



## **United City of Yorkville**

800 Game Farm Road

Yorkville, Illinois 60560

Telephone: 630-553-4350

[www.yorkville.il.us](http://www.yorkville.il.us)

### **AGENDA**

#### **COMP PLAN STEERING COMMITTEE MEETING**

**Tuesday, September 29, 2015**

**7:00 P.M.**

City Hall Council Chambers

800 Game Farm Road

1. Welcome
2. Roll Call
3. Previous Meeting Minutes: July 16, 2015
4. Citizen's Comments
5. New Business:
  - a) Overview of Planning Issues
    1. Recap of Planning Issues from State of the City Report
    2. Results from Steering Committee Meeting #3 Voting Exercise
  - b) Downtown Revitalization Strategies
    1. Near-Term Strategies
    2. Mid-Term Strategies
    3. Long-Range Strategies
  - c) City-Wide Growth Strategies
    1. Tier 1 Development Areas
    2. Tier 2 Development Areas
    3. Tier 3 Development Areas
  - d) Key Corridors
    1. Route 47 Corridor Opportunities
    2. Eldamain Road Corridor Opportunities
6. Adjournment

# DRAFT

**UNITED CITY OF YORKVILLE  
COMP PLAN STEERING COMMITTEE MEETING  
Thursday, July 16, 2015 7:00pm  
Yorkville City Hall, Conference Room  
800 Game Farm Road**

**In Attendance:**

**Committee Members**

Chairman Amy Cesich, Park Board	Russ Walter, Library Board
Tom Kozlowicz, Chamber of Commerce	Bill Gockman, Resident
Joel Frieders, Alderman	Erin-Mickal Dickens, Resident
Deb Horaz, White Oaks Estates	Adalma Stevens, Resident
Bob Delo, Windett Ridge	Tim Shimp, Yorkville School District
Anthony Hansen, Resident	Reagan Flavin Goins, Zoning Board of Appeals

**City Officials**

Krysti Barksdale-Noble, Community Development Director  
Mr. Chris Heinen, City Planner

**Other Guests**

Nick Kalogeresis, Lakota Group	Zach Lowe, GoodmanWilliams Group
Justin Weidl, Lakota Group	Jim Considine, T. Y. Lin

**Welcome**

The meeting was called to order by Chairman Amy Cesich at 7:04pm.

**Roll Call**

Roll call was taken and a quorum established.

**Previous Meeting Minutes** May 21, 2015

The minutes were approved as read on a motion by Tom Kozlowicz and second by Bob Delo. Voice vote approval.

**Citizen Comments** None

**New Business**

**STATE OF THE CITY REPORT PRESENTATION**

***1. Introductory Chapters***

Nick Kalogeresis welcomed all and re-introduced members of the consulting team. He said he would give an overview of the “state of the City” report he distributed which will be revised at the end of the

month and post it on-line for the public. He said Phase I is ending and the planning phase will begin in the next few months. Concentration was on land and land use issues and the team studied zoning, transportation and conducted extensive analysis of market conditions. They held a community workshop and talked with many people. They also looked at IDOT plans and the Retail Coach Study and tried to align with the 20/40 (regional plan) of CMAP.

Plan Process: The team established a plan area and Mr. Weidl commented that there were many holes in the corporate boundary posing a challenge as well as opportunity.

## ***2. Overview of Land Use Issues***

Mr. Weidl said land use was classified into six different categories: residential, commercial/office, industrial, public/quasi-public, park/open space, agricultural and discussed them as follows.

### Residential

They divided the community into 2 parts: the center of the community and newer subdivisions. A buildout scenario was considered and they estimated 110 units per year with a 50-year time frame to buildout. If less than that is built, they will further determine what area to focus on if building growth is slow. Infrastructure, including water is thought to be adequate for this time.

Steering Committee member Adalma Stevens asked if the consultants had projected the population 20 years from now. Mr. Lowe replied they looked at Esry Business Analyst and Mr. Heinen said staff estimates about 19,000 people in the year 2020. Ms. Noble said the staff budgets for 60 units per year.

