



THE YORKVILLE PLAN

CONNECTING OUR PAST TO THE FUTURE

DRAFT

Public Input Summary Report

MAY 21, 2015

LAKOTA

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SECTION 1 - STAKEHOLDER LISTENING SESSIONS

Between October 2014 and March 2015, a series of interview and listening sessions 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. The following is a summary of key planning issues garnered from the listening sessions.

DOWNTOWN YORKVILLE

- Downtown Yorkville should be a key focus of comprehensive planning efforts, including exploring revitalization and redevelopment scenarios.
- Brownfield and environmental issues, increasing traffic speeds on Illinois Route 47 and the lack of available parking are barriers to redevelopment.
- Redevelopment opportunities along the downtown riverfront are possibilities that need to be explored.
- Yorkville needs to do a better job of packaging and promoting itself – downtown in particular. Downtown does have a local theater troupe and a few restaurants, including Cobblestone Bakery and Restaurant. The Masonic Lodge is downtown as well as the local newspaper.
- There is a need to define the downtown – does it encompass just the commercial blocks or the surrounding older residential areas?
- There is a need for beautification standards or design guidelines in the downtown.
- Downtown Yorkville needs to be looked at very closely – a sustainable development strategy based on market realities has to be the outcome. For example, is 75 foot development in downtown realistic?



Downtown Yorkville at the Fox River

LAND USE AND DEVELOPMENT

- Yorkville needs to concentrate planning and growth efforts in areas that have already been developed and invested in - in particular residential and commercial areas along and near downtown and at the Route 47 and 34 intersections.
- “There is a lot of existing infrastructure that needs to be built on.”
- The land development process is reviewed and managed by the City of Yorkville from concept to final engineering and includes infrastructure and roadway needs.
- The City’s subdivision code and its technical standards need to be updated. There needs to be more security guarantees for new development and the existing standards are not helpful.
- The City’s landscape code is also out of date and the community has no tree replacement requirement. In addition, since the City has no arborist on staff; the City cannot become a Tree City.
- The City’s appearance code is essentially part of the City’s building code.
- Managing land use along Route 47 and the Eldmain corridor should be a priority given the need to maintain community character in these areas.
- The southern part of Yorkville is more isolated than the northern part. The Fox River is a “border” and barrier in the community. People do not often view the southern half of Yorkville as Yorkville. A grocery store, such as a Trader Joe’s, would also be helpful on the south side since it is so underserved for retail. New and better restaurants on the south side should also be a goal. Outdoor dining is also absent in Yorkville.
- The Comprehensive Plan needs to consider several different scenarios for the community’s long term future – they all need to be balanced with economic reality.
- Density is an issue – should we look at smaller lots for smaller houses? “Condos”, however, are a bad word in Yorkville.
- Yorkville’s strip malls have had difficulty filling up and there are a number of vacancies; some spaces have been converted to office condos. Lease rates are very low in Yorkville. The Route 47 and 71 intersection is also important as a commercial node.
- A new Metra station would spur new development in Yorkville – we have to think long term on what our facilities would be and where they would be located.

INFRASTRUCTURE SYSTEMS

- The City has undertaken very effective capital improvements programming and the programs is continually being reviewed.
- There are only a few remaining subdivisions with outstanding infrastructure issues.
- Resurfacing of downtown streets is a priority. A comprehensive street evaluation has been undertaken which helps to shape the 5-year capital improvements plan.
- In terms of sanitary system issues, there has been some infiltration issues in the central area. The City has been working with the Yorkville-Bristol Sanitary District to address some of these concerns.
- Water master plan needs to be updated and be comprehensive. The last water plan was completed more than 5 years ago. Water planning efforts need to be a priority. According to the Illinois State Water Survey, Kendall County may be facing a water shortage in the coming years. There has also been a decline in the County's aquifer.

OPEN SPACE AND RECREATION

- The Parks and Recreation Department has several needs, including a recreational facility, a maintenance building and a new park on the City's south side that could be in the range of 50, 60 or 100 acres. Some planning has taken place for the recreational facility, which most likely would be a facility with indoor fields and equipment.
- Redevelopment of existing park facilities could be a priority but future maintenance will be an issue. Perhaps partnerships with the service clubs

can be used to fund-raise and off-set capital and long-term maintenance costs. There already is an agreement for maintenance services on one park facility with the Junior Women's Club.

- A Parks Master Plan was prepared in 2008 that identified 11 specific park planning areas; the Plan needs to be updated given that the City is updated it's comprehensive plan. The department is in the process of conducting a community survey.
- In 2010, a Transportation-Trail Plan was prepared; however the plan needs to be updated. About 500 trails are proposed – is it too much to implement? The City maintains easements over trails in private subdivisions but there is a need to connect these trails together. Other bike trail connections are planned and will occur along Game Farm Road, Kennedy Road and State Routes 34 and 71.
- There are also many private parks in Yorkville, which causes confusion among residents regarding which parks are owned by the City and which are not.
- Corlands currently holds 80 acres of land at the corner of Kennedy Road. There has been some emphasis in the community on maintaining as much open space as possible in new developments – “we try to not take the wilderness out of developments.”
- There have been some discussions about looking into becoming a park district but there seems to be a “silent majority” that has yet to speak out on the need for maintaining and enhancing the community's park system. There are also some benefits to being a City Department, especially in regards to the sharing of equipment between other departments.

INSTITUTIONS

- Yorkville CUSD 115 district is currently undertaking a substantial review of its school structure and shifting and realignment of its school boundaries. Currently, schools are organized around micro-neighborhoods. Overall there is potential to change which schools serve which neighborhoods or subdivisions.
- If all the undeveloped lots were developed in Yorkville today and there are two kids per household, the school population could double to 9,000 students from 5,300 currently.
- The District is about to complete a \$22 million addition to the High School that will add 90,000 square feet of new and remodeled space. However, the High School may need to be expanded again if there is additional population growth.
- After the High School expansion is complete, the District will be looking at facility needs for the Grade Schools. Both Autumn Creek and Bristol Bay have started to grow and may need more space.
- Transportation is not easy around Yorkville and road plowing and maintenance could be better.
- People are attracted to Yorkville and families can get “a lot of house” as compared to other places. However, a key to future growth is to provide more things to do in the community.

URBAN DESIGN

- Yorkville needs some placemaking – banners, wayfinding and signage could help to define the community a bit more. The Plan also needs to look at the corridors and consider gateway entrances, especially to define Yorkville better between itself and other communities.
- Community appearances should also be a key planning priority.
- Yorkville has a different “feel” than neighboring Fox Valley communities – it's more “homier” and “small townish” than Oswego. Yorkville should strive to keep that feel.



