by this general permit is also granted automatic coverage under Permit No. ILR10 for the discharge of storm water associated with construction site activities for municipal construction projects disturbing one acre or more. The permittee is granted automatic coverage 30 days after Agency receipt of a Notice of Intent to Discharge Storm Water from Construction Site Activities from the permittee. The Agency will provide public notification of the construction site activity and assign a unique permit number for each project during this period. The permittee shall comply with all the requirements of Permit ILR10 for all such construction projects.

C. Limitations on Coverage

The following discharges are not authorized by this permit:

1. Storm water discharges that are mixed with non-storm water or storm water associated with industrial activity unless such discharges are:

   a. In compliance with a separate NPDES permit; or

   b. Identified by and in compliance with Part I.B.2 of this permit.

2. Storm water discharges that the Agency determines are not appropriately covered by this general permit. This determination may include discharges identified in Part 1.B.2 or that introduce new or increased pollutant loading that may be a significant contributor of pollutants to the receiving waters.

3. Storm water discharges to any receiving water specified under 35 Ill. Adm. Code 302.105(d) (6).

4. The following non-storm water discharges are prohibited by this permit: concrete and wastewater from washout of concrete (unless managed by an appropriate control), drywall compound, wastewater from washout and cleanout of stucco, paint, form release oils, curing compounds and other construction materials, fuels, oils, or other pollutants used in vehicle and equipment operation and maintenance, soaps, solvents, or detergents, toxic or hazardous substances from a spill or other release, or any other pollutant that could cause or tend to cause water pollution.

5. Discharges from dewatering activities (including discharges from dewatering of trenches and excavations) are allowable if managed by appropriate controls as specified in a project's storm water pollution prevention plan, erosion and sediment control plan, or storm water management plan.

D. Obtaining Authorization

In order for storm water discharges from small MS4s to be authorized to discharge under this general permit, a discharger must:

1. Submit a Notice of Intent (NOI) in accordance with the requirements of Part II using an NOI form provided by the Agency (or a photocopy thereof).

2. Submit a new NOI in accordance with Part II within 30 days of a change in the operator or the addition of a new operator.

3. Unless notified by the Agency to the contrary, an MS4 owner submitting a complete NOI in accordance with the requirements of this permit will be authorized to discharge storm water from their small MS4s under the terms and conditions of this permit 30 days after the date that the NOI is received. Authorization will be by letter and include a copy of this permit. The Agency may deny coverage under this permit and require submittal of an application for an individual NPDES permit based on a review of the NOI or other information.

PART II. NOTICE OF INTENT (NOI) REQUIREMENTS

A. Deadlines for Notification

1. If an MS4 was automatically designated under 40 CFR 122.32(a)(1) to obtain permit coverage, then you were required to submit an NOI or apply for an individual permit by March 10, 2003.

2. If an MS4 has coverage under the previous general permit for storm water discharges from small MS4s, you must renew your permit coverage under this part. Unless previously submitted for this general permit, you must submit a new NOI within 90 days of the effective date of this reissued general permit for storm water discharges from small MS4s to renew your NPDES permit coverage. The permittee shall comply with any new provisions of this general permit within 180 days of the effective date of this permit and include modifications pursuant to the NPDES permit in its Annual Report.

3. If an MS4 is designated in writing by Illinois EPA under 40 CFR 122.32(a)(2) during the term of this general permit, then you are required to submit an NOI within 180 days of such notice.

4. MS4s are not prohibited from submitting an NOI after established deadlines for NOI submittals. If a late NOI is submitted, your authorization is only for discharges that occur after permit coverage is granted. Illinois EPA reserves the right to take appropriate enforcement actions against MS4s that have not submitted a timely NOI.

B. Contents of Notice of Intent

Dischargers seeking coverage under this permit shall submit the Illinois MS4 NOI form. The NOI shall be signed in accordance with Standard Condition 11 of this permit and shall include all of the following information:

1. The street address, county, and the latitude and longitude of the municipal office for which the notification is submitted;

2. The name, address, and telephone number of the operator(s) filing the NOI for permit coverage and the name, address, telephone number, and email address of the person(s) responsible for implementation and compliance with the MS4 Permit; and

3. The name and segment identification of the receiving water(s), whether any segments(s) is or are listed as impaired on the most recently approved list pursuant to Section 303(d) of the Clean Water Act or any currently applicable Total Maximum Daily Load (TMDL) or alternate water quality study, and the pollutants for which the segment(s) is or are impaired. The most recent 303(d) list may be found at http://www.epa.state.il.us/water/water-quality/index.html. Information regarding TMDLs may be found at http://www.epa.state.il.us/water/tmdl/.

4. The following shall be provided as an attachment to the NOI:

   a. A description of the best management practices (BMPs) to be implemented and the measurable goals for each of the storm water minimum control measures in paragraph IV. B. of this permit designed to reduce the discharge of pollutants to the maximum extent practicable;

   b. The month and year in which you implemented any BMPs of the six minimum control measures, and the month and year in which you will start and fully implement any new minimum control measures or indicate the frequency of the action;

   c. For existing permittees, provide adequate information or justification on any BMPs from previous NOIs that could not be implemented; and

   d. Identification of a local qualifying program, or any partners of the program if any.

5. For existing permittees, certification that states the permittee has implemented necessary BMPs of the six minimum control measures.

C. All required information for the NOI shall be submitted electronically and in writing to the following addresses:

Illinois Environmental Protection Agency
Division of Water Pollution Control
Permit Section
Post Office Box 19276
Springfield, Illinois 62794-9276

epa.ms4noipermit@illinois.gov

D. Shared Responsibilities

Permittees may partner with other MS4s to develop and implement their storm water management program. Each MS4 must fill out the NOI form. MS4s may also jointly submit their individual NOI in coordination with one or more MS4s. The description of their storm water management program must clearly describe which permittees are responsible for implementing each of the control measures. Each permittee is responsible for implementation of best management practices for the Storm Water Management Program within its jurisdiction.

PART III. SPECIAL CONDITIONS

A. The Permittee's discharges, alone or in combination with other sources, shall not cause or contribute to a violation of any applicable water quality standard outlined in 35 Ill. Adm. Code 302.

B. If there is evidence indicating that the storm water discharges authorized by this permit cause, or have the reasonable potential to cause or contribute to a violation of water quality standards, you may be required to obtain an individual permit or an alternative general permit or the permit may be modified to include different limitations and/or requirements.

C. If a TMDL allocation or watershed management plan is approved for any water body into which you discharge, you must review your storm water management program to determine whether the TMDL or watershed management plan includes requirements for control of storm water discharges. If you are not meeting the TMDL allocations, you must modify your storm water management program to implement the TMDL or watershed management plan within eighteen months of notification by the Agency of the TMDL or watershed management plan approval. Where a TMDL or watershed management plan is approved, the permittee must:

1. Determine whether the approved TMDL is for a pollutant likely to be found in storm water discharges from your MS4.

2. Determine whether the TMDL includes a pollutant waste load allocation (WLA) or other performance requirements specifically for storm water discharge from your MS4.

3. Determine whether the TMDL addresses a flow regime likely to occur during periods of storm water discharge.

4. After the determinations above have been made and if it is found that your MS4 must implement specific WLA provisions of the TMDL, assess whether the WLAs are being met through implementation of existing storm water control measures or if additional control measures are necessary.

5. Document all control measures currently being implemented or planned to be implemented to comply with TMDL waste load allocation(s). Also include a schedule of implementation for all planned controls. Document the calculations or other evidence that shows that the WLA will be met.

6. Describe and implement a monitoring program to determine whether the storm water controls are adequate to meet the WLA.

7. If the evaluation shows that additional or modified controls are necessary, describe the type and schedule for the control additions/revisions.

8. Continue requirements 4 through 7 above until monitoring from two continuous NPDES permit cycles demonstrate that the WLAs or water quality standards are being met.

9. If an additional individual permit or alternative general permit includes implementation of work pursuant to an approved TMDL or alternate water quality management plan, the provisions of the individual or alternative general permit shall supersede the conditions of Part III.C. TMDL information may be found at http://www.epa.state.il.us/water/tmdl/.

D. If the permittee performs any deicing activities that can cause or contribute to a violation of an applicable State chloride water quality standard, the permittee must participate in any watershed group(s) organized to implement control measures which will reduce the chloride concentration in any receiving stream in the watershed.

E. Authorization: Owners or operators must submit either an NOI in accordance with the requirements of this permit or an application for an individual NPDES Permit to be authorized to discharge under this General Permit. Authorization, if granted will be by letter and include a copy of this Permit. Upon review of an NOI, the Illinois EPA may deny coverage under this permit and require submittal of an application for an individual NPDES permit.

1. Automatic Continuation of Expired General Permit: Except as provided in III.E.2 below, when this General Permit expires the conditions of this permit shall be administratively continued until the earliest of the following:

   a. 150 days after the new General Permit is reissued;

   b. The Permittee submits a Notice of Termination (NOT) and that notice is approved by Illinois EPA;

   c. The Permittee is authorized for coverage under an individual permit or the renewed or reissued General Permit;

   d. The Permittee's application for an individual permit for a discharge or NOI for coverage under the renewed or reissued General Permit is denied by the Illinois EPA; or

   e. Illinois EPA issues a formal permit decision not to renew or reissue this General Permit. This General Permit shall be automatically administratively continued after such formal permit decision.

2. Duty to Reapply:

   a. If the permittee wishes to continue an activity regulated by this General Permit, the permittee must apply for permit coverage before the expiration of the administratively continued period specified in III.E.1 above.

   b. If the permittee reapplies in accordance with the provisions of III.E.2.a above, the conditions of this General Permit shall continue in full force and effect under the provisions of 5 ILCS 100/10-65 until the Illinois EPA makes a final determination on the application or NOI.

   c. Standard Condition 2 of Attachment H is not applicable to this General Permit.

F. The Agency may require any person authorized to discharge by this permit to apply for and obtain either an individual NPDES permit or an alternative NPDES general permit. Any interested person may petition the Agency to take action under this paragraph. The Agency may require any owner or operator authorized to discharge under this permit to apply for an individual or alternative general NPDES permit only if the owner or operator has been notified in writing that a permit application is required. This notice shall include a brief statement of the reasons for this decision, an application form, a statement setting a deadline for the owner or operator to file the application, and a statement that on the effective date of the individual NPDES permit or the alternative general permit as it applies to the individual permittee, coverage under this general permit shall automatically terminate. The Agency may grant additional time to submit the application upon request of the applicant. If an owner or operator fails to submit in a timely manner an individual or alternative general NPDES permit application required by the Agency under this paragraph, then the applicability of this permit to the individual or alternative general NPDES permittee is automatically terminated by the date specified for application submittal.

G. Any owner or operator authorized by this permit may request to be excluded from the coverage of this permit by applying for an individual permit. The owner or operator shall submit an individual application with reasons supporting the request, in accordance with the requirements of 40 CFR 122.28, to the Agency. The request will be granted by issuing an individual permit or an alternative general permit if the reasons cited by the owner are adequate to support the request.

H. When an individual NPDES permit is issued to an owner or operator otherwise subject to this permit, or the owner or operator is approved for coverage under an alternative NPDES general permit, the applicability of this permit to the individual NPDES permittee is automatically terminated on the issue date of the individual permit or the date of approval for coverage under the alternative general permit, whichever the case may be.

PART IV. STORM WATER MANAGEMENT PROGRAMS

A. Requirements

The permittee must develop, implement, and enforce a storm water management program designed to reduce the discharge of pollutants from their MS4 to the maximum extent practicable, to protect water quality, and to satisfy the appropriate water quality requirements of the Illinois Pollution Control Board Rules and Regulations (35 Ill. Adm. Code, Subtitle C, Chapter 1) and the Clean Water Act. The permittee's storm water management program must include the minimum control measures described in section B of this Part. For new permittees, the permittee must develop and implement specific program requirements by the date specified in the Agency's coverage letter. The U.S. Environmental Protection Agency's National Menu of Storm Water Best Management Practices (http://cfpub.epa.gov/npdes/stormwater/menuofbmps/index.cfm) and the most recent version of the Illinois Urban Manual should be consulted regarding the selection of appropriate BMPs.

B. Minimum Control Measures

The 6 minimum control measures to be included in the permittee's storm water management program are:

1. Public Education and Outreach on Storm Water Impacts

New permittees shall develop and implement elements of their storm water management program addressing the provisions listed below. Existing permittees renewing coverage under this permit shall maintain their current programs addressing this Minimum Control Measure, updating and enhancing their storm water management programs as necessary to comply with the terms of this section.

a. Distribute educational materials to the community or conduct equivalent outreach activities about the impacts of storm water discharges on water bodies and the steps that the public can take to reduce pollutants in storm water runoff. The educational materials shall include information on the potential impacts and effects on storm water discharge due to climate change. Information on climate change can be found at http://epa.gov/climatechange/. The permittee shall incorporate the following into its education materials, at a minimum:

i. Information on effective pollution prevention measures to minimize the discharge of pollutants from private property and activities into the storm sewer system, on the following topics:

A. Storage and disposal of fuels, oils and similar materials used in the operation of or leaking from, vehicles and other equipment;
B. Use of soaps, solvents or detergents used in the outdoor washing of vehicles, furniture and other property,
C. Paint and related décor;
D. Lawn and garden care; and
E. Winter de-icing material storage and use.

ii. Information about green infrastructure strategies such as green roofs, rain gardens, rain barrels, bioswales, permeable piping, dry wells, and permeable pavement that mimic natural processes and direct storm water to areas where it can be infiltrated, evaporated or reused.

iii. Information on the benefits and costs of such strategies and provide guidance to the public on how to implement them.

b. Define appropriate BMPs for this minimum control measure and measurable goals for each BMP. These measurable goals must ensure the reduction of all of the pollutants of concern in the permittee's storm water discharges to the maximum extent practicable; and

c. Provide an annual evaluation of public education and outreach BMPs and measurable goals. Report on this evaluation in the Annual Report pursuant to Part V.C.1.

2. Public Involvement/Participation

New permittees shall develop and implement elements of their storm water management program addressing the provisions listed below. Existing permittees renewing coverage under this permit shall maintain their current programs addressing this Minimum Control Measure, updating and enhancing their storm water management programs as necessary to comply with the terms of this section.

a. At a minimum, comply with State and local public notice requirements when implementing a public involvement/ participation program;

b. Define appropriate BMPs for this minimum control measure and measurable goals for each BMP, which must ensure the reduction of all of the pollutants of concern in the permittee's storm water discharges to the maximum extent practicable;

c. Provide a minimum of one public meeting annually for the public to provide input as to the adequacy of the permittee's MS4 program. This requirement may be met in conjunction with or as part of a regular council or board meeting;

d. The permittee shall identify environmental justice areas within its jurisdiction and include appropriate public involvement/participation. Information on environmental justice concerns may be found at http://www.epa.gov/environmentaljustice/. This requirement may be met in conjunction with or as part of a regular council or board meeting; and

e. Provide an annual evaluation of public involvement/participation BMPs and measurable goals. Report on this evaluation in the Annual Report pursuant to Part V.C.1.

3. Illicit Discharge Detection and Elimination

New permittees shall develop and implement elements of their storm water management program addressing the provisions listed below. Existing permittees renewing coverage under this permit shall maintain their current programs addressing this Minimum Control Measure, updating and enhancing their storm water management programs as necessary to comply with the terms of this section.

a. Develop, implement, and enforce a program to detect and eliminate illicit connections or discharges into the permittee's small MS4;

b. Develop, if not already completed, a storm sewer system map, showing the location of all outfalls and the names and location of all waters that receive discharges from those outfalls. Existing permittees renewing coverage under this permit shall update their storm sewer system map to include any modifications to the sewer system;

c. To the extent allowable under state or local law, prohibit, through ordinance, or other regulatory mechanism, non-storm water discharges into the permittee's storm sewer system and implement appropriate enforcement procedures and actions, including enforceable requirements for the prompt reporting to the MS4 of all releases, spills and other unpermitted discharges to the separate storm sewer system, and a program to respond to such reports in a timely manner;

d. Develop and implement a plan to detect and address non-storm water discharges, including illegal dumping, to the system;

e. Inform public employees, businesses, and the general public of hazards associated with illegal discharges and improper disposal of waste and the requirements and mechanisms for reporting such discharges;

f. Address the categories of non-storm water discharges listed in Section I.B.2 only if you identify them as significant contributor of pollutants to your small MS4 (discharges or flows from firefighting activities are excluded from the effective prohibition against non-storm water and need only be addressed where they are identified as significant sources of pollutants to waters of the United States);

g. Define appropriate BMPs for this minimum control measure and measurable goals for each BMP. These measurable goals must ensure the reduction of all of the pollutants of concern in your storm water discharges to the maximum extent practicable;

h. Conduct periodic inspections of the storm sewer outfalls in dry weather conditions for detection of non-storm water discharges and illegal dumping. The permittee may establish a prioritization plan for inspection of outfalls, placing priority on outfalls with the greatest potential for non-storm water discharges. Major/high priority outfalls shall be inspected at least annually; and

i. Provide an annual evaluation of illicit discharge detection and elimination BMPs and measurable goals. Report on this evaluation in the Annual Report pursuant to Part V.C.1.

4. Construction Site Storm Water Runoff Control

New permittees shall develop and implement elements of their storm water management program addressing the provisions listed below. Existing permittees renewing coverage under this permit shall maintain their current programs addressing this Minimum Control Measure, updating and enhancing their storm water management programs as necessary to comply with the terms of this section.

a. Develop, implement, and enforce a program to reduce pollutants in any storm water runoff to the permittee's small MS4 from construction activities that result in a land disturbance of greater than or equal to one acre. Control of storm water discharges from construction activity disturbing less than one acre must be included in your program if that construction activity is part of a larger common plan of development or sale that would disturb one acre or more or has been designated by the permitting authority.

At a minimum, the permittee must develop and implement the following:

i. An ordinance or other regulatory mechanism to require erosion and sediment controls, as well as sanctions to ensure compliance, to the extent allowable under state or local law;

ii. Erosion and Sediment Controls - The permittee shall ensure that construction activities regulated by the storm water program require the construction site owner/operator to design, install, and maintain effective erosion controls and sediment controls to minimize the discharge of pollutants. At a minimum, such controls must be designed, installed, and maintained to:

A. Control storm water volume and velocity within the site to minimize soil erosion;
B. Control storm water discharges, including both peak flow rates and total storm water volume, to minimize erosion at outlets and to minimize downstream channel and stream bank erosion;
C. Minimize the amount of soil exposed during construction activity;
D. Minimize the disturbance of steep slopes;
E. Minimize sediment discharges from the site. The design, installation and maintenance of erosion and sediment controls must address factors such as the amount, frequency, intensity and duration of precipitation, the nature of resulting storm water runoff, and soil characteristics, including the range of soil particle sizes expected to be present on the site;
F. Provide and maintain natural buffers around surface waters, direct storm water to vegetated areas to increase sediment removal, and maximize storm water infiltration, unless infeasible; and
G. Minimize soil compaction and preserve topsoil, unless infeasible.

iii. Requirements for construction site operators to control or prohibit non-storm water discharges that would include concrete and wastewater from washout of concrete (unless managed by an appropriate control), drywall compound, wastewater from washout and cleanout of stucco, paint, form release oils, curing compounds and other construction materials, fuels, oils, or other pollutants used in vehicle and equipment operation and maintenance, soaps, solvents, or detergents, toxic or hazardous substances from a spill or other release, or any other pollutant that could cause or tend to cause water pollution;

iv. Require all regulated construction sites to have a storm water pollution prevention plan that meets the requirements of Part IV of NPDES permit No. ILR10, including management practices, controls, and other provisions at least as protective as the requirements contained in the Illinois Urban Manual, 2014, or as amended including green infrastructure techniques where appropriate and practicable;

v. Procedures for site plan reviews which incorporate consideration of potential water quality impacts and site plan review of individual pre-construction site plans by the permittee to ensure consistency with local sediment and erosion control requirements;

vi. Procedures for receipt and consideration of information submitted by the public; and

vii. Site inspections and enforcement of ordinance provisions.

b. Define appropriate BMPs for this minimum control measure and measurable goals for each BMP. These measurable goals must ensure the reduction of all of the pollutants of concern in your storm water discharges to the maximum extent practicable.

c. Provide an annual evaluation of construction site storm water control BMPs and measureable goals in the Annual Report pursuant to Part V.C.1.

5. Post-Construction Storm Water Management in New Development and Redevelopment

New permittees shall develop and implement elements of their storm water management program addressing the provisions listed below. Existing permittees renewing coverage under this permit shall maintain their current programs addressing this Minimum Control Measure, updating and enhancing their storm water management programs, as necessary, to comply with the terms of this section.

a. Develop, implement, and enforce a program to address and minimize the volume and pollutant load of storm water runoff from projects for new development and redevelopment that disturb greater than or equal to one acre, projects less than one acre that are part of a larger common plan of development or sale or that have been designated to protect water quality, that discharge into the permittee's small MS4 within the MS4's jurisdictional control. The permittee's program must ensure that appropriate controls are in place that would protect water quality and reduce the discharge of pollutants to the maximum extent practicable. In addition, each permittee shall adopt strategies that incorporate the infiltration, reuse, and evapotranspiration of storm water into the project to the maximum extent practicable. The permittee shall also develop and implement procedures for receipt and consideration of information submitted by the public.

b. Develop and implement strategies which include a combination of structural and/or non-structural BMPs appropriate for all projects within the permittee's jurisdiction for all new development and redevelopment that disturb greater than or equal to1 acre (at a minimum) that will reduce the discharge of pollutants and the volume and velocity of storm water flow to the maximum extent practicable. These strategies shall include effective water quality and watershed protection elements and shall be amenable to modification due to climate change. Information on climate change can be found at http://www.epa.gov/climatechange/. When selecting BMPs to comply with requirements contained in this Part, the permittee shall adopt one or more of the following general strategies, listed in order of preference below. The proposal of a strategy shall include a rationale for not selecting an approach from among those with a higher preference.

   i. Preservation of the natural features of development sites, including natural storage and infiltration characteristics;

   ii. Preservation of existing natural streams, channels, and drainage ways;

   iii. Minimization of new impervious surfaces;

   iv. Conveyance of storm water in open vegetated channels;

   v. Construction of structures that provide both quantity and quality control, with structures serving multiple sites being preferable to those serving individual sites; and

   vi. Construction of structures that provide only quantity control, with structures serving multiple sites being preferable to those serving individual sites.

c. If a permittee requires new or additional approval of any development, redevelopment, linear project construction, replacement or repair on existing developed sites, or other land disturbing activity covered under this Part, the permittee shall require the person responsible for that activity to develop a long term operation and maintenance plan including the adoption of one or more of the strategies identified in Part IV.B.5.b. of this permit.

d. Develop and implement a program to minimize the volume of storm water runoff and pollutants from public highways, streets, roads, parking lots, and sidewalks (public surfaces) through the use of BMPs that alone or in combination result in physical, chemical, or biological pollutant load reduction, increased infiltration, evapotranspiration, and reuse of storm water. The program shall include, but not be limited to the following elements:

   i. Annual Training for all MS4 employees who manage or are directly involved in (or who retain others who manage or are directly involved in) the routine maintenance, repair, or replacement of public surfaces in current green infrastructure or low impact design techniques applicable to such projects; and

   ii. Annual Training for all contractors retained to manage or carry out routine maintenance, repair, or replacement of public surfaces in current green infrastructure or low impact design techniques applicable to such projects. Contractors may provide training to their employees for projects which include green infrastructure or low impact design techniques.

e. Develop and implement a program to minimize the volume of storm water runoff and pollutants from existing privately owned developed property that contributes storm water to the MS4 within the MS4 jurisdictional control. Such program must be documented and may contain the following elements:

   i. Source Identification – Establish an inventory of storm water and pollutants discharged to the MS4;

   ii. Implementation of appropriate BMPs to accomplish the following:

      A. Education on green infrastructure BMPs;
      B. Evaluation of existing flood control techniques to determine the feasibility of pollution control retrofits;
      C. Evaluation of existing flood control techniques to determine potential impacts and effects due to climate change;
      D. Implementation of additional controls for special events expected to generate significant pollution (fairs, parades, performances);
      E. Implementation of appropriate maintenance programs, (including maintenance agreements, for structural pollution control devices or systems);
      F. Management of pesticides and fertilizers; and
      G. Street cleaning in targeted areas.

f. Infiltration practices should not be implemented in any of the following circumstances:

i. Areas/sites where vehicle fueling and/or maintenance occur;

ii. Areas/sites with shallow bedrock which allow movement of pollutants into the groundwater;

iii. Areas/sites near Karst features;

iv. Areas/sites where contaminants in soil or groundwater could be mobilized by infiltration of storm water;

v. Areas/sites within a delineated source water protection area for a public drinking water supply where the potential for an introduction of pollutants into the groundwater exists. Information on groundwater protection may be found at:

http://www.epa.state.il.us/water/groundwater/index.html

vi. Areas/sites within 400 feet of a community water supply well if there is not a wellhead protection delineation area or within 200 feet of a private water supply well. Information on wellhead protection may be found at :

http://www.epa.state.il.us/water/groundwater/index.html

g. Develop and implement an ordinance or other regulatory mechanism to address post-construction runoff from new development and redevelopment projects, public surfaces, and existing developed property as set forth above to the extent allowable under state or local law.

h. Require all regulated construction sites to have post-construction management plans that meet or exceed the requirements of Part IV.D.2.h of NPDES permit No. ILR10 including management practices, controls, and other provisions at least as protective as the requirements contained in the most recent version of the Illinois Urban Manual, 2014.

i. Ensure adequate long-term operation and maintenance of BMPs.

j. Define appropriate BMPs for this minimum control measure and measurable goals for each BMP. These measurable goals must ensure the reduction of all of the pollutants of concern in your storm water discharges to the maximum extent practicable.

k. Within 3 years of the effective date of the permit, the permittee must develop and implement a process to assess the water quality impacts in the design of all new and existing flood management projects that are associated with the permittee or that discharge to the MS4. This process must include consideration of controls that can be used to minimize the impacts to site water quality and hydrology while still meeting the project objectives. This will also include assessment of any potential impacts and effects on flood management projects due to climate change.

l. Provide an annual evaluation of post-construction storm water management BMPs and measureable goals in the Annual Report pursuant to Part V.C.1 .

6. Pollution Prevention/Good Housekeeping for Municipal Operations

New permittees shall develop and implement elements of their storm water management program addressing the provisions listed below. Existing permittees renewing coverage under this permit shall maintain their current programs addressing this Minimum Control Measure, updating and enhancing their storm water management programs as necessary to comply with the terms of this section.

a. Develop and implement an operation and maintenance program that includes an annual training component for municipal staff and contractors and is designed to prevent and reduce the discharge of pollutants to the maximum extent practicable.

b. Pollution Prevention- The permittee shall design, install, implement, and maintain effective pollution prevention measures to minimize the discharge of pollutants from municipal properties, infrastructure, and operations. At a minimum, such measures must be designed, installed, implemented and maintained to:

i. Minimize the discharge of pollutants from equipment and vehicle washing, wheel wash water, and other wash waters. Wash waters must be treated in a sediment basin or alternative control that provides equivalent or better treatment prior to discharge;

ii. Minimize the exposure of building materials, building products, construction wastes, trash, landscape materials, fertilizers, pesticides, herbicides, chemical storage tanks, deicing material storage facilities and temporary stockpiles, detergents, sanitary waste, and other materials present on the site to precipitation and to storm water;

iii. Minimize the discharge of pollutants from spills and leaks and implement chemical spill and leak prevention and response procedures; and

iv. Provide regular inspection of municipal storm water management BMPs. Based on inspection findings, the permittee shall determine if repair, replacement, or maintenance measures are necessary in order to ensure the structural integrity, proper function, and treatment effectiveness of structural storm water BMPs. Necessary maintenance shall be completed as soon as conditions allow to prevent or reduce the discharge of pollutants to storm water.

c. Deicing material must be stored in a permanent or temporary storage structure or seasonal tarping must be utilized. If no permanent structures are owned or operated by the Permittee, new permanent deicing material storage structures shall be constructed within two years of the effective date of this permit. Storage structures or stockpiles shall be located and managed to minimize storm water pollutant runoff from the stockpiles or loading/unloading areas of the stockpiles. Stockpiles and loading/unloading areas should be located as far as practicable from any area storm sewer drains. Fertilizer, pesticides, or other chemicals shall be stored indoors to prevent any discharge of such chemicals within the storm water runoff.

d. Using training materials that are available from USEPA, the State of Illinois, or other organizations, the permittee's program must include annual employee training to prevent and reduce storm water pollution from activities such as park and open space maintenance, fleet and building maintenance, operation of storage yards, snow disposal, deicing material storage handling and use on roadways, new construction and land disturbances, and storm water system maintenance procedures for proper disposal of street cleaning debris and catch basin material. In addition, training should include how flood management projects impact water quality, non-point source pollution control, green infrastructure controls, and aquatic habitat.

e. Define appropriate BMPs for this minimum control measure and measurable goals for each BMP. These measurable goals must ensure the reduction of all of the pollutants of concern in your storm water discharges to the maximum extent practicable.

f. Provide an annual evaluation of pollution prevention/good housekeeping for municipal operations and measureable goals in the Annual Report pursuant to Part V.C.1.

C. Qualifying State, County, or Local Program

If an existing qualifying local program requires a permittee to implement one or more of the minimum control measures of Part IV. B. above, the permittee may follow that qualifying program's requirements rather than the requirements of Part IV.B. above. A qualifying local program is a local, county, or state municipal storm water management program that imposes, at a minimum, the relevant requirements of Part IV. B. Any qualifying local programs that permittees intend to follow shall be specified in their storm water management program.

D. Sharing Responsibility

1. Implementation of one or more of the minimum control measures may be shared with another entity, or the entity may fully take over the control measure. A permittee may rely on another entity only if:

a. The other entity implements the control measure;

b. The particular control measure, or component of that measure is at least as stringent as the corresponding permit requirement;

c. The other entity agrees to implement any minimum control measure on the permittee's behalf. A written agreement of this obligation is recommended. This obligation must be maintained as part of the description of the permittee's Storm Water Management Program. If the other entity agrees to report on the minimum control measure, the permittee must supply the other entity with the reporting requirements contained in Part V.C of this permit. If the other entity fails to implement the minimum control measure on the permittee's behalf, then the permittee remains liable for any discharges due to that failure to implement the minimum control measure.

E. Reviewing and Updating Storm Water Management Programs

1. Storm Water Management Program Review- The permittee must perform an annual review of its Storm Water Management Program in conjunction with preparation of the annual report required under Part V.C. The permittee must include in its annual report a plan for complying with any changes or new provisions in this permit, or in any State or federal regulations. The permittee must also include in its annual report a plan for complying with all applicable TMDL Report(s) or watershed management plan(s). Information on TMDLs may be found at:

http://www.epa.state.il.us/water/tmdl/.

2. Storm Water Management Program Update - The permittee may modify its Storm Water Management Program during the life of the permit in accordance with the following procedures:

a. Modifications adding (but not subtracting or replacing) components, controls, or requirements to the Storm Water Management Program may be made at any time upon written notification to the Agency;

b. Modifications replacing an ineffective or infeasible BMP specifically identified in the Storm Water Management Program with an alternate BMP may be requested at any time. Unless denied by the Agency, modifications proposed in accordance with the criteria below shall be deemed approved and may be implemented 60 days from submittal of the request. If the request is denied, the Agency will send the permittee a written response giving a reason for the decision. The permittee's modification requests must include the following:

i. An analysis of why the BMP is ineffective or infeasible (including cost prohibitive);

ii. Expectations on the effectiveness of the replacement BMP; and

iii. An analysis of why the replacement BMP is expected to achieve the goals of the BMP to be replaced.

c. Modification of any ordinances relative to the storm water management program, provided the updated ordinance is at least as stringent as the provisions stipulated in this permit; and

d. Modification requests or notifications must be made in writing and signed in accordance with Standard Condition II of Attachment H.

3. Storm Water Management Program Updates Required by the Agency. Modifications requested by the Agency must be made in writing, set forth the time schedule for permittees to develop the modifications, and offer permittees the opportunity to propose alternative program modifications to meet the objective of the requested modification. All modifications required by the Permitting Authority will be made in accordance with 40 CFR 124.5, 40 CFR 122.62, or as appropriate 40 CFR 122.63. The Agency may require modifications to the Storm Water Management Program as needed to:

a. Address impacts on receiving water quality caused, or contributed to, by discharges from the MS4;

b. Include more stringent requirements necessary to comply with new federal or State statutory or regulatory requirements; or

c. Include such other conditions deemed necessary by the Agency to comply with the goals and requirements of the Clean Water Act.

PART V. MONITORING, RECORDKEEPING, AND REPORTING

A. Monitoring

The permittee must develop and implement a monitoring and assessment program to evaluate the effectiveness of the BMPs being implemented to reduce pollutant loadings and water quality impacts within 180 days of the effective date of this permit. The program should be tailored to the size and characteristics of the MS4 and the watershed. The permittee shall provide a justification of its monitoring and assessment program in the Annual Report. By not later than 180 days after the effective date of this permit, the permittee shall initiate an evaluation of its storm water program. The plan for monitoring/evaluation shall be described in the Annual Report. Evaluation and/or monitoring results shall be provided in the Annual Report. The monitoring and assessment program may include evaluation of BMPs and/or direct water quality monitoring as follows:

1. An evaluation of BMPs based on estimated effectiveness from published research accompanied by an inventory of the number and location of BMPs implemented as part of the permittee's program and an estimate of pollutant reduction resulting from the BMPs, or

2. Monitoring the effectiveness of storm water control measures and progress towards the MS4's goals using one or more of the following:

a. MS4 permittees serving a population of less than 25,000 may conduct visual observations of the storm water discharge documenting color, odor, clarity, floating solids, settled solids, suspended solids, foam, oil sheen, or other obvious indicators of storm water pollution; or

b. MS4 permittees may evaluate storm water quality and impacts using one or more of the following methods;

i. Instream monitoring in the highest level hydrological unit code segment in the MS4 area. Monitoring shall include, at a minimum, quarterly monitoring of receiving waters upstream and downstream of the MS4 discharges in the designated stream(s).

ii. Measuring pollutant concentrations over time.

iii. Sediment monitoring.

iv. Short-term extensive network monitoring. Short-term sampling at the outlets of numerous drainage areas to identify water quality issues and potential storm water impacts, and may help in ranking areas for implementation priority. Data collected simultaneously across the MS4 to help characterize the geographical distribution of pollutant sources.

v. Site-specific monitoring. High-value resources such as swimming beaches, shellfish beds, or high-priority habitats could warrant specific monitoring to assess the status of use support. Similarly, known high-priority pollutant sources or impaired water bodies with contaminated aquatic sediments, an eroding stream channel threatening property, or a stream reach with a degraded fish population could be monitored to assess impacts of storm water discharges and/or to identify improvements that result from the implementation of BMPs.

vi. Assessing physical/habitat characteristics such as stream bank erosion caused by storm water discharges.

vii. Outfall/Discharge monitoring.

viii. Sewershed-focused monitoring. Monitor for pollutants in storm water produced in different areas of the MS4. For example, identify which pollutants are present in storm water from industrial areas, commercial areas, and residential areas.

ix. BMP performance monitoring. Monitoring of individual BMP performance to provide a direct measure of the pollutant reduction efficiency of these key components of a MS4 program.

x. Collaborative watershed-scale monitoring. The permittee may choose to work collaboratively with other permittees and/or a watershed group to design and implement a watershed or sub-watershed-scale monitoring program that assesses the water quality of the water bodies and the sources of pollutants. Such programs must include elements which assess the impacts of the permittee's storm water discharges and/or the effectiveness of the BMPs being implemented.

c. If ambient water quality monitoring under 2b above is performed, the monitoring of storm water discharges and ambient monitoring intended to gauge storm water impacts shall be performed within 48 hours of a precipitation event greater than or equal to one quarter inch in a 24-hour period. At a minimum, analysis of storm water discharges or ambient water quality shall include the following parameters: total suspended solids, total nitrogen, total phosphorous, fecal coliform, chlorides, and oil and grease. In addition, monitoring shall be performed for any other pollutants associated with storm water runoff for which the receiving water is considered impaired pursuant to the most recently approved list under Section 303(d) of the Clean Water Act.

B. Recordkeeping

The permittee must keep records required by this permit for 5 years after the expiration of this permit. Records to be kept under this Part include the permittee's NOI, storm water management plan, annual reports, and monitoring data. All records shall be kept onsite or locally available and shall be made accessible to the Agency for review at the time of an on-site inspection. Except as otherwise provided in this permit, permittees must submit records to the Agency only when specifically requested to do so. Permittees must post their NOI, storm water management program plan, and annual reports on the permittee's website. The permittee must make its records available to the public at reasonable times during regular business hours. The permittee may require a member of the public to provide advance notice, in accordance with the applicable Freedom of Information Act requirements. Storm sewer maps may be withheld for security reasons.

C. Reporting

The permittee must submit Annual Reports to the Agency by the first day of June for each year that this permit is in effect. If the permittee maintains a website, a copy of the Annual Report shall be posted on the website by the first day of June of each year. Each Report shall cover the period from March of the previous year through March of the current year. Annual Reports shall be maintained on the permittees' website for a period of 5 years. The Report must include:

1. An assessment of the appropriateness and effectiveness of the permittee's identified BMPs and progress towards achieving the statutory goal of reducing the discharge of pollutants to the maximum extent practicable (MEP), and the permittee's identified measurable goals for each of the minimum control measures;

2. The status of compliance with permit conditions, including a description of each incidence of non-compliance with the permit, and the permittee's plan for achieving compliance with a timeline of actions taken or to be taken;

3. Results of information collected and analyzed, including monitoring data, if any, during the reporting period;

4. A summary of the storm water activities the permittee plans to undertake during the next reporting cycle, including an implementation schedule;

5. A change in any identified BMPs or measurable goals that apply to the program elements;

6. Notice that the permittee is relying on another government entity to satisfy some of the permit obligations (if applicable);

7. Provide an updated summary of any BMP or adaptive management strategy constructed or implemented pursuant to any approved TMDL or alternate water quality management study. Use the results of your monitoring program to assess whether the WLA or other performance requirements for storm water discharges from your MS4 are being met; and

8. If a qualifying local program or programs with shared responsibilities is implementing all minimum control measures on behalf of one or more entities, then the local qualifying program or programs with shared responsibilities may submit a report on behalf of itself and any entities for which it is implementing all of the minimum control measures.

The Annual Reports shall be submitted to the following office and email addresses:

Illinois Environmental Protection Agency
Division of Water Pollution Control
Compliance Assurance Section
Municipal Annual Inspection Report
1021 North Grand Avenue East
P.O. Box 19276
Springfield, Illinois 62794-9276

epa.ms4annualinsp@illinois.gov

PART VI. DEFINITIONS AND ACRONYMS

All definitions contained in Section 502 of the Clean Water Act, 40 CFR 122, and 35 Ill. Adm. Code 309 shall apply to this permit and are incorporated herein by reference. For convenience, simplified explanations of some regulatory/statutory definitions have been provided. In the event of a conflict, the definition found in the statute or regulation takes precedence.

Best Management Practices (BMPs) means structural or nonstructural controls, schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the pollution of waters of the state. BMPs also include treatment requirements, operating procedures, and practices to control runoff, spillage or leaks, sludge or waste disposal, or drainage from raw material storage.

BMP is an acronym for "Best Management Practices."

CFR is an acronym for "Code of Federal Regulations."

Control Measure as used in this permit refers to any Best Management Practice or other method used to prevent or reduce storm water runoff or the discharge of pollutants to waters of the State.

CWA or The Act means the Clean Water Act (formerly referred to as the Federal Water Pollution Control Act or Federal Water Pollution Control Act Amendments of 1972) Pub. L. 92-500, as amended Pub. L. 95-217, Pub. L. 95-576, Pub. L. 96-483 and Pub. L. 97-117, 33 U.S.C. 1251 ET. seq.

Discharge when used without a qualifier, refers to discharge of a pollutant as defined at 40 CFR 122.2.

Environmental Justice (EJ) means the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies

Environmental Justice Area means a community with a low-income and/or minority population greater than twice the statewide average. In addition, a community may be considered a potential EJ community if the low-income and/or minority population is less than twice the state-wide average but greater than the statewide average and it has identified itself as an EJ community. If the low-income and/or minority population percentage is equal to or less than the statewide average, the community should not be considered a potential EJ community.

Flood management project means any project which is intended to control, reduce or minimize high stream flows and associated damage. This may also include projects designed to mimic or improve natural conditions in the waterway.

Green Infrastructure means wet weather management approaches and technologies that utilize, enhance or mimic the natural hydrologic cycle processes of infiltration, evapotranspiration and reuse. Green infrastructure approaches currently in use include green roofs, trees and tree boxes, rain gardens, vegetated swales, pocket wetlands, infiltration planters, porous and permeable pavements, porous piping systems, dry wells, vegetated median strips, reforestation/revegetation, rain barrels, cisterns, and protection and enhancement of riparian buffers and floodplains.

Illicit Connection means any man-made conveyance connecting an illicit discharge directly to a municipal separate storm sewer.

Illicit Discharge is defined at 40 CFR 122.26(b)(2) and refers to any discharge to a municipal separate storm sewer that is not composed entirely of storm water, except discharges authorized under an NPDES permit (other than the NPDES permit for discharges from the MS4) and discharges resulting from fire fighting activities.

MEP is an acronym for "Maximum Extent Practicable," the technology-based discharge standard for Municipal Separate Storm Sewer Systems to reduce pollutants in storm water discharges that was established by CWA Section 402(p). A discussion of MEP as it applies to small MS4s is found at 40 CFR 122.34.

MS4 is an acronym for "Municipal Separate Storm Sewer System" and is used to refer to a Large, Medium, or Small Municipal Separate Storm Sewer System (e.g. "the Dallas MS4"). The term is used to refer to either the system operated by a single entity or a group of systems within an area that are operated by multiple entities (e.g., the Houston MS4 includes MS4s operated by the city of Houston, the Texas Department of Transportation, the Harris County Flood Control District, Harris County, and others).

Municipal Separate Storm Sewer is defined at 40 CFR 122.26(b)(8) and means a conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains): (i) Owned or operated by a State, city, town, borough, county, parish, district, association, or other public body (created by or pursuant to State law) having jurisdiction over disposal of sewage, industrial wastes, storm water, or other wastes, including special districts under State law such as a sewer district, flood control district or drainage district, or similar entity, or an Indian tribe or an authorized Indian tribal organization, or a designated and approved management agency under Section 208 of the CWA that discharges to waters of the United States; (ii) Designed or used for collecting or conveying storm water; (iii) Which is not a combined sewer; and (iv) Which is not part of a Publicly Owned Treatment Works (POTW) as defined at 40 CFR 122.2.

NOI is an acronym for "Notice of Intent" to be covered by this permit and is the mechanism used to "register" for coverage under a general permit.

NPDES is an acronym for "National Pollutant Discharge Elimination System."

Outfall is defined at 40 CFR 122.26(b) (9) and means a point source as defined by 40 CFR 122.2 at the point where a municipal separate storm sewer discharges to waters of the United States and does not include open conveyances connecting two municipal storm sewers, or pipes, tunnels or other conveyances which connect segments of the same stream or other waters of the United States and are used to convey waters of the United States.

Owner or Operator is defined at 40 CFR 122.2 and means the owner or operator of any "facility or activity" subject to regulation under the NPDES program.

Permitting Authority means the Illinois EPA.

Point Source is defined at 40 CFR 122.2 and means any discernable, confined and discrete conveyance, including but not limited to, any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, landfill leachate collection system, vessel or other floating craft from which pollutants are or may be discharged. This term does not include return flows from irrigated agriculture or agricultural storm water runoff.

Pollutants of Concern means pollutants identified in a TMDL waste load allocation (WLA) or on the Section 303(d) list for the receiving water, and any of the pollutants for which water monitoring is required in Part V.A. of this permit.

Qualifying Local Program is defined at 40 CFR 122.34(c) and means a local, state, or Tribal municipal storm water management program that imposes, at a minimum, the relevant requirements of paragraph (b) of Section 122.34.

Small Municipal Separate Storm Sewer System is defined at 40 CFR 122.26(b)(16) and refers to all separate storm sewers that are owned or operated by the United States, a State [sic], city, town, borough, county, parish, district, association, or other public body (created by or pursuant to State [sic] law) having jurisdiction over disposal of sewage, industrial wastes, storm water, or other wastes, including special districts under State law such as a sewer district, flood control district or drainage district, or similar entity, or an Indian tribe or an authorized Indian tribal organization, or a designated and approved management agency under Section 208 of the CWA that discharges to waters of the United States, but is not defined as "large" or "medium" municipal separate storm sewer system. This term includes systems similar to separate storm sewer systems in municipalities, such as systems at military bases, large hospital or prison complexes, and highways and other thoroughfares. The term does not include separate storm sewers in very discrete areas, such as individual buildings.

Storm Water is defined at 40 CFR 122.26(b) (13) and means storm water runoff, snowmelt runoff, and surface runoff and drainage.

Storm Water Management Program (SWMP) refers to a comprehensive program to manage the quality of storm water discharged from the municipal separate storm sewer system.

SWMP is an acronym for "Storm Water Management Program."

TMDL is an acronym for "Total Maximum Daily Load."

Waters (also referred to as waters of the state or receiving water) is defined at Section 301.440 of Title 35: Subtitle C: Chapter I of the Illinois Pollution Control Board Regulations and means all accumulations of water, surface and underground, natural, and artificial, public and private, or parts thereof, which are wholly or partially within, flow through, or border upon the State of Illinois, except that sewers and treatment works are not included except as specially mentioned; provided, that nothing herein contained shall authorize the use of natural or otherwise protected waters as sewers or treatment works except that in-stream aeration under Agency permit is allowable.

"You" and "Your" as used in this permit is intended to refer to the permittee, the operator, or the discharger as the context indicates and that party's responsibilities (e.g., the city, the country, the flood control district, the U.S. Air Force, etc.).

Attachment H

Standard Conditions

Definitions

Act means the Illinois Environmental Protection Act, 415 ILCS 5 as Amended.

Agency means the Illinois Environmental Protection Agency.

Board means the Illinois Pollution Control Board.

Clean Water Act (formerly referred to as the Federal Water Pollution Control Act) means Pub. L 92-500, as amended. 33 U.S.C. 1251 et seq.

NPDES (National Pollutant Discharge Elimination System) means the national program for issuing, modifying, revoking and reissuing, terminating, monitoring and enforcing permits, and imposing and enforcing pretreatment requirements, under Sections 307, 402, 318 and 405 of the Clean Water Act.

USEPA means the United States Environmental Protection Agency.

Daily Discharge means the discharge of a pollutant measured during a calendar day or any 24-hour period that reasonably represents the calendar day for purposes of sampling. For pollutants with limitations expressed in units of mass, the "daily discharge" is calculated as the total mass of the pollutant discharged over the day. For pollutants with limitations expressed in other units of measurements, the "daily discharge" is calculated as the average measurement of the pollutant over the day.

Maximum Daily Discharge Limitation (daily maximum) means the highest allowable daily discharge.

Average Monthly Discharge Limitation (30 day average) means the highest allowable average of daily discharges over a calendar month, calculated as the sum of all daily discharges measured during a calendar month divided by the number of daily discharges measured during that month.

Average Weekly Discharge Limitation (7 day average) means the highest allowable average of daily discharges over a calendar week, calculated as the sum of all daily discharges measured during a calendar week divided by the number of daily discharges measured during that week.

Best Management Practices (BMPs) means schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the pollution of waters of the State. BMPs also include treatment requirements, operating procedures, and practices to control plant site runoff, spillage or leaks, sludge or waste disposal, or drainage from raw material storage.

Aliquot means a sample of specified volume used to make up a total composite sample.

Grab Sample means an individual sample of at least 100 milliliters collected at a randomly-selected time over a period not exceeding 15 minutes.

24-Hour Composite Sample means a combination of at least 8 sample aliquots of at least 100 milliliters, collected at periodic intervals during the operating hours of a facility over a 24-hour period.

8-Hour Composite Sample means a combination of at least 3 sample aliquots of at least 100 milliliters, collected at periodic intervals during the operating hours of a facility over an 8-hour period.

Flow Proportional Composite Sample means a combination of sample aliquots of at least 100 milliliters collected at periodic intervals such that either the time interval between each aliquot or the volume of each aliquot is proportional to either the stream flow at the time of sampling or the total stream flow since the collection of the previous aliquot.

(1) **Duty to comply.** The permittee must comply with all conditions of this permit. Any permit noncompliance constitutes a violation of the Act and is grounds for enforcement action, permit termination, revocation and reissuance, modification, or for denial of a permit renewal application. The permittee shall comply with effluent standards or prohibitions established under Section 307(a) of the Clean Water Act for toxic pollutants within the time provided in the regulations that establish these standards or prohibitions, even if the permit has not yet been modified to incorporate the requirements.

(2) **Duty to reapply.** If the permittee wishes to continue an activity regulated by this permit after the expiration date of this permit, the permittee must apply for and obtain a new permit. If the permittee submits a proper application as required by the Agency no later than 180 days prior to the expiration date, this permit shall continue in full force and effect until the final Agency decision on the application has been made.

(3) **Need to halt or reduce activity not a defense.** It shall not be a defense for a permittee in an enforcement action that it would have been necessary to halt or reduce the permitted activity in order to maintain compliance with the conditions of this permit.

(4) **Duty to mitigate.** The permittee shall take all reasonable steps to minimize or prevent any discharge in violation of this permit which has a reasonable likelihood of adversely affecting human health or the environment.

(5) **Proper operation and maintenance.** The permittee shall at all times properly operate and maintain all facilities and systems of treatment and control (and related appurtenances) which are installed or used by the permittee to achieve compliance with conditions of this permit. Proper operation and maintenance includes effective performance, adequate funding, adequate operator staffing and training, and adequate laboratory and process controls, including appropriate quality assurance procedures. This provision requires the operation of back-up, or auxiliary facilities, or similar systems only when necessary to achieve compliance with the conditions of the permit.

(6) **Permit actions.** This permit may be modified, revoked and reissued, or terminated for cause by the Agency pursuant to 40 CFR 122.62 and 40 CFR 122.63. The filing of a request by the permittee for a permit modification, revocation and reissuance, or termination, or a notification of planned changes or anticipated noncompliance, does not stay any permit condition.

(7) **Property rights.** This permit does not convey any property rights of any sort, or any exclusive privilege.

(8) **Duty to provide information.** The permittee shall furnish to the Agency within a reasonable time, any information which the Agency may request to determine whether cause exists for modifying, revoking and reissuing, or terminating this permit, or to determine compliance with the permit. The permittee shall also furnish to the Agency upon request, copies of records required to be kept by this permit.

(9) **Inspection and entry.** The permittee shall allow an authorized representative of the Agency or USEPA (including an authorized contractor acting as a representative of the Agency or USEPA), upon the presentation of credentials and other documents as may be required by law, to:

(a) Enter upon the permittee's premises where a regulated

facility or activity is located or conducted, or where records must be kept under the conditions of this permit;

(b) Have access to and copy, at reasonable times, any records that must be kept under the conditions of this permit;

(c) Inspect at reasonable times any facilities, equipment (including monitoring and control equipment), practices, or operations regulated or required under this permit; and

(d) Sample or monitor at reasonable times, for the purpose of assuring permit compliance, or as otherwise authorized by the Act, any substances or parameters at any location.

(10) **Monitoring and records.**

(a) Samples and measurements taken for the purpose of monitoring shall be representative of the monitored activity.

(b) The permittee shall retain records of all monitoring information, including all calibration and maintenance records, and all original strip chart recordings for continuous monitoring instrumentation, copies of all reports required by this permit, and records of all data used to complete the application for this permit, for a period of at least 3 years from the date of this permit, measurement, report or application. Records related to the permittee's sewage sludge use and disposal activities shall be retained for a period of at least five years (or longer as required by 40 CFR Part 503). This period may be extended by request of the Agency or USEPA at any time.

(c) Records of monitoring information shall include:

(1) The date, exact place, and time of sampling or measurements;

(2) The individual(s) who performed the sampling or measurements;

(3) The date(s) analyses were performed;

(4) The individual(s) who performed the analyses;

(5) The analytical techniques or methods used; and

(6) The results of such analyses.

(d) Monitoring must be conducted according to test procedures approved under 40 CFR Part 136, unless other test procedures have been specified in this permit. Where no test procedure under 40 CFR Part 136 has been approved, the permittee must submit to the Agency a test method for approval. The permittee shall calibrate and perform maintenance procedures on all monitoring and analytical instrumentation at intervals to ensure accuracy of measurements.

(11) **Signatory requirement.** All applications, reports or information submitted to the Agency shall be signed and certified.

(a) **Application.** All permit applications shall be signed as follows:

(1) For a corporation: by a principal executive officer of at least the level of vice president or a person or position having overall responsibility for environmental matters for the corporation:

(2) For a partnership or sole proprietorship: by a general partner or the proprietor, respectively; or

(3) For a municipality, State, Federal, or other public agency: by either a principal executive officer or ranking elected official.

(b) **Reports.** All reports required by permits, or other information requested by the Agency shall be signed by a person described in paragraph (a) or by a duly authorized representative of that person. A person is a duly authorized representative only if:

(1) The authorization is made in writing by a person described in paragraph (a); and

(2) The authorization specifies either an individual or a position responsible for the overall operation of the facility, from which the discharge originates, such as a plant manager, superintendent or person of equivalent responsibility; and

(3) The written authorization is submitted to the Agency.

(c) **Changes of Authorization.** If an authorization under (b) is no longer accurate because a different individual or position has responsibility for the overall operation of the facility, a new authorization satisfying the requirements of (b) must be submitted to the Agency prior to or together with any reports, information, or applications to be signed by an authorized representative.

(d) **Certification.** Any person signing a document under paragraph (a) or (b) of this section shall make the following certification:

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

(12) **Reporting requirements.**

(a) **Planned changes.** The permittee shall give notice to the Agency as soon as possible of any planned physical alterations or additions to the permitted facility. Notice is required when:

(1) The alteration or addition to a permitted facility may meet one of the criteria for determining whether a facility is a new source pursuant to 40 CFR 122.29 (b); or

(2) The alteration or addition could significantly change the nature or increase the quantity of pollutants discharged. This notification applies to pollutants which are subject neither to effluent limitations in the permit, nor to notification requirements pursuant to 40 CFR 122.42 (a)(1).

(3) The alteration or addition results in a significant change in the permittee's sludge use or disposal practices, and such alteration, addition, or change may justify the application of permit conditions that are different from or absent in the existing permit, including notification of additional use or disposal sites not reported during the permit application process or not reported pursuant to an approved land application plan.

(b) **Anticipated noncompliance.** The permittee shall give advance notice to the Agency of any planned changes in the permitted facility or activity which may result in noncompliance with permit requirements.

(c) **Transfers.** This permit is not transferable to any person except after notice to the Agency.

(d) **Compliance schedules.** Reports of compliance or noncompliance with, or any progress reports on, interim and final requirements contained in any compliance schedule of this permit shall be submitted no later than 14 days following each schedule date.

(e) **Monitoring reports.** Monitoring results shall be reported at the intervals specified elsewhere in this permit.

(1) Monitoring results must be reported on a Discharge Monitoring Report (DMR).

(2) If the permittee monitors any pollutant more frequently than required by the permit, using test procedures approved under 40 CFR 136 or as specified in the permit, the results of this monitoring shall be included in the calculation and reporting of the data submitted in the DMR.

(3) Calculations for all limitations which require averaging of measurements shall utilize an arithmetic mean unless otherwise specified by the Agency in the permit.

(f) **Twenty-four hour reporting.** The permittee shall report any noncompliance which may endanger health or the environment. Any information shall be provided orally within 24-hours from the time the permittee becomes aware of the circumstances. A written submission shall also be provided within 5 days of the time the permittee becomes aware of the circumstances. The written submission shall contain a description of the noncompliance and its cause; the period of noncompliance, including exact dates and time; and if the noncompliance has not been corrected, the anticipated time it is expected to continue; and steps taken or planned to reduce, eliminate, and prevent reoccurrence of the noncompliance. The following shall be included as information which must be reported within 24-hours:

(1) Any unanticipated bypass which exceeds any effluent limitation in the permit.

(2) Any upset which exceeds any effluent limitation in the permit.

(3) Violation of a maximum daily discharge limitation for any of the pollutants listed by the Agency in the permit or any pollutant which may endanger health or the environment.

The Agency may waive the written report on a case-by-case basis if the oral report has been received within 24-hours.

(g) **Other noncompliance.** The permittee shall report all instances of noncompliance not reported under paragraphs (12) (d), (e), or (f), at the time monitoring reports are submitted. The reports shall contain the information listed in paragraph (12) (f).

(h) **Other information.** Where the permittee becomes aware that it failed to submit any relevant facts in a permit application, or submitted incorrect information in a permit application, or in any report to the Agency, it shall promptly submit such facts or information.

(13) **Bypass.**

(a) Definitions.

(1) Bypass means the intentional diversion of waste streams from any portion of a treatment facility.

(2) Severe property damage means substantial physical damage to property, damage to the treatment facilities which causes them to become inoperable, or substantial and permanent loss of natural resources which can reasonably be expected to occur in the absence of a bypass. Severe property damage does not mean economic loss caused by delays in production.

(b) Bypass not exceeding limitations. The permittee may allow any bypass to occur which does not cause effluent limitations to be exceeded, but only if it also is for essential maintenance to assure efficient operation. These bypasses are not subject to the provisions of paragraphs (13)(c) and (13)(d).

(c) Notice.

(1) Anticipated bypass. If the permittee knows in advance of the need for a bypass, it shall submit prior notice, if possible at least ten days before the date of the bypass.

(2) Unanticipated bypass. The permittee shall submit notice of an unanticipated bypass as required in paragraph (12)(f) (24-hour notice).

(d) Prohibition of bypass.

(1) Bypass is prohibited, and the Agency may take enforcement action against a permittee for bypass, unless:

(i) Bypass was unavoidable to prevent loss of life, personal injury, or severe property damage;

(ii) There were no feasible alternatives to the bypass, such as the use of auxiliary treatment facilities, retention of untreated wastes, or maintenance during normal periods of equipment downtime. This condition is not satisfied if adequate back-up equipment should have been installed in the exercise of reasonable engineering judgment to prevent a bypass which occurred during normal periods of equipment downtime or preventive maintenance; and

(iii) The permittee submitted notices as required under paragraph (13)(c).

(2) The Agency may approve an anticipated bypass, after considering its adverse effects, if the Agency determines that it will meet the three conditions listed above in paragraph (13)(d)(1).

(14) **Upset.**

(a) Definition. Upset means an exceptional incident in which there is unintentional and temporary noncompliance with technology based permit effluent limitations because of factors beyond the reasonable control of the permittee. An upset does not include noncompliance to the extent caused by operational error, improperly designed treatment facilities, inadequate treatment facilities, lack of preventive maintenance, or careless or improper operation.

(b) Effect of an upset. An upset constitutes an affirmative defense to an action brought for noncompliance with such technology based permit effluent limitations if the requirements of paragraph (14)(c) are met. No determination made during administrative review of claims that noncompliance was caused by upset, and before an action for noncompliance, is final administrative action subject to judicial review.

(c) Conditions necessary for a demonstration of upset. A permittee who wishes to establish the affirmative defense of upset shall demonstrate, through properly signed, contemporaneous operating logs, or other relevant evidence that:

(1) An upset occurred and that the permittee can identify the cause(s) of the upset;

(2) The permitted facility was at the time being properly operated; and

(3) The permittee submitted notice of the upset as required in paragraph (12)(f)(2) (24-hour notice).

(4) The permittee complied with any remedial measures required under paragraph (4).

(d) Burden of proof. In any enforcement proceeding the permittee seeking to establish the occurrence of an upset has the burden of proof.

(15) **Transfer of permits.** Permits may be transferred by modification or automatic transfer as described below:

(a) Transfers by modification. Except as provided in paragraph (b), a permit may be transferred by the permittee to a new owner or operator only if the permit has been modified or revoked and reissued pursuant to 40 CFR 122.62 (b) (2), or a minor modification made pursuant to 40 CFR 122.63 (d), to identify the new permittee and incorporate such other requirements as may be necessary under the Clean Water Act.

(b) Automatic transfers. As an alternative to transfers under paragraph (a), any NPDES permit may be automatically transferred to a new permittee if:

(1) The current permittee notifies the Agency at least 30 days in advance of the proposed transfer date;
(2) The notice includes a written agreement between the existing and new permittees containing a specified date for transfer of permit responsibility, coverage and liability between the existing and new permittees; and
(3) The Agency does not notify the existing permittee and the proposed new permittee of its intent to modify or revoke and reissue the permit. If this notice is not received, the transfer is effective on the date specified in the agreement.

(16) All manufacturing, commercial, mining, and silvicultural dischargers must notify the Agency as soon as they know or have reason to believe:
(a) That any activity has occurred or will occur which would result in the discharge of any toxic pollutant identified under Section 307 of the Clean Water Act which is not limited in the permit, if that discharge will exceed the highest of the following notification levels:
(1) One hundred micrograms per liter (100 ug/l);
(2) Two hundred micrograms per liter (200 ug/l) for acrolein and acrylonitrile; five hundred micrograms per liter (500 ug/l) for 2,4-dinitrophenol and for 2-methyl-4,6 dinitrophenol; and one milligram per liter (1 mg/l) for antimony.
(3) Five (5) times the maximum concentration value reported for that pollutant in the NPDES permit application; or
(4) The level established by the Agency in this permit.
(b) That they have begun or expect to begin to use or manufacture as an intermediate or final product or byproduct any toxic pollutant which was not reported in the NPDES permit application.

(17) All Publicly Owned Treatment Works (POTWs) must provide adequate notice to the Agency of the following:
(a) Any new introduction of pollutants into that POTW from an indirect discharge which would be subject to Sections 301 or 306 of the Clean Water Act if it were directly discharging those pollutants; and
(b) Any substantial change in the volume or character of pollutants being introduced into that POTW by a source introducing pollutants into the POTW at the time of issuance of the permit.
(c) For purposes of this paragraph, adequate notice shall include information on (i) the quality and quantity of effluent introduced into the POTW, and (ii) any anticipated impact of the change on the quantity or quality of effluent to be discharged from the POTW.

(18) If the permit is issued to a publicly owned or publicly regulated treatment works, the permittee shall require any industrial user of such treatment works to comply with federal requirements concerning:
(a) User charges pursuant to Section 204 (b) of the Clean Water Act, and applicable regulations appearing in 40 CFR 35;
(b) Toxic pollutant effluent standards and pretreatment standards pursuant to Section 307 of the Clean Water Act; and
(c) Inspection, monitoring and entry pursuant to Section 308 of the Clean Water Act.

(19) If an applicable standard or limitation is promulgated under Section 301(b)(2)(C) and (D), 304(b)(2), or 307(a)(2) and that effluent standard or limitation is more stringent than any effluent limitation in the permit, or controls a pollutant not limited in the permit, the permit shall be promptly modified or revoked, and reissued to conform to that effluent standard or limitation.

(20) Any authorization to construct issued to the permittee pursuant to 35 Ill. Adm. Code 309.154 is hereby incorporated by reference as a condition of this permit.

(21) The permittee shall not make any false statement, representation or certification in any application, record, report, plan or other document submitted to the Agency or the USEPA, or required to be maintained under this permit.

(22) The Clean Water Act provides that any person who violates a permit condition implementing Sections 301, 302, 306, 307, 308, 318, or 405 of the Clean Water Act is subject to a civil penalty not to exceed $25,000 per day of such violation. Any person who willfully or negligently violates permit conditions implementing Sections 301, 302, 306, 307, 308, 318 or 405 of the Clean Water Act is subject to a fine of not less than $2,500 nor more than $25,000 per day of violation, or by imprisonment for not more than one year, or both.
Additional penalties for violating these sections of the Clean Water Act are identified in 40 CFR 122.41 (a)(2) and (3).

(23) The Clean Water Act provides that any person who falsifies, tampers with, or knowingly renders inaccurate any monitoring device or method required to be maintained under this permit shall, upon conviction, be punished by a fine of not more than $10,000, or by imprisonment for not more than 2 years, or both. If a conviction of a person is for a violation committed after a first conviction of such person under this paragraph, punishment is a fine of not more than $20,000 per day of violation, or by imprisonment of not more than 4 years, or both.

(24) The Clean Water Act provides that any person who knowingly makes any false statement, representation, or certification in any record or other document submitted or required to be maintained under this permit, including monitoring reports or reports of compliance or non-compliance shall, upon conviction, be punished by a fine of not more than $10,000 per violation, or by imprisonment for not more than 6 months per violation, or by both.

(25) Collected screening, slurries, sludges, and other solids shall be disposed of in such a manner as to prevent entry of those wastes (or runoff from the wastes) into waters of the State. The proper authorization for such disposal shall be obtained from the Agency and is incorporated as part hereof by reference.

(26) In case of conflict between these standard conditions and any other condition(s) included in this permit, the other condition(s) shall govern.

(27) The permittee shall comply with, in addition to the requirements of the permit, all applicable provisions of 35 Ill. Adm. Code, Subtitle C, Subtitle D, Subtitle E, and all applicable orders of the Board or any court with jurisdiction.

(28) The provisions of this permit are severable, and if any provision of this permit, or the application of any provision of this permit is held invalid, the remaining provisions of this permit shall continue in full force and effect.

(Rev. 7-9-2010 bah)

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

Agenda Item Number

CA #8

Tracking Number

ADM 2016-45

Agenda Item Summary Memo

Title: Monthly Treasurer's Report for June and July 2016

Meeting and Date: City Council – August 23, 2016

Synopsis:

Council Action Previously Taken:

Date of Action: ADM – 08/17/16 Action Taken: Moved forward to CC consent agenda

Item Number: ADM 2016-45

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Rob Fredrickson (Name) Finance (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

TREASURER'S REPORT - for the month ending June 30, 2016

Cash Basis

	Projected Beginning Fund Balance	June Revenues	YTD Revenues	Revenue Budget	% of Budget	June Expenses	YTD Expenses	Expense Budget	% of Budget	Projected Ending Fund Balance
General Fund										
01 - General	5,676,774	2,662,768	3,652,928	14,516,822	25%	1,239,551	2,222,960	14,803,097	15%	7,106,742
Special Revenue Funds										
15 - Motor Fuel Tax	891,063	38,448	104,360	512,577	20%	12,800	25,098	740,580	3%	970,325
79 - Parks and Recreation	499,636	169,271	403,157	1,654,988	24%	153,215	270,890	1,796,995	15%	631,903
72 - Land Cash	209,318	8,670	10,007	489,000	2%	1,793	6,143	453,855	1%	213,182
87 - Countryside TIF	(549,947)	64,879	64,879	200,000	32%	-	77,913	162,759	48%	(562,981)
88 - Downtown TIF	253,705	29,277	34,725	70,050	50%	618	1,855	52,780	4%	286,575
11 - Fox Hill SSA	(3,780)	2,782	3,629	7,073	51%	867	867	4,833	18%	(1,018)
12 - Sunflower SSA	(31,175)	7,534	9,341	20,392	46%	270	270	17,534	2%	(22,104)
Debt Service Fund										
42 - Debt Service	-	42,107	69,276	320,675	22%	25,088	25,088	320,675	8%	44,189
Capital Project Funds										
25 - Vehicle & Equipment	1,391	18,428	35,981	140,883	26%	7,474	13,900	193,617	7%	23,472
23 - City-Wide Capital	3,004,879	148,296	213,451	1,823,662	12%	18,983	93,128	3,796,671	2%	3,125,203
Enterprise Funds										
* 51 - Water	5,292,283	633,692	691,473	3,794,908	18%	365,252	863,291	6,445,269	13%	5,120,465
* 52 - Sewer	1,600,062	315,290	427,182	2,534,994	17%	284,861	331,750	2,965,298	11%	1,695,494
Library Funds										
82 - Library Operations	499,356	260,893	326,506	731,887	45%	56,752	111,004	756,943	15%	714,858
83 - Library Debt Service	-	290,675	363,805	752,771	48%	14,869	14,869	752,771	2%	348,936
84 - Library Capital	14,806	3,701	6,801	20,010	34%	2,043	2,043	11,895	17%	19,564
Total Funds	**17,358,371**	**4,696,710**	**6,417,501**	**27,590,692**	**23%**	**2,184,437**	**4,061,068**	**33,275,572**	**12%**	**19,714,804**

* Fund Balance Equivalency

As Deputy Treasurer of the United City of Yorkville, I hereby attest, to the best of my knowledge, that the information contained in this Treasurer's Report is accurate as of the date detailed herein. Further information is available in the Finance Department.

Rob Fredrickson, Finance Director/Deputy Treasurer

UNITED CITY OF YORKVILLE

TREASURER'S REPORT - for the month ending July 31, 2016

Cash Basis

	Projected Beginning Fund Balance	July Revenues	YTD Revenues	Revenue Budget	% of Budget	July Expenses	YTD Expenses	Expense Budget	% of Budget	Projected Ending Fund Balance
General Fund										
01 - General	5,691,705	856,362	4,509,290	14,516,822	31%	1,104,455	3,323,530	14,833,097	22%	6,877,465
Special Revenue Funds										
15 - Motor Fuel Tax	883,224	229,388	333,747	512,577	65%	26,771	51,869	740,580	7%	1,165,103
79 - Parks and Recreation	500,763	155,571	558,728	1,654,988	34%	193,564	464,481	1,796,995	26%	595,010
72 - Land Cash	212,319	6,465	16,472	489,000	3%	37,079	43,221	453,855	10%	185,570
87 - Countryside TIF	(549,946)	3,312	68,191	200,000	34%	124	78,036	162,759	48%	(559,791)
88 - Downtown TIF	253,704	1,703	36,427	70,050	52%	19,720	21,575	478,530	5%	268,557
11 - Fox Hill SSA	(3,780)	220	3,848	7,073	54%	-	867	4,833	18%	(798)
12 - Sunflower SSA	(31,175)	723	10,064	20,392	49%	-	270	17,534	2%	(21,381)
Debt Service Fund										
42 - Debt Service	-	25,314	94,590	320,675	29%	100	25,188	320,675	8%	69,402
Capital Project Funds										
25 - Vehicle & Equipment	1,840	19,101	55,082	240,883	23%	9,776	23,677	293,617	8%	33,246
23 - City-Wide Capital	3,003,908	11,847	225,298	1,823,662	12%	19,867	116,097	3,796,671	3%	3,113,109
Enterprise Funds										
* 51 - Water	5,196,289	11,014	745,058	3,794,908	20%	402,525	1,266,581	6,631,429	19%	4,674,765
* 52 - Sewer	1,570,876	111,579	538,760	2,534,994	21%	89,320	421,087	2,965,298	14%	1,688,549
Library Funds										
82 - Library Operations	499,358	24,449	350,955	731,887	48%	75,069	186,073	756,943	25%	664,240
83 - Library Debt Service	-	23,882	387,687	752,771	52%	-	101,385	752,771	13%	286,302
84 - Library Capital	14,807	3,761	10,563	20,010	53%	640	2,683	11,895	23%	22,686
Total Funds	**17,243,892**	**1,484,690**	**7,944,761**	**27,690,692**	**29%**	**1,979,008**	**6,126,619**	**34,017,482**	**18%**	**19,062,034**

* Fund Balance Equivalency

As Deputy Treasurer of the United City of Yorkville, I hereby attest, to the best of my knowledge, that the information contained in this Treasurer's Report is accurate as of the date detailed herein. Further information is available in the Finance Department.

Rob Fredrickson, Finance Director/Deputy Treasurer

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

Agenda Item Number

CA #9

Tracking Number

ADM 2016-50

Agenda Item Summary Memo

Title: Resolution for a New Bank Account for Parks and Recreation

Meeting and Date: City Council – August 23, 2016

Synopsis: Checking Account for Recreation Tournaments and Games

Council Action Previously Taken:

Date of Action: ADM – 08/17/16 Action Taken: Moved forward to CC consent agenda

Item Number: ADM 2016-50

Type of Vote Required:

Council Action Requested:

Submitted by: Rob Fredrickson (Name) Finance (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: Administration Committee
From: Rob Fredrickson, Finance Director
Date: August 9, 2016
Subject: Checking Account for Recreation Tournaments & Games

The attached resolution would open a new checking account at First National Bank, thereby allowing certain Recreation employees (i.e. Director of Parks & Recreation, Recreation Superintendent and Recreation Coordinator(s))to pay referees and umpires immediately after their services are rendered.

This proposed new checking account would allow our Recreation Department to remain competitive with other area organizations, which pay their referees and umpires "on the spot." The City's current practice is to pay referees and umpires about a week after the event has occurred via a manual check issued by the Finance Department. Earlier in the summer, the City's Recreation Department was notified by their USSSA (United States Specialty Sports Association - this organization assigns umpires for the Adult Softball Leagues) representative that he was having trouble finding umpires due to this payment lag. Staff feels that this new checking account would alleviate this issue and help ensure that City gets qualified people to officiate its tournaments and games.

The implementation of this new checking account would enhance the manner in which the Finance Department records and accounts for these types of payments. Instead of engaging in the timely process of issuing manual checks, staff could instead enter payment information (provided by the Recreation Department) into the accounting software as time allows. Due to the limited scope of this account, staff anticipates no more than $5,000 being in this account at any one time. Furthermore, this account, and its corresponding checks, would be reconciled on a monthly basis by the Finance Department.

For the reasons identified above, Staff recommends the opening of a new checking account at First National Bank for the purpose of paying referees and umpires for City sanctioned games and tournaments.

Resolution No. 2016-_____

A RESOLUTION AUTHORIZING THE ESTABLISHMENT OF A CHECKING ACCOUNT WITH FIRST NATIONAL BANK

Whereas, the United City of Yorkville (the "City") is a duly organized and validly existing non home-rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

Whereas, the City desires to establish a checking account for the payment of referee and umpire compensation when participating in City sponsored games and tournaments; and,

Whereas, the City has selected First National Bank for the establishment of a checking account for those services.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1: That Rob Fredrickson, Finance Director, be and is hereby authorized to establish a new checking account with First National Bank for the above purposes.

Section 2: That the authorized signatories for the new checking account shall be the Mayor, City Administrator, Finance Director, Parks and Recreation Director, Recreation Superintendent and Recreation Coordinator and that two (2) signatories shall be required to approve and sign each check for withdrawal from this checking account.

Section 3: This Resolution shall be in full force and effect upon its passage and approval as provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this _____ day of _____ 2016.

_____

CITY CLERK

CARLO COLOSIMO	_____	KEN KOCH	_____
JACKIE MILSCHEWSKI	_____	LARRY KOT	_____
CHRIS FUNKHOUSER	_____	JOEL FRIEDERS	_____
DIANE TEELING	_____	SEAVER TARULIS	_____

Approved by me, as Mayor of the United City of Yorkville, Kendall County, Illinois, this _____ day of _____ 2016.

_____
MAYOR

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

Agenda Item Number

Minutes #1

Tracking Number

Agenda Item Summary Memo

Title: Minutes of the Regular City Council – July 26, 2016

Meeting and Date: City Council – August 23, 2016

Synopsis: Approval of Minutes

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Beth Warren (Name) City Clerk (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

MINUTES OF THE REGULAR MEETING OF THE CITY COUNCIL OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, HELD IN THE CITY COUNCIL CHAMBERS, 800 GAME FARM ROAD ON TUESDAY JULY 26, 2016

Mayor Golinski called the meeting to order at 7:00 p.m. and led the Council in the Pledge of Allegiance.

City Clerk Warren called the roll.

Ward I	Koch	Present
	Colosimo	Present
Ward II	Milschewski	Present
	Kot	Present
Ward III	Frieders	Present
	Funkhouser	Present
Ward IV	Tarulis	Present
	Teeling	Present

Also present: City Clerk Warren, City Attorney Orr, City Administrator Olson, Police Chief Hart, Deputy Chief of Police Klingel, Public Works Director Dhuse, Finance Director Fredrickson, EEI Engineer Sanderson, Community Development Director Barksdale-Noble, Director of Parks and Recreation Evans

QUORUM
A quorum was established**.**

AMENDMENTS TO THE AGENDA
Alderman Colosimo requested that Item #3 on the consent agenda, Kennedy Road Shared Use Path – Phase III Construction Engineering Services Agreement between the City and Engineering Enterprises, Inc. (PW 2016-49), be moved to the regular agenda under the Public Works Committee Report.

Mayor Golinski tabled Item #1 on the Mayor's Report, Appointments to Planning and Zoning Commission, (CC 2016-42), for two weeks.

Amendment approved unanimously by a viva voce vote.

PRESENTATIONS
None.

PUBLIC HEARINGS
1. Public Hearing on the proposal to sell general obligation alternate revenue bonds of the City in the amount of not to exceed $6,500,000 for the purpose of providing funds to refund all or a portion of the City's outstanding Refunding Debt Certificates, Series 2006A and General Obligation Refunding Bonds (Alternate Revenue Source), Series 2007A

Mayor Golinski opened public hearing. There were no comments or questions from the public or City Council. Mayor Golinski closed the public hearing.

CITIZEN COMMENTS ON AGENDA ITEMS
None.

CONSENT AGENDA
1. Church Street Water Main Improvements – Change Order No. 1 – *authorize Mayor to execute* (PW 2016-47)
2. **Resolution 2016-18** Authorizing the Transfer of Property from the United City of Yorkville, Illinois to the State of Illinois, Department of Transportation (Route 34 Improvements – Eldamain to Center) – *authorize Mayor and City Clerk to execute (*PW 2016-48)
3. **Resolution 2016-19** Repealing Resolution 2016-03 Authorizing Certain Intersection Improvements at Illinois Route 47 and the Wrigley Access Driveway Pursuant to the Illinois Highway Code – *authorize Mayor and City Clerk to execute (*PW 2016-50)
4. Well No. 4 Emergency Repairs – *authorize Layne Christensen to perform emergency repairs on Well No. 4 in an amount not to exceed $118,834. (*PW 2016-51)
5. Blackberry Woods (Phase B) – Development Status – *authorize staff to issue a letter of default (*PW 2016-52)

Mayor Golinski entertained a motion to approve the consent agenda as amended. So moved by Alderman Milschewski; seconded by Alderman Koch.

Motion approved by a roll call vote. Ayes-8 Nays-0

Colosimo-aye, Milschewski-aye, Tarulis-aye, Frieders-aye,
Funkhouser-aye, Koch-aye, Teeling-aye, Kot-aye

MINUTES FOR APPROVAL

1. Minutes of the Regular City Council – June 14, 2016
2. Minutes of the Regular City Council – June 28, 2016

Mayor Golinski entertained a motion to approve the minutes of the regular City Council meeting of June 14, 2016 and June 28, 2016 as presented. So moved by Alderman Tarulis; seconded by Alderman Colosimo.

Minutes were approved unanimously by a viva voce vote.

BILLS FOR PAYMENT

Mayor Golinski stated that the bills were $505,335.89 and $1,249,050.91.

REPORTS

MAYOR'S REPORT

Appointments to Planning and Zoning Commission
(CC 2016-42)

Mayor Golinski stated this item was tabled.

Ordinance 2016-47 **Authorizing the Second Amendment to the Annual Budget of the United City of Yorkville, for the Fiscal Year Commencing on May 1, 2015 and Ending on April 30, 2016**
(CC 2016-43)

Mayor Golinski entertained a motion to approve an ordinance authorizing the second amendment to the annual budget for fiscal year commencing May 1, 2015 and ending on April 30, 2016 and authorize the Mayor and City Clerk to execute. So moved by Alderman Frieders; seconded by Alderman Kot.

Alderman Colosimo asked for an explanation and Finance Director Fredrickson answered him.

Motion approved by a roll call vote. Ayes-8 Nays-0
Koch-aye, Kot-aye, Frieders-aye, Tarulis-aye,
Colosimo-aye, Funkhouser-aye, Milschewski-aye, Teeling-aye

Ordinance 2016-48 **Authorizing the First Amendment to the Annual Budget of the United City of Yorkville, for the Fiscal Year Commencing on May 1, 2016 and Ending on April 30, 2017**
(CC 2016-44)

Mayor Golinski entertained a motion to approve an ordinance authorizing the first amendment to the annual budget for the fiscal year commencing on May 1, 2016 and ending on April 30, 2017 and authorize the Mayor and City Clerk to execute. So moved by Alderman Kot; seconded by Alderman Frieders

Alderman Frieders and City Administrator Olson discussed section D. Alderman Koch and City Administrator Olson discussed item # 5. Alderman Funkhouser discussed this ordinance.

Motion approved by a roll call vote. Ayes-7 Nays-1
Frieders-aye Tarulis-aye, Colosimo-aye, Funkhouser-nay,
Milschewski-aye, Teeling-aye, Koch-aye, Kot-aye

PUBLIC WORKS COMMITTEE REPORT

Kennedy Road Shared Use Path - Phase III Construction Engineering Services Agreement between the City and Engineering Enterprises, Inc.
(PW 2016-49)

Alderman Funkhouser made a motion to approve Kennedy Road Shared Use Path - Phase III construction Engineering services agreement between the City and Engineering Enterprises, Inc. and authorize the City and Mayor to execute; seconded by Alderman Frieders.

Alderman Tarulis made a comment in regards to this agreement.

Motion approved by a roll call vote. Ayes-6 Nays-2
Kot-aye, Frieders-aye, Tarulis-nay, Colosimo-nay,
Funkhouser-aye, Milschewski-aye, Teeling-aye, Koch-aye

ECONOMIC DEVELOPMENT COMMITTEE REPORT

Downtown TIF Extension

(CC 2016-45)

Alderman Koch made a motion to authorize staff to approach other taxing bodies for letters of support for the extension of the downtown TIF; seconded by Alderman Teeling.

Mayor Golinski asked how long will this whole process take. City Administrator Olson and City Attorney Orr discussed Mayor Golinski's question and answered him.

Motion approved by a roll call vote. Ayes-8 Nays-0
Funkhouser-aye, Milschewski-aye, Teeling-aye, Koch-aye,
Kot-aye, Frieders-aye, Tarulis-aye, Colosimo-aye

PUBLIC SAFETY COMMITTEE REPORT

Request to Purchase Four Police Vehicles

(PS 2016-14)

Alderman Kot made a motion to authorize the purchase of four vehicles for the police department as outlined in the memo from Chief of Police Hart, dated June 30, 2016 in an amount not to exceed $161,703.34; seconded by Alderman Colosimo.

Alderman Kot stated this was received at Public Safety this month. There was full committee support. He wanted to clarify that Public Safety is purchasing three patrol cars and one car for investigations. He stated this is to get back on track, for the City had fallen behind with the vehicle replacement plan.

Motion approved by a roll call vote. Ayes-8 Nays-0
Koch-aye, Kot-aye, Frieders-aye, Tarulis-aye,
Colosimo-aye, Funkhouser-aye, Milschewski-aye, Teeling-aye

ADMINISTRATION COMMITTEE REPORT
No report.

PARK BOARD
No report.

PLAN COMMISSION
No report.

ZONING BOARD OF APPEALS
No report.

CITY COUNCIL REPORT
No report.

CITY CLERK'S REPORT
No report.

COMMUNITY & LIAISON REPORT
No report.

STAFF REPORT
No report.

ADDITIONAL BUSINESS
None.

EXECUTIVE SESSION
Mayor Golinski entertained a motion to go into Executive Session for the purpose of litigation and land acquisition.

Motion approved by a roll call vote. Ayes-8 Nays-0
Tarulis-aye, Milschewski-aye, Colosimo-aye, Kot-aye,
Teeling-aye, Koch-aye, Funkhouser-aye, Frieders-aye

The City Council entered Executive Session at 7:21 p.m.

The City Council returned to regular session at 7:40 p.m.

CITIZEN COMMENTS
None.

ADJOURNMENT

Mayor Golinski stated meeting adjourned.

Meeting adjourned at 7:41 p.m.

Minutes submitted by:

Beth Warren,
City Clerk, City of Yorkville, Illinois

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

Agenda Item Number

Minutes #2

Tracking Number

Agenda Item Summary Memo

Title: Minutes of the Regular City Council – August 9, 2016

Meeting and Date: City Council – August 23, 2016

Synopsis: Approval of Minutes.

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Lisa Pickering (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

DRAFT

MINUTES OF THE REGULAR MEETING OF THE CITY COUNCIL OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, HELD IN THE CITY COUNCIL CHAMBERS, 800 GAME FARM ROAD ON TUESDAY, AUGUST 9, 2016

Mayor Golinski called the meeting to order at 7:00 p.m. and led the Council in the Pledge of Allegiance.

ROLL CALL

Deputy City Clerk Pickering called the roll.

Ward I	Colosimo	Present
	Koch	Absent
Ward II	Milschewski	Present
	Kot	Present
Ward III	Funkhouser	Present
	Frieders	Present
Ward IV	Teeling	Present
	Tarulis	Present

Also present: Deputy City Clerk Pickering, Attorney Orr, City Administrator Olson, Chief of Police Hart, Community Development Director Barksdale-Noble and EEI Engineer Sanderson.

QUORUM

A quorum was established**.**

AMENDMENTS TO THE AGENDA

None.

PRESENTATIONS

None.

PUBLIC HEARINGS

None.

CITIZEN COMMENTS ON AGENDA ITEMS

None.

CONSENT AGENDA

None.

MINUTES FOR APPROVAL

None.