Mr. Kalogeresis said they considered whether different housing is needed. Current prices range from about \$225,000 to \$275,000. He said they observed some monotony in the current housing stock and landscaping and side windows could be changed to make the housing more attractive.

### Commercial Land Use

Most of the commercial is north of the Fox River and they considered how to plan for future retail. Community comments suggested the downtown should be made more attractive. It was also questioned if too much land is zoned commercial vs. residential and population. He discussed where additional commercial development could happen. Mr. Frieders commented that commercial zoning has happened by default. Mr. Weidl said the commercial is scattered and he said some zoning might be reconsidered. Mr. Delo asked where the retail analysis numbers came from.

Mr. Frieders suggested that expensive homes should not be built behind commercial. Mr. Weidl said there should be more buffering and a smoother transition in these situations. In the past, developers were guiding the development and there was no Comp Plan, said Ms. Noble. Developers saw cheap land and there was very little planning. She said there is only a small area for manufacturing and more is needed to allow for an increase in jobs.

Mr. Lowe commented on the amount of spending by consumers in the City vs. the spending on those goods from persons outside the City. Spending habits can be obtained from the federal government through the reporting of sales tax to the State and federal government, said Ms. Noble. Mr. Weidl said they are aware of the desire for another grocery store and City residents only spend \$9 million in Yorkville of the \$34 million being spent on groceries by the residents. Russ Walter asked about on-line buying—it is covered in the category “non-store retailer” category.

### Industrial

Mr. Kalogeresis said Eldamain Rd. presents some challenges. The community will be asked if they want industrial uses near residential areas, light manufacturing near the downtown where there are industrial properties or do they want a bigger industrial area? There are some areas that could be redeveloped in addition to the existing industrial park that could be expanded.

### Public & Quasi-Public Land Use

Kendall County desires to expand their facilities--should it be downtown? Also, should city hall be downtown?

### Parks/Open Space

The City is well served by parks, open space and forest preserves etc. The Parks Dept. asked where an indoor recreation facility could be sited in the future. Other suggestions included expanding the riverwalk and a more realistic bike plan. Chairman Cesich said Farmers Market could also be done under Parks and that staffing has been a problem. Regarding indoor facilities, she asked at what population level should there be a park district? Ms. Noble said if there was a park district, the City's involvement would be different with the Parks as they would not longer be part of the City.

### Agricultural

Agriculture represents 72% of the current plan area and serves as some open space. Mr. Weidl said typically agriculture land is not annexed into the City until it is being developed, however, Yorkville is an exception. Should it be preserved or developed to develop a tax base? Ms. Stevens asked what agri-tourism means--it could be spending a week on a farm, learning how they operate etc.

### PUD

Ten PUD's are complete and are a mix of residential and commercial developments. There are others in various stages of development.

### Historic Resources

The consultants found information that was collected by the State in Illinois in the 1970's and most historic buildings are in the downtown. Mr. Kalogeresis said there is a grant program offered by the State, though the current budget problems could affect this.

## ***3. Overview of Transportation and Infrastructure Issues***

Jim Considine addressed the transportation issues and highlighted the improvements planned or in construction. He said there is no activity on the Prairie Parkway, though it is still shown on regional plans so it was included on the maps related to the Comp Plan. Other proposed improvements include the proposed Eldamain bridge and Wik-a-duke (close proximity to the City).

### Transportation

Several trail plans are shown throughout the community and were built to coincide with development. Mr. Considine noted there is little connectability between subdivisions. Regarding public transportation, Metra is studying an extension. He said there are 3 proposed bridges over the Fox River, though he is not sure a third one is needed. That location is north of White Oak Subdivision. Mr. Weidl commented that due to early and fast growth, the City is in good shape regarding roadway capacity.