Kendall County Courthouse

SECTION 2 - COMMUNITY “SPEAK-OUT” WORKSHOP #1 (APRIL 16TH, 2015)

On the 16th of April 2015, a community workshop was held at the United City of Yorkville City Hall. Roughly 30 community members were in attendance. This first community workshop introduced the project team and planning process to the community, while providing an open forum to gather first hand thoughts and opinions about the United City of Yorkville. The workshop was comprised of various stations in which participants could provide their thoughts on certain topics, including:

STATION 1: PROJECT INTRODUCTION

Participants were given the opportunity to “sign-in” to the workshop and were given a project information handout. A project information board was also on display presenting the goals and phases of the project as well as an overall project timeline. A Study Area Map (Figure 2.1) was displayed and participants were asked to place a yellow sticker where they live 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. Additionally community facts boards were displayed to share demographic, housing, and construction information about the City.



Community facts boards were displayed to share demographic, housing, and construction information about the City.

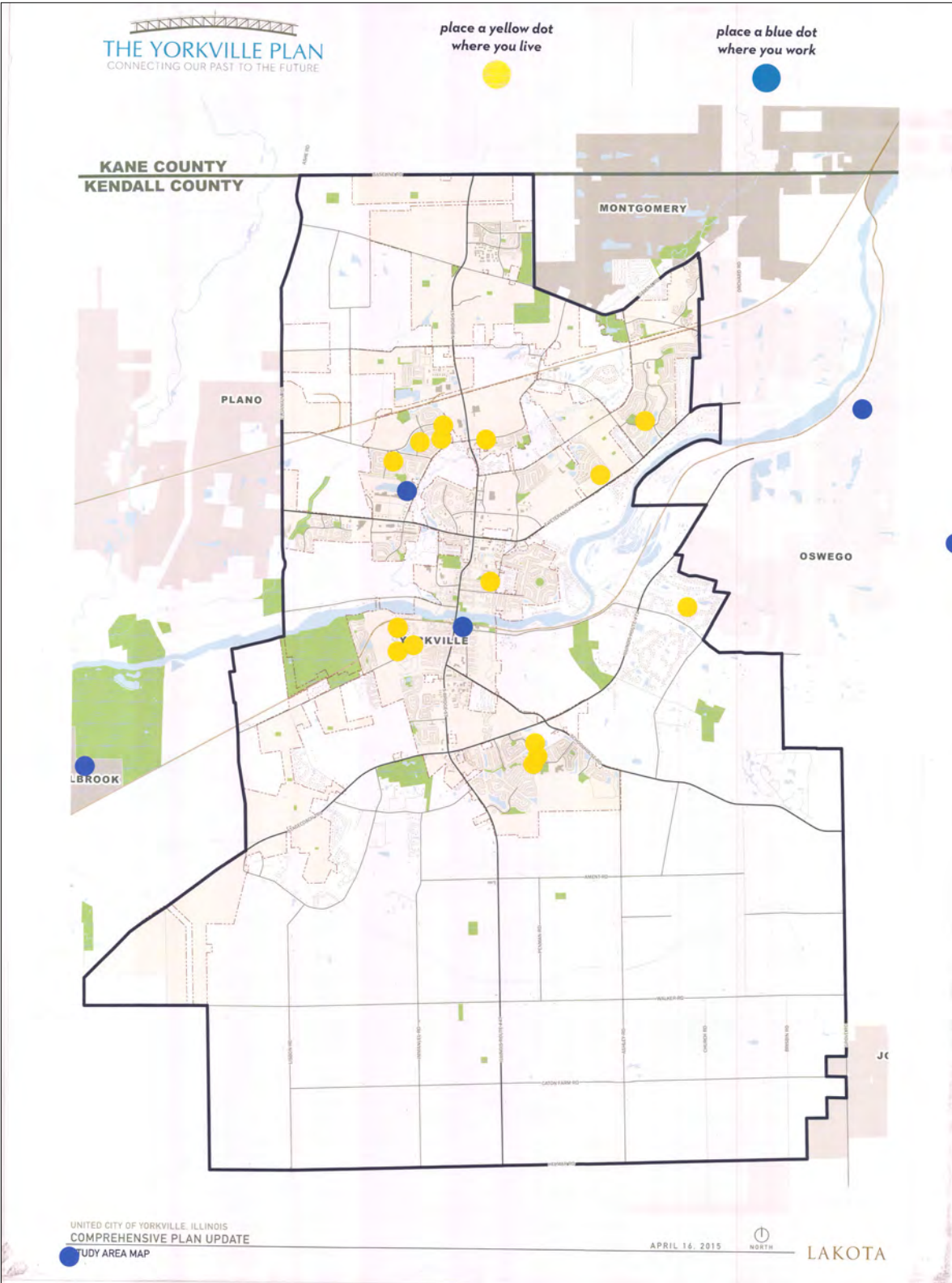


Figure 2.1 - Live/Work Mapping Exercise

STATION 2: TRANSPORTATION AND INFRASTRUCTURE

The transportation and infrastructure station focused on the bicycle network, utility mains, proposed roadway network, and development that occurs within the City of Yorkville or outside the City but within the City's planning area in unincorporated Kendall County.

A majority of the discussion centered around the cost to the City for serving unincorporated areas without receiving property or sales tax revenue in return. Many workshop attendees felt that this issue was worth addressing. Additionally, there was general consensus that the City should support or encourage infill development before promoting development in new areas. However, this was not felt in regards to potential commercial development in Yorkville that would increase retail options closer to town than could be found in places like Aurora or Oswego.

Some residents expressed concern about where future bridges would be located despite being part of the City's transportation plan. It appeared to have been based on communication between homeowners and developers, and did not involve the City.

As part of station 2, a short survey was distributed. Responses are represented below:

Which gaps in the bike network are priorities?

- Cannonball Trail
- US 34
- IL 47
- Connections that go to other communities
- All are important / none are a priority

Are on-road facilities an acceptable strategy for making connections?

- Sure
- But what about next to roads? Unclear of rules for younger bicyclists (and I don't want to send mixed signals)

Should the City encourage bicycling and walking along with roadway transportation?

- If cost effective, yes
- Yes
- Yes

Should areas less than 60 acres in size that are surrounded by Yorkville be incorporated?

- Yes
- Yes
- If the cost benefit offsets the loss of the parcel being in the County

Should Yorkville have more control over subdivisions within the planning area but in unincorporated Kendall County?

- Yes
- Yes, if it looks like they may be incorporated at a later date
- Possibly, if there is benefit to the City

Should Yorkville work with the County to annex these subdivisions?

- Yes
- Yes

What can Yorkville do to make these subdivisions more compatible with City standards?

- Be more involved/upfront with the planning before development occurs

Should the City require new development in unincorporated areas outside the City but within the planning area adhere to City standards?

- Yes
- Yes, definitely
- Yes; never limit but always consider the negative impacts

Should the City promote infill development?

- Yes
- Yes
- Yes

Should the City encourage development that connects to existing mains rather than building extensions or new mains?