BILLS FOR PAYMENT (Informational): $635,880.21

REPORTS

MAYOR'S REPORT

Appointments to Planning and Zoning Commission
(CC 2016-42)

Mayor Golinski entertained a motion to approve the Mayor's appointments of Randy Harker as the Chairman of the Planning and Zoning Commission to a term ending May 2020, Deb Horaz and Reagan Flavin Goins to the Planning and Zoning Commission to a term ending May 2019, Jeff Olson and Richard Vinyard to the Planning and Zoning Commission to a term ending May 2018, and Don Marcum and Bill Gockman to the Planning and Zoning Commission to a term ending May 2017. So moved by Alderman Kot; seconded by Alderman Milschewski.

Motion approved by a roll call vote. Ayes-7 Nays-0
Kot-aye, Funkhouser-aye, Teeling-aye, Milschewski-aye,
Frieders-aye, Tarulis-aye, Colosimo-aye

Resolution 2016-20 **Approving a Recreational Lease from Commonwealth Edison Company for the Kennedy Road Recreational Path**
(CC 2016-46)

Mayor Golinski entertained a motion to approve a Resolution Approving a Recreational Lease from Commonwealth Edison Company for the Kennedy Road Recreational Path and authorize the Mayor and City Council to execute. So moved by Alderman Milschewski; seconded by Alderman Teeling.

Motion approved by a roll call vote. Ayes-5 Nays-2
Funkhouser-aye, Teeling-aye, Milschewski-aye,
Frieders-aye, Tarulis-nay, Colosimo-nay, Kot-aye

Resolution 2016-21 **Intergovernmental Agreement for the Sharing of Services between the Village of Oswego and the United City of Yorkville**
(CC 2016-47)

Mayor Golinski entertained a motion to approve a Resolution Approving an Intergovernmental Agreement for the Sharing of Services between the Village of Oswego and the United City of Yorkville and authorize the Mayor and City Council to execute. So moved by Alderman Milschewski; seconded by Alderman Tarulis.

Motion approved by a roll call vote. Ayes-7 Nays-0
Teeling-aye, Milschewski-aye, Frieders-aye,
Tarulis-aye, Colosimo-aye, Kot-aye, Funkhouser-aye

PUBLIC WORKS COMMITTEE REPORT

No report.

ECONOMIC DEVELOPMENT COMMITTEE REPORT

No report.

PUBLIC SAFETY COMMITTEE REPORT

No report.

ADMINISTRATION COMMITTEE REPORT

No report.

PARK BOARD

No report.

PLAN COMMISSION

No report.

ZONING BOARD OF APPEALS

No report.

CITY COUNCIL REPORT

No report.

CITY CLERK'S REPORT

No report.

COMMUNITY & LIAISON REPORT

No report.

STAFF REPORT

Comprehensive Plan

City Administrator Olson gave a reminder that the public hearing for the proposed update to the Yorkville Comprehensive Plan would be held on Wednesday, August 10th at 7:00 p.m. at City Hall.

ADDITIONAL BUSINESS

None.

EXECUTIVE SESSION

None.

CITIZEN COMMENTS

None.

ADJOURNMENT

Mayor Golinski adjourned the City Council meeting at 7:03 p.m.

Minutes submitted by:

Lisa Pickering,
Deputy City Clerk, City of Yorkville, Illinois

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

Agenda Item Number

Bills for Payment

Tracking Number

Agenda Item Summary Memo

Title: Bills for Payment (Informational): $2,242,653.81

Meeting and Date: City Council – August 23, 2016

Synopsis:

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: None – Informational

Council Action Requested:

Submitted by: Amy Simmons (Name) Finance (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
CHECK REGISTER

CHECK DATE: 08/04/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
523922	DCONST	D. CONSTRUCTION, INC.						
	25059		07/28/16	01	ENGINEER'S PYMT ESTIMATE #1-	23-230-60-00-6025	202,816.59	
				02	2016 RTBR STREET MAINTENANCE	** COMMENT **		
				03	PROGRAM ADDITIONAL WORK	** COMMENT **		
						INVOICE TOTAL:	202,816.59 *	
						CHECK TOTAL:		202,816.59
523923	GENEVA	GENEVA CONSTRUCTION						
	56618		07/28/16	01	ENGINEER'S PYMT ESTIMATE#3-	51-510-60-00-6082	220,658.65	
				02	COUNTRYSIDE WATER MAIN &	** COMMENT **		
				03	ROADWAY IMPROVEMENTS	** COMMENT **		
				04	ENGINEER'S PYMT ESTIMATE#3-	23-230-60-00-6082	21,823.38	
				05	COUNTRYSIDE WATER MAIN &	** COMMENT **		
				06	ROADWAY IMPROVEMENTS	** COMMENT **		
						INVOICE TOTAL:	242,482.03 *	
						CHECK TOTAL:		242,482.03
523924	R0001707	LUTHER & MONICA CUNNINGHAM						
	20150650		07/13/16	01	2649 LILAC WAY BUILD PROGRAM	23-000-24-00-2445	300.00	
				02	2649 LILAC WAY BUILD PROGRAM	25-000-24-21-2445	380.00	
				03	2649 LILAC WAY BUILD PROGRAM	51-000-24-00-2445	5,320.00	
				04	2649 LILAC WAY BUILD PROGRAM	52-000-24-00-2445	4,000.00	
						INVOICE TOTAL:	10,000.00 *	
						CHECK TOTAL:		10,000.00
						TOTAL AMOUNT PAID:		455,298.62

01-110 ADMINISTRATION	12-112 SUNFLOWER SSA	42-420 DEBT SERVICE	83-830 LIBRARY DEBT SERVICE
01-120 FINANCE	15-155 MOTOR FUEL TAX (MFT)	51-510 WATER OPERATIONS	84-840 LIBRARY CAPITAL
01-210 POLICE	23-216 MUNICIPAL BUILDING	52-520 SEWER OPERATIONS	87-870 COUNTRYSIDE TIF
01-220 COMMUNITY DEVELOPMENT	23-230 CITY-WIDE CAPITAL	72-720 LAND CASH	88-880 DOWNTOWN TIF
01-410 STREET OPERATIONS	25-205 POLICE CAPITAL	79-790 PARKS DEPARTMENT	90-XXX DEVELOPER ESCROW
01-640 ADMINSTRATIVE SERVICES	25-215 PUBLIC WORKS CAPITAL	79-795 RECREATION DEPT	95-XXX ESCROW DEPOSIT
11-111 FOX HILL SSA	25-225 PARKS & RECREATION CAPITAL	82-820 LIBRARY OPERATIONS	

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/11/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
523926	DCONST	D. CONSTRUCTION, INC.						
	25058		07/26/16	01	ENGINEER'S PYMT ESTIMATE#1 -	15-155-60-00-6025	300,000.00	
				02	2016 MFT/RTBR STREET	** COMMENT **		
				03	MAINTENANCE PROGRAM	** COMMENT **		
				04	ENGINEER'S PYMT ESTIMATE#1 -	23-230-60-00-6025	109,246.52	
				05	2016 MFT/RTBR STREET	** COMMENT **		
				06	MAINTENANCE PROGRAM	** COMMENT **		
						INVOICE TOTAL:	409,246.52 *	
						CHECK TOTAL:		409,246.52
523927	SUPEEXCA	SUPERIOR EXCAVATING						
	479		08/08/16	01	ENGINEER'S PYMT ESTIMATE#1-	51-510-60-00-6025	247,299.95	
				02	CHURCH STREET WATER MAIN	** COMMENT **		
				03	IMPROVEMENTS	** COMMENT **		
						INVOICE TOTAL:	247,299.95 *	
						CHECK TOTAL:		247,299.95
						TOTAL AMOUNT PAID:		656,546.47

UNITED CITY OF YORKVILLE ILLINOIS EST. 1836 County Seat of Kendall County

01-110 ADMINISTRATION	12-112 SUNFLOWER SSA	42-420 DEBT SERVICE	83-830 LIBRARY DEBT SERVICE
01-120 FINANCE	15-155 MOTOR FUEL TAX (MFT)	51-510 WATER OPERATIONS	84-840 LIBRARY CAPITAL
01-210 POLICE	23-216 MUNICIPAL BUILDING	52-520 SEWER OPERATIONS	87-870 COUNTRYSIDE TIF
01-220 COMMUNITY DEVELOPMENT	23-230 CITY-WIDE CAPITAL	72-720 LAND CASH	88-880 DOWNTOWN TIF
01-410 STREET OPERATIONS	25-205 POLICE CAPITAL	79-790 PARKS DEPARTMENT	90-XXX DEVELOPER ESCROW
01-640 ADMINSTRATIVE SERVICES	25-215 PUBLIC WORKS CAPITAL	79-795 RECREATION DEPT	95-XXX ESCROW DEPOSIT
11-111 FOX HILL SSA	25-225 PARKS & RECREATION CAPITAL	82-820 LIBRARY OPERATIONS	

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
523929	ACTION	ACTION GRAPHIX LTD						
	2179		08/08/16	01	YARD SIGN	79-795-56-00-5606	30.00	
						INVOICE TOTAL:	30.00	*
						CHECK TOTAL:		30.00
523930	AMPERAGE	AMPERAGE ELECTRICAL SUPPLY INC						
	0645154-IN		07/11/16	01	PHOTOCELLS	79-790-56-00-5640	24.66	
						INVOICE TOTAL:	24.66	*
	0645396-IN		07/12/16	01	BALLAST KIT	79-790-56-00-5640	48.30	
						INVOICE TOTAL:	48.30	*
	0647450-IN		07/22/16	01	STREET LIGHT WIRE	15-155-56-00-5642	140.00	
						INVOICE TOTAL:	140.00	*
	0647551-IN		07/22/16	01	PHOTO CONTROL, FUSES, VINYL	15-155-56-00-5642	218.38	
				02	TAPE	** COMMENT **		
						INVOICE TOTAL:	218.38	*
	0648068-IN		07/25/16	01	SPLICE KIT	15-155-56-00-5642	26.90	
						INVOICE TOTAL:	26.90	*
	0648703-IN		07/29/16	01	VINYL TAPE	01-410-56-00-5620	3.76	
						INVOICE TOTAL:	3.76	*
	0648911-CM		07/29/16	01	RETURNED LAMP CREDIT	15-155-56-00-5642	-178.20	
						INVOICE TOTAL:	-178.20	*
	0649017-IN		07/29/16	01	BATTERIES	51-510-56-00-5638	107.35	
						INVOICE TOTAL:	107.35	*
						CHECK TOTAL:		391.15
523931	ATLAS	ATLAS BOBCAT						

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
523931	ATLAS	ATLAS BOBCAT						
	BV4898		07/27/16	01	WHEEL BOLTS, NUTS	01-410-56-00-5628	30.82	
						INVOICE TOTAL:	30.82 *	
						CHECK TOTAL:		30.82
523932	ATT	AT&T						
	6305536805-0716		07/25/16	01	0725-08/24 SERVICE	51-510-54-00-5440	217.69	
						INVOICE TOTAL:	217.69 *	
						CHECK TOTAL:		217.69
523933	AUTOSP	AUTOMOTIVE SPECIALTIES, INC.						
	21673		07/25/16	01	AC REPAIR	51-510-54-00-5490	849.00	
						INVOICE TOTAL:	849.00 *	
	21686		07/28/16	01	AC REPAIR	51-510-54-00-5490	1,033.50	
						INVOICE TOTAL:	1,033.50 *	
						CHECK TOTAL:		1,882.50
523934	BCBS	BLUE CROSS BLUE SHIELD						
	081016		08/10/16	01	SEPT 2016 HEALTH INS	01-110-52-00-5216	6,686.73	
				02	SEPT 2016 HEALTH INS	01-120-52-00-5216	1,940.44	
				03	SEPT 2016 HEALTH INS	01-210-52-00-5216	50,967.26	
				04	SEPT 2016 HEALTH INS	01-220-52-00-5216	4,490.86	
				05	SEPT 2016 HEALTH INS	01-410-52-00-5216	10,660.16	
				06	SEPT 2016 HEALTH INS	01-640-52-00-5240	7,579.80	
				07	SEPT 2016 HEALTH INS	79-790-52-00-5216	8,657.24	
				08	SEPT 2016 HEALTH INS	79-795-52-00-5216	7,145.06	
				09	SEPT 2016 HEALTH INS	51-510-52-00-5216	10,663.78	
				10	SEPT 2016 HEALTH INS	52-520-52-00-5216	3,869.63	

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT		
523934	BCBS	BLUE CROSS BLUE SHIELD							
		081016	08/10/16	11	SEPT 2016 HEALTH INS	82-820-52-00-5216	5,785.96		
						INVOICE TOTAL:	118,446.92	*	
						CHECK TOTAL:			118,446.92
523935	BKFD	BRISTOL KENDALL FIRE DEPART.							
		073116-DEV	08/10/16	01	MAY-JUL 2016 DEVELOPMENT FEES	95-000-24-00-2452	21,000.00		
						INVOICE TOTAL:	21,000.00	*	
						CHECK TOTAL:			21,000.00
523936	BSNSPORT	BSN/PASSON'S/GSC/CONLIN SPORTS							
		98092064	08/01/16	01	FALL COACHES SHIRTS, ICE PACKS	79-795-56-00-5606	634.20		
						INVOICE TOTAL:	634.20	*	
						CHECK TOTAL:			634.20
523937	BUGGITER	BUG GIT-ERS LLC							
		3273	07/13/16	01	JULY 2016 PEST CONTROL	79-790-56-00-5620	85.00		
						INVOICE TOTAL:	85.00	*	
		3322	08/05/16	01	SPRAY FOR YELLOW JACKETS	79-795-54-00-5495	45.00		
						INVOICE TOTAL:	45.00	*	
						CHECK TOTAL:			130.00
523938	CAMBRIA	CAMBRIA SALES COMPANY INC.							
		37836	07/25/16	01	PAPER TOWEL	52-520-56-00-5620	59.38		
						INVOICE TOTAL:	59.38	*	
						CHECK TOTAL:			59.38

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
523939	CARGILL	CARGILL, INC						
		2902930793	07/28/16	01	BULK ROCK SALT	51-510-56-00-5638	3,026.21	
						INVOICE TOTAL:	3,026.21 *	
		2902936416	08/02/16	01	BULK ROCK SALT	51-510-56-00-5638	3,010.48	
						INVOICE TOTAL:	3,010.48 *	
		2902936436	08/02/16	01	BULK ROCK SALT	51-510-56-00-5638	2,985.07	
						INVOICE TOTAL:	2,985.07 *	
						CHECK TOTAL:		9,021.76
523940	CENTRALL	CENTRAL LIMESTONE COMPANY, INC						
		7324	08/01/16	01	GRAVEL	01-410-56-00-5628	81.42	
						INVOICE TOTAL:	81.42 *	
						CHECK TOTAL:		81.42
523941	CHDJOHAN	CHAD JOHANSEN GOLF ACADEMY						
		1582	08/08/16	01	SUMMER GOLF CAMP INSTRUCTION	79-795-54-00-5462	1,935.00	
						INVOICE TOTAL:	1,935.00 *	
						CHECK TOTAL:		1,935.00
523942	CHIGOBUL	ROCLAB ATHLETIC INSTRUCTION, L						
		6430	07/27/16	01	07/11-07/14 SUMMER CAMP FOR	79-795-54-00-5462	357.00	
				02	7-8 YEAR OLDS	** COMMENT **		
						INVOICE TOTAL:	357.00 *	
		6431	07/27/16	01	07/11-07/15 SUMMER CAMP FOR	79-795-54-00-5462	755.00	
				02	9-11 YEAR OLDS	** COMMENT **		
						INVOICE TOTAL:	755.00 *	

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
523942	CHIGOBUL	ROCLAB ATHLETIC INSTRUCTION, L						
		6520	07/20/16	01	07/11-07/15 SUMMER CAMP FOR	79-795-54-00-5462	1,805.00	
				02	6-12 YEAR OLDS	** COMMENT **		
						INVOICE TOTAL:	1,805.00 *	
						CHECK TOTAL:		2,917.00
523943	COLLEPRO	COLLECTION PROFESSIONALS INC.						
		258000-J-072916	07/29/16	01	COMMISSION ON COLLECTIONS	01-210-54-00-5467	23.44	
						INVOICE TOTAL:	23.44 *	
						CHECK TOTAL:		23.44
523944	COMED	COMMONWEALTH EDISON						
		0185079109-0716	08/01/16	01	06/30-08/01 420 FAIRHAVEN	52-520-54-00-5480	120.55	
						INVOICE TOTAL:	120.55 *	
						CHECK TOTAL:		120.55
523945	COMED	COMMONWEALTH EDISON						
		0435113116-0716	08/04/16	01	07/06-08/03 RT34 & BEECHER	15-155-54-00-5482	43.29	
						INVOICE TOTAL:	43.29 *	
						CHECK TOTAL:		43.29
523946	COMED	COMMONWEALTH EDISON						
		0903040077-0716	07/28/16	01	06/23-07/28 MISC LIGHTS	15-155-54-00-5482	2,574.03	
						INVOICE TOTAL:	2,574.03 *	
						CHECK TOTAL:		2,574.03
523947	COMED	COMMONWEALTH EDISON						

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT		
523947	COMED	COMMONWEALTH EDISON							
		0908014004-0716	08/02/16	01	07/01-08/02 6780 RT47	51-510-54-00-5480	39.19		
						INVOICE TOTAL:	39.19	*	
						CHECK TOTAL:			39.19
523948	COMED	COMMONWEALTH EDISON							
		0966038077-0716	07/29/16	01	06/26-07/29 KENNEDY RD	15-155-54-00-5482	59.79		
				02	06/26-07/29 KENNEDY RD	01-410-54-00-5482	1.89		
						INVOICE TOTAL:	61.68	*	
						CHECK TOTAL:			61.68
523949	COMED	COMMONWEALTH EDISON							
		1183088101-0716	07/26/16	01	06/24-07/26 PRAIRIE CR LIFT	52-520-54-00-5480	105.69		
						INVOICE TOTAL:	105.69	*	
		1407125045-0716	08/02/16	01	07/06-08/02 1299 FOXHILL LIFT	52-520-54-00-5480	64.79		
						INVOICE TOTAL:	64.79	*	
		1718099052-0716	07/28/16	01	06/28-07/28 872 PRAIRIE CR	52-520-54-00-5480	197.02		
						INVOICE TOTAL:	197.02	*	
		2019099044-0716	08/04/16	01	06/16-07/15 BRIDGE ST TANK	51-510-54-00-5480	63.03		
						INVOICE TOTAL:	63.03	*	
		2668047007-0716	07/28/16	01	06/28-07/28 1908 RAINTREE RD	51-510-54-00-5480	99.15		
						INVOICE TOTAL:	99.15	*	
						CHECK TOTAL:			529.68
523950	COMED	COMMONWEALTH EDISON							
		2947052031-0716	08/01/16	01	07/01-08/01 RIVER & RT47	15-155-54-00-5482	131.65		
						INVOICE TOTAL:	131.65	*	
						CHECK TOTAL:			131.65

01-110 ADMINISTRATION	12-112 SUNFLOWER SSA	42-420 DEBT SERVICE	83-830 LIBRARY DEBT SERVICE
01-120 FINANCE	15-155 MOTOR FUEL TAX (MFT)	51-510 WATER OPERATIONS	84-840 LIBRARY CAPITAL
01-210 POLICE	23-216 MUNICIPAL BUILDING	52-520 SEWER OPERATIONS	87-870 COUNTRYSIDE TIF
01-220 COMMUNITY DEVELOPMENT	23-230 CITY-WIDE CAPITAL	72-720 LAND CASH	88-880 DOWNTOWN TIF
01-410 STREET OPERATIONS	25-205 POLICE CAPITAL	79-790 PARKS DEPARTMENT	90-XXX DEVELOPER ESCROW
01-640 ADMINSTRATIVE SERVICES	25-215 PUBLIC WORKS CAPITAL	79-795 RECREATION DEPT	95-XXX ESCROW DEPOSIT
11-111 FOX HILL SSA	25-225 PARKS & RECREATION CAPITAL	82-820 LIBRARY OPERATIONS	

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
523951	COMED	COMMONWEALTH EDISON						
		2961017043-0716	07/27/16	01	06/27-07/27 PRESTWICK LIFT	52-520-54-00-5480	93.10	
						INVOICE TOTAL:	93.10 *	
		3119142025-0716	07/29/16	01	06/29-07/29 VAN EMMON PRK LOT	01-410-54-00-5482	6.61	
						INVOICE TOTAL:	6.61 *	
		4085080033-0617	07/28/16	01	06/29-07/28 1991 CANNONBALL TR	51-510-54-00-5480	140.49	
						INVOICE TOTAL:	140.49 *	
		4449087016-0716	08/04/16	01	06/27-08/01 MISC LIFT STATIONS	52-520-54-00-5480	627.11	
						INVOICE TOTAL:	627.11 *	
		4475093053-0716	08/01/16	01	07/01-08/01 610 TOWER	51-510-54-00-5480	193.16	
						INVOICE TOTAL:	193.16 *	
		6819027011-0716	08/03/16	01	06/29-08/01 MISC PR BUILDINGS	79-795-54-00-5480	405.08	
						INVOICE TOTAL:	405.08 *	
						CHECK TOTAL:		1,465.55
523952	CONSERV	CONSERV FS, INC						
		40001783	07/09/16	01	MARKING CHALK	79-790-56-00-5620	527.05	
						INVOICE TOTAL:	527.05 *	
						CHECK TOTAL:		527.05
523953	CONSTELL	CONSTELLATION NEW ENERGY						
		0034103386	07/30/16	01	06/30-0726 2921 BRISTOL RIDGE	51-510-54-00-5480	5,403.66	
						INVOICE TOTAL:	5,403.66 *	
		0034151737	08/02/16	01	06/28-07/28 2224 TREMONT ST	51-510-54-00-5480	4,705.23	
						INVOICE TOTAL:	4,705.23 *	

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT		
523953	CONSTELL	CONSTELLATION NEW ENERGY							
		0034163358	08/03/16	01	06/28-07/27 610 TOWER WELLS	51-510-54-00-5480	5,412.44		
						INVOICE TOTAL:	5,412.44	*	
		0034237631	08/05/16	01	07/01-08/01 1 W ALLEY	51-510-54-00-5480	60.20		
						INVOICE TOTAL:	60.20	*	
						CHECK TOTAL:			15,581.53
523954	DAC	BETTER BUSINESS PLANNING, INC.							
		39885	08/01/16	01	AUG 2016 FSA ADMIN FEES	01-110-52-00-5216	9.00		
				02	AUG 2016 FSA ADMIN FEES	01-120-52-00-5216	6.00		
				03	AUG 2016 FSA ADMIN FEES	01-210-52-00-5216	18.00		
				04	AUG 2016 FSA ADMIN FEES	01-220-52-00-5216	3.00		
				05	AUG 2016 FSA ADMIN FEES	01-410-52-00-5216	3.00		
				06	AUG 2016 FSA ADMIN FEES	51-510-52-00-5216	6.00		
				07	AUG 2016 FSA ADMIN FEES	01-640-52-00-5240	3.00		
						INVOICE TOTAL:	48.00	*	
		39887	08/01/16	01	AUG 2016 HRA ADMIN FEES	01-110-52-00-5216	9.00		
				02	AUG 2016 HRA ADMIN FEES	01-120-52-00-5216	3.00		
				03	AUG 2016 HRA ADMIN FEES	01-210-52-00-5216	66.00		
				04	AUG 2016 HRA ADMIN FEES	01-220-52-00-5216	9.00		
				05	AUG 2016 HRA ADMIN FEES	01-410-52-00-5216	4.00		
				06	AUG 2016 HRA ADMIN FEES	79-790-52-00-5216	13.50		
				07	AUG 2016 HRA ADMIN FEES	79-795-52-00-5216	13.50		
				08	AUG 2016 HRA ADMIN FEES	51-510-52-00-5216	13.00		
				09	AUG 2016 HRA ADMIN FEES	52-520-52-00-5216	4.00		
				10	AUG 2016 HRA ADMIN FEES	01-640-52-00-5240	15.00		
				11	AUG 2016 HRA ADMIN FEES	82-820-52-00-5216	12.00		
						INVOICE TOTAL:	162.00	*	
						CHECK TOTAL:			210.00
523955	DUTEK	THOMAS & JULIE FLETCHER							

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
523955	DUTEK	THOMAS & JULIE FLETCHER						
	285068		07/22/16	01	HOSE ASSEMBLY	79-790-56-00-5640	97.50	
						INVOICE TOTAL:	97.50 *	
						CHECK TOTAL:		97.50
523956	DYNEGY	DYNEGY ENERGY SERVICES						
	102389316071		07/25/16	01	06/21-07/20 421 POPLAR	15-155-54-00-5482	3,420.17	
						INVOICE TOTAL:	3,420.17 *	
						CHECK TOTAL:		3,420.17
523957	EEI	ENGINEERING ENTERPRISES, INC.						
	60138		07/26/16	01	RT34 IMPROVEMENTS	01-640-54-00-5465	130.00	
						INVOICE TOTAL:	130.00 *	
	60139		07/29/16	01	STAGECOACH CROSSING	01-640-54-00-5465	462.50	
						INVOICE TOTAL:	462.50 *	
	60140		07/29/16	01	WINDETT RIDGE	01-640-54-00-5465	667.00	
						INVOICE TOTAL:	667.00 *	
	60141		07/29/16	01	UTILITY PERMIT REVIEWS	01-640-54-00-5465	883.75	
						INVOICE TOTAL:	883.75 *	
	60142		07/29/16	01	GRANDE RESERVE-AVANTI	01-640-54-00-5465	6,719.00	
						INVOICE TOTAL:	6,719.00 *	
	60143		07/29/16	01	CALEDONIA	01-640-54-00-5465	560.50	
						INVOICE TOTAL:	560.50 *	
	60144		07/29/16	01	BRISTOL BAY UNIT 3	01-640-54-00-5465	2,904.50	
						INVOICE TOTAL:	2,904.50 *	

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
523957	EEI	ENGINEERING ENTERPRISES, INC.						
	60145		07/29/16	01	IL RT71 SANITARY SEWER & WATER	51-510-60-00-6066	699.50	
				02	MAIN REPLACEMENT	** COMMENT **		
						INVOICE TOTAL:	699.50 *	
						CHECK TOTAL:		13,026.75
523958	EEI	ENGINEERING ENTERPRISES, INC.						
	60146		07/29/16	01	RAINTREE VILLAGE UNITS 4,5&6	01-640-54-00-5465	1,272.00	
						INVOICE TOTAL:	1,272.00 *	
						CHECK TOTAL:		1,272.00
523959	EEI	ENGINEERING ENTERPRISES, INC.						
	60147		07/29/16	01	MISC GIS MAPPING	01-640-54-00-5465	812.50	
						INVOICE TOTAL:	812.50 *	
	60148		07/29/16	01	GRANDE RESERVE - PARK A	72-720-60-00-6046	4,120.00	
						INVOICE TOTAL:	4,120.00 *	
	60149		07/29/16	01	FOUNTAIN VILLAGE	01-640-54-00-5465	1,002.00	
						INVOICE TOTAL:	1,002.00 *	
	60150		07/29/16	01	US RT34 IMPROVEMENTS	01-640-54-00-5465	185.00	
						INVOICE TOTAL:	185.00 *	
	60151		07/29/16	01	WATER WORKS SYSTEM MASTER	51-510-54-00-5465	2,452.50	
				02	PLAN	** COMMENT **		
						INVOICE TOTAL:	2,452.50 *	
	60152		07/29/16	01	COUNTRYSIDE ST & WATER MAIN	01-640-54-00-5465	79.00	
				02	IMPROVEMENTS-ADDITIONAL	** COMMENT **		
				03	DRIVEWAY APRON PROGRAM	** COMMENT **		

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT
523959	EEI	ENGINEERING ENTERPRISES, INC.					
		60152	07/29/16	04	COUNTRYSIDE ST & WATER MAIN	51-510-60-00-6082	12,930.10
				05	IMPROVEMENTS	** COMMENT **	
				06	COUNTRYSIDE ST & WATER MAIN	23-230-60-00-6082	7,924.90
				07	IMPROVEMENTS	** COMMENT **	
						INVOICE TOTAL:	20,934.00 *
		60153	07/29/16	01	RIDGE STREET WATER MAIN	51-510-60-00-6025	325.80
				02	IMPROVEMENTS	** COMMENT **	
				03	RIDGE STREET WATER MAIN	23-230-60-00-6025	19.16
				04	IMPROVEMENTS	** COMMENT **	
				05	RIDGE STREET WATER MAIN	52-520-60-00-6025	38.33
				06	IMPROVEMENTS	** COMMENT **	
						INVOICE TOTAL:	383.29 *
		60154	07/29/16	01	MFT DOCUMENTATION	01-640-54-00-5465	326.00
						INVOICE TOTAL:	326.00 *
		60155	07/29/16	01	FOUNTAINVIEW SUBDIVISION -	90-083-83-00-0111	1,200.75
				02	LOTS 1 & 2	** COMMENT **	
						INVOICE TOTAL:	1,200.75 *
		60156	07/29/16	01	LOT 19 YORKVILLE BUSINESS PARK	90-082-82-00-0111	1,531.50
				02	UNIT 3-SITE IMPROVEMENTS	** COMMENT **	
						INVOICE TOTAL:	1,531.50 *
		60157	07/29/16	01	2016 ROAD PROGRAM	23-230-60-00-6025	28,326.25
						INVOICE TOTAL:	28,326.25 *
		60158	07/29/16	01	O'REILLY AUTO PARTS STORE	90-088-88-00-0111	195.00
						INVOICE TOTAL:	195.00 *
		60159	07/29/16	01	RT47 & MAIN ST PEDESTRIAN	01-640-54-00-5465	158.35
				02	CROSSING	** COMMENT **	
						INVOICE TOTAL:	158.35 *

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
523959	EEI	ENGINEERING ENTERPRISES, INC.						
	60160		07/29/16	01	APPLETREE CT & CHURCH ST WATER	51-510-60-00-6025	14,686.50	
				02	MAIN REPLACEMENT	** COMMENT **		
						INVOICE TOTAL:	14,686.50 *	
	60161		07/29/16	01	2016 SANITARY SEWER LINING	52-520-60-00-6025	209.57	
						INVOICE TOTAL:	209.57 *	
	60162		07/29/16	01	CITY OF YORKVILLE-GENERAL	01-640-54-00-5465	1,118.00	
						INVOICE TOTAL:	1,118.00 *	
	60163		07/29/16	01	MUNICIPAL ENGINEERING SERVICES	01-640-54-00-5465	1,900.00	
						INVOICE TOTAL:	1,900.00 *	
						CHECK TOTAL:		79,541.21
523960	EEI	ENGINEERING ENTERPRISES, INC.						
	60164		07/29/16	01	BLACKBERRY WOODS-COMPLETION	23-230-60-00-6014	6,899.00	
				02	OF IMPROVEMENTS	** COMMENT **		
						INVOICE TOTAL:	6,899.00 *	
						CHECK TOTAL:		6,899.00
523961	EEI	ENGINEERING ENTERPRISES, INC.						
	60165		07/29/16	01	107 BEAVER ST SITE IMPROVEMENT	90-097-97-00-0111	1,720.25	
						INVOICE TOTAL:	1,720.25 *	
	60166		07/29/16	01	CENTER PARKWAY/COUNTRYSIDE	23-230-60-00-6025	3,185.00	
				02	PARKWAY LAFO	** COMMENT **		
						INVOICE TOTAL:	3,185.00 *	
	60167		07/29/16	01	1209 BADGER SITE PLAN	90-098-98-00-0111	1,217.50	
						INVOICE TOTAL:	1,217.50 *	

01-110 ADMINISTRATION	12-112 SUNFLOWER SSA	42-420 DEBT SERVICE	83-830 LIBRARY DEBT SERVICE
01-120 FINANCE	15-155 MOTOR FUEL TAX (MFT)	51-510 WATER OPERATIONS	84-840 LIBRARY CAPITAL
01-210 POLICE	23-216 MUNICIPAL BUILDING	52-520 SEWER OPERATIONS	87-870 COUNTRYSIDE TIF
01-220 COMMUNITY DEVELOPMENT	23-230 CITY-WIDE CAPITAL	72-720 LAND CASH	88-880 DOWNTOWN TIF
01-410 STREET OPERATIONS	25-205 POLICE CAPITAL	79-790 PARKS DEPARTMENT	90-XXX DEVELOPER ESCROW
01-640 ADMINSTRATIVE SERVICES	25-215 PUBLIC WORKS CAPITAL	79-795 RECREATION DEPT	95-XXX ESCROW DEPOSIT
11-111 FOX HILL SSA	25-225 PARKS & RECREATION CAPITAL	82-820 LIBRARY OPERATIONS	

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT		
523961	EEI	ENGINEERING ENTERPRISES, INC.							
		60168	07/29/16	01	NPDES MS4 2016 ANNUAL REPORT &	01-640-54-00-5465	879.50		
				02	PERMIT UPDATE	** COMMENT **			
						INVOICE TOTAL:	879.50	*	
		60169	07/29/16	01	MARIN BROS ADDITION-SITE PLAN	90-063-63-00-0111	956.50		
						INVOICE TOTAL:	956.50	*	
						CHECK TOTAL:			7,958.75
523962	ELEVATOR	ELEVATOR INSPECTION SERVICE							
		61643	08/02/16	01	ELEVATOR INSPECTION	01-220-54-00-5459	60.00		
						INVOICE TOTAL:	60.00	*	
						CHECK TOTAL:			60.00
523963	FARREN	FARREN HEATING & COOLING							
		9778	07/26/16	01	REPLACED CONDENSING UNIT	23-216-54-00-5446	2,812.29		
				02	FOR PD FRONT OFFICE	** COMMENT **			
						INVOICE TOTAL:	2,812.29	*	
						CHECK TOTAL:			2,812.29
523964	FEECEOIL	FEECE OIL COMPANY							
		3430951	07/29/16	01	DIESEL FUEL	01-410-56-00-5695	472.38		
				02	DIESEL FUEL	51-510-56-00-5695	472.38		
				03	DIESEL FUEL	52-520-56-00-5695	472.38		
						INVOICE TOTAL:	1,417.14	*	
						CHECK TOTAL:			1,417.14
523965	FLATSOS	RAQUEL HERRERA							

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
523965	FLATSOS	RAQUEL HERRERA						
		2286	07/14/16	01	1 TIRE	79-790-56-00-5640	64.24	
						INVOICE TOTAL:	64.24 *	
		2330	07/19/16	01	4 NEW TIRES	79-790-54-00-5495	215.67	
						INVOICE TOTAL:	215.67 *	
		2390	07/27/16	01	SKID STEER TIRES	01-410-56-00-5628	910.00	
						INVOICE TOTAL:	910.00 *	
						CHECK TOTAL:		1,189.91
523966	FRSTINSU	FIRST INSURANCE GROUP OF IL						
		838151	08/04/16	01	NOTARY BOND-HELLAND	01-210-54-00-5462	30.00	
						INVOICE TOTAL:	30.00 *	
		838183	08/04/16	01	NOTARY FILING FEE	01-210-54-00-5462	10.00	
						INVOICE TOTAL:	10.00 *	
						CHECK TOTAL:		40.00
523967	GALLS	GALL'S INC.						
		005769141	07/25/16	01	RAINCOAT	01-210-56-00-5600	32.07	
						INVOICE TOTAL:	32.07 *	
		005790401	07/28/16	01	POLO SHIRTS, TACTICAL PANTS,	01-210-56-00-5600	327.31	
				02	BELT	** COMMENT **		
						INVOICE TOTAL:	327.31 *	
						CHECK TOTAL:		359.38
523968	GROUND	GROUND EFFECTS INC.						
		344179	06/28/16	01	DIRT	79-790-56-00-5620	270.00	
						INVOICE TOTAL:	270.00 *	

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT		
523968	GROUND	GROUND EFFECTS INC.							
		344202	06/28/16	01	STRAW BLANKET	79-790-56-00-5640	24.75		
						INVOICE TOTAL:	24.75	*	
		344214	06/28/16	01	ADH-LG	79-790-56-00-5640	12.76		
						INVOICE TOTAL:	12.76	*	
						CHECK TOTAL:			307.51
523969	HARRIS	HARRIS COMPUTER SYSTEMS							
		XT00005660	07/29/16	01	JULY 2016 MYGOVHUB FEES	01-120-54-00-5462	203.21		
				02	JULY 2016 MYGOVHUB FEES	51-510-54-00-5462	260.17		
				03	JULY 2016 MYGOVHUB FEES	52-520-54-00-5462	131.31		
						INVOICE TOTAL:	594.69	*	
						CHECK TOTAL:			594.69
523970	HAWKINS	HAWKINS INC							
		3921629	07/21/16	01	VACUUM	51-510-56-00-5638	2,093.50		
						INVOICE TOTAL:	2,093.50	*	
						CHECK TOTAL:			2,093.50
523971	HDSUPPLY	HD SUPPLY WATERWORKS, LTD.							
		F826962	07/22/16	01	WIRE, 510R MXU	51-510-56-00-5664	3,375.00		
						INVOICE TOTAL:	3,375.00	*	
		F834411	07/22/16	01	WIRE	51-510-56-00-5664	70.00		
						INVOICE TOTAL:	70.00	*	
						CHECK TOTAL:			3,445.00
523972	ILPHCC	ILLINOIS PHCC							

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
523972	ILPHCC	ILLINOIS PHCC						
		072916	07/29/16	01	PLUMBING CODE BOOK	01-220-56-00-5645	60.95	
						INVOICE TOTAL:	60.95 *	
						CHECK TOTAL:		60.95
523973	ILVALLEY	ILLINOIS VALLEY INDUSTRIES						
		25447	07/29/16	01	BARRICADES	01-410-56-00-5620	948.83	
				02	BARRICADES	51-510-56-00-5620	948.84	
				03	BARRICADES	52-520-56-00-5620	948.83	
						INVOICE TOTAL:	2,846.50 *	
						CHECK TOTAL:		2,846.50
523974	IMPERINV	IMPERIAL INVESTMENTS						
		6216	06/02/16	01	PAINTING OF PUMP HOUSE BEHIND	88-880-60-00-6000	9,750.00	
				02	217 S BRIDGE STREET	** COMMENT **		
						INVOICE TOTAL:	9,750.00 *	
						CHECK TOTAL:		9,750.00
523975	INGEMUNS	INGEMUNSON LAW OFFICES LTD						
		3300	08/01/16	01	07/18/16 ADMIN HEARING	01-210-54-00-5467	150.00	
						INVOICE TOTAL:	150.00 *	
						CHECK TOTAL:		150.00
523976	JIMSTRCK	JIM'S TRUCK INSPECTION LLC						
		162285	07/06/16	01	TRUCK INSPECTION	79-790-54-00-5495	30.00	
						INVOICE TOTAL:	30.00 *	
		162286	07/06/16	01	TRAILER INSPECTION	79-790-54-00-5495	29.00	
						INVOICE TOTAL:	29.00 *	

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
523976	JIMSTRCK	JIM'S TRUCK INSPECTION LLC						
		162287	07/06/16	01	TRUCK INSPECTION	79-790-54-00-5495	30.00	
						INVOICE TOTAL:	30.00	*
		162288	07/06/16	01	TRAILER INSPECTION	79-790-54-00-5495	29.00	
						INVOICE TOTAL:	29.00	*
		162606	07/29/16	01	TRUCK INSPECTION	79-790-54-00-5495	30.00	
						INVOICE TOTAL:	30.00	*
		162607	07/29/16	01	TRAILER INSPECTION	79-790-54-00-5495	29.00	
						INVOICE TOTAL:	29.00	*
		162609	07/29/16	01	TRAILER INSPECTION	79-790-54-00-5495	29.00	
						INVOICE TOTAL:	29.00	*
		162612	07/29/16	01	TRUCK INSPECTION	79-790-54-00-5495	30.00	
						INVOICE TOTAL:	30.00	*
		162626	08/01/16	01	TRUCK INSPECTION	01-410-54-00-5490	30.00	
						INVOICE TOTAL:	30.00	*
		162678	08/03/16	01	TRUCK INSPECTION	01-410-54-00-5490	30.00	
						INVOICE TOTAL:	30.00	*
		162684	08/03/16	01	TRAILER INSPECTION	01-410-54-00-5490	29.00	
						INVOICE TOTAL:	29.00	*
						CHECK TOTAL:		325.00
523977	JOHNSOIL	JOHNSON OIL COMPANY IL						
		1276640	08/01/16	01	JULY 2016 GASOLINE	01-210-56-00-5695	14.07	
						INVOICE TOTAL:	14.07	*
						CHECK TOTAL:		14.07

01-110 ADMINISTRATION	12-112 SUNFLOWER SSA	42-420 DEBT SERVICE	83-830 LIBRARY DEBT SERVICE
01-120 FINANCE	15-155 MOTOR FUEL TAX (MFT)	51-510 WATER OPERATIONS	84-840 LIBRARY CAPITAL
01-210 POLICE	23-216 MUNICIPAL BUILDING	52-520 SEWER OPERATIONS	87-870 COUNTRYSIDE TIF
01-220 COMMUNITY DEVELOPMENT	23-230 CITY-WIDE CAPITAL	72-720 LAND CASH	88-880 DOWNTOWN TIF
01-410 STREET OPERATIONS	25-205 POLICE CAPITAL	79-790 PARKS DEPARTMENT	90-XXX DEVELOPER ESCROW
01-640 ADMINSTRATIVE SERVICES	25-215 PUBLIC WORKS CAPITAL	79-795 RECREATION DEPT	95-XXX ESCROW DEPOSIT
11-111 FOX HILL SSA	25-225 PARKS & RECREATION CAPITAL	82-820 LIBRARY OPERATIONS	

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
523978	JUSTSAFE	JUST SAFETY, LTD						
		26551	07/27/16	01	FIRST AID SUPPLIES	52-520-56-00-5620	53.00	
						INVOICE TOTAL:	53.00 *	
						CHECK TOTAL:		53.00
523979	KCR	KENDALL COUNTY RECORDER'S						
		080116-KEUHLEM	08/01/16	01	NOTARY FEE-KUEHLEM	01-210-54-00-5462	10.00	
						INVOICE TOTAL:	10.00 *	
						CHECK TOTAL:		10.00
523980	KCRECORD	SHAW SUBURBAN MEDIA GROUP						
		1204329	07/28/16	01	PD ENTRY LEVEL EMPLOYMENT AD	01-210-54-00-5426	395.00	
						INVOICE TOTAL:	395.00 *	
						CHECK TOTAL:		395.00
523981	KENDCROS	KENDALL CROSSING, LLC						
		BD REBATE 06/16	08/08/16	01	JUNE 2016 BUSINESS DIST REBATE	01-000-24-00-2487	1,045.58	
						INVOICE TOTAL:	1,045.58 *	
						CHECK TOTAL:		1,045.58
523982	KENPRINT	ANNETTE M. POWELL						
		2183	08/04/16	01	500 BUSINESS CARDS-ENGBERG	01-220-56-00-5620	60.50	
						INVOICE TOTAL:	60.50 *	
		2188	08/05/16	01	1,000 CASE MANAGEMENT FORMS	01-210-54-00-5430	413.25	
						INVOICE TOTAL:	413.25 *	
						CHECK TOTAL:		473.75

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
523983	MENLAND	MENARDS - YORKVILLE						
	44477-16		05/06/16	01	LEAF RAKES	01-410-56-00-5630	39.88	
						INVOICE TOTAL:	39.88 *	
	51794		07/16/16	01	HOSE, BULB, CONNECTOR	79-790-56-00-5620	115.87	
						INVOICE TOTAL:	115.87 *	
	51971		07/18/16	01	GLOVES	79-790-56-00-5620	17.94	
						INVOICE TOTAL:	17.94 *	
	52050		07/19/16	01	MARKING PAINT	79-790-56-00-5620	29.82	
						INVOICE TOTAL:	29.82 *	
						CHECK TOTAL:		203.51
523984	MENLAND	MENARDS - YORKVILLE						
	52318		07/22/16	01	UTILITY PUMP, UTILITY KNIFE,	79-790-56-00-5620	78.85	
				02	HAMMER, MASON LINE, KNEEPADS	** COMMENT **		
						INVOICE TOTAL:	78.85 *	
						CHECK TOTAL:		78.85
523985	MENLAND	MENARDS - YORKVILLE						
	52699		07/26/16	01	MARKING PAINT	79-790-56-00-5620	29.82	
						INVOICE TOTAL:	29.82 *	
	52711		07/26/16	01	WIPER BLADES	01-210-56-00-5620	33.98	
						INVOICE TOTAL:	33.98 *	
	52729		07/26/16	01	MARKING PAINT	79-790-56-00-5620	19.88	
						INVOICE TOTAL:	19.88 *	
	52735		07/26/16	01	HOSE ASSEMBLY	51-510-56-00-5630	51.58	
						INVOICE TOTAL:	51.58 *	

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
523985	MENLAND	MENARDS - YORKVILLE						
		52819	07/27/16	01	PVC PIPE, ADAPTERS, ELBOWS	51-510-56-00-5638	16.94	
						INVOICE TOTAL:	16.94 *	
		52929	07/28/16	01	PICK	01-410-56-00-5630	21.97	
						INVOICE TOTAL:	21.97 *	
		52968	07/28/16	01	CONDUIT	79-790-56-00-5620	20.30	
						INVOICE TOTAL:	20.30 *	
						CHECK TOTAL:		194.47
523986	METROMAY	METROPOLITAN MAYOR'S CAUCUS						
		2016-290	07/12/16	01	2015-2016 CAUCUS DUES	01-110-54-00-5460	761.45	
						INVOICE TOTAL:	761.45 *	
						CHECK TOTAL:		761.45
523987	MIDAM	MID AMERICAN WATER						
		126651A	07/13/16	01	MANHOLE HOOK	51-510-56-00-5630	117.00	
				02	PLUGS, COPPER	51-510-56-00-5640	451.00	
						INVOICE TOTAL:	568.00 *	
		127002A	07/21/16	01	COUPLING, CURB STOPS, COPPER	51-510-56-00-5640	582.60	
						INVOICE TOTAL:	582.60 *	
						CHECK TOTAL:		1,150.60
523988	MONTRK	MONROE TRUCK EQUIPMENT						
		313387	08/01/16	01	BELT TENSIONER, IDLE PULLEY	52-520-56-00-5628	265.25	
						INVOICE TOTAL:	265.25 *	
						CHECK TOTAL:		265.25

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
523989	MORASPH	MORRIS ASPHALT DIVISION						
		10707	07/30/16	01	SURFACE	15-155-56-00-5634	1,970.10	
						INVOICE TOTAL:	1,970.10 *	
						CHECK TOTAL:		1,970.10
523990	NEOPOST	NEOFUNDS BY NEOPOST						
		081516	08/09/16	01	POSTAGE METER REFILL	01-000-14-00-1410	500.00	
						INVOICE TOTAL:	500.00 *	
						CHECK TOTAL:		500.00
523991	NICOR	NICOR GAS						
		00-41-22-8748 4-0716	08/02/16	01	07/01-08/02 1107 PRAIRIE	01-110-54-00-5480	33.07	
						INVOICE TOTAL:	33.07 *	
		15-41-50-1000 6-0716	08/04/16	01	07/01-08/02 804 GAME FARM RD	01-110-54-00-5480	117.16	
						INVOICE TOTAL:	117.16 *	
		15-63-74-5733 2-0716	08/03/16	01	07/08-08/01 1955 S BRIDGE	01-110-54-00-5480	24.19	
						INVOICE TOTAL:	24.19 *	
		15-64-61-3532 5-0716	08/03/16	01	07/05-08/03 1991 CANNONBALL TR	01-110-54-00-5480	27.04	
						INVOICE TOTAL:	27.04 *	
		20-52-56-2042 1-0716	07/29/16	01	06/29-07/29 420 FAIRHAVEN	01-110-54-00-5480	82.22	
						INVOICE TOTAL:	82.22 *	
		23-45-91-4862 5-0716	08/04/16	01	07/05-08/04 101 BRUELL ST	01-110-54-00-5480	92.83	
						INVOICE TOTAL:	92.83 *	
		61-60-41-1000 9-0716	08/04/16	01	07/05-08/03 610 TOWER	01-110-54-00-5480	42.58	
						INVOICE TOTAL:	42.58 *	

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
523991	NICOR	NICOR GAS						
	83-80-00-1000 7-0716		08/04/16	01	07/05-08/03 610 TOWER UNIT B	01-110-54-00-5480	36.05	
						INVOICE TOTAL:	36.05 *	
						CHECK TOTAL:		455.14
523992	NIUGRANT	NORTHERN ILLINOIS UNIVERSITY						
	PR14331		07/28/16	01	JULY 2016 INTERN	01-110-54-00-5462	1,300.00	
						INVOICE TOTAL:	1,300.00 *	
						CHECK TOTAL:		1,300.00
523993	NUTOYS	NUTOYS LEISURE PRODUCTS						
	44779		07/27/16	01	BUCKET SEAT WITH CHAINS	79-790-56-00-5640	276.00	
						INVOICE TOTAL:	276.00 *	
						CHECK TOTAL:		276.00
523994	OHARAM	MICHELE O'HARA						
	072916		08/15/16	01	SUMMER SESSION PIANO LESSONS	79-795-54-00-5462	1,120.00	
						INVOICE TOTAL:	1,120.00 *	
						CHECK TOTAL:		1,120.00
523995	OHERRONO	RAY O'HERRON COMPANY						
	1643351-IN		07/28/16	01	FLASHLIGHTS FOR NEW SQUADS	25-205-60-00-6070	427.85	
						INVOICE TOTAL:	427.85 *	
						CHECK TOTAL:		427.85
523996	ORRK	KATHLEEN FIELD ORR & ASSOC.						

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
523996	ORRK	KATHLEEN FIELD ORR & ASSOC.						
	15040		08/03/16	01	MISC ADMIN LEGAL MATTERS	01-640-54-00-5456	8,843.25	
				02	BRISTOL BAY MATTERS	01-640-54-00-5456	1,628.25	
				03	DOWNTOWN TIF MATTERS	88-880-54-00-5466	331.50	
				04	MEETINGS	01-640-54-00-5456	500.00	
				05	PARKS LEGAL MATTERS	79-790-54-00-5466	175.50	
				06	RAINTREE MATTERS	01-640-54-00-5456	78.00	
						INVOICE TOTAL:	11,556.50 *	
						CHECK TOTAL:		11,556.50
523997	R0000026	BRENDA WEAVER						
	072816		07/28/16	01	REFUND FINAL BILL OVERPAYMENT	01-000-13-00-1371	102.07	
				02	FOR ACCT#0103010700-16	** COMMENT **		
						INVOICE TOTAL:	102.07 *	
						CHECK TOTAL:		102.07
523998	R0001708	TODD GILSTRAP						
	073016		08/01/16	01	BEECHER DEPOSIT REFUND	01-000-24-00-2410	400.00	
						INVOICE TOTAL:	400.00 *	
						CHECK TOTAL:		400.00
523999	R0001709	MARCELLA WILLIS						
	080116		08/01/16	01	REFUND FINAL BILL PYMT FROM	01-000-13-00-1371	139.93	
				02	COLLECTIONS MINUS FEE FOR	** COMMENT **		
				03	ACCT#0103493910-06	** COMMENT **		
						INVOICE TOTAL:	139.93 *	
						CHECK TOTAL:		139.93
524000	R0001710	DAVID TINSLEY						

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
524000	R0001710	DAVID TINSLEY						
	072716		07/27/16	01	REFUND FINAL BILL OVERPAYMENT	01-000-13-00-1371	91.29	
				02	FOR ACCT#0104360100-00	** COMMENT **		
						INVOICE TOTAL:	91.29 *	
						CHECK TOTAL:		91.29
524001	R0001711	SUZETTE MALLERT						
	072816		07/28/16	01	REFUND FINAL BILL OVERPAYMENT	01-000-13-00-1371	184.08	
				02	FOR ACCT#0103493440-00	** COMMENT **		
						INVOICE TOTAL:	184.08 *	
						CHECK TOTAL:		184.08
524002	R0001713	MEV YORKVILLE LLC						
	081016		08/10/16	01	REFUND PERFORMANCE GUARANTEE	01-000-24-00-2415	1,810.80	
				02	FOR SHERWIN WILLIAMS	** COMMENT **		
						INVOICE TOTAL:	1,810.80 *	
						CHECK TOTAL:		1,810.80
524003	R0001714	KEVIN GROS						
	081016		08/10/16	01	REFUND OVERPAYMENT ON FINAL	01-000-13-00-1371	156.77	
				02	BILL FOR ACCT#0103257220-07	** COMMENT **		
						INVOICE TOTAL:	156.77 *	
						CHECK TOTAL:		156.77
524004	R0001715	MICHAEL KLOS						
	081016		08/10/16	01	REFUND OVERPAYMENT ON FINAL	01-000-13-00-1371	211.13	
				02	BILL FOR ACCT#0104452020-01	** COMMENT **		
						INVOICE TOTAL:	211.13 *	
						CHECK TOTAL:		211.13

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
524005	R0001716	LUKE ENGLEHARDT						
	081016		08/10/16	01	REFUND OVERPAYMENT ON FINAL	01-000-13-00-1371	218.13	
				02	BILL FOR ACCT#0102402000-03	** COMMENT **		
						INVOICE TOTAL:	218.13 *	
						CHECK TOTAL:		218.13
524006	SOMWATER	SOMONAUK WATER LAB, INC						
	160777		07/31/16	01	MICROBIOLOGICAL SAMPLES	51-510-54-00-5429	109.50	
						INVOICE TOTAL:	109.50 *	
						CHECK TOTAL:		109.50
524007	SPEEDWAY	SPEEDWAY						
	1001542438-0816		08/10/16	01	JULY 2016 GASOLINE	79-790-56-00-5695	1,328.90	
				02	JULY 2016 GASOLINE	79-795-56-00-5695	90.98	
				03	JULY 2016 GASOLINE	01-210-56-00-5695	3,894.05	
				04	JULY 2016 GASOLINE	51-510-56-00-5695	560.14	
				05	JULY 2016 GASOLINE	52-520-56-00-5695	560.13	
				06	JULY 2016 GASOLINE	01-410-56-00-5695	558.33	
				07	JULY 2016 GASOLINE	01-220-56-00-5695	118.10	
						INVOICE TOTAL:	7,110.63 *	
						CHECK TOTAL:		7,110.63
524008	STREICH	STREICHERS						
	I1219980		08/01/16	01	MARKING ROUND	01-220-56-00-5620	260.00	
						INVOICE TOTAL:	260.00 *	
						CHECK TOTAL:		260.00
524009	SUBURLAB	SUBURBAN LABORATORIES INC.						

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
524009	SUBURLAB	SUBURBAN LABORATORIES INC.						
		136540	07/23/16	01	ROUTINE COLIFORM	51-510-54-00-5429	370.00	
						INVOICE TOTAL:	370.00 *	
		136775	07/31/16	01	INORGANIC COMPOUNDS	51-510-54-00-5429	172.00	
						INVOICE TOTAL:	172.00 *	
						CHECK TOTAL:		542.00
524010	TAPCO	TAPCO						
		I533494	07/20/16	01	RRFB LIGHT BARS, CONTROLLER	23-216-56-00-5656	12,690.99	
				02	KIT, CIRCUIT PROGRAMMING KIT,	** COMMENT **		
				03	BLINKERSIGN, BLINKER BEAM,	** COMMENT **		
				04	SIGN MOUNTING KIT, POLE BASE &	** COMMENT **		
				05	PACKAGE, SCHOOL CROSSING	** COMMENT **		
				06	SIGN	** COMMENT **		
						INVOICE TOTAL:	12,690.99 *	
		I534781	08/01/16	01	SIGNS, PAINT	01-410-56-00-5640	792.70	
						INVOICE TOTAL:	792.70 *	
						CHECK TOTAL:		13,483.69
524011	TROTTER	TROTTER & ASSOCIATES, INC						
		12172	03/31/16	01	WHISPERING MEADOWS UNIT 1	01-640-54-00-5461	11,382.00	
						INVOICE TOTAL:	11,382.00 *	
		12173	03/31/16	01	WHISPERING MEADOWS UNIT 2	01-640-54-00-5461	10,814.50	
						INVOICE TOTAL:	10,814.50 *	
		12174	03/31/16	01	WHISPERING MEADOWS UNIT 4	01-640-54-00-5461	9,685.00	
						INVOICE TOTAL:	9,685.00 *	
		12247	04/30/16	01	WHISPERING MEADOWS UNIT 1	01-640-54-00-5461	2,280.36	
						INVOICE TOTAL:	2,280.36 *	

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
524011	TROTTER	TROTTER & ASSOCIATES, INC						
		12248	04/30/16	01	WHISPERING MEADOWS UNIT 2	01-640-54-00-5461	1,441.50	
						INVOICE TOTAL:	1,441.50	*
		12249	07/30/16	01	WHISPERING MEADOWS UNIT 4	01-640-54-00-5461	1,630.50	
						INVOICE TOTAL:	1,630.50	*
		12338	05/31/16	01	WHISPERING MEADOWS UNIT 1	01-640-54-00-5461	5,121.00	
						INVOICE TOTAL:	5,121.00	*
		12339	05/31/16	01	WHISPERING MEADOWS UNIT 2	01-640-54-00-5461	1,408.00	
						INVOICE TOTAL:	1,408.00	*
		12340	05/31/16	01	WHISPERING MEADOWS UNIT 4	01-640-54-00-5461	1,691.50	
						INVOICE TOTAL:	1,691.50	*
		12428	06/30/16	01	WHISPERING MEADOWS UNIT 1	01-640-54-00-5461	189.00	
				02	MATTERS	** COMMENT **		
						INVOICE TOTAL:	189.00	*
		12429	06/30/16	01	WHISPERING MEADOWS UNIT 2	01-640-54-00-5461	189.00	
				02	MATTERS	** COMMENT **		
						INVOICE TOTAL:	189.00	*
		12430	06/30/16	01	WHISPERING MEADOWS UNIT 4	01-640-54-00-5461	472.50	
				02	MATTERS	** COMMENT **		
						INVOICE TOTAL:	472.50	*
						CHECK TOTAL:		46,304.86
524012	UPSSTORE	MICHAEL J. KENIG						
		080416	08/04/16	01	1 PKG TO KFO	01-110-54-00-5452	28.83	
						INVOICE TOTAL:	28.83	*
						CHECK TOTAL:		28.83

01-110 ADMINISTRATION	12-112 SUNFLOWER SSA	42-420 DEBT SERVICE	83-830 LIBRARY DEBT SERVICE
01-120 FINANCE	15-155 MOTOR FUEL TAX (MFT)	51-510 WATER OPERATIONS	84-840 LIBRARY CAPITAL
01-210 POLICE	23-216 MUNICIPAL BUILDING	52-520 SEWER OPERATIONS	87-870 COUNTRYSIDE TIF
01-220 COMMUNITY DEVELOPMENT	23-230 CITY-WIDE CAPITAL	72-720 LAND CASH	88-880 DOWNTOWN TIF
01-410 STREET OPERATIONS	25-205 POLICE CAPITAL	79-790 PARKS DEPARTMENT	90-XXX DEVELOPER ESCROW
01-640 ADMINSTRATIVE SERVICES	25-215 PUBLIC WORKS CAPITAL	79-795 RECREATION DEPT	95-XXX ESCROW DEPOSIT
11-111 FOX HILL SSA	25-225 PARKS & RECREATION CAPITAL	82-820 LIBRARY OPERATIONS	

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT		
524013	VITOSH	CHRISTINE M. VITOSH							
	CMV 1796		07/21/16	01	210 BEAVER ST SPECIAL USE	90-096-96-00-0011	169.96		
						INVOICE TOTAL:	169.96	*	
						CHECK TOTAL:			169.96
524014	YBSD	YORKVILLE BRISTOL							
	0551-012794690		08/03/16	01	JULY 2016 TRANSPORT & TIPPING	51-510-54-00-5445	8,920.00		
						INVOICE TOTAL:	8,920.00	*	
						CHECK TOTAL:			8,920.00
524015	YBSD	YORKVILLE BRISTOL							
	073116SF		08/08/16	01	JULY 2016 SANITARY FEES	95-000-24-00-2450	220,156.74		
						INVOICE TOTAL:	220,156.74	*	
						CHECK TOTAL:			220,156.74
524016	YORKACE	YORKVILLE ACE & RADIO SHACK							
	160472		07/20/16	01	FILLER CAP	79-790-56-00-5620	6.99		
						INVOICE TOTAL:	6.99	*	
						CHECK TOTAL:			6.99
524017	YORKACE	YORKVILLE ACE & RADIO SHACK							
	160578		08/01/16	01	CARPET CLEANER RENTAL,	79-795-56-00-5640	49.98		
				02	CLEANING SOLUTION	** COMMENT **			
						INVOICE TOTAL:	49.98	*	
						CHECK TOTAL:			49.98
524018	YORKACE	YORKVILLE ACE & RADIO SHACK							

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/23/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT		
524018	YORKACE	YORKVILLE ACE & RADIO SHACK							
		160624	08/04/16	01	ELBOW, NIPPLE	52-520-56-00-5613	7.57		
						INVOICE TOTAL:	7.57	*	
		160666	08/09/16	01	LOCK WASHERS, HEX NUTS	01-410-56-00-5620	18.98		
						INVOICE TOTAL:	18.98	*	
						CHECK TOTAL:			26.55
524019	YORKMOW	YORKVILLE MOWING & LANDSCAPING							
		440	08/01/16	01	WEED EATING & DEBRIS REMOVAL	11-111-54-00-5495	285.63		
				02	WEED EATING & DEBRIS REMOVAL	12-112-54-00-5495	270.01		
						INVOICE TOTAL:	555.64	*	
						CHECK TOTAL:			555.64
524020	YORKSCHO	YORKVILLE SCHOOL DIST #115							
		073116-LC	08/10/16	01	MAY-JUL 2016 LAND CASH	95-000-24-00-2453	31,028.20		
						INVOICE TOTAL:	31,028.20	*	
						CHECK TOTAL:			31,028.20
524021	YOUNGM	MARLYS J. YOUNG							
		070516	07/24/16	01	07/05/16 EDC MEETING MINUTES	01-110-54-00-5462	85.00		
						INVOICE TOTAL:	85.00	*	
		071916	08/08/16	01	7/19/16 PW COMMITTEE MEETING	01-110-54-00-5462	50.75		
				02	MINUTES	** COMMENT **			
						INVOICE TOTAL:	50.75	*	
						CHECK TOTAL:			135.75
						TOTAL AMOUNT PAID:			670,207.37

01-110 ADMINISTRATION	12-112 SUNFLOWER SSA	42-420 DEBT SERVICE	83-830 LIBRARY DEBT SERVICE
01-120 FINANCE	15-155 MOTOR FUEL TAX (MFT)	51-510 WATER OPERATIONS	84-840 LIBRARY CAPITAL
01-210 POLICE	23-216 MUNICIPAL BUILDING	52-520 SEWER OPERATIONS	87-870 COUNTRYSIDE TIF
01-220 COMMUNITY DEVELOPMENT	23-230 CITY-WIDE CAPITAL	72-720 LAND CASH	88-880 DOWNTOWN TIF
01-410 STREET OPERATIONS	25-205 POLICE CAPITAL	79-790 PARKS DEPARTMENT	90-XXX DEVELOPER ESCROW
01-640 ADMINSTRATIVE SERVICES	25-215 PUBLIC WORKS CAPITAL	79-795 RECREATION DEPT	95-XXX ESCROW DEPOSIT
11-111 FOX HILL SSA	25-225 PARKS & RECREATION CAPITAL	82-820 LIBRARY OPERATIONS	

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT
900034	FNBO FIRST NATIONAL BANK OMAHA				08/25/16		
	082516-A.HERNANDEZ	07/31/16	01	AUTO ZONE - BELT		79-790-56-00-5640	8.99
						INVOICE TOTAL:	8.99 *
	082516-A.SIMMONS	07/31/16	01	ADS-JULY-SEPT ALARM MONITORING		01-110-54-00-5462	504.33
			02	KONICA-5/19-6/18 COPIER CHARGE		82-820-54-00-5462	13.47
			03	NEOPOST-8/5/16-11/4/16 POSTAGE		01-120-54-00-5485	82.34
			04	MACHINE LEASE		** COMMENT **	
			05	KONICA-6/10-7/09 COPIER CHARGE		01-110-54-00-5430	254.71
			06	KONICA-6/10-7/09 COPIER CHARGE		01-120-54-00-5430	84.90
			07	KONICA-6/10-7/09 COPIER CHARGE		01-220-54-00-5430	78.88
			08	KONICA-6/10-7/09 COPIER CHARGE		01-210-54-00-5430	195.77
			09	KONICA-6/10-7/09 COPIER CHARGE		01-410-54-00-5462	1.58
			10	KONICA-6/10-7/09 COPIER CHARGE		51-510-54-00-5462	1.58
			11	KONICA-6/10-7/09 COPIER CHARGE		52-520-54-00-5462	1.58
			12	KONICA-6/10-7/09 COPIER CHARGE		79-790-54-00-5462	18.18
			13	KONICA-6/10-7/09 COPIER CHARGE		79-795-54-00-5462	18.18
			14	NEW HOLLAND-BLADES, BOLTS		01-410-56-00-5628	379.52
			15	MARTIN IMPLMNT-BEARING		79-790-56-00-5640	219.86
			16	KONICA-4/5-7/4 COPIER CHARGES		82-820-54-00-5462	491.89
						INVOICE TOTAL:	2,346.77 *
	082516-B.OLSEM	07/31/16	01	BEACON NEWS SUBSCRIPTION		01-110-54-00-5460	197.04
			02	WAREHOUSE DIRECT-PAPER		01-110-56-00-5610	349.20
			03	SOURCE ONE-CASH REGISTER TAPE,		01-110-56-00-5610	77.75
			04	PENS		** COMMENT **	
			05	ELECTRIC LETTER OPENER		01-110-56-00-5610	81.58
						INVOICE TOTAL:	705.57 *
	082516-B.OLSON	07/31/16	01	OFFICE MAX-GIGABIT SWITCH		01-120-56-00-5635	34.99
						INVOICE TOTAL:	34.99 *
	082516-B.REISINGER	07/31/16	01	COMCAST-6/29-7/28 INTERNET		01-110-54-00-5440	5.33
			02	COMCAST-6/29-7/28 INTERNET		01-220-54-00-5440	4.00
			03	COMCAST-6/29-7/28 INTERNET		01-120-54-00-5440	5.33
			04	COMCAST-6/29-7/28 INTERNET		79-790-54-00-5440	7.32
			05	COMCAST-6/29-7/28 INTERNET		01-210-54-00-5440	34.62
			06	COMCAST-6/29-7/28 INTERNET		79-795-54-00-5440	7.32
			07	COMCAST-6/29-7/28 INTERNET		52-520-54-00-5440	4.00
			08	COMCAST-6/29-7/28 INTERNET		01-410-54-00-5440	5.33
			09	COMCAST-6/29-7/28 INTERNET		51-510-54-00-5440	6.65
			10	COMCAST-6/29-7/28 CABLE&PHONE		79-790-54-00-5440	83.28
			11	GOLD MEDAL-BRIDGE CONCESSION		79-795-56-00-5607	812.63
			12	SUPPLIES		** COMMENT **	
			13	PESOLA MEDIA-4TH JULY FLYER		79-795-56-00-5606	50.00
			14	SOURCE ONE-TONER		79-790-56-00-5610	187.89

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT
900034	FNBO FIRST NATIONAL BANK OMAHA				08/25/16		
	082516-B.REISINGER	07/31/16	15	GROUND EFFECTS#343032-MULCH		79-790-56-00-5640	1,335.00
			16	GROUND EFFECTS#337745-MULCH		79-790-56-00-5640	56.00
			17	AREA REST-JUL 2016 PORT-O-LETS		79-795-56-00-5620	1,012.00
			18	ARAMARK#1590543230-UNIFORMS		79-790-56-00-5600	54.83
			19	ARAMARK#1590561343-UNIFORMS		79-790-56-00-5600	113.99
			20	ARAMARK#1590552249-UNIFORMS		79-790-56-00-5600	54.83
			21	GOLD MEDAL-BRIDGE CONCESSION		79-795-56-00-5607	245.88
			22	SUPPLIES		** COMMENT **	
			23	AREA REST-BALL FIELD & SPECIAL		79-795-56-00-5620	160.00
			24	CAMP PORT-O-LETS		** COMMENT **	
			25	AT&T U-VERSE-6/24-7/23 TOWN SQ		79-795-54-00-5440	52.00
			26	PARK SIGN		** COMMENT **	
						INVOICE TOTAL:	4,298.23 *
	082516-D.BROWN	07/31/16	01	KC HEALTH DEPT-HEP B VACCINE		52-520-54-00-5462	71.47
						INVOICE TOTAL:	71.47 *
	082516-E.DHUSE	07/31/16	01	ARAMARK#1590534266-UNIFORMS		01-410-56-00-5600	61.73
			02	ARAMARK#1590534266-UNIFORMS		51-510-56-00-5600	61.73
			03	ARAMARK#1590534266-UNIFORMS		52-520-56-00-5600	30.86
			04	ARAMARK#1590525093-UNIFORMS		01-410-56-00-5600	62.75
			05	ARAMARK#1590525093-UNIFORMS		51-510-56-00-5600	62.75
			06	ARAMARK#1590525093-UNIFORMS		52-520-56-00-5600	31.38
			07	ARAMARK#1590516050-UNIFORMS		01-410-56-00-5600	62.75
			08	ARAMARK#1590516050-UNIFORMS		51-510-56-00-5600	62.75
			09	ARAMARK#1590516050-UNIFORMS		52-520-56-00-5600	31.38
			10	ARAMARK#1590543228-UNIFORMS		01-410-56-00-5600	62.75
			11	ARAMARK#1590543228-UNIFORMS		51-510-56-00-5600	62.75
			12	ARAMARK#1590543228-UNIFORMS		52-520-56-00-5600	31.38
			13	ARAMARK#1590552247-UNIFORMS		01-410-56-00-5600	62.75
			14	ARAMARK#1590552247-UNIFORMS		51-510-56-00-5600	62.75
			15	ARAMARK#1590552247-UNIFORMS		52-520-56-00-5600	31.38
			16	NAPA#142763-TRANS FLUID		01-410-56-00-5628	59.88
			17	NAPA#143053-FILTERS		52-520-56-00-5628	31.74
			18	NAPA#143572-FILTER		51-510-56-00-5628	5.33
			19	NAPA#144396-TAIL LAMP		79-790-56-00-5640	3.36
			20	NAPA#144693-CONNECTOR, BELT		01-410-56-00-5640	30.30
			21	NAPA#1143052-SERPENTINE BELT		52-520-56-00-5628	45.59
			22	NAPA#143307-FILTERS		51-510-56-00-5628	14.95
			23	YORK ACE#155264-SCREW		01-410-56-00-5620	0.75
			24	YORK ACE#157621-KEY		01-410-56-00-5620	8.37
			25	YORK ACE#156592-OIL		01-410-56-00-5628	19.99
			26	YORK ACE#158086-NIPPLE,		01-410-56-00-5620	10.98
			27	COUPLING		** COMMENT **	
			28	YORKACE#158885-OIL		01-410-56-00-5628	19.99

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT
900034	FNBO FIRST NATIONAL BANK OMAHA				08/25/16		
	082516-E.DHUSE	07/31/16	29	YORKACE#157950-BLADE EDGER		01-410-56-00-5620	7.49
			30	YORKACE#159870-USB CABLE		52-520-56-00-5620	19.99
			31	YORKACE#156602-UTILITY KNIFE,		01-410-56-00-5630	72.95
			32	LINE LEVEL, LEVEL		** COMMENT **	
			33	YORKACE#158903-FLINTZ		52-520-56-00-5628	8.99
			34	YORKACE#156447-FILTER		52-520-56-00-5620	7.99
			35	YORKACE#155209-PIN		52-520-56-00-5620	4.00
			36	YORKACE#156437-PLUGS		52-520-56-00-5620	12.98
			37	YORKACE#160382-OIL		01-410-56-00-5628	19.99
			38	YORKACE#158409-PINS		01-410-56-00-5620	1.60
			39	YORKACE#158422-SCRUBBER, SOAP		52-520-56-00-5620	5.98
			40	YORKACE#158279-NUT, PIN		01-410-56-00-5620	21.96
			41	YORKACE#158421-CLOROX, MOUSE		52-520-56-00-5620	17.46
			42	TRAPS		** COMMENT **	
			43	YORK ACE#158862-SPRING SNAPS,		01-410-56-00-5620	9.56
			44	BOLT EYE LAGS		** COMMENT **	
			45	YORK ACE#159001-NOZZLE, FLINTZ		52-520-56-00-5620	18.98
			46	YORK ACE#159703-NYLON LINE		01-410-56-00-5620	36.99
			47	YORK ACE#1158989-POLISH		01-410-56-00-5628	13.98
			48	YORK ACE#159691-OIL		01-410-56-00-5620	6.98
			49	YORK ACE#159705-CHAIN LOOP		01-410-56-00-5630	24.99
			50	YORK ACE#155157-THREAD SEAL		01-410-56-00-5620	4.78
			51	TAPE, PLUGS		** COMMENT **	
			52	YORK ACE#156930-UTILITY PUMP		01-410-56-00-5630	67.99
			53	YORK ACE#155927-DRILL BITS		01-410-56-00-5630	26.97
			54	YORK ACE#157678-TAP CARDED		01-410-56-00-5620	7.49
			55	YORK ACE#157599-RADIO SHACK		01-410-56-00-5620	3.99
			56	YORK ACE#158078-KEYS, TAGS		51-510-56-00-5620	22.72
			57	YORK ACE#158281-BOLT		51-510-56-00-5620	31.74
			58	YORK ACE#159167-STARTER GRIP		51-510-56-00-5630	23.99
			59	YORK ACE#157230-TORCH KIT		51-510-56-00-5630	43.99
			60	2016 APWA PWX CONFERENCE REG		01-410-54-00-5412	299.66
			61	2016 APWA PWX CONFERENCE REG		51-510-54-00-5412	299.67
			62	2016 APWA PWX CONFERENCE REG		52-520-54-00-5412	299.67
			63	2016 APWA PWX CONF.LODGING		01-410-54-00-5415	237.49
			64	2016 APWA PWX CONF.LODGING		51-510-54-00-5415	237.48
			65	2016 APWA PWX CONF.LODGING		52-520-54-00-5415	237.48
			66	YORK ACE#157491-PADDLOCKS		51-510-56-00-5620	84.75
						INVOICE TOTAL:	3,275.79 *
	082516-J.BAUER	07/31/16	01	AMAZON-PHONE CASE		51-510-56-00-5620	13.90
						INVOICE TOTAL:	13.90 *
	082516-J.DYON	07/31/16	01	SAMS-PAPER TOWEL, KLEENEX,		01-110-56-00-5610	25.21
			02	CLOROX WIPES		** COMMENT **	
						INVOICE TOTAL:	25.21 *

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT
900034	FNBO FIRST NATIONAL BANK OMAHA				08/25/16		
	082516-J.WEISS	07/31/16	01	TARGET-STORYTIME SUPPLIES		82-820-56-00-5671	47.40
			02	TARGET-STORYTIME SUPPLIES		82-820-56-00-5671	56.15
						INVOICE TOTAL:	103.55 *
	082516-L.HILT	07/31/16	01	DAVES AUTO#24337-SQUAD REPAIR		01-210-54-00-5495	132.00
			02	DAVES AUTO#24345-SQUAD REPAIR		01-210-54-00-5495	204.00
			03	DAVES AUTO#24407-SQUAD REPAIR		01-210-54-00-5495	628.00
			04	DAVES AUTO#24402-OIL CHANGE		01-210-54-00-5495	93.00
			05	DAVES AUTO#24384-SQUAD REPAIR		01-210-54-00-5495	285.00
			06	DAVES AUTO#24377-SQUAD REPAIR		01-210-54-00-5495	355.00
			07	DAVES AUTO#24380-SQUAD REPAIR		01-210-54-00-5495	341.00
			08	RADAR MAN-REPAIRED REMOTE		01-210-54-00-5495	99.50
			09	GALLS-TACTICAL UNIFORM SHIRTS		01-210-56-00-5600	330.33
			10	DAVES AUTO#24355-OIL CHANGE X2		01-210-54-00-5495	258.00
			11	GALLS-TACTICAL UNIFORM		01-210-56-00-5600	192.55
			12	DAVES AUTO#24359-SQUAD REPAIR		01-210-54-00-5495	877.00
			13	STEVENS-EMBROIDERY		01-210-56-00-5600	144.00
			14	GALLS-RAINCOAT		01-210-56-00-5600	32.07
			15	VERIZON-6/2-7/1 IN CAR UNITS		01-210-54-00-5440	418.13
			16	COPS PLUS-SIDE HOLSTERS		01-210-56-00-5600	107.85
						INVOICE TOTAL:	4,497.43 *
	082516-L.PICKERING	07/31/16	01	IIMC ANNUAL MEMBERSHIP FEE		01-110-54-00-5460	155.00
						INVOICE TOTAL:	155.00 *
	082516-M.PFISTER	07/31/16	01	AMAZON-BOOKS		82-000-24-00-2480	42.05
			02	AMAZON-GLUE DOTS CRAFT ROLL		82-820-56-00-5610	48.21
			03	BOOKS		82-000-24-00-2480	32.04
			04	COMPUTER STRIPS		84-840-56-00-5635	2,865.00
			05	AMAZON-BOOKS		82-820-56-00-5671	5.81
						INVOICE TOTAL:	2,993.11 *
	082516-M.SENG	07/31/16	01	AUTO ZONE-WIRE		01-410-56-00-5640	29.99
						INVOICE TOTAL:	29.99 *
	082516-N.DECKER	07/31/16	01	ACCURINT-JUNE 2016 SEARCHES		01-210-54-00-5462	50.00
			02	SHRED-IT-6/8/16 ON SITE		01-210-54-00-5462	126.97
			03	SHREDDING		** COMMENT **	
			04	AT&T-6/25-7/24 SERVICE		01-210-54-00-5440	112.54
			05	MINER ELEC#260780-CAMERA		01-210-54-00-5495	190.00
			06	REPAIR		** COMMENT **	
			07	MINER ELEC#260717-TOUBLESHOOT		01-210-54-00-5495	95.00
			08	KEYBOARD		** COMMENT **	
			09	COMCAST-7/8-8/7 CABLE		01-210-54-00-5440	4.27
			10	SHRED-IT-6/7/16 ON SITE		01-210-54-00-5462	128.16

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT
900034	FNBO FIRST NATIONAL BANK OMAHA				08/25/16		
	082516-N.DECKER	07/31/16	11	SHREDDING		** COMMENT **	
						INVOICE TOTAL:	706.94 *
	082516-P.RATOS	07/31/16	01	STEVENS-21 BLDG DEPT.SHIRTS		01-220-56-00-5620	567.00
						INVOICE TOTAL:	567.00 *
	082516-R.FREDRICKSON	07/31/16	01	COMCAST-6/24-7/23 INTERNET		01-110-54-00-5440	45.29
			02	COMCAST-6/24-7/23 INTERNET		01-220-54-00-5440	33.97
			03	COMCAST-6/24-7/23 INTERNET		01-120-54-00-5440	45.29
			04	COMCAST-6/24-7/23 INTERNET		79-790-54-00-5440	62.28
			05	COMCAST-6/24-7/23 INTERNET		01-210-54-00-5440	294.41
			06	COMCAST-6/24-7/23 INTERNET		79-795-54-00-5440	62.28
			07	COMCAST-6/24-7/23 INTERNET		52-520-54-00-5440	33.97
			08	COMCAST-6/24-7/23 INTERNET		01-410-54-00-5440	45.29
			09	COMCAST-6/24-7/23 INTERNET		51-510-54-00-5440	161.47
			10	NEWTEK-7/11-8/11 WEB HOSTING		01-640-54-00-5450	15.95
			11	WAREHOUSE DRCT-GLUE STICK,		82-820-56-00-5610	607.22
			12	TONER, TAPE, PENS, MARKERS		** COMMENT **	
			13	SERVICE MASTER-AUG 2016 CITY		01-110-54-00-5488	1,253.00
			14	OFFICE CLEANING		** COMMENT **	
			15	VERIZON-JUNE 2016 CELL PHONES		01-220-54-00-5440	281.25
			16	VERIZON-JUNE 2016 CELL PHONES		01-210-54-00-5440	603.43
			17	VERIZON-JUNE 2016 CELL PHONES		79-795-54-00-5440	121.62
			18	VERIZON-JUNE 2016 CELL PHONES		51-510-54-00-5440	387.64
			19	VERIZON-JUNE 2016 CELL PHONES		01-410-54-00-5440	77.21
			20	VERIZON-JUNE 2016 CELL PHONES		52-520-54-00-5440	47.70
			21	VERIZON-BILL INCENTIVE CREDIT		01-220-54-00-5440	-25.00
			22	VERIZON-BILL INCENTIVE CREDIT		01-210-54-00-5440	-25.00
			23	VERIZON-BILL INCENTIVE CREDIT		79-795-54-00-5440	-25.00
			24	VERIZON-BILL INCENTIVE CREDIT		51-510-54-00-5440	-25.00
			25	VERIZON-BILL INCENTIVE CREDIT		52-520-54-00-5440	-25.00
			26	VERIZON-BILL INCENTIVE CREDIT		01-410-54-00-5440	-25.00
						INVOICE TOTAL:	4,029.27 *
	082516-R.HARMON	07/31/16	01	MICHAELS-MINION MANIA CAMP		79-795-56-00-5606	18.21
			02	SUPPLIES		** COMMENT **	
			03	HOBBY LOBBY-WACKY WATER WEEK		79-795-56-00-5606	29.93
			04	SUPPLIES		** COMMENT **	
			05	DOLLAR TREE-WACKY WATER WEEK		79-795-56-00-5606	9.00
			06	SUPPLIES		** COMMENT **	
			07	WALMART-COLORS OF RAINBOW CAMP		79-795-56-00-5606	11.39
			08	SUPPLIES		** COMMENT **	
			09	TARGET-PICASOS PRESCHOOL		79-795-56-00-5606	56.79
			10	SUPPLIES		** COMMENT **	
			11	VISTA PRINT-VERTICAL BANNER		79-795-56-00-5606	68.76

CHECK #	VENDOR # / INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT
900034	FNBO FIRST NATIONAL BANK OMAHA				08/25/16		
	082516-R.HARMON	07/31/16	12	WITH STAND		** COMMENT **	
						INVOICE TOTAL:	194.08 *
	082516-R.HORNER	07/31/16	01	HOME DEPO-SALES TAX CREDIT		79-790-56-00-5620	-9.54
			02	AMERICAN FLAGS		79-790-56-00-5620	325.50
						INVOICE TOTAL:	315.96 *
	082516-R.MIKOLASEK	07/31/16	01	RESCUE TASK FORCE INSTRUCTOR		01-210-54-00-5412	250.00
			02	TRAINING		** COMMENT **	
						INVOICE TOTAL:	250.00 *
	082516-R.WRIGHT	07/31/16	01	AUROA UNIV.-GOLDSMITH TUITION		01-210-54-00-5410	1,608.00
			02	RUSH#15037-EMPLOYEE TESTING		79-790-54-00-5462	80.00
			03	RUSH#15037-EMPLOYEE TESTING		01-220-54-00-5462	40.00
						INVOICE TOTAL:	1,728.00 *
	082516-S.REDMON	07/31/16	01	WALMART-CANDY		79-795-56-00-5606	75.46
			02	JEWEL-CANDY		79-795-56-00-5606	32.95
			03	JEWEL-BUNS		79-795-56-00-5607	7.74
			04	WALMART-BUNS, OTTER POPS		79-795-56-00-5607	35.38
			05	WALMART-BUNS		79-795-56-00-5607	5.04
			06	WALMART-BUNS		79-795-56-00-5607	15.48
						INVOICE TOTAL:	172.05 *
	082516-S.SLEEZER	07/31/16	01	RP CARRIAGES-SHACKLE STRAPS,		79-790-56-00-5640	43.20
			02	BOLTS		** COMMENT **	
						INVOICE TOTAL:	43.20 *
	082516-T.KLINGEL	07/31/16	01	ILEAS 2016 MEMBERSHIP DUES		01-210-54-00-5460	120.00
						INVOICE TOTAL:	120.00 *
	082516-T.KONEN	07/31/16	01	HOME DEPO-TOGGLE SWITCHES		51-510-56-00-5638	79.88
			02	FLATSOS#2225-4 TIRES		51-510-54-00-5490	697.08
			03	AMAZON-CABLE LOCATOR		51-510-56-00-5630	715.81
			04	ITRON-METER READER REPAIR		51-510-54-00-5495	1,495.00
			05	POLLARD WATER-ABS JC6 PUMP		51-510-56-00-5630	657.03
			06	SPARLING-ELECTRIC FLOW CABLE		51-510-56-00-5640	1,063.18
						INVOICE TOTAL:	4,707.98 *
	082516-T.NELSON	07/31/16	01	FREEMANS SPORTS-FISHING BAIT		79-795-56-00-5606	46.31
						INVOICE TOTAL:	46.31 *
	082516-T.SOELKE	07/31/16	01	HOME DEPO-CONCRETE		51-510-56-00-5640	12.57
			02	LAFARGE-SAND FOR RIVERFRONT PK		79-790-56-00-5640	135.02
						INVOICE TOTAL:	147.59 *

UNITED CITY OF YORKVILLE
MANUAL CHECK REGISTER

CHECK #	VENDOR # / INVOICE #	VENDOR NAME	INVOICE DATE	ITEM #	DESCRIPTION	CHECK DATE	ACCOUNT #	ITEM AMT	
900034	FNBO	FIRST NATIONAL BANK OMAHA				08/25/16			
	082516-UCOY		07/31/16	01	TRUGREEN-LAWN TREATMENT		79-790-54-00-5495	8,383.00	
				02	TRUGREEN-LAWN TREATMENT		51-510-54-00-5445	524.00	
				03	ADVANCED DISPOSAL-JUNE REFUSE		01-540-54-00-5441	104,242.68	
				04	SERVICE		** COMMENT **		
				05	ADVANCED DISPOSAL-JUNE SENIOR		01-540-54-00-5441	2,748.90	
				06	REUSE SERVICE		** COMMENT **		
				07	ADVANCED DISPOSAL-JUNE SENIOR		01-540-54-00-5441	153.92	
				08	CIRCUIT BREAKER REFUSE SERVICE		** COMMENT **		
							INVOICE TOTAL:	116,052.50 *	
							CHECK TOTAL:		147,640.88
							TOTAL AMOUNT PAID:		147,640.88

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/10/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
523925	R0001712	TYLER GRANLUND						
	20160123-BUILD		07/14/16	01	2602 FAIRFAX WAY BUILD PROGRAM	23-000-24-00-2445	2,919.60	
				02	2602 FAIRFAX WAY BUILD PROGRAM	25-000-24-20-2445	300.00	
				03	2602 FAIRFAX WAY BUILD PROGRAM	25-000-24-21-2445	900.00	
				04	2602 FAIRFAX WAY BUILD PROGRAM	42-000-24-00-2445	50.00	
				05	2602 FAIRFAX WAY BUILD PROGRAM	51-000-24-00-2445	870.00	
						INVOICE TOTAL:	5,039.60 *	
						CHECK TOTAL:		5,039.60
						TOTAL AMOUNT PAID:		5,039.60

01-110 ADMINISTRATION	12-112 SUNFLOWER SSA	42-420 DEBT SERVICE	83-830 LIBRARY DEBT SERVICE
01-120 FINANCE	15-155 MOTOR FUEL TAX (MFT)	51-510 WATER OPERATIONS	84-840 LIBRARY CAPITAL
01-210 POLICE	23-216 MUNICIPAL BUILDING	52-520 SEWER OPERATIONS	87-870 COUNTRYSIDE TIF
01-220 COMMUNITY DEVELOPMENT	23-230 CITY-WIDE CAPITAL	72-720 LAND CASH	88-880 DOWNTOWN TIF
01-410 STREET OPERATIONS	25-205 POLICE CAPITAL	79-790 PARKS DEPARTMENT	90-XXX DEVELOPER ESCROW
01-640 ADMINSTRATIVE SERVICES	25-215 PUBLIC WORKS CAPITAL	79-795 RECREATION DEPT	95-XXX ESCROW DEPOSIT
11-111 FOX HILL SSA	25-225 PARKS & RECREATION CAPITAL	82-820 LIBRARY OPERATIONS	

UNITED CITY OF YORKVILLE
CHECK REGISTER

CHECK DATE: 08/15/16

CHECK #	VENDOR #	INVOICE NUMBER	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	ITEM AMT	
523928	R0001717	JOSHUA & SARAH MITCHELL						
	20160047-BUILD		07/13/16	01	2688 LILAC WAY BUILD PROGRAM	23-000-24-00-2445	300.00	
				02	2688 LILAC WAY BUILD PROGRAM	25-000-24-21-2445	380.00	
				03	2688 LILAC WAY BUILD PROGRAM	51-000-24-00-2445	5,320.00	
				04	2688 LILAC WAY BUILD PROGRAM	52-000-24-00-2445	4,000.00	
						INVOICE TOTAL:	10,000.00 *	
						CHECK TOTAL:		10,000.00
						TOTAL AMOUNT PAID:		10,000.00

01-110 ADMINISTRATION	12-112 SUNFLOWER SSA	42-420 DEBT SERVICE	83-830 LIBRARY DEBT SERVICE
01-120 FINANCE	15-155 MOTOR FUEL TAX (MFT)	51-510 WATER OPERATIONS	84-840 LIBRARY CAPITAL
01-210 POLICE	23-216 MUNICIPAL BUILDING	52-520 SEWER OPERATIONS	87-870 COUNTRYSIDE TIF
01-220 COMMUNITY DEVELOPMENT	23-230 CITY-WIDE CAPITAL	72-720 LAND CASH	88-880 DOWNTOWN TIF
01-410 STREET OPERATIONS	25-205 POLICE CAPITAL	79-790 PARKS DEPARTMENT	90-XXX DEVELOPER ESCROW
01-640 ADMINSTRATIVE SERVICES	25-215 PUBLIC WORKS CAPITAL	79-795 RECREATION DEPT	95-XXX ESCROW DEPOSIT
11-111 FOX HILL SSA	25-225 PARKS & RECREATION CAPITAL	82-820 LIBRARY OPERATIONS	

UNITED CITY OF YORKVILLE
PAYROLL SUMMARY
August 12, 2016

	REGULAR	OVERTIME	TOTAL	IMRF	FICA	TOTALS
ADMINISTRATION	$ 12,715.82	$ -	12,715.82	$ 1,315.13	$ 888.57	$ 14,919.52
FINANCE	8,628.43	-	8,628.43	949.09	667.58	$ 10,245.10
POLICE	96,354.48	2,742.66	99,097.14	553.72	7,256.77	$ 106,907.63
COMMUNITY DEV.	13,173.06	-	13,173.06	1,198.12	963.08	$ 15,334.26
STREETS	14,012.79	17.81	14,030.60	1,373.29	1,032.72	$ 16,436.61
WATER	15,032.60	456.91	15,489.51	1,538.11	1,124.05	$ 18,151.67
SEWER	8,020.17	-	8,020.17	868.49	609.76	$ 9,498.42
PARKS	17,518.36	-	17,518.36	1,559.88	1,303.04	$ 20,381.28
RECREATION	12,166.37	-	12,166.37	1,133.63	895.19	$ 14,195.19
LIBRARY	16,254.39	-	16,254.39	855.55	1,215.93	$ 18,325.87
TOTALS	$ 213,876.47	$ 3,217.38	$ 217,093.85	$ 11,345.01	$ 15,956.69	$ 244,395.55

TOTAL PAYROLL **$ 244,395.55**

UNITED CITY OF YORKVILLE

BILL LIST SUMMARY

Tuesday, August 23, 2016

ACCOUNTS PAYABLE		**DATE**	
Manual Check Register *(Page 1)*		08/04/2016	455,298.62
Manual Check Register *(Page 2)*		08/11/2016	656,546.47
City Check Register *(Pages 3 - 31)*		08/23/2016	670,207.34
City MasterCard Bill Register *(Pages 32 - 38)*		08/25/2016	147,640.88
	SUB-TOTAL:		**$1,929,693.31**
OTHER PAYABLES			
Manual Check #52925 - Granlund BUILD Check *(Page 39)*		08/10/2016	5,039.60
Manual Check #523928 - Mitchell BUILD Check *(Page 40)*		08/15/2016	10,000.00
	SUB-TOTAL:		**$15,039.60**
DEBT SERVICE PAYMENTS			
* IEPA Loan- L17-1153 - Debt Service PMT		09/01/2016	53,525.35
	TOTAL PAYMENTS:		**$53,525.35**
PAYROLL			
Bi - Weekly *(Page 41)*		08/12/2016	244,395.55
	SUB-TOTAL:		**$244,395.55**
	TOTAL DISBURSEMENTS:		**$2,242,653.81**

* Debt Service Payments Made Via Wire Transfer

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

Agenda Item Number

Mayor #1

Tracking Number

CC 2016-48

Agenda Item Summary Memo

Title: One Year Extension for Riverfront Park Grant

Meeting and Date: City Council – August 23, 2016

Synopsis: See attached memo.