### Infrastructure

Mr. Considine said no documentation was available regarding the water supply, however, the City Engineer had an old report from 10 years ago. Water sources will need to be addressed separately and he said there is a long-term regional study underway. Mr. Frieders added that EEI did a study on local need and would make sense to include. YBSD reps were at a plan meeting this year and said there is no room for expansion where they are. The system is currently at 80% of capacity. With building permits increasing, additional capacity will be needed and will need to be considered ahead of water. YBSD had a permit to expand and it has now expired. Alderman Frieders noted that a portion of the City is connected to Fox Metro. He said many areas are not connected to YBSD and that lift stations might be needed

### ***4. Major Planning Issues***

Mr. Considine said planning and boundary agreements are related to infrastructure and Yorkville has done a great job on boundary agreements with neighboring towns. He commented on areas to the south saying Joliet is growing into Yorkville's plan area and Millbrook is very close to the City. He said there are several areas close to the City that are unincorporated developments. From a planning standpoint, the City and County must establish policy and work together. Alderman Frieders asked if there is a method that can be used to accept property into the City and have the responsibility on the landowner. Mr. Considine said these situations are labor intensive for the City Staff.

Mr. Weidl summarized the planning issues and asked the committee members to prioritize the 12 major planning issues shown at the end of the handout ("The Yorkville Plan") distributed at this meeting. The results were collected to give the consultants guidance as to the importance of each issue. He invited comments about the "Yorkville Plan" report or other topics. This will be made public on the website.

### **PROJECT SCHEDULE UPDATE**

#### State of the City Report Revisions Timeline & Community Workshop No. 2

A state of the City report will be compiled before the end of the month and a community workshop will be held in September or October.

Ms. Stevens asked about the legal name of the City which is United City of Yorkville, but it is shortened to City of Yorkville.

The next meeting will be held in early September.

### **Adjournment**

There was no further business and the meeting adjourned at 8:45pm on a motion by Mr. Frieders and second by Mr. Delo. Voice vote approval.