- Yes
- Yes
- Yes

Should the City promote infill development that uses existing utility mainlines?

- Yes
- Yes
- Yes

Should the City prohibit or restrict development south of the watershed line until development becomes more prevalent throughout the City?

- Yes
- No
- Yes; goes back to leap-frogging



The transportation and infrastructure station focused on the bicycle network, utility mains, proposed roadway network, and development locations.

STATION 3: ROUTE 47 FOCUS AREA

Station 3 focused on the Route 47 corridor. Participants were asked to view land use maps (Figures 2.2 and 2.3) of the corridor and to place icon stickers of elements and land uses where they would like to see them developed. The land use map was organized into eleven character zones.

ZONE A - NORTH GATEWAY
(Baseline Road to Galena Road - approx. 1.0 miles)

The existing rural and agricultural character acts as a gateway into Yorkville from the north. While the west side of the roadway remains rural and agricultural in character, the east side is defined by a residential subdivision. A 300' setback creates a semi-rural character and consideration should be given to a similar setback for future development along the west side of the roadway.

No stickers were placed in Zone A.

ZONE B - WATER PARK
(Galena Road to Corneils Road - approx. 1.0 miles)

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. Westbury East Village subdivision on the west side of Route 47 appears to have stalled. This provides an opportunity to reconsider the desired land use and character of this zone.

- Hotels (2)
- Restaurants (2)
- Office
- Big Box Retail
- Mixed-Use Development
- Dog Parks
- Light Manufacturing
- Recreation Center
- Outdoor Event Space
- Sports Field
- Rental Apartments

ZONE C - BUSINESS CENTER
(Corneils Road to Cannonball Trail - approx. 1.0 miles)

Although primarily agricultural in land use, this zone's character is represented by the Yorkville Business Park including the Yorkville Home Design Center. This zone is also largely characterized by the Wrigley Manufacturing Company and has a strong industrial/manufacturing appearance.

- Small Business Retail (2)
- Hotels
- Restaurants
- Office
- Big Box Retail
- Manufacturing
- Recreation Center
- Sports Field
- Train Station

ZONE D - SCENIC RESIDENTIAL
(Cannonball Trail to Kennedy Road - approx. 0.5 miles)

This zone is anchored by Blackberry Creek and is characterized by a number of single-family residential properties. Trinity Church which has a 200 foot setback, Blackberry Creek, and residential properties with mature shade trees give this zone a scenic and natural character.

No stickers were placed in Zone D.

ZONE E - SUBURBAN RETAIL
(Kennedy Road to Walnut Street - approx. 1.0 miles)

The majority of this zone is characterized by typical suburban style retail with out lots located along the roadway and big box retail located behind. Portions of the west side of the roadway are characterized by a continuous row of evergreen trees screening multi-family residential which backs onto the roadway.

- Streetscape Improvements
- Bike Trails
- Restaurants

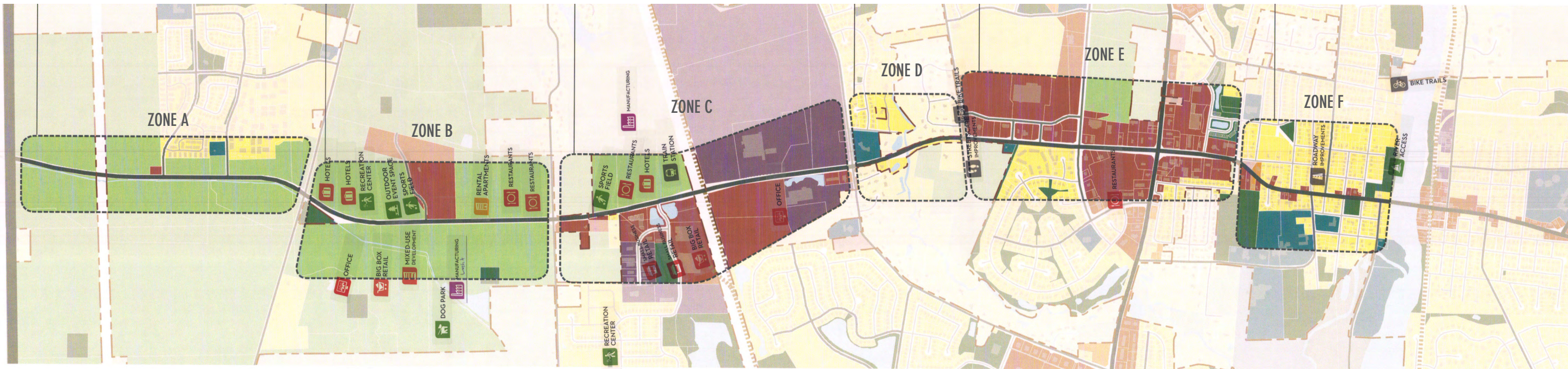


Figure 2.2 - Route 47 Land Use Map (north of the Fox River)

ZONE F - TRADITIONAL RESIDENTIAL*(Walnut Street to Fox River - approx. 0.5 miles)*

This zone is characterized by traditional single-family housing organized along a grided street network. Neighborhood-oriented and small scale office, retail, institutional uses and park space are scattered throughout this zone.

- *Bike Trails (2)*
- *River Access (2)*
- *Roadway Improvements*

ZONE G - TRADITIONAL DOWNTOWN*(Fox River to Schoolhouse Road - approx. 0.5 miles)*

This zone is characterized by traditional single-family housing organized along a grided street network. The northern portion of this zone has a significant cluster of commercial uses defining the traditional downtown core of Yorkville. Other small scale commercial uses are scattered along the corridor with a significant institutional use located at the Schoolhouse Road intersection.

- *Bike Trails (4)*
- *Mixed-Use Development (2)*
- *Streetscape Improvements*
- *Train Station*
- *New City Hall*
- *Condominiums*

ZONE H - BUSINESS PARK*(Schoolhouse to Garden/Greenbriar approx. 0.5 miles)*

This zone is characterized by a business park and primarily includes industrial and commercial land uses. Setbacks, building orientation, and architectural styles vary.

No stickers were placed in Zone H.

ZONE I - SEMI-RURAL COMMERCIAL*(Garden/Greenbriar to Bonnie Lane - approx. 1.0 miles)*

This zone is characterized by a mix of commercial and agricultural land uses. Setbacks, building orientation, and architectural styles vary.

- *Bike Trails (4)*
- *Medical Services (2)*
- *New City Hall*
- *Dog Park*
- *Restaurants*
- *Grocery Store*

ZONE J - SUBURBAN RESIDENTIAL*(Bonnie Lane to Fairfax Way - approx. 0.5 miles)*

This zone is characterized by a single-family residential subdivision development with some agricultural land uses. A majority of homes back onto the roadway.