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: _____

Council Action Requested: _____

Submitted by: Tim Evans (Name) Parks and Recreation (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: Yorkville City Council
From: Tim Evans, Director of Parks and Recreation
CC: Bart Olson, City Administrator
Date: August 14, 2016
Subject: Bicentennial Riverfront Park Grant One (1) Year Extension

---

Summary

A review of the Bicentennial Riverfront Park Grant One (1) Year Extension Agreement with Illinois Department of Natural Resources (IDNR).

Background

In May, 2013, the United City of Yorkville Parks and Recreation Department was awarded an Open Space Lands Acquisition and Development (OSLAD) grant to further develop Bicentennial Riverfront Park. On March 9, 2015, the City was notified by IDNR that the grant had been suspended. On August 10, 2016, staff was informed that the grant had been reinstated. Since the grant is set to expire on December 31, 2016, we have requested a one (1) year extension of the grant, as it will take staff the additional time to complete the grant. The grant, if the extension is approved, will now expire on December 31, 2017. Attached are copies of the proposed One (1) Year Grant Extension Agreement and associated forms.

Recommendation

Additional analysis will be presented verbally at the meeting. Staff seeks City Council approval to forward the attached One (1) Year Bicentennial Riverfront Park Grant Extension Agreement to IDNR.

Resolution No. 2016-_____

A RESOLUTION OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, APPROVING AN AMENDMENT TO PROJECT AGREEMENT # OS 13-1864 WITH THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES

WHEREAS, the United City of Yorkville, Kendall County, Illinois (the "*City*") is a duly organized and validly existing non home-rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of this State; and,

WHEREAS, the City and the Illinois Department of Natural Resources entered into a Project Agreement for Project # OS 13-1864 (the "*Agreement*") in 2013, which Agreement authorized grant reimbursement on the Bicentennial Riverfront Park project and provided for a project end date of December 31, 2015; and,

WHEREAS, the City was notified on March 9, 2015 that the grant for the Bicentennial Riverfront Park project was suspended; and,

WHEREAS, the City Council approved Resolution No. 2015-14 on July 14, 2015 which extended the project end date to December 31, 2016; and,

WHEREAS, the City was notified on August 10, 2016 that the grant for the Bicentennial Riverfront Park project was restored; and,

WHEREAS, the City now desires to extend the project end date set forth in the Agreement to December 31, 2017.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1. That the Amendment to Project Agreement and the documents related to the Amendment entitled Taxpayer Identification Number, and Standard Certifications, attached hereto and made a part hereof, are hereby approved and the Mayor is hereby authorized to execute and deliver said Amendment and related documents on behalf of the United City of Yorkville.

Section 2. This Resolution shall be in full force and effect from and after its passage and approval as provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this _____ day of _____, 2016.

_____
CITY CLERK

CARLO COLOSIMO	_____	KEN KOCH	_____
JACKIE MILSCHEWSKI	_____	LARRY KOT	_____
CHRIS FUNKHOUSER	_____	JOEL FRIEDERS	_____
DIANE TEELING	_____	SEAVER TARULIS	_____

Approved by me, as Mayor of the United City of Yorkville, Kendall County, Illinois, this _____ day of _____, 2016.

_____
MAYOR

Attest:

_____
City Clerk

ILLINOIS
NATURAL RESOURCES

Illinois Department of
Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

Bruce Rauner, Governor
Wayne A. Rosenthal, Director

August 10, 2016

Mr. Bart Olson
YORKVILLE, UNITED CITY OF
800 Game Farm Road
Yorkville, IL 60560

RE: OS 13-1864
BICENTENNIAL RIVERFRONT PARK

Dear Mr. Bart Olson:

This letter is to provide an update to your organization on the status of your Open Space Lands Acquisition and Development (OSLAD) project. As a current grant awardee with a suspended project, the Illinois Department of Natural Resources (IDNR) wishes to inform you that the recently passed Public Act 99-0524 provides a $50 million appropriation for OSLAD grants and associated costs of the program. It is the intent of the Department to seek obligation of your grant, and restore your project to its pre-suspension status.

For grant awards with an executed obligation agreement in place prior to suspension, IDNR intends to re-obligate the existing agreement against the new appropriation. This is possible because the agreement was maintained and extended (if it was scheduled to expire), and all allowable costs incurred from the original start date until the date of re-obligation, may be included in billing at the time of project completion. Per the language of the grant agreement, the deadline for completion of the grant remains as specified on the first page of the grant agreement, unless an extension of this deadline is/was specifically requested by the grantee.

Please direct requests for information and/or inquiries regarding this project to your current Grant Administrator at IDNR. Thank-you and please feel free to contact Judy Bauer, at telephone number (217) 785-9082 or email judy.k.bauer@illinois.gov with any questions.

Sincerely,

Wayne A. Rosenthal
Director

STATE OF ILLINOIS
Department of Natural Resources

Sponsor: **United City of Yorkville**

Project Amendment #: **2**

AMENDMENT TO PROJECT AGREEMENT

THIS AMENDMENT TO Project Agreement # **OS 13-1864** is hereby made and agreed upon by the Illinois Department of Natural Resources and by the **United City of Yorkville** pursuant to the Open Space Lands Acquisition and Development Act, as amended, (525 ILCS, 35/1, et. seq.).

The Sponsor and the IDNR, in mutual consideration of the promises made herein and in the Project Agreement of which this is an amendment, do promise as follows: ***That the above mentioned Agreement is amended by adding the following: The project end date is extended from December 31, 2016, until December 31, 2017. This is a one year extension.***

That the rationale for making the contract amendment is as follows:

[X] The circumstances that necessitate the change in performance were not reasonably foreseeable at the time the contract was signed.

[X] The change is germane to the original contract as signed.

[X] The circumstances that necessitate the change in performance are in the best interest of the unit of State or local government and authorized by law.

Specific circumstances requiring this amendment are: **Requesting this extension due to being notified the grant has being reinstated from the suspension. A copy of the letter request from the grantee to extend the ending date of this grant is attached and incorporated by reference as Exhibit "A".**

In all other respects the Project Agreement of which this is an amendment, and the plans and specifications relevant thereto, shall remain in full force and effect. In witness whereof, the parties hereto have executed this amendment as of the date entered below.

PROJECT SPONSOR

_____
(Agency)

_____
(Signature)

_____
(Name)

_____
(Title)

_____
(Date)

STATE OF ILLINOIS

IL Department of Natural Resources
(Agency)

_____
(Director - Signature)

Wayne Rosenthal
(Director - Name)

Date: _____

Required additional signatures for contracts and contract renewals totaling $250,000 or more per 30 ILCS 105/9.02.

_____
(DNR Chief Legal Counsel-Signature) Date

Brent R. Krebs
(DNR Chief Legal Counsel-Name)

_____
(DNR Chief Fiscal Officer-Signature) Date

Doug Florence
(DNR Chief Fiscal Officer-Name)

( ) IDNR Copy
( ) Sponsor Copy

STANDARD CERTIFICATIONS

Vendor acknowledges and agrees that compliance with this section and each subsection for the term of the contract and any renewals is a material requirement and condition of this contract. By executing this contract Vendor certifies compliance with this section and each subsection and is under a continuing obligation to remain in compliance and report any non-compliance.

This section, and each subsection, applies to subcontractors used on this contract. Vendor shall include these Standard Certifications in any subcontract used in the performance of the contract using the Standard Subcontractor Certification form provided by the State.

If this contract extends over multiple fiscal years including the initial term and all renewals, Vendor and its subcontractors shall confirm compliance with this section in the manner and format determined by the State by the date specified by the State and in no event later than July 1 of each year that this contract remains in effect.

If the Parties determine that any certification in this section is not applicable to this contract it may be stricken without affecting the remaining subsections.

1. As part of each certification, Vendor acknowledges and agrees that should Vendor or its subcontractors provide false information, or fail to be or remain in compliance with the Standard Certification requirements, one or more of the following sanctions will apply:
   - the contract may be void by operation of law,
   - the State may void the contract, and
   - the Vendor and it subcontractors may be subject to one or more of the following: suspension, debarment, denial of payment, civil fine, or criminal penalty.

Identifying a sanction or failing to identify a sanction in relation to any of the specific certifications does not waive imposition of other sanctions or preclude application of sanctions not specifically identified.

2. Vendor certifies it and its employees will comply with applicable provisions of the U.S. Civil Rights Act, Section 504 of the Federal Rehabilitation Act, the Americans with Disabilities Act (42 U.S.C. § 12101 et seq.) and applicable rules in performance under this contract.

3. Vendor certifies it is not in default on an educational loan (5 ILCS 385/3). This applies to individuals, sole proprietorships, partnerships and individuals as members of LLCs.

4. Vendor (if an individual, sole proprietor, partner or an individual as member of a LLC) certifies it has not received an (i) an early retirement incentive prior to 1993 under Section 14-108.3 or 16-133.3 of the Illinois Pension Code, 40 ILCS 5/14-108.3 and 40 ILCS 5/16-133.3, or (ii) an early retirement incentive on or after 2002 under Section 14-108.3 or 16-133.3 of the Illinois Pension Code, 40 ILCS 5/14-108.3 and 40 ILCS 5/16-133, (30 ILCS 105/15a).

5. Vendor certifies it is a properly formed and existing legal entity (30 ILCS 500/1.15.80, 20-43); and as applicable has obtained an assumed name certificate from the appropriate authority, or has registered to conduct business in Illinois and is in good standing with the Illinois Secretary of State.

6. To the extent there was a incumbent Vendor providing the services covered by this contract and the employees of that Vendor that provide those services are covered by a collective bargaining agreement, Vendor certifies (i) that it will offer to assume the collective bargaining obligations of the prior employer, including any existing collective bargaining agreement with the bargaining representative of any existing collective bargaining unit or units performing substantially similar work to the services covered by the contract subject to its bid or offer; and (ii) that it shall offer employment to all employees currently employed in any existing bargaining unit performing substantially similar work that will be performed under this contract (30 ILCS 500/25-80). This does not apply to heating, air conditioning, plumbing and electrical service contracts.

7. Vendor certifies it has not been convicted of bribing or attempting to bribe an officer or employee of the State of Illinois or any other State, nor has Vendor made an admission of guilt of such conduct that is a matter of record (30 ILCS 500/50-5).

8. If Vendor has been convicted of a felony, Vendor certifies at least five years have passed after the date of completion of the sentence for such felony, unless no person held responsible by a prosecutor's office for the facts upon which the conviction was based continues to have any involvement with the business (30 ILCS 500/50-10).

9. If Vendor, or any officer, director, partner, or other managerial agent of Vendor, has been convicted of a felony under the Sarbanes-Oxley Act of 2002, or a Class 3 or Class 2 felony under the Illinois Securities Law of 1953, Vendor certifies at least five years have passed since the date of the conviction. Vendor further certifies that it is not barred from being awarded a contract and acknowledges that the State shall declare the contract void if this certification is false (30 ILCS 500/50-10.5).

10. Vendor certifies it is not barred from having a contract with the State based on violating the prohibition on providing assistance to the state in identifying a need for a contract (except as part of a public request for information process) or by reviewing, drafting or preparing solicitation or similar documents for the State (30 ILCS 500/50-10.5e).

11. Vendor certifies that it and its affiliates are not delinquent in the payment of any debt to the State (or if delinquent has entered into a deferred payment plan to pay the debt), and Vendor and its affiliates acknowledge the State may declare the contract void if this certification is false (30 ILCS 500/50-11) or if Vendor or an affiliate later becomes delinquent and has not entered into a deferred payment plan to pay off the debt (30 ILCS 500/50-60).

12. Vendor certifies that it and all affiliates shall collect and remit Illinois Use Tax on all sales of tangible personal property into the State of Illinois in accordance with provisions of the Illinois Use Tax Act (30 ILCS 500/50-12) and acknowledges that failure to comply can result in the contract being declared void.

13. Vendor certifies that it has not been found by a court or the Pollution Control Board to have committed a willful or knowing violation of the Environmental Protection Act within the last five years, and is therefore not barred from being awarded a contract (30 ILCS 500/50-14).

14. Vendor certifies it has not paid any money or valuable thing to induce any person to refrain from bidding on a State contract, nor has Vendor accepted any money or other valuable thing, or acted upon the promise of same, for not bidding on a State contract (30 ILCS 500/50-25).

15. Vendor certifies it is not in violation of the "Revolving Door" section of the Illinois Procurement Code (30 ILCS 500/50-30).

16. Vendor certifies that it has not retained a person or entity to attempt to influence the outcome of a procurement decision for compensation contingent in whole or in part upon the decision or procurement (30 ILCS 500/50-38).

17. Vendor certifies it will report to the Illinois Attorney General and the Chief Procurement Officer any suspected collusion or other anti-competitive practice among any bidders, offerors, contractors, proposers or employees of the State (30 ILCS 500/50-40, 50-45, 50-50).

18. In accordance with the Steel Products Procurement Act, Vendor certifies steel products used or supplied in the performance of a contract for public works shall be manufactured or produced in the United States, unless the executive head of the procuring agency grants an exception (30 ILCS 565).

19. a) If Vendor employs 25 or more employees and this contract is worth more than $5000, Vendor certifies it will provide a drug free workplace pursuant to the Drug Free Workplace Act.

b) If Vendor is an individual and this contract is worth more than $5000, Vendor shall not engage in the unlawful manufacture, distribution, dispensation, possession or use of a controlled substance during the performance of the contract (30 ILCS 580).

20. Vendor certifies that neither Vendor nor any substantially owned affiliate is participating or shall participate in an international boycott in violation of the U.S. Export Administration Act of 1979 or the applicable regulations of the U.S. Department of Commerce. This applies to contracts that exceed $10,000 (30 ILCS 582).

21. Vendor certifies it has not been convicted of the offense of bid rigging or bid rotating or any similar offense of any state or of the United States (720 ILCS 5/33 E-3, E-4).

22. Vendor certifies it complies with the Illinois Department of Human Rights Act and rules applicable to public contracts, including equal employment opportunity, refraining from unlawful discrimination, and having written sexual harassment policies (775 ILCS 5/2-105).

23. Vendor certifies it does not pay dues to or reimburse or subsidize payments by its employees for any dues or fees to any "discriminatory club" (775 ILCS 25/2).

24. Vendor certifies it complies with the State Prohibition of Goods from Forced Labor Act, and certifies that no foreign-made equipment, materials, or supplies furnished to the State under the contract have been or will be produced in whole or in part by forced labor, or indentured labor under penal sanction (30 ILCS 583).

25. Vendor certifies that no foreign-made equipment, materials, or supplies furnished to the State under the contract have been produced in whole or in part by the labor or any child under the age of 12 (30 ILCS 584).

26. Vendor certifies that it is not in violation of Section 50-14.5 of the Illinois Procurement Code (30 ILCS 500/50-14.5) that states: "Owners of residential buildings who have committed a willful or knowing violation of the Lead Poisoning Prevention Act (410 ILCS 45) are prohibited from doing business with the State until the violation is mitigated".

27. Vendor warrants and certifies that it and, to the best of its knowledge, its subcontractors have and will comply with Executive Order No. 1 (2007). The Order generally prohibits Vendors and subcontractors from hiring the then-serving Governor's family members to lobby procurement activities of the State, or any other unit of government in Illinois including local governments if that procurement may result in a contract valued at over $25,000. This prohibition also applies to hiring for that same purpose any former State employee who had procurement authority at any time during the one-year period preceding the procurement lobbying activity.

28. Vendor certifies that information technology, including electronic information, software, systems and equipment, developed or provided under this contract will comply with the applicable requirements of the Illinois Information Technology Accessibility Act Standards as published at www.dhs.state.il.us/iitaa. (30 ILCS 587)

29. Vendor certifies that it has read, understands, and is in compliance with the registration requirements of the Elections Code (10 ILCS 5/9-35) and the restrictions on making political contributions and related requirements of the Illinois Procurement Code (30 ILCS 500/20-160 and 50-37). Vendor will not make a political contribution that will violate these requirements. These requirements are effective for the duration of the term of office of the incumbent Governor or for a period of 2 years after the end of the contract term, whichever is longer.

In accordance with section 20-160 of the Illinois Procurement Code, Vendor certifies as applicable:

☐ Vendor is not required to register as a business entity with the State Board of Elections.
or
☐ Vendor has registered and has attached a copy of the official certificate of registration as issued by the State Board of Elections. As a registered business entity, Vendor acknowledges a continuing duty to update the registration as required by the Act.

VENDOR (show Company name and DBA)

_____

Signature_____

Printed Name_____

Title_____ Date_____

Address_____

_____

_____

TAXPAYER IDENTIFICATION NUMBER

I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me), and

2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding, and

3. I am a U.S. person (including a U.S. resident alien).

- *If you are an individual, enter your name and SSN as it appears on your Social Security Card.*
- *If you are a sole proprietor, enter the owner's name on the name line followed by the name of the business and the owner's SSN or EIN.*
- *If you are a single-member LLC that is disregarded as an entity separate from its owner, enter the owner's name on the name line and the d/b/a on the business name line and enter the owner's SSN or EIN.*
- *If the LLC is a corporation or partnership, enter the entity's business name and EIN and for corporations, attach IRS acceptance letter (CP261 or CP277).*
- *For all other entities, enter the name of the entity as used to apply for the entity's EIN and the EIN.*

Name: _____

or

Business Name: _____

Taxpayer Identification Number:

Social Security Number _____

or

Employer Identification Number _____

Legal Status (*check one*):

- ☐ Individual
- ☐ Sole Proprietor
- ☐ Partnership
- ☐ Legal Services Corporation
- ☐ Tax-exempt
- ☐ Corporation providing or billing medical and/or health care services
- ☐ Corporation NOT providing or billing medical and/or health care services
- ☐ Governmental
- ☐ Nonresident alien
- ☐ Estate or trust
- ☐ Pharmacy (Non-Corp.)
- ☐ Pharmacy/Funeral Home/Cemetery (Corp.)
- ☐ Limited Liability Company (select applicable tax classification)
  - ☐ D = disregarded entity
  - ☐ C = corporation
  - ☐ P = partnership

Signature: _____ **Date:** _____

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

Agenda Item Number

Mayor #2

Tracking Number

CC 2016-49

Agenda Item Summary Memo

Title: One Year Extension for Bristol Bay 65 Grant

Meeting and Date: City Council – August 23, 2016

Synopsis: See attached memo.

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: _____

Council Action Requested: _____

Submitted by: Tim Evans (Name) Parks and Recreation (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: Yorkville City Council
From: Tim Evans, Director of Parks and Recreation
CC: Bart Olson, City Administrator
Date: August 14, 2016
Subject: Bristol Bay Grant One (1) Year Extension Agreement

Summary

A review of the Bristol Bay Grant One (1) Year Extension Agreement with the Illinois Department of Natural Resources (IDNR).

Background

In April, 2014, the United City of Yorkville Parks and Recreation Department was awarded an Open Space Lands Acquisition and Development (OSLAD) grant to further develop Bristol Bay Park. On March 9, 2015, the City was notified by IDNR that the grant had been suspended. On August 10, 2016, staff was informed that the grant had been reinstated. Since the grant is set to expire on June 30, 2017, and we have to complete the Riverfront Park grant first, staff has requested a one-year extension of the Bristol Bay grant. The grant, if the extension is approved, will now expire on June 30, 2018. Attached are copies of the proposed one-year grant extension agreement and associated forms.

Recommendation

Additional analysis will be presented verbally at the meeting. Staff seeks City Council approval to forward the attached one-year Bristol Bay 65 Grant Extension Agreement to IDNR.

Resolution No. 2016-_____

A RESOLUTION OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, APPROVING AN AMENDMENT TO PROJECT AGREEMENT # OS 14-1905 WITH THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES

WHEREAS, the United City of Yorkville, Kendall County, Illinois (the "*City*") is a duly organized and validly existing non home-rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of this State; and,

WHEREAS, the City and the Illinois Department of Natural Resources entered into a Project Agreement for Project # OS 14-1905 (the "*Agreement*") in 2014, which Agreement authorized grant reimbursement on the Bristol Bay 65 Park project and provided for a project end date of June 30, 2016; and,

WHEREAS, the City was notified on March 9, 2015 that the grant for the Bristol Bay 65 Park project was suspended; and,

WHEREAS, the City Council approved Resolution No. 2016-07 on February 23, 2016 which extended the project end date to June 30, 2017; and,

WHEREAS, the City was notified on August 10, 2016 that the grant for the Bristol Bay 65 Park project was restored; and,

WHEREAS, the City now desires to extend the project end date set forth in the Agreement to June 30, 2018.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1. That the Amendment to Project Agreement and the documents related to the Amendment entitled Taxpayer Identification Number, and Standard Certifications, attached hereto and made a part hereof, are hereby approved and the Mayor is hereby authorized to execute and deliver said Amendment and related documents on behalf of the United City of Yorkville.

Section 2. This Resolution shall be in full force and effect from and after its passage and approval as provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this _____ day of _____, 2016.

_____
CITY CLERK

CARLO COLOSIMO	_____	KEN KOCH	_____
JACKIE MILSCHEWSKI	_____	LARRY KOT	_____
CHRIS FUNKHOUSER	_____	JOEL FRIEDERS	_____
DIANE TEELING	_____	SEAVER TARULIS	_____

Approved by me, as Mayor of the United City of Yorkville, Kendall County, Illinois, this _____ day of _____, 2016.

_____
MAYOR

Attest:

_____
City Clerk

ILLINOIS
NATURAL RESOURCES

Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

Bruce Rauner, Governor
Wayne A. Rosenthal, Director

August 10, 2016

Mr. Bart Olson
YORKVILLE, UNITED CITY OF
800 Game Farm Road
Yorkville, IL 60560

RE: OS 14-1905
BRISTOL BAY 65

Dear Mr. Bart Olson:

This letter is to provide an update to your organization on the status of your Open Space Lands Acquisition and Development (OSLAD) project. As a current grant awardee with a suspended project, the Illinois Department of Natural Resources (IDNR) wishes to inform you that the recently passed Public Act 99-0524 provides a $50 million appropriation for OSLAD grants and associated costs of the program. It is the intent of the Department to seek obligation of your grant, and restore your project to its pre-suspension status.

For grant awards with an executed obligation agreement in place prior to suspension, IDNR intends to re-obligate the existing agreement against the new appropriation. This is possible because the agreement was maintained and extended (if it was scheduled to expire), and all allowable costs incurred from the original start date until the date of re-obligation, may be included in billing at the time of project completion. Per the language of the grant agreement, the deadline for completion of the grant remains as specified on the first page of the grant agreement, unless an extension of this deadline is/was specifically requested by the grantee.

Please direct requests for information and/or inquiries regarding this project to your current Grant Administrator at IDNR. Thank-you and please feel free to contact Judy Bauer, at telephone number (217) 785-9082 or email judy.k.bauer@illinois.gov with any questions.

Sincerely,

Wayne A. Rosenthal
Director

STATE OF ILLINOIS
Department of Natural Resources

Sponsor: **United City of Yorkville**

Project Amendment #: **2**

AMENDMENT TO PROJECT AGREEMENT

THIS AMENDMENT TO Project Agreement # **OS 14-1905** is hereby made and agreed upon by the Illinois Department of Natural Resources and by the **United City of Yorkville** pursuant to the Open Space Lands Acquisition and Development Act, as amended, (525 ILCS, 35/1, et. seq.).

The Sponsor and the IDNR, in mutual consideration of the promises made herein and in the Project Agreement of which this is an amendment, do promise as follows: ***That the above mentioned Agreement is amended by adding the following: The project end date is extended from June 30, 2017, until June 30, 2018. This is a one year extension.***

That the rationale for making the contract amendment is as follows:

[X] The circumstances that necessitate the change in performance were not reasonably foreseeable at the time the contract was signed.

[X] The change is germane to the original contract as signed.

[X] The circumstances that necessitate the change in performance are in the best interest of the unit of State or local government and authorized by law.

Specific circumstances requiring this amendment are: **Requesting this extension due to being notified the grant has being reinstated from the suspension. A copy of the letter request from the grantee to extend the ending date of this grant is attached and incorporated by reference as Exhibit "A".**

In all other respects the Project Agreement of which this is an amendment, and the plans and specifications relevant thereto, shall remain in full force and effect. In witness whereof, the parties hereto have executed this amendment as of the date entered below.

PROJECT SPONSOR

_____
(Agency)

_____
(Signature)

_____
(Name)

_____
(Title)

_____
(Date)

STATE OF ILLINOIS

IL Department of Natural Resources
(Agency)

_____
(Director - Signature)

Wayne Rosenthal
(Director - Name)

Date: _____

Required additional signatures for contracts and contract renewals totaling $250,000 or more per 30 ILCS 105/9.02.

_____
(DNR Chief Legal Counsel-Signature) Date

Brent R. Krebs
(DNR Chief Legal Counsel-Name)

_____
(DNR Chief Fiscal Officer-Signature) Date

Doug Florence
(DNR Chief Fiscal Officer-Name)

( ) IDNR Copy
( ) Sponsor Copy

STANDARD CERTIFICATIONS

Vendor acknowledges and agrees that compliance with this section and each subsection for the term of the contract and any renewals is a material requirement and condition of this contract. By executing this contract Vendor certifies compliance with this section and each subsection and is under a continuing obligation to remain in compliance and report any non-compliance.

This section, and each subsection, applies to subcontractors used on this contract. Vendor shall include these Standard Certifications in any subcontract used in the performance of the contract using the Standard Subcontractor Certification form provided by the State.

If this contract extends over multiple fiscal years including the initial term and all renewals, Vendor and its subcontractors shall confirm compliance with this section in the manner and format determined by the State by the date specified by the State and in no event later than July 1 of each year that this contract remains in effect.

If the Parties determine that any certification in this section is not applicable to this contract it may be stricken without affecting the remaining subsections.

1. As part of each certification, Vendor acknowledges and agrees that should Vendor or its subcontractors provide false information, or fail to be or remain in compliance with the Standard Certification requirements, one or more of the following sanctions will apply:
   - the contract may be void by operation of law,
   - the State may void the contract, and
   - the Vendor and it subcontractors may be subject to one or more of the following: suspension, debarment, denial of payment, civil fine, or criminal penalty.

Identifying a sanction or failing to identify a sanction in relation to any of the specific certifications does not waive imposition of other sanctions or preclude application of sanctions not specifically identified.

2. Vendor certifies it and its employees will comply with applicable provisions of the U.S. Civil Rights Act, Section 504 of the Federal Rehabilitation Act, the Americans with Disabilities Act (42 U.S.C. § 12101 et seq.) and applicable rules in performance under this contract.

3. Vendor certifies it is not in default on an educational loan (5 ILCS 385/3). This applies to individuals, sole proprietorships, partnerships and individuals as members of LLCs.

4. Vendor (if an individual, sole proprietor, partner or an individual as member of a LLC) certifies it has not received an (i) an early retirement incentive prior to 1993 under Section 14-108.3 or 16-133.3 of the Illinois Pension Code, 40 ILCS 5/14-108.3 and 40 ILCS 5/16-133.3, or (ii) an early retirement incentive on or after 2002 under Section 14-108.3 or 16-133.3 of the Illinois Pension Code, 40 ILCS 5/14-108.3 and 40 ILCS 5/16-133, (30 ILCS 105/15a).

5. Vendor certifies it is a properly formed and existing legal entity (30 ILCS 500/1.15.80, 20-43); and as applicable has obtained an assumed name certificate from the appropriate authority, or has registered to conduct business in Illinois and is in good standing with the Illinois Secretary of State.

6. To the extent there was a incumbent Vendor providing the services covered by this contract and the employees of that Vendor that provide those services are covered by a collective bargaining agreement, Vendor certifies (i) that it will offer to assume the collective bargaining obligations of the prior employer, including any existing collective bargaining agreement with the bargaining representative of any existing collective bargaining unit or units performing substantially similar work to the services covered by the contract subject to its bid or offer; and (ii) that it shall offer employment to all employees currently employed in any existing bargaining unit performing substantially similar work that will be performed under this contract (30 ILCS 500/25-80). This does not apply to heating, air conditioning, plumbing and electrical service contracts.

7. Vendor certifies it has not been convicted of bribing or attempting to bribe an officer or employee of the State of Illinois or any other State, nor has Vendor made an admission of guilt of such conduct that is a matter of record (30 ILCS 500/50-5).

8. If Vendor has been convicted of a felony, Vendor certifies at least five years have passed after the date of completion of the sentence for such felony, unless no person held responsible by a prosecutor's office for the facts upon which the conviction was based continues to have any involvement with the business (30 ILCS 500/50-10).

9. If Vendor, or any officer, director, partner, or other managerial agent of Vendor, has been convicted of a felony under the Sarbanes-Oxley Act of 2002, or a Class 3 or Class 2 felony under the Illinois Securities Law of 1953, Vendor certifies at least five years have passed since the date of the conviction. Vendor further certifies that it is not barred from being awarded a contract and acknowledges that the State shall declare the contract void if this certification is false (30 ILCS 500/50-10.5).

10. Vendor certifies it is not barred from having a contract with the State based on violating the prohibition on providing assistance to the state in identifying a need for a contract (except as part of a public request for information process) or by reviewing, drafting or preparing solicitation or similar documents for the State (30 ILCS 500/50-10.5e).

11. Vendor certifies that it and its affiliates are not delinquent in the payment of any debt to the State (or if delinquent has entered into a deferred payment plan to pay the debt), and Vendor and its affiliates acknowledge the State may declare the contract void if this certification is false (30 ILCS 500/50-11) or if Vendor or an affiliate later becomes delinquent and has not entered into a deferred payment plan to pay off the debt (30 ILCS 500/50-60).

12. Vendor certifies that it and all affiliates shall collect and remit Illinois Use Tax on all sales of tangible personal property into the State of Illinois in accordance with provisions of the Illinois Use Tax Act (30 ILCS 500/50-12) and acknowledges that failure to comply can result in the contract being declared void.

13. Vendor certifies that it has not been found by a court or the Pollution Control Board to have committed a willful or knowing violation of the Environmental Protection Act within the last five years, and is therefore not barred from being awarded a contract (30 ILCS 500/50-14).

14. Vendor certifies it has not paid any money or valuable thing to induce any person to refrain from bidding on a State contract, nor has Vendor accepted any money or other valuable thing, or acted upon the promise of same, for not bidding on a State contract (30 ILCS 500/50-25).

15. Vendor certifies it is not in violation of the "Revolving Door" section of the Illinois Procurement Code (30 ILCS 500/50-30).

16. Vendor certifies that it has not retained a person or entity to attempt to influence the outcome of a procurement decision for compensation contingent in whole or in part upon the decision or procurement (30 ILCS 500/50-38).

17. Vendor certifies it will report to the Illinois Attorney General and the Chief Procurement Officer any suspected collusion or other anti-competitive practice among any bidders, offerors, contractors, proposers or employees of the State (30 ILCS 500/50-40, 50-45, 50-50).

18. In accordance with the Steel Products Procurement Act, Vendor certifies steel products used or supplied in the performance of a contract for public works shall be manufactured or produced in the United States, unless the executive head of the procuring agency grants an exception (30 ILCS 565).

19. a) If Vendor employs 25 or more employees and this contract is worth more than $5000, Vendor certifies it will provide a drug free workplace pursuant to the Drug Free Workplace Act.

b) If Vendor is an individual and this contract is worth more than $5000, Vendor shall not engage in the unlawful manufacture, distribution, dispensation, possession or use of a controlled substance during the performance of the contract (30 ILCS 580).

20. Vendor certifies that neither Vendor nor any substantially owned affiliate is participating or shall participate in an international boycott in violation of the U.S. Export Administration Act of 1979 or the applicable regulations of the U.S. Department of Commerce. This applies to contracts that exceed $10,000 (30 ILCS 582).

21. Vendor certifies it has not been convicted of the offense of bid rigging or bid rotating or any similar offense of any state or of the United States (720 ILCS 5/33 E-3, E-4).

22. Vendor certifies it complies with the Illinois Department of Human Rights Act and rules applicable to public contracts, including equal employment opportunity, refraining from unlawful discrimination, and having written sexual harassment policies (775 ILCS 5/2-105).

23. Vendor certifies it does not pay dues to or reimburse or subsidize payments by its employees for any dues or fees to any "discriminatory club" (775 ILCS 25/2).

24. Vendor certifies it complies with the State Prohibition of Goods from Forced Labor Act, and certifies that no foreign-made equipment, materials, or supplies furnished to the State under the contract have been or will be produced in whole or in part by forced labor, or indentured labor under penal sanction (30 ILCS 583).

25. Vendor certifies that no foreign-made equipment, materials, or supplies furnished to the State under the contract have been produced in whole or in part by the labor or any child under the age of 12 (30 ILCS 584).

26. Vendor certifies that it is not in violation of Section 50-14.5 of the Illinois Procurement Code (30 ILCS 500/50-14.5) that states: "Owners of residential buildings who have committed a willful or knowing violation of the Lead Poisoning Prevention Act (410 ILCS 45) are prohibited from doing business with the State until the violation is mitigated".

27. Vendor warrants and certifies that it and, to the best of its knowledge, its subcontractors have and will comply with Executive Order No. 1 (2007). The Order generally prohibits Vendors and subcontractors from hiring the then-serving Governor's family members to lobby procurement activities of the State, or any other unit of government in Illinois including local governments if that procurement may result in a contract valued at over $25,000. This prohibition also applies to hiring for that same purpose any former State employee who had procurement authority at any time during the one-year period preceding the procurement lobbying activity.

28. Vendor certifies that information technology, including electronic information, software, systems and equipment, developed or provided under this contract will comply with the applicable requirements of the Illinois Information Technology Accessibility Act Standards as published at www.dhs.state.il.us/iitaa. (30 ILCS 587)

29. Vendor certifies that it has read, understands, and is in compliance with the registration requirements of the Elections Code (10 ILCS 5/9-35) and the restrictions on making political contributions and related requirements of the Illinois Procurement Code (30 ILCS 500/20-160 and 50-37). Vendor will not make a political contribution that will violate these requirements. These requirements are effective for the duration of the term of office of the incumbent Governor or for a period of 2 years after the end of the contract term, whichever is longer.

In accordance with section 20-160 of the Illinois Procurement Code, Vendor certifies as applicable:

☐ Vendor is not required to register as a business entity with the State Board of Elections.
or
☐ Vendor has registered and has attached a copy of the official certificate of registration as issued by the State Board of Elections. As a registered business entity, Vendor acknowledges a continuing duty to update the registration as required by the Act.

VENDOR (show Company name and DBA)

_____

Signature_____

Printed Name_____

Title_____ Date_____

Address_____

_____

_____

TAXPAYER IDENTIFICATION NUMBER

I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me), and

2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding, and

3. I am a U.S. person (including a U.S. resident alien).

- *If you are an individual, enter your name and SSN as it appears on your Social Security Card.*
- *If you are a sole proprietor, enter the owner's name on the name line followed by the name of the business and the owner's SSN or EIN.*
- *If you are a single-member LLC that is disregarded as an entity separate from its owner, enter the owner's name on the name line and the d/b/a on the business name line and enter the owner's SSN or EIN.*
- *If the LLC is a corporation or partnership, enter the entity's business name and EIN and for corporations, attach IRS acceptance letter (CP261 or CP277).*
- *For all other entities, enter the name of the entity as used to apply for the entity's EIN and the EIN.*

Name: _____

or

Business Name: _____

Taxpayer Identification Number:

Social Security Number _____

or

Employer Identification Number _____

Legal Status (*check one*):

- ☐ Individual
- ☐ Sole Proprietor
- ☐ Partnership
- ☐ Legal Services Corporation
- ☐ Tax-exempt
- ☐ Corporation providing or billing medical and/or health care services
- ☐ Corporation NOT providing or billing medical and/or health care services
- ☐ Governmental
- ☐ Nonresident alien
- ☐ Estate or trust
- ☐ Pharmacy (Non-Corp.)
- ☐ Pharmacy/Funeral Home/Cemetery (Corp.)
- ☐ Limited Liability Company (select applicable tax classification)
  - ☐ D = disregarded entity
  - ☐ C = corporation
  - ☐ P = partnership

Signature: _____ **Date:** _____

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

Agenda Item Number

PKBD #1

Tracking Number

CC 2016-50

Agenda Item Summary Memo

Title: Review of Park Rental Policies and Forms

Meeting and Date: City Council – August 23, 2016

Synopsis: See attached memo.

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Tim Evans (Name) Parks and Recreation (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: Yorkville City Council
From: Tim Evans, Director of Parks and Recreation
CC: Bart Olson, City Administrator
Date: August 14, 2016
Subject: Review Park Rental Policies and Forms

Summary

Review of the Park Rental Policies and Forms.

Background

In 2012, the Park Board and City Council approved the current park rental policies and forms. With the recently approved non-smoking policy being added, staff felt it was a good time to review the entire document.

Staff has added and proposes the following recommendations:

1) Add the Non-Smoking Policy.
2) Update the Parks and Playgrounds List.
3) Add Lightning Detector Information.

Recommendation

Staff is seeking City Council approval of the Park Board recommendation of the attached updated Parks Rental Policies and Forms.

Resolution No. 2016-_____

RESOLUTION APPROVING PARK RENTAL, ATHLETIC FIELD & TOURNAMENT RESERVATION APPLICATIONS AND POLICIES

WHEREAS, the United City of Yorkville (the "City") is a duly organized and validly existing non home-rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

WHEREAS, the City Council of the United City of Yorkville has considered and discussed the importance of updating the Park Rental and Use Policies and also the Athletic Field Use Policies and Procedures, and

WHEREAS, the text of the United City of Yorkville Park and Recreation Department Park Rental, Athletic Field & Tournament Reservation Applications and Policies the City Council now desires to adopt is set forth on the attached Exhibit "A" which is incorporated herein, and

WHEREAS, it has been determined to be in the best interests of the United City of Yorkville to repeal the previous Park Rental and Use Policies and also to repeal the previous Athletic Field Use Policies and Procedures and to adopt a new policy titled *Park Rental, Athletic Field & Tournament Reservation Applications and Policies* in the form attached hereto in Exhibit "A".

NOW, THEREFORE, BE IT RESOLVED by the City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1: That the *Park Rental, Athletic Field & Tournament Reservation Applications and Policies*, attached hereto as Exhibit A and made a part hereof by reference, is hereby approved.

Section 2: This Resolution shall be in full force and effect upon its passage and approval as provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this ____ day of _____, 2016.

_____

CITY CLERK

CARLO COLOSIMO	_____	KEN KOCH	_____
JACKIE MILSCHEWSKI	_____	LARRY KOT	_____
CHRIS FUNKHOUSER	_____	JOEL FRIEDERS	_____
DIANE TEELING	_____	SEAVER TARULIS	_____

Approved by me, as Mayor of the United City of Yorkville, Kendall County, Illinois, this ____ day of _____, 2016.

_____
MAYOR

UNITED CITY OF YORKVILLE
PARK AND RECREATION DEPARTMENT
PARK RENTAL AND USE POLICY

Park Board approved
City Council approved

TABLE OF CONTENTS **Page**

Reservation information and policy	2
Rental categories	2
Use priorities	3
Request for parks and park amenities reservation	3
Who must complete a park reservation?	4
Permissible uses for reservations	4
Large-groups	5
Reservation fees and categories	6-7
Special use information	8
General policies and procedures for use	9-11
Lighting detector information	12-13
Park site locations and amenities available	14-17
Bicentennial riverfront park information	18
Application for Park and Park Amenity Reservation	19
Athletic field and tournament reservation policy and application	20-28

UNITED CITY OF YORKVILLE
PARK AND RECREATION DEPARTMENT
PARK RENTAL AND USE POLICY

The Park Rental and Use Policy of the United City of Yorkville has been established to provide a systematic method by which Parks and park amenities (Shelters, Gazebos and other amenities) may be reserved by the residents of the community. A reservation is **not** required for park use for occasional play. Multiple activities or special use (which includes use by a resident or groups, multiple days, or week play for a designated area) a permit is required and will guarantee use for the dates and times specified on the permit. All United City of Yorkville Playground Areas shall remain open for public access and public pathways located within any United City of Yorkville Park shall remain open to the public at all times. Occasionally parks may be excluded from the reservation availability.

Objective

- To provide maximum utilization of parks through centralized scheduling
- To provide an impartial distribution of park amenities, shelters or gazebo to the various community groups who wish to reserve.
- To plan cooperatively with other community agencies to enhance individual and group recreational needs.
- To provide recreational activities which take into consideration the needs of the community.
- To provide the best possible maintenance of the parks using available manpower and monetary resources.

RENTAL CATEGORIES

Category A Government and non-profit organization which are located within the United City of Yorkville.

Category B Private groups and individuals which are comprised of predominately (at least 80%) United City of Yorkville residents.

Category C Business or corporations which are located within the United City of Yorkville boundaries.

Category D Governmental and non-profit organizations which are located outside the United City of Yorkville boundaries.

Category E Private groups and individuals who do not fall into the predominately resident classification (Category B).

Category F Business or corporations which are located outside of the United City of Yorkville boundaries

Use Priorities

When scheduling use or reservation of a park, or park amenities, the following priorities shall be established:

1. United City of Yorkville Park and Recreation sponsored programs
2. Yorkville School District
3. Groups, organization or other community bodies that have approved cooperative agreements with the United City of Yorkville.
4. Privately sponsored programs within the city limits.
5. Private groups or individuals outside the city limits, requesting use of a park on a single or multiple dates.
6. Other

- Residents groups (groups with 80% or more United City of Yorkville residents) shall be given priority over non-resident groups. The 80% residency requirement shall be calculated based on the total number of people who will be in attendance.

- Parks and Park amenities may be used on a drop-in basis by any group or individual without a reservation on a first come first serve basis. Drop-in use is limited to 2 hours and does not include any organized or reserved use. Groups or individuals with an approved reservation or permit and City programs will have priority use.

- In case of inclement weather, the United City of Yorkville Park and Recreation Department shall make the final decision regarding use of the park or park amenities.

Request for Parks and Park Amenities Reservation

Organizations, Groups and individuals desiring to reserve Parks, Park amenities including shelters, gazebos, etc., shall complete the standard application for reservation. **Some parks and activities may be excluded from park reservations as determined by recommendations from the Park Board or staff.** In addition, organizations, groups, and individuals shall be required to submit the following with the application form:

- (For Groups and Organizations) A certificate of insurance – co-naming the United City of Yorkville as an additional insured, Assumption of liability, and Waiver of subrogation
- A signed permit request form with the name and address of the person making the request. In addition, complete information regarding the use of the park or park amenities and acknowledgement / agreement to adhere to the park use policy.
- The Recreation Department may request additional information from the desired individual or groups if it is considered to be in the best interest of the City or necessary to make a decision regarding the use.

Reservation requests shall be approved beginning on the following dates:

Spring Season (March – May)	February 15
Summer Season (June – August)	April 15
Fall Season (September – November)	July 15

WHO MUST COMPLETE A PARK RESERVATION?

Any organization or individual who:

- Wants to reserve a certain area for a specific date and time
- Require special arrangements
- Are planning a special-use activity, such as pitching tents or erecting non-routine apparatuses

PERMISSIBLE USES FOR RESERVATIONS

Any resident, organization or group wishing to reserve a park, or park amenity for use shall have an approved reservation permit prior to publicly advertising the use of the park or location. This includes single use or multiple use requests. Each multiple use request may not exceed more than 3 days. Some activities may be determined to be not appropriate for specific parks due to location, use, or overall function of the park. Requesting party must include all activities or uses of the park when making the request. Priorities will be given to the following uses, in order from most priority to least priority:

A. Block parties
B. Community or organization events (i.e. non fundraising events, and non profit-making)
C. Private events (family reunions, weddings, private parties)
D. Community or organization events (fundraising events)

At the time of application, all special requests must be indicated **in detail** on the reservation form. These include, but are not limited to, bringing in tables and chairs, inflatable amusement equipment, selling concessions (including items to be sold and their prices), selling of miscellaneous items for fund raising or profit, extended park hours use, use of a public address system, admission charges, additional maintenance, use of snow fence, and water or electrical access.

No equipment or permanent signage will be added or installed to the park without the permission of the Park Board, City Council, or designated staff.

No intoxicating liquor or persons under the influence of alcohol or drugs shall be allowed in any City Parks or premises, except that upon approval of the Mayor, Festival/Entertainment events may apply for a City liquor permit to serve beer and/or wine at certain park locations. No persons under the influence of alcohol or drugs shall be allowed in any City park or premises.

Groups using the United City of Yorkville parks, fields, buildings or facilities are responsible for litter control and pick up. Please dispose of all trash and recyclables in the proper containers. Damage or excessive litter may result in a loss of privileges and fees for clean up.

Selling of any items in the parks must be approved through the vendor permitting process.
Adhere to the **GENERAL POLICIES AND PROCEDURES FOR USE OF THE UNITED CITY OF YORKVILLE PARKS, FIELDS AND FACILITIES.** Any violation of these policies can impact the current and future uses of all City Parks, fields and / or facilities. Furthermore, the resident, group or organization assumes all responsibility for the repair or replacement of damage as a result of misuse of the park, equipment or park amenities.

LARGE-GROUP POLICY

Groups with more than 100 members make a serious impact on the parks. As a part of confirming the reservation for use the Police will be consulted regarding potential impacts to the Parks and City public safety. Community parks/ areas available for large private groups include Beecher, Bridge and Riverfront Parks. Unless otherwise approved by the Park and Recreation Department, parking must remain within designated areas.

Fees will be set based on direct costs incurred and post event repairs and clean-up and number of participants by the Park and Recreation Department. Fees will be estimated in advance by the appropriate staff. Large group events may be subject to additional fees for public safety/police and /or traffic control and the rental of portable toilets.

PARK, GAZEBO, SHELTER RESERVATION FEES

A. Establishment

The Board shall annually (based on fiscal year) recommend fees for the reserved use of Park, Gazebo, Shelter based on the premise that fees charged shall be used to partially offset the cost of maintaining and upgrading the City's Parks and amenities. Fees shall be established in the following categories:

1. Gazebo single use
2. Large and small shelter single use
3. Park single use (non athletic fields)
4. Gazebo multiple use
5. Shelter multiple uses
6. Park multiple use (non athletic fields)
7. Resident, non-resident and commercial use fees
8. Special use (including fundraising, educational and religious)
9. Festival/Entertainment use

B. Resident vs Non-Resident Users

To qualify for resident fees a group shall consist of 80% or more residents of the United City of Yorkville, City boundaries. The 80% residency requirement shall be calculated based on the total number of individuals using the park. Residency shall be determined based on the home address of the individuals as opposed to the business address or the address of other family members. The Recreation Department may waive the residency requirement if it is considered in the best interest of the City.

C. Commercial Users

Any group reserving park or park amenity for profit making purposes shall be charged the commercial fee.

D. Waiver of Fees

The United City of Yorkville may waive fees to schools, private groups or organization in exchange of services or agreed upon arrangements. Waiver of fees must be approved by the Park Board.

E. Payment of Fees

Groups reserving a park or park amenity shall provide a $100.00 security deposit to guarantee the reservation for gatherings with an expected attendance of 100 persons or less; a $500 security deposit for gatherings with an expected attendance between 100 and 500 persons; a $1,000 security deposit for gatherings with an expected attendance over 500 persons. Groups or individuals reserving parks or park amenities on a single or multiple use bases shall be required to pay the established fee at least one week prior to the date reserved. A permit shall be issued upon payment of the fee.

Payment of fees shall be made at the Yorkville Park and Recreation Department Offices.

If a park or park amenity is damaged due to improper use by the group or individual and requires more than normal maintenance and/or repair to be restored to its original condition, the group or individual shall be charged the amount necessary to cover the cost of the required maintenance and /or repair.

F. Refund of Fees

A refund of a park or park amenity reservation fee may be granted for the following reasons:

1) If the United City of Yorkville Park and Recreation Department staff feels that the park is in an unusable condition.
2) If the group or individual provides written notification of cancellation to the Department at least one week prior to the date reserved.

RESERVATION FEES

Attached fee schedule. The fee schedule will be reviewed and adjusted annually based on fiscal expenses. Fees charged shall be used to partially offset the cost of maintaining and upgrading the City's Parks. All fees are subject to change without notice.

PARKS RENTAL AND USE POLICY
RESERVATION FEES

The fee schedule will be reviewed and adjusted annually based on fiscal expenses. Fees charged shall be used to partially offset the cost of maintaining and upgrading the City's Parks and amenities. All fees are subjected to change without notice.

Category A Government and non-profit organizations which are located within the United City of Yorkville.
Category B Private groups and individuals which are comprised of predominately (at least 80%) United City of Yorkville residents.
Category C Business or corporations which are located within the United City of Yorkville boundaries.
Category D Governmental and non-profit organizations which are located **outside** the United City of Yorkville boundaries.
Category E Private groups and individuals who do not fall into the predominately resident classification (Category B).
Category F Business or corporations which are located **outside** of the United City of Yorkville boundaries.

	Category A				Category B			
	Small Shelter	Large group shelter	Gazebo	Park	Small Shelter	Large group shelter	Gazebo	Park
0-2 hours	10.00	50.00	35.00	20.00	10.00	50.00	35.00	20.00
2-4 hours	15.00	65.00	40.00	25.00	15.00	65.00	40.00	25.00
4-6 hours	20.00	80.00	55.00	30.00	20.00	80.00	55.00	30.00
6-8 hours	25.00	100.00	75.00	40.00	25.00	100.00	75.00	40.00

	Category C				**Category D**			
	Small Shelter	Large group shelter	Gazebo	Park	Small Shelter	Large group shelter	Gazebo	Park
0-2 hours	15.00	65.00	40.00	25.00	20.00	80.00	45.00	30.00
2-4 hours	20.00	80.00	45.00	30.00	25.00	95.00	50.00	35.00
4-6 hours	30.00	100.00	65.00	40.00	35.00	125.00	65.00	45.00
6-8 hours	45.00	125.00	90.00	55.00	50.00	150.00	80.00	65.00

	Category E				Category F			
	Small Shelter	Large group shelter	Gazebo	Park	Small Shelter	Large group shelter	Gazebo	Park
0-2 hours	20.00	80.00	45.00	30.00	30.00	90.00	55.00	45.00
2-4 hours	25.00	95.00	50.00	35.00	35.00	125.00	60.00	50.00
4-6 hours	35.00	125.00	65.00	45.00	45.00	150.00	80.00	65.00
6-8 hours	50.00	150.00	80.00	65.00	65.00	175.00	95.00	80.00

Key Deposit: $25.00 residents $35.00 non-residents

SPECIAL USE
Water or electrical access when available $20.00 additional. Must supply your own extension cords.

Please reference the concession stand / vendor operation policy for special use request.

FESTIVAL / ENTERTAINMENT EVENTS
Festival / Entertainment events that have the potential of drawing more than 500 people shall be subject to a $1,500.00 park rental fee to offset costs resulting from the impact of a large public attendance in a park.

Festival / Entertainment events that have the potential of drawing more than 500 people to large community parks such as Beecher in which a liquor permit is issued for beer and/or wine will be required to pay a flat rate or percentage of gross profits to the City which will be determined prior to City approval of the event.

Festival / Entertainment events are subject to security requirements and the cost thereof as determined by City of Yorkville Police Department guidelines. Organizers must contact the Yorkville Police Department separately to make arrangements.

GENERAL POLICIES AND PROCEDURES FOR USE OF THE UNITED CITY OF YORKVILLE PARKS, FIELDS, OPEN SPACE AND FACILITIES:

1. No equipment or permanent signage will be added or installed to the park without the permission of the United City of Yorkville Park and Recreation Department.

2. No ball hitting or pitching into fences or dugouts is allowed.

3. Each party will report any damage, accidents and or maintenance concerns to the park and recreation department immediately.

4. Coordination of work involving the park department staff or use of the equipment will generally require a two-week notice, for scheduling purposes. All requests for park staff must be approved by the Department Head.

5. Only approved maintenance vehicles are allowed on grass. Vehicles are not allowed in other areas of the parks, trails, or walkways or grass areas.

6. All requests for use of fields, or park(s) for organized play or private events must be in writing.

7. Each group must complete a checklist ensuring that the fields are in acceptable condition after their scheduled use. This form must be turned into the Park and Recreation Department at the end of the schedule use identifying the group's maintenance obligation.

8. Due to the scheduling or early setups for the other functions, all groups and organizations are requested to use only the area, field, or park that has been assigned to them.

9. No group may meet in the United City of Yorkville parks that practices discrimination in any manner, or partisan political activities of any kind. Non-partisan public meetings and information forums are permitted.

10. No intoxicating liquor or persons under the influence of alcohol or drugs shall be allowed on the premises, except that upon approval of the Mayor, Festival/Entertainment events may apply for a City liquor permit to serve beer and/or wine at certain park locations. Failure to follow this rule will result in forfeit of deposit, assessed damage fees and privileges immediately. Recreation and Park Department staff as well as the Yorkville Police Department may be patrolling and monitoring the event at the discretion of the United City of Yorkville staff.

11. Smoking will be prohibited at all City of Yorkville parks property, which includes but not limited to parks, athletic fields, bleachers, hard court play surfaces, playgrounds, and shelters, unless specifically exempted by the Park Board and/or Director, such as for special events and adult softball league. "Smoke" or "smoking" means the carrying, smoking, burning, inhaling or exhaling of any kind of lighted pipe, cigar, cigarette, tobacco, e-cigarettes or other smoking materials and/or equipment.

12. Groups using the United City of Yorkville parks, fields, buildings or facilities are responsible for litter control and pick up. The park should be left in equal or better condition that it was found. Please dispose of all trash and recyclables in the proper containers. Damage or excessive litter may result in a loss of privileges and fees for clean up.

13. Groups may not use the fields or parks when the weather conditions are dangerous or when the field conditions are not acceptable. All groups must adhere to the inclement weather practice for field conditions; (no standing water, saturated turf conditions, or times when safety is a concern).

14. Groups must adhere to all city ordinances, policies and procedures when using the facilities, parks and fields. (Sign ordinance, Building rental policies, Lightning Prediction Policy, and weather warning alarm system, and any other city guidelines that pertain to the use of City Owned property).

15. No parking on sidewalks or grass areas in or surrounding the parks.

16. No grilling or open flames in the parks.

17. All United City of Yorkville Playground Areas shall remain open for public access and public pathways located within any United City of Yorkville Park shall remain open to the public at all times.

18. All animals must adhere to the leash control ordinance. Petting zoos for one day special events are permitted in specific parks as determined by the Park and Recreation staff, Park Board or City Council. Health codes, permits and licenses are required.

19. Ice skating, ice fishing, sledding, or other winter activities are limited to parks or locations where permissible and indicated by signage.

20. Portable tents with or without stakes or semi-permit shelters or structures are permitted in approved park locations only.

21. Some parks are restricted from tent use due to the size, availability to the surrounding residents and restricted appropriate use.

22. Groups desiring additional tables and chairs beyond what is already available must arrange for their own tables and chairs.

23. All groups reserving a park, shelter, gazebo or amenity must have an authorized representative 21 years or older, sign a waiver and release form, which includes a hold-harmless clause and an agreement to be responsible for cleanup and possible damages. The representative also must remain on-site during the rental use.

24. No vendors are allowed on City owned land or locations except when they are sponsored by an event that has been issued a permit by the United City of Yorkville Park and Recreation Department.

25. Activities including sound amplification should not unreasonably interfere in any way with other park users or adjacent property owners. Amplification and special lighting are allowed only if a permit is issued at the time of the reservation request.

26. When portable bathrooms are needed, the user must make arrangements to obtain and remove them from the park no later than 3:00 pm the day after the event.

27. Unauthorized use of pyrotechnics and fireworks are not allowed on park property.

28. Some parks and activities may be excluded from park reservations as determined by recommendations for the Park Board or staff.

ATTENTION

THIS PARK IS EQUIPPED WITH A LIGHTNING DETECTION SYSTEM

IF SIREN SOUNDS (SOLID TONE)
& STROBE LIGHT IS ON
——— TAKE SHELTER ———

STROBE LIGHT REMAINS ON DURING LIGHTNING DETECTION

WHEN SIREN SOUNDS THREE FIVE-SECOND INTERMITTENT BLASTS AND THE STROBE LIGHT IS OFF
———IT IS SAFE TO RETURN———

THIS SYSTEM IS NOT ABSOLUTE PROTECTION
USE COMMON SENSE

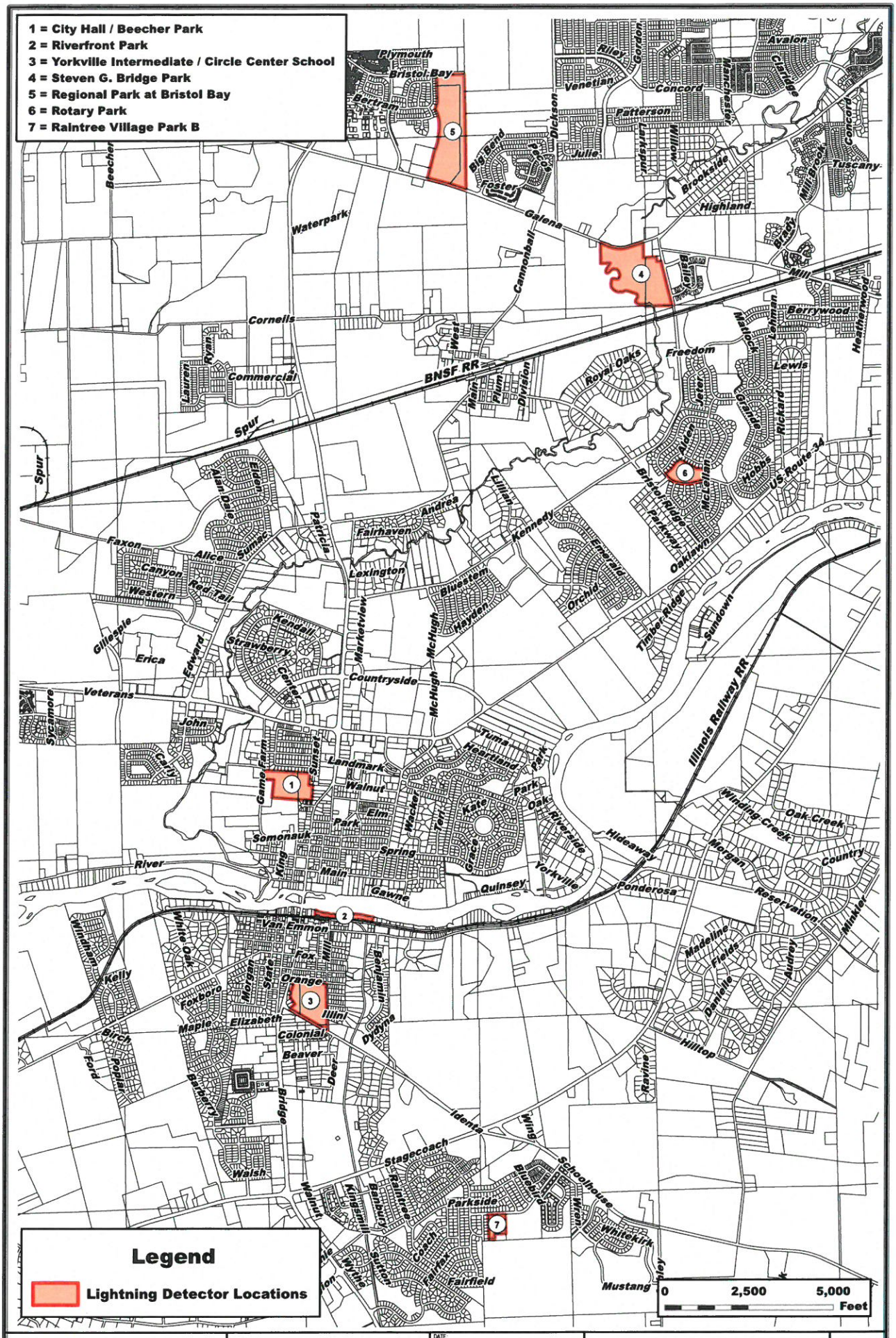
SEEK SHELTER IMMEDIATELY IF:

YOU HEAR ONE LONG SIREN

YOUR HEAR THUNDER (REGARDLESS OF SIREN)

YOU SEE LIGHTNING (REGARDLESS OF SIREN)

YOU SEE THE STROBE LIGHT ON WHEN ARRIVING TO THE PARK



Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 (630) 466-6700 / www.eeiweb.com	United City of Yorkville 800 Game Farm Road Yorkville, IL 60560 (630) 553-4350 http://www.yorkville.il.us	DATE: JULY 2014 PROJECT NO.: YO1433 PATH: H:/GIS/PUBLIC/YORKVILLE/2014/ FILE: YO1433_LOCATION.MXD	LIGHTING DETECTOR MAP UNITED CITY OF YORKVILLE KENDALL COUNTY, ILLINOIS

UNITED CITY OF YORKVILLE PARKS AND RECREATION DEPARTMENT

PARK SITES AND AMENITIES AVAILABLE FOR RESERVATIONS

Some parks are restricted from exclusive reservations due to the size, availability to the surrounding residents and restricted appropriate use. The park use availability will be reviewed and adjusted annually based on available parks or designs. Individual parks or amenities available for reservation are subjected to changing without notice based on Park Board and City Council direction.

PARK AMENITIES AND INFORMATION

1. Purcell Park (325 Fairhaven Dr)

Attractions: Playground, Picnic Area

2. Fox Hill East Park (1474 Sycamore Rd)

Attractions: Baseball Field, Basketball Court, Soccer Field, Playground, Picnic Area

3. Fox Hill West Park (1711 John St)

Attractions: Baseball Field, Disc Golf, Trails, Natural Areas, Open Space

4. Hiding Spot Park (307 Park & Freemont)

Theme: Music

Attractions: Bocce Ball, Playground, Picnic Area, Sand, Shelter, Wheelchair Accessible

5. Emily Sleezer Park (837 Homestead Dr)

Attractions: Basketball Court, Playground, Picnic Area, Trails

6. Town Square Park (301 N. Bridge)

Attractions: Picnic Area, Port-o-lets, Gazebo

7. Beecher Park (901 Game Farm Rd)

Attractions: Baseball Fields, Concession with restrooms, Football Field, Playground, Picnic Area, Port-o-lets , Sand, Soccer Field, Open Space

8. Van Emmon Park (374 E. Van Emmon Rd)

Attractions: Baseball Field, Open Space

9. Price Park (525 Burning Bush Dr)

Attractions: Basketball Court, Fishing, Playground, Picnic Area, Sand

10. Riverfront Park (201 E. Hydraulic Ave)
Attractions: Canoe Access, Fishing, Picnic Area, Port-o-lets, Shelter, Trail

11. Kiwanis Park (1809 Country Hills Dr)
Theme: Fort
Attractions: Basketball Court, Playground, Picnic Area, Sand, Shelter, Trail, Wheelchair Accessible, Open Space

12. Rice Park (545 Poplar Dr)
Theme: Transportation
Attractions: Funnelball, Playground, Picnic Area, Sand, Shelter, Trail

13. West Hydraulic Park (West Hydraulic Ave)
Attractions: Natural Areas, Picnic Area

14. Rivers Edge Park (974 Stony Creek Ln)
Attractions: Open Space

15. Crawford Park (201 Windham Circle)
Attractions: Natural Areas, Trails

16. Sunflower Park (1765 Walsh Dr)
Theme: Farm
Attractions: Basketball Court, Playground, Picnic Area, Sand, Shelter, Open Space

17. Cannonball Ridge Park (2087 Northland Ln)
Theme: Civil War
Attractions: Basketball Court, Playground, Picnic Area, Shelter, Skateboard Elements

18. Gilbert Park (703 Adrian St)
Theme: Tree House
Attractions: Playground

19. Rotary Park (2775 Grande Trail)
Theme: High Adventure
Attractions: Baseball Field, Playground, Picnic Area, Shelter, Skateboard Elements, Trails

20. Bristol Station Park (2753 Alan Dale Ln)
Theme: Train
Attractions: Baseball Field, BMX Track, Playground, Picnic Area, Shelter, Trails, Open Space, Wheelchair Accessible

21. Jr. Women's Club Park (1267 Taus Circle)
Theme: Space
Attractions: Basketball Court, Playground, Picnic Area, Sand, Shelter, Skateboard Elements, Trails, Open Space

22. Jaycee Pond (410 W. Center St) Attractions: Fishing, Natural Areas, Picnic Areas

23. Cobb Park (109 Colonial Parkway)
Theme: American Gladiator
Attractions: Playground, Picnic Area

24. Raintree Village Park A (524 Parkside Ln)
Theme: Dinosaur
Attractions: Playground, Picnic Area, Sand, Trails

25. Steven G. Bridge Park (3651 Kennedy Rd)
Theme: Baseball
Attractions: Baseball Fields, Concessions, Playground, Picnic Area, Restrooms, Shelter

26. Stepping Stones Park (3152 Grande Trail)
Theme: School
Attractions: Playground, Picnic Area, Shelter, Soccer Field, Wheelchair Accessible

27. Wheaton Woods (205 Wheaton Ave)
Attractions: Natural Areas, Picnic Area, Shelter

28. Green's Filling Station Park (2736 Autumn Creek Blvd.)
Theme: Transportation
Attractions: Playground, Picnic Area, Shelter, Skateboard Elements, Sled Hill, Trails, Open Space

29. Riemenschneider Park (600 Hayden Dr)
Theme: Firefighter
Attractions: Baseball Field, Playground, Picnic Area, Shelter, Trail, Spray Park, Open Space

30. Bristol Bay Park A (4552 Rosenwinkel St)
Theme: Circus
Attractions: Playground, Shelter

31. Bristol Bay 65 (Bristol Bay Dr)
Attractions: Baseball Field, Soccer Fields, Open Space

32. Raintree Village Park B
(872 Prairie Crossing Dr) Theme: Castle
Attractions: Playground, Picnic Area, Shelter, Sled Hill, Tennis Courts, Trail, Wheelchair Accessible

33. Clark Park (106 E. Main St)
Attractions: Fishing, Natural Areas

34. Grande Reserve Park A (3972 Tuscany Trl)
Attractions: Basketball Court, Open Space

35. Grande Reserve Park B (2272 Beresford Dr)
Theme: Castle: Playground is open. Attractions to be constructed: Tetherball and Trail

BICENTENNIAL RIVERFRONT PARK USE

Background and purpose

The Riverfront Park Use Policy of the United City of Yorkville has been established to provide rules and regulations associated with the use of Riverfront Park by park users, vendors, and groups wishing to rent the facilities within the Park. Riverfront Park has its own unique rules and regulations because of its unique features and its large amount of visitors. A reservation is not required for occasional play, nor for use of the whitewater course and dam bypass. **All use of the whitewater course and dam bypass is governed by the signage on the property and in the water, and by boating and water regulations put forth by the State of Illinois.** Multiple activities or special uses, including by a resident or groups on multiple days or weekly play for a designated area, require a rental permit. This rental permit will guarantee use for the dates and times specified on the permit. All United City of Yorkville playground areas shall remain open for public access and public pathways located within the park shall remain open to the public at all times.

Bicentennial Riverfront Park Amenities

Five (5) acres of open play space
- This includes space south of the walking path on the riverbank

Three (3) acres of wooded area
Water fountain
Medium sized shelter
Port-o-lets available

Bicentennial Riverfront Park Use rules and regulations (in addition to all other park use rules and regulations)

1) No equipment or permanent signage will be added or installed in the park without the permission of the Park Board, City Council or designated staff.
2) No intoxicating liquor or persons under the influence of alcohol or drugs shall be allowed within Riverfront Park or the immediate premises, except that upon approval of the Mayor, Festival/Entertainment events may apply for a City liquor permit to serve beer and/or wine.
3) Users are responsible for litter control and pick up. Please dispose of all trash and recyclables in the proper containers. Damage of the park facilities or excessive litter may result in a loss of privileges and fees for clean up.
4) Vendors in the park must have a Park vendor license, and all other appropriate licenses. Additional licenses may be required by the City of Yorkville, Kendall County, and/or State of Illinois.
5) Users, renters, and vendors must adhere to all applicable park use policies and procedures put forth by the City of Yorkville.
6) Large groups
    a. Groups with more than 100 members make a serious impact on the parks. As a part of confirming the reservation for use the Police will be consulted regarding potential impacts to the Parks and City public safety. Fees will be set based on direct costs incurred and post event repairs and clean-up and number of participants by the Park and Recreation Department. Fees will be estimated in advance by the appropriate staff. Large group events may be subject to additional fees for public safety/police and /or traffic control and the rental of portable toilets.
7) Park hours – dawn until 10pm

STANDARD APPLICATION FOR PARK AND PARK AMENITY RESERVATION
UNITED CITY OF YORKVILLE PARK AND RECREATION DEPARTMENT

Reservation requests shall be approved beginning on the following dates:

Spring Season (March – May)	**February 15**
Summer Season (June – August)	**April 15**
Fall Season (September – November)	**July 15**

Please indicate type of Group requesting use by circling the appropriate category:

Category A Government and non-profit organization which are located within the United City of Yorkville.
Category B Private groups and individuals which are comprised of predominately (at least 80%) United City of Yorkville residents.
Category C Business or corporations which are located within the United City of Yorkville boundaries.
Category D Governmental and non-profit organizations which are located outside the United City of Yorkville boundaries.
Category E Private groups and individuals who do not fall into the predominately resident classification (Category B).
Category F Business or corporations which are located outside of the United City of Yorkville boundaries.

Group or Individual Name:_____

Contact Person: _____ Address: _____

Home Phone: _____ Work Phone: _____Email:_____

LOCATION REQUESTED: _____

DATE(s) / TIME(s) REQUESTED: _____

PURPOSE _____

Special Use requests (concessions, water, electrical, other).____

Expected attendance or visitors to your event. _____ (Please note: Public Safety may require additional Police present pending the type of event and attendance. This may result in an additional fee assessed to the group for this service).

Will you be selling any products, food, or miscellaneous items? Yes (please explain):_____ No _____
Concession Stand, Merchant License Applications Needed: Yes / No Health Department Permit Needed: Yes / No

Security deposits will be forfeited if the park, shelter or gazebo is not restored to the original state, all litter removed, OR if damage occurs as a result of misuse or abuse to the United City of Yorkville Park and Recreation equipment or property. Please dispose of all trash and recyclables in the proper containers.

Inspections will be completed following your event by a United City of Yorkville Park and Recreation Department Staff. Individuals may be assessed additional charges for extending times past the scheduled reservation. **I have read and agree to follow and abide to the rules and regulations set forth by the United City of Yorkville.**

Signed _____Date:_____

In order complete the request, the following documents must be forwarded to the Recreation Department:
(Groups or Organizations) - A certificate of insurance co-naming the United City of Yorkville as an additional insured, Assumption of liability, and Waiver of subrogation.

OFFICIAL USE

Addition information requested _____
Reservation Amount _____ Deposit amount ($100)_____
Date of Request _____ Date Received _____
Staff initials _____ Approved / Denied _____
Refund Requested_____ Location Assigned _____

UNITED CITY OF YORKVILLE PARKS AND RECREATION DEPARTMENT
ATHLETIC FIELD & TOURNAMENT RESERVATION POLICY

Athletic Field Policy

The Athletic Field Reservation policy of the United City of Yorkville has been established to provide a systematic method by which athletic fields (baseball, softball and soccer) may be reserved by the residents of the community. A reservation is not required for athletic field use for occasional play or pick up games. For league play (which includes multiple days, or week play for both games and practices) a permit is required and will guarantee use for the dates and times specified on the permit.

Objectives

- To provide maximum utilization of athletic fields through centralized scheduling
- To provide an impartial distribution of athletic fields to the various community groups who wish to reserve fields
- To plan cooperatively with other community agencies to enhance individual and group recreational needs
- To provide recreational activities which take into consideration the needs of the community
- To provide the best possible maintenance of athletic fields using available manpower and monetary resources

Rental Categories

Category A Government and non-profit organizations whose participants are comprised 100% of United City of Yorkville residents
Category B Private groups and individuals which are comprised of at least 80% United City of Yorkville residents.
Category C Business or corporations which are located within the United City of Yorkville boundaries.
Category D Governmental, non-profit organizations, businesses, corporations, and private groups which are located outside the United City of Yorkville boundaries.

Athletic Field Use Priorities

When scheduling reserved use of athletic fields, the following priorities shall be established:
1. United City of Yorkville Park and Recreation sponsored programs
2. Yorkville School District
3. Youth Leagues that have approved cooperative agreements with the City of Yorkville.

a. League agreements considered in-house (i.e. primarily Yorkville residents playing games against other Yorkville residents) will be given first priority.

b. In the event there are multiple in-house agreements approved by the City, priority for field use shall be given to the agreement with more Yorkville residents as participants. Total field usage between competing in-house agreements shall be proportional to the total amount of Yorkville residents served by each agreement.

c. League agreements considered travel (i.e. primarily Yorkville residents playing games against other area leagues, groups, or organizations) will be given second priority.

4. Other athletic programs within the community requesting to reserve an athletic field(s) on a seasonal basis.
5. Private groups or individuals requesting to reserve an athletic field(s) on a single or multiple dates.
6. Other

Athletic fields may be used on a drop-in basis by any group or individual without a reservation on a first come first serve basis. Drop-in use is limited to 2 hours and *does not* include any organized league games. Groups or individuals with an approved reservation or permit and City programs will have priority use.

In case of inclement weather, the United City of Yorkville Park and Recreation Department shall make the final decision regarding playability of all fields.

Request for Athletic Field Reservation
Organizations, groups and individuals desiring to reserve athletic fields shall complete the standard application for athletic field reservation. In addition, organizations, groups, and individuals shall be required to submit the following with the application form:

- A certificate of insurance – co-naming the United City of Yorkville as an additional insured, Assumption of liability, and Waiver of subrogation.
- The team roster(s) with addresses and signed waiver forms from each player or guardian.
- The Recreation Department may request additional information from the desired individual or groups if it is considered to be in the best interest of the City or necessary to make a decision regarding the use of a field.
- Deposit $100.00 per field, $150.00 per field with lights.

Reservation requests shall be received, beginning on the following dates:
Spring Season (March – May) March 1st
Summer Season (June – August) April 15th
Fall Season (September – November) July 15th
Tournament Schedule - beginning Sept. 1st

Holiday Maintenance Schedule
It will be at the discretion of the Superintendent of Parks on a case by case basis as to the availability of field preparation on a holiday or holiday weekend.

ATHLETIC FIELD RESERVATION FEES

A. Establishment

The Park Board shall annually (based on fiscal year) recommend fees for the reserved use of athletic fields based on the premise that fees charged shall be used to partially offset the cost of maintaining and upgrading the city's athletic fields. Fees shall be established in the following categories:

1. Soccer Fields and football fields
2. Baseball and softball fields, daylight use
3. Baseball and softball fields, night use with lights
4. Resident, non-resident and commercial use fees
5. Single or multiple and seasonal use fees
6. Tournament use
7. Special use

B. Resident / Non-Resident Users

To qualify for resident fees a group shall consist of 80% or more residents of the United City of Yorkville, City boundaries. The 80% residency requirement shall be calculated based on the total number of players using the field, not just on the group requesting use of the field. Residency shall be determined based on the home address of the individuals as opposed to the business address or the address of other family members. The Parks and Recreation Department may waive the residency requirement if it is considered to be in the best interest of the City.

C. Commercial Users

Any group reserving an athletic field for profit making purposes shall be charged the commercial fee.

D. Waiver of Fees to School District, private school groups, or youth organizations

Public and parochial schools that provide school facilities to the City of Yorkville at no charge shall have free reserved use of City athletic fields. These schools shall provide their own set-up of athletic fields including, but not limited to, lining, base set-up and hand raking. Should these schools wish to reserve an athletic field at night with lights, the established lighting costs shall be paid by the school. The Parks and Recreation Department may give consideration to the waiver or partial waiver of fees for youth organizations who are party to a cooperative agreement with the City.

E. Payment of Fees

Groups reserving an athletic field on a seasonal basis shall be billed by the Parks and Recreation Department with payment expected according to the following schedule: one half by the first usage date, and one half by the midpoint of the season. At the end of the season, adjustments will be made and either an additional billing or a refund of fees paid in excess will occur, whichever is necessary.

A 20% deposit shall be required to guarantee the reservation. Groups or individuals reserving athletic fields on a single or multiple use basis, shall be required to pay the established fee at least two weeks prior to the date reserved. A permit shall be issued upon payment of the fee. Payment of fees shall be made at the Parks and Recreation Department Administration Office 201 W. Hydraulic Ave.

F. Security Deposit
A security deposit will be required per event, tournament or program. The amount will be $100 per day (no lights) or $150 per day (with lights), to a maximum of $500. The deposit may be forfeited for incidents such as, but not limited to, those described below:

If an athletic field is damaged due to improper use by the group or individual and requires more than normal maintenance and/or repair to be restored to its original condition, the group or individual shall be charged the amount necessary to cover the cost of the required maintenance and/or repair. If the security deposit does not cover the cost of the damage, an additional charge will be assessed.

- The need for excess clean-up above and beyond normal use.
- Unauthorized or inappropriate use of lights.

Barring an incident warranting the forfeiture of part or all of the security deposit, a full refund of the security deposit shall be paid within thirty (30) days following the event, program or league.

ATHLETIC FIELD RESERVATION POLICY & ATHLETIC FIELD RESERVATION FEES
The fee schedule will be reviewed and adjusted annually based fiscal expenses. Fees charged shall be used to partially offset the cost of maintaining and upgrading the City's athletic fields. All fees are subjected to changing without notice.

Category A Government and non-profit organizations whose participants are comprised 100% of United City of Yorkville residents
Category B Private groups and individuals which are comprised of at least 80% United City of Yorkville residents.
Category C Business or corporations which are located within the United City of Yorkville boundaries.
Category D Governmental, non-profit organizations, businesses, corporations, and private groups which are located outside the United City of Yorkville boundaries.