Minutes respectfully submitted by Marlys Young, Minute Taker



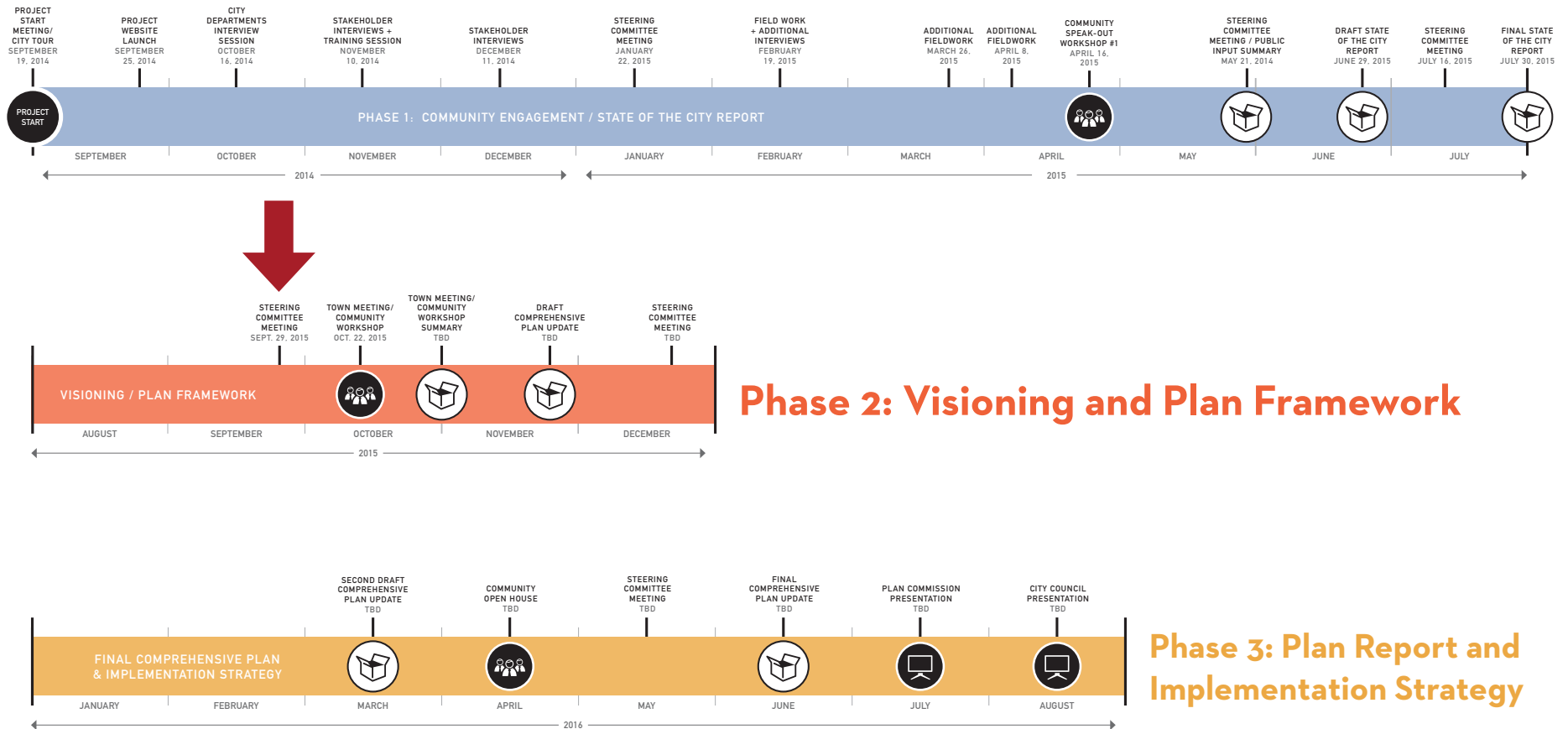
# THE YORKVILLE PLAN

CONNECTING OUR PAST TO THE FUTURE

## *Steering Committee Meeting #4*

SEPTEMBER 29, 2015

## Where we're at: Project Schedule



## Phase 1: State of the City Report • Planning Issues



Issue #1:  
Unincorporated Areas



Issue #2:  
Future Development



Issue #3:  
Transportation Network



Issue #4: Existing  
Residential Developments



Issue #5: Retail Sales  
and Commercial Areas



Issue #6:  
Downtown



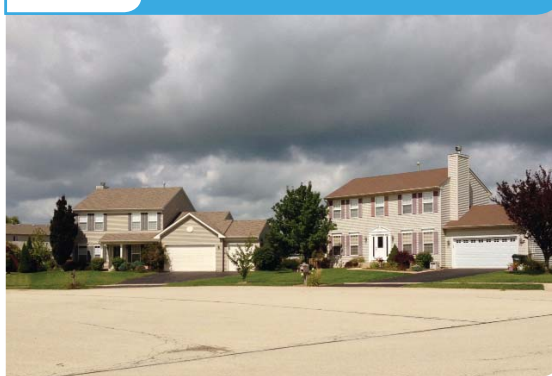
## Phase 1: State of the City Report • Planning Issues