- *Small Business Retail*
- *Restaurants*
- *Golf Course*

ZONE K - RURAL AGRICULTURAL*(Fairfax Way to Caton Farm Road - approx. 3.0 miles)*

While a few scattered residential and commercial properties exist, this zone is primarily agricultural and rural in character.

- *Big Box Retail (2)*
- *Grocery Store*
- *Gateway Signage*

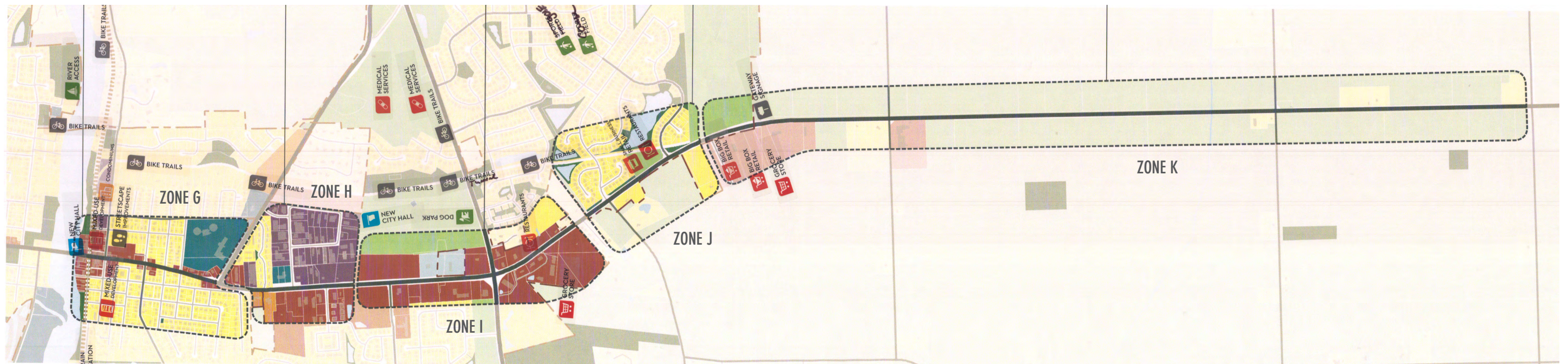


Figure 2.3 - Route 47 Land Use Map (south of the Fox River)

STATION 4: ELDAMAIN FOCUS AREA

Station 4 focused on the Eldamain Road corridor. Participants were asked to view land use maps (Figures 2.4 and 2.5) of the corridor and to place icon stickers of elements and land uses where they would like to see them developed. The land use map was organized into eight character zones.

ZONE A - RURAL AGRICULTURAL
(Baseline Road to Corneils Road - approx. 2.0 miles)

While there are a few scattered residential properties located in this zone, and Green Organics Composting is located nearby, Zone A is primarily agricultural and rural in character.

No stickers were placed in Zone A.

ZONE B - DISTRIBUTION
(Corneils Road to Rail Right-of-Way - approx. 1.0 miles)

This zone is characterized by the Menard’s Distribution Center to the west and the ComEd Facility to the east. These two large land uses are surrounded primarily by agricultural land.

- Warehouse (2)
- Manufacturing

ZONE C - SEMI-RURAL RESIDENTIAL
(Railroad Right-of-Way to Rena Lane - approx. 1.0 miles)

This zone is characterized by a single-family residential subdivision development to the west with primarily agricultural land uses to the east.

- Equestrian Trails
- Bike Trails
- Traditional Single-Family

ZONE D - AGRICULTURAL
(Rena Lane to River Road) - approx. 1.0 miles)

This zone is characterized by topographic features, wooded areas, agricultural land, and the Subat Forest Preserve.

- Roadway Improvements (2)
- Wildlife Habitat



Figure 2.4 - Eldamain Road Land Use Map (north of the Fox River)

ZONE E - SCENIC RIVERFRONT*(Fox River to Railroad Right-of-Way - approx. 1.5 miles)*

A new bridge and roadway connecting Eldmain Road to Fox Road would run adjacent to the Hoover Educational Center and through existing agricultural land. Topographic and directional changes provide an opportunity to create scenic view sheds of the Fox River and existing woodlands.

- **Roadway Improvements**

ZONE F - HIGH POINT ROAD*(Railroad Right-of-Way to Route 71 - approx. 1.5 miles)*

Improvements to High Point Road may be needed due to an anticipated increase in traffic. The existing character of this zone is largely agricultural.

- **Agriculture**

ZONE G - NEW CONNECTOR*(Route 71 to Lisbon Road - approx. 1.5 miles)*

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 designated as commercial land uses, the character of this area is agricultural. Properties north of the existing High Point Road alignment are single-family residential in character.

- **Grocery Store**

ZONE H - LISBON ROAD*(Highpoint Rd. to Caton Farm Rd. - approx. 2.0 miles)*

This zone is characterized by a mix of agricultural land with a number of estate residential properties located along Lisbon Road.

No stickers were placed in Zone H.



Figure 2.5 - Eldmain Road Land Use Map (south of the Fox River)

STATION 5: DOWNTOWN FOCUS AREA

Station 5 focused on the Downtown area. Participants were asked to view an aerial photograph (Figures 2.6) of Downtown and to place icon stickers of elements and land uses where they would like to see them developed. The aerial photograph was organized into four character zones.

ZONE A - RIVERFRONT WEST
(Route 47 to Morgan) (Fox River to Van Emmon)
The western downtown riverfront contains a mix of commercial properties and a naturalized edge. While a cluster of commercial properties along Route 47 create a strong street wall, a majority of this zone is single-family residential in character.

- Restaurants (2)
- Small Business Retail (2)
- Parking (2)
- River Access
- Recreation Center
- Bike Trails
- Hiking Trails
- Wildlife Habitat
- Hotels
- Condominiums
- Townhomes

ZONE B - RIVERFRONT EAST
(Route 47 to Creek) (Fox River to Van Emmon)
Bicentennial Riverfront Park creates an active and attractive riverfront for this portion of Downtown. Commercial uses are scattered and mixed with industrial and residential uses. Aside from Route 47 between Hydraulic and Van Emmon, this portion of Downtown lacks a consistent street wall.

- Restaurants (4)
- Condominiums (3)
- Mixed-Use Development (2)
- Parking (2)
- Recreation Center (2)
- River Access
- Bike Trails
- Hiking Trails
- Wildlife Habitat
- Outdoor Event Space
- Dog Park
- Streetscape Improvements
- Trees

ZONE C - RIDGE WEST
(Route 47 to Morgan) (Van Emmon to Fox Street)
The Kendall County Courthouse is the defining feature of this zone and a number of other properties owned by the County, particularly between Main Street and Route 47, create an informal County Government Campus. The area west of Main Street is predominately single-family residential in character.

- Office (2)
- Restaurants
- Mixed-Use Development
- New City Hall
- Community Park/Garden
- Playground

ZONE D - RIDGE EAST
(Route 47 to Creek) (Van Emmon to Fox Street)
While commercial properties with varying setbacks and architectural styles line Route 47, the rest of this zone is single-family residential in character.