A. Daily Fees (per field use)

	Ctg A	Ctg B	Ctg C	Ctg D
0-2 hours	$20	$25	$30	$40
2-4 hours	$25	$30	$35	$50
4-6 hours	$30	$40	$50	$60
6-8 hours	$35	$45	$55	$70

Fees are based on a "per field basis" without usage of lights.

B. Preparation of Fields Fee
Baseball / softball field prep – includes bases, fine dragging and lining (one prep per day).
Weekday $35.00 per day per field
Weekend $45.00 per day per field
Soccer field prep - includes nets, lining of the field
Initial Layout Fee ……...$175.00
Weekly Maintenance Fees:
Large Field (100 yds x 70 yards or 80 yds x 50 yds)…….....$100.00
Medium Field (60 yds x 40 yds or 45 yds x 30 yds)…….....$80.00
Small Field (35 yds x 25 yds or 30 yds x 20 yds)…….....$60.00

C. Lights Fees
Weekday or weekend - minimum $45.00 fee for first hour, $30.00 for each additional hour per field

D. Special Use Fees
Water access fee - $20.00
Electrical access fee.- $20.00. Must supply your own extension cords.
Please reference the concession stand / vendor operation policy for special use request and tournaments.

E. Seasonal / Long Term Use Fees
To be determined for each organization and the requests, per Athletic Reservation Fee Schedule.

TOURNAMENT POLICY & TOURNAMENT - ATHLETIC FIELD RESERVATION

Any groups wishing to host a tournament shall have an approved athletic field reservation prior to submitting a bid to host a tournament. Applications for Tournament requests may be submitted beginning Sept. 1st for the general public. The scheduling and approval is on a first come, first serve basis.

Written requests for tournament athletic field reservations and special requests shall be submitted to the Recreation Department according to the deadlines listed below. In addition, certificate of insurance, team rosters and signed waiver forms for each player participant shall be submitted to the Recreation Department at least one week prior to the tournament date. Athletic field reservation requests shall be approved by the Recreation Department. Special tournament and use requests shall be approved by the Park Board.

The group or organization requesting the use of the fields for tournament use is responsible for all participant and players conduct while on the fields, park, surrounding areas including parking lot. All players attending a tournament or other uses of the athletic fields shall adhere to this entire policy and the items listed below. Any violation of these policies can impact the current and future uses of all City fields and / or facilities. Furthermore, the group assumes all responsibility for the repair or replacement of damage as a result of misuse of the field, equipment or park amenities.

A. Guidelines & Fees

Baseball/ Softball Fields @ Bridge Park – Weekend Tournament Fees (Fri. – Sun)
Tournament Rental Fee - $1,200.00 per event.
Includes:

- Bridge Park Fields (3 Fields)
- Rental Time:

- Friday 3:00 pm – 9:45 pm
- Saturday 9:00 am – 9:45 pm

- Sunday 9:00 am – 6:00 pm

- Lights at Bridge Park Fields (available from 6:00 pm to 9:45 pm each night – all play must end by 9:45 pm, no exceptions)
- Fields will be prepared and lined each morning; Friday, Saturday, and Sunday.

A fee of $150.00 will be assessed for play after 6:00 pm on Sundays (lights are available at no additional fee until 9:45 pm. All play must end by 9:45 pm no exceptions).
Games will not start before 9:00 am.
Additional fields may be available for an additional fee ($250.00 per field per weekend).
Additional days may be available for an additional fee.
A. Tournament Schedule or start & ending times and field dimensions, for each day of the tournament, are due by Monday, at 11:00 am, the week of the tournament to ensure the concession stand, field preparation, bathrooms and lights will be staffed.
Any changes to the submitted schedule before or during the Tournament must be approved by the Superintendent of Parks, or the Recreation Manager.

B. Special Use Fees
Water access fee - $20.00
Electrical access fee - $20.00, must supply your own extension cords.
Concession – please see Concession Stand Operation below.

C. Payment of Fees
Groups reserving a weekend tournament must pay the security deposit, 20% of the tournament fees and have an active credit card on file at time of reservation. All tournament fees will be paid in full two months before the tournament dates.

D. Refund of Tournament Fees
A tournament is considered one entity even though it may span multiple days.
To receive a full refund of the tournament package the group or individual must provide written notification of cancellation to the Parks and Recreation Department at least two months prior to the date reserved.
To receive a 50 percent refund of the tournament package the group or individual must provide written notification of cancellation to the Parks and Recreation Department at least ONE MONTH prior to the date reserved.
To receive a fifty percent refund due to possible inclement whether the group or individual must provide written or verbal notification of cancellation to the Parks and Recreation Department by 4:00 pm the day prior to the date reserved.

No credit will be given for unused rain days during tournament play.

No refunds after the reserved day has arrived.

Payment of fees shall be made at the Parks and Recreation Department Administration Office 201 W. Hydraulic Ave.

E. Security Deposit
A security deposit will be required per event, tournament or program. The amount will be $100 per day (no lights) or $150 per day (with lights), to a maximum of $500. The deposit may be forfeited for incidents such as, but not limited to, those described below:
If an athletic field is damaged due to improper use by the group or individual and requires more than normal maintenance and/or repair to be restored to its original condition, the group or individual shall be charged the amount necessary to cover the cost of the required maintenance and/or repair. If the security deposit does not cover the cost of the damage, an additional charge will be assessed.
The need for excess clean-up above and beyond normal use.
Unauthorized or inappropriate use of lights.
Barring an incident warranting the forfeiture of part or all of the security deposit, a full refund of the security deposit shall be paid within thirty (30) days following the event, program or league

F. Special Requests

Any special tournament requests for any variances shall be submitted in writing along with the athletic field reservation request. Special tournament requests shall include, but are not limited to, use of field lights, fundraising activities (i.e. shirts, hats, photos, etc), extended park hours use, use of a public address system, admission charges, additional bleachers, additional field maintenance, use of temporary fencing, and water or electrical access. There will be a $50.00 fee, per booth (tent), for all non-food items to be sold. Organizations that have an approved cooperative field-use agreement with the City are allowed to have two 10'x10' booths or tents on-site each day of the tournament at no-cost. Non-profit organizations that have rented the field are allowed to have two booths or tents at no cost, and must be staffed by members or volunteers for the organization and must be associated with the organization's purpose.

G. Concession Stand Operation

The Yorkville Parks and Recreation Department will have washrooms and a concession stand available for players and spectators for the duration of the tournament. Organizations will be able to sell food products (NO BEVERAGES), for fundraising purposes, that DO NOT coincide with the Concession Stand menu. There will be a fee of $100.00 to sell items for the entire weekend. The $100 fee is waived for non-profit organizations for two booths during tournaments in which the non-profit organization has rented the field, and must be staffed by members or volunteers for the organization. The menu and fee MUST be submitted to the Yorkville Parks and Recreation Department for approval, no later than two weeks before the tournament. Once approved, the Organization is responsible for contacting the Kendall County Health Department and obtaining all necessary permits. NOTE: The Kendall County Health Department has restrictions regarding the sale of meat products. You may contact them at 630-553-9100 for more information. Booth(s), tent(s) location will be determined by staff. Due to liability concerns, only city employees are allowed in Concession Stands.

H.Rain

In the event of rain a representative of the Parks & Recreation Department will determine if the fields are safe for play.No attempt will be made to bring the fields into playable condition. If after one hour fields are still not playable due to rain or inclement weather all play will be canceled for that day. No credit or vouchers will be given

APPLICATION FORMATHLETIC FIELD & TOURNAMENT RESERVATION
UNITED CITY OF YORKVILLE PARKS AND RECREATION DEPARTMENT

Reservation requests shall be approved beginning on the following dates:
Spring Season (March – May) **March 1st**
Summer Season (June – August) **April 15th**
Fall Season (September – November) **July 15th**
Tournament Reservations - begins Sept. 1st

Please indicate type of Group requesting use of athletic field by circling the appropriate category
Category A Government and non-profit organizations whose participants are comprised 100% of United City of Yorkville residents
Category B Private groups and individuals which are comprised of at least 80% United City of Yorkville residents.
Category C Business or corporations which are located within the United City of Yorkville boundaries.
Category D Governmental, non-profit organizations, businesses, corporations, and private groups which are located outside the United City of Yorkville boundaries.

Group or Individual Name _____
Contact Person: _____ Address _____
Home Phone: _____ Work Phone: _____ Email _____
FIELDS, DATE(s) / TIME(s) REQUESTED: _____
_____
_____
_____
Special Use requests (lights, concessions, water, electrical, other).
_____
In order complete the athletic field request, the following documents must be forwarded to the Recreation Department:
1) A certificate of insurance with minimum coverage of $2,000,000 aggregate – co-naming the United City of Yorkville as an additional insured, Assumption of liability, and Waiver of subrogation.
2) The team roster(s) with addresses and signed waiver forms from each player or guardian.
OFFICIAL USE
Addition information requested _____
Reservation Amount _____ Deposit amount _____
Date of Request _____ Date Received _____
Staff Initials _____ Approved / Denied _____
Refund Requested_____ Field(s) Assigned _____

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

Agenda Item Number

PKBD #2

Tracking Number

CC 2016-51

Agenda Item Summary Memo

Title: 131 E. Hydraulic Avenue, Unit C (Ginger & Soul) License Extension Agreement

Meeting and Date: City Council – August 23, 2016

Synopsis: See attached memo.

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Tim Evans (Name) Parks and Recreation (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: Yorkville City Council
From: Tim Evans, Director of Parks and Recreation
CC: Bart Olson, City Administrator
Date: August 14, 2016
Subject: 131 E. Hydraulic Avenue, Unit C, (Ginger & Soul) License Extension Agreement

---

Summary

A review of the 131 E. Hydraulic Avenue, Unit C, (Ginger & Soul) license extension agreement.

Background

In October, 2014, the Park Board and City Council approved a recommendation for a request for proposals (RFP) concerning the 131 E. Hydraulic Ave., Unit C, license property. The RFP was distributed to potential vendors and posted publicly, with proposals due in December, 2014. In April, 2015, the Board and City Council approved a license agreement with Kids That Cook Culinary Classes / Ginger & Soul Catering and Events.

With Ginger & Soul's current license agreement expiring on September 30, 2016, Ginger & Soul is seeking to extend the license agreement for one (1) year. Attached is the license extension agreement.

Recommendation

Additional analysis will be presented verbally at the meeting. Staff seeks City Council approval of the Park Board recommendation of the one (1) year license extension agreement with Kids That Cook Culinary Classes / Ginger & Soul Catering and Events for the 131 E. Hydraulic Ave., Unit C, license property.

License Extension Agreement

(131 E. Hydraulic Avenue, Unit C)

This License Extension Agreement is made and entered into this ____ day of _____, 2016, by and between the United City of Yorkville, an Illinois municipal corporation ("City") and Ginger and Soul, Inc., an Illinois corporation, doing business as Ginger and Soul Catering and Events ("Tenant").

Witnesseth:

Whereas, the City entered into a *License Agreement* with Tenant on _____, 2015 by Ordinance No. 2015-__ to operate its business on the premises owned by the City at Riverfront Park, 131 East Hydraulic Avenue, Unit C, in the City; and

Whereas, the *License Agreement* in Section 6 provided for an initial term of 17 months with an option to renew for an additional two (2) years with terms and conditions as mutually agreeable to the parties; and,

Whereas, Tenant has requested to extend the License pursuant to the *License Agreement* for a term of one (1) year; and,

Whereas, the City and Tenant have decided that it is in their mutual interests to exercise the option to renew for an additional term beginning at the termination of the existing term on September 30, 2016.

Now, therefore, in consideration of the covenants and agreements contained in this License Extension Agreement, the City and Tenant agree as follows;

1. The *License Agreement* for the premise is incorporated by reference and made a part of this License Extension Agreement as though set forth in full.

2. Anything contained in the Agreement to the contrary notwithstanding, the *License Agreement* is hereby further amended as follows:

> A. The term shall be extended for One (1) year, commencing October 1, 2016, and expiring September 30, 2017, unless terminated sooner.

3. Except as modified herein, all terms and conditions of the *License Agreement*, shall remain in full force and effect for the term of this License Extension Agreement, as originally set forth.

In Witness Whereof, the City and Tenant have executed this License Extension Agreement on the day and year first written above.

CITY
United City of Yorkville

_____

By: Tim Evans, Director of Parks and Recreation

TENANT
Ginger and Soul, Inc.

_____

By: Jessica Conover, President

_____

By: Kate McNamara, Secretary

Resolution No. 2016-_____

A RESOLUTION APPROVING A LICENSE EXTENSION AGREEMENT WITH GINGER AND SOUL, INC.
(131 East Hydraulic Avenue, Unit C)

WHEREAS, the United City of Yorkville (the "City") is a duly organized and validly existing non home-rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

WHEREAS, the City entered into a License Agreement with Ginger and Soul, Inc. ("Tenant") for Unit C of 131 East Hydraulic Avenue which contained an option to extend by mutual consent; and,

WHEREAS, Tenant has requested to extend the License pursuant to the License Agreement for a term of one (1) year; and,

WHEREAS, the City and Tenant have decided that it is in their mutual interests to exercise the option to renew for an additional one (1) year term beginning at the termination of the existing term on September 30, 2016.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1: That the *License Extension Agreement*, attached hereto as Exhibit A and made a part hereof by reference, is hereby approved, and Tim Evans, Director of Parks and Recreation, be and is hereby authorized to execute said agreement on behalf of the United City of Yorkville.

Section 2: This Resolution shall be in full force and effect upon its passage and approval as provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this _____ day of _____, 2016.

_____

CITY CLERK

CARLO COLOSIMO	_____	KEN KOCH	_____
JACKIE MILSCHEWSKI	_____	LARRY KOT	_____
CHRIS FUNKHOUSER	_____	JOEL FRIEDERS	_____
DIANE TEELING	_____	SEAVER TARULIS	_____

Approved by me, as Mayor of the United City of Yorkville, Kendall County, Illinois, this _____ day of _____, 2016.

_____
MAYOR

UNITED CITY OF YORKVILLE
KENDALL COUNTY, ILLINOIS

ORDINANCE NO. 2015-17

AN ORDINANCE APPROVING A LICENSE AGREEMENT
by and between
THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS
and
GINGER AND SOUL, INC.

Passed by the City Council of the
United City of Yorkville, Kendall County, Illinois
This 28th day of April, 2015

Published in pamphlet form by the
authority of the Mayor and City Council
of the United City of Yorkville, Kendall
County, Illinois on May 29, 2015.

Ordinance No. 2015-17

AN ORDINANCE APPROVING A LICENSE AGREEMENT
by and between
THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS
and
GINGER AND SOUL, INC.

WHEREAS, the United City of Yorkville, Kendall County, Illinois (the "*City*") is a duly organized and validly existing non home-rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

WHEREAS, the City owns property located at 131 East Hydraulic Avenue, Unit C, in the City (the "*Premises*") and owns certain park land surrounding Unit C of 131 East Hydraulic Avenue, which park land shall be included in the Premises at the City's discretion; and,

WHEREAS, Ginger and Soul, Inc., an Illinois corporation (the "*Licensee*"), desires to enter into a license agreement with the City for the operation of a catering and cooking instruction business on the Premises; and,

WHEREAS, the City is willing to grant the Licensee a license to operate the abovementioned business on the Premises subject to the terms and conditions set forth in the License Agreement by and between the City and the Licensee.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1. The above recitals are incorporated and made a part of this Ordinance.

Section 2. The License Agreement by and between the United City of Yorkville, Kendall County, Illinois and Ginger and Soul, Inc., an Illinois corporation, attached hereto and made a part hereof, is hereby approved and the Mayor and City Clerk are hereby authorized to execute and deliver said Agreement on behalf of the City.

Section 3. This Ordinance shall be in full force and effect upon its passage, approval, and publication in pamphlet form as provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this 28 day of April, A.D. 2015.

Beth Warren
CITY CLERK

CARLO COLOSIMO	Y	KEN KOCH	Y
JACKIE MILSCHEWSKI	Y	LARRY KOT	Y
CHRIS FUNKHOUSER	Y	JOEL FRIEDERS	Y
ROSE ANN SPEARS	Y	DIANE TEELING	Y

Approved by me, as Mayor of the United City of Yorkville, Kendall County, Illinois, this 20 day of MAY, A.D. 2015.

Gary J. Golmot
MAYOR

Attest:
Beth Warren
CITY CLERK

Published in pamphlet form:

MAY 29, 2015

LICENSE AGREEMENT

This LICENSE AGREEMENT (the "*Agreement*") entered into this 20 day of May, 2015, by and between the United City of Yorkville, Kendall County, Illinois, a municipal corporation (hereinafter referred to as the "*City*"), and Ginger and Soul, Inc., an Illinois corporation (hereinafter referred to as the "*Licensee*").

WITNESSETH:

WHEREAS, the City is a duly organized and validly existing non home-rule municipality of the State of Illinois under the 1970 Illinois Constitution and the laws of the State of Illinois and the owner of property located at 131 East Hydraulic Avenue, Unit C, Yorkville, Illinois (the "*Premises*") and certain park land surrounding Unit C of 131 East Hydraulic Avenue, which park land shall be included in the Premises at the City's discretion; and,

WHEREAS, the City and the Licensee desire to enter into this License Agreement for the operation of a catering and cooking instruction business on the Premises.

NOW, THEREFORE, in consideration of the mutual covenants and agreements herein contained, the City and the Licensee agree as follows:

I. TERMS AND CONDITIONS

1. CITY ORDINANCES

The Licensee will strictly comply with all ordinances of the United City of Yorkville and laws of the State of Illinois.

2. USE OF CITY'S NAME

The Licensee is specifically denied the right of using in any form or medium the name of the City for public advertising unless express permission is granted by the City.

3. INDEMNITY AND HOLD HARMLESS AGREEMENT

To the fullest extent permitted by law, the Licensee shall indemnify, keep and save harmless the City and its agents, officers, and employees, against all injuries, deaths, losses, damages, claims, suits, liabilities, judgments, costs and expenses, which may arise directly or indirectly from any negligence or from the reckless or willful misconduct of the Licensee, its agents, its employees, or any other person using the Premises, and the Licensee shall at its own expense, appear, defend and pay all charges of attorneys and all costs and other expenses arising therefrom or incurred in connection therewith, and, if any judgment shall be rendered against the City in any such action, the Licensee shall, at its own expense, satisfy and discharge the same. This Agreement shall not be construed as requiring the

Licensee to indemnify the City for its own negligence. The Licensee shall indemnify, keep and save harmless the City only where a loss was caused by the negligent, willful or reckless acts or omissions of the Licensee, its agents, its employees, or any other person using the Premises.

4. INSURANCE REQUIREMENTS

4.1. Prior to the effective date of this Agreement, the Licensee shall procure, maintain and pay for such insurance as will protect against claims for bodily injury or death, or for damage to property, including loss of use, which may arise out of operations by the Licensee, or by anyone employed by the Licensee, or by anyone for whose acts the Licensee may be liable. Such insurance required of the Licensee shall not be less than the greater of coverages and limits of liability specified below or coverages and limits required by law unless otherwise agreed to by the City:

Workers Compensation	$500,000	Statutory
Employers Liability	$1,000,000	Each Accident
	$1,000,000	Disease Policy Limit
	$1,000,000	Disease Each Employee
Comprehensive General Liability	$2,000,000	Each Occurrence
	$2,000,000	Aggregate
		(*Applicable on a Per Project Basis*)
Umbrella Liability	$3,000,000	

4.2. The Licensee shall have its Comprehensive General Liability (including products/completed operations coverage), Employers Liability, and Umbrella/Excess Liability policies endorsed to add the "City of Yorkville, its officers, officials, employees and volunteers" as "additional insureds" with respect to liability arising out of operations performed, including but not limited to claims for bodily injury or death brought against the City by the Licensee and/or the Licensee's employees, however caused, related to the performance of operations under this Agreement. Such insurance afforded to the City shall be endorsed to provide that the insurance provided under each policy shall be ***Primary and Non-Contributory***.

4.3. The Licensee shall maintain in effect all insurance coverages required by this Agreement at its sole expense and with insurance carriers licensed to do business in the State of Illinois and having a current A.M. Best rating of no less than A-VIII. In the event that the Licensee fails to procure or maintain any insurance required by this Agreement, the City may, at its option, purchase such coverage

and deduct the cost thereof from any monies due to the Licensee, or withhold funds in an amount sufficient to protect the City, or terminate this Agreement pursuant to its terms.

4.4. All insurance policies shall contain a provision that coverages and limits afforded hereunder shall not be canceled, materially changed, non-renewed or restrictive modifications added, without thirty (30) days prior written notice to the City. Renewal certificates shall be provided to the City not less than five (5) days prior to the expiration date of any of the required policies. All Certificates of Insurance shall be in a form acceptable to the City and shall provide satisfactory evidence of compliance with all insurance requirements. The City shall not be obligated to review such certificates or other evidence of insurance, or to advise the Licensee of any deficiencies in such documents, and receipt thereof shall not relieve the Licensee from, nor be deemed a waiver of the right to enforce the terms of, the obligations hereunder. The City shall have the right to examine any policy required and evidenced on the Certificate of Insurance.

5. SUBLETTING OF AGREEMENT

The Licensee shall not sublet the Premises or any portion of it, nor shall the Licensee assign this Agreement or any interest in it; any attempted assignment of this Agreement or subletting of the Premises shall be of no force or effect, and shall confer no rights upon any assignee or sublicensee.

6. TERM OF AGREEMENT

The term of this Agreement shall be from May 1, 2015 until September 30, 2016. The City and the Licensee may by mutual consent in writing, sixty (60) days prior to the end of the term of this Agreement, extend the term of the Agreement for an additional two (2) years. The Licensee may negotiate in good faith, on request of the City, for an additional extension to this Agreement, provided that the extension is approved by the City Council no later than one hundred twenty (120) days before the termination of the existing Agreement.

7. TERMINATION OF AGREEMENT

7.1. The City reserves the right to terminate the whole or any part of this Agreement, upon thirty (30) days written notice to the Licensee, in the event of default by the Licensee. Default is defined as failure of the Licensee to perform any of the provisions of this Agreement or failure to make sufficient progress so as to endanger performance of this Agreement in accordance with its terms. In the event that the Licensee fails to cure the default upon notice, and the City declares default and termination, the City may procure, upon such terms and in such manner as the City may deem appropriate, supplies or services similar to those so terminated. Any such excess costs incurred by the City may be set-off against any monies due and owing by the City to the Licensee.

7.2. The City reserves the right to terminate the whole or any part of this Agreement for any reason upon six (6) months written notice to the Licensee.

8. RELATIONSHIP BETWEEN THE LICENSEE AND THE CITY

The relationship between the City and Ginger and Soul, Inc. is that of a Licensor and a Licensee.

9. GOVERNING LAW

This Agreement will be governed by and construed in accordance with the laws of the State of Illinois without regard for the conflict of laws provisions. Venue is proper only in the County of Kendall and the Northern District of Illinois.

10. WAIVER OF LICENSE BREACH

The waiver by one party of any breach of this Agreement or the failure of one party to enforce at any time, or for any period of time, any of the provisions hereof will be limited to the particular instance and will not operate or be deemed to waive any future breaches of this Agreement and will not be construed to be a waiver of any provision except for the particular instance.

11. AMENDMENT

This Agreement will not be subject to amendment unless made in writing and signed by all parties.

12. SEVERABILITY OF INVALID PROVISIONS

If any provisions of this Agreement are held to contravene or be invalid under the laws of any state, country or jurisdiction, it will not invalidate the entire Agreement, but it will be construed as if not containing the invalid provision and the rights or obligations of the parties will be construed and enforced accordingly.

13. NOTICE

Any notice will be in writing and will be deemed to be effectively served when deposited in the mail with sufficient first class postage affixed, and addressed to the party at the party's place of business.

Notices shall be addressed to the City as follows:

Director of Parks and Recreation
City of Yorkville
800 Game Farm Road.
Yorkville, IL 60560

Notices shall be addressed to the Licensee as follows:

Jessica R. Conover
Ginger and Soul, Inc.
131 East Hydraulic Avenue, Unit C
Yorkville, IL 60560

14. OPERATING SPECIFICATIONS OF THE LICENSE AGREEMENT

14.1. In general terms, the City grants the Licensee the exclusive privilege of operating a catering and cooking instruction business on the Premises.

14.2. The City shall have the right to enter and to inspect the Premises at all times, without any prior notice to the Licensee.

14.3. The Licensee shall be responsible for all taxes and personal property, and maintenance work on the Premises and for maintaining the furnace (the "*Furnace*") and the fuse box (the "*Fuse Box*") that serve the Premises, which are located in Unit A of 131 East Hydraulic Avenue, Yorkville, Illinois. Any capital improvements done on the Premises over $5,000 in value, including any maintenance to, repairs of, or replacement of the Furnace or the Fuse Box, other than the initial improvements, shall be approved by the Park Board prior to commencement. For the purposes of this Agreement, maintenance work shall include regular upkeep of all components of the Premises, the Furnace, and the Fuse Box, including maintenance and repairs. If any component of the Premises, the Furnace, or the Fuse Box is in need of repair or replacement, and the repair or replacement is greater than $500, then the City shall be responsible for the replacement of said component, provided the cost of repair of the component is greater than 50% of the cost of replacing the component. The preceding sentence does not apply to any capital improvements initiated and installed by the Licensee as a result of the renovation of the Premises, or to any repairs or replacements that are necessary because of any damage to or destruction of the Premises, the Furnace, the Fuse Box, and/or Units A or B of 131 East Hydraulic Avenue, Yorkville, Illinois caused by or resulting from the actions or omissions of the Licensee. Any capital improvements done on the Premises of $5,000 or less, including any maintenance to, repairs of, or replacement of the Furnace or the Fuse Box, other than the initial improvements, shall be approved by the Director of Parks and Recreation prior to commencement. Any capital improvements must be inspected by the City and all work and contractors must be licensed, bonded, and insured. For all determinations made on the 50% repair/replacement cost above, the Licensee shall require no less than three bids from qualified contractors for all repair and replacement quotes.

14.4. At the end of the agreement term, the City shall conduct an inspection of the Premises, and the Licensee shall be informed of the outcome of said inspection. The Licensee shall be responsible for returning the Premises in as good of condition and state of repair as existed at the commencement of the term

of this Agreement, subject to normal wear and tear and the discretion of the Park Board. Upon termination of this Agreement by expiration thereof or otherwise, the Licensee may remove from the Premises all equipment belonging to and installed by Licensee so long as such removal does not cause damage to the Premises. In the event that the removal of said equipment results in damage to the Premises, the Licensee agrees to reimburse the City for any and all expenses incurred by the City in repairing the damaged portions of the Premises.

14.5. The Licensee does not have exclusive rights to all catering and cooking instruction operations within the park, but rather, only to the specific operation at the Premises.

14.6. The Licensee shall be permitted to operate a business offering the following goods and services in the premises defined herein, without further action by the City, and all other uses and operations must be approved in writing by the Director of Parks and Recreation:

14.6.1.1. Youth and adult cooking courses.

14.6.1.2. Catering services on and off the Premises.

14.7. The Licensee shall be permitted to sell alcoholic beverages at the Premises, provided that the City has issued the Licensee a liquor license for the Premises and the License maintains said liquor license while this Agreement remains in effect.

14.8. The Licensee expressly acknowledges that it may rent Riverfront Park free of charge only two times in each license year, with approval from the Director of Parks and Recreation. If the Licensee desires to rent Riverfront Park more than two times in a license year, it must apply for such rental by filling out and submitting a City Park's rental form and paying the applicable rental fee.

14.9. The City agrees to furnish to the Licensee access to City water and sewer utilities. The Licensee is responsible for applicable usage payments for all utilities (sewer, water, natural gas electricity, phone, internet, etc.), and is responsible for costs associated with utility connections and upgrades, including metering of the portion of the building to be used. The City shall furnish to the Licensee bi-monthly utility bills for water and sewer services. The Licensee expressly agrees to divide the monies owed for any sewer, water, and natural gas bills between it and the licensee(s) of Units A and B of 131 East Hydraulic Avenue, Yorkville, Illinois, or the City if no licensee(s) exists for Units A and B of 131 East Hydraulic Avenue, Yorkville, Illinois, based on the total square footage of each respective unit.

14.10. If the Licensee chooses not to occupy the Premises through the winter months, the Licensee shall take all necessary precautions and measures to properly winterize the Premises. These precautionary measures shall include, but

not be limited to, maintaining a minimum level of heat no less than 60 degrees Fahrenheit to protect the Premises from extreme freezing conditions. If alternative methods of winterizing are to be utilized, those methods shall be subject to approval from the property owner. The Licensee is expressly prohibited from shutting-off utilities at the Premises or placing said utilities on snow bird operations at any time during the term of this Agreement.

14.11. The Licensee expressly agrees to be responsible for any and all damage to and/or destruction of the Premises, the Furnace, the Fuse Box, and/or Units A and B of 131 East Hydraulic Avenue, Yorkville, Illinois occurring during the term of this Agreement and caused by or resulting from the actions or omissions of the Licensee. The Licensee agrees to repair and replace said damaged or destroyed portions of the Premises, the Furnace, the Fuse Box, and/or Units A and B of 131 East Hydraulic Avenue, Yorkville, Illinois, at the Licensee's sole expense, in accordance with all ordinances of the City and while this Agreement remains in effect.

15. PAYMENTS AND OTHER REPORTS TO THE CITY

15.1. The Licensee is required to submit certain payments, forms, and other items on a timely basis. Failure to submit any of the required items in a timely fashion may result in a breach of the Agreement.

15.2. The Licensee shall make payments for the use of the Premises of $350.00 per month for each month through the term of the Agreement, due prior to the first of each calendar month.

15.3. The Licensee shall provide the City with a security deposit in the amount of $1,000.00, to be due to the City prior to the start of the agreement term. Said deposit shall be held until after the end of the term of the Agreement, and will be used to offset any damage to the Premises; to offset any damage to the Furnace, the Fuse Box, and/or Unit A or B of 131 East Hydraulic Avenue, Yorkville, Illinois caused by or resulting from the actions or omissions of the Licensee; and to offset any attorney's fees and costs incurred by the City to enforce the terms of this Agreement. After removing the amounts necessary to offset the foregoing, the City will return any remaining portion of said deposit to the Licensee thirty (30) days after the end of the term of the Agreement.

15.4. The Licensee shall provide to the City, prior to the start of the Agreement, confirmation of insurance coverage for the Premises and the operations of the business for the entire term, with the City named as an additional insured on all policies.

15.5. Failure to meet any deadline for payment will result in an interest charge of 10% per month on said late payment.

16. PRINCIPAL CONTACT FOR THE CITY

The principal contact for the City that will coordinate assistance to the Licensee will be Tim Evans, Director of Parks and Recreation.

17. EMPLOYEES

The Licensee shall undertake to perform all services rendered in a neat, orderly and efficient manner; to use care and diligence in the performance of this Agreement; and to provide neat, orderly and courteous personnel. The Licensee agrees to prohibit any drinking of alcoholic beverages or use of illegal drugs or drugs which impair the ability of the employee or agent to safely and adequately perform his or her job while on duty or in the course of performing his or her duties under this Agreement. The Licensee also agrees to ensure that each employee driving a vehicle shall at all times carry a valid operator's license for the type of vehicle he/she is driving. The Licensee's employees will be attired, at all times, in a professional-type manner.

18. ACCIDENT PREVENTION

Precaution shall be exercised at all times for the citizens, employees and property. The safety provisions of all applicable laws and building and construction codes shall be observed. Machinery, equipment and all hazards shall be guarded or eliminated in accordance with safety provisions.

19. TAXES, LICENSES & PERMITS

The Licensee shall pay all sales, use, property, income and other taxes that are lawfully assessed against the City or the Licensee in connection with the Premises and the work included in this Agreement, and shall obtain and pay for all licenses, permits, certificates of authority, and inspections required for the work. The Licensee shall furnish to the City satisfactory evidence that it has all permits, licenses, and certificates of authority required to operate for the term of this Agreement.

20. DEFAULT

If the Licensee fails to observe any portion of this License Agreement and there has not been sufficient cause to justify such lack of observance, the City shall serve notice, either personally or by affixing such notice to the Premises, that this Agreement shall be in default if the Licensee does not take action to remedy the lack of observance within twenty-four (24) hours of said notice. If at the end of the twenty-four (24) hour period, the Licensee has not made the necessary corrections, the City shall take such steps as are necessary to provide such services. The Licensee will be liable for any costs of such steps from the date of the notice of default. The Licensee shall pay any and all attorney's fees and costs incurred by the City in the event of default.

21. CERTIFICATIONS

21.1. The Licensee makes the following certifications as required by law:

21.1.1. The Licensee certifies that it is not barred from bidding or contracting with any unit of State or local government as a result of a violation of either Section 33E-3 or 33E-4 of Act 5, Chapter 720 of the Illinois Complied Statutes regarding criminal interference with public contracting; and,

21.1.2. The Licensee swears under oath that it is not delinquent in the payment of any tax administered by the Illinois Department of Revenue as required by Chapter 65, Act 5, paragraph 11-42.1-1 of the Illinois Complied Statutes; and,

21.2. The Licensee shall at all times abide by all applicable federal, state, and City laws, ordinances, rules and regulations which may in any manner affect the performance of this Agreement.

IN WITNESS, WHEREOF, the parties hereto have caused this License Agreement to be executed by their duly authorized officers on the day and year first hereinabove written.

UNITED CITY OF YORKVILLE,
KENDALL COUNTY, ILLINOIS

By: _____

Its: MAYOR

Attest: _____
City Clerk

GINGER AND SOUL, INC., an Illinois corporation

By: _____

Its: Owner

Attest: _____
Secretary

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

Agenda Item Number

PKBD #3

Tracking Number

CC 2016-52

Agenda Item Summary Memo

Title: Downtown Caboose Notice of Sale

Meeting and Date: City Council – August 23, 2016

Synopsis: See attached memo.

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: _____

Council Action Requested: _____

Submitted by: Tim Evans (Name) Parks and Recreation (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: Yorkville City Council
From: Tim Evans, Director of Parks and Recreation
CC: Bart Olson, City Administrator
Date: August 14, 2016
Subject: Downtown Caboose Notice of Sale

Summary

Downtown Caboose Notice of Sale.

Background

In 2007, the Park Board and City Council approved the purchase of the downtown caboose in the amount of $10,500. The caboose, which was built in 1967 of steel and wood is approximately 250 square feet and, for the most part, has not moved or been used as expected when purchased. The intended use of the caboose was to refurbish and move it to the Whispering Meadows Park (Bristol Station Park).

Due to the high cost ($20,000 - $30,000) for the caboose to be relocated, installed and updated, the project was placed on indefinite hold. Over the years, interested individuals have contacted staff about the status and availability of the caboose. Park Board and staff have also discussed potential uses and placement of the caboose; however, as of today, no final decision has been made.

Recommendation

Additional analysis will be presented verbally at the meeting. Attached is a notice of sale, which would allow the City Council to accept offers on the downtown caboose. Staff seeks City Council approval of the Park Board recommendation to publish the notice of sale and accept offers on the downtown caboose.

Notice of Sale
Invitation to Bid on the sale of a caboose owned by the United City of Yorkville, Illinois

The United City of Yorkville, Illinois will accept sealed bids for the purchase of
_____
_____
_____
_____
_____
Located at: _____.

Detailed descriptions and photographs of the caboose are available at the Office of the Director of Parks and Recreation, United City of Yorkville, 201 W. Hydraulic Avenue, Yorkville, Illinois 60560 during the hours of 9:00 AM until 4:00 PM, Monday through Friday or on the City's website.

The Bid shall include the offer to purchase price, a description of how the caboose shall be removed from the City's property and _____

Bids shall be received at the Office of the Director of Parks and Recreation, at the above address until _____ AM on _____, 2016. All bids will be publicly opened immediately thereafter. The successful bidder shall be chosen by the Mayor and City Council at a subsequent meeting of the City Council within 45 days of the opening of the bids.

ALL WARRANTIES OF QUALITY, FITNESS, AND MERCHANTABILITY ARE HEREBY EXCLUDED, AND THE SUCCESSFUL BIDDER ACCEPTS THE CABOOSE "AS IS" "WHERE IS" IN ITS PRESENT STATE AND CONDITION. The City disclaims all warranties and representations of any kind or nature, whether oral or written, express or implied, concerning the caboose. The transfer of the caboose is pursuant to any known or unknown deficiencies or defects of or with respect to the caboose, and an agreement by the Bidder not to assert any claim and to indemnify and hold harmless the City its officials, employees and agents from any liability resulting from the caboose.

The City reserves the right to reject any and all bids or parts thereof and to waive formalities and technicalities according to the best interests of the City. Any bid submitted shall be binding for forty-five (45) days subsequent to the date of the bid opening. The City shall be the sole judge of compliance with the specifications and reserves the right to accept or reject any bid or part thereof and determine which bid is in the best interest of the City.

The bidder shall at all times observe and conform to all laws, ordinances, and regulations of the Federal, State, and City which may in any manner affect the preparation of the bid or the removal of the caboose from the City's property.

City Of Yorkville
Yorkville, IL 60560

BILL OF SALE

Sale Item Description:

1967 Originally CB&Q Caboose, Now Retired BN Caboose. Car Number BN 10138. Color: Green, White, and Yellow.

Seller:

Seller's Full Name: Angela Fuller Cline
Address: PO Box 355
City & State: Laurel, NE 68745

I, Angela Fuller Cline, as the owner of the BNF (color: green/yellow) railroad Caboose currently stored in Yorkville, Illinois on a side track owned by Railnet, Inc., do hereby state that there is no lien or other encumbrance on this Caboose and that I am the its rightful owner.

As Owner of This Caboose, I Hereby Transfer Ownership To:

Buyer:

Buyer's Full Name: City of Yorkville Parks and Recreation Department
Address: 201 W. Hydraulic St.
City & State: Yorkville, IL 60560

For the Sum Of:

$10,500.00
Ten-Thousand and Five-Hundred Dollars Only

I DECLARE UNDER PENALTY OF PERJURY THAT THE STATEMENTS HEREIN CONTAINED ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

x Angela Fuller Cline
Seller

5/14/07
Date

BURLINGTON
NORTHERN
MW ONLY
CICERO
YARD
SERVICE

BURLINGTON
NORTHERN
MW ONLY
CICERO
YARD
SERVICE

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

Agenda Item Number

PZC #1

Tracking Number

PZC 2016-01

Agenda Item Summary Memo

Title: Comprehensive Plan Update – Final Draft Report

Meeting and Date: City Council – August 23, 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: Majority

Council Action Requested: Approval

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.

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: Krysti J. Barksdale-Noble, Community Development Director
CC: Bart Olson, City Administrator
Date: August 15, 2016
Subject: **PZC 2016-01 – Comprehensive Plan Update**
Consideration of an update to the 2008 Comprehensive Plan

Summary:

In mid September 2014, the City engaged The Lakota Group, a professional Urban Planning and Design firm based in Chicago, Illinois, 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.

Attached is the proposed Final Comprehensive Plan Update provided by The Lakota Group regarding both the data gathered during Phase 1 of the study, visioning and framework from Phase 2 and finally the implementation strategies form Phase 3. The 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 proposed Final Comprehensive Plan Update creates a wonderful snapshot of where the City stands and what the City will need to address in the next five to ten years.

Plan Commission Action

The Plan Commission reviewed the proposed final draft of the Comprehensive Plan Update prepared by the Lakota Group at a public hearing held on August 10, 2016 and made the following action on the motion below:

In consideration of testimony presented during a Public Hearing on August 10, 2016 and discussions conducted at that meeting, the Planning and Zoning Commission recommends approval to the City Council a request to adopt the proposed Comprehensive Plan Update as prepared and presented by The Lakota Group dated August 4, 2016 and summarized in a staff memorandum dated August 3, 2016.

Action Item:

Harker-aye; Vinyard-aye; Olson-aye; Horaz-aye; Goins – aye; Gockman-aye; Marcum-Abstain
6 ayes; 0 no; 1 abstention

Attachments:

1. Draft Ordinance.
2. Staff's memorandum to the Planning and Zoning Commission dated August 3, 2016.
3. 2016 United City of Yorkville Comprehensive Plan Update Executive Summary.
4. Final Draft of the Comprehensive Plan Update prepared by The Lakota Group.
5. Copy of Public Hearing Notice.

Memorandum

To: Planning and Zoning Commission
From: Krysti Barksdale-Noble, Community Development Director
CC: Bart Olson, City Administrator
Date: August 3, 2016
Subject: **Comprehensive Plan Update – Public Hearing**
Consideration of an update to the 2008 Comprehensive Plan

BACKGROUND

In mid September 2014, the City engaged The Lakota Group, a professional Urban Planning and Design firm based in Chicago, Illinois, 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.

SUMMARY OF PROCESS

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, a Mayor-appointed group of citizen and community stakeholders with the sole purpose of reviewing the plan and providing feedback, 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.

A copy of the preliminary Final Draft Comprehensive Plan Update was reviewed by the Economic Development Committee in July 2016 and minor feedback and comments were generated. The Lakota Group has incorporated those comments into the attached final document to be considered by the newly formed Planning and Zoning Commission during a public hearing with a formal recommendation forwarded to the City Council for final adoption.

STUDY SUMMARY

Attached is the proposed Final Comprehensive Plan Update provided by The Lakota Group regarding both the data gathered during Phase 1 of the study, visioning and framework from Phase 2 and finally the implementation strategies form Phase 3.

The 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 proposed Final Comprehensive Plan Update creates a wonderful snapshot of where the City stands and what the City will need to address in 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 RECOMMENDATION

Staff is ***fully supportive*** of the proposed 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 for the next five to ten years. We recommend adoption of the plan as presented with codification into the City's Municipal Code as referenced in Title 9: Comprehensive Plan for the City.[1]

The consultant, The Lakota Group, and staff will be available at Wednesday night's public hearing meeting to answer any questions from the public and the Planning and Zoning Commission might have regarding the proposed plan update before making a formal recommendation to the City Council.

PROPOSED MOTION FOR ADOPTION:

In consideration of testimony presented during a Public Hearing on August 10, 2016 and discussions conducted at that meeting, the Planning and Zoning Commission recommends approval to the City Council a request to adopt the proposed Comprehensive Plan Update as prepared and presented by The Lakota Group dated August 4, 2016 and summarized in a staff memorandum dated August 3, 2016, and further subject to {insert any additional conditions of the Planning and Zoning Commission}…

ATTACHMENTS:

1. 2016 United City of Yorkville Comprehensive Plan Update Executive Summary.
2. Final Draft of the Comprehensive Plan Update prepared by The Lakota Group, dated August 4, 2016.
3. Copy of Public Hearing Notice.

[1] http://www.sterlingcodifiers.com/codebook/index.php?book_id=415

2016 United City of Yorkville Comprehensive Plan Update Executive Summary

THE YORKVILLE PLAN
CONNECTING OUR PAST TO THE FUTURE

WHY A COMPREHENSIVE PLAN UPDATE?

In 2014, the United City of Yorkville, in collaboration with Yorkville citizens, initiated a two-year process to update its 2008 Comprehensive Plan. This updated Comprehensive Plan comes at a time when the Chicago metropolitan region has emerged 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 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. 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?

In the years ahead, as the Yorkville community seeks to explore new development opportunities along with the revitalization and enhancement of its neighborhoods and commercial areas, a well-defined vision and planning framework is needed to help guide local decision-making. A Comprehensive Plan should serves as a "guidebook" for elected officials and City staff, residents, business owners, and local industries and potential investors, allowing them to make well-informed decisions based on community needs, existing assets and conditions, and on future economic and social trends. Most importantly, decisions will be based on the community's future vision — for what it would like to become over the next 10 to 25 years. The time horizon for implementing a Comprehensive Plan and working toward its community vision is 10 to 25 years, although the Plan should be reviewed and updated every five years.

VISION STATEMENT

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.

KEY PLANNING STRATEGIES

REVITALIZING DOWNTOWN YORKVILLE
Past planning efforts have explored the potential for redeveloping Downtown Yorkville, 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 and urban design. These efforts will help to improve Downtown's overall visual appearance and its attractiveness to locate new businesses in its existing building fabric. Redevelopment of key Downtown subareas with new mixed-use developments are long-term initiatives that can help add new commercial floor space and new housing opportunities for those who seek to live near the Fox River.

GUIDING FUTURE GROWTH
In the foreseeable future, Yorkville will experience more modest, incremental residential and commercial growth. In the present term, Yorkville has a number of incomplete residential subdivisions; others are near completion and should be the focus of City efforts to facilitate their continued development. Opportunities exist to re-shape Yorkville's growth patterns to concentrate both residential and commercial development in areas that are already developing and to reposition others for alternative land uses, such as open space or agricultural land.

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 housing needs in the Yorkville market, including senior and affordable housing.

PROMOTING ALTERNATIVE SUBDIVISION DESIGN
The majority of Yorkville's residential subdivisions are conventionally-designed with long curvilinear streets and standard-housing products and designs. Alternative approaches to subdivision design are proposed for areas that have unique topographical and scenic features – features that are worth maintaining from an environmental quality standpoint. Conservation and estate residential design, as such alternative approaches are often termed, also provides flexibility in the types of housing products that could be offered in such developments.

UNDERTAKING COMMUNITY PLACEMAKING
Local residents have commented that Yorkville is "placeless" 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. Going forward, with a new land use framework and incremental growth direction in mind, planning strategies along these corridors 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.

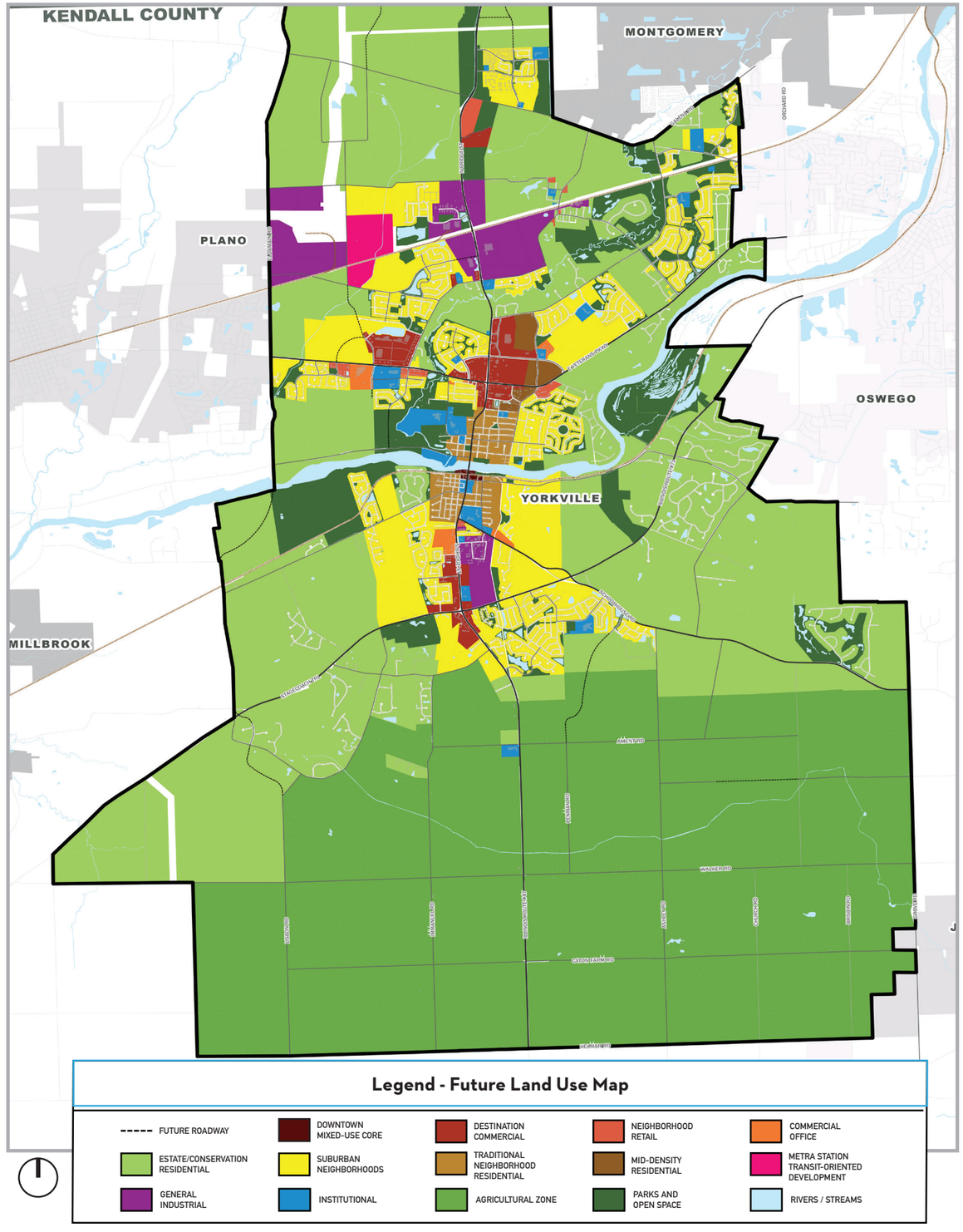
BUILDING THE TRANSPORTATION NETWORK
Yorkville's transportation system is generally in good condition. The Illinois Department of Transportation recently widened Illinois Route 47; the Department also has improvement plans in place for several other roadways under its jurisdiction. Going forward, local roads could be the focus of future capital investments by the City as well as additional investments in the 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.

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.

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 needs to be closely developed and coordinated with the City and where future development is expected to occur.

ADDRESSING ANNEXATION ISSUES
Yorkville has adopted boundary agreements with most of its surrounding municipalities. 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.

FUTURE LAND USE MAP



THE YORKVILLE PLAN

CONNECTING OUR PAST TO THE FUTURE

United City of Yorkville Comprehensive Plan Update
City Council Review Draft

August 16, 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
Jason Engberg, City Planner
Chris Heinen, Former 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

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

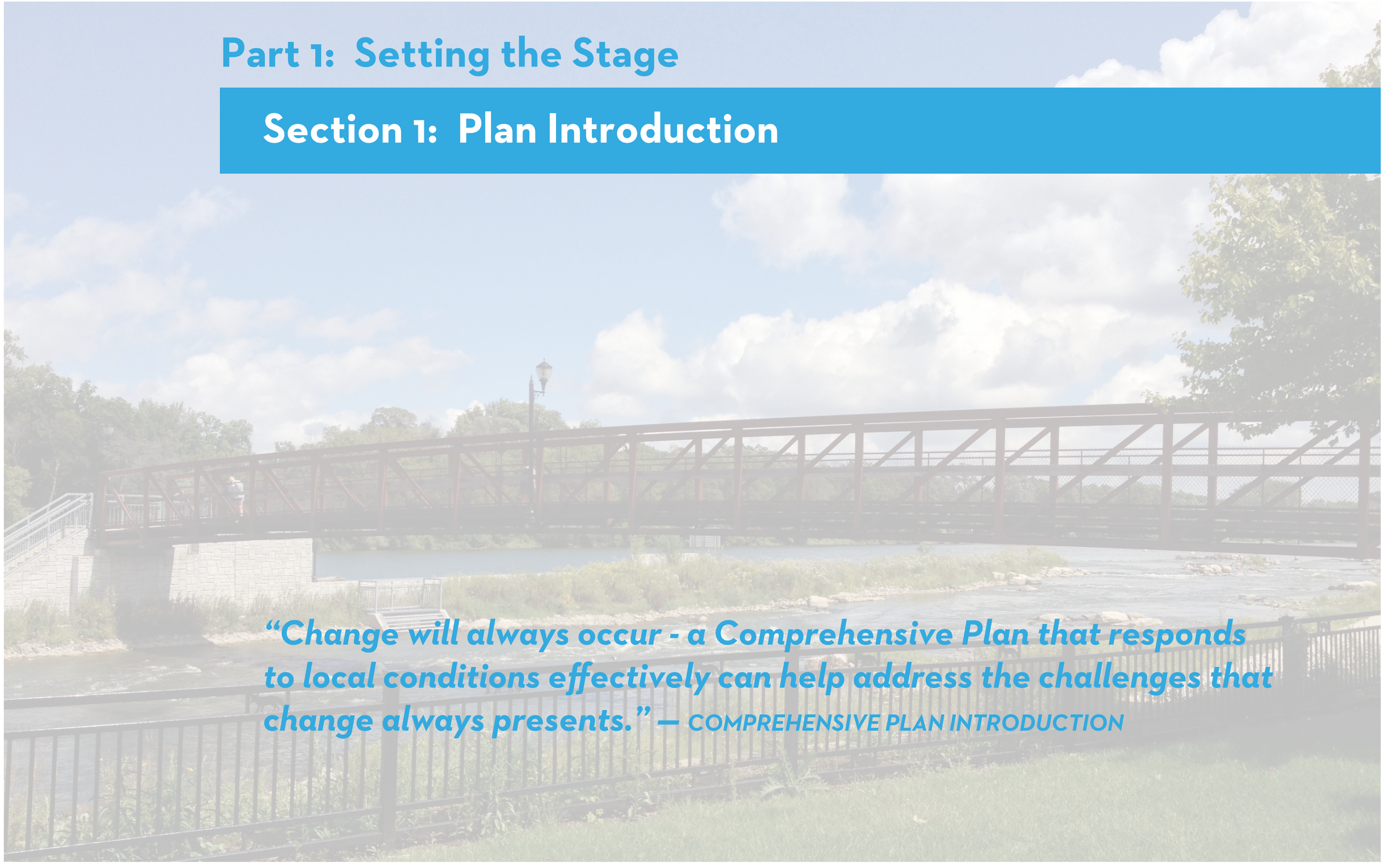
SECTION 9: STEWARDSHIP AND IMPLEMENTATION

Overview 168
Implementation Partners 168
Funding Sources 169
Code Changes 171
Placemaking-Gateways and Signage 172
Streetscape and Sustainable Design 175
Brownfield Redevelopment 178
Using the Comprehensive Plan 178
Implementation Chart 178

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.

- ***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.

Yorkville's semi-rural environment

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:

Kendall County Courthouse in Downtown Yorkville

- **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 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

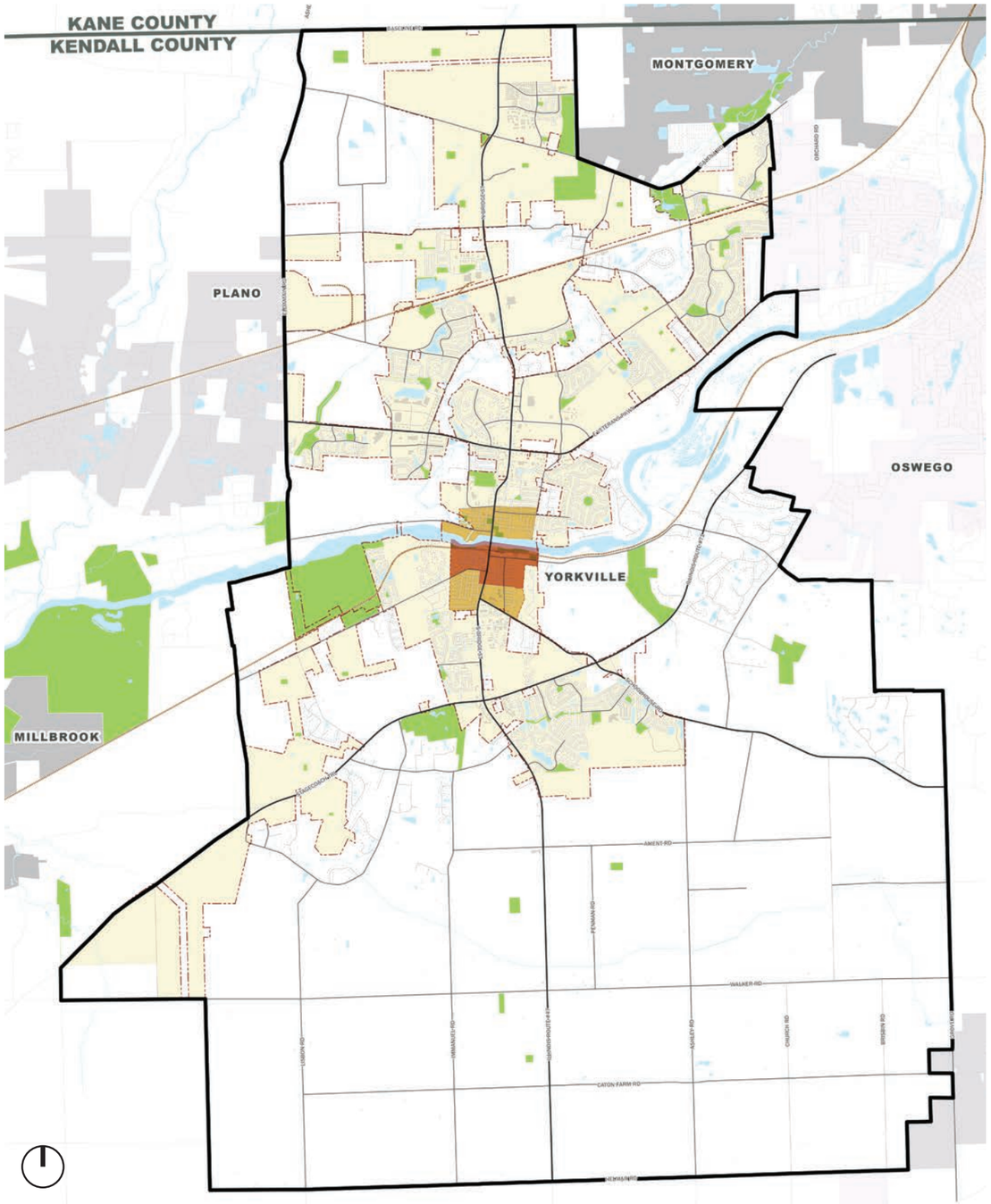


Figure 1.1 - Planning Area

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). The Plan was adopted by the City Council in September 2008.

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.

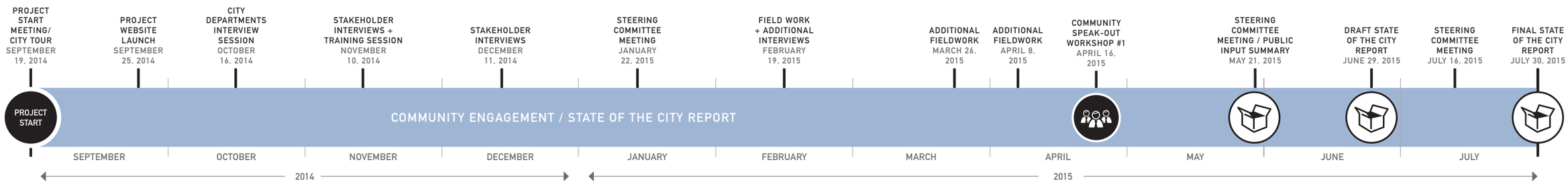
- **Team Fieldwork**
  The planning team visited Yorkville several times between September 2014 and March 2015 to observe and assess existing conditions within the community.

- **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)



CITY COUNCIL REVIEW DRAFT

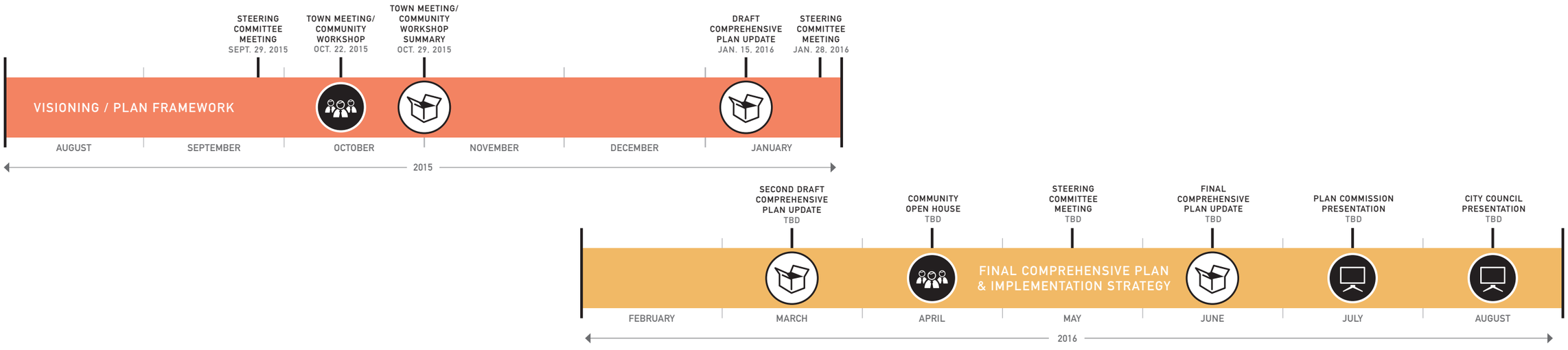
PHASE 2: COMMUNITY VISIONING (AUGUST 2015 - JANUARY 2016)

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

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 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

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. There are two potential locations for a Metra train station, one on Yorkville's northwest side near Beecher and Faxon Roads, the second in an area east of Illinois Route 47 between the Wrigley manufacturing complex and the Old Bristol village area. 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 a Yorkville commuter station feasibility study. While the station's feasibility has yet to be determined, the Comprehensive Plan recommends Yorkville's Future Land Use Map to include Transit-Oriented Development (TOD) district zones so that these areas could be reserved for future higher-density residential and commercial development oriented to the train station.

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

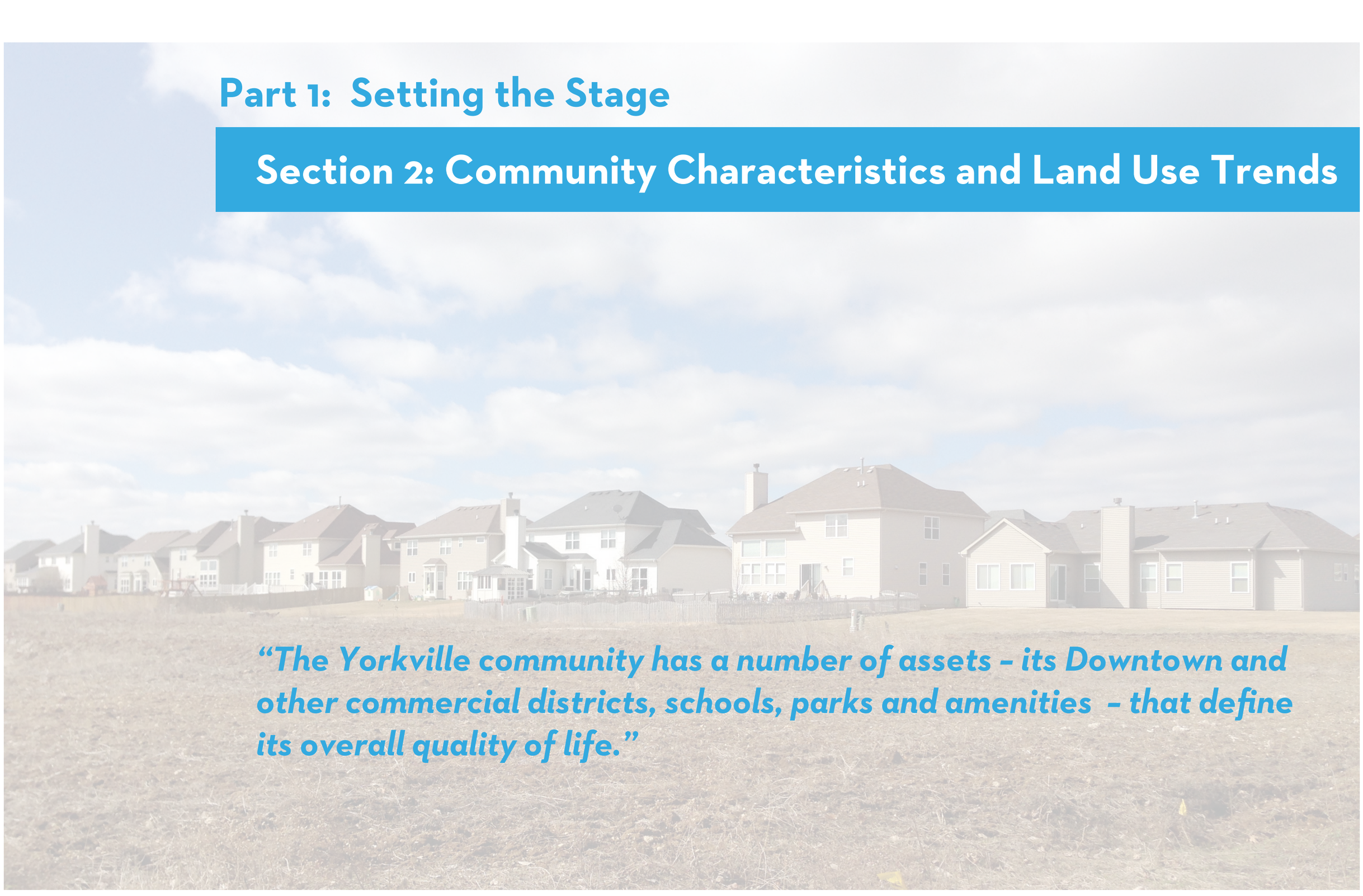
The United City of Yorkville has adopted boundary agreements with most of its surrounding municipalities, with the exception of the City of Joliet, which has already annexed land within Yorkville's Planning Area. An agreement with Joliet should be a high priority; all other agreement should be updated 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

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.

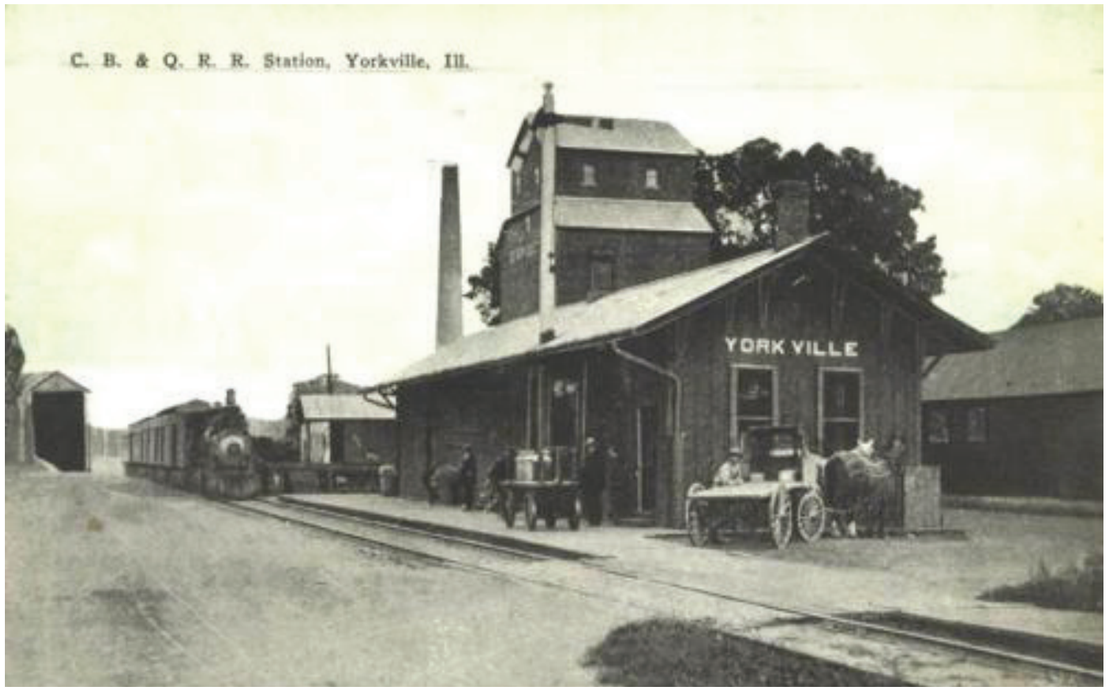
The advent of the railroad to Yorkville in the 1870s spurred the growth of downtown Yorkville with businesses that took advantage of the area's natural resources – businesses that included Squire Dingee's pickle factory, the Yorkville Ice Company, which sold the harvest from the Fox River, and the Renbehn 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.

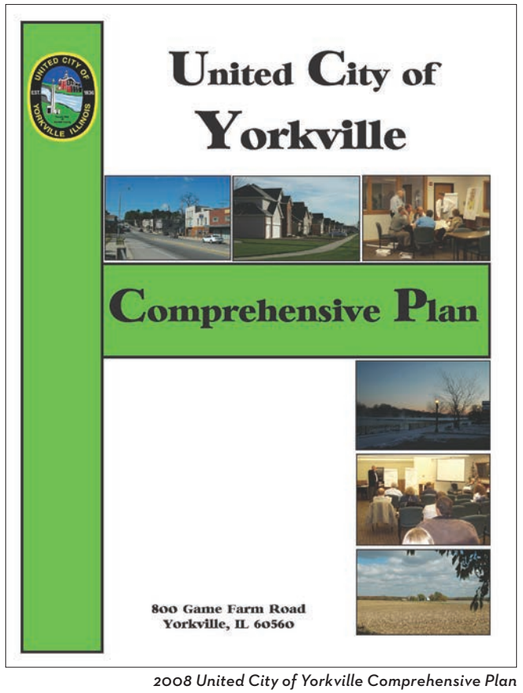
2009 DESIGN GUIDELINES

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.

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.

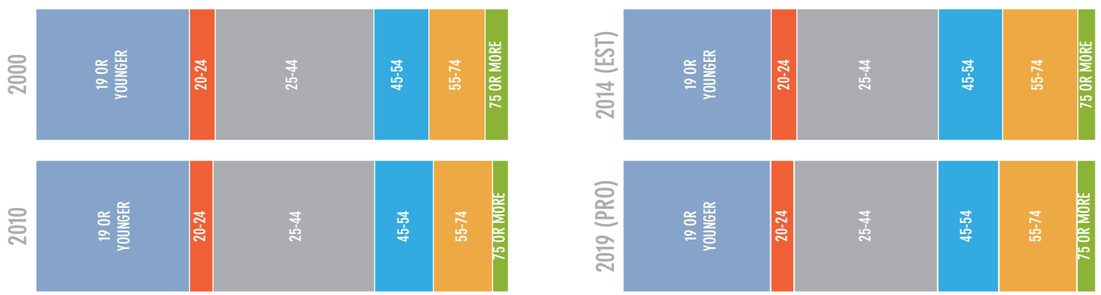
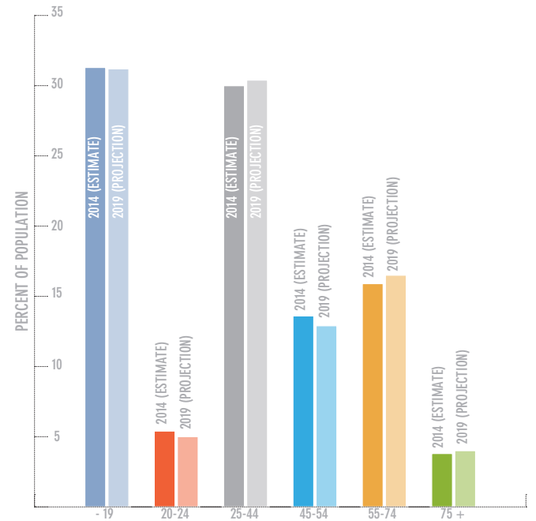


Table 3.2: Resident Age Distribution Chart

	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



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.

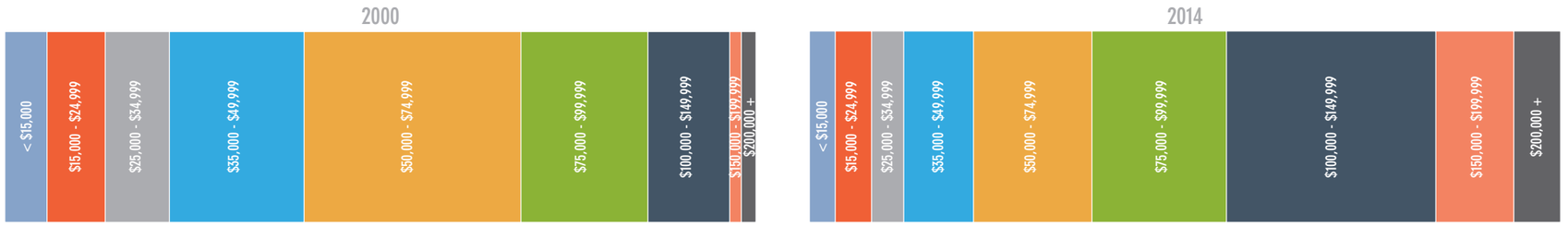
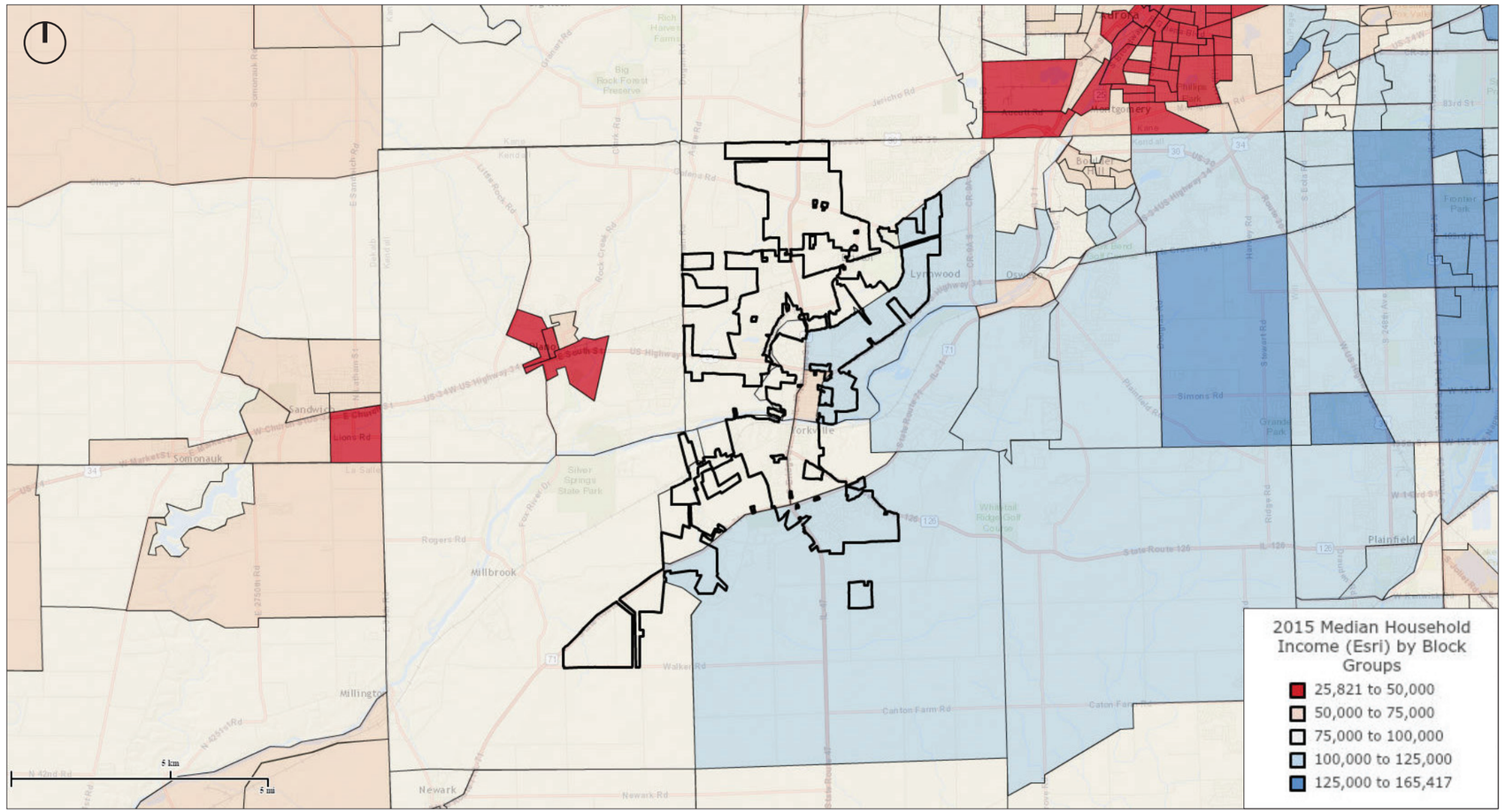


Figure 3.1: 2015 Median Household Income by Census Block Group



Source: Esri Business Analyst Online

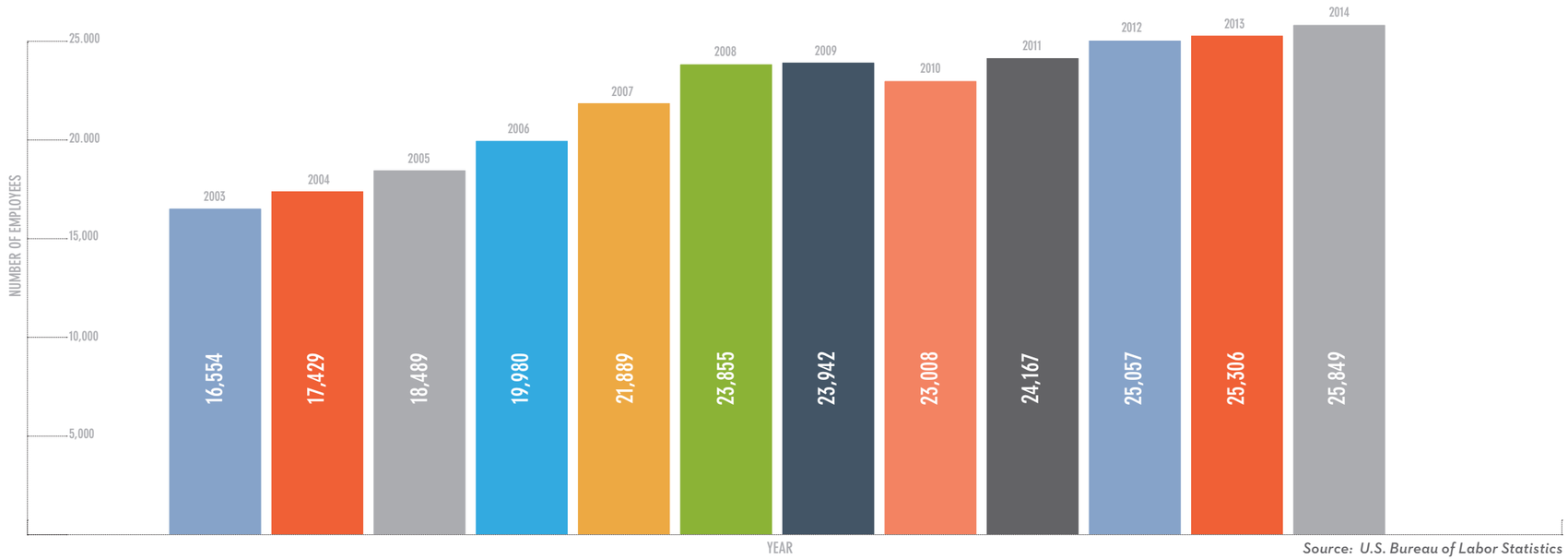
EMPLOYMENT TRENDS

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



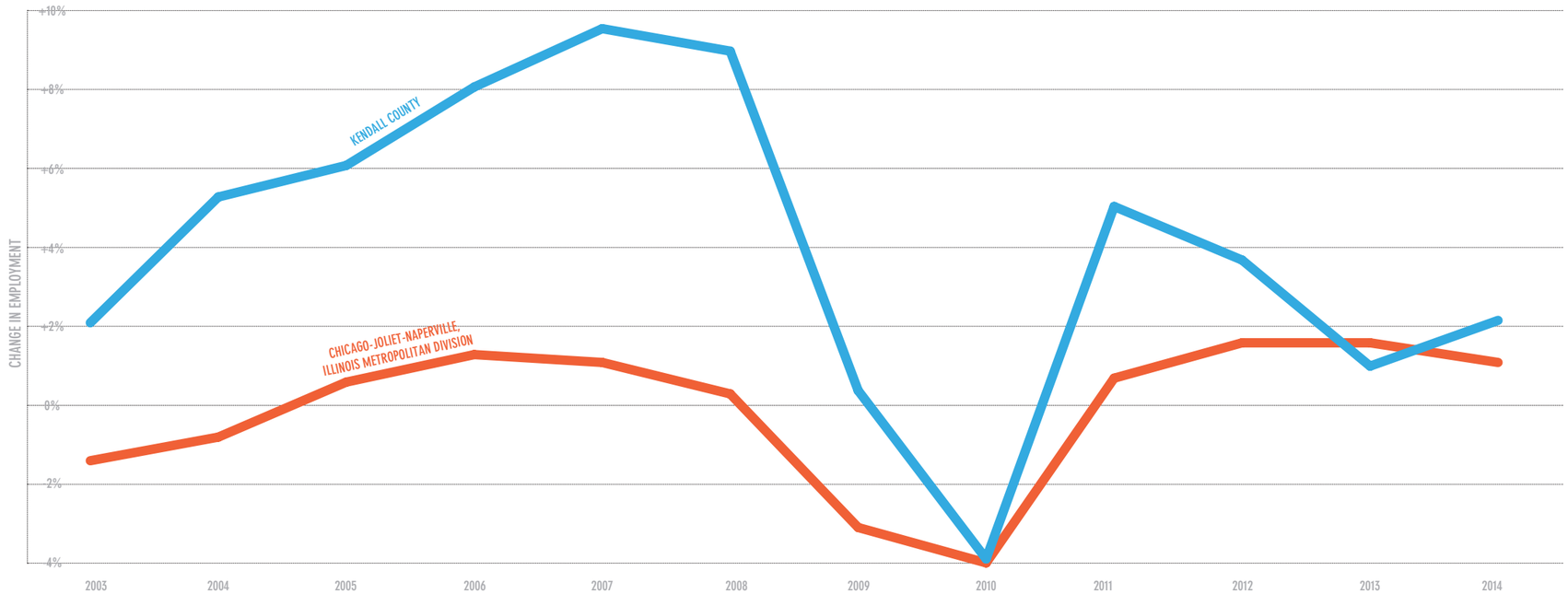
Source: U.S. Bureau of Labor Statistics

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

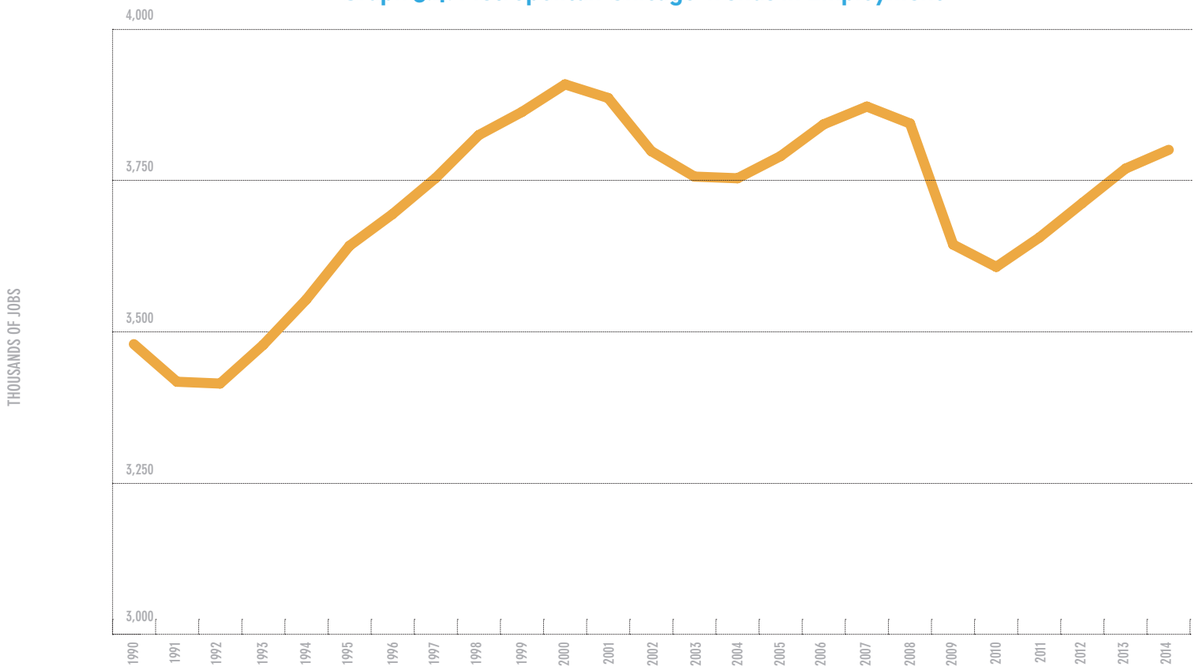


Source: U.S. Bureau of Labor Statistics

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.