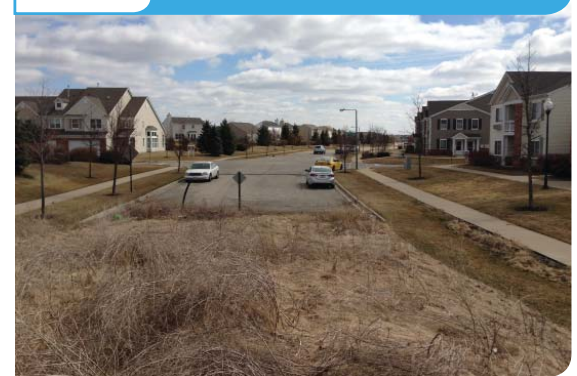
Issue #7:  
Design Character



Issue #8:  
Housing



Issue #9:  
Infrastructure Systems



Issue #10:  
Parks and Open Space



Issue #11:  
Schools



Issue #12:  
Land Use Regulations





## Planning Issues • Steering Committee Feedback

PLANNING ISSUE	TOTAL SCORE	AVERAGE SCORE (low priority = 1 / high priority = 3)
<i>Downtown</i>	38	2.92
<i>Infrastructure Systems</i>	37	2.85
<i>Existing Residential Developments</i>	33	2.54
<i>Retail Sales and Commercial Areas</i>	33	2.54
<i>Future Development</i>	31	2.38
<i>Transportation Network</i>	28.5	2.19
<i>Schools</i>	28	2.15
<i>Housing Diversity</i>	27	2.08
<i>Land Use Regulations</i>	26.5	2.04
<i>Design Character</i>	25	1.92
<i>Parks and Open Space</i>	21	1.62
<i>Unincorporated Areas</i>	19	1.46

## Phase 2: Visioning and Plan Framework

### Downtown Revitalization Strategies

- *Near-Term Strategies*
- *Mid-Term Strategies*
- *Long-Range Strategies*

### City-Wide Growth Strategies

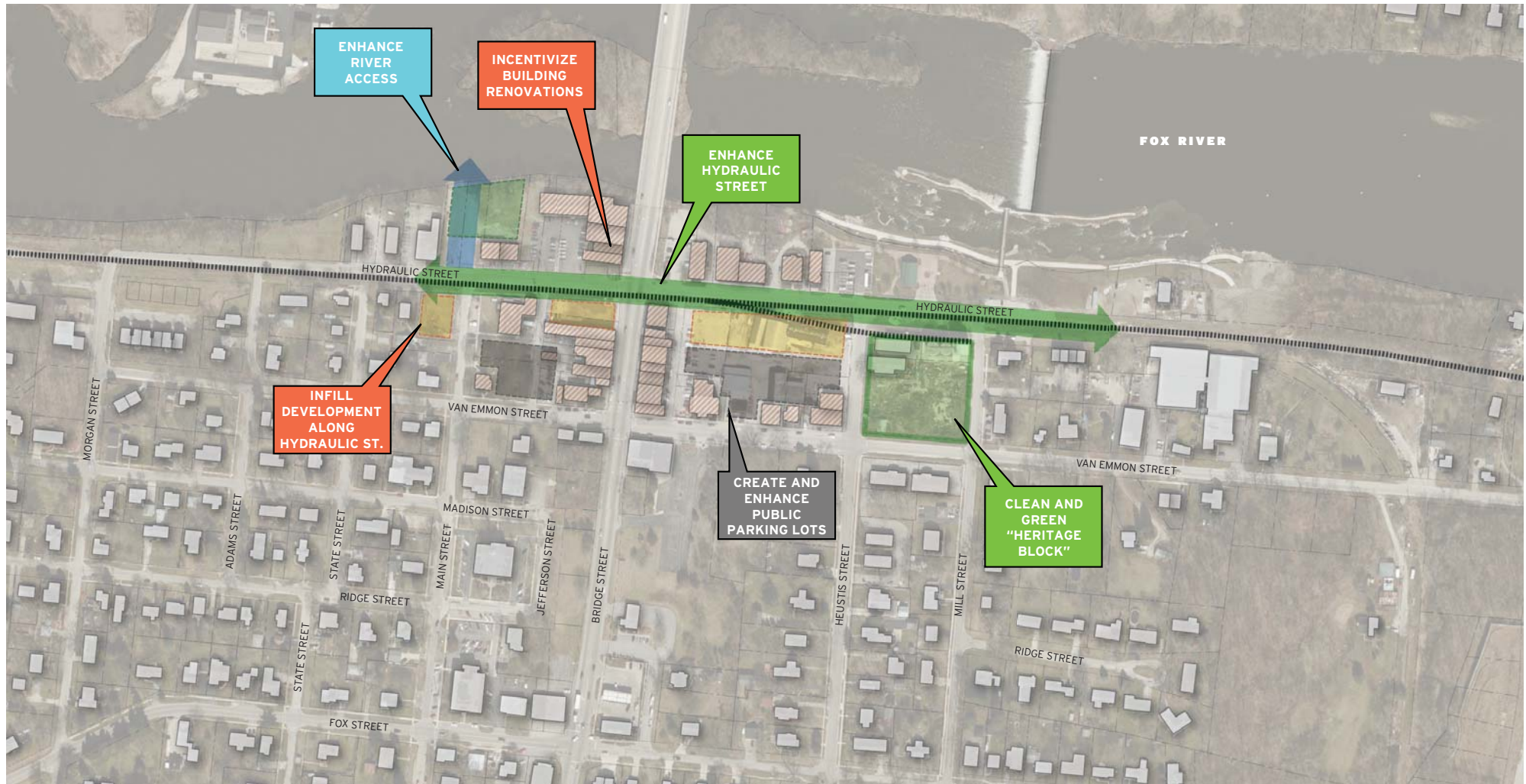
- *Tier 1 Development Areas*
- *Tier 2 Development Areas*
- *Tier 3 Development Areas*