- New City Hall (2)
- Bike Trails (2)
- Parking



Participants were asked to place icon stickers of elements and land uses where they would like to see them developed in the Downtown area.



Figure 2.6 - Downtown Aerial Photograph Map

STATION 6: OVERALL CITY MAP

Station 6 provided an opportunity for participants to share their ideas about what they'd like to see anywhere in Yorkville. A large city-wide, overall land use map was provided for participants to place icon stickers onto. The input received from workshop participants has been summarized into general land use diagrams (Figures 2.7 and 2.8) described below:

ZONE A - NORTH YORKVILLE

While icon stickers were placed throughout the northern portion of Yorkville, a few areas were recognized as having a consistent pattern of desired elements and future land uses.

Active Recreation / Greenspace Zones

Three areas displayed a pattern of active recreation elements. The first is located along Route 47 near the Raging Waves Waterpark, between Galena Road and Corneils Road. Another is located along the northern side of Veterans Parkway between Countryside Parkway and Autumn Creek Boulevard. The third is located on the northern side of Faxon Road between Beecher Road and Alan Dale Lane.

Passive Recreation Zones

Two areas were identified for passive recreation elements. The first is located west of Route 47 between Galena Road and Corneils Road. The second is located East of Route 47 between Galena Road and Corneils Road.

Industrial Zone

One area displayed a pattern of industrial land uses such as manufacturing and warehousing. This area is located on the eastern side of Eldmain Road between the railroad right-of-way and Corneils Road.

Roadway Improvements Zone

One area was identified for roadway improvements. This area is located south of the railroad right-of-way, west of Cannonball Trail and north of Alice Avenue.

Senior Housing Zone

One area was identified for senior housing. This area is located on the northern side of Veterans Parkway between Emerald Lane and Parkway Drive.

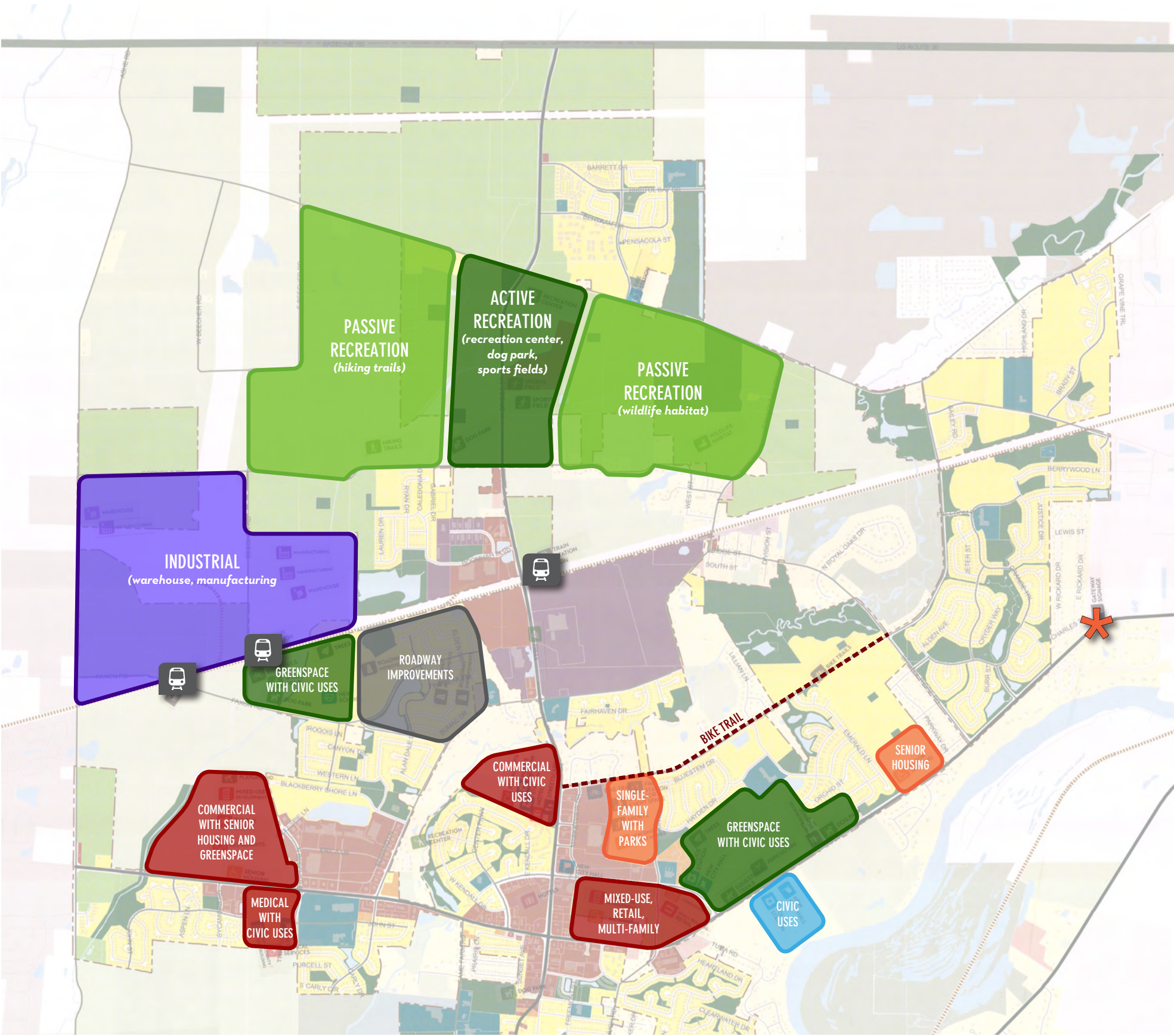


Figure 2.7 - Overall Public Input Map (North Yorkville)

Civic Uses Zone

One area was identified for civic uses. This area is located on the southern side of Veterans Parkway between Tuma Road and Kingmoor Lane.

Single-Family Housing Zone

One area was identified for single-family housing. This area is located on the southern side of Kennedy Road between Marketview Drive and McHugh Road. Park elements were also identified in this zone.

Commercial Zones

Four areas were identified for commercial land uses. The first zone is located between Countryside Parkway, Veterans Parkway, and Route 47. Mixed-Use and Multi-Family land uses were also identified in this zone. The second area is located on the west side of Route 47 between Blackberry Creek and Kendall Drive. This area was also identified for civic uses. The third area is located on the southern side of Veterans Parkway between Beecher Road and Sycamore Road. Medical and civic uses were identified here. The fourth area is located on the norther side of Veterans Parkway between Beecher Road and Rob Roy Creek. Senior Housing and Greenspace were also identified in this area.

Gateways

One area was identified as a city-wide gateway. This is located along Veterans Parkway at Riverwood Drive.