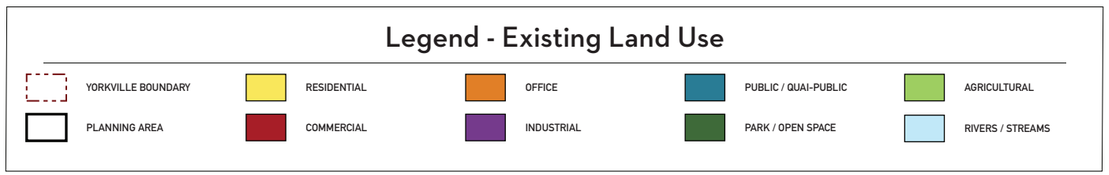


Figure 3.2: Existing Land Uses North of the Fox River

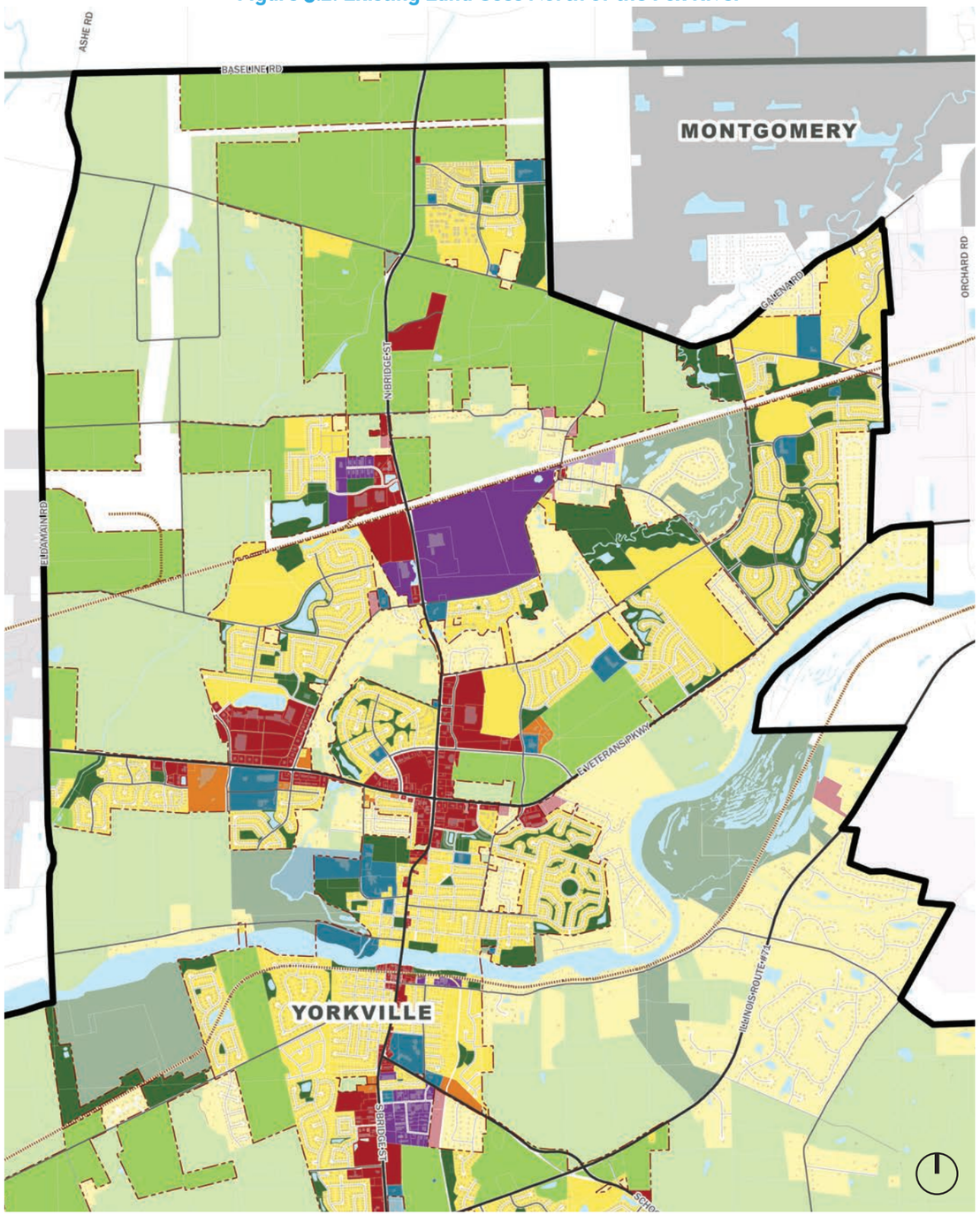


Figure 3.2 - Existing Land Uses North of the Fox River

Figure 3.3: Existing Land Uses South of the Fox River

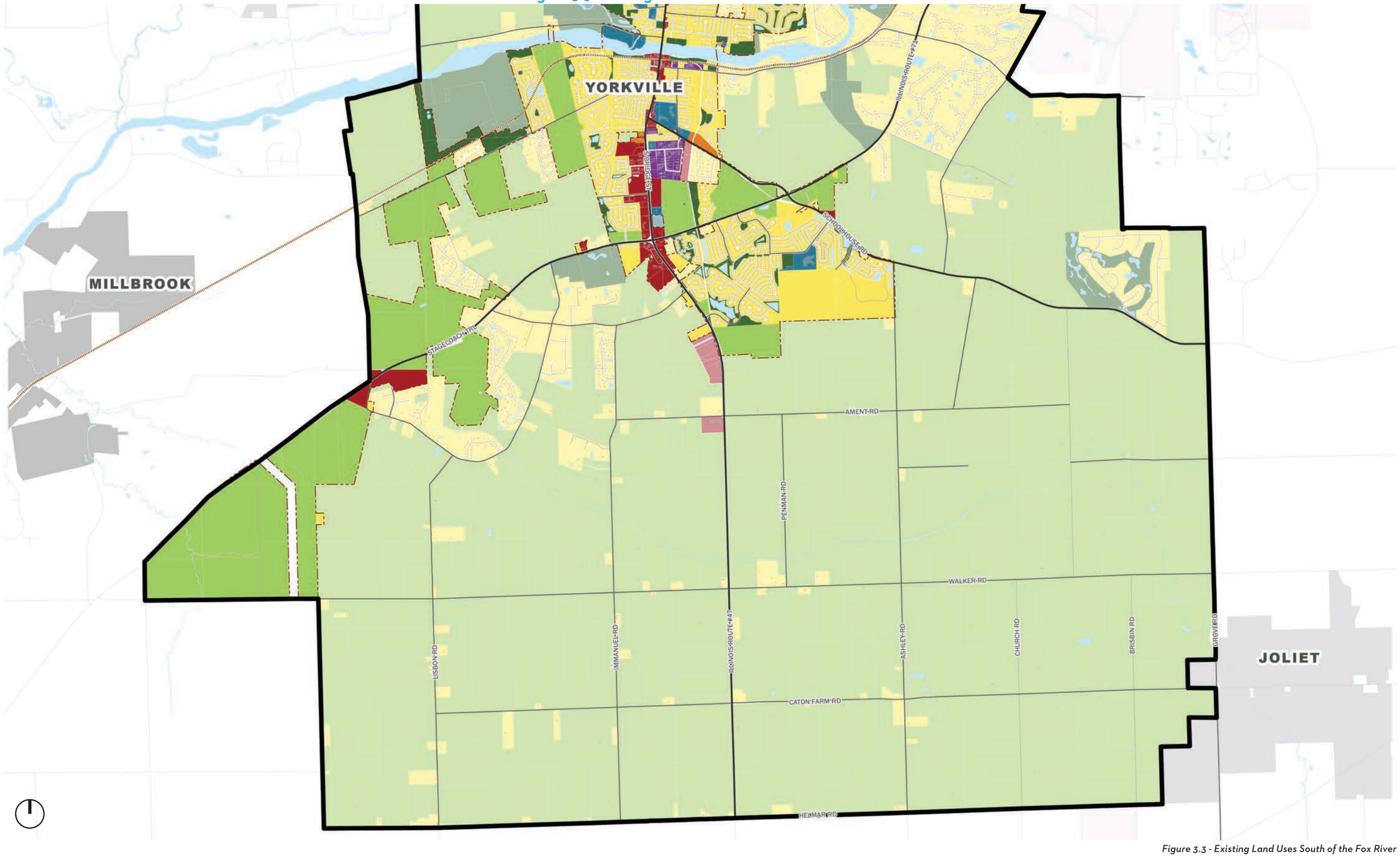


Figure 3.3 - Existing Land Uses South of the Fox River

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

CITY COUNCIL REVIEW 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.

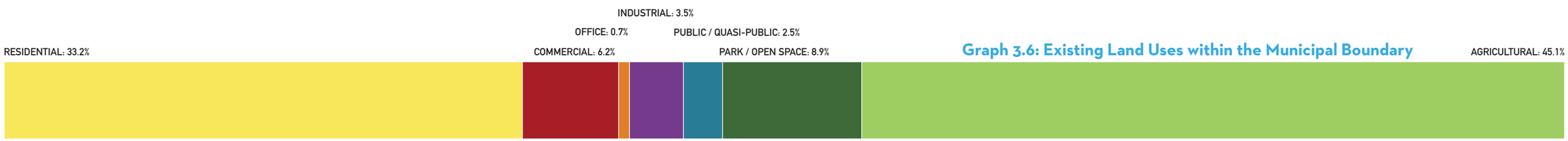
Commercial Land Uses

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

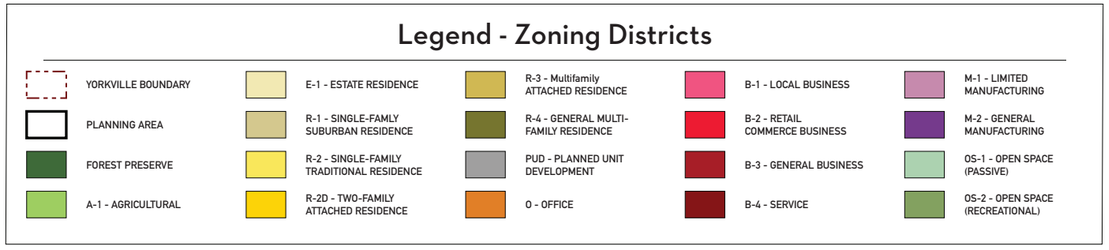


Figure 3.4: Zoning Districts North of the Fox River

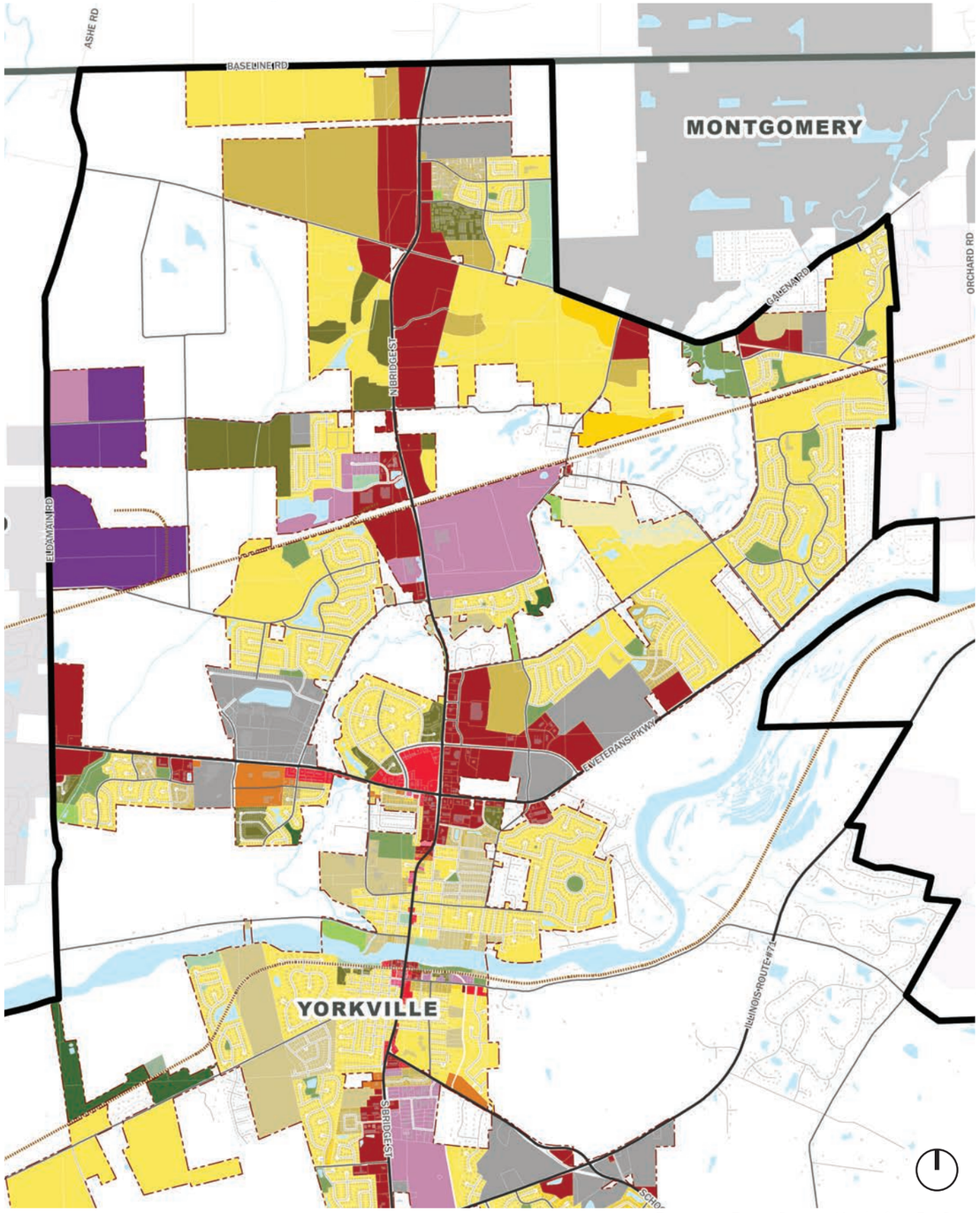


Figure 3.4 - Zoning Districts North of the Fox River

Figure 3.5: Zoning Districts South of the Fox River

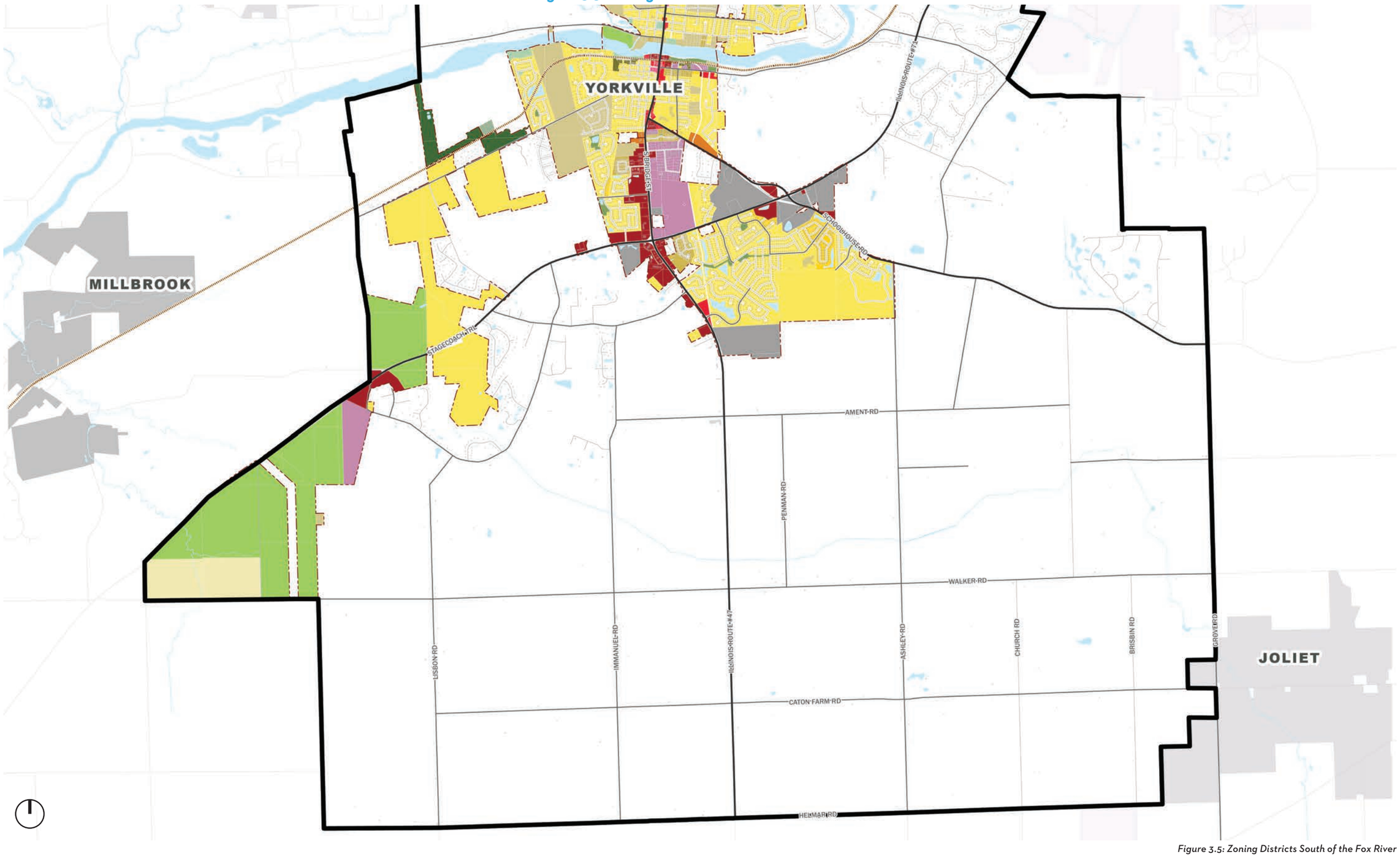


Figure 3.5: Zoning Districts South of the Fox River

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

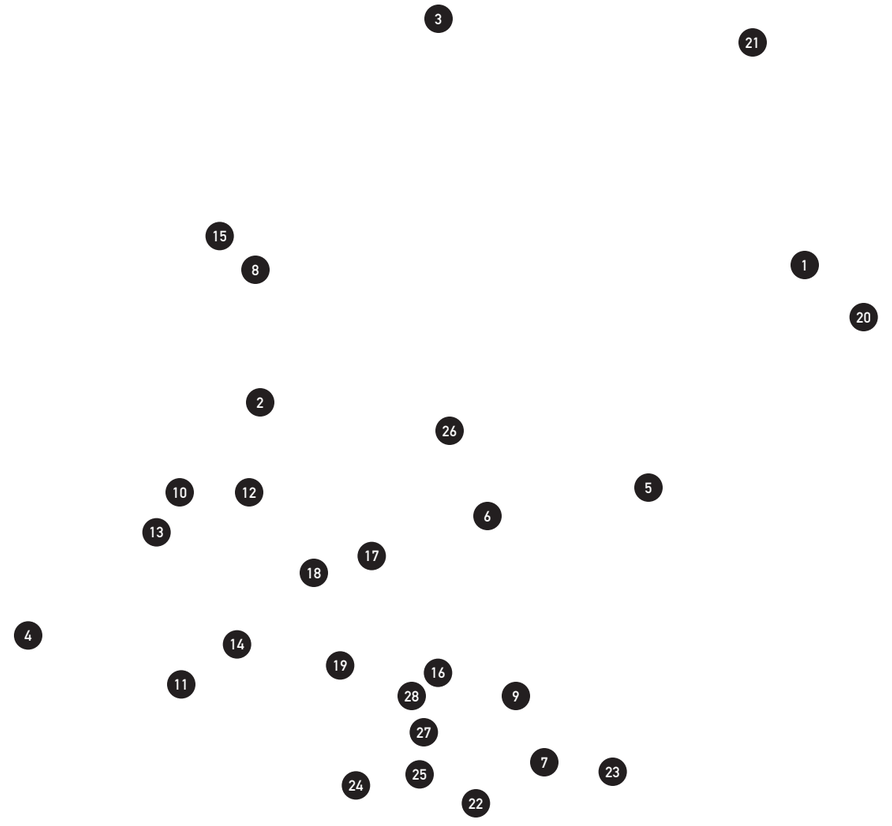


Figure 3.6 - Existing Residential Land Use Areas North of the Fox River

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

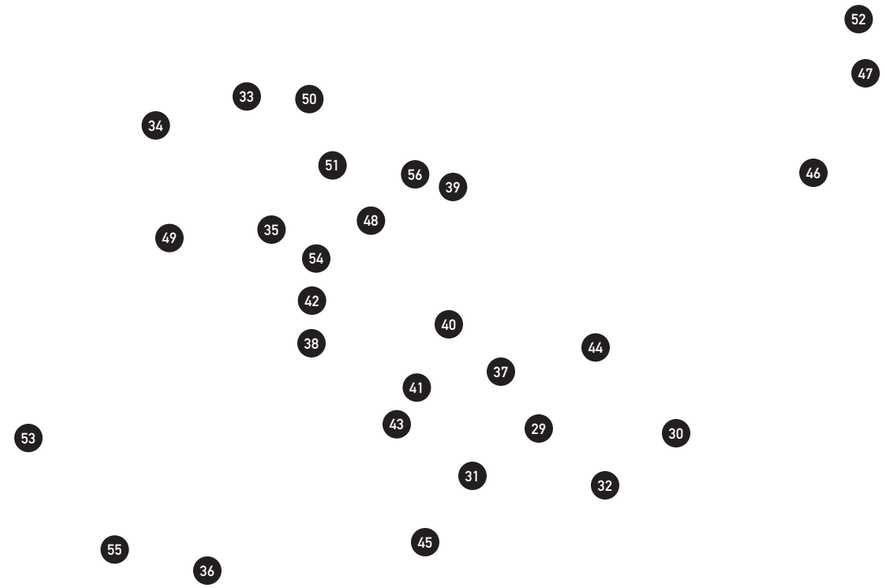


Figure 3.7 - Existing Residential Land Use Areas South of the Fox River

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

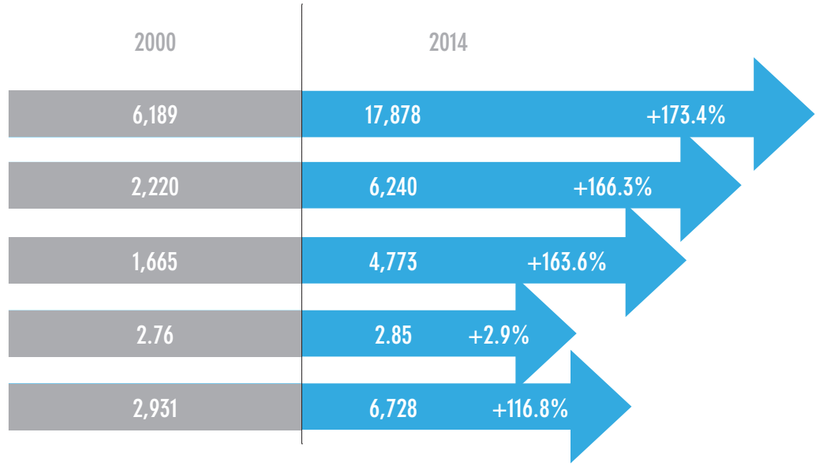
Commensurate with the explosive growth of the City throughout the opening decade of the 21st century, nearly 59 percent of Yorkville's homes were built between 2000 and 2009. During this period, builders added an astonishing 3,700+ homes to the City's housing stock. Another 12 percent of homes within 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



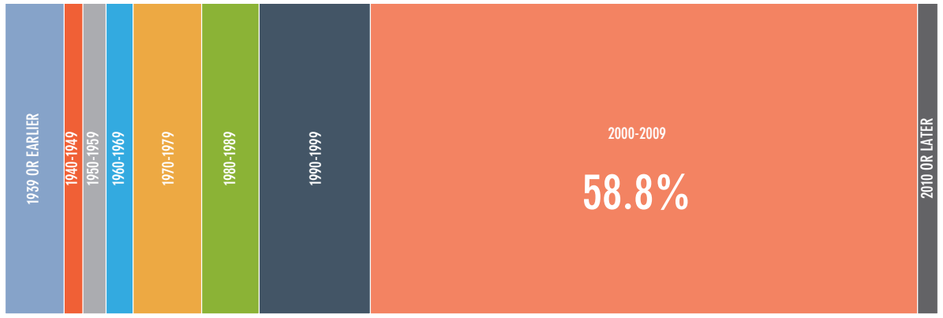
Fox River Subdivision Multifamily Residential

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



CITY COUNCIL REVIEW 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.

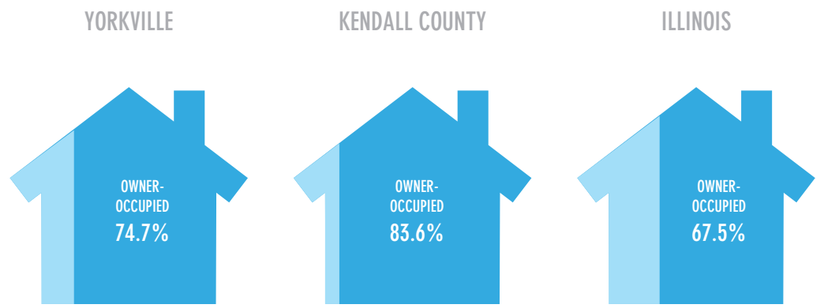
Yorkville's housing stock consists overwhelmingly of single family, detached units, which make up more than 60 percent of homes within the City. Single family attached units (i.e., "single address" attached forms such as duplexes and townhomes) make up another 18 percent of the City's housing units. 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

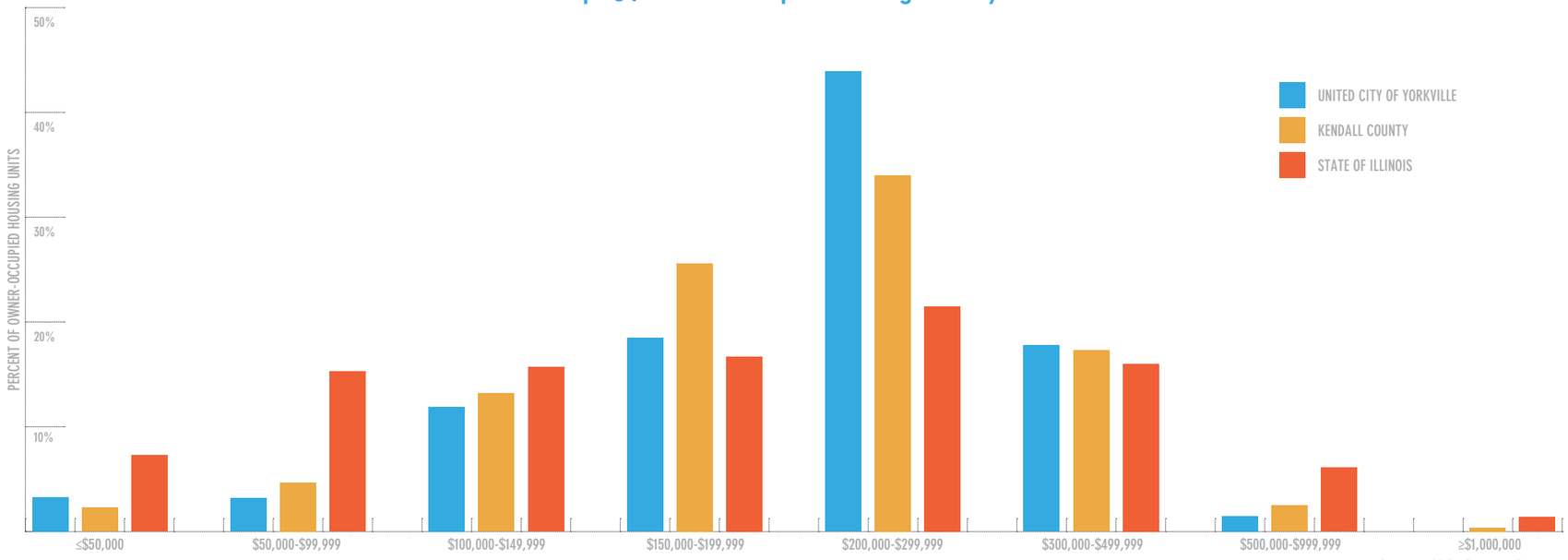
Yorkville's owner-occupied housing stock is comparatively high in value. By U.S. Census estimates, the median value of owner-occupied homes in Yorkville stood at $234,100 for the 2009-2013 period (adjusted to 2013 dollars). This is 11 percent higher than Kendall County as a whole and more than 28 percent 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

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

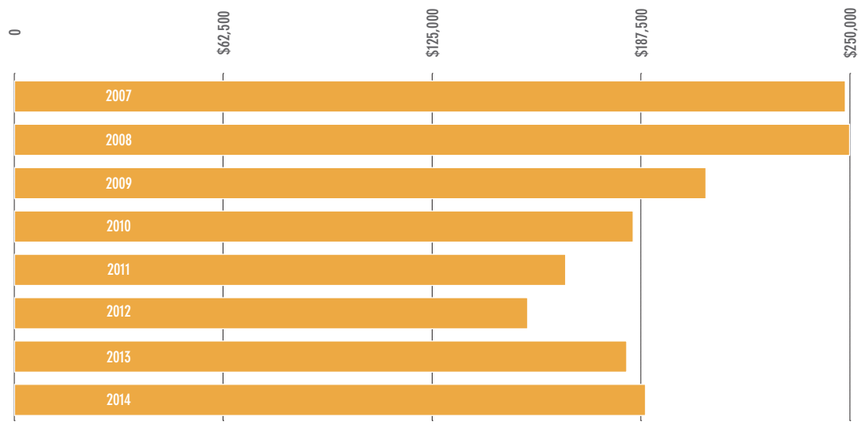


Table 3.13: Foreclosure Trends

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

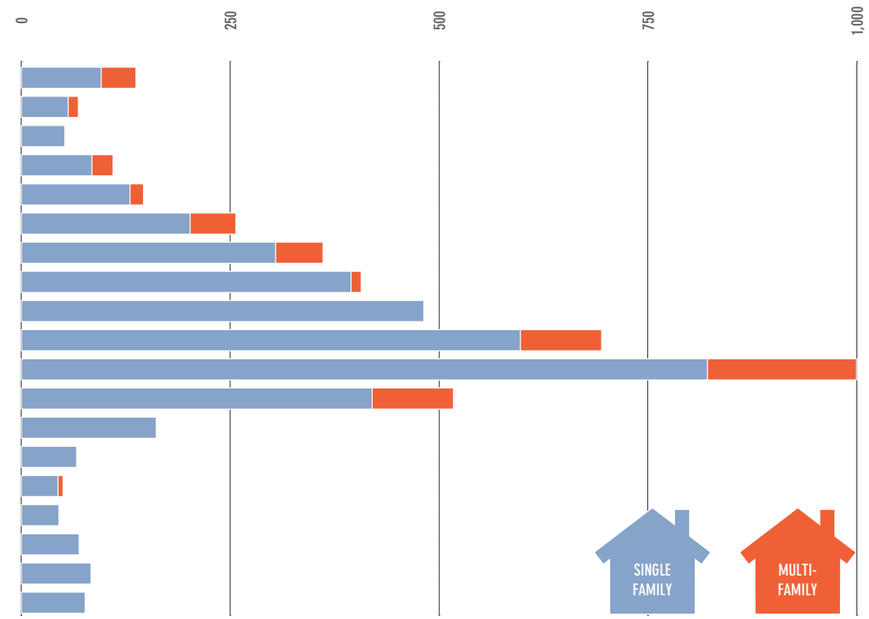
Yorkville has executed annexation agreements on 44 residential developments, most in the late 1990s and early 2000s. Of these developments, just 12 are fully built out. The remaining 31 developments fall into three categories:

- 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

CITY COUNCIL REVIEW 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

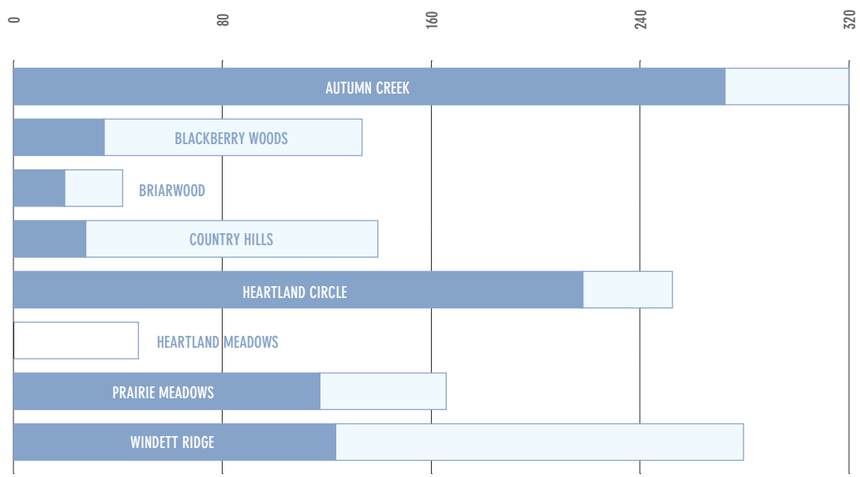


Table 3.14: Residential Developments by Status

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 and 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

CITY COUNCIL REVIEW 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

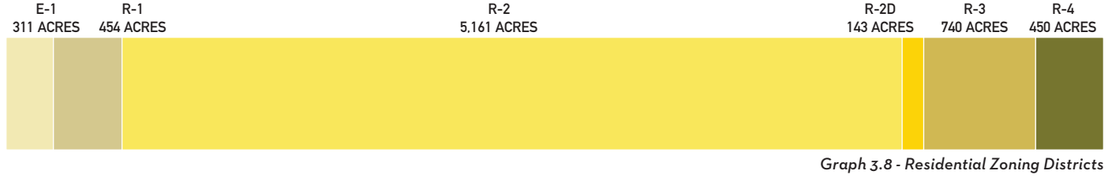
The R-2 Duplex, Two-Family Attached Residence zoning is intended for duplex dwellings on lots of at least 15,000 square feet. This district is primarily located off of a major thoroughfare or as a transitional land use adjacent to single-family residences. Therefore, the R-2 Duplex district is intended 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

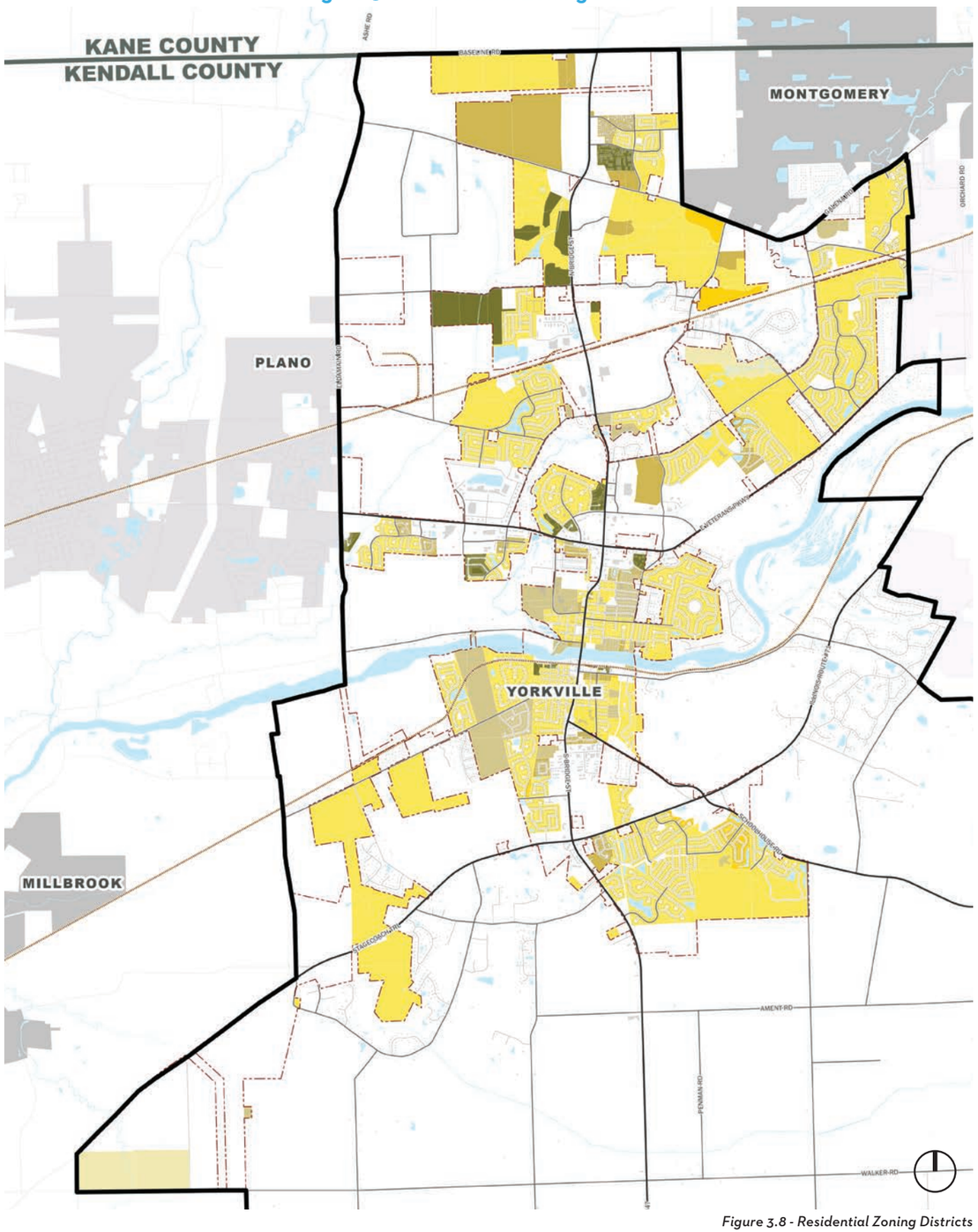


Figure 3.8 - Residential Zoning Districts

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

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

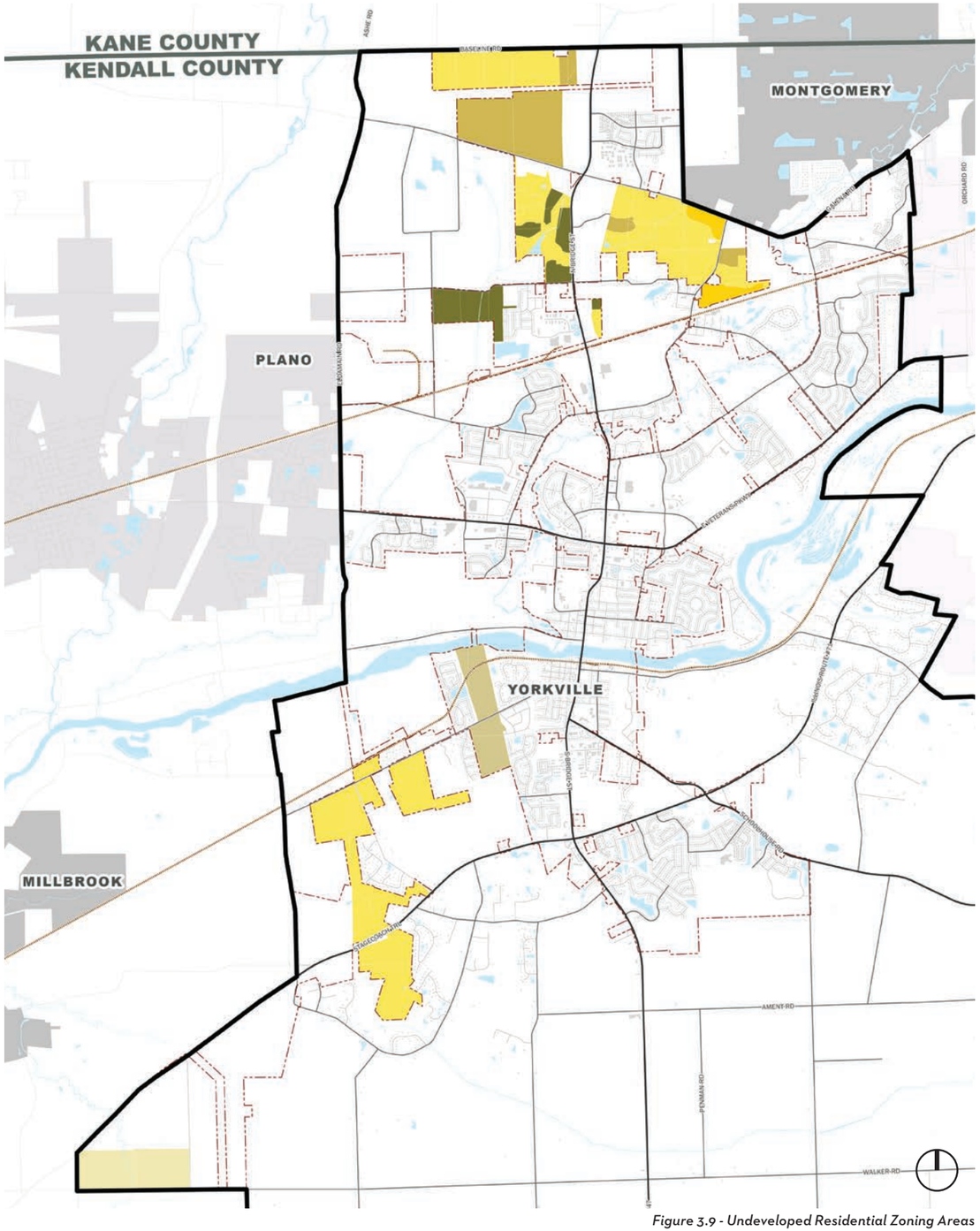


Figure 3.9 - Undeveloped Residential Zoning Areas

SUMMARY OF KEY RESIDENTIAL LAND USE ISSUES AND OBSERVATIONS

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

- 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

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)

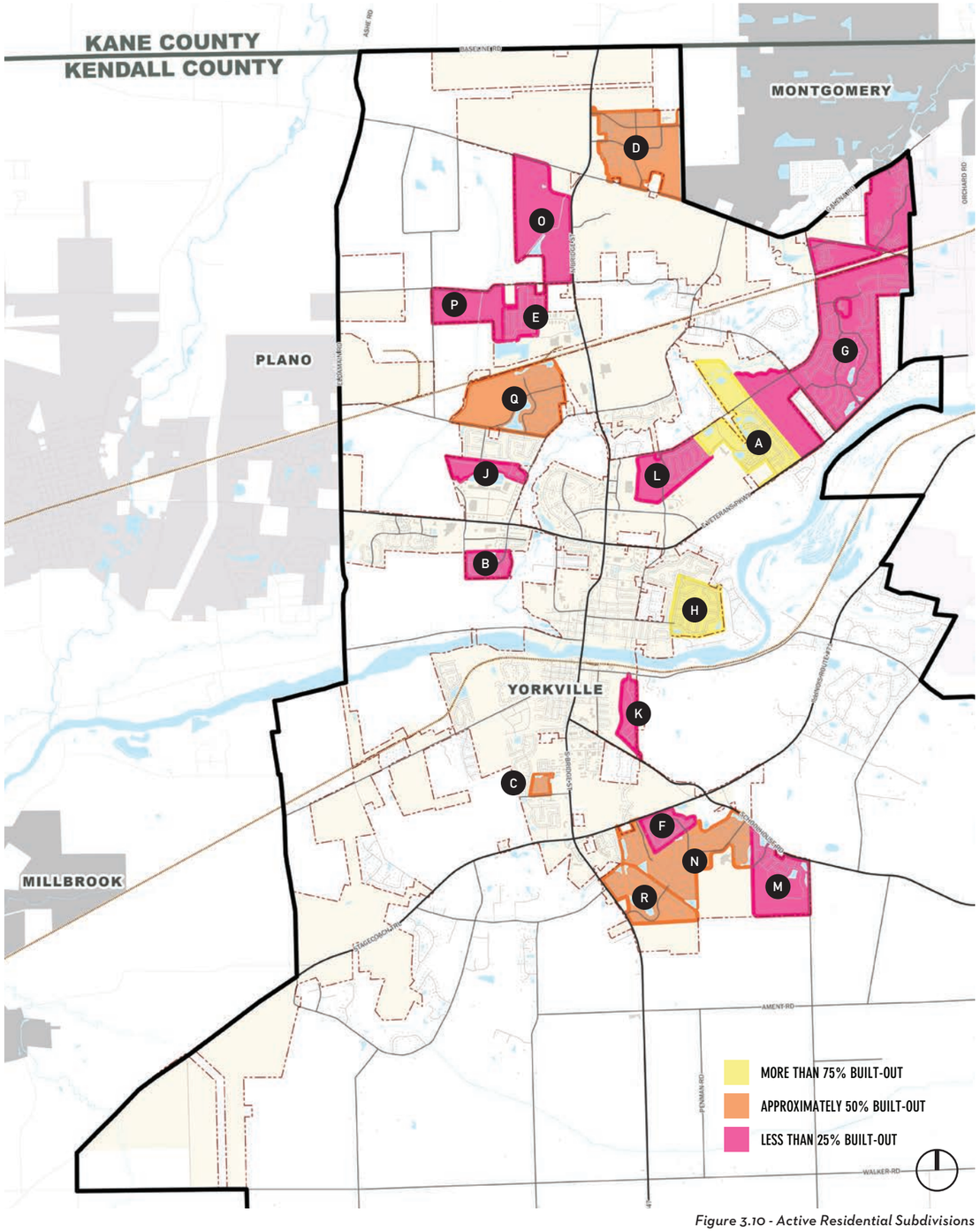


Figure 3.10 - Active Residential Subdivisions

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

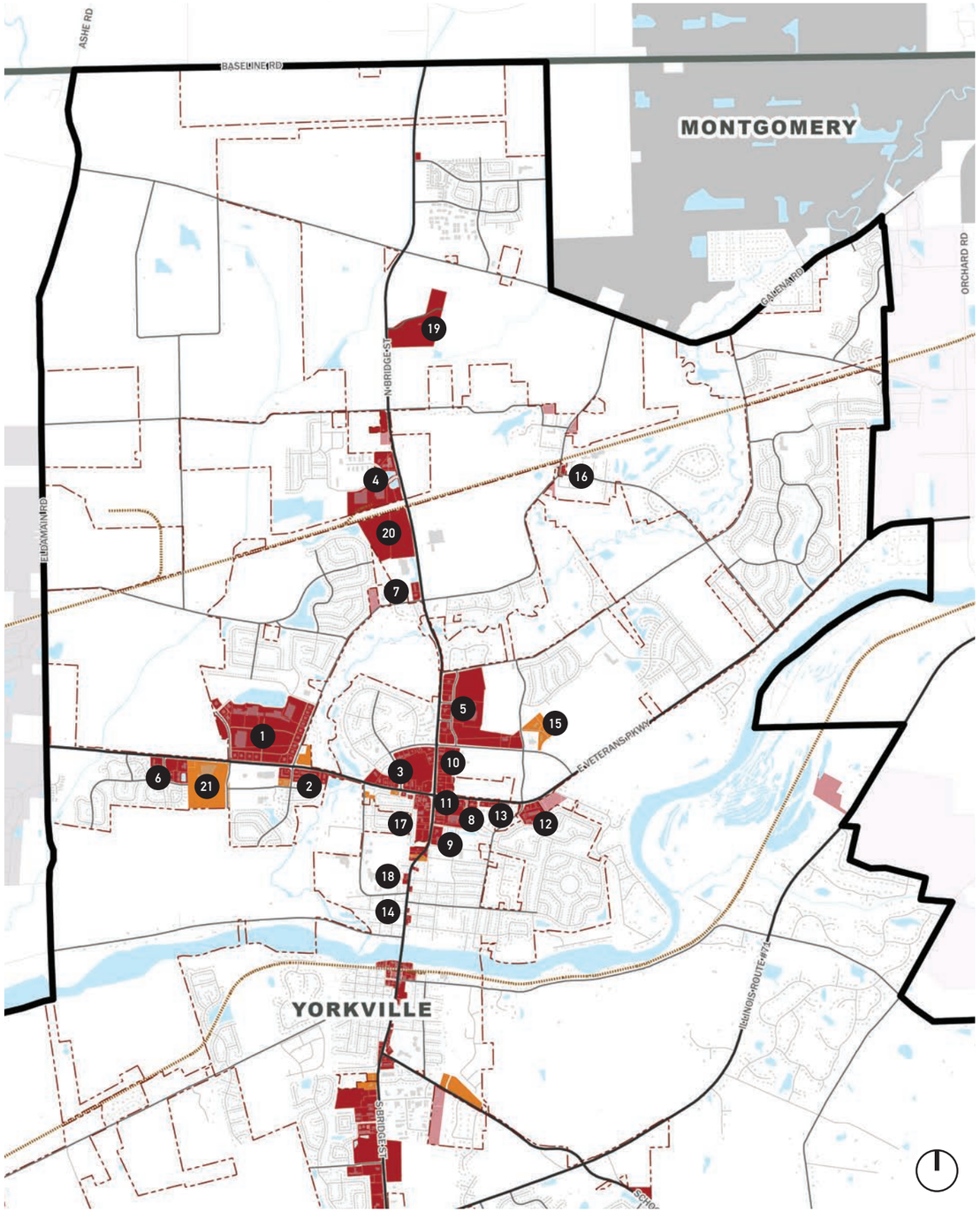


Figure 3.11 - Existing Commercial Land Use Areas North of the Fox River

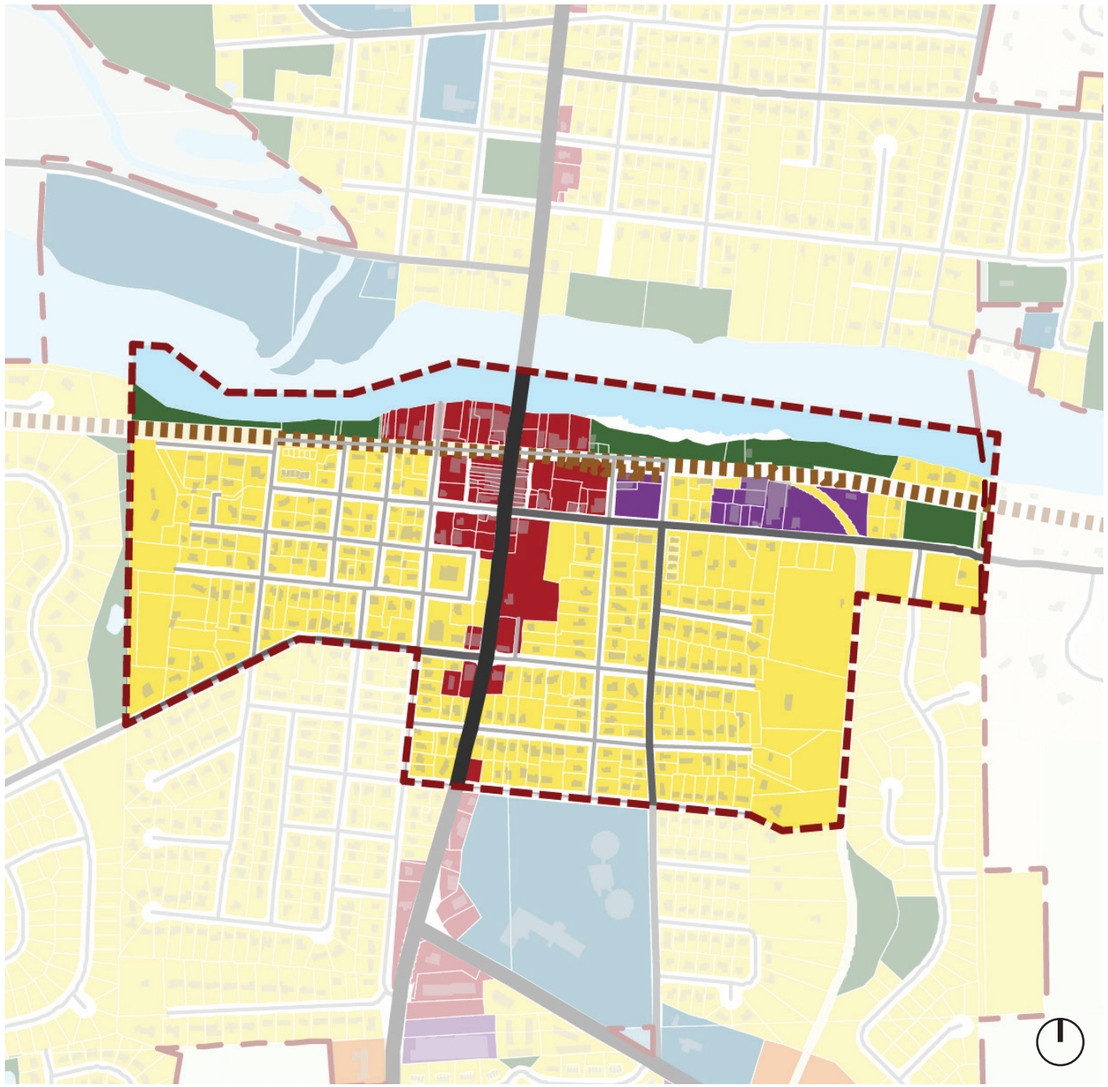
In recent years, some buildings along the north side of Hydraulic Street have been converted to residential use and new investment has occurred in adjacent Bicentennial Riverfront Park, transforming it into a significant Yorkville destination. Downtown buildings are generally in good condition although 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.

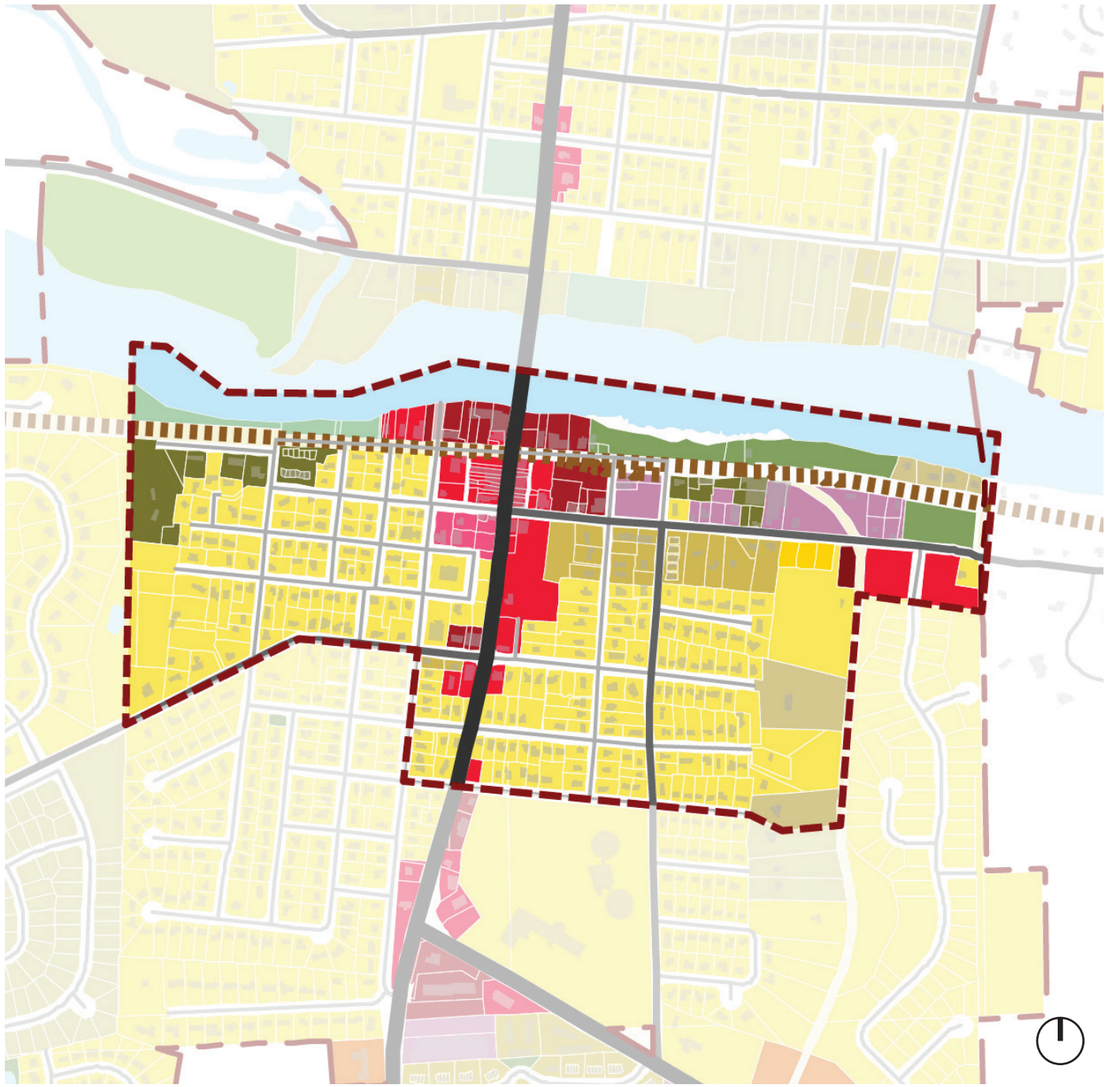
R-2 Single-Family Traditional Residence

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

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

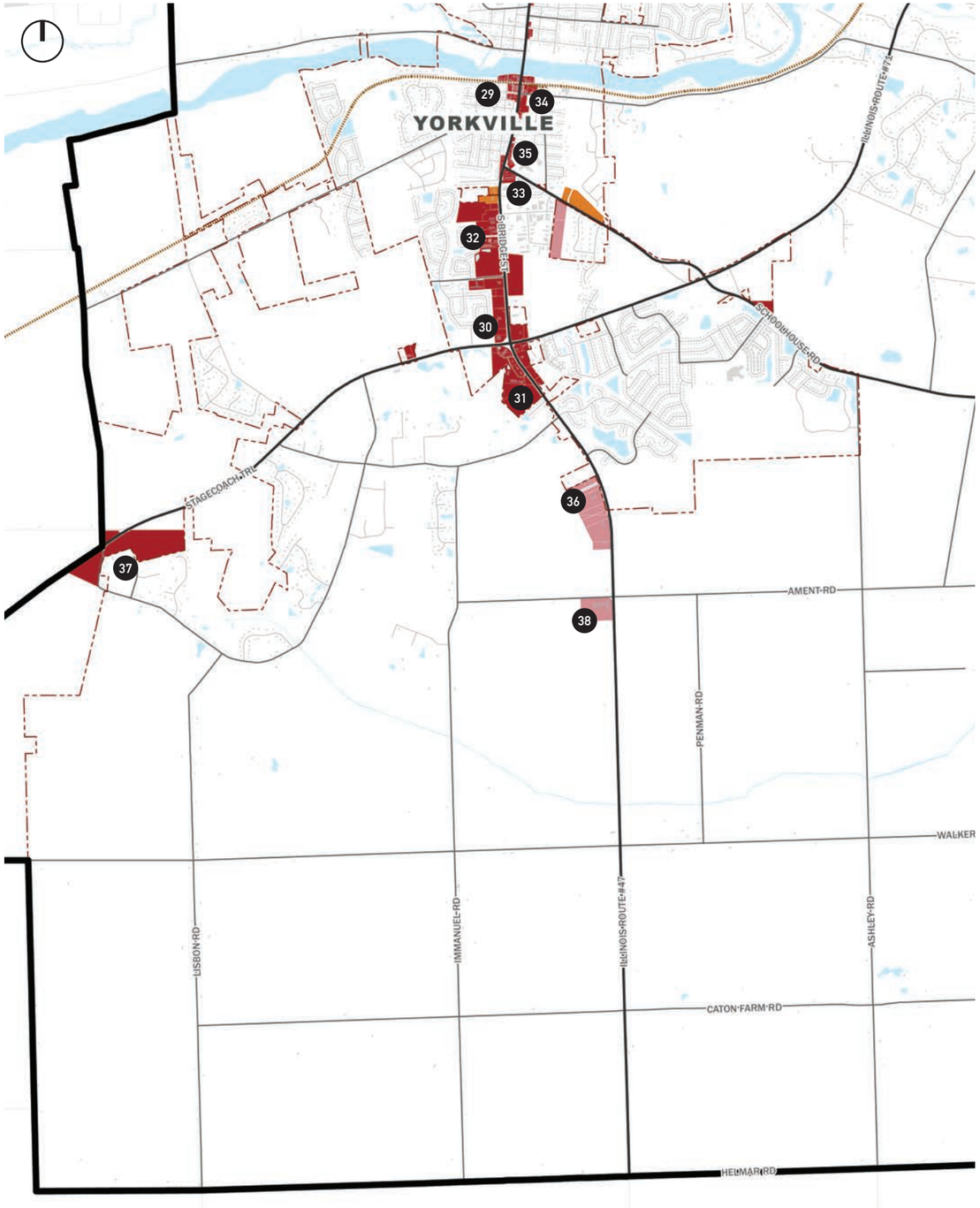


Figure 3.14 - Existing Commercial Land Use Areas South of the Fox River

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

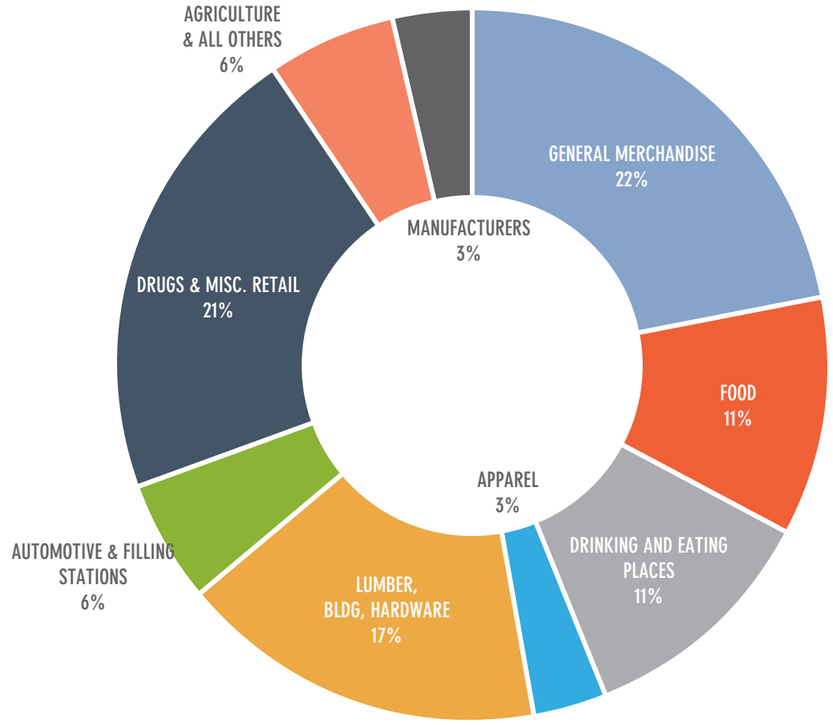
Most of Yorkville's retail inventory is located along the Illinois 47 and U.S. 34 corridors. Average daily traffic counts in excess of 15,000 along Illinois 47 and 13,000 to nearly 20,000 along U.S. 34 made these corridors desirable locations for many regional and national retailers. Yorkville's two 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

- 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.

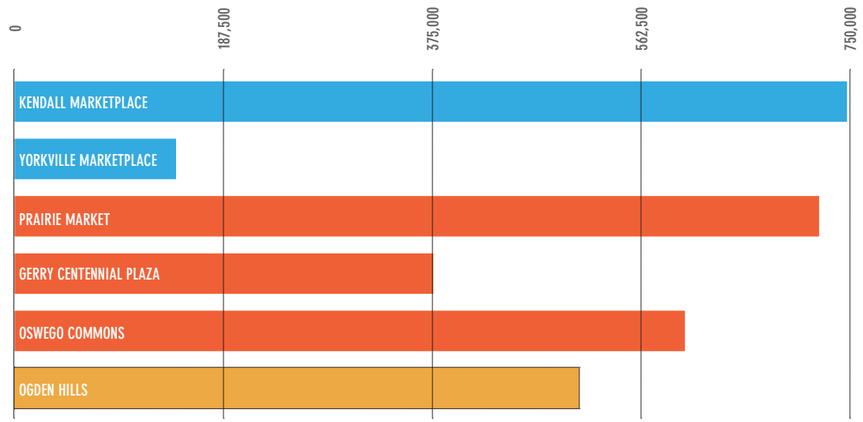
In addition two national chain-affiliated hotels are located in Yorkville: a 77-room Hampton Inn and a 42-room Super 8, both located near the Illinois 47 and U.S. 34 intersection.

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	Walmart 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

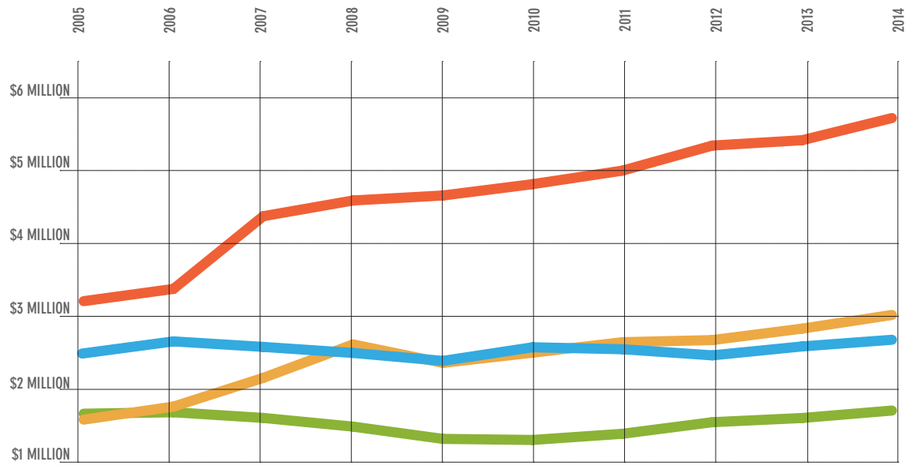


RETAIL SALES TAXES IN YORKVILLE FELL DURING THE RECESSIONARY YEARS AND HAVE RISEN ONLY MODESTLY SINCE 2005. HOWEVER, TAXES COLLECTED IN MONTGOMERY AND OSWEGO HAVE INCREASED MORE DRAMATICALLY THAN THOSE IN YORKVILLE AND PLANO.

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

CITY COUNCIL REVIEW 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

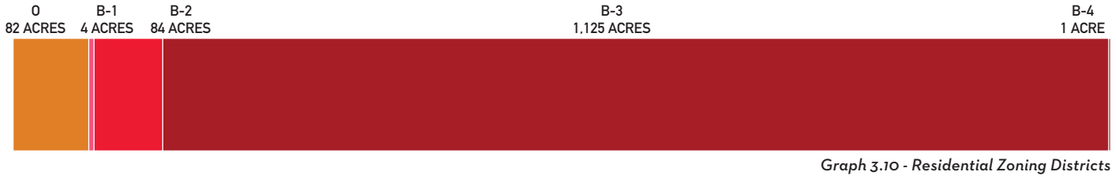
The B-2 Retail Commerce Business District zoning designation is intended for the location of retail shops and stores offering goods to the population. Buildings in this district are allowed to build on a majority of the lot with diminished setbacks. This allows shops and stores to maximize retail space 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

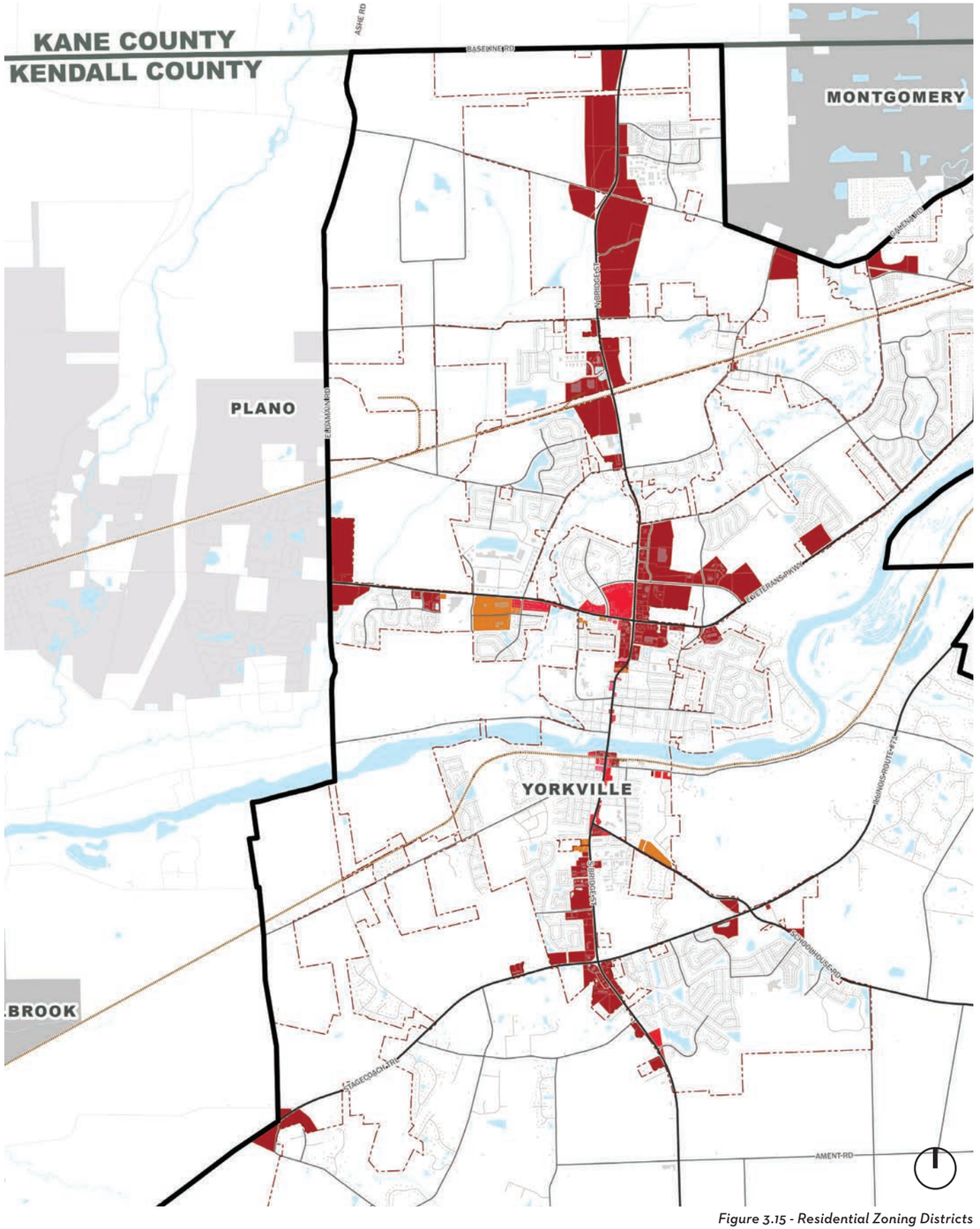


Figure 3.15 - Residential Zoning Districts

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

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.