### Key Corridors

- *Route 47 Corridor Opportunities*
- *Eldamain Road Corridor Opportunities*



## Downtown Revitalization Strategies • Near-Term Strategies





## Downtown Revitalization Strategies • Near-Term Strategies

STRATEGY	NOT A PRIORITY	LOW PRIORITY	MEDIUM PRIORITY	HIGH PRIORITY
<i>Enhance River Access at Main Street</i>	0	1	2	3
<i>Enhance Hydraulic Street</i>	0	1	2	3
<i>Infill Development along Hydraulic St.</i>	0	1	2	3
<i>Create and Enhance Public Parking Lots</i>	0	1	2	3
<i>Clean and Green “Heritage Block”</i>	0	1	2	3
<i>Incentivize Building Renovations</i>	0	1	2	3

## Near-Term Strategies • Enhance River Access at Main Street





## Near-Term Strategies • Enhance Hydraulic Street





## Near-Term Strategies • Infill Development along Hydraulic Street





## Near-Term Strategies • Create and Enhance Public Parking Lots





## Near-Term Strategies • Clean and Green “Heritage Block”



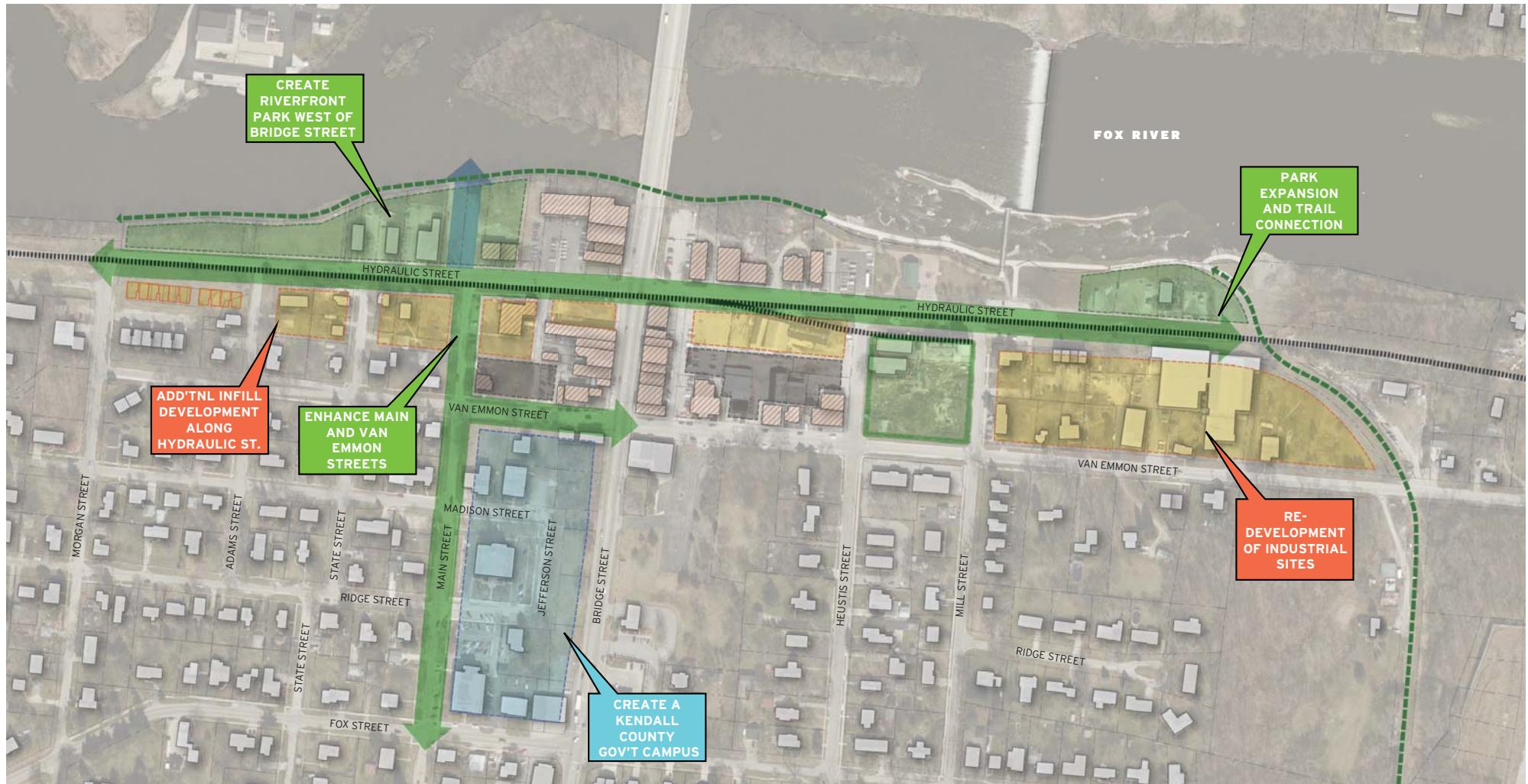