Bike Trail

One roadway was identified for Bike Trail improvements. This is Kennedy Road between Route 47 and Bristol Ridge Road.

Train Station

Three areas were identified for a future train station. The first is along Route 47 at the railroad right-of-way. The second is at Faxon Road and the third is at Beecher Road and the railroad right-of-way.

ZONE B - SOUTH YORKVILLE

While icon stickers were placed throughout the southern portion of Yorkville, a few areas were recognized as having a consistent pattern of desired elements and future land uses.

Residential Zones

Three areas were identified as residential zones. The first is located on the south side of Fox Road between Pavilion Road and Poplar Drive. The second is located on the south side of Fox Road between High Point Road and Pavilion Road and the third is located south of Yorkville Middle School.

Greenspace Zones

Two areas were identified as greenspace zones. The first is located on the east side of Route 47, south of Fairfax Way. The second is located on the north side of side of Route 71, east of Route 47.

Commercial Zones

Five areas were identified as commercial zones. The first is located on the west side of Route 47 between Fairfax Way and Legion Road. The second is located west of Route 47 between Legion Road and Route 71. This areas was specifically identified as a Grocery Store site. The third area is located on the east side of Route 47 between Fountainview Drive and Wolf Street. The fourth area is located between Schoolhouse Road and Route 71 and was identified for Medical and Recreation Center uses. The fifth area is the Downtown area which is identified for a number of different land uses, but most specifically for parking and mixed-use development.

Gateways

One area was identified as a city-wide gateway. This is located along Route 47 at the southern municipal boundary.

Bike Trail

One corridor was identified for Bike Trail improvements. This area appears to be an abandoned railroad right-of-way or utility easement between Kingsmill Street to the south and Hydraulic Street to the north.

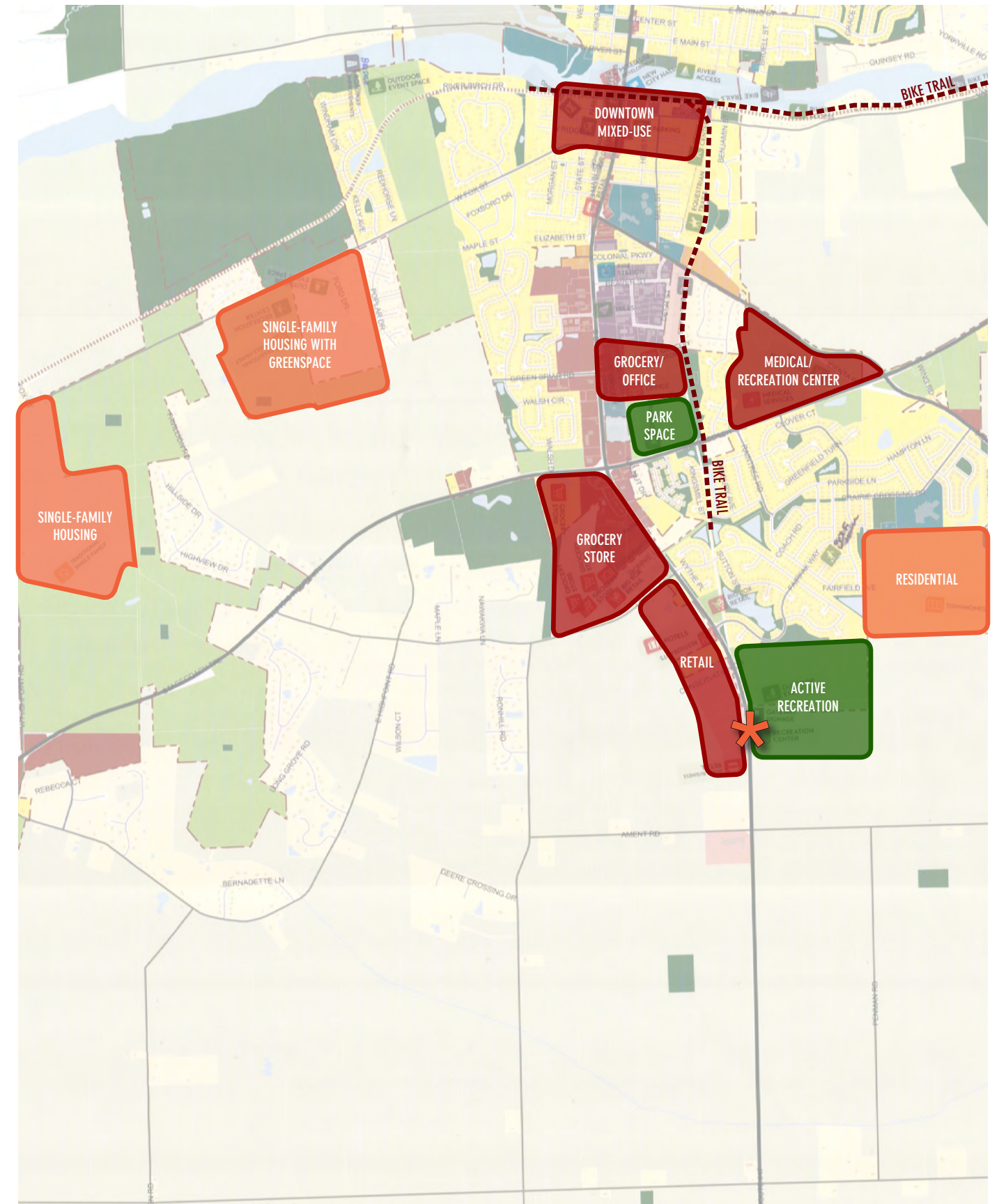


Figure 2.8 - Overall Public Input Map (South Yorkville)

SECTION 3 - PRELIMINARY ONLINE SURVEY RESULTS

The following section summarizes the results of an online survey conducted between January and March of 2015. 152 people participated in the survey. The planning team anticipates re-introducing the survey at another point in time during the planning process in order to gain additional community feedback. These initial results will be used to assess existing conditions and planning issues.

SUMMARY OF DEMOGRAPHIC RESPONSES

Question 1: Please indicate your gender.

- 99 (or 66%) of respondents were female
- 51 (or 34%) were male

Question 2: What is your age?

- 68 (or 45%) of respondents were between age 35 and 44 years old
- 119 (or 79%) of respondents were between age 25 and 44 years old

Question 3: How many people currently live in your household, including yourself?

- 50 (or 33%) of respondents live in a household of four
- 103 (or 68%) of respondents live in a household of between three and five
- 33 (or 22%) of respondents live in a household of two

Question 4: Please indicate how many children under the age of 18 years live in your home.

- 47 (or 31%) of respondents have no children living in their home
- 101 (or 67%) of respondents have one to three children living in their home

Question 5: Please indicate how long you have lived in your home.