Figure 3.16: Undeveloped Commercial Zoning Areas

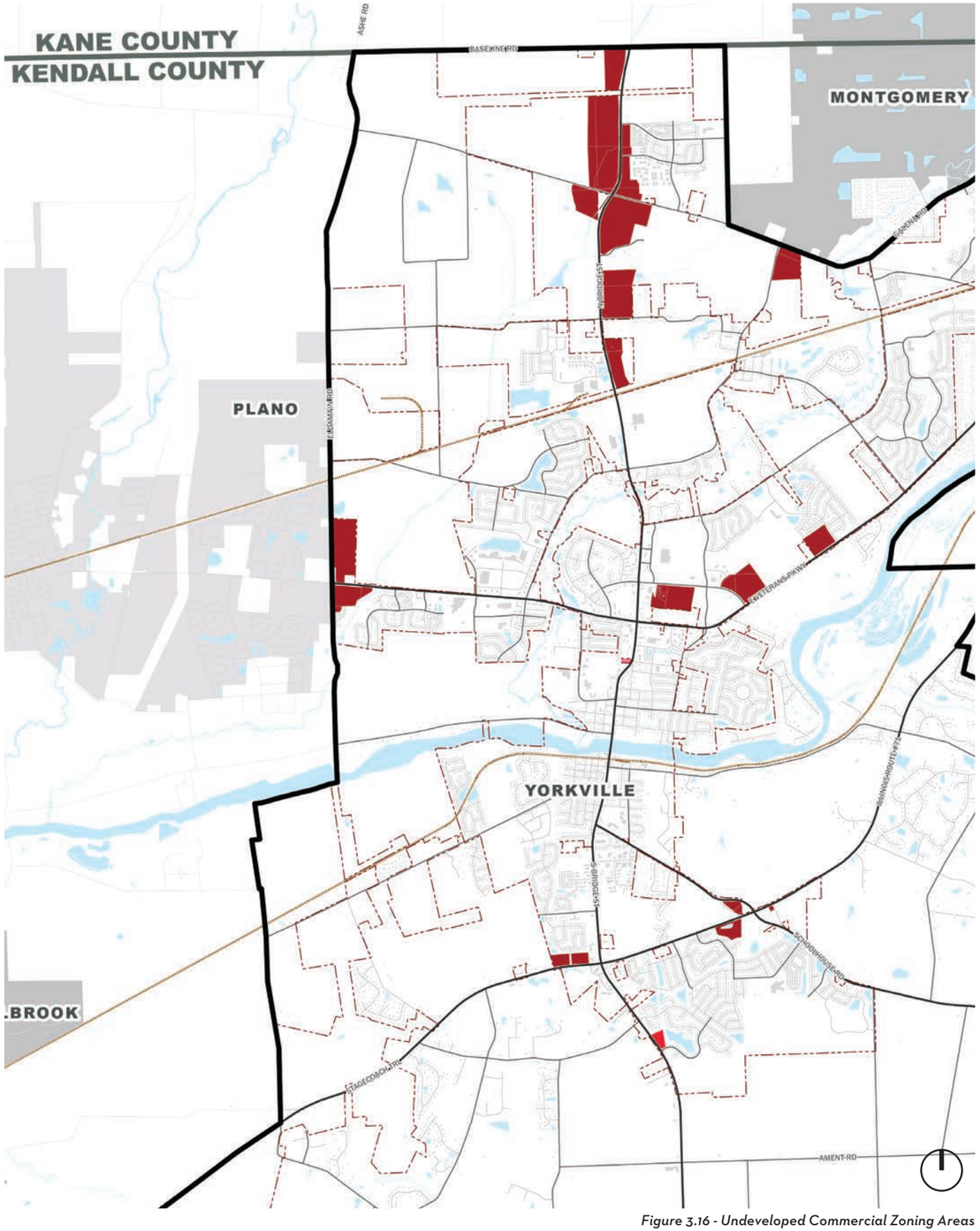


Figure 3.16 - Undeveloped Commercial Zoning Areas

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

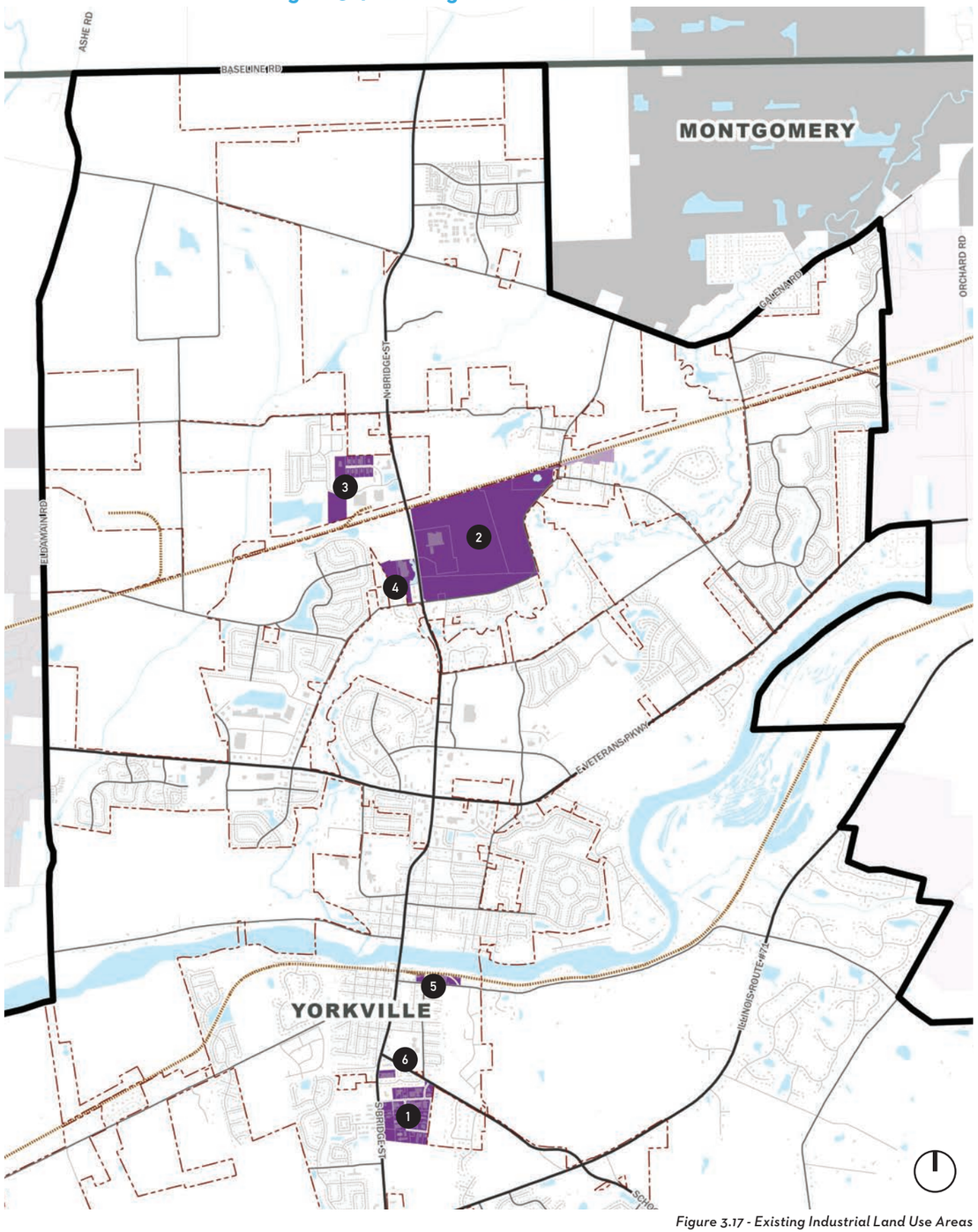


Figure 3.17 - Existing Industrial Land Use Areas

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

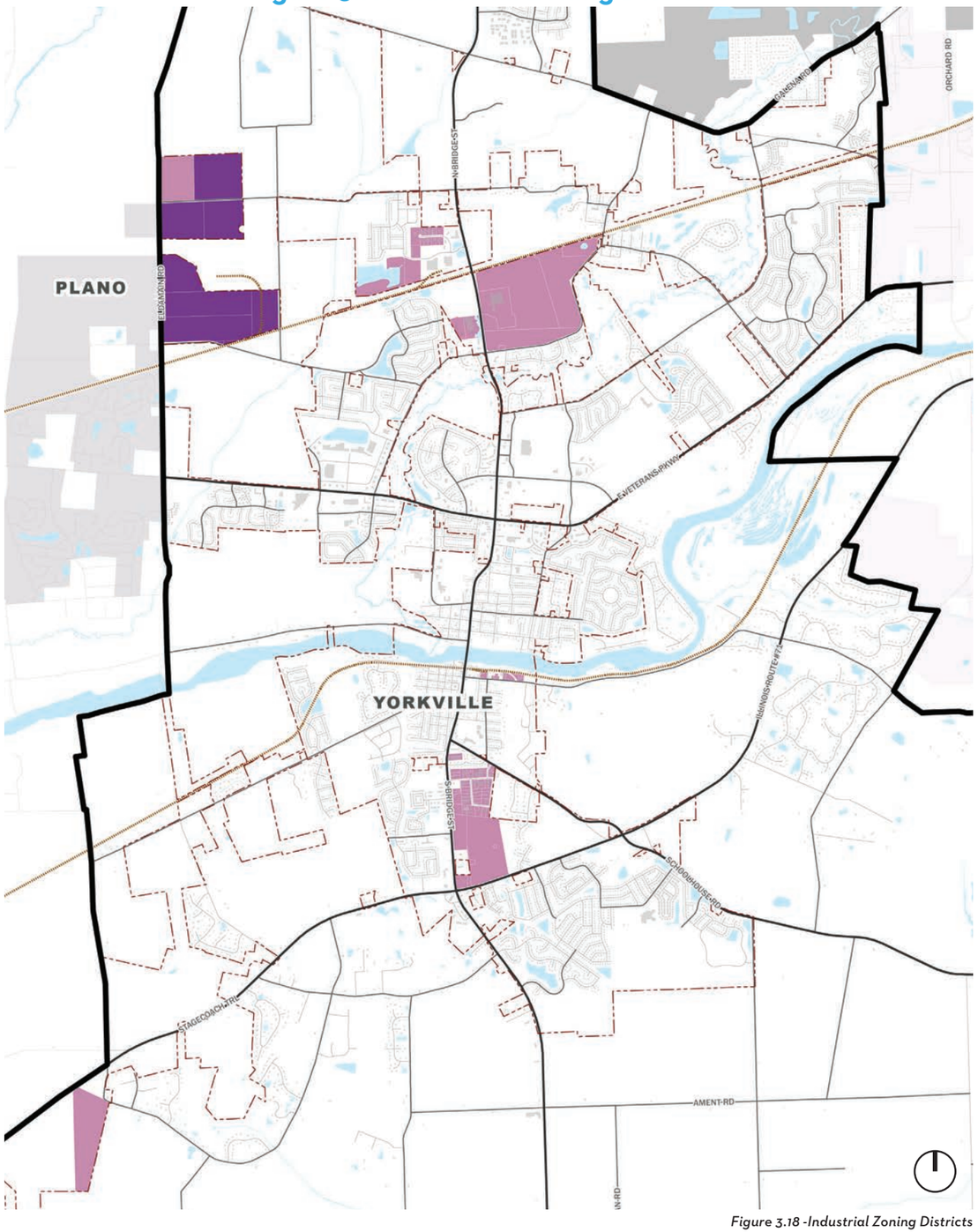


Figure 3.18 -Industrial Zoning Districts

CITY COUNCIL REVIEW 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

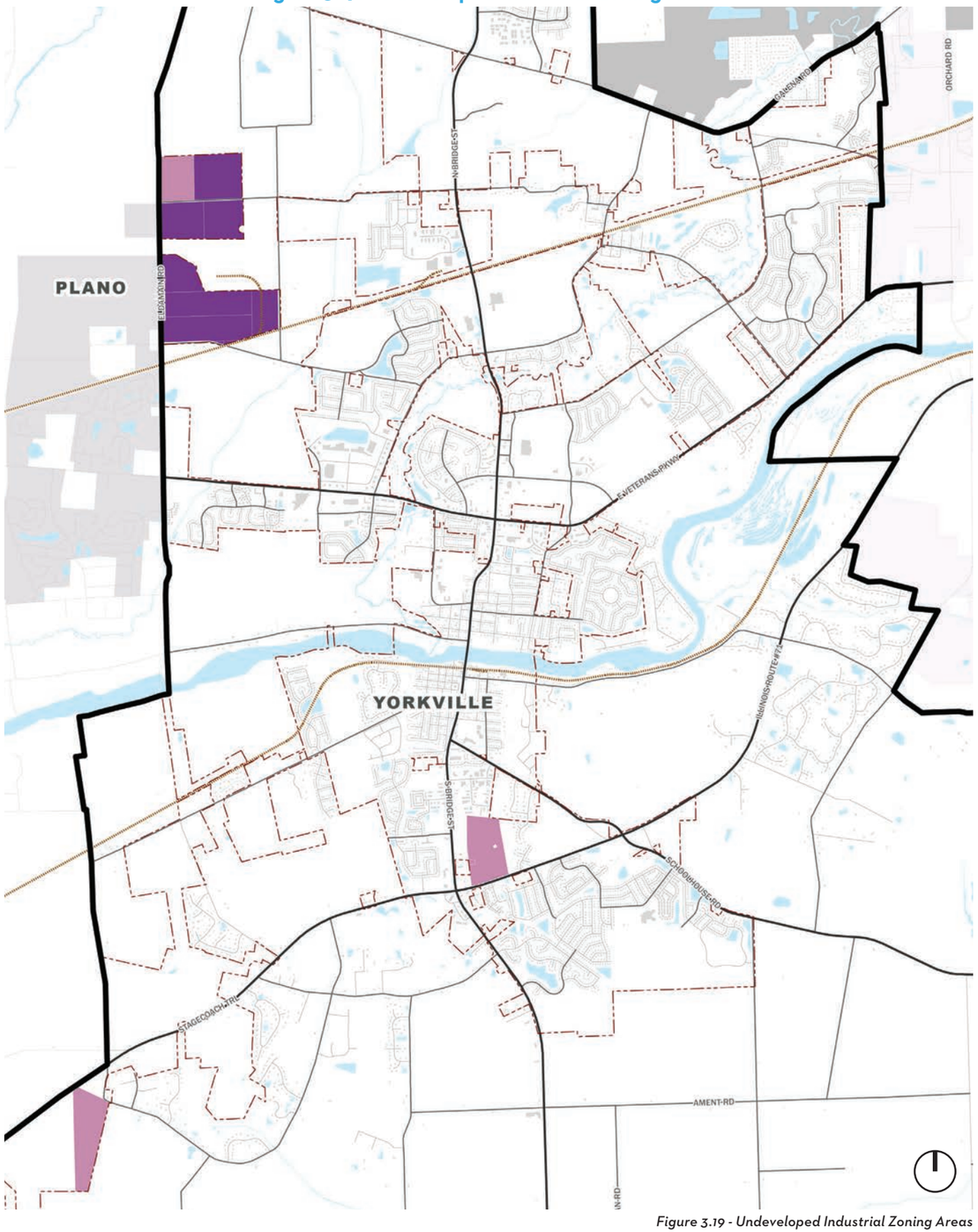


Figure 3.19 - Undeveloped Industrial Zoning Areas

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

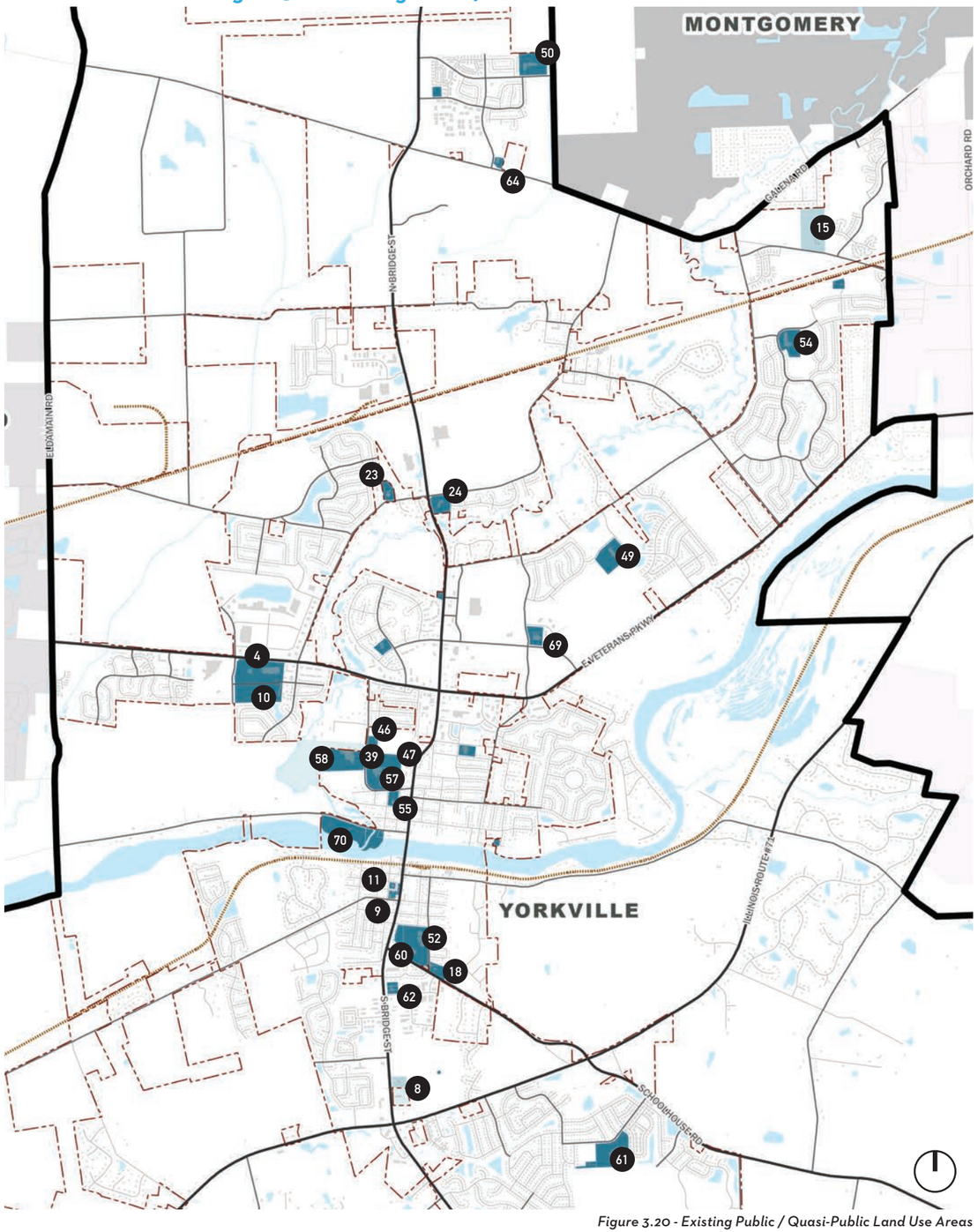


Figure 3.20 - Existing Public / Quasi-Public Land Use Areas

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

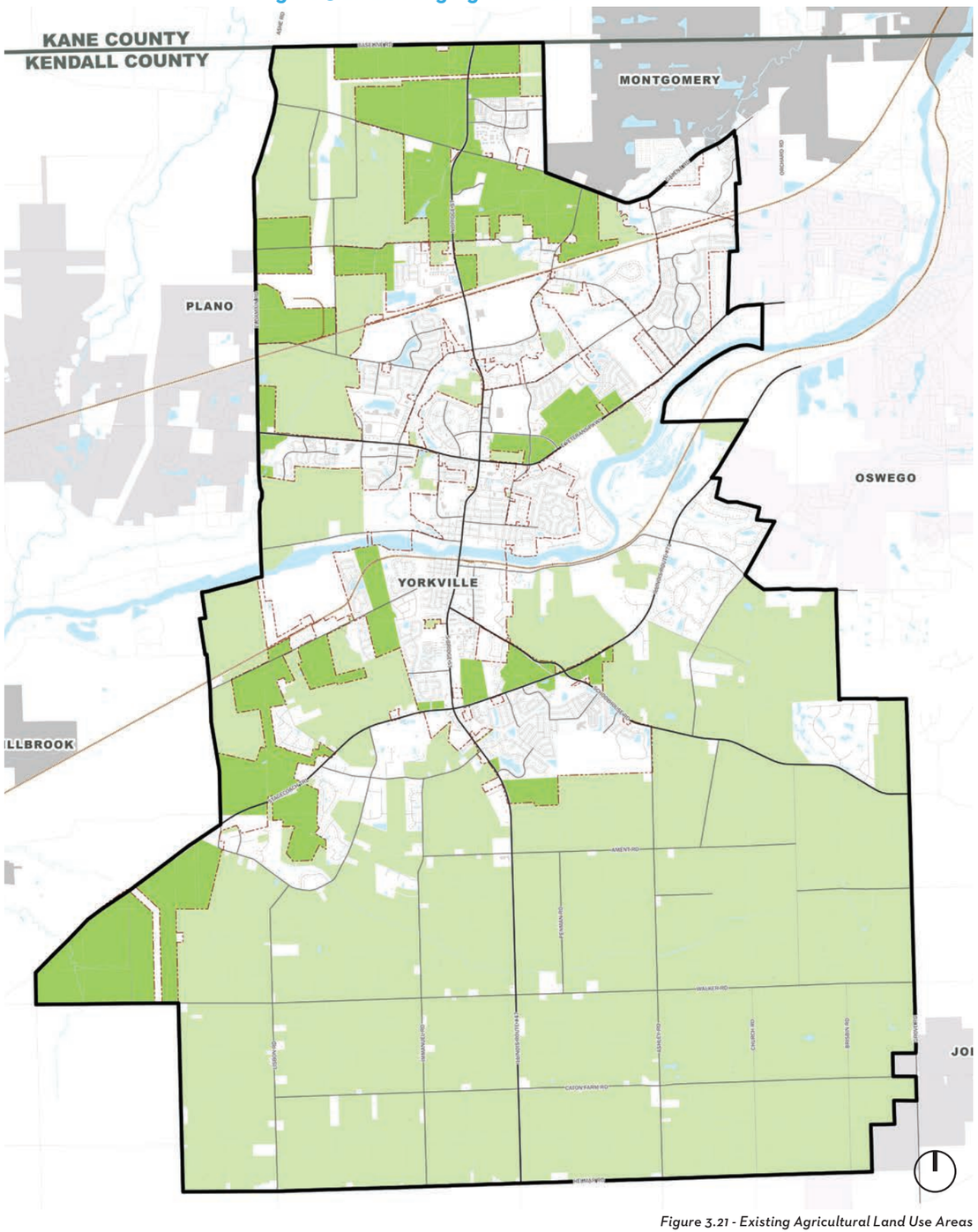


Figure 3.21 - Existing Agricultural Land Use Areas

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

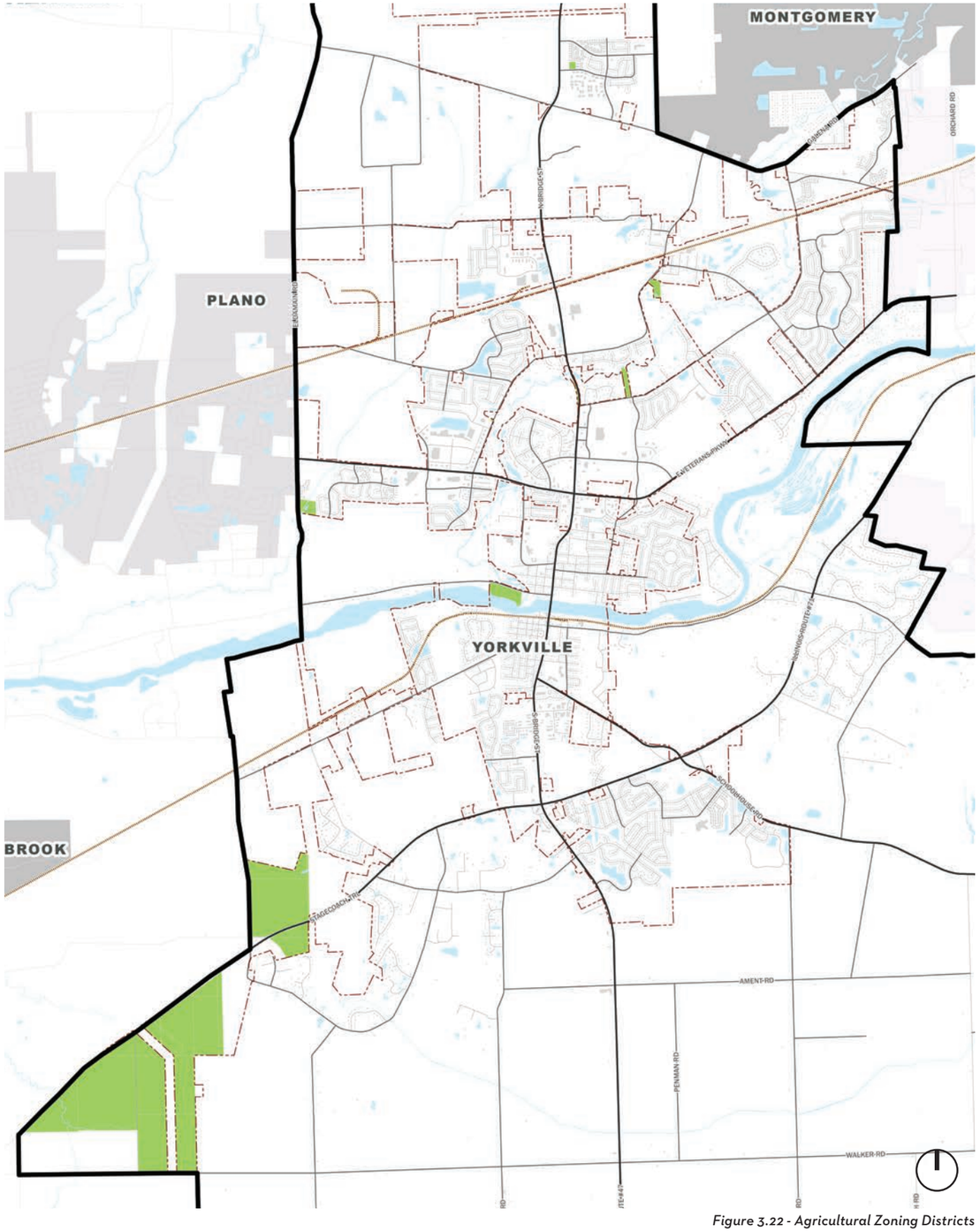


Figure 3.22 - Agricultural Zoning Districts

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

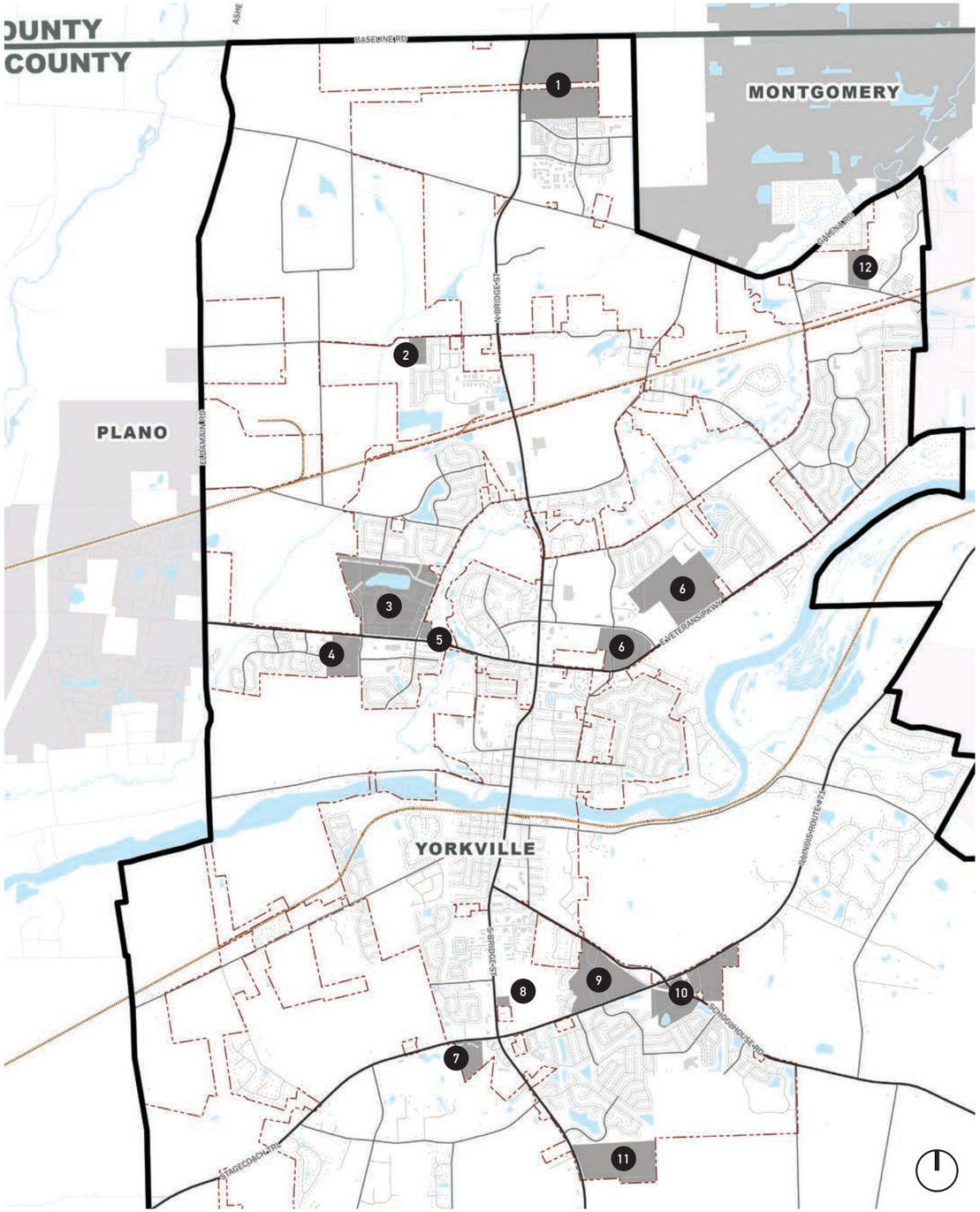


Figure 3.23 - PUD Zoning Districts

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

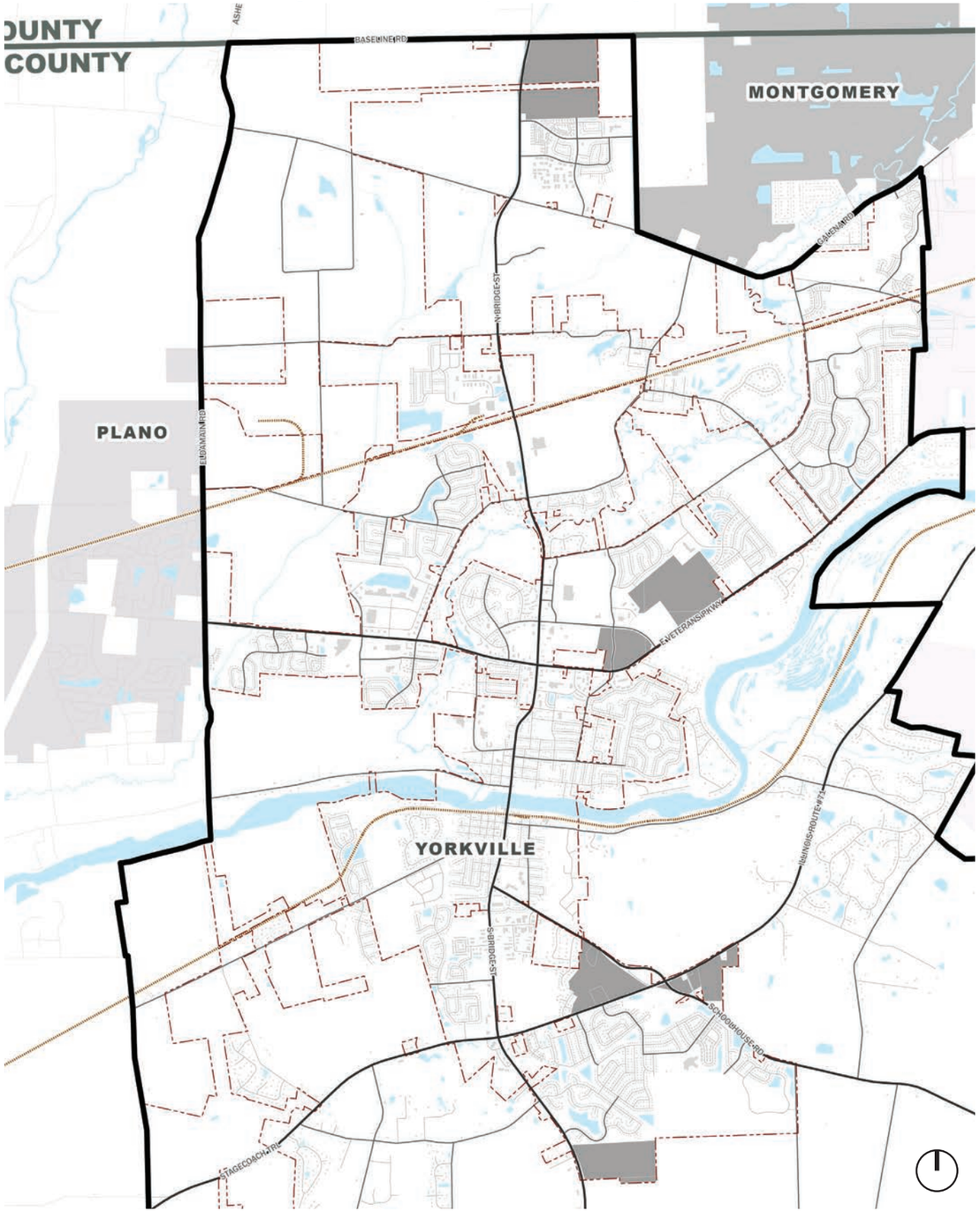


Figure 3.24 - Undeveloped PUD Zoning Areas

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

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

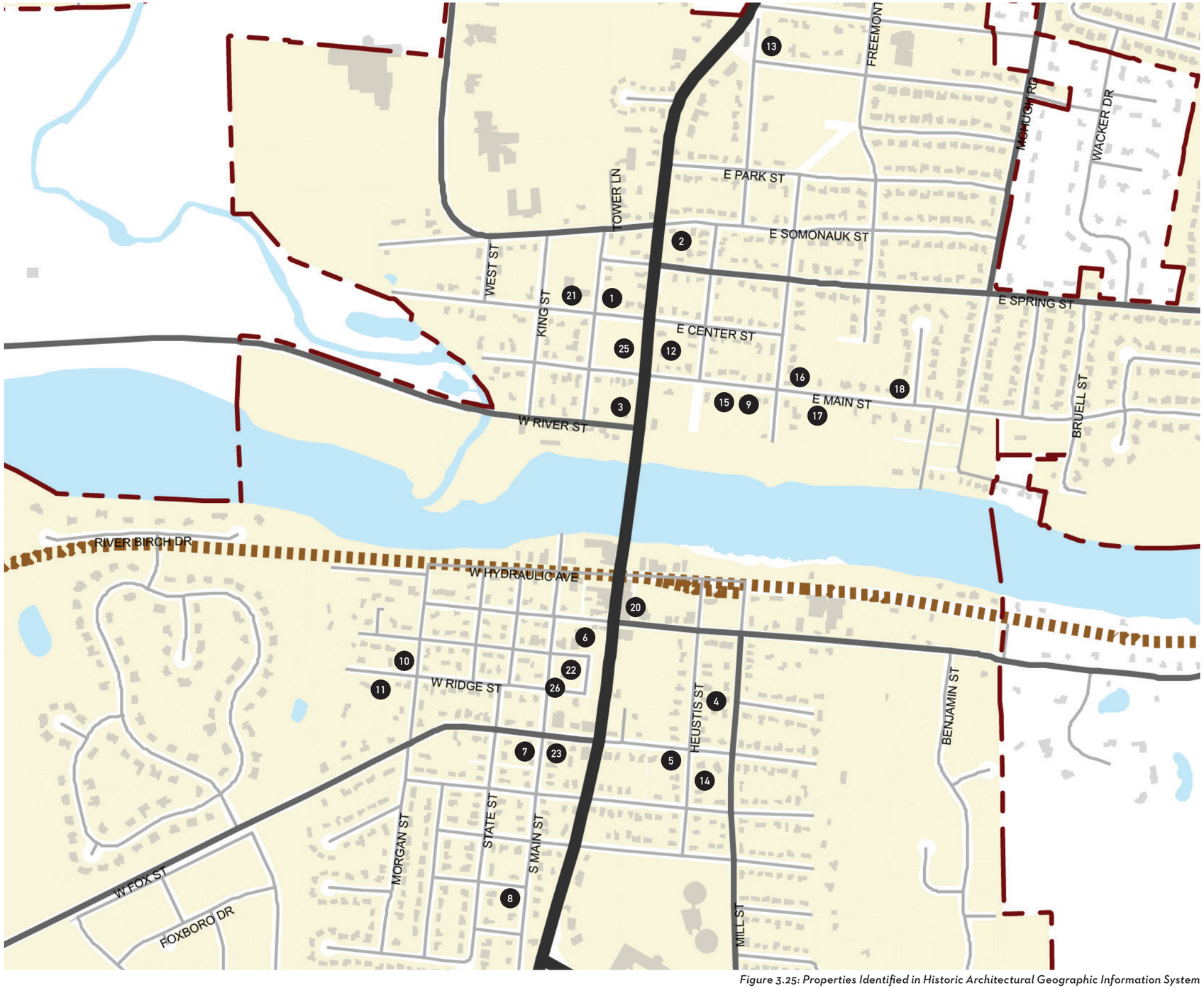


Figure 3.25: Properties Identified in Historic Architectural Geographic Information System

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 surrounding 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

- 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

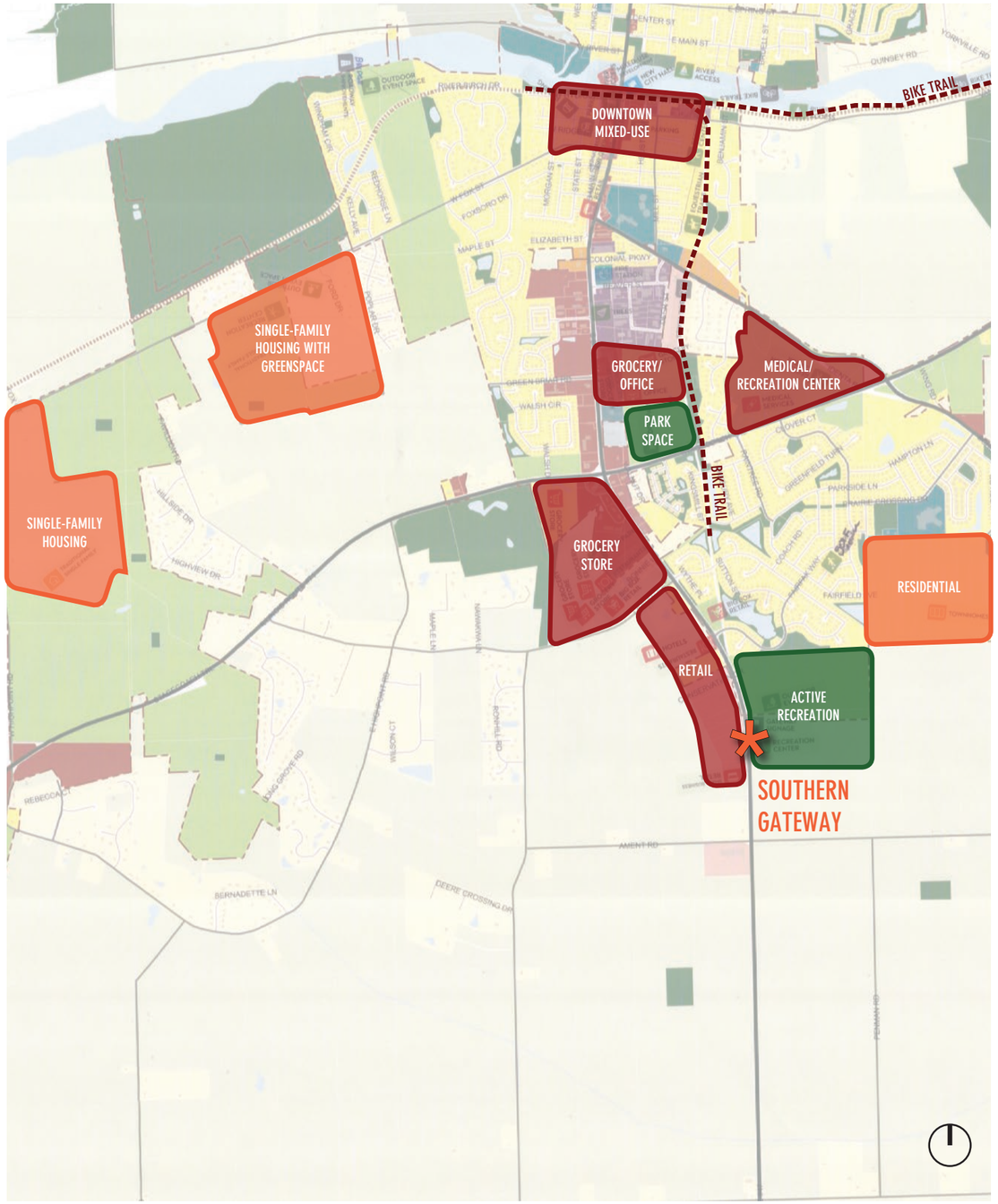
The following section summarizes the results of an online survey conducted between January and March of 2015; 152 people participated in the survey. These initial results will be used to assess existing conditions and planning issues.

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

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.

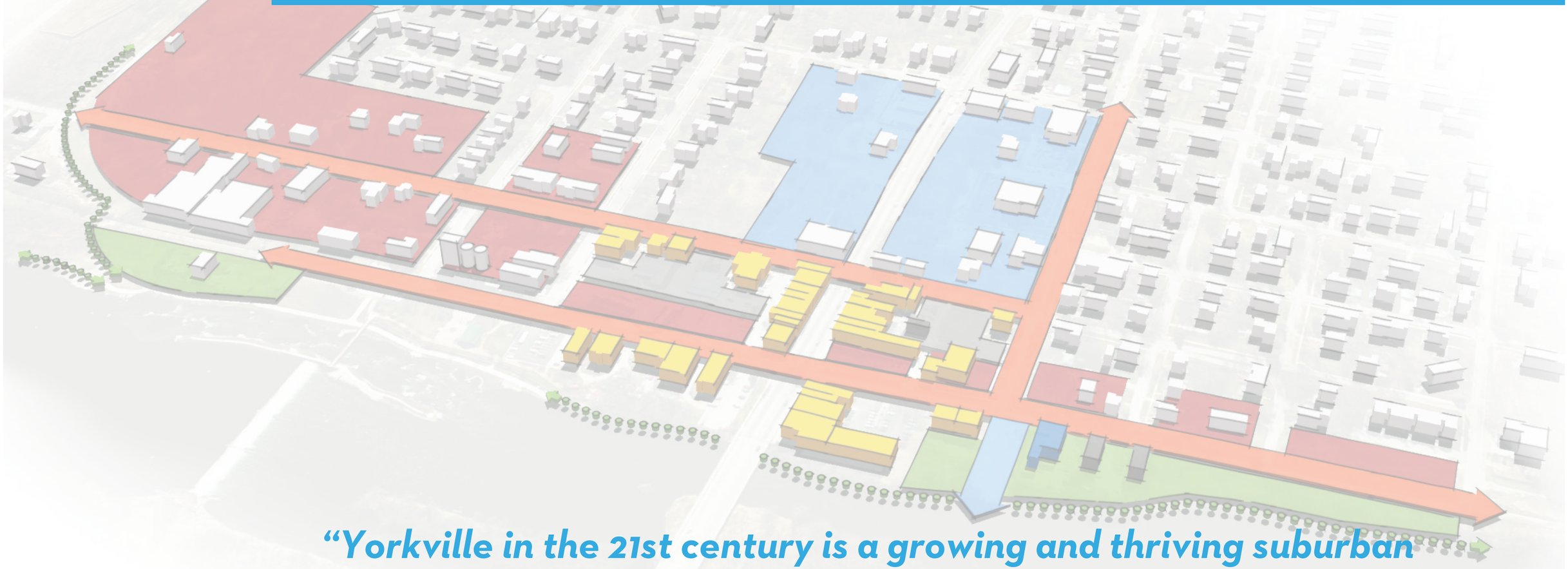
ONLINE SURVEY #2

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.

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.

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

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 potentially two Metra train station districts: one, bounded by Beecher Road and Rob Roy Creek on Yorkville's northwest side, the second located east of Illinois Route 47 north of the Wrigley manufacturing complex. A mix of single family, townhomes and apartment buildings, along with small-scale neighborhood retail, is suggested for the Beecher Road 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.

Similar development types are suggested for the second site, although careful consideration should be given to development design, whether commercial or residential, in this area – design that is compatible with the visual character of the nearby Bristol Village hamlet at Oak Street and Cannonball Trail to the east. Maintaining and integrating the hamlet's open space and environmental qualities within new TOD development should also be considered.

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)

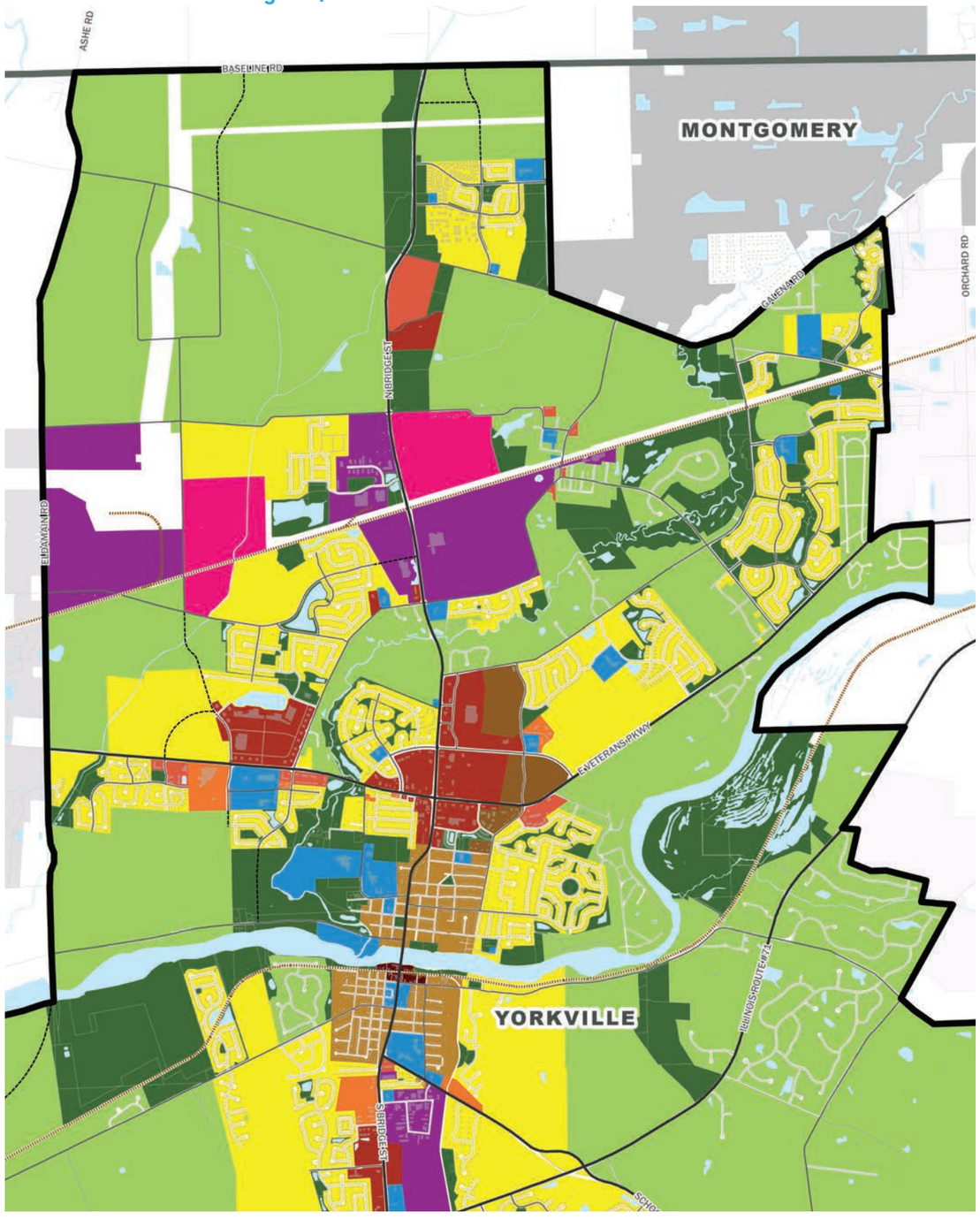
Parks and Open Space encompasses all parks, open space and recreational lands, including county and state parks, with the intent to preserve such areas, enhance their functions as active centers for recreational activity, and to achieve a well-connected system of open spaces, trails and "green" infrastructure 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;

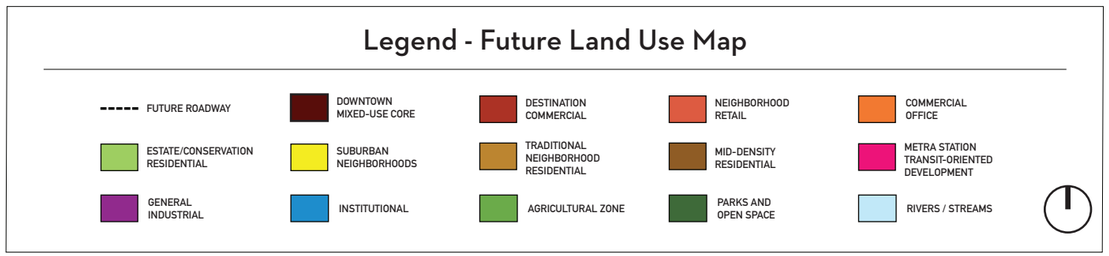


Figure 4.1 - Future Land Uses North of the Fox River

Figure 4.2: Future Land Uses South of the Fox River

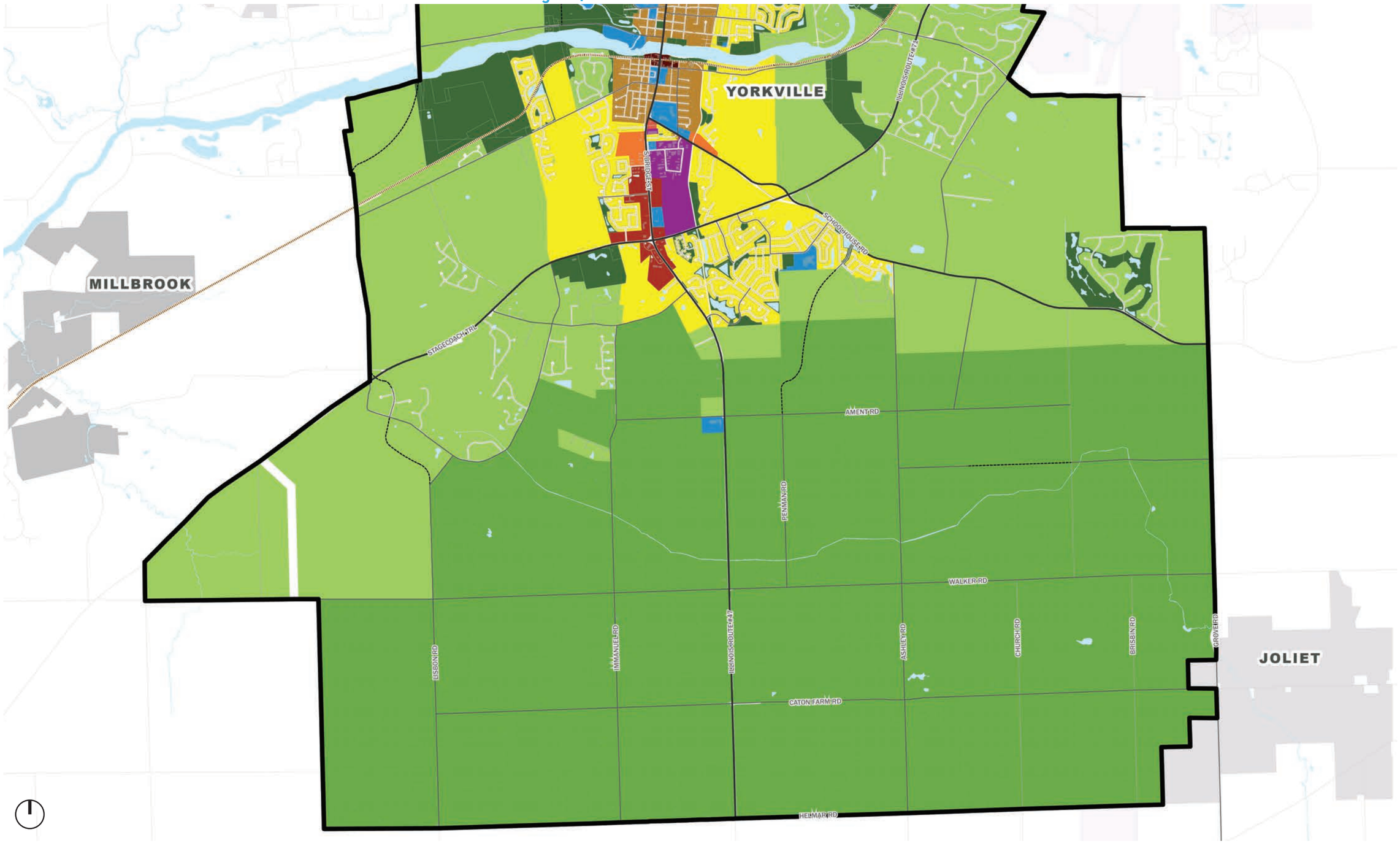


Figure 4.2 - Future Land Uses South of the Fox River

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.

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.

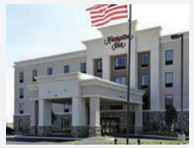
Commercial Office

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.

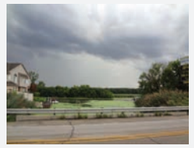
Estate/Conservation Residential

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.
- Mixed-use highly desirable
- 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.

- 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).

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK

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.

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.

CITY COUNCIL REVIEW 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

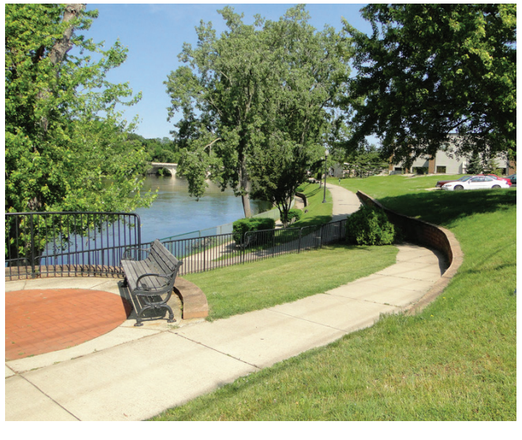
Implementation actions may include the purchase of properties located east of Bicentennial Riverfront Park and north of Hydraulic Street along the Fox River by the City or in partnership with other entities. Grants or other outside finding could be secured for property purchase as well as the creation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



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.

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.

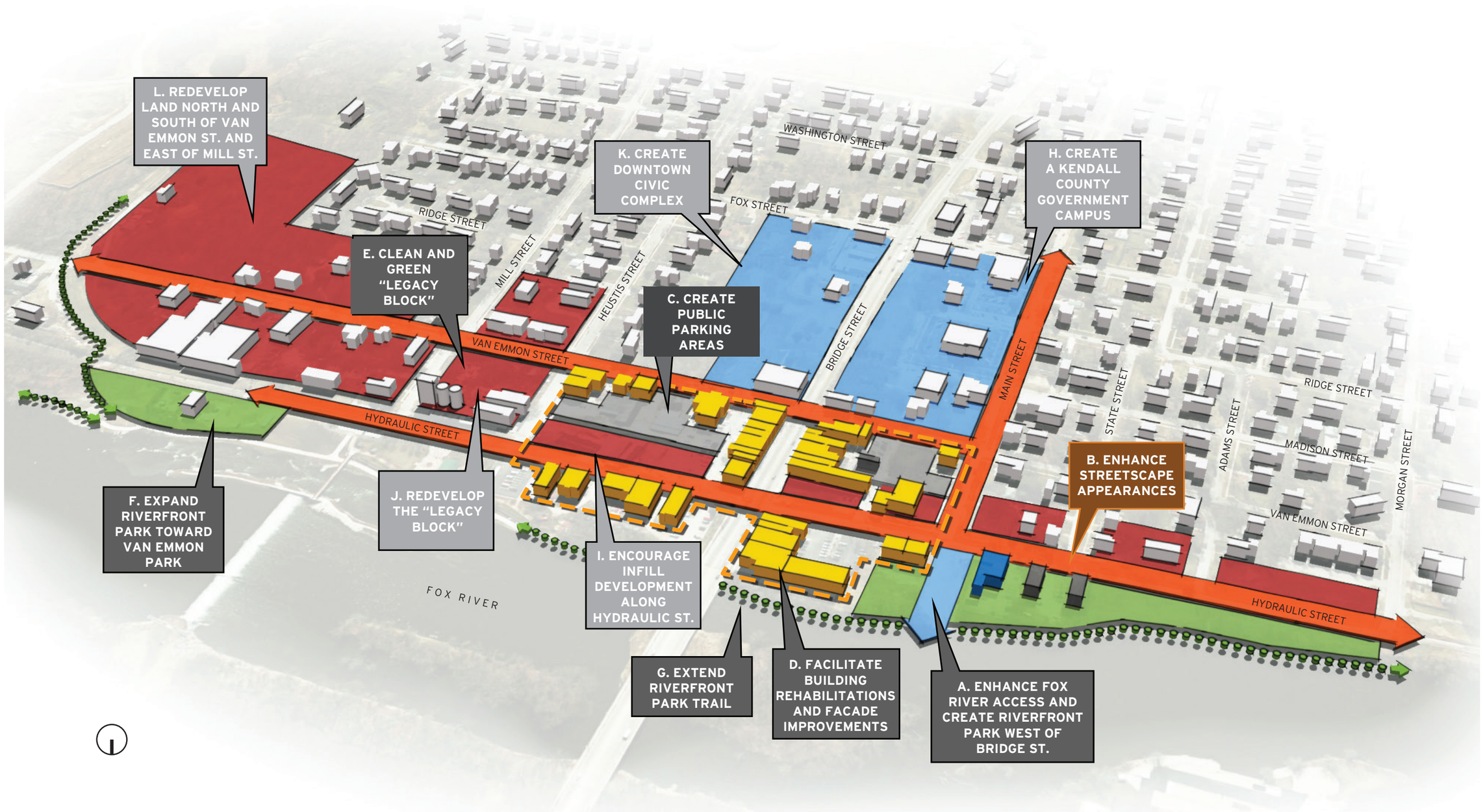
- **Strategy I: Encourage infill development along Hydraulic Street.** If remaining brownfield issues have been addressed, the City could facilitate infill development along all or portions of the block bounded by Hydraulic, Mill and Van Emmon Streets.

- **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.

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	160 acres
H. Metra Station TOD	200 acres
TOTAL LONG-RANGE	**394.5 acres**
TOTAL COMMERCIAL	**473.5 acres**

Figure 5.2 - Commercial Development Areas

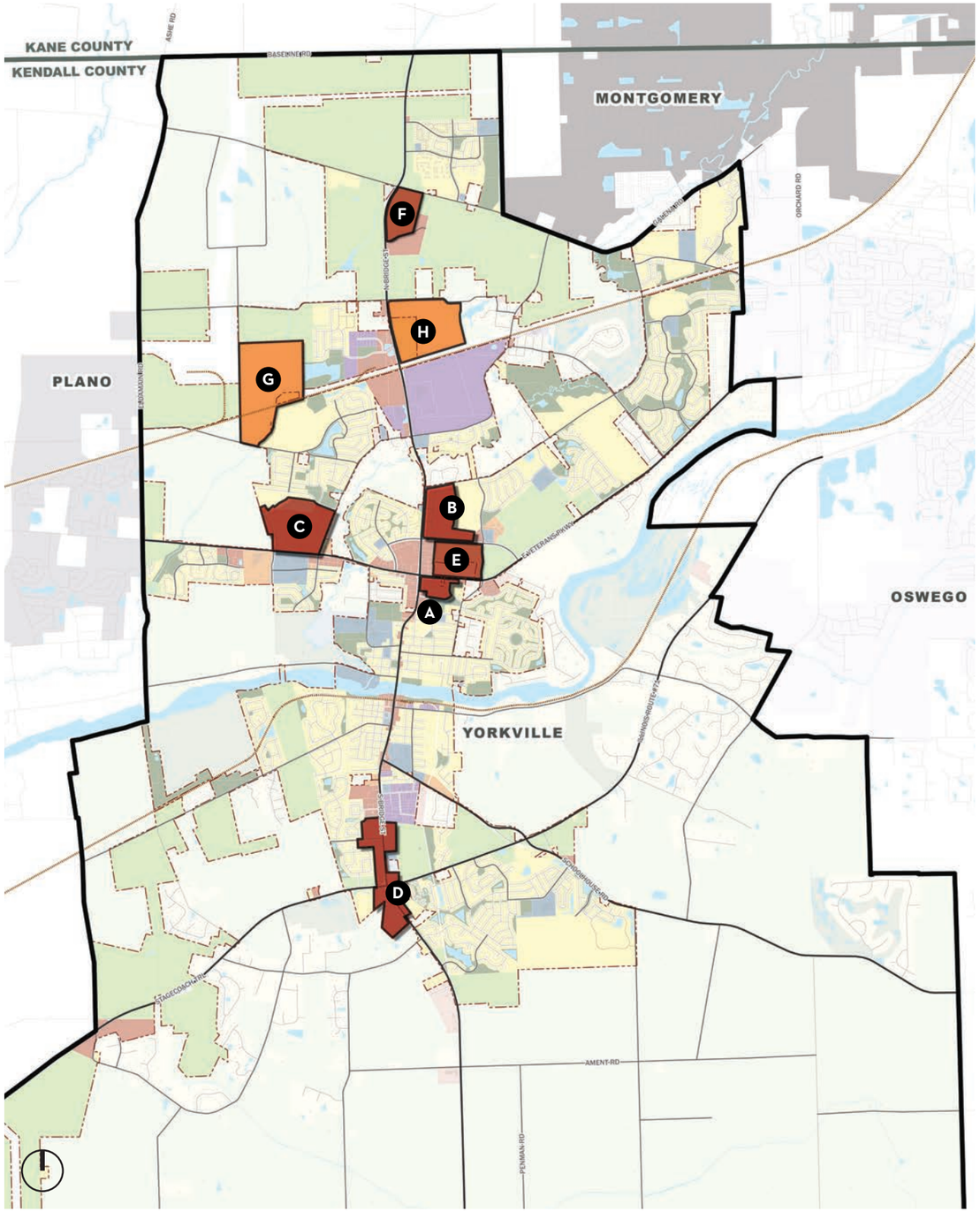


Figure 5.2 - Commercial Development Areas

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.

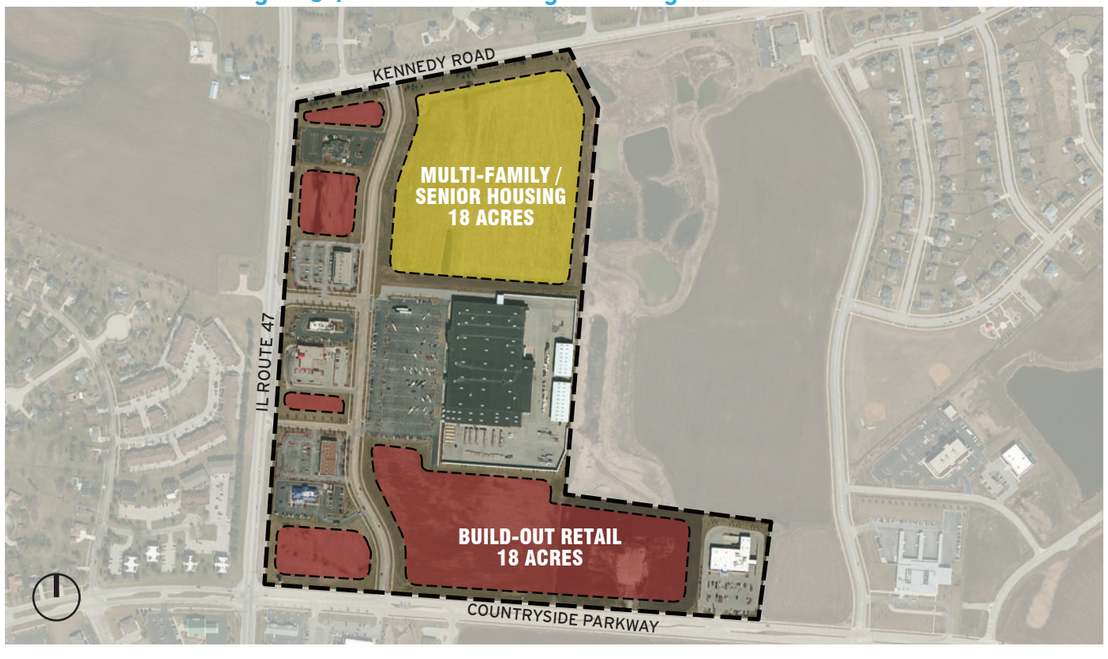
The Yorkville Crossing/Menards Commons shopping center is located north and east of the Illinois Route 47 and Veteran's Parkway intersection. In addition to the shopping center's anchor, Menards, other retailers include Ace Hardware, AutoZone, discount grocer Aldi, and the Goodwill thrift store. A planned 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.

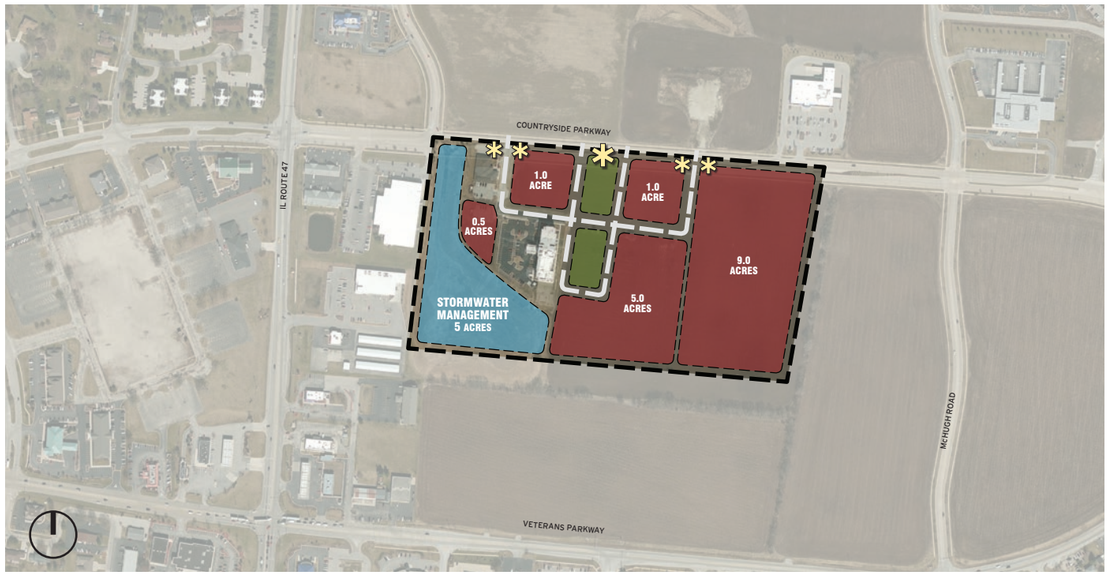
South of Countryside Parkway and east of Illinois Route 47 and the Hampton Inn is the Parkways site, which includes more than 22 acres of developable land. Given the current slack in demand for commercial real estate, it unlikely that this site will develop entirely in one phase and will take several 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



CITY COUNCIL REVIEW 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

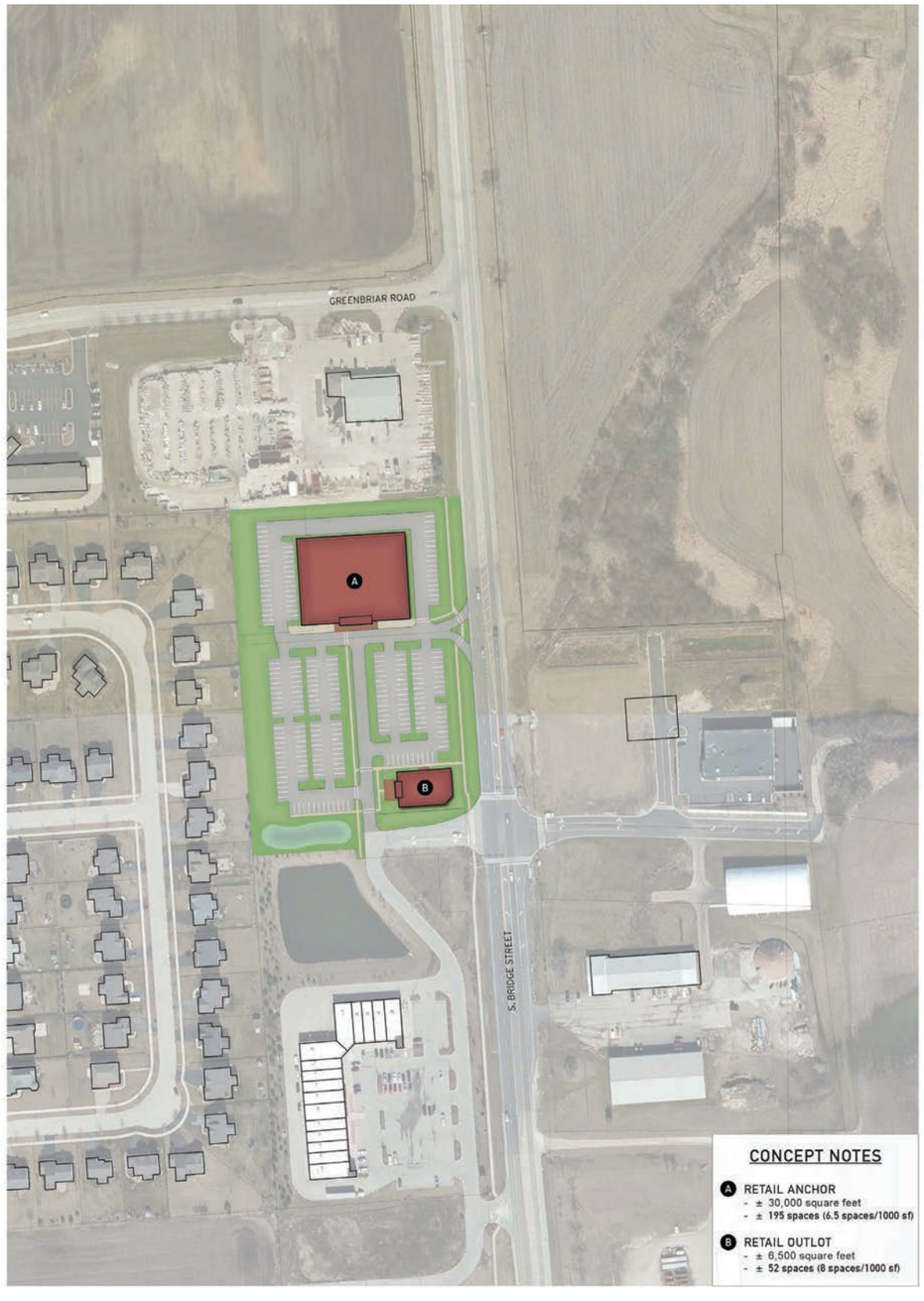


Figure 5.9 - Site C Alternative Grocery Store Development Concept; Store Facing East

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 along the BNSF rail line is currently being undertaken by Metra. Although conclusions of the study will not be released before the completion of this Comprehensive Plan, Metra has given preliminary indications that the site east of Illinois Route 47 and west of the Old Bristol Village hamlet might be suitable for a Metra Station and yard facility. The 2008 Comprehensive Plan recommended a site near the Beecher and Faxon Road intersection on land that is mainly agricultural. Both sites represent opportunities to plan for a TOD district, largely defined as a commercial-residential neighborhood designed to maximize access to public transit and integrating features that encourage transit ridership, such as nearby commercial services and high quality urban design and pedestrian amenities.

While it is still unknown where the train station will be sited by Metra, a site plan concept has been prepared for the Beecher/Faxon Road location. This site offers an opportunity to encourage TOD development in an area with relatively few land use constraints. The Wrigley/Old Bristol Village contains an existing hamlet building pattern that should be taken into consideration when designing and siting new TOD-related residential and commercial development. For the Beecher/Faxon Road location, 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.

IMPLEMENTATION ACTIONS

If a commuter rail station proves feasible, the City should adopt a master development plan and TOD overlay zone governing future land use intensities and development design, perhaps through a form-based code approach. 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 Transit-Oriented Development Site

Metra Station in Highland Park, Illinois

The Glen Metra Station in Glenview, Illinois

Prairie Crossing Metra Station in Grayslake, Illinois

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

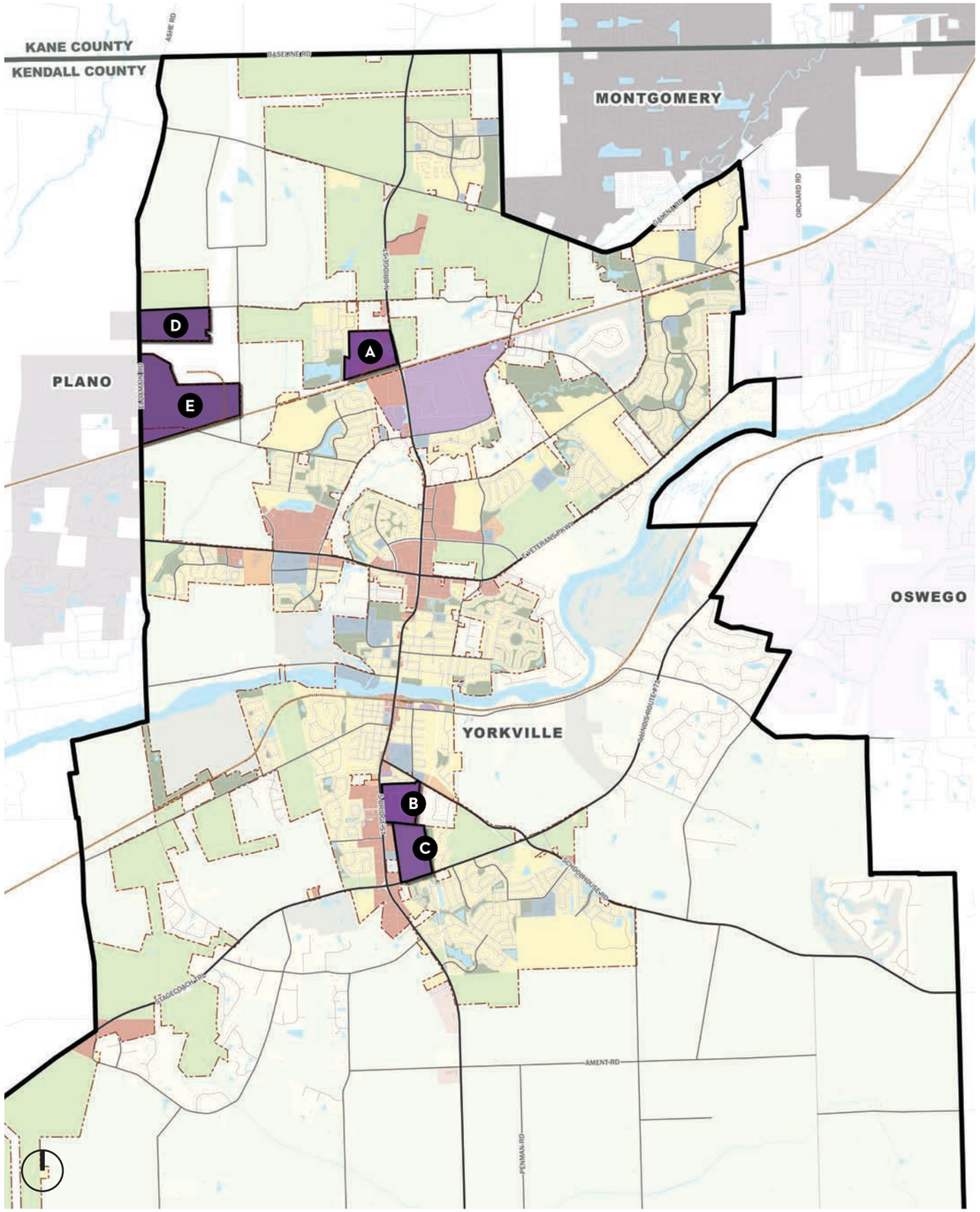


Figure 5.3 - Industrial Development Areas

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

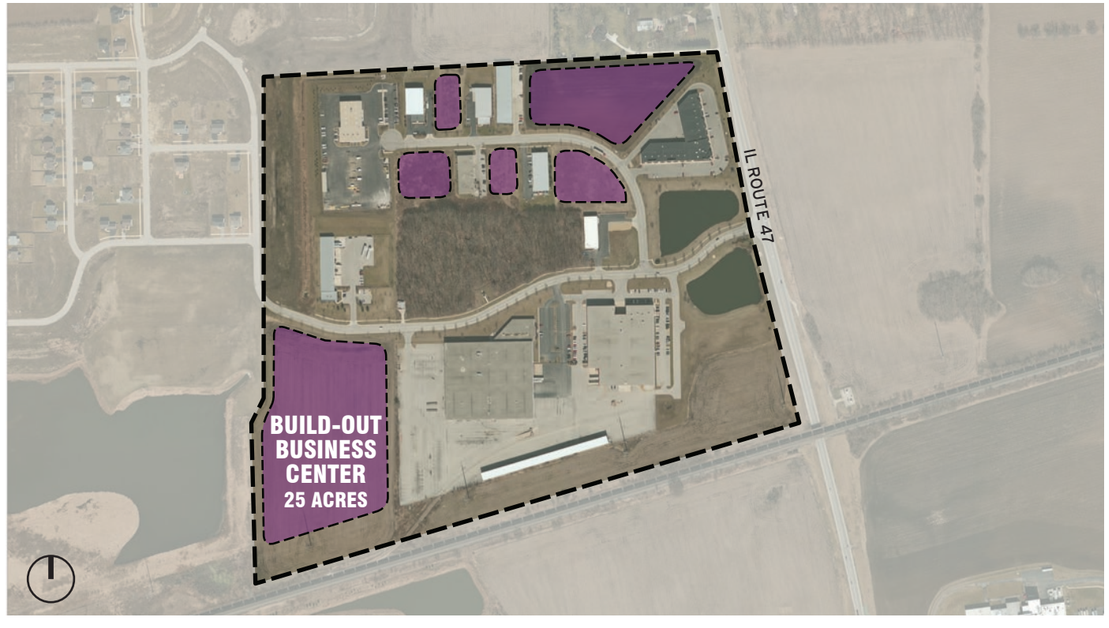


Figure 5.15 - Fox Industrial Park Remaining Build-Out Parcels

CITY COUNCIL REVIEW 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

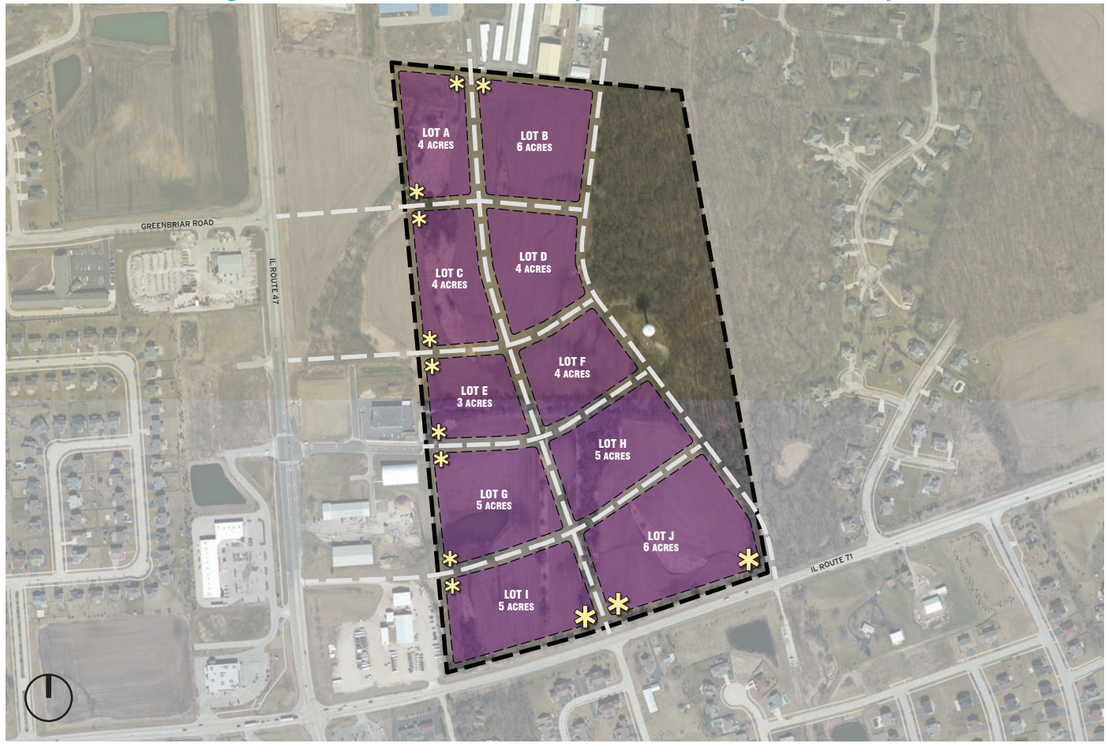


Figure 5.17 - Fox Industrial Park Expansion Site Development Concept

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.

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 quality development and protect and preserve Yorkville's environment assets.

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.

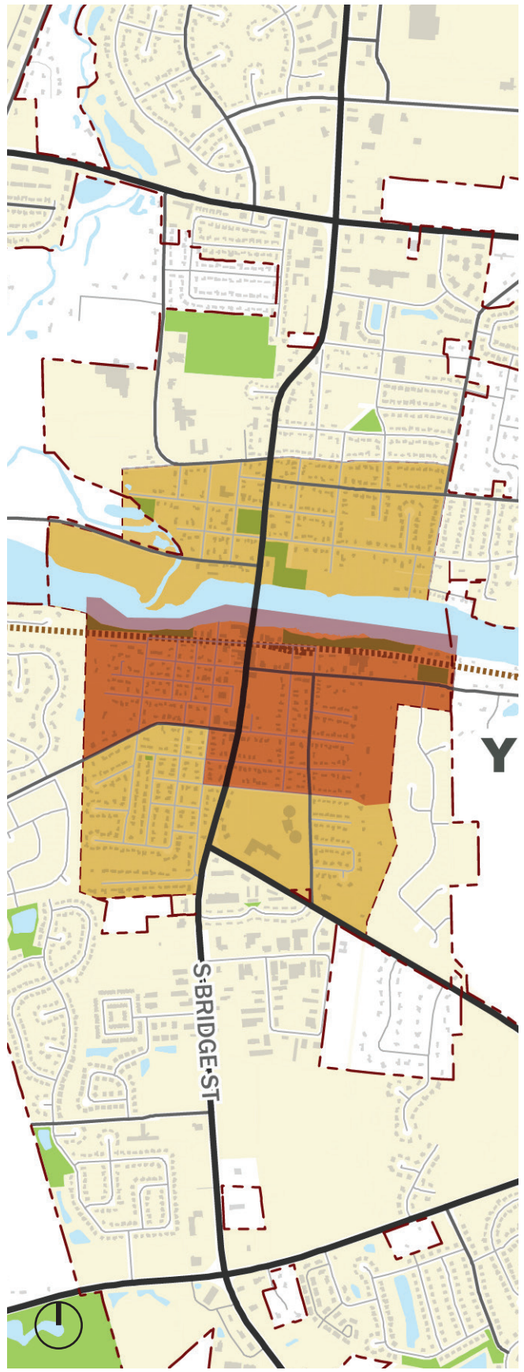


Figure 6.1 - Traditional Center

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.

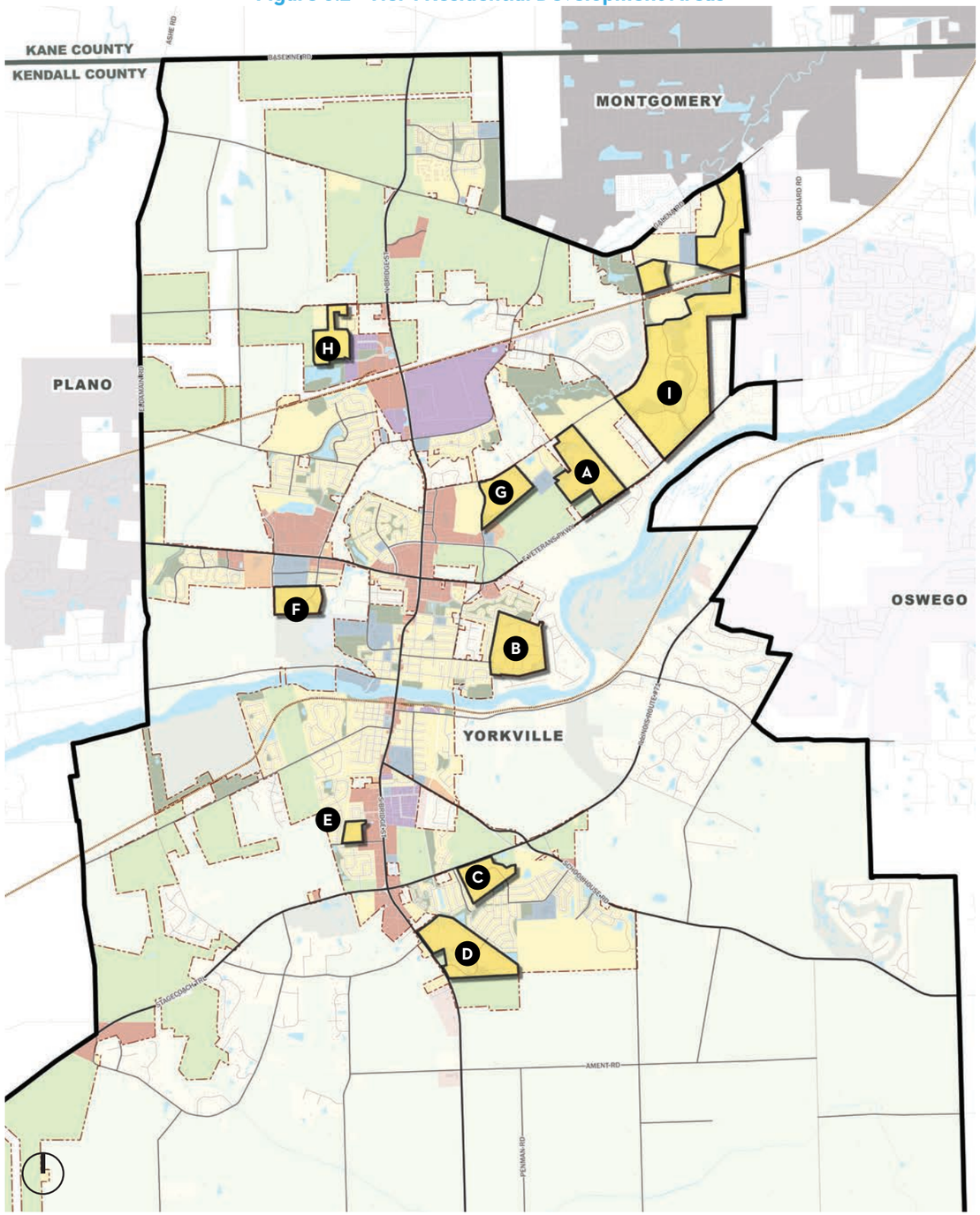
STRATEGY A: FACILITATE BUILD-OUT OF TIER 1 SUBDIVISIONS.

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

Figure 6.2 - Tier 1 Residential Development Areas



STRATEGY B: FACILITATE BUILD-OUT OF TIER 2 SUBDIVISIONS.

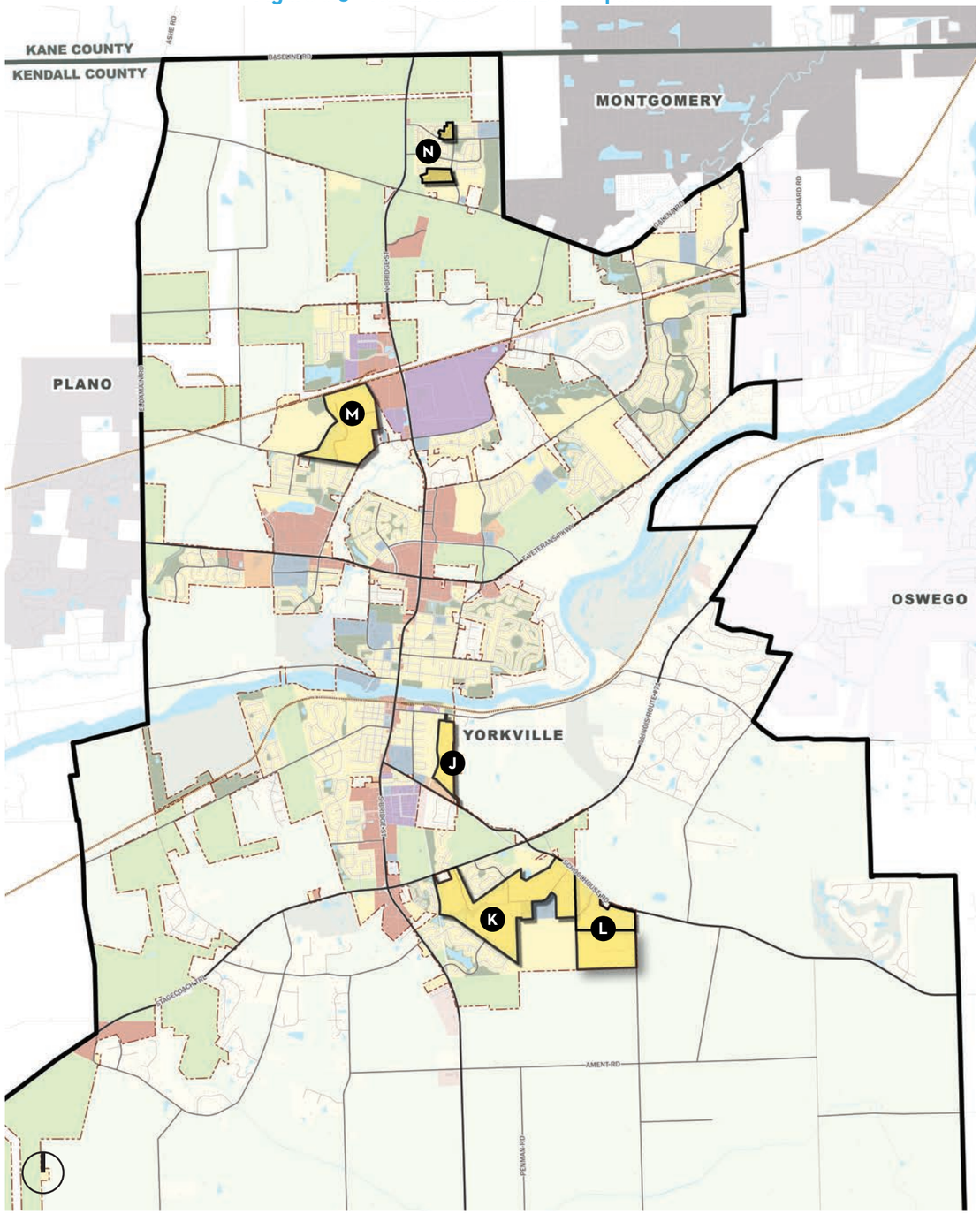
Tier 2 residential developments are areas with mostly completed roadway and utility infrastructure, but are considered dormant or latent with no active housing unit construction. Currently, there are 11 Tier 2 residential areas located in the Raintree Village, and Whispering Meadows subdivisions, mainly 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.

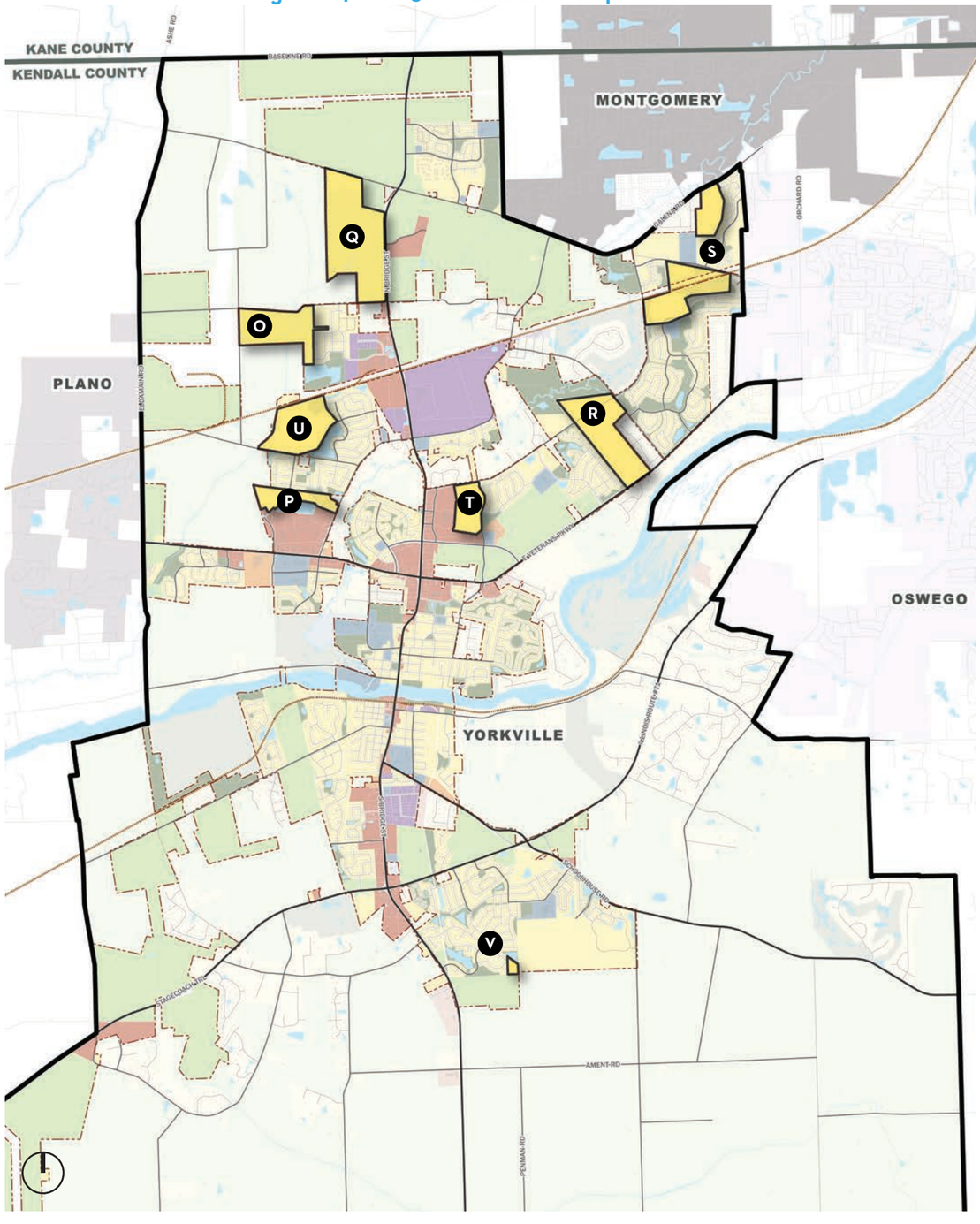
STRATEGY C: REPOSITION TIER 3 SUBDIVISIONS TO ACCOMMODATE DIFFERENT LAND USES AND HOUSING PRODUCTS

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**

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 1,600 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	160 acres
16. Metra Station TOD Site	200 acres
TOTAL TIER 3 RESIDENTIAL	**1,632 acres**

Figure 6.5 - Tier 4 Residential Development Areas

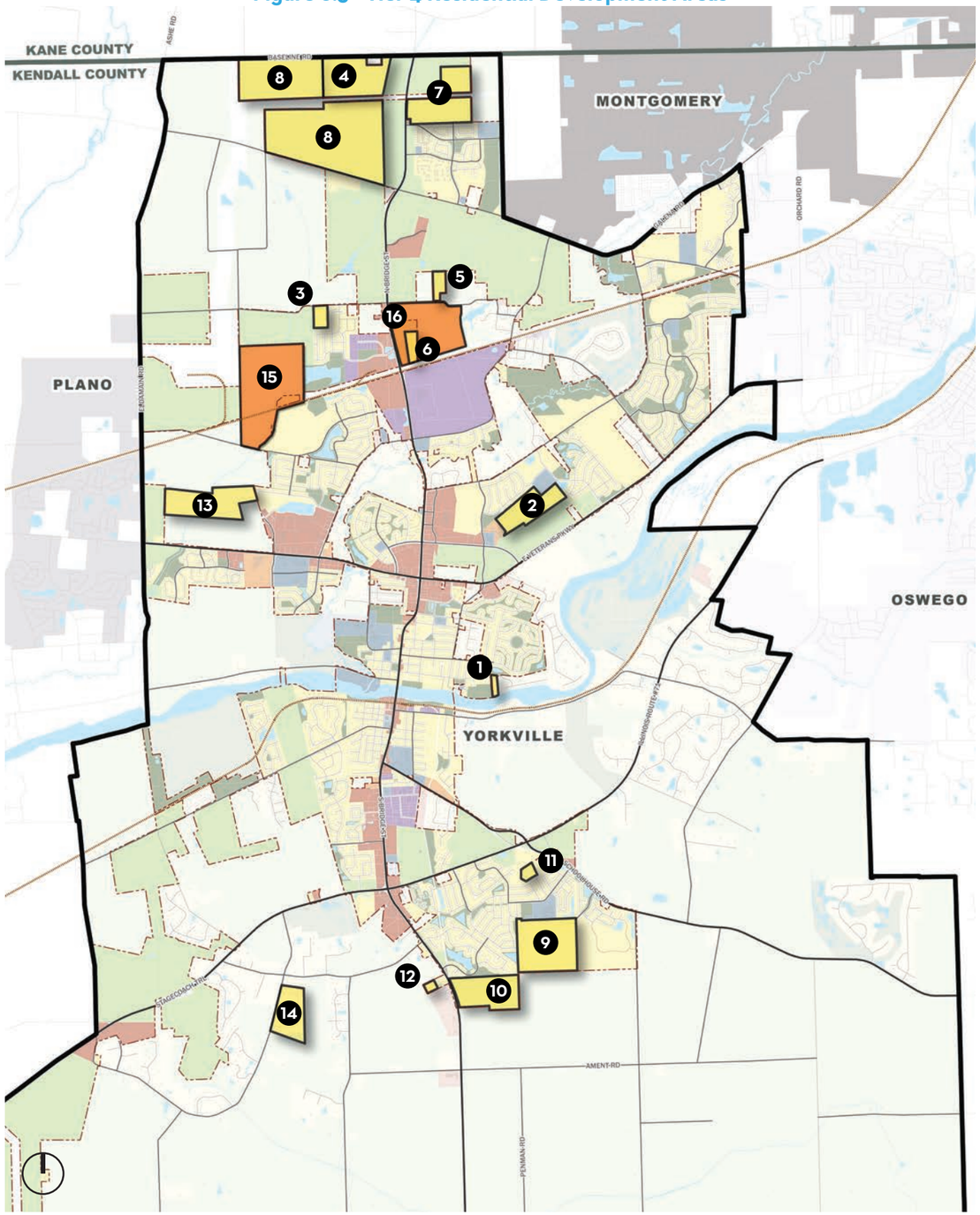


Figure 6.5 - Tier 5 Residential Areas

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.**

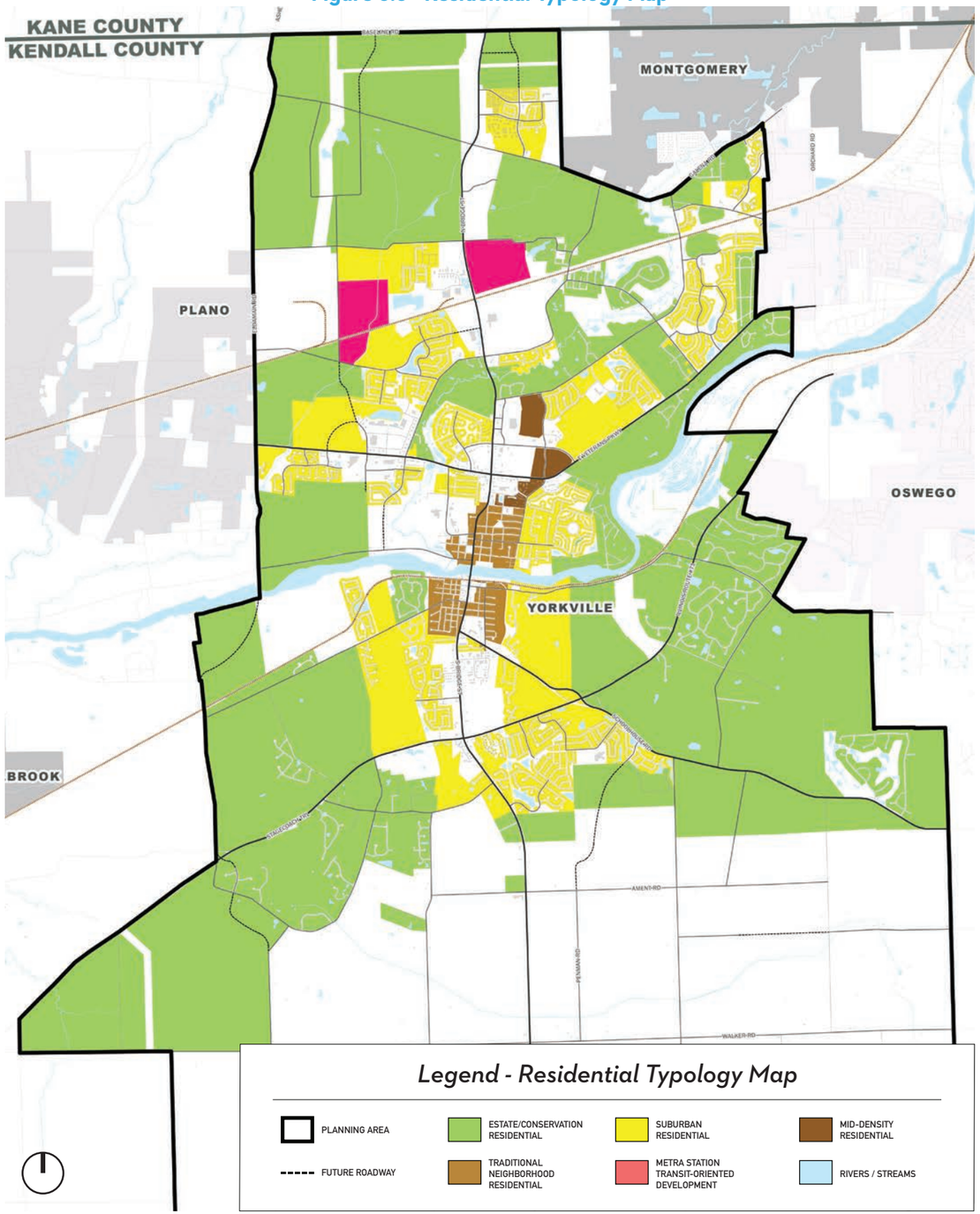
LOCATION TYPOLOGY MAP

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.