- 64 (or 43%) of respondents have lived in their home between one and five years
- 63 (or 42%) of respondents have lived in their home between six and ten years

Question 6: Please indicate your primary occupation.

- 26 (or 23%) of respondents work in education
- 20 (or 18%) of respondents work in management

Question 7: What is the highest level of education you have completed?

- 50 (or 34%) of respondents have completed a 4-year college program
- 32 (or 22%) of respondents have completed some college
- 28 (or 19%) of respondents have completed graduate school

Question 8: Please indicate where you work.

- 42 (or 29%) of respondents work in Yorkville or within two miles of Yorkville
- 42 (or 29%) of respondents work greater than 25 miles from Yorkville

Question 9: Please indicate your approximate gross (before taxes) annual family income.

- 71 (or 50%) of respondents have an annual family income of \$100,000 or more
- 57 (or 40%) of respondents have an annual family income of between \$50,000 and \$99,999

SUMMARY OF COMMUNITY QUALITY RESPONSES

Question 10: Quality of parks, recreational facilities and programs. (weighted average presented)

- Quality of local parks - 6.99 (somewhat satisfied)
- Accessibility of local parks - 7.13 (somewhat satisfied)
- Quality of recreational programs - 6.04 (somewhat satisfied)
- Quantity of recreational programs - 5.79 (neutral)

Question 11: Quality of Infrastructure and Utilities. (weighted average presented)

- Condition of Streets - 4.18 (somewhat dissatisfied)
- Condition of Sidewalks - 5.07 (neutral)
- Water quality and services - 6.20 (somewhat satisfied)
- Sewer quality and service - 6.42 (somewhat satisfied)
- Gas and electric service - 6.48 (somewhat satisfied)
- Cable and broadband service - 5.64 (somewhat satisfied)

Question 12: Fire Department service. (weighted average presented)

- Fire Department service - 8.12 (satisfied)

Question 13: Police Department service. (weighted average presented)

- Police Department service - 8.12 (satisfied)

Question 14: Ambulance, emergency medical service. (weighted average presented)

- Ambulance, emergency medical service - 7.91 (satisfied)

Question 15: Availability of general health care service. (weighted average presented)

- Availability of general health care service - 7.66 (satisfied)

Question 16: Quality of local schools. (weighted average presented)

- Elementary Schools - 6.67 (somewhat satisfied)
- Middle and senior high school - 5.98 (somewhat satisfied)
- Post-secondary institutions - 5.29 (neutral)

Question 17: Quality of library services. (weighted average presented)

- Quality of library services - 6.70 (somewhat satisfied)

Question 18: What other community facilities and services are needed in Yorkville? (top responses presented)

- Indoor activities (sports, recreation center, youth programs, or children’s museum)
- Dog Park
- Walking/Hiking Trails (continuous sidewalk or bike trail network)
- Restaurants
- Grocery stores

Question 19: Please provide additional comments: (top responses presented)

- Finish and fix deteriorated roads

SUMMARY OF HOUSING RESPONSES

Question 20: Please indicate if you rent or own your residence.

- 144 (or 93%) of respondents own their residence
- 8 (or 7%) rent their residence

Question 21: If you rent, what is your approximate monthly payment?

- 19 (or 83%) of respondents pay \$850 or more a month on rent

Question 22: Please indicate the type of housing that is most needed in Yorkville.

- 49 (or 54%) of respondents believe that Higher income housing is most needed in Yorkville
- 41 (or 46%) believe that Affordable housing is most needed in Yorkville
- Some respondents commented that rents are high because of a lack of rental supply.

SUMMARY OF BUSINESS RESPONSES

Question 23: Please indicate the type of job opportunities and businesses that are most needed in Yorkville.

- 97 (or 83%) of respondents believe that Restaurants/Entertainment businesses are most needed in Yorkville
- 74 (or 63%) believe that General Retail is most needed
- 68 (or 58%) believe that Downtown Retail is most needed

Question 24: Please indicate what would be Yorkville's ideal population in the next 20 years.

- 55 (or 46%) of respondents would like to see Yorkville's population increase

Question 25: A series of questions regarding tourism-related activities/initiatives are listed below. Please rate each activity according to what priority they should be pursued in developing a tourism industry in Yorkville.

- Fox River Recreation (canoeing, kayaking, etc.) - 4.11 weighted average
- Walking/Cycling trails - 4.01 weighted average
- Destination Shopping - 3.82 weighted average
- Sporting Events - 3.35 weighted average
- Cultural Activities / Performing Arts - 3.19 weighted average
- Wildlife/Bird Observation - 2.86 weighted average
- Heritage Tourism - 2.51 weighted average
- Horseback Riding / Equestrian Activities - 2.50 weighted average

Question 26: Aside from the activities/ industries listed above, can you think of any other opportunities for tourism in or around Yorkville? (top responses presented)

- Local Events and Festivals
- Restaurants (water park area)
- Camping

Question 27: Do you have any other general comments, thoughts or ideas related to tourism in Yorkville? (top responses presented)

- Develop Downtown
- Bed and Breakfasts (near downtown and Fox River)

SUMMARY OF OVERALL COMMUNITY RESPONSES

Question 28: Please list two reasons you like living in Yorkville. (top responses presented)

- Rural living with suburban features
- Small town feel
- Friendly people
- Affordable
- Good schools

Question 29: Please indicate whether you feel there is a strong sense of pride in Yorkville.

- 57 (or 53%) of respondents feel there is a strong sense of pride in Yorkville
- 27 (or 25%) feel there is not
- 24 (or 22%) have no opinion

Question 30: What are the top three (3) issues in Yorkville today? (top responses presented)

- Lack of vibrant Downtown
- Unfinished or deteriorated roads
- High taxes
- Lack of pedestrian and bicycle network
- Lack of restaurants
- Finish incomplete subdivisions



Participants share their ideas about what they'd like to see in Yorkville over a large city-wide overall land use map

SECTION 4 - OVERVIEW OF MAJOR PLANNING ISSUES

The following findings are policy issues that should be addressed through the comprehensive planning process. They are based on a review of the City’s municipal boundary, planning area boundary, the Yorkville-Bristol Sanitary District facility planning area (FPA), existing land use, zoning, and public input.

ISSUE #1: UNINCORPORATED AREAS

Subdivisions within close proximity to Yorkville have been built in unincorporated Kendall County without input or approval from the City. As Yorkville grows, these areas may be annexed into Yorkville in the future. While the City does not have land use jurisdiction in unincorporated areas, they do have influence on development that occurs within their planning area boundary. Additionally, unincorporated areas that are less than 60 acres in size and are completely surrounded by the City are eligible to be incorporated under State of Illinois law. Yorkville could better control its future by annexing these areas. These areas could also be better served by the City of Yorkville.