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

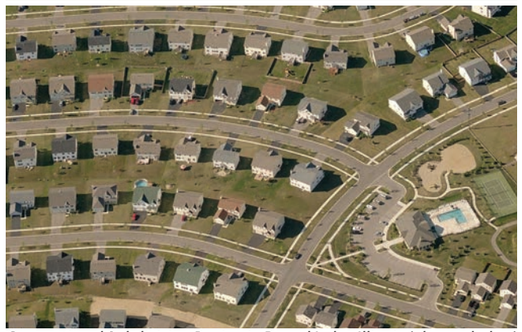
individual lots and in the placement of streets. Tree groves and other environmental features should also be preserved as much as possible. Pedestrian and bicycling routes are also encouraged to promote connections between neighborhoods. Estate residential subdivisions would be appropriate for areas 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.

Two potential Metra Station TOD districts are proposed as part of Yorkville's future residential and commercial land use patterns, although one will be determined as more feasible by Metra. In terms of its housing component, a hybrid between neo-traditional and conventional subdivision design may be appropriate in these areas, 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 curvilinear street pattern for detached single family housing around longer street blocks to take advantage of any topographical or environmental features within the TOD district. This latter design approach may be appropriate around the Old Bristol Village hamlet area to maintain its semi-rural character.



Conventional Subdivision Design in Round Lake, Illinois (above + below)

Neo-Traditional Design, New Albany, Ohio (above + below)

Prairie Crossing Metra Station TOD in Grayslake, IL

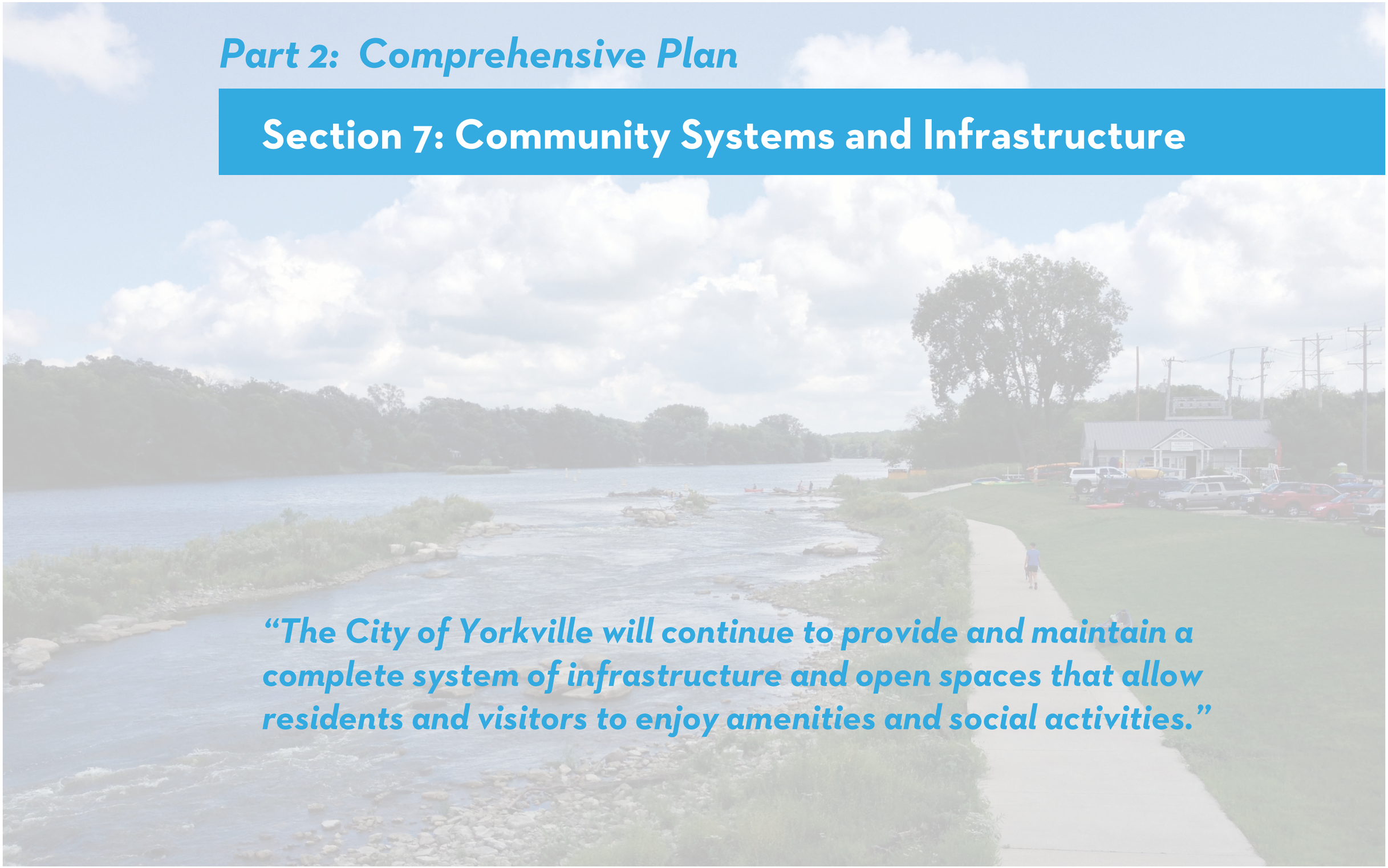
Conservation Residential Design in Chagrin Falls, Ohio (above + below)

Small lot (above) and townhomes (below) residential housing types.

Apartment (above) and small loot residential (below) housing types.

Part 2: Comprehensive Plan

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.

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.

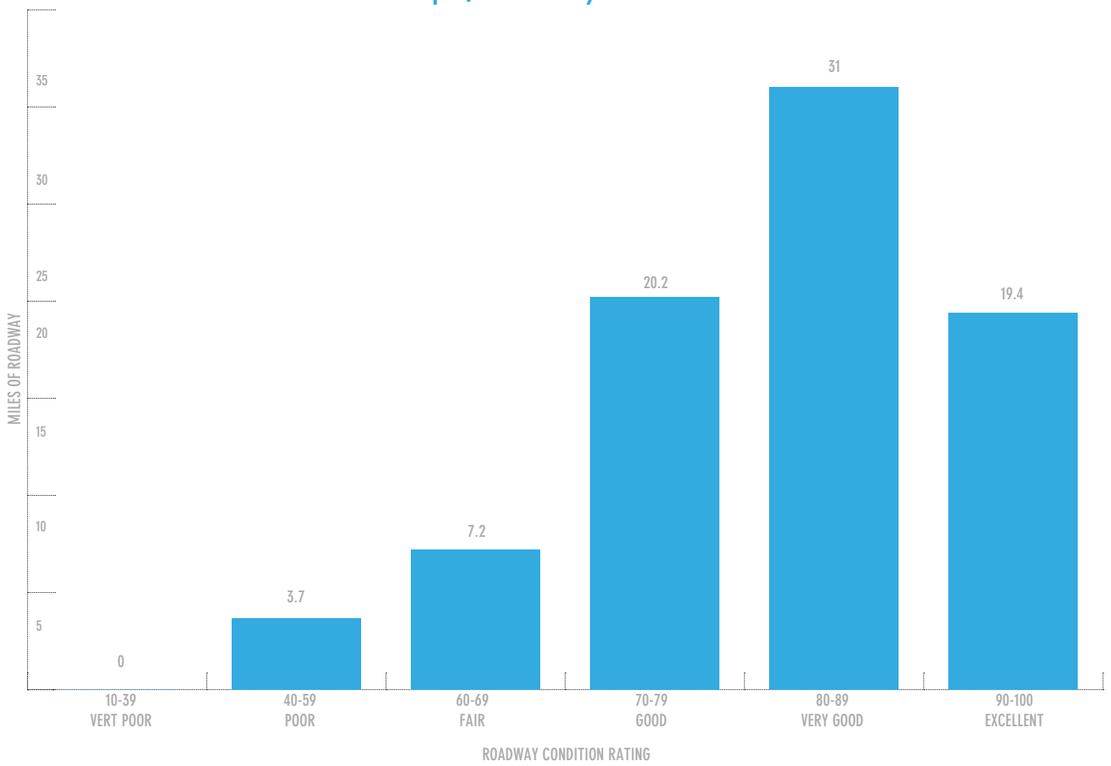
impacts on roadway capacity and would need to be studied in further detail. Two roadway segments for which capacity constraints may be an issue in 2040 are highlighted in red in Table 7.1.

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.

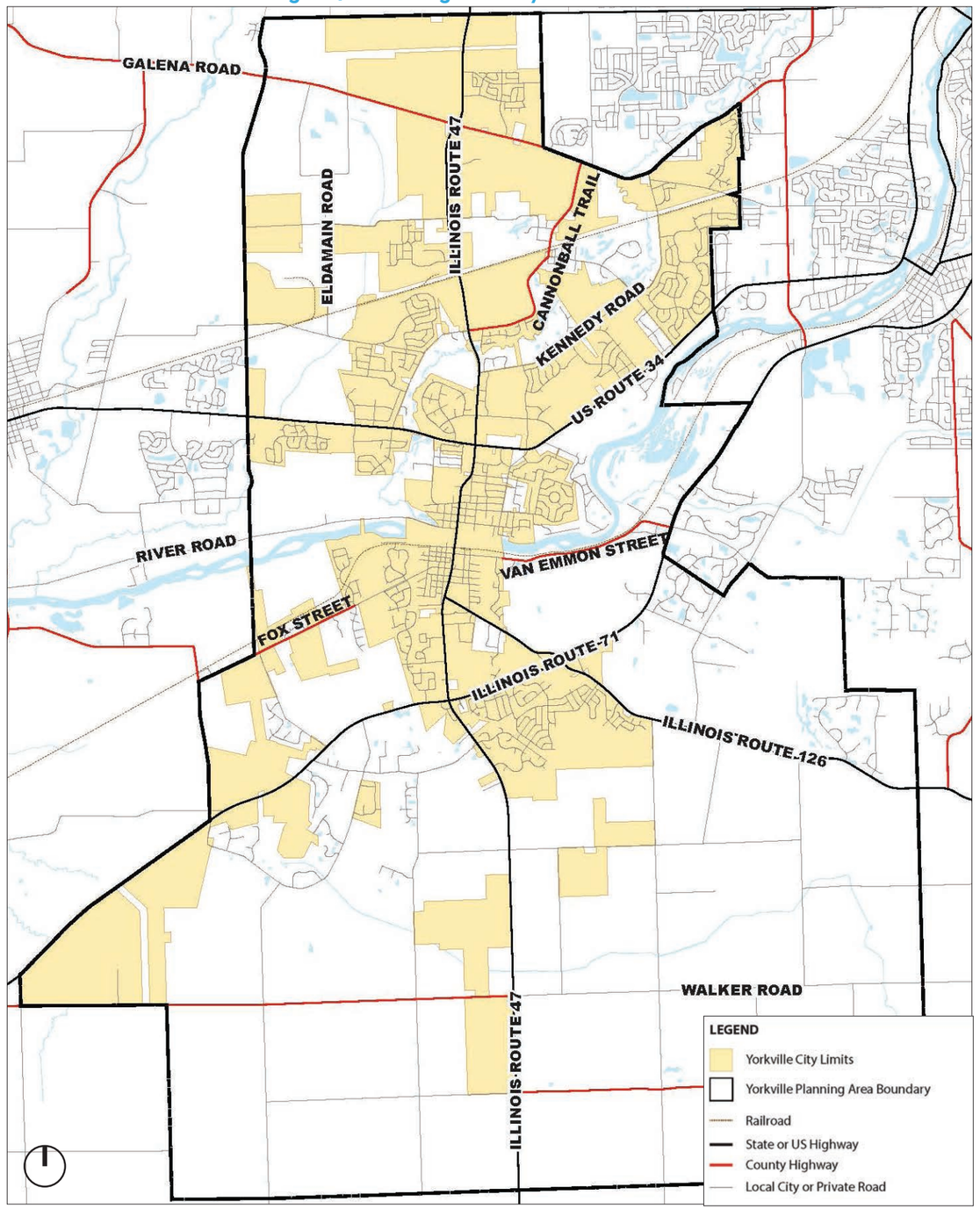
In order to keep the roadway network in a state of good repair, the City estimated a need of $2.1 million annually for roadway improvements. $1 million has been funded. The City anticipates that the combined roadway score will drop from 82 to 77 by 2018 with some exceptions for roadway improvement projects currently under way.

Graph 7.1: Roadway Conditions



Source: City of Yorkville

Figure 7.1 - Existing Roadway and Rail Network



CITY COUNCIL REVIEW DRAFT

BICYCLE NETWORK

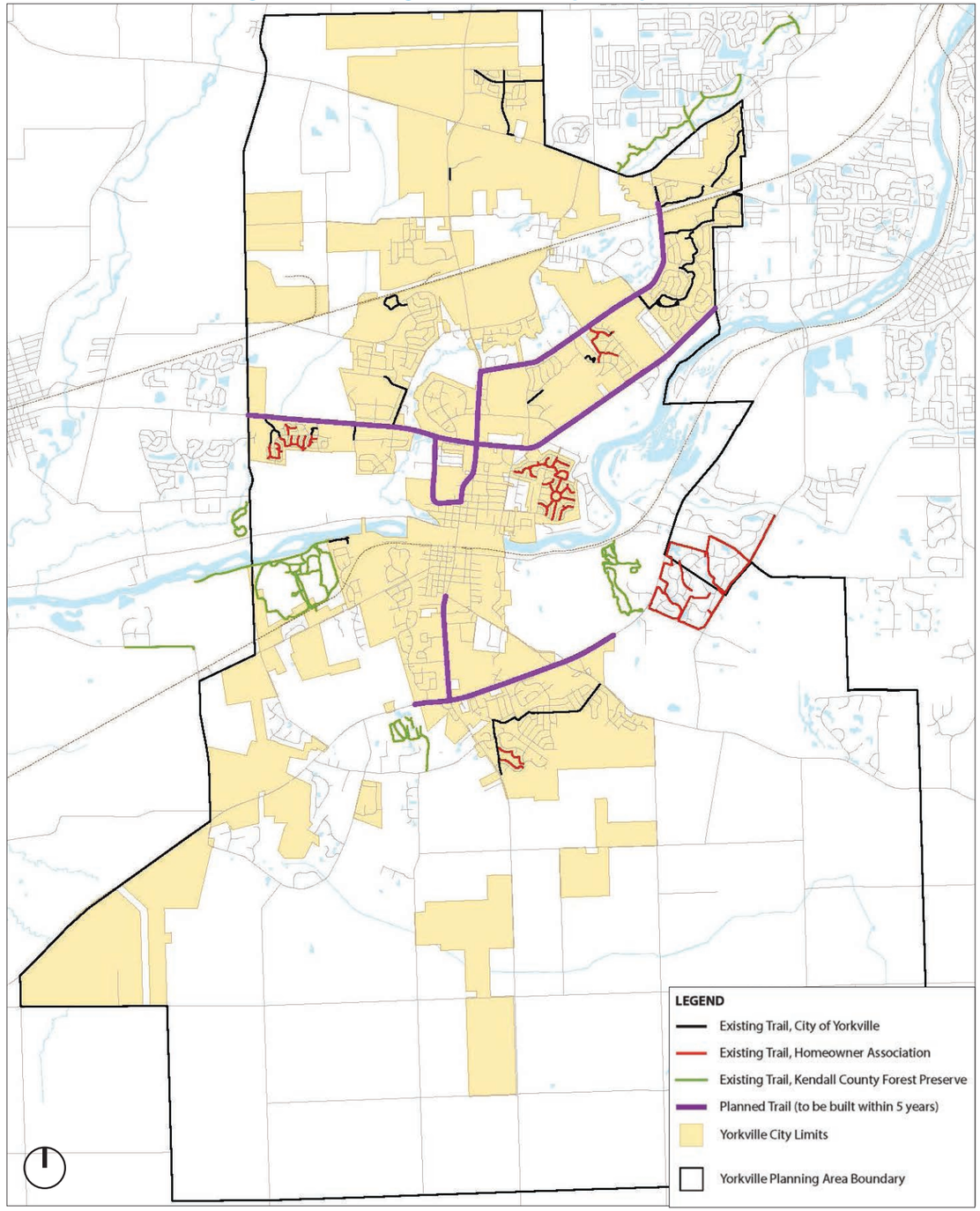
Existing and proposed bicycle facilities are shown in Figure 7.2 – Existing and Proposed Bicycle Improvements. For the purpose of this plan the bicycle facilities are referred to as shared use paths or trails. A trail can be used by a pedestrian or a bicyclist and generally are a little wider than a 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

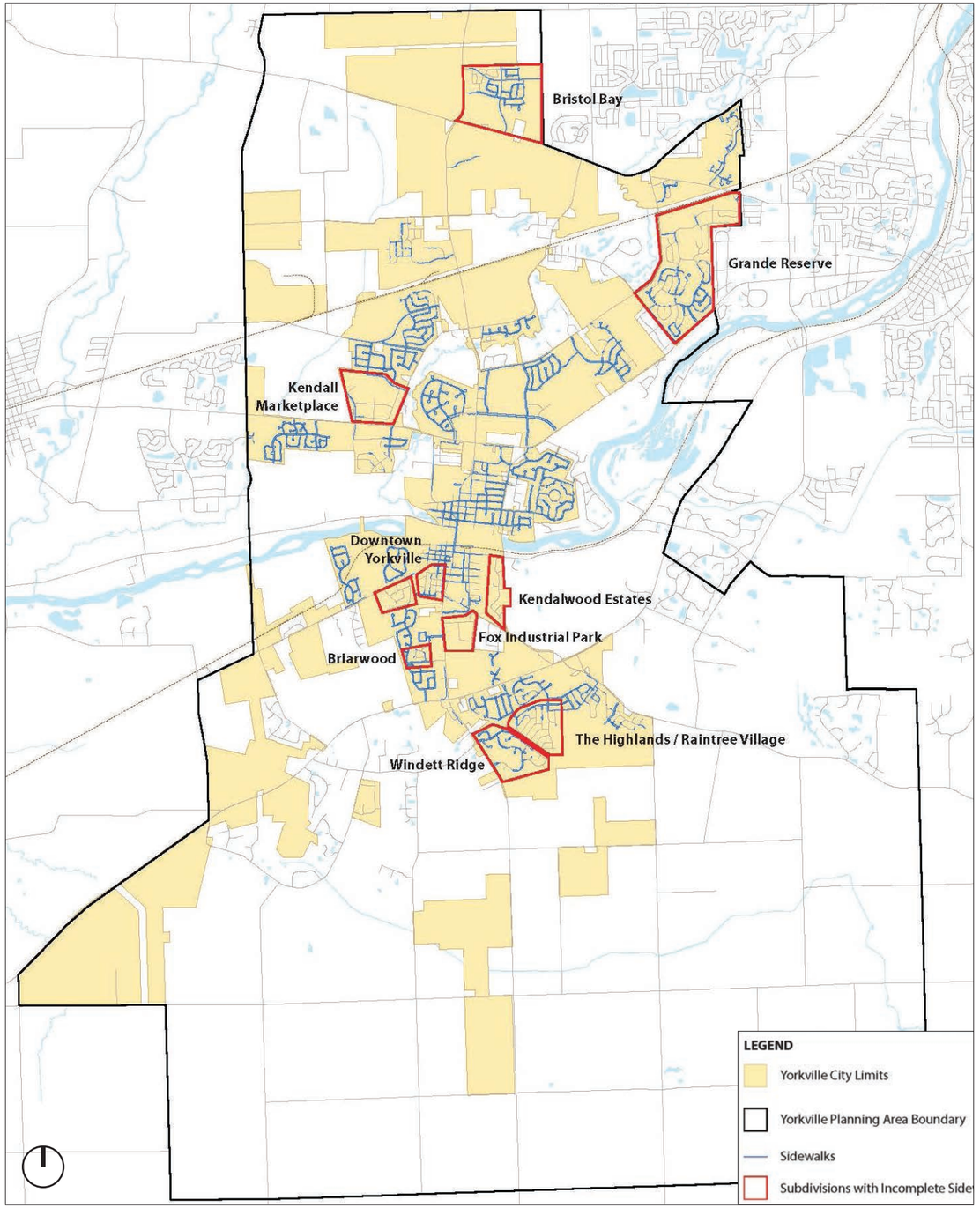
Sidewalks, shown in blue in Figure 7.3, are located along most residential streets within the City. Illinois Route 47, through downtown Yorkville, also has sidewalks. As shown in the figure, every subdivision that has been completed in Yorkville has a sidewalk network. Gaps exist on major roads including 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



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, Metra has identified a site west of the Old Bristol Village hamlet and northeast of the Wrigley Company manufacturing complex along Illinois Route 47. In the 2008 Comprehensive Plan, 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

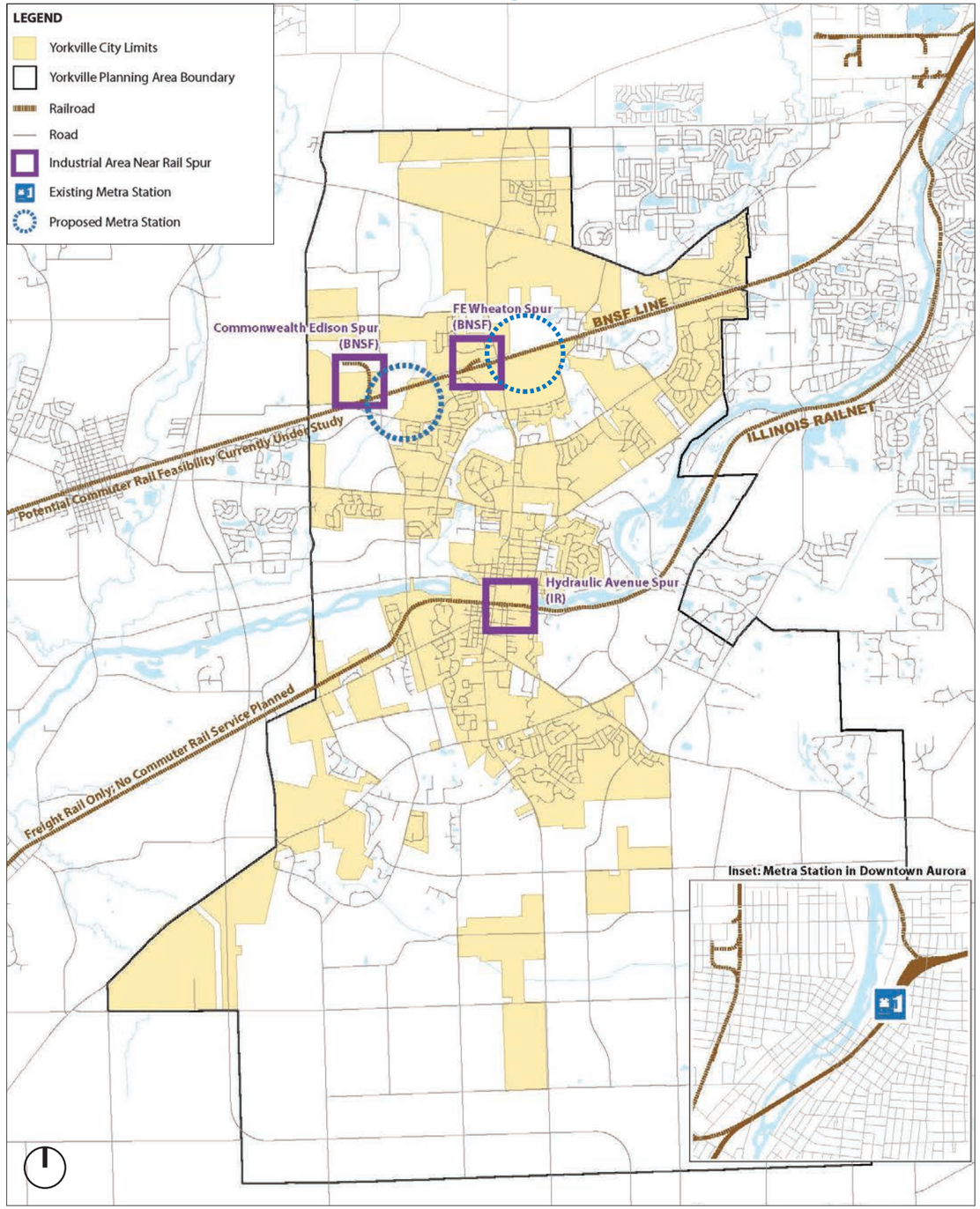


Table 7.2: Industrial Property Listings

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*

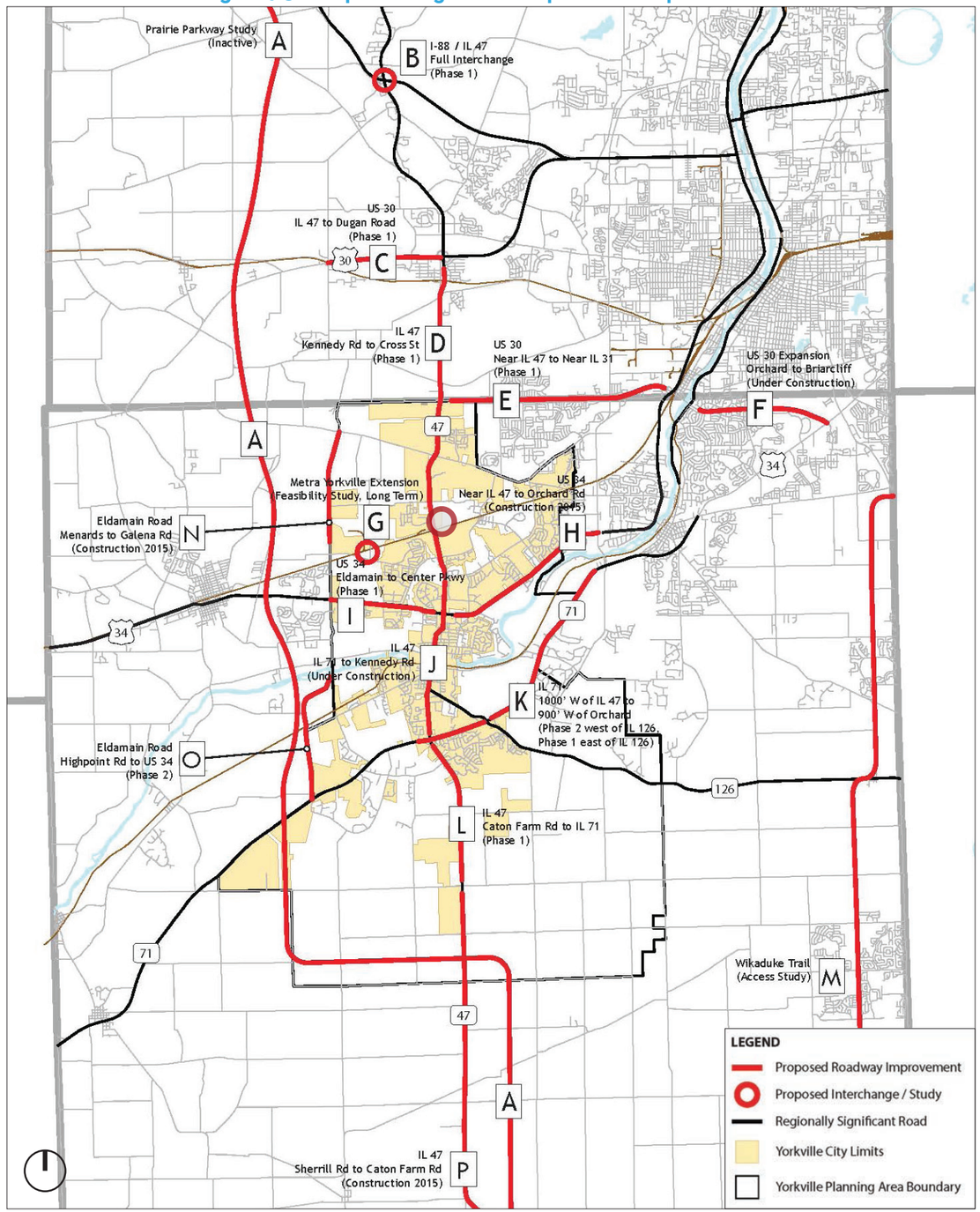
PLANNED IMPROVEMENTS

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 Sites*	*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



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)

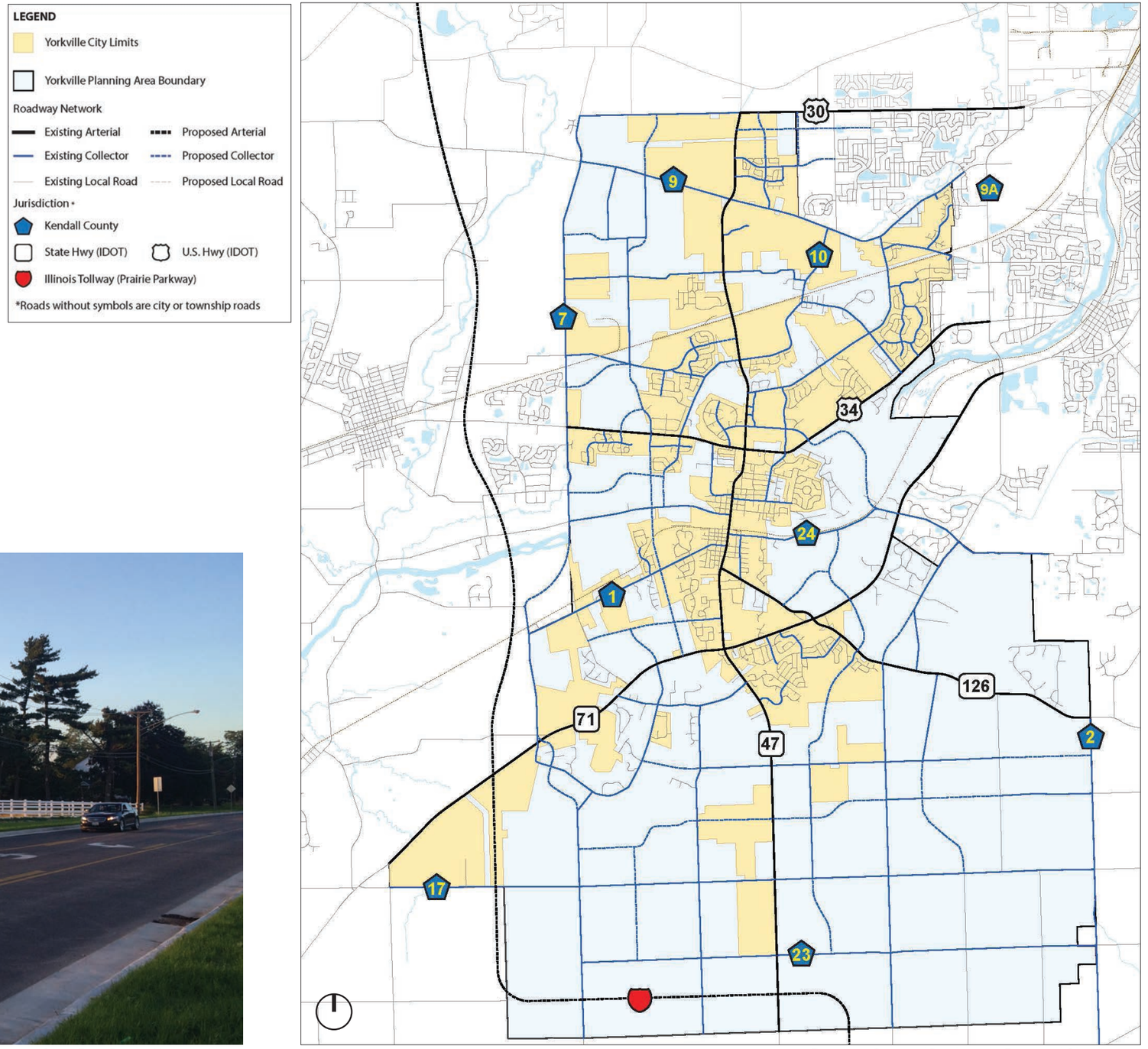


Figure 7.6 - Proposed Roadways by Functional Classification

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.

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

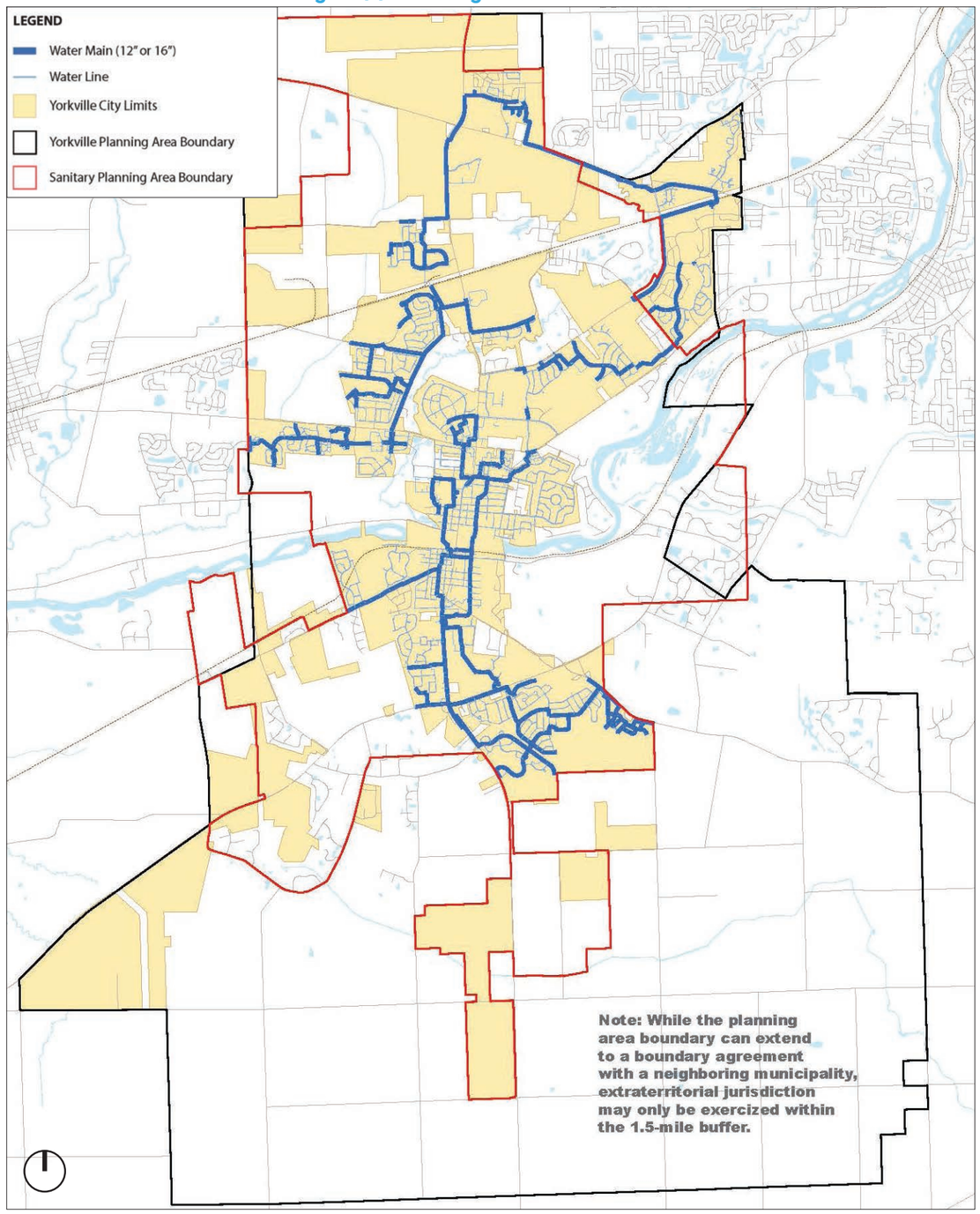
The purpose of this section is to review the status of the water supply and sanitary waste systems and to evaluate how they will affect growth. Findings are presented that will influence planning recommendations. The City has other utilities such as the stormwater system (United City of Yorkville), electrical (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



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

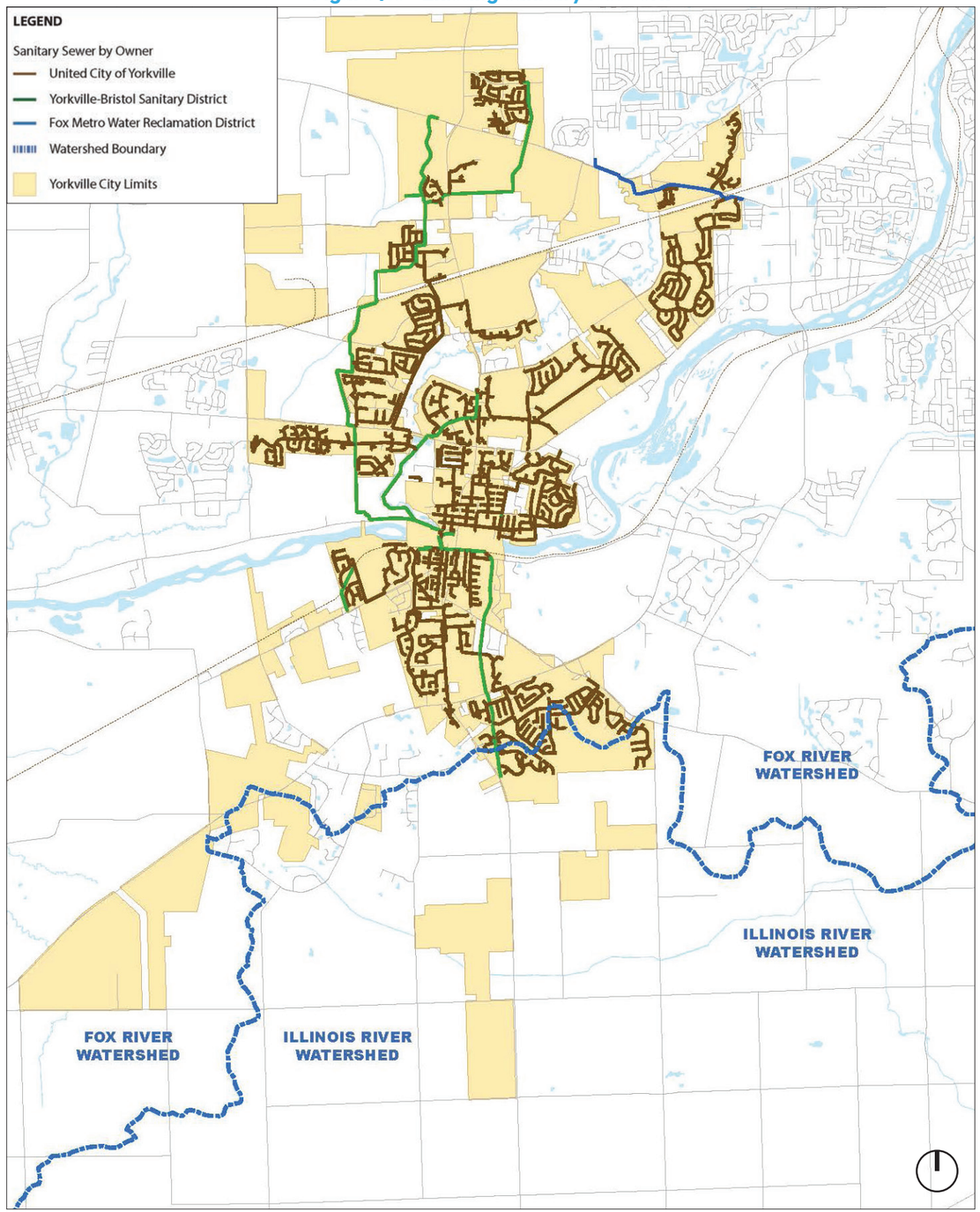


Figure 7.8 - Existing Sanitary Network

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.

STRATEGY 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, planning 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.

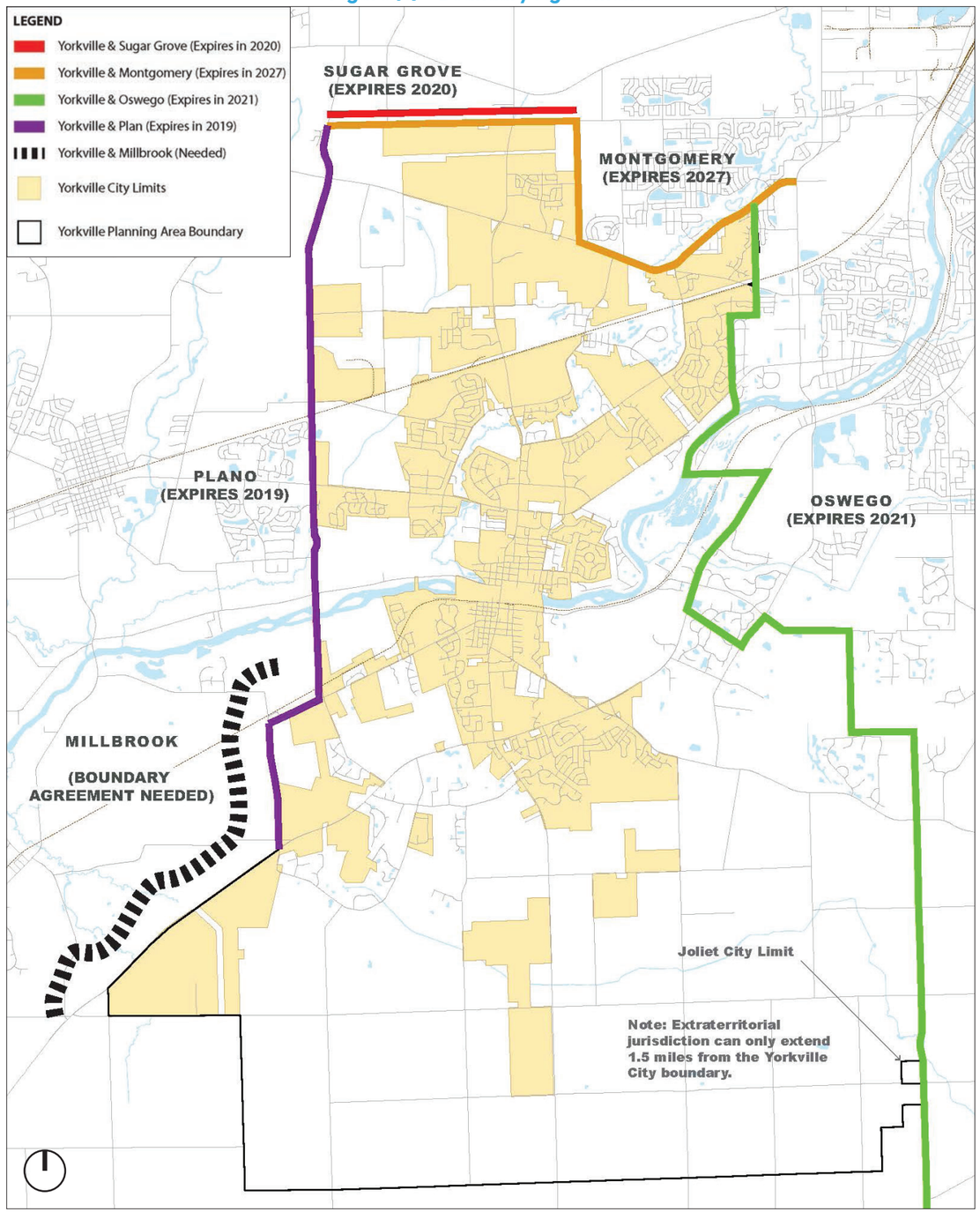
PLANNING AREA, MUNICIPAL BOUNDARIES, AND GROWTH MANAGEMENT

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



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.

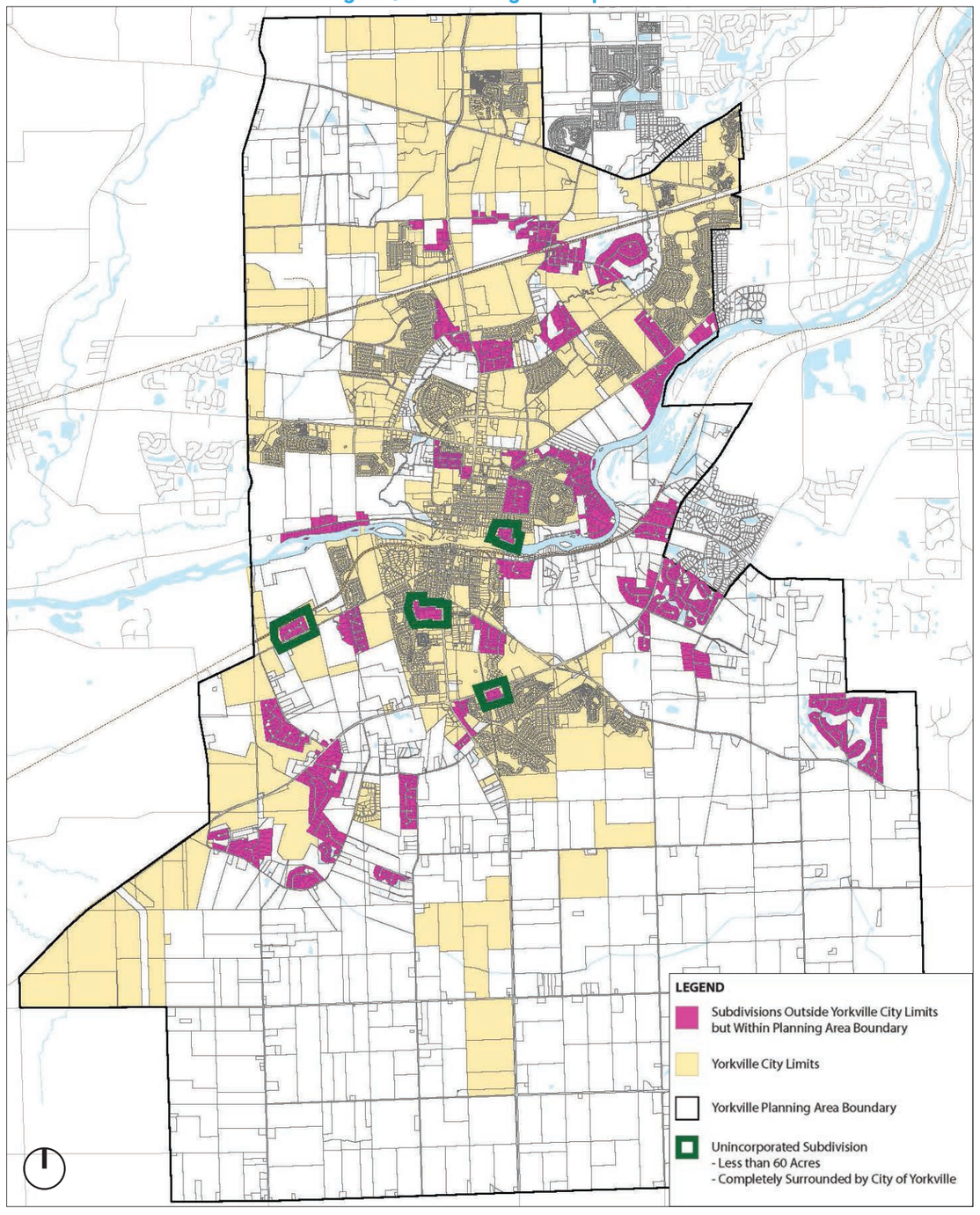
With the growth slowdown, it would be better to focus on infill development. That is, promote development that could use existing water and sanitary systems rather than extending the system. This sort of policy would promote economies of scale for providing municipal services. Contiguous municipal boundaries 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

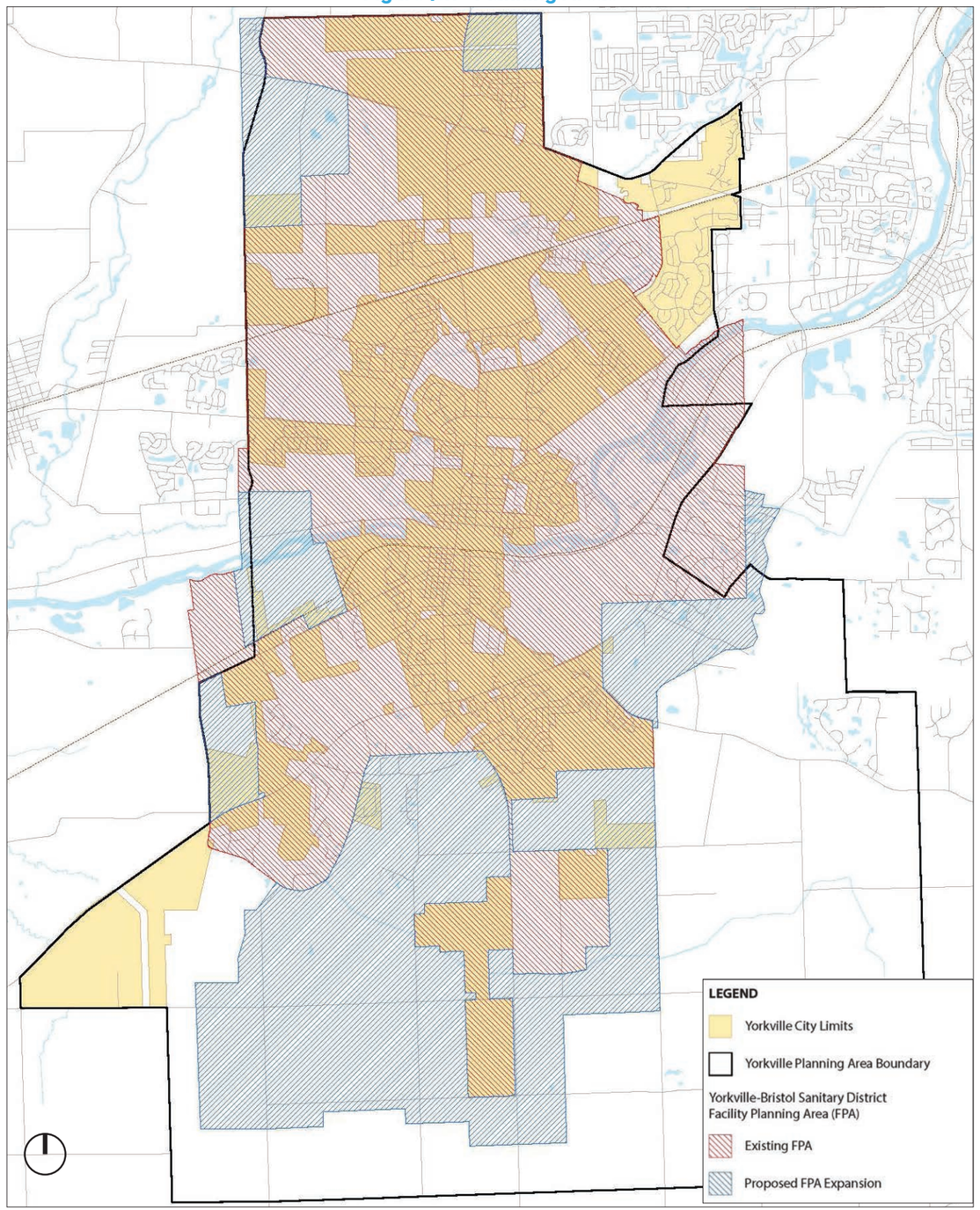


SUMMARY OF MUNICIPAL BOUNDARIES AND GROWTH MANAGEMENT ISSUES

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



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

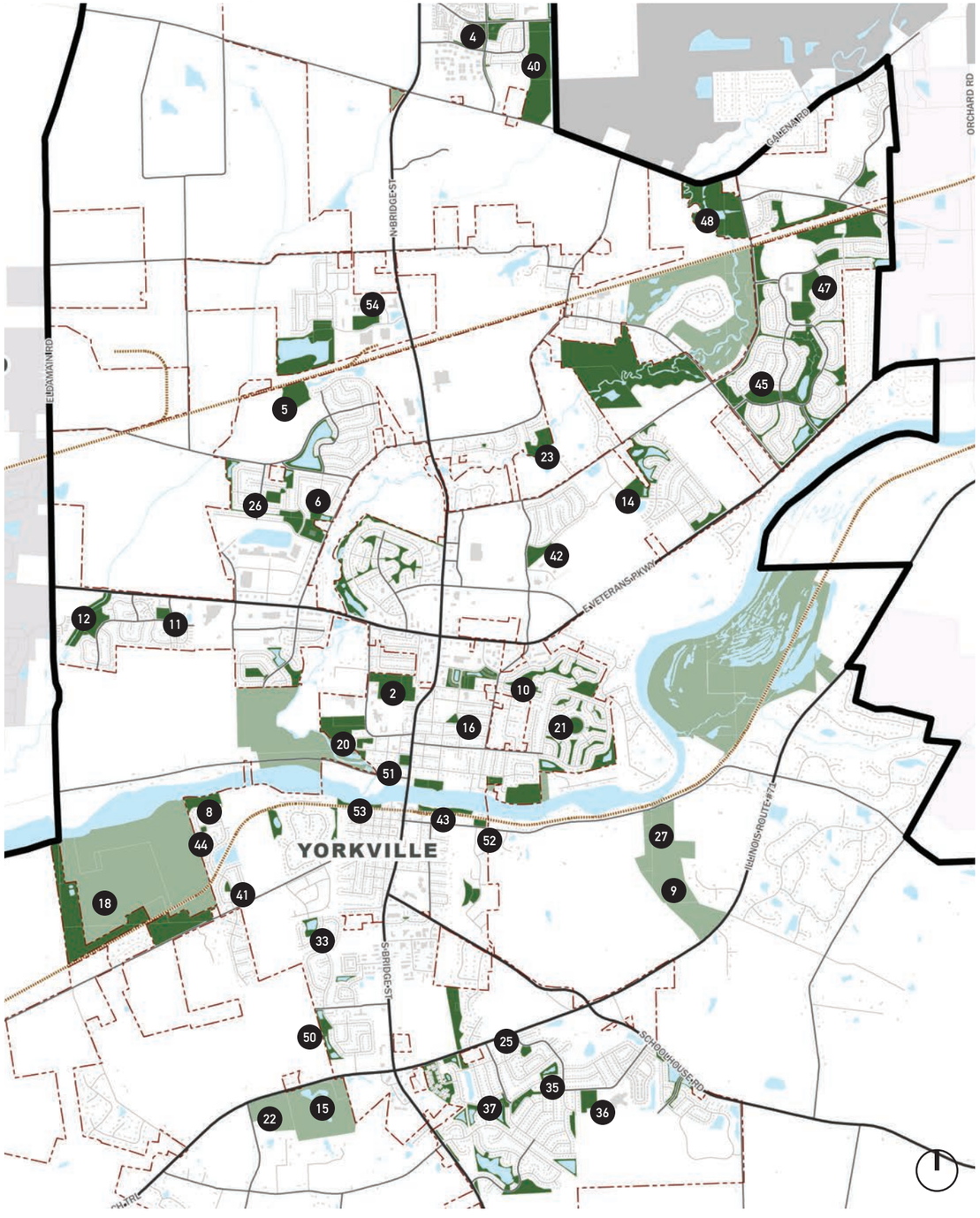


Table 7.4: Existing Park / Open Space Land Use Areas

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-designed 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.

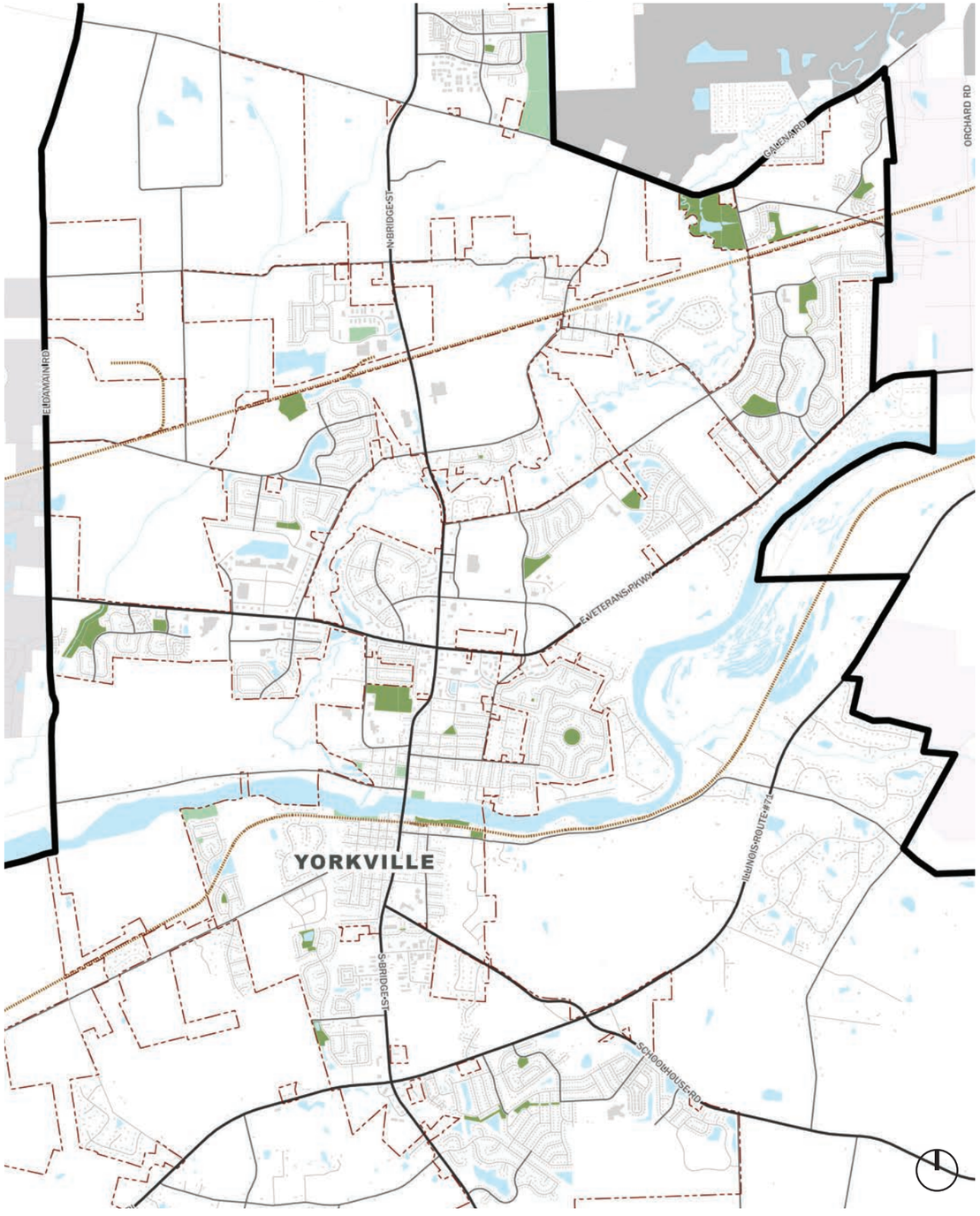
OS-2 Open Space (Recreational)

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



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

CITY COUNCIL REVIEW 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 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

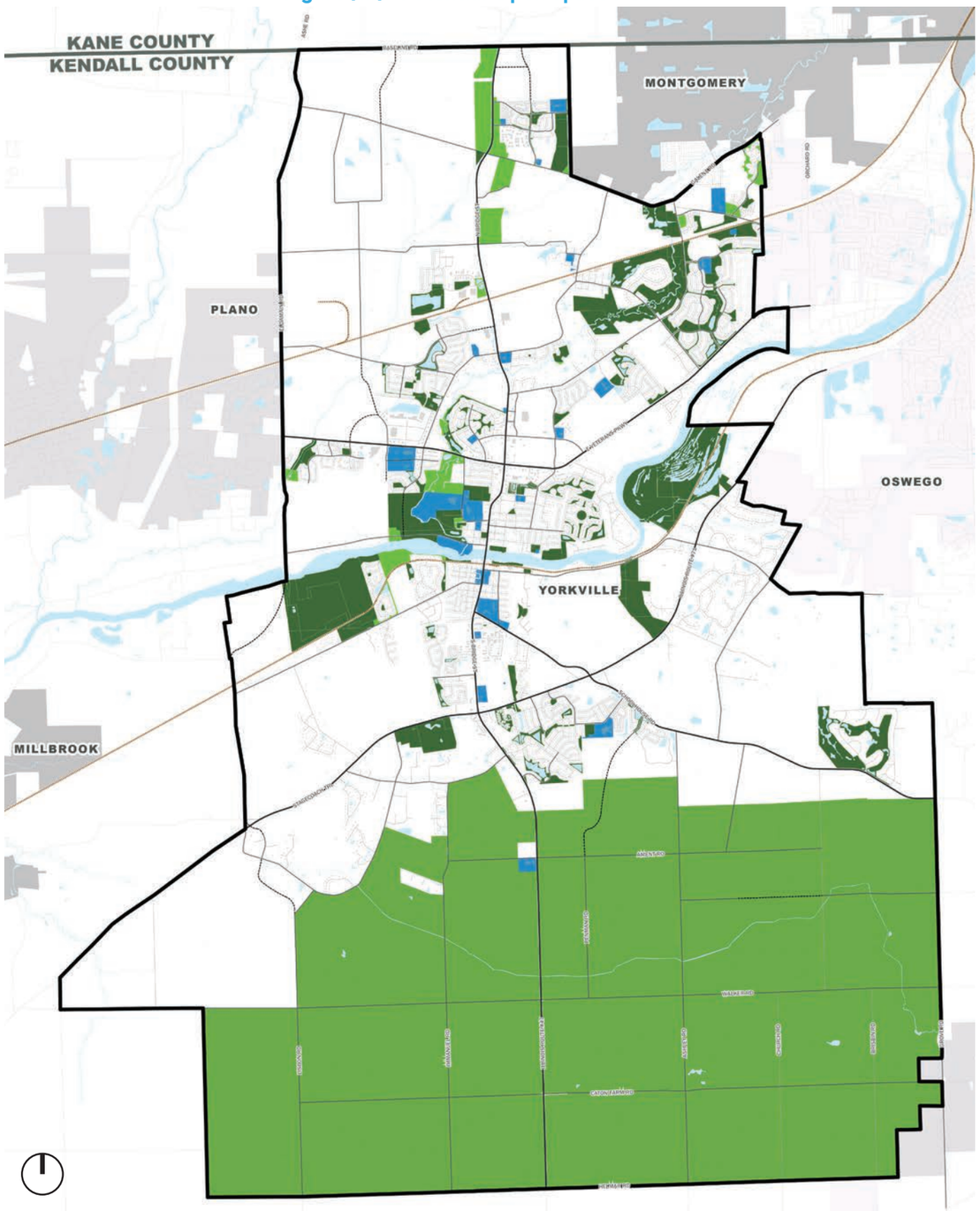


Figure 7.14 - Potential Open Space Network

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK

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.

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. The buffer zone could range in depth from 50 to 100 feet.

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

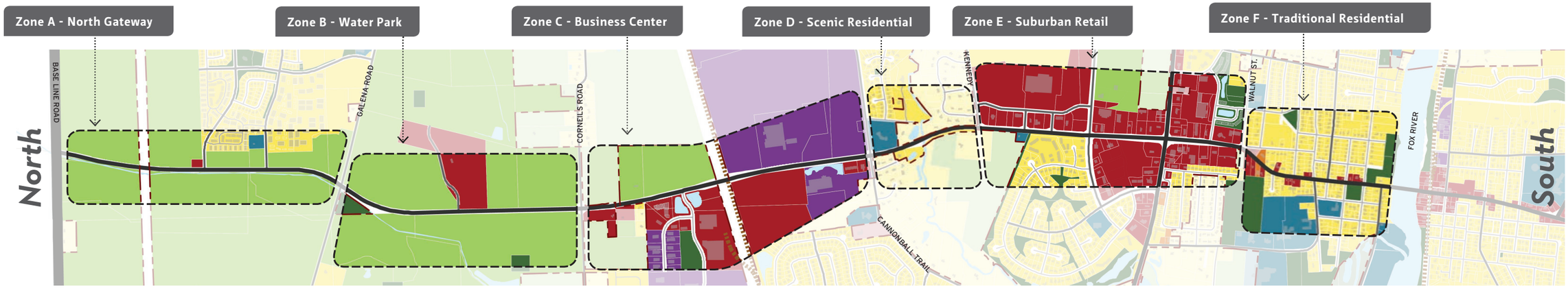
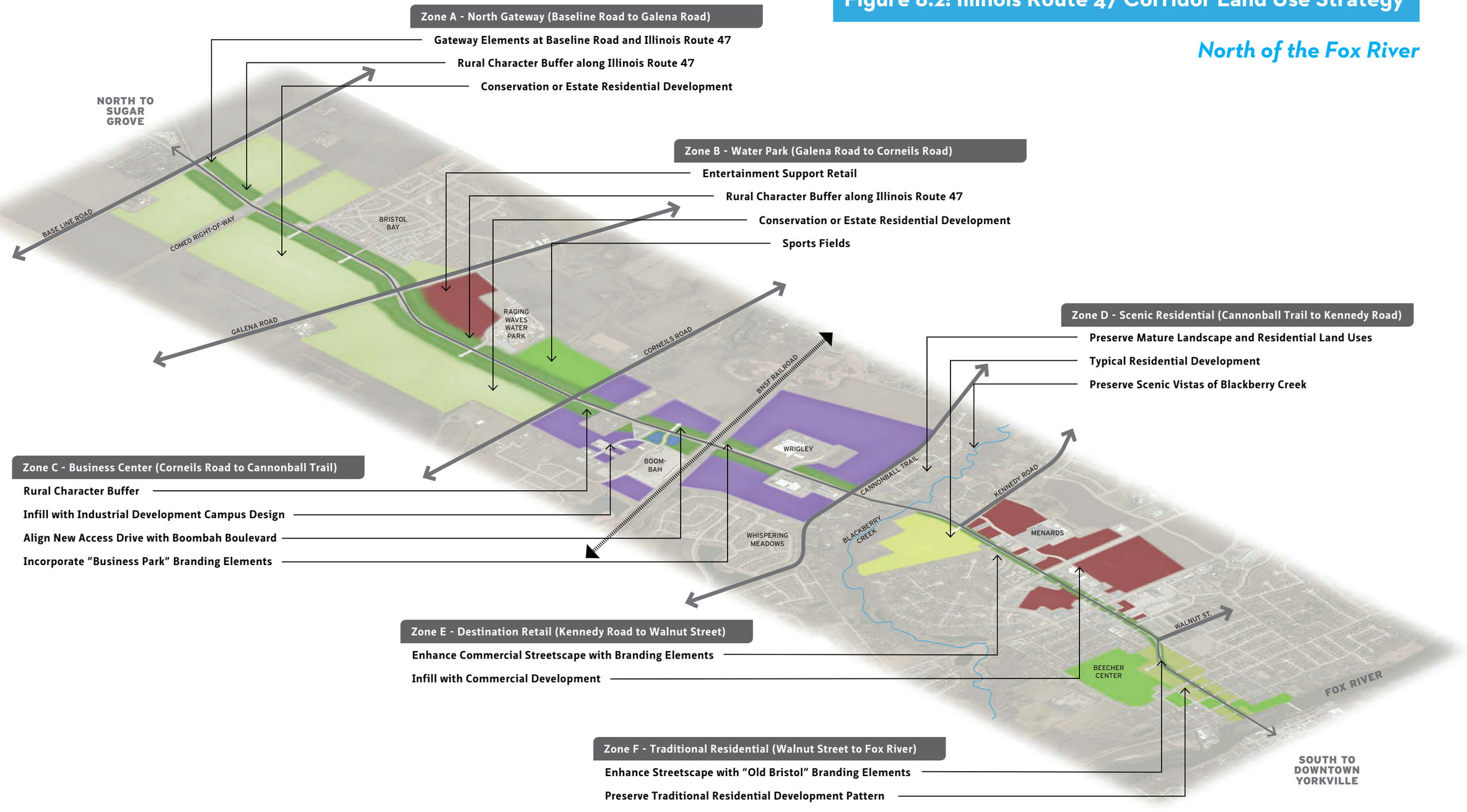


Figure 8.2: Illinois Route 47 Corridor Land Use Strategy

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

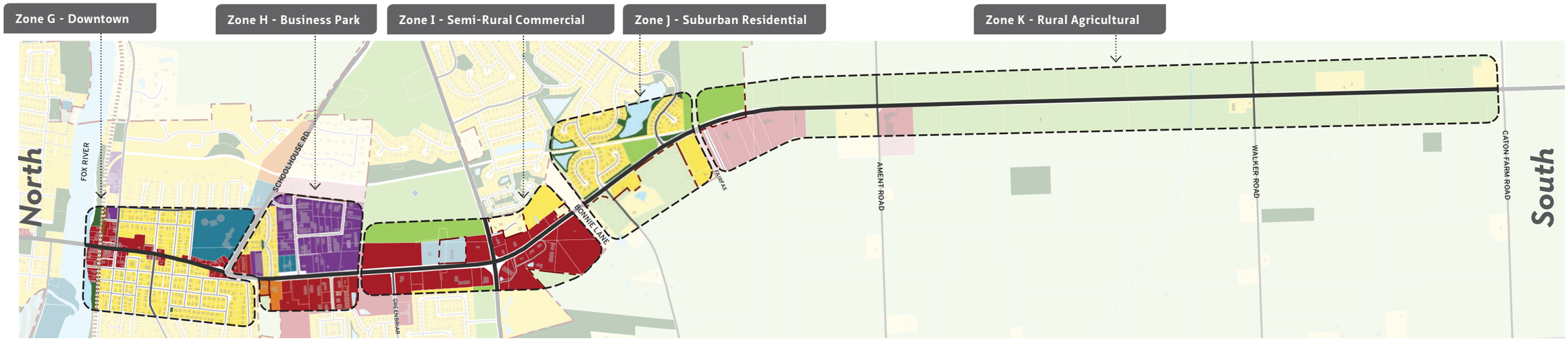
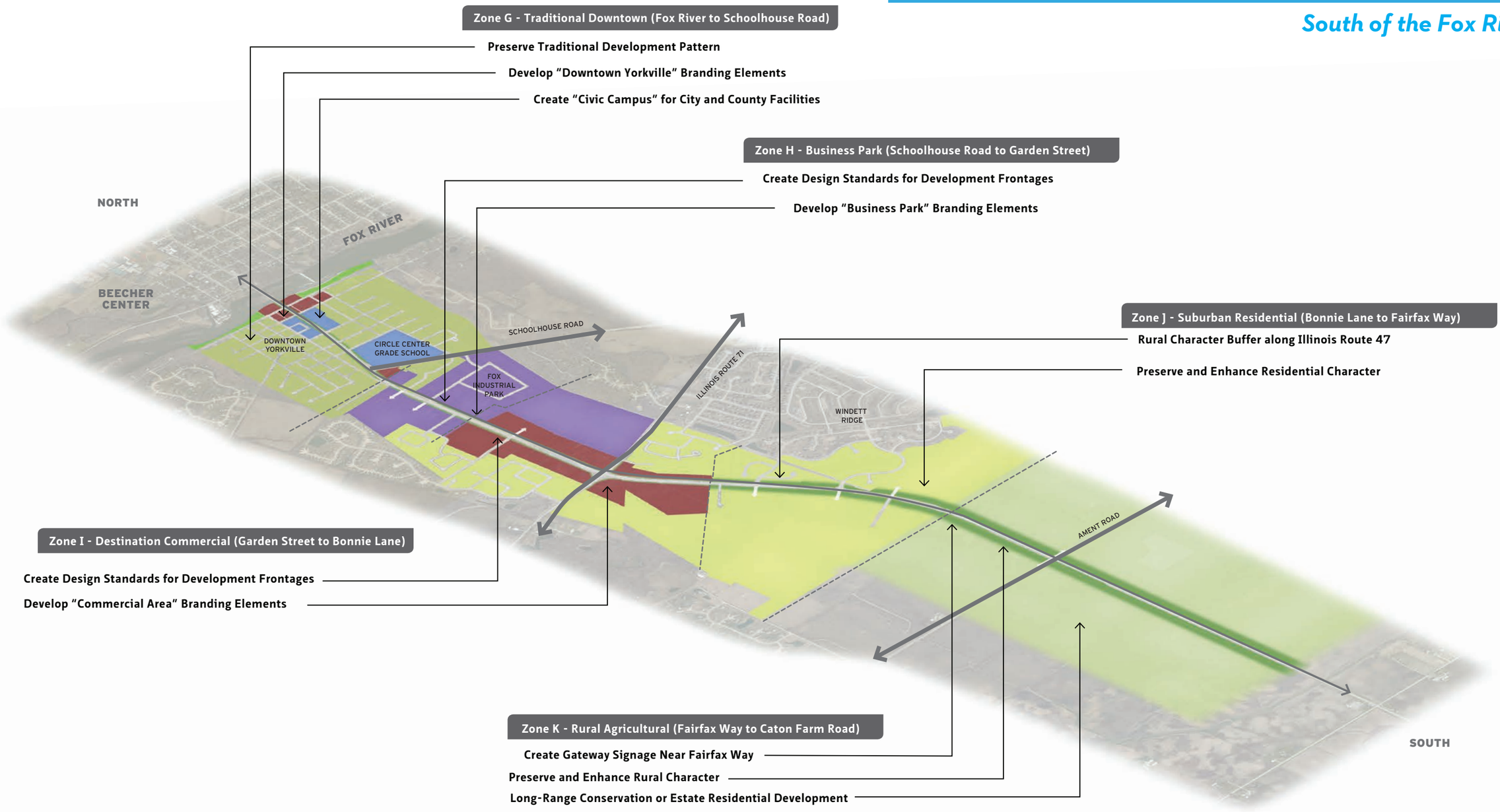


Figure 8.4: Illinois Route 47 Corridor Land Use Strategy

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.

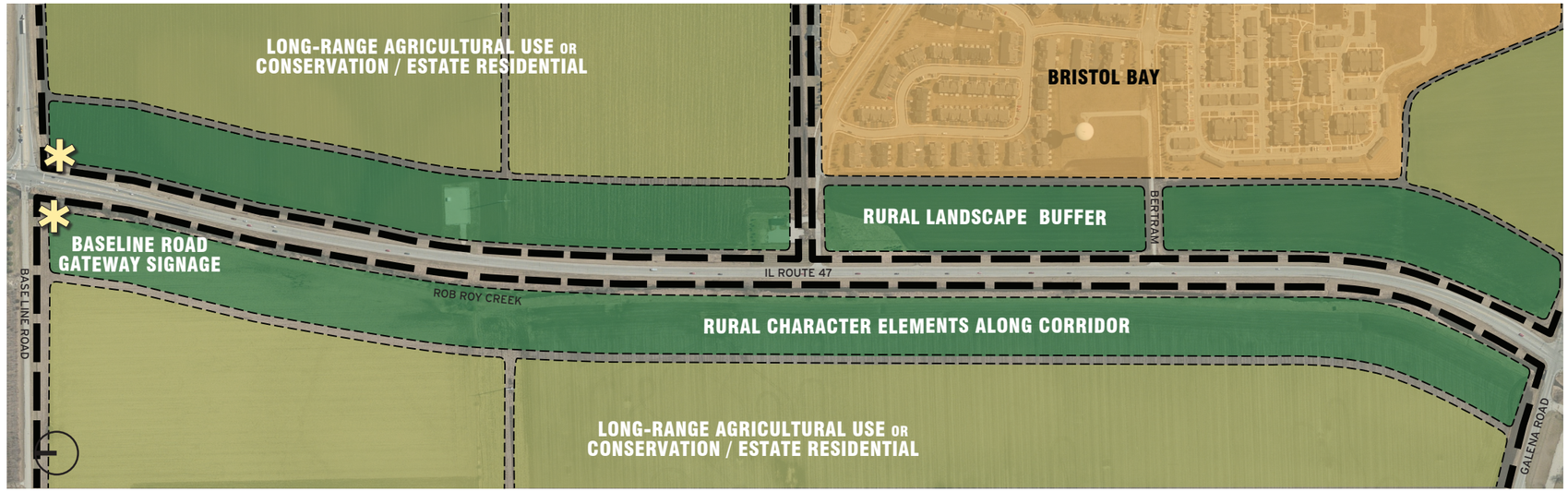


Figure 8.3 - Zone A Future Land Use Concept

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

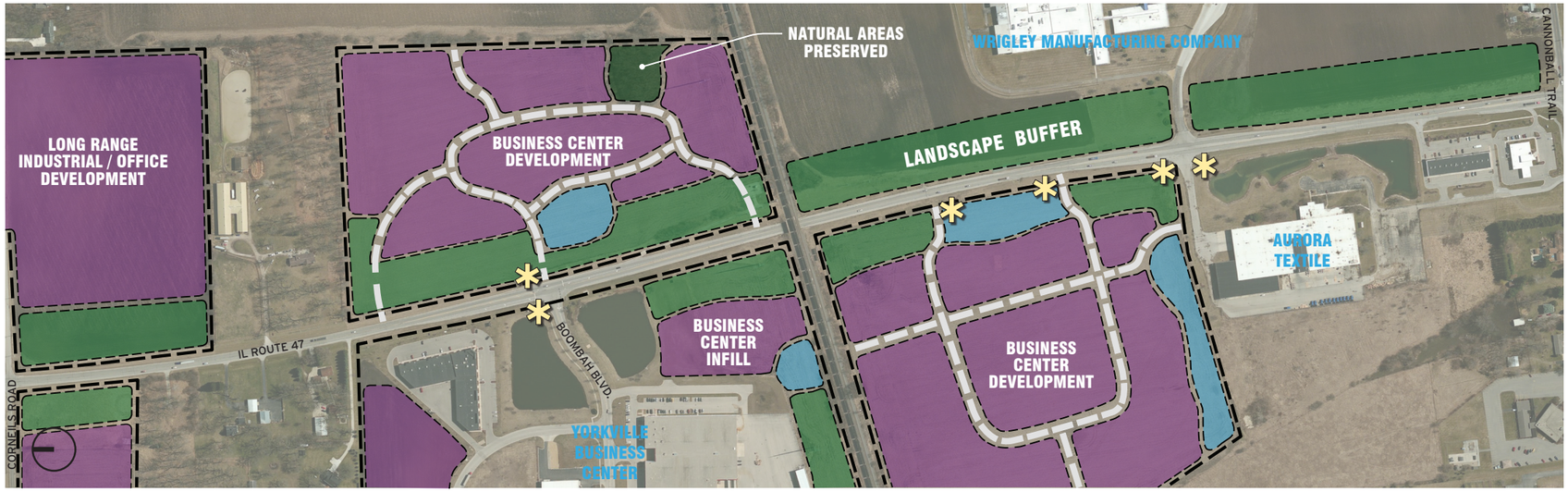


Figure 8.5 - Zone C Future Land Use Concept

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.

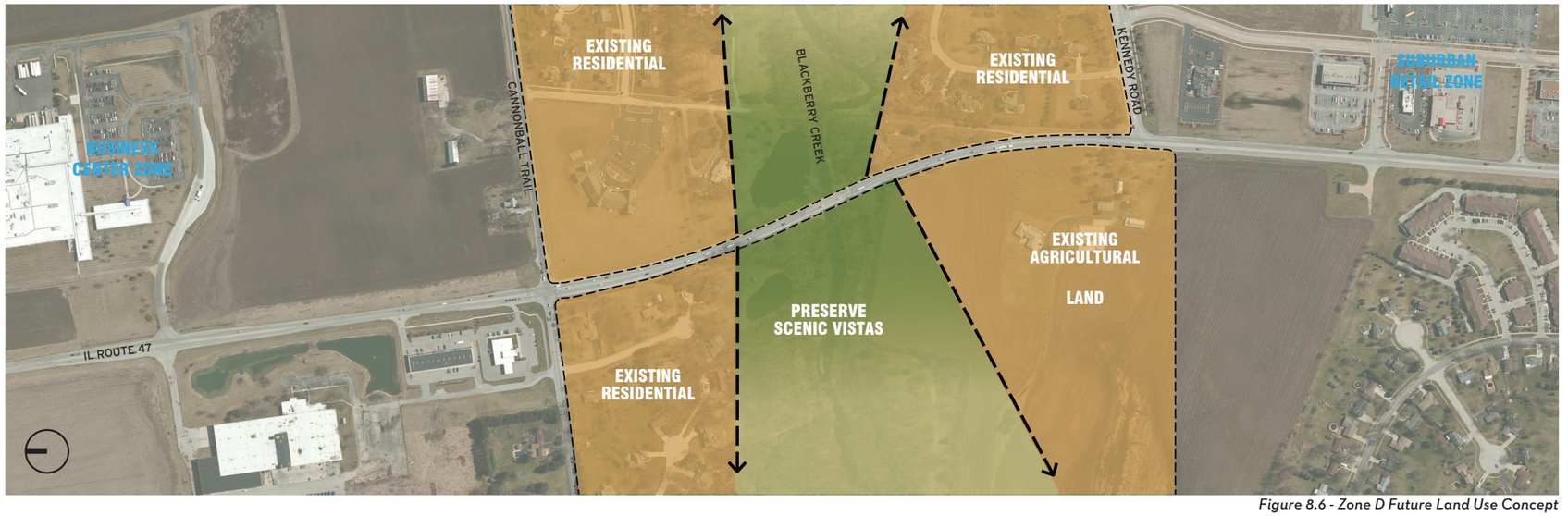


Figure 8.6 - Zone D Future Land Use Concept

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.

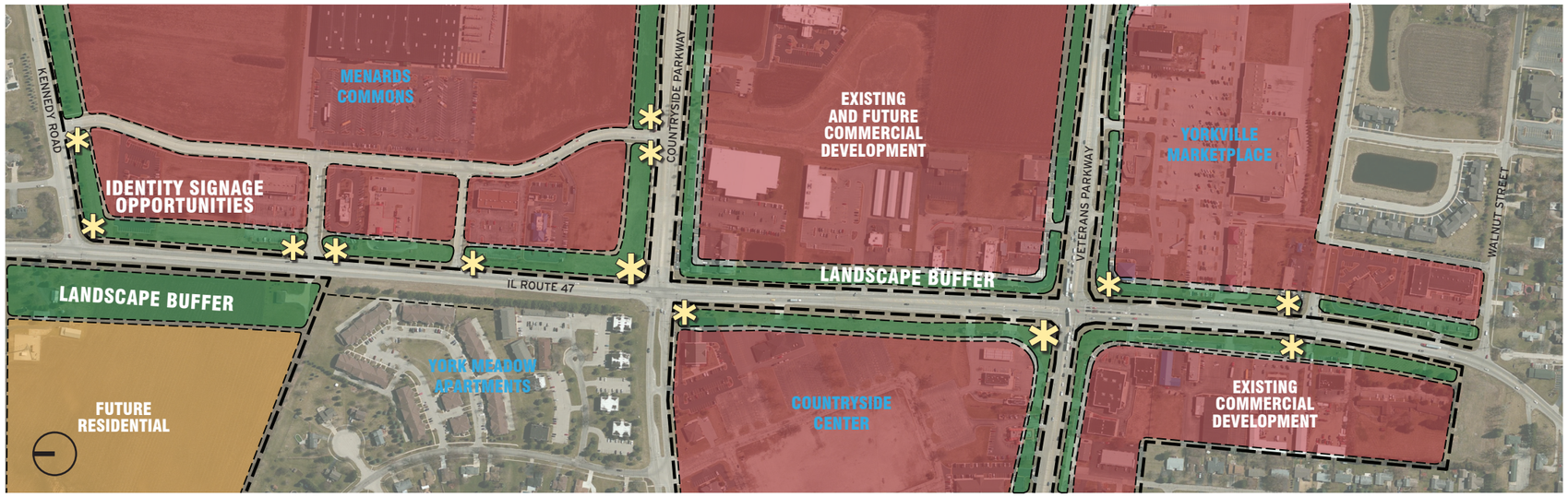


Figure 8.7 - Zone E Future Land Use Concept

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.

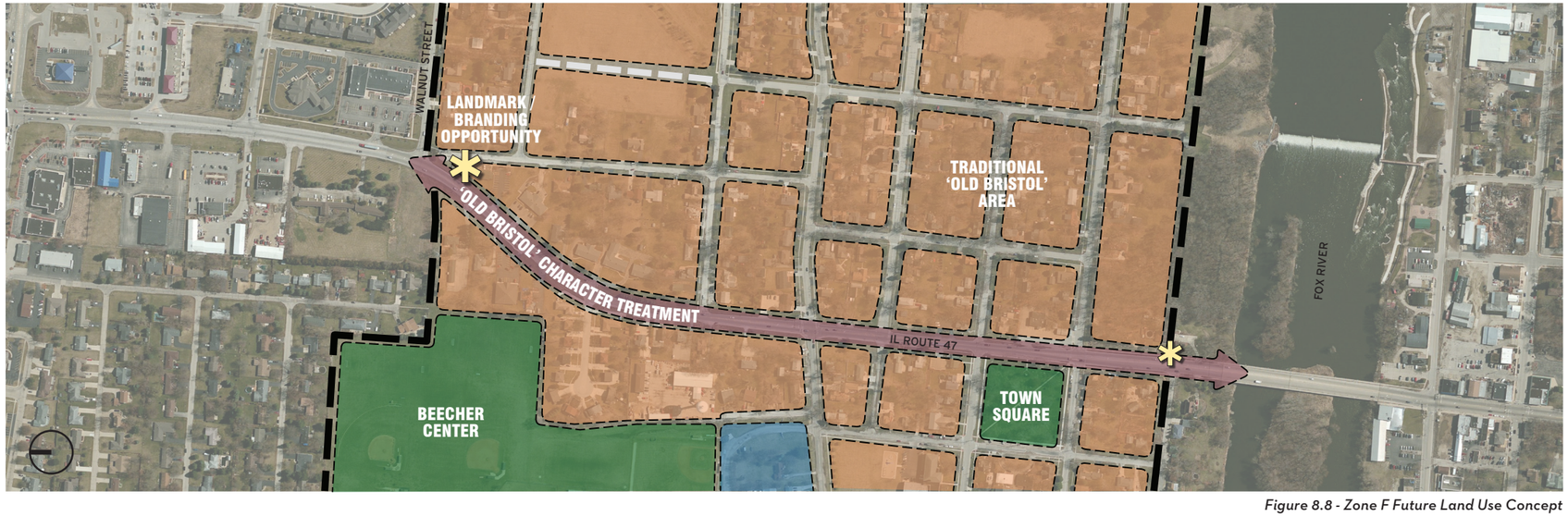


Figure 8.8 - Zone F Future Land Use Concept

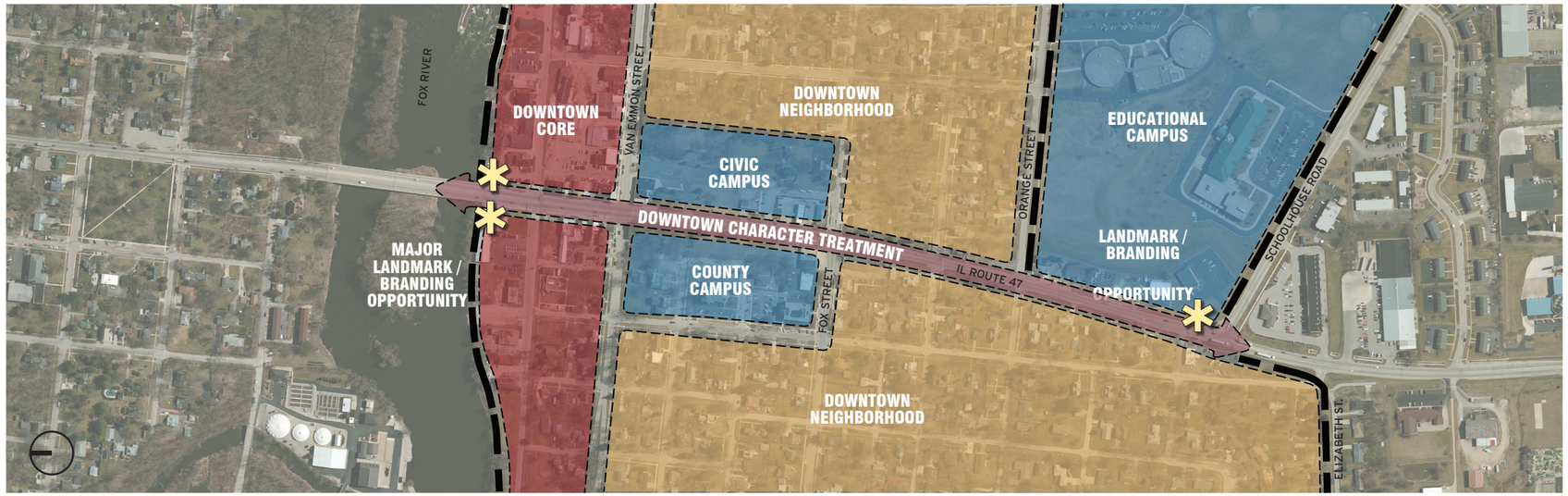


Figure 8.9 - Zone G Future Land Use Concept

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.

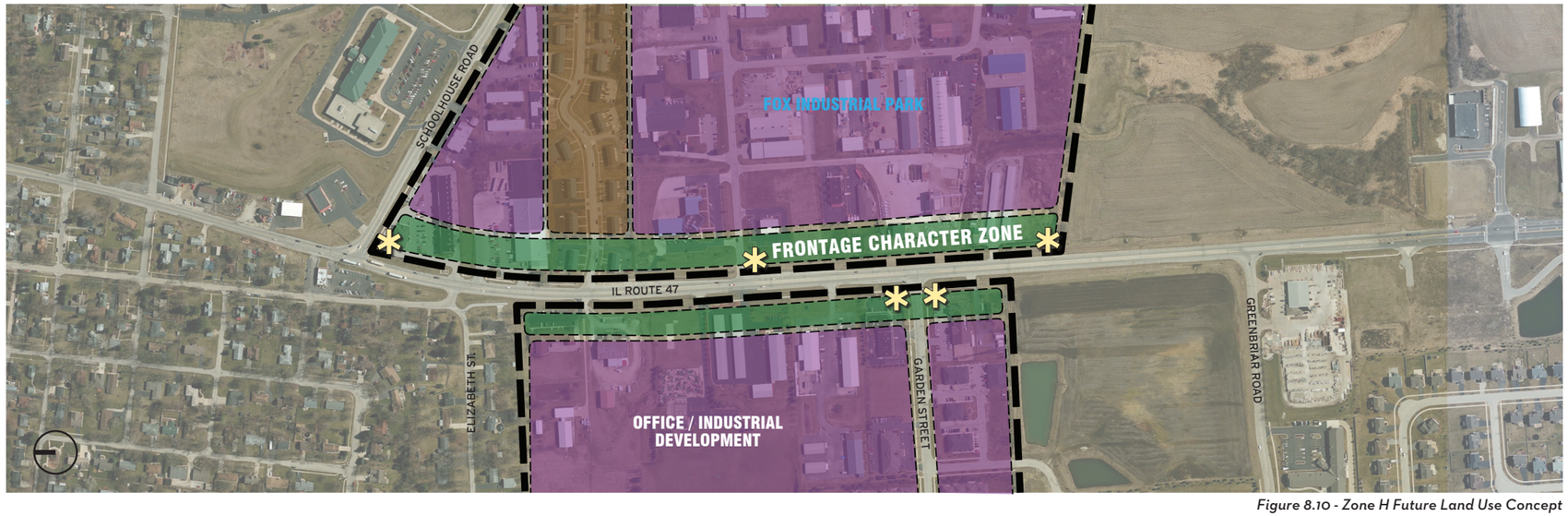


Figure 8.10 - Zone H Future Land Use Concept

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.

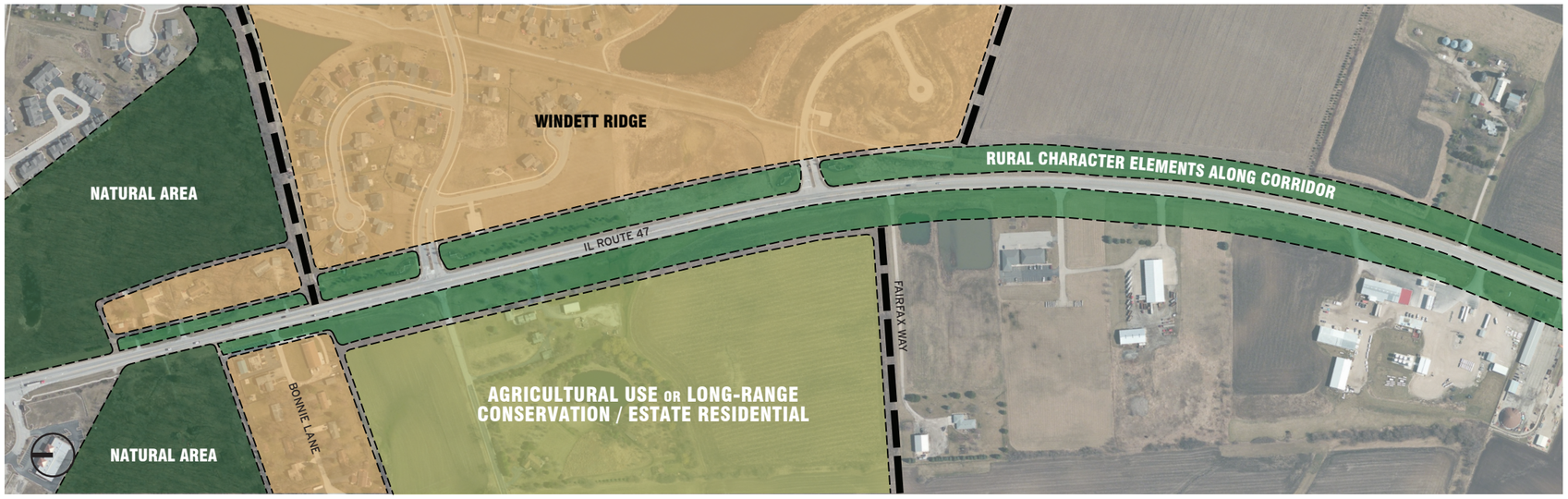


Figure 8.12 - Zone J Future Land Use Concept

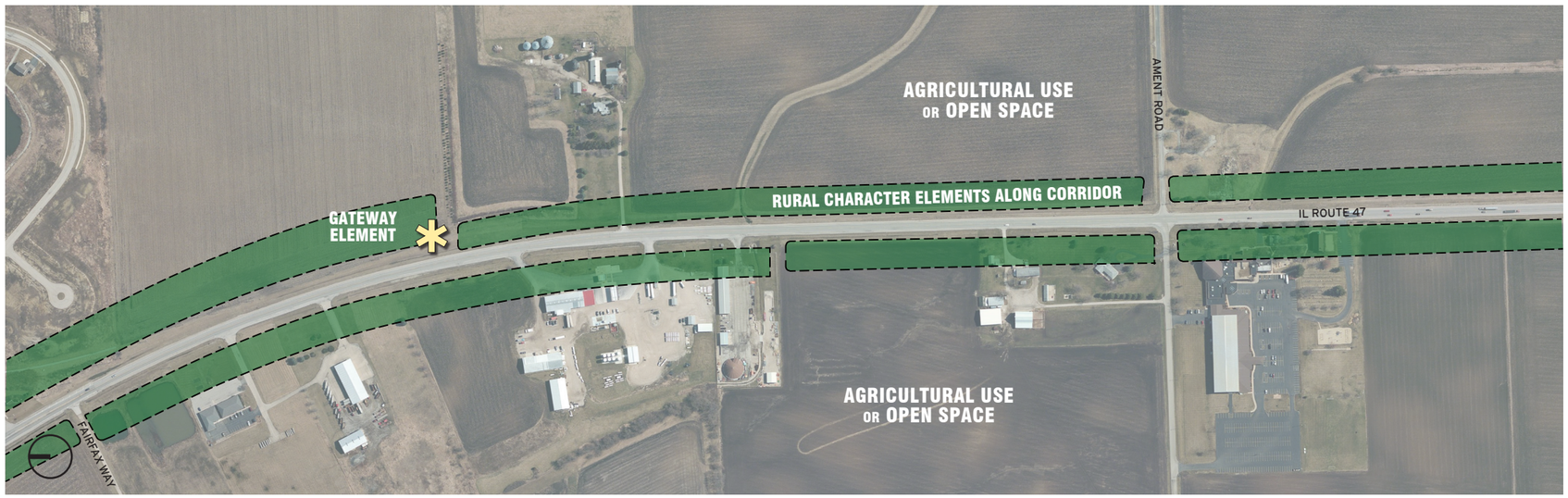


Figure 8.13 - Zone K Future Land Use Concept

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 50 to 100 foot 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

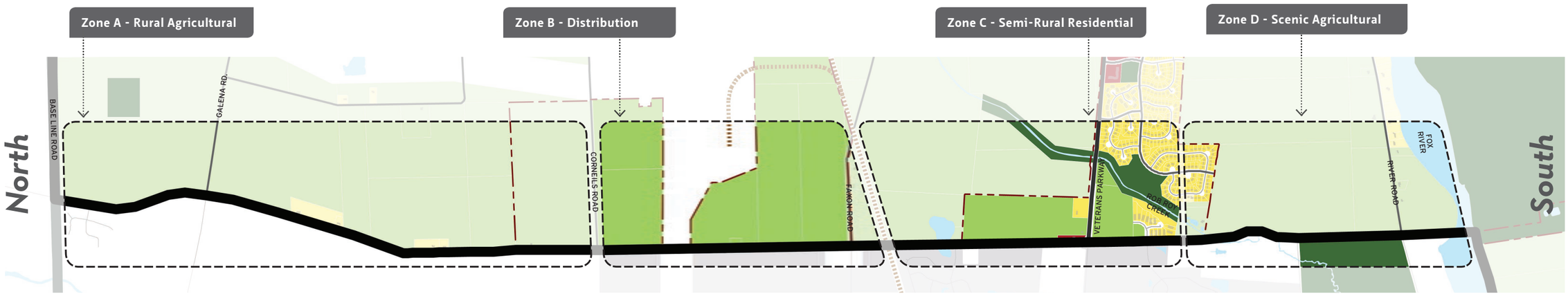
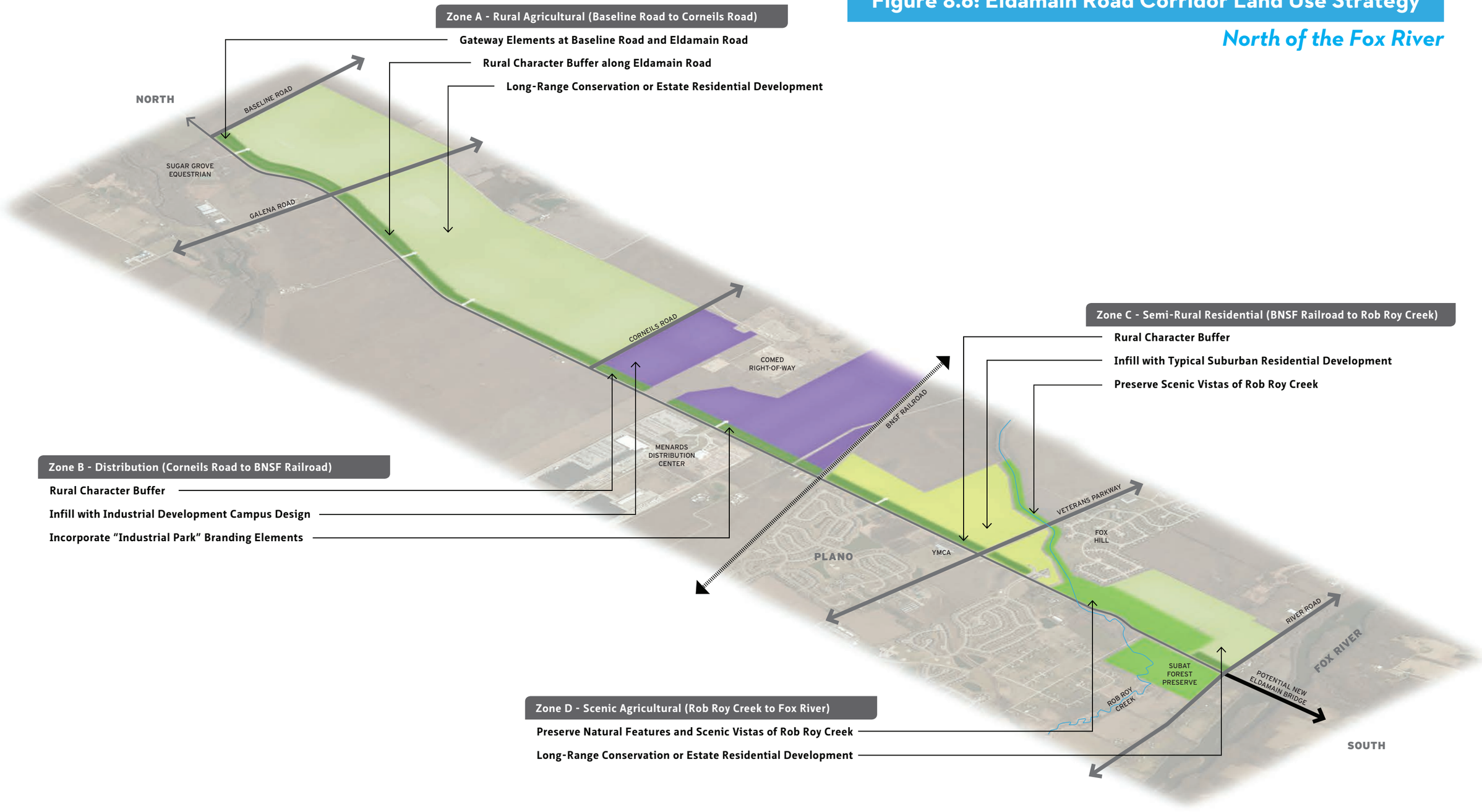


Figure 8.6: Eldamain Road Corridor Land Use Strategy

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

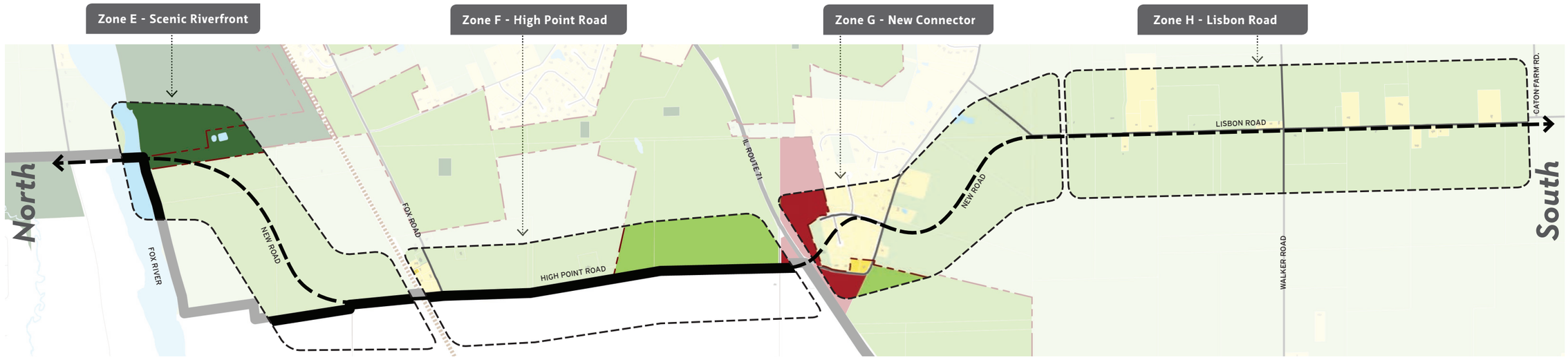
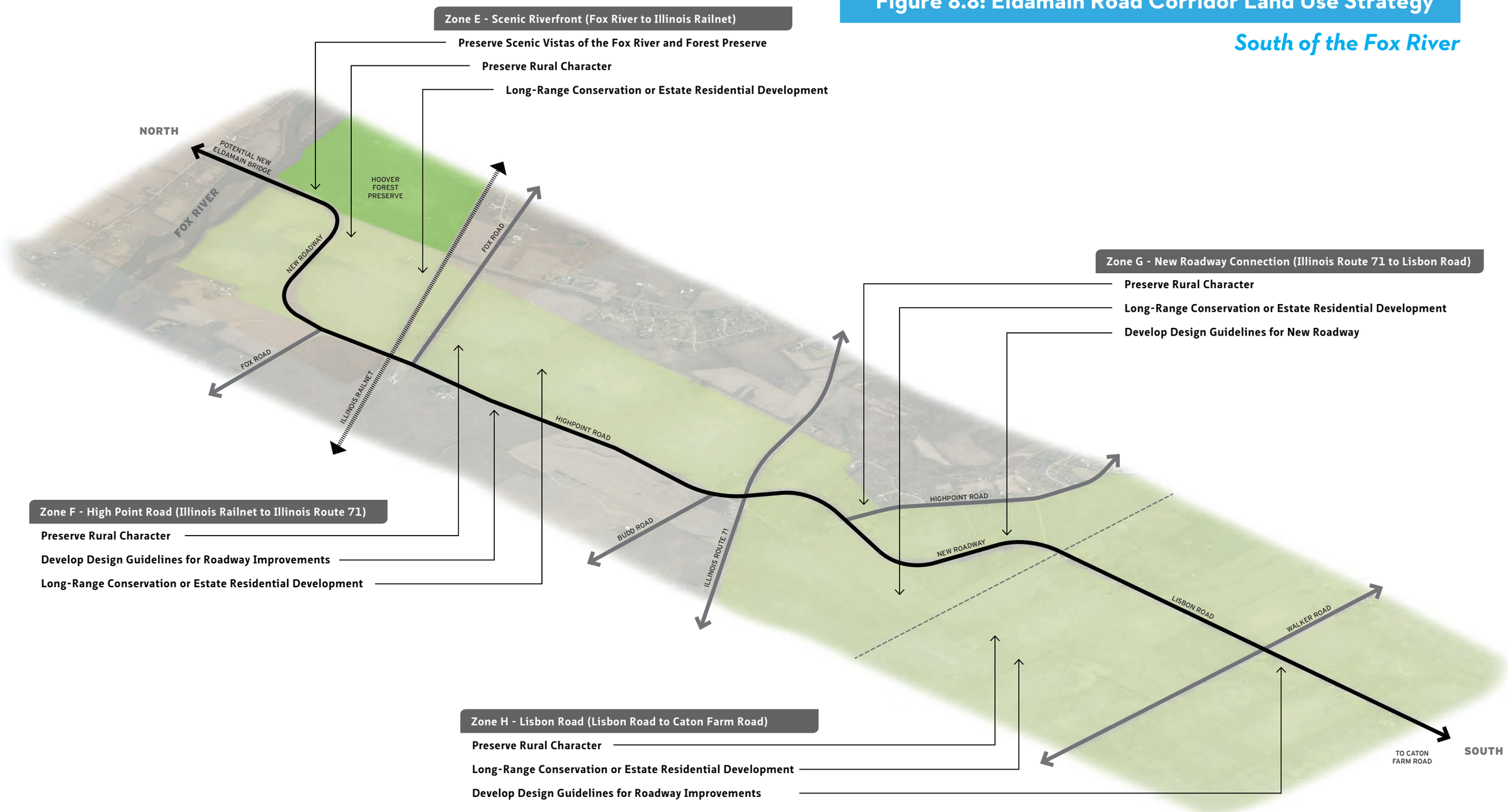


Figure 8.8: Eldamain Road Corridor Land Use Strategy

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.

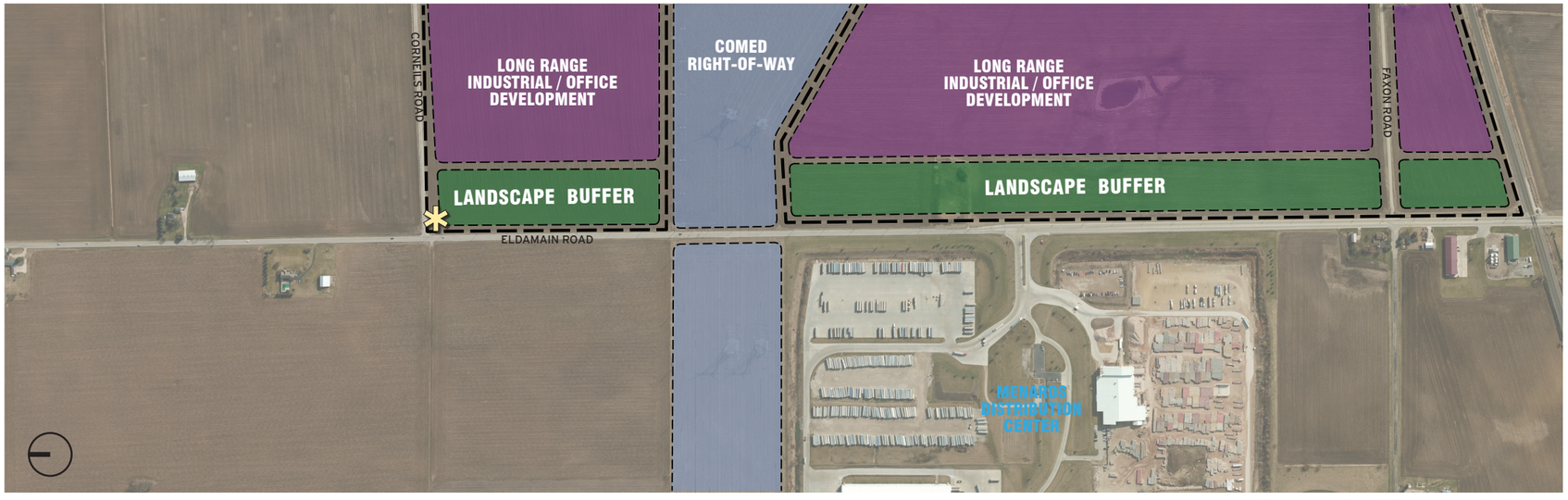


Figure 8.17 - Zone B Future Land Use Concept

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.

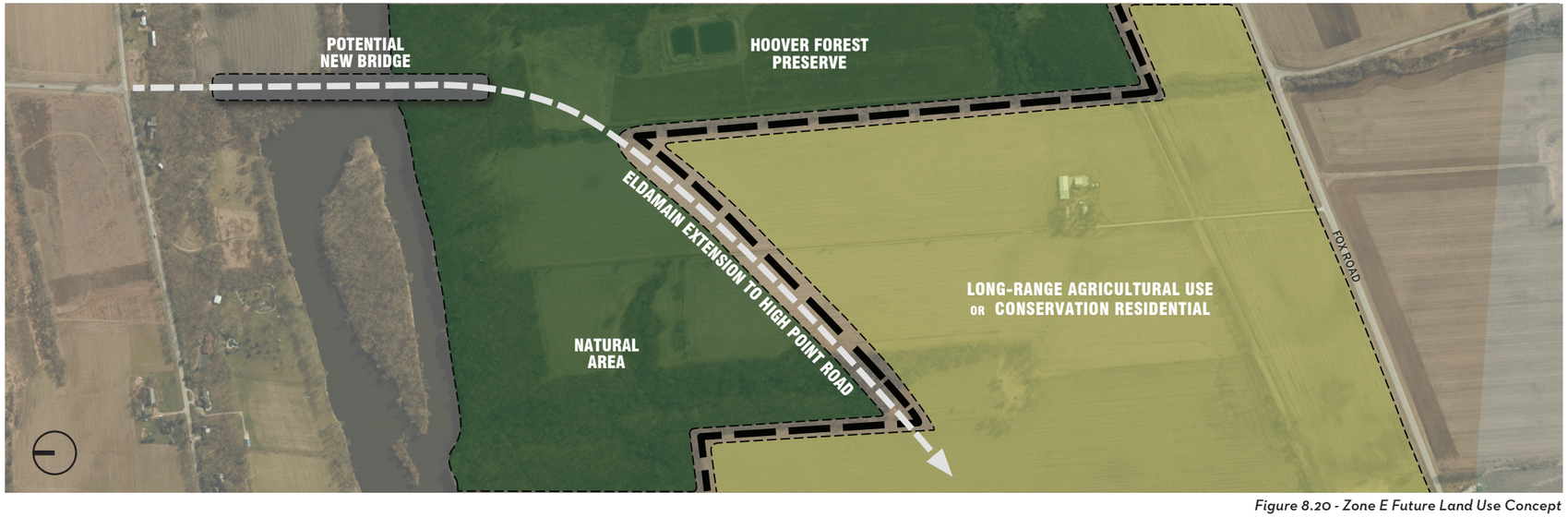


Figure 8.20 - Zone E Future Land Use Concept

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.

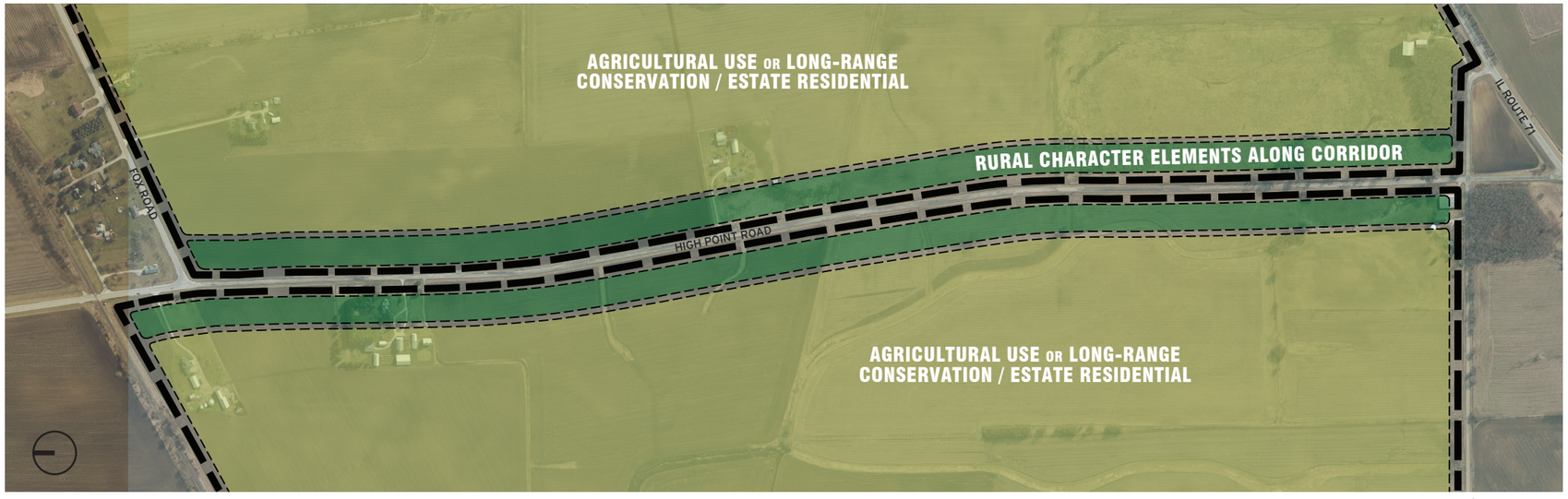


Figure 8.21 - Zone F Future Land Use Concept

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.

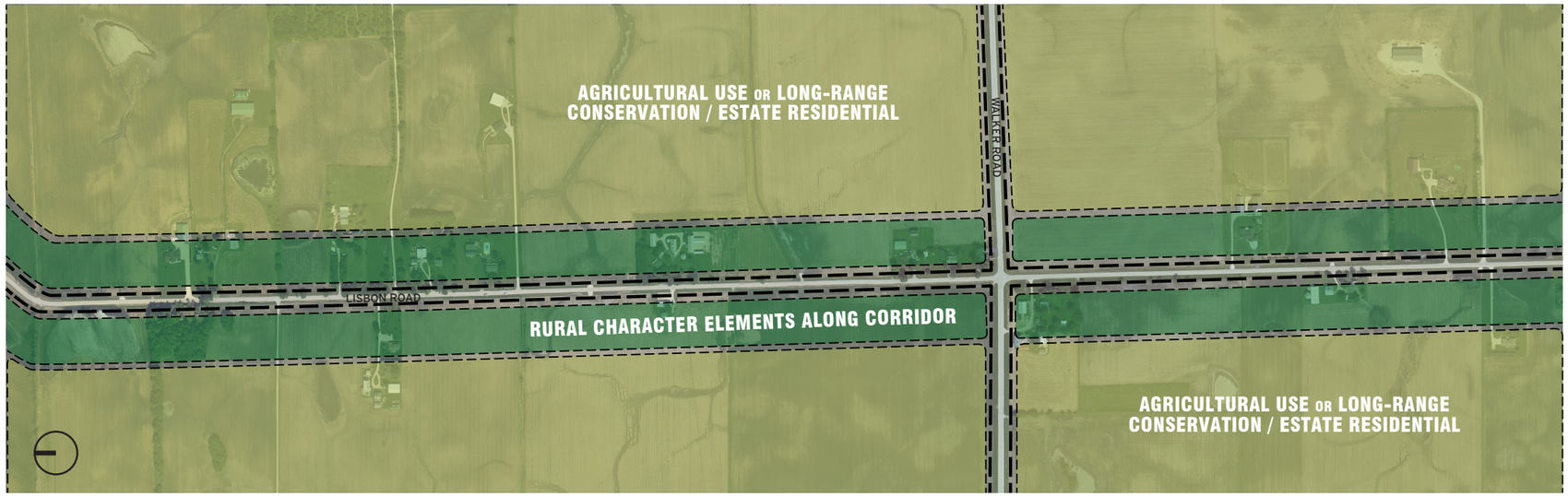


Figure 8.23 - Zone H Future Land Use Concept

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.

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK

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.

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.

MOTOR FUEL TAX

Motor Fuel Tax (MFT) revenues can be used for a number of transportation and road improvement projects, including streets and street extensions, alley enhancements, traffic control and school crossing signals, street lighting systems, sidewalks and pedestrian paths, and bicycle signs, paths, lanes, or bicycle parking facilities. Revenues are generated from a portion of the state tax levied on the purchase of motor fuel in the state.

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.

VENTURE FUND/COMMUNITY-SUPPORTED FINANCING

Grants and contributions from foundations, corporations, institutions, 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.

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.

OTHER FUNDING SOURCES

ILLINOIS TRANSPORTATION ENHANCEMENT PROGRAM (ITEP).

Administered by IDOT and funded through the Federal Highway Administration (FHA) and the Fixing America's Surface Transportation Act (FAST ACT), the ITEP program provides grant funds to underwrite projects that expand transportation choices and enhance the overall physical environment and transportation experience. Eligible projects include streetscape improvements, provision of pedestrian, and bicycle facilities, environmental mitigation due to highway run-off and pollution, control and removal of outdoor advertising and rehabilitation and operation of historic transportation buildings and facilities. Projects may receive up to 50 percent of right-of-way and easement acquisition costs and up to 80 percent reimbursement for engineering and construction costs. The maximum award amount is $2 million. Applications for the ITEP program are taken yearly and are awarded on a competitive basis.

OPEN SPACE LANDS ACQUISITION DEVELOPMENT GRANT PROGRAM (OSLAD) AND LAND AND WATER CONSERVATION FUND (LWCF)

The Open Space and Land Acquisition Program offers grants to municipalities for the acquisition and development of land for open space, parks and bike paths. Funding assistance is awarded on a 50 percent matching basis with grant awards up to $750,000 for land acquisition and $400,000 for development and renovation. The Illinois Department of Natural Resources (DNR) administers this program along with the Land and Water Conservation Fund is a federally funded initiative that also provides 50 percent matching grants for park and open space projects that meet the recreational needs of local communities. Both programs encourage best practices in land management and sustainability.

PARK AND RECREATIONAL FACILITY CONSTRUCTION PROGRAM (PARC)

Administered by IDNR, the Park and Recreational Facility Construction Program provides grants to eligible local governments for various park and recreation construction projects, including the acquisition of land for open space purposes and the construction and rehabilitation of recreational facilities and buildings. All properties acquired with PARC assistance are required to have a covenant placed on the deed at the time of the recording that stipulates the property must be used in perpetuity for indoor/outdoor recreational purposes.

BROWNFIELD ASSESSMENT GRANTS

Administered by the U.S. Environmental Protection Agency (USEPA), Brownfield Assessment Grants provide funding for the inventory and assessment of local brownfield site contaminated by hazardous substances, pollutants, or contaminants, including petroleum. Grant awards vary from $100,000 to $350,000. Similar to the USEPA grant programs, the Illinois Environmental Protection Agency (ILEPA) offers the Illinois Redevelopment Grant and Redevelopment Loan Programs to underwrite brownfield assessment and remediation costs.

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:

- ***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.

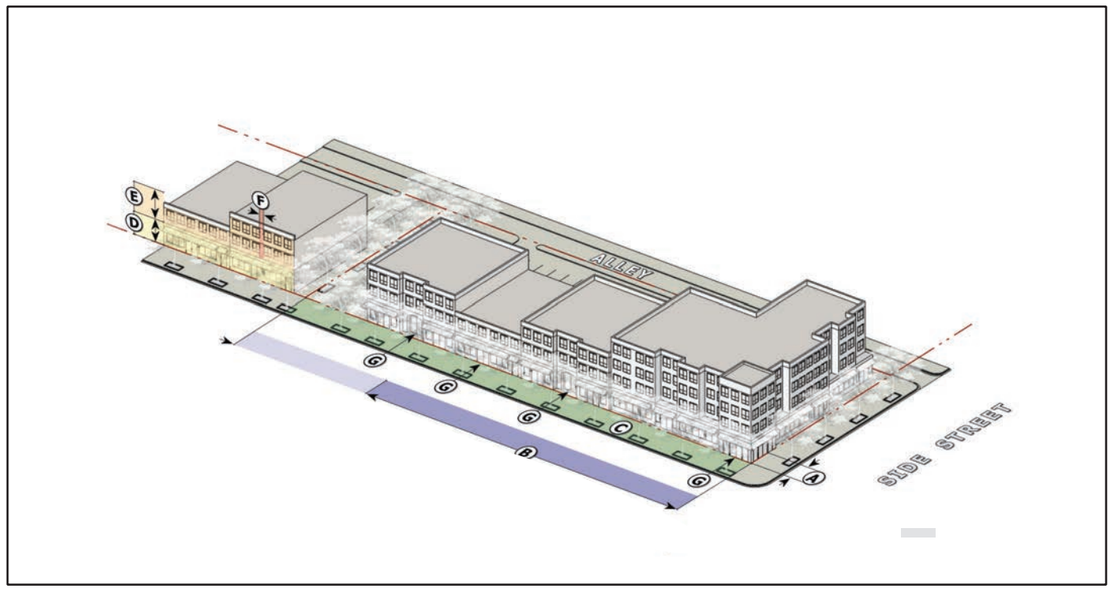
- ***Cul-de-Sac Design.*** Requiring landscaping and sustainable design features within cul-de-sacs could be considered to add visual interest and a stormwater management mechanism. Such requirements could be added through the Planned Unit Development process and maintained by a homeowners association. 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



Form-Based Code example, Highland Park (IL)

Conservation subdivisions can help to protect important viewsheds into adjacent agricultural lands.

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.

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 following pages). 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 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:

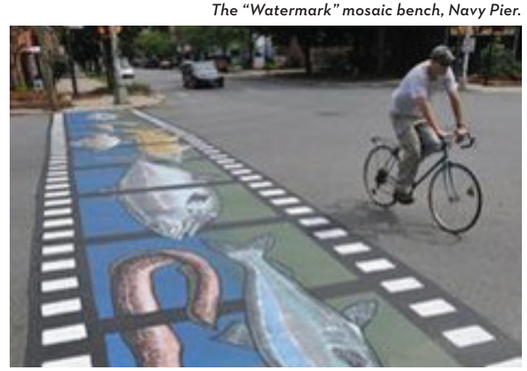
- ***Existing Conditions Analysis and Wayfinding/ Location Plan*** – an assessment is conducted to determine where signage is needed and appropriate locations for placement of gateways, wayfinding and other signage.

- ***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.

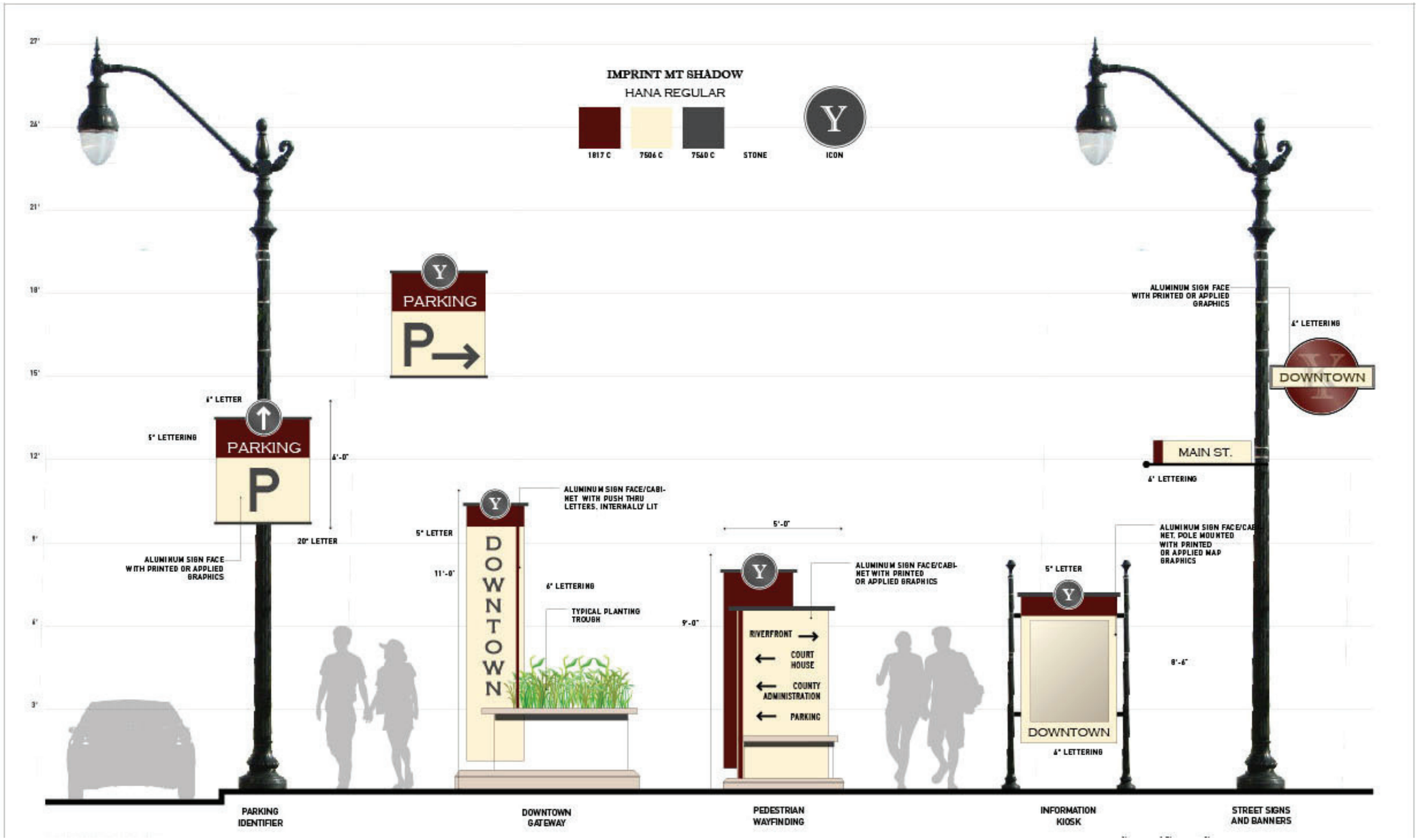
City of Elmhurst (IL) Gateway Signage.

The "Watermark" mosaic bench, Navy Pier.

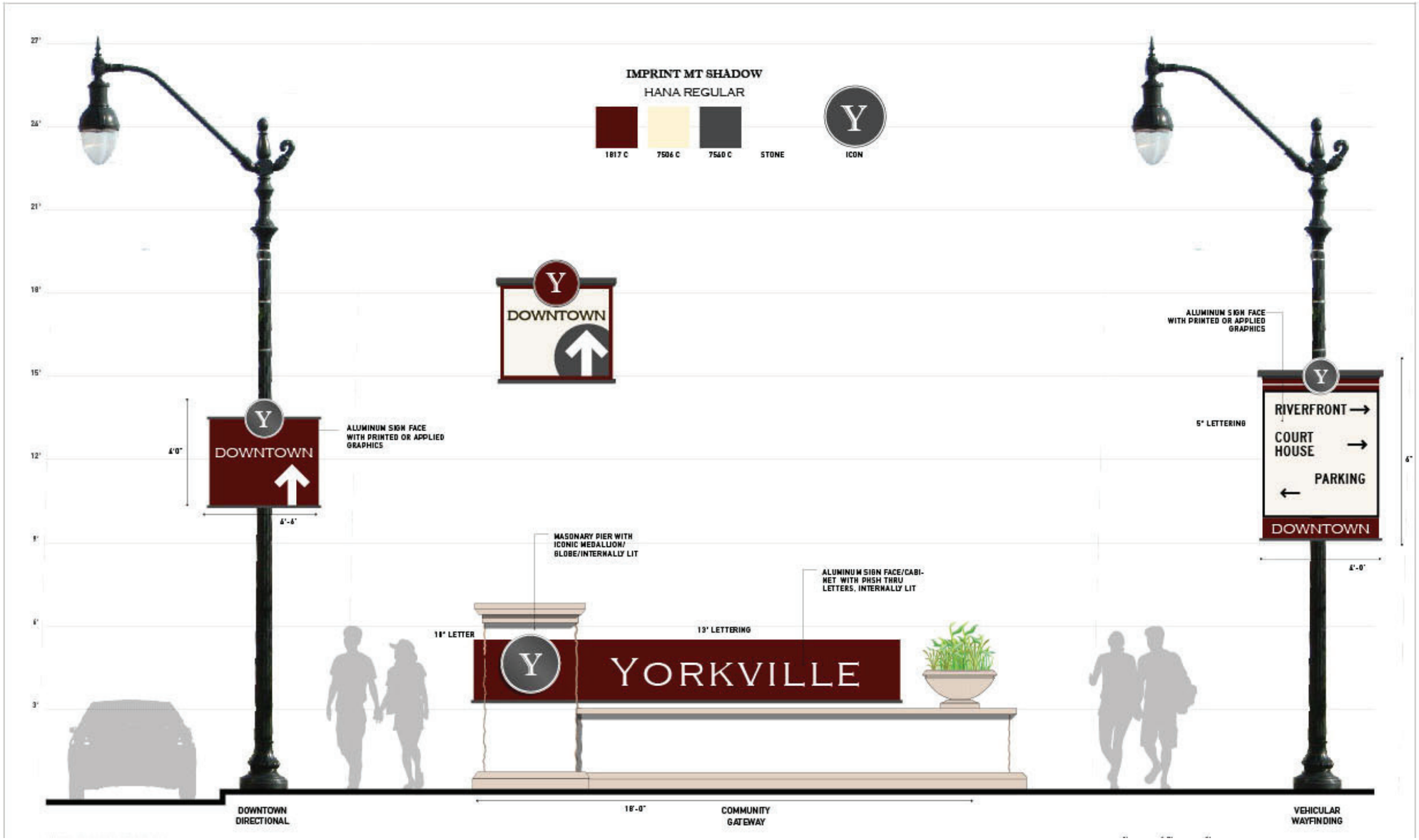


Public art can be implemented as part of public improvements.

Sample Yorkville Placemaking and Wayfinding Elements



Sample Yorkville Placemaking and Wayfinding Elements



- ***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

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 (A streetscape and development concept illustration and cross-section for Hydraulic Street can be viewed on the following pages).

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 *(see streetscape concept illustration on following page)*. 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.

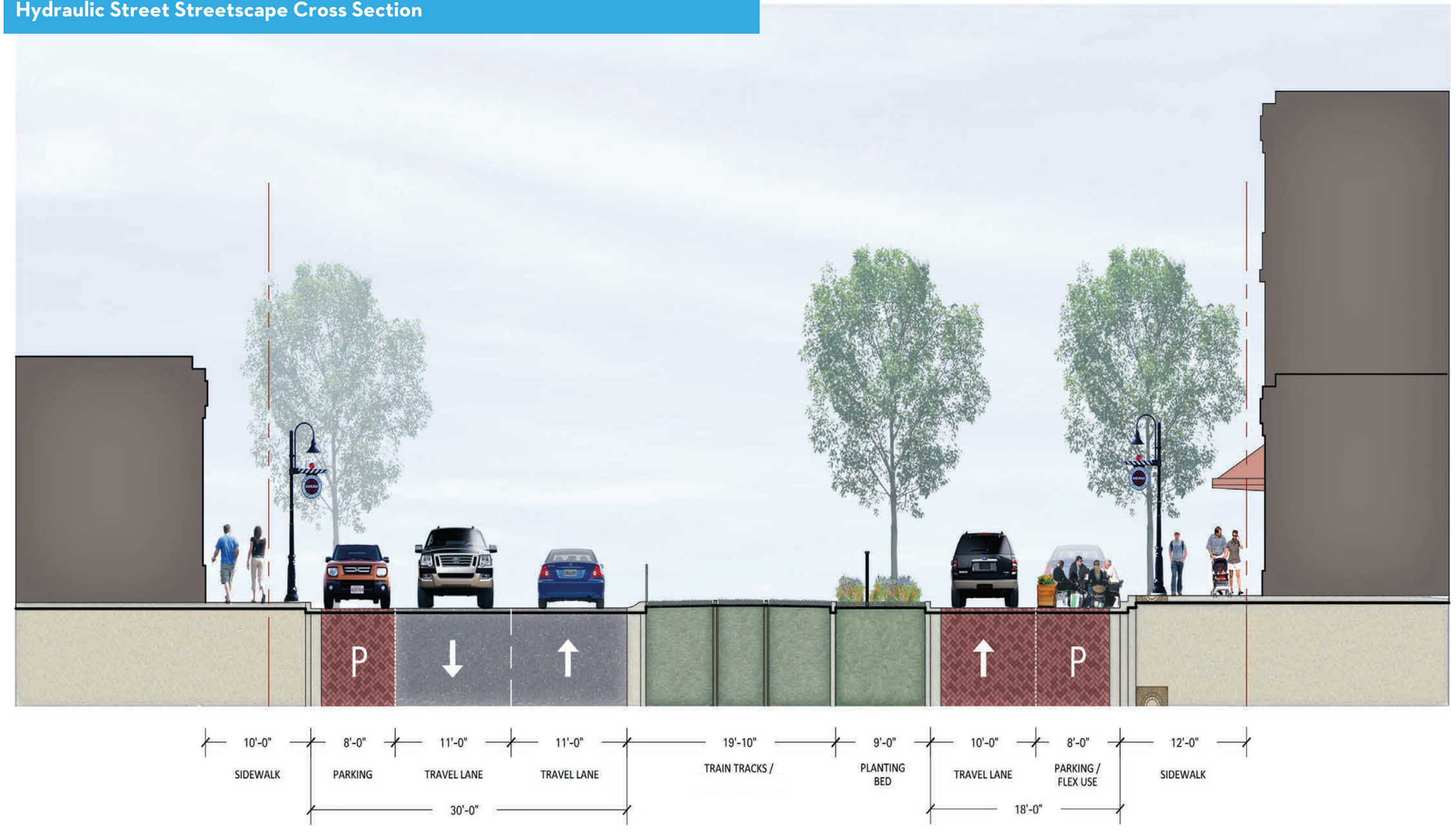
Plaza space with sculpture/lighting.

Downtown water feature.

Downtown streetscape enhancements, Plainfield, Illinois.

Hydraulic Street Streetscape Enhancement and New Development Concept

Hydraulic Street Streetscape Cross Section



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, Public Works, 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

CITY COUNCIL REVIEW 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			X

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	

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

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 while 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 a sanitary 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

CITY COUNCIL REVIEW DRAFT

Implementation Chart: Corridors

Goal	Policies for Decisions Makers	Strategy/Initiative	Within 2 Years	3 - 10 Years +	Ongoing
Promote orderly growth along Illinois Route 47, and enhance and maintain the corridor's visual environment and land use pattern.	• 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. • Maintain the unique visual, scenic and • Support development options that enhance networks of open space, recreation, and environmentally-sensitive land.				X
Maintain the unique visual, scenic and environmental qualities of Eldamain Road while encouraging compatible development in appropriate locations.					X
			X		X
					X
					X
					X

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK

THE YORKVILLE PLAN

CONNECTING OUR PAST TO THE FUTURE

PUBLIC NOTICE OF A HEARING BEFORE
THE UNITED CITY OF YORKVILLE PLANNING AND ZONING COMMISSION
ON THE ADOPTION OF THE YORKVILLE COMPREHENSIVE PLAN UPDATE

NOTICE IS HEREBY GIVEN THAT the United City of Yorkville will conduct a public hearing regarding the adoption of a proposed update to the Yorkville Comprehensive Plan, including a new future land use map, pursuant to section 11-12-7 of the Illinois Municipal Code (65 ILCS 5/11-12-7) and Section 9-1-1 of the Yorkville City Code.

The proposed changes are a complete rewrite and update of the text of the existing Comprehensive Plan and future land use map, and include a general update to the long range plan for future development in the United City of Yorkville with regards to land use, transportation, infrastructure and utilities, environmental and agricultural preservation, economic development, recreation and open space, and housing.

Copies of the full text of the proposed new Yorkville Comprehensive Plan update may be examined at the Office of the Department of Community Development during regular business hours at City Hall located at 800 Game Farm Road, Yorkville, Illinois.

The Planning and Zoning Commission for the United City of Yorkville will conduct a public hearing on said Comprehensive Plan on Wednesday, August 10, 2016 at 7 p.m. at the United City of Yorkville, City Council Chambers, located at 800 Game Farm Road, Yorkville, Illinois 60560.

The public hearing may be continued from time to time to dates certain without further notice being published.

All interested parties are invited to attend the public hearing and will be given an opportunity to be heard. Any written comments should be addressed to the United City of Yorkville City Clerk, City Hall, 800 Game Farm Road, Yorkville, Illinois, and will be accepted up to the closing of the public hearing.

By order of the Corporate Authorities of the United City of Yorkville, Kendall County, Illinois.

BETH WARREN
City Clerk

BY: Lisa Pickering
Deputy Clerk

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

Agenda Item Number

PZC #2

Tracking Number

PZC 2016-02

Agenda Item Summary Memo

Title: Kendall County Case #16-22 Jet's Towing – Rezoning Request (1.5 Mile Review)

Meeting and Date: City Council – August 23, 2016

Synopsis: Rezoning request from A-1 to M-1 in Kendall County for a truck towing and truck storage operation.

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Formal Objection

Submitted by: Krysti J. Barksdale-Noble, AICP (Name) Community Development (Department)

Agenda Item Notes:

See attached memo and report.

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: Krysti Barksdale-Noble, Community Development Director
CC: Bart Olson, City Administrator
Date: August 15, 2016
Subject: **Kendall County Case #16-22 – Jet's Towing (Rezoning Request) 1.5 Mile Review**

Staff Recommendation Summary:

Staff has reviewed the request from Kendall County Planning & Zoning Department along with the subsequent documents attached. This subject property is located within one and a half miles of the planning boundary for Yorkville allowing us the opportunity to review and provide comments to Kendall County. The petitioner, J.A. Schleining, LLC, d/b/a Jets Towing and Services, is requesting a Zoning Map Amendment (rezoning) from the A-1 Agricultural District to the M-1 Limited Manufacturing District to operate a towing and truck storage area on an approximately 8.8-acre parcel located about one (1) mile north of Corneils Road and just south of Galena Road in Bristol Township. The location of the proposed towing operation will be at 9790 Eldamain Road which currently has five (5) existing barn-type buildings and structures.

This item was delivered to the City on July 26, 2016. This item was heard at the August 2, 2016 Kendall County Zoning, Platting & Advisory Committee (ZPAC) meeting at the County Office Building and was not unanimously recommended but moved forward to the County's Plan Commission. The petition is tentatively scheduled to be heard at the September 28th Kendall County Plan Commission meeting. It is then scheduled for a public hearing at the County's Zoning Board of Appeals meeting on October 3, 2016 and then to the full County Board on October 18, 2016.

Plan Commission Recommendation:

Upon the review of the Planning and Zoning Commission with regards to the proposed future comprehensive plan designation of this property, they expressed some objections to the petitioners' request since it is a currently operating land use in violation of the existing Kendall County A-1 zoning district. Furthermore, the Planning and Zoning Commission felt that the proposed M-1 Limited Manufacturing District is inappropriate for the surrounding land area and may require further variances from the County's standards with regards to fencing (landscaping) and parking surface.

While the proposed manufacturing use is consistent with the City's current future land use plan, it is noted that the proposed Comprehensive Plan Update has designated this area for Estate/Conservation Residential – inconsistent with the proposed use requested. Finally, the Commission recommended having all semi-truck towing and repair operations happen in a completely enclosed building/structure and not allow any storage of vehicles on gravel surfaces, should the County permit the proposed rezoning.

It was the recommendation of the Planning and Zoning Commission that the City Council file a ***formal objection*** to Kendall County regarding the petition with the following vote:

Action Item:

Harker-aye; Vinyard-aye; Olson-aye; Horaz-aye; Goins – aye; Gockman-aye; Marcum-aye
7 ayes; 0 no

Attachments:

1. Staff memorandum to the Planning and Zoning Commission dated August 2, 2016.
2. Kendall County Planning and Zoning Memo with Attachments.

Resolution No. 2016-_____

A RESOLUTION OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, RECOMMENDING DENIAL AND FILING OF A WRITTEN PROTEST TO THE PROPOSED REZONING REQUEST IN PETITION NUMBER 16-22 FOR THE PROPERTY AT 790 ELDAMAIN ROAD IN BRISTOL TOWNSHIP

WHEREAS, the United City of Yorkville (the "*City*") is a duly organized and validly existing non home-rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

WHEREAS, J. A. Schleining LLC (the "Applicant") has filed an application with the County of Kendall for the rezoning of its property at 790 Eldamain Road from A-1 Agricultural to M-1 Limited Manufacturing for a truck towing and truck storage business that is within 1.5 miles of the corporate limits of the City; and,

WHEREAS, the City has adopted a Comprehensive Plan that includes the Applicant's property which update designated this property for estate/conservation residential uses; and,

WHEREAS, the City's Planning and Zoning Commission considered the rezoning petition at its public meeting on August 15, 2016 and recommended by a 7 aye and 0 no vote to the City Council that such request be denied and a formal objection by written protest be filed by the City in that the proposed manufacturing use is currently being operated in violation of the existing Kendall County zoning regulations, that it was inappropriate when compared to the surrounding agricultural zoned uses and that it is inconsistent with the City's Comprehensive Plan Update; and,

WHEREAS, the Mayor and City Council (the "Corporate Authorities") have considered the recommendation of the Planning and Zoning Commission and agree that the rezoning does not meet the factors established by the Illinois Supreme Court in the *LaSalle National Bank* and *Sinclair Pipe Line* cases in that:

1. The existing uses and zoning of the nearby property are agricultural and the rezoning would create spot zoning of incompatible uses,
2. The property values of the adjacent property would be diminished by the rezoning allowing such dissimilar uses to be adjacent,
3. The reduction of adjacent property values would not promote the health, safety, morals and general welfare of the pubic,
4. There is no relative gain for such a business that is lawfully permitted in many other locations in the County compared to the potential hardships of adjoining property owners,
5. The suitability of the property for this use cannot be assumed because such a use is currently in violation of the county's zoning regulations and rezoning will not change the reason that it is currently in violation,
6. The property has not been vacant considering the land use in the area,
7. There is no community need for such a use as such a use is permitted in many other locations in the County, and

8. The City has undertaken much review and care in the adoption of its Zoning Ordinance and Comprehensive Plan Update that makes the rezoning uses inconsistent with those regulations; and,

WHEREAS, the Corporate Authorities concur with the recommendation of the Planning and Zoning Commission for the denial of this rezoning and the filing of this written protest requiring the favorable vote of ¾ of all members of the County Board if such application was considered for approval pursuant to Section 5-12014 of the Counties Code (55 ILCS 5/5-12014).

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1: The above recitals are incorporated herein and made a part of this Resolution.

Section 2: That the Corporate Authorities hereby request that the Kendall County Board deny the rezoning application, Petition Number 16-22, for 790 Eldamain Road or in the alternative not approve without a ¾ vote of the County Board and require all business operations to be within enclosed buildings and not allow any storage on gravel surfaces.

Section 3: That the City Clerk shall send a certified copy of this Resolution to the Kendall County Department of Planning, Building & Zoning and to the Kendall County Clerk. The City Clerk shall also send a copy by certified mail to the applicant and applicant's attorney.

Section 4: This Resolution shall be in full force and effect upon its passage and approval as provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this _____ day of _____, 2016.

_____

CITY CLERK

CARLO COLOSIMO	_____	KEN KOCH	_____
JACKIE MILSCHEWSKI	_____	LARRY KOT	_____
CHRIS FUNKHOUSER	_____	JOEL FRIEDERS	_____
DIANE TEELING	_____	SEAVER TARULIS	_____

Approved by me, as Mayor of the United City of Yorkville, Kendall County, Illinois, this _____ day of _____, 2016.

_____

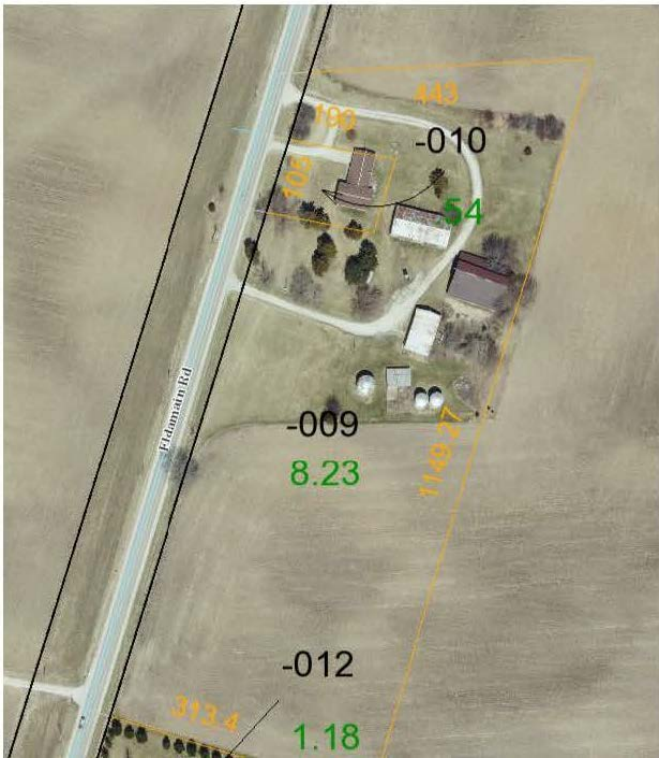
MAYOR

Memorandum

To: Planning and Zoning Commission
From: Krysti Barksdale-Noble, Community Development Director
CC: Bart Olson, City Administrator
Jason Engberg, Senior Planner
Date: August 2, 2016
Subject: **Kendall County Case #16-22 – Jet's Towing (Rezoning Request) 1.5 Mile Review**

Proposal Summary

Staff has reviewed the request from Kendall County Planning & Zoning Department along with the subsequent documents attached. This subject property is located within one and a half miles of the planning boundary for Yorkville allowing us the opportunity to review and provide comments to Kendall County. The petitioner, J.A. Schleining, LLC, d/b/a Jets Towing and Services, is requesting a Zoning Map Amendment (rezoning) from the A-1 Agricultural District to the M-1 Limited Manufacturing District to operate a towing and truck storage area on an approximately 8.8-acre parcel located about one (1) mile north of Corneils Road and just south of Galena Road in Bristol Township. The location of the proposed towing operation will be at 9790 Eldamain Road which currently has five (5) existing barn-type buildings and structures.



According to information obtained from the County and the petitioner's attorney, the proposed towing and truck storage area use is currently operating on the site and the request for rezoning stemmed from a compliance violation. The owners propose to still maintain the existing home on the property as their primary residence and conduct their semi-truck towing and minor repair business in one or more of the out buildings on site. In addition, temporary outdoor storage of the semi-trucks is also proposed.

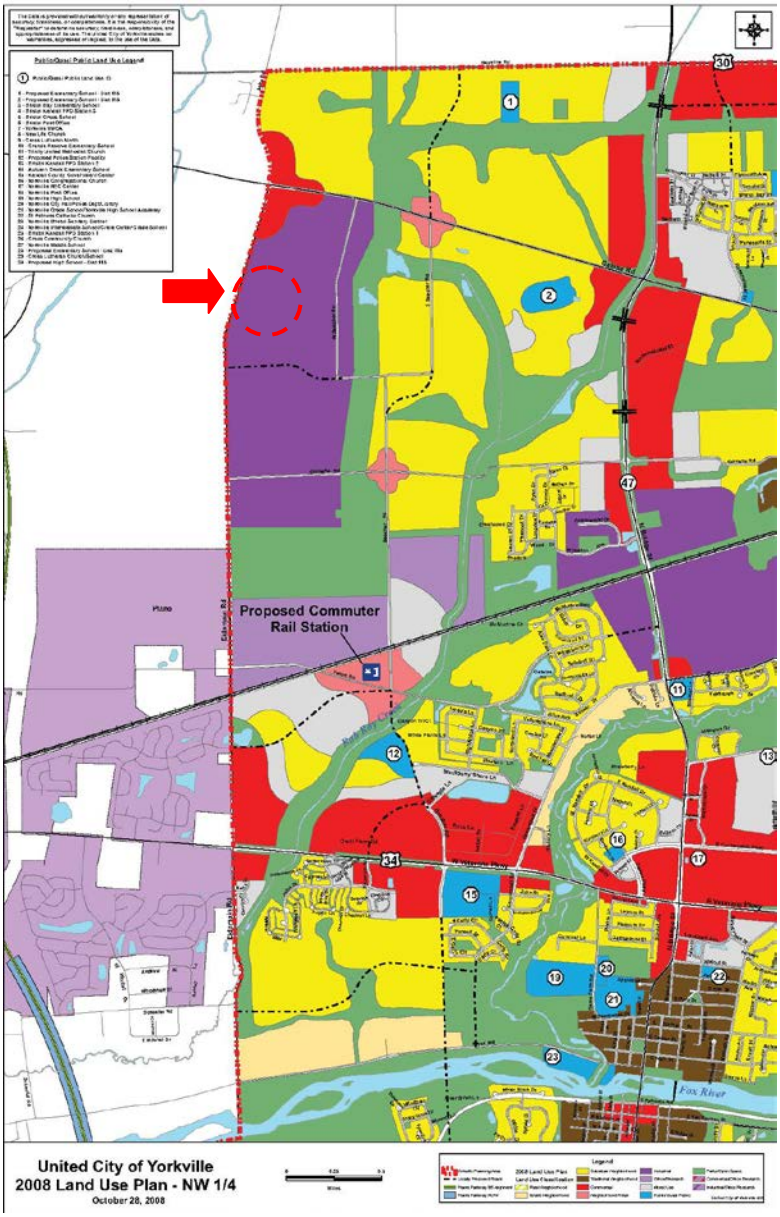
There will be no outside employees as part of the proposed towing operation, other than the current owners of the property. The property owners will seek a fence variance and may seek a variance to allow the vehicles to be stored on the existing gravel driveway surface rather than a hard surface (i.e., concrete or asphalt) as required by County code.

Kendall County's M-1 Limited Manufacturing District does allow for residences, termed "watchman quarters", within this zoning classification. However, the county's Future Land Use designation for this area is Mixed-Use Business which provides for land uses that create employment opportunities for County residents while providing a balanced tax base. Further, this land use category overlaps with the County's Office and Research Park District as well as

the County's three (3) manufacturing district. According to Kendall County's Land Resource Management Plan, buildings and land in the Mixed Use Business land use category should be properly landscaped and developed in an orderly manner that conveys a well-maintained environment.

Yorkville Comprehensive Plan

Yorkville's current 2008 Comprehensive Plan designation for this property is Industrial which is intended to "allow limited and general manufacturing, assembly, wholesale and warehouse uses in distinct areas that can be adequately served by transportation and other infrastructure.



In addition to the location need determined by infrastructure, these areas should also locate where truck and/or rail traffic and hours of operation would not serve as a nuisance to their surrounding neighbors." A specific location identified in the 2008 Comprehensive Plan for Industrial Land Uses were the Eldamain Corridor between the BNSF railroad and Galena Road.

However, according to the proposed Comprehensive Plan Update which is up for consideration at tonight's Planning and Zoning Commission, the recommended future land use designation for this property is Estate/Conservation Residential. This land use designation is primarily intended low-density detached single family housing with sensitive environmental or scenic features with preserving, but allows for flexibility in residential design. Manufacturing or any business uses are not included in this future land use designation description.

Staff Recommendation & Comments

Staff has reviewed the comprehensive plan designation and has some objections to the petitioners' request since it is a currently operating land use in violation of the existing Kendall County A-1 zoning district. Furthermore, it is staff's opinion that the proposed M-1 Limited Manufacturing District is inappropriate for the surrounding land area and may require further variances from the County's standards with regards to fencing (landscaping) and parking surface. While the proposed manufacturing use is consistent with the City's current future land use plan, it is noted that the proposed Comprehensive Plan Update has designated this area for Estate/Conservation Residential – inconsistent with the proposed use requested. Should the County permit the proposed rezoning, staff would recommend having all semi-truck towing and repair operations happen in a completely enclosed building/structure and not allow any storage of vehicles on gravel surfaces.

Staff will be available to answer any questions the Planning and Zoning Commission may have regarding the County Petition. This item was delivered to the City on July 26, 2016 with feedback requested prior to Kendall County Board consideration. This item was heard at the August 2, 2016 Zoning and Platting Advisory Committee conducted by Kendall County.

Attachments:

1. Kendall County Planning and Zoning Memo with Attachments.

DEPARTMENT OF PLANNING, BUILDING & ZONING
111 West Fox Street • Room 203
Yorkville, IL • 60560
(630) 553-4141 Fax (630) 553-4179

MEMORANDUM

To: WBK Engineering, LLC –Greg Chismark
Highway Department- Fran Klaas
Kendall County Forest Preserve- David Guritz
Kendall County Health Department- Aaron Rybski
Bristol-Kendall Fire Protection District- Chief Mike Torrence
GIS Mapping Department- Chris Balog
Building Department- Brian Holdiman
United City of Yorkville – Krysti Barksdale-Noble
Soil & Water Conservation District- Megan Andrews
Sheriff's Office- Commander Mike Peters
Bristol Township- Robert Walker, Supervisor
Bristol Township – Julie Bennett, Clerk
Bristol Township Road District- Jeff Corneils, Commissioner
PBZ Committee- Scott Gryder, Chair
File

From: Kendall County Planning, Building & Zoning Department

Date: July 26, 2016

Re: Petition #16-22 – Jet's Towing – 790 Eldamain Road, Bristol Township (PIN 02-06-300-009; -010)
Attached is information received for a request for a Zoning Map Amendment from A-1 Agricultural to M-1 Limited Manufacturing. The property is currently being use for a towing and truck storage area.

Please send questions or comments to:
Kendall County
Planning, Building & Zoning Department
Attn: John Sterrett
111 West Fox Street, Room 203
Yorkville, IL 60560
jsterrett@co.kendall.il.us

A Zoning and Platting Advisory Committee meeting will be held on Tuesday, August 2, 2016 at 9:00am at the Kendall County Office Building.

DEPARTMENT OF PLANNING, BUILDING & ZONING
111 West Fox Street • Yorkville, IL • 60560
(630) 553-4141 Fax (630) 553-4179

APPLICATION

PROJECT NAME _____ **FILE #:**_____

NAME OF APPLICANT
J.A. Schleining LLC d/b/a Jets Towing and Services

CURRENT LANDOWNER/NAME(s)
Joshua Schleining and Tammi Schleining

SITE INFORMATION ACRES	SITE ADDRESS OR LOCATION	ASSESSOR'S ID NUMBER (PIN)
8.8387 Acres	790 Eldamain Road, Plano, Illinois 60545	02-06-300-009/02-06-300-010

EXISTING LAND USE	CURRENT ZONING	LAND CLASSIFICATION ON LRMP
A-1	A-1	

REQUESTED ACTION (Check All That Apply):

_SPECIAL USE
X MAP AMENDMENT (Rezone to: M-1
X _ VARIANCE
____ADMINISTRATIVE VARIANCE
___ A-1 CONDITIONAL USE for:_____
___ SITE PLAN REVIEW
___ TEXT AMENDMENT
___ PRELIMINARY PLAT
___ RPD (___Concept; ___ Preliminary; ___ Final)
___ FINAL PLAT
___ ADMINISTRATIVE APPEAL
___ OTHER PLAT (Vacation, Dedication, etc.)
___ AMENDMENT TO A SPECIAL USE (____Major; _____ Minor)

[1]PRIMARY CONTACT	PRIMARY CONTACT MAILING ADDRESS	PRIMARY CONTACT EMAIL
Kelly A. Kramer	1107A South Bridge St., Yorkville, IL 60560	kkramer@dankramerlaw.com

PRIMARY CONTACT PHONE #	PRIMARY CONTACT FAX #	PRIMARY CONTACT OTHER #(Cell, etc.)
630-553-9500	630-553-5764	

[2]ENGINEER CONTACT	ENGINEER MAILING ADDRESS	ENGINEER EMAIL

ENGINEER PHONE #	ENGINEER FAX #	ENGINEER OTHER # (Cell, etc.)

I UNDERSTAND THAT BY SIGNING THIS FORM, THAT THE PROPERTY IN QUESTION MAY BE VISITED BY COUNTY STAFF & BOARD/ COMMISSION MEMBERS THROUGHOUT THE PETITION PROCESS AND THAT THE PRIMARY CONTACT LISTED ABOVE WILL BE SUBJECT TO ALL CORRESPONDANCE ISSUED BY THE COUNTY.

I CERTIFY THAT THE INFORMATION AND EXHIBITS SUBMITTED ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND THAT I AM TO FILE THIS APPLICATION AND ACT ON BEHALF OF THE ABOVE SIGNATURES.

SIGNATURE OF APPLICANT **DATE**

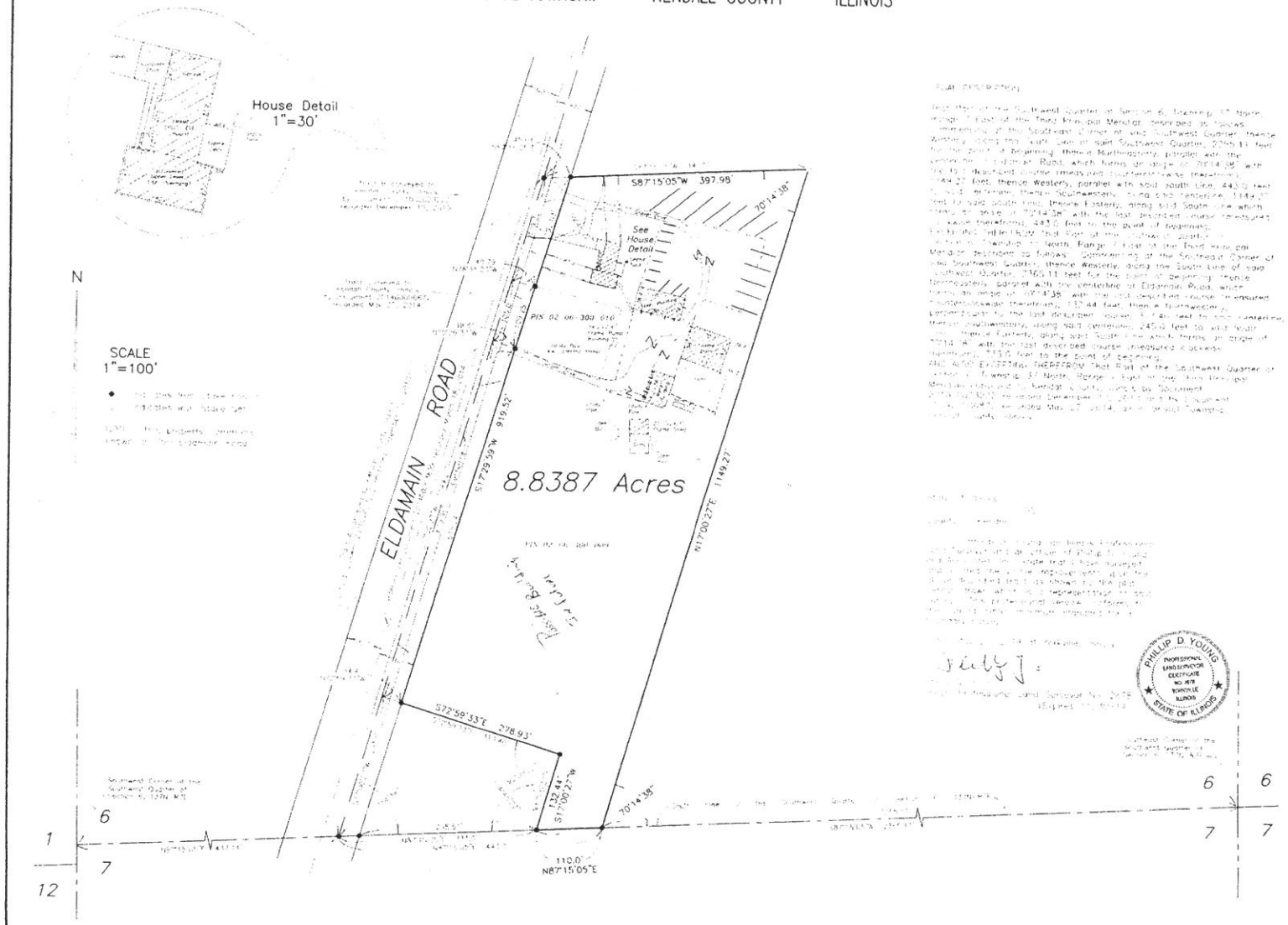
Tammi M

FEE PAID:$_____
CHECK #:_____

[1]*Primary Contact will receive all correspondence from County*
[2]*Engineering Contact will receive all correspondence from the County's Engineering Consultants*

Date Stamp Here If Checklist Is Complete

PLAT OF SURVEY OF
PART OF THE SOUTHWEST QUARTER OF SECTION 6, T37N-R7E, 3rd PM
BRISTOL TOWNSHIP KENDALL COUNTY ILLINOIS



PHILLIP D. YOUNG
PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO. 1878
YORKVILLE ILLINOIS
STATE OF ILLINOIS

JOB NO.
JOB NAME
DWG FILE

Phillip D. Young and Associates, Inc.
LAND SURVEYING - TOPOGRAPHIC MAPPING - Lic.#184-002775
1107B South Bridge Street
Yorkville, Illinois 60560
Telephone (630)553-1580

Document Produced by deskPDF Unregistered :: http://www.docudesk.com

LEGAL DESCRIPTION

That Part of the Southwest Quarter of Section 6, Township 37 North, Range 7 East of the Third Principal Meridian described as follows Commencing at the Southeast Corner of said Southwest Quarter, thence Westerly, along the South Line of said Southwest Quarter, 2255 11 feet for the point of beginning, thence Northeasterly, parallel with the centerline of Eldamain Road, which forms an angle of 70°14'38" with the last described course (measured counterclockwise therefrom), 1149 27 feet, thence Westerly, parallel with said South Line, 443 0 feet to said centerline, thence Southwesterly, along said centerline, 1149 27 feet to said South Line, thence Easterly, along said South Line which forms an angle of 70°14'38" with the last described course (measured clockwise therefrom), 443 0 feet to the point of beginning,
EXCEPTING THEREFROM That Part of the Southwest Quarter of Section 6, Township 37 North, Range 7 East of the Third Principal Meridian described as follows Commencing at the Southeast Corner of said Southwest Quarter, thence Westerly, along the South Line of said Southwest Quarter, 2365 11 feet for the point of beginning, thence Northeasterly, parallel with the centerline of Eldamain Road, which forms an angle of 70°14'38" with the last described course (measured counterclockwise therefrom), 132 44 feet, thence Northwesterly, perpendicular to the last described course, 313 40 feet to said centerline, thence Southwesterly, along said centerline, 245 0 feet to said South Line, thence Easterly, along said South Line which forms an angle of 70°14'38" with the last described course (measured clockwise therefrom), 333 0 feet to the point of beginning,
AND ALSO EXCEPTING THEREFROM That Part of the Southwest Quarter of Section 6, Township 37 North, Range 7 East of the Third Principal Meridian conveyed to Kendall County, Illinois by Document 201000023222 recorded December 12, 2010 and by Document 201400006872 recorded May 27, 2014, all in Bristol Township, Kendall County, Illinois

UNOFFICIAL

-R7E, 3rd PM
LINOIS

LEGAL DESCRIPTION:

That Part of the Southwest Quarter of Section 6, Township 37 North, Range 7 East of the Third Principal Meridian described as follows: Commencing at the Southeast Corner of said Southwest Quarter; thence Westerly, along the South Line of said Southwest Quarter, 2255.11 feet for the point of beginning; thence Northeasterly, parallel with the centerline of Eldamain Road, which forms an angle of 70°14'38" with the last described course (measured counterclockwise therefrom), 1149.27 feet; thence Westerly, parallel with said South Line, 443.0 feet to said centerline; thence Southwesterly, along said centerline, 1149.27 feet to said South Line; thence Easterly, along said South Line which forms an angle of 70°14'38" with the last described course (measured clockwise therefrom), 443.0 feet to the point of beginning;
EXCEPTING THEREFROM That Part of the Southwest Quarter of Section 6, Township 37 North, Range 7 East of the Third Principal Meridian described as follows: Commencing at the Southeast Corner of said Southwest Quarter; thence Westerly, along the South Line of said Southwest Quarter, 2365.11 feet for the point of beginning; thence Northeasterly, parallel with the centerline of Eldamain Road, which forms an angle of 70°14'38" with the last described course (measured counterclockwise therefrom), 132.44 feet; thence Northwesterly, perpendicular to the last described course, 313.40 feet to said centerline; thence Southwesterly, along said centerline, 245.0 feet to said South Line; thence Easterly, along said South Line which forms an angle of 70°14'38" with the last described course (measured clockwise therefrom), 333.0 feet to the point of beginning;
AND ALSO EXCEPTING THEREFROM That Part of the Southwest Quarter of Section 6, Township 37 North, Range 7 East of the Third Principal Meridian conveyed to Kendall County, Illinois by Document 201000023222 recorded December 12, 2010 and by Document 201400006872 recorded May 27, 2014; all in Bristol Township, Kendall County, Illinois.

Zoning Map Amendment – A-1 Agricultural to M-1 Limited Manufacturing

Jet's Towing Services – 790 Eldamain Road – Bristol Township