Policy Questions:

- Should Yorkville exert more control over future subdivisions built in unincorporated Kendall County?*
- Should areas of less than 60 acres that are surrounded by Yorkville be incorporated into the City?*
- Should Yorkville work with property owners of unincorporated areas within close proximity to pursue annexation of these areas?*

ISSUE #2: FUTURE DEVELOPMENT

The United City of Yorkville has grown in a scattered, leap frog manner. This type of development sometimes can occur when economic activity is strong and growth is occurring. However, when the economy stalls and growth is no longer occurring, it can result in inefficient provision of city services. Extension of water main, storm and sanitary sewer into undeveloped areas costs the City more in operations and maintenance than it does to develop in areas where water and sewer mains already exist. There is also a ridge line that travels in an east-west fashion along Illinois Route 71. The area north of this ridge City drains to the Fox River while the area to the south drains to Illinois River. This divide makes it more costly to extend municipal utilities to the south of the divide.

Policy Questions:

- Should the City promote an infill policy to encourage new development to tap into existing utility lines before extending existing lines until such time that development within the City becomes more prevalent?*
- Should the City prohibit or restrict development south of the ridge line along Illinois Route 71 until development becomes more prevalent throughout the City?*

ISSUE #3: TRANSPORTATION NETWORK

Gaps currently exist in the bicycle transportation network. The 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. 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 the planning area boundary of Yorkville present an opportunity to set aside space to accommodate bicycle, pedestrian, and automobile pathways.

Policy Questions:

- Which bicycle connections or routes are priorities?*
- Are on-street connections acceptable if they can be safely designed?*
- 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 #4: ACTIVE RESIDENTIAL SUBDIVISION DEVELOPMENTS

Eight residential subdivision 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.

Policy Questions:

- Should the City take an active role in completing unfinished residential subdivision developments?*
- Which unfinished residential subdivision developments should be a priority?*
- Are there any entitled subdivisions that the City should work to remove entitlements from?*

ISSUE #5: RETAIL SALES

In most retail sales categories, local demand in Yorkville is being lost to stores outside the City. This is particularly true for the grocery store, general merchandise, and full service restaurant categories.

Policy Questions:

- Where should new retail development be focused?*

ISSUE #6: DOWNTOWN

Both survey respondents and open house participants expressed that one of the reasons they like living in Yorkville is because of the City's small town feel. At the same time, the lack of a vibrant downtown was identified as one of the top three issues facing Yorkville today. Developing downtown was also an idea consistently shared when related to tourism ideas and opportunities.

Policy Questions:

Should building heights be limited in the downtown, and if so what would be the appropriate height?

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

Should the City take an active role in addressing the concern for a lack of parking downtown?

Would you consider a parking deck as a reasonable solution to the concern for a lack of parking, or should parking in the downtown be limited to surface lots?

ISSUE #7: DESIGN CHARACTER

Both survey respondents and open house participants expressed that one of the reasons they like living in Yorkville is because the City provides rural living with suburban features. Before future development occurs, the City may have the opportunity to guide the style and character of future development. Design guidelines could ensure that a rural character is preserved throughout Yorkville, or along specific corridors. Land use policy could also preserve scenic vistas of natural features or agricultural landscapes.

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?

ISSUE #8: HOUSING

Housing data shows that nearly 60% of homes in Yorkville were built between 2000 and 2009. A large percentage of home in Yorkville also fall within the \$200,000 to \$299,000 price range. An oversupply of homes at the same age and under the same price range could limit Yorkville's ability to adapt to a changing economy, changing demographics, and an aging population.

Policy Questions:

Should the City allow residential development at a higher density than that which typically exists throughout Yorkville today? If so, which areas of the City should higher density residential be allowed?

Should higher 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, 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 plan is nearly 10 years old and an up to date comprehensive evaluation of the water treatment system should be used to guide land use and policy decisions.

Policy Questions:

Should the City use remaining capacity and expansion thresholds for the water treatment system to guide land use and policy decisions?

ISSUE #10: PARKS AND OPEN SPACE

When asked about their level of satisfaction with the quality of parks, recreational facilities, and programs, survey respondents expressed that they were neutral to somewhat satisfied. Additionally, when asked about what other community 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. Fox River recreation (canoeing, kayaking, etc.) and walking/cycling trails were also the top two responses when asked to prioritize items to be pursued in developing a tourism industry in Yorkville.

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 a Parks Department?

ISSUE #11: SCHOOLS

If all the undeveloped lots in Yorkville were developed today, and there were two kids per household, the school population could double to 9,000 students from 5,300 currently. This would require expansion of existing schools or construction of new schools, potentially even a second High School.

Policy Questions:

Should the City use remaining capacity and expansion thresholds of school facilities to guide land use and policy decisions?

ISSUE #12: LAND USE REGULATIONS

Current zoning designations are reflective of a strong growth and development climate. A number of zoning districts appear to have been designated with specific development plans anticipated, which are no longer planned. Zoning districts should be reviewed and revised to better reflect current construction and development levels in order 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 housing and development trends.

Policy Questions:

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

Should the City revise its existing subdivision regulations?

SECTION 5 - PROJECT SCHEDULE UPDATES

The process for developing the United City of Yorkville Comprehensive Plan Update provides a unique opportunity for the community to communicate their ideas regarding Yorkville’s long term future. The planning process also encourages community involvement and citizen participation. This Public Input Summary Report is a review of public input received thus far during Phase 1 of the planning process. It will be used throughout the process to assess existing conditions and planning issues. Additional phases of Comprehensive Plan development include the following:

PHASE 1: STATE OF THE CITY (TO CONCLUDE JULY 30TH, 2015)

The focus of Phase 1 is to establish a dynamic community planning process that involves a wide range of community stakeholders and public agency representatives, and to create a comprehensive information base and analysis maps to facilitate discussion and understanding of existing conditions.

The information and maps produced during this phase will determine and clearly define community constraints, weaknesses, strengths and opportunities, as well as form the basis for developing the Comprehensive Plan and Implementation Strategy.

PHASE 2: COMMUNITY VISIONING & PLAN FRAMEWORK (TO BEGIN AUGUST, 2015)

During this phase, the Team, together with City leaders, property/business owners, and residents, will generate a range of comprehensive planning ideas and concepts through a visioning session and workshop. From this idea exchange, a series of planning options will evolve that address the community planning, economic development, flood mitigation, and Downtown and neighborhood revitalization.

A Draft Comprehensive Plan, which outlines existing conditions, issues and opportunities, and planning goals, strategies and recommendations, will be prepared at the end of this phase.

PHASE 3: COMPREHENSIVE PLAN (TO BEGIN JANUARY, 2016)

In Phase 3 the Team will further refine the Draft Comprehensive Plan and Implementation Strategy by seeking additional community and stakeholder input.

Based on this input, the Team will complete a Second Draft of the Comprehensive Plan. The second draft will serve as the basis for a second Town Hall to solicit additional feedback and input, and a Final Draft will then be prepared and presented to the City Council for review and adoption.