## Near-Term Strategies • Incentivize Building Renovations





## Downtown Revitalization Strategies • Mid-Term Strategies





## Downtown Revitalization Strategies • Mid-Term Strategies

STRATEGY	NOT A PRIORITY	LOW PRIORITY	MEDIUM PRIORITY	HIGH PRIORITY
<i>Create Riverfront Park West of Bridge Street</i>	0	1	2	3
<i>Additional Infill Development along Hydraulic Street</i>	0	1	2	3
<i>Enhance Main Street and Van Emmon Street to Connect to Courthouse</i>	0	1	2	3
<i>Create and Enhance a Kendall County Government Campus</i>	0	1	2	3
<i>Expand Riverfront Park to the East and Create Trail Connection</i>	0	1	2	3
<i>Redevelop Industrial Sites between right-of-way, Mill, Hydraulic, and Van Emmon Streets</i>	0	1	2	3

## Mid-Term Strategies • Create Riverfront Park West of Bridge Street



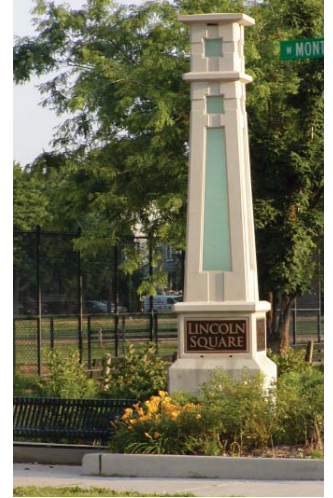


## Mid-Term Strategies • Additional Infill Development along Hydraulic Street





## Mid-Term Strategies • Enhance Main Street and Van Emmon to Connect to Courthouse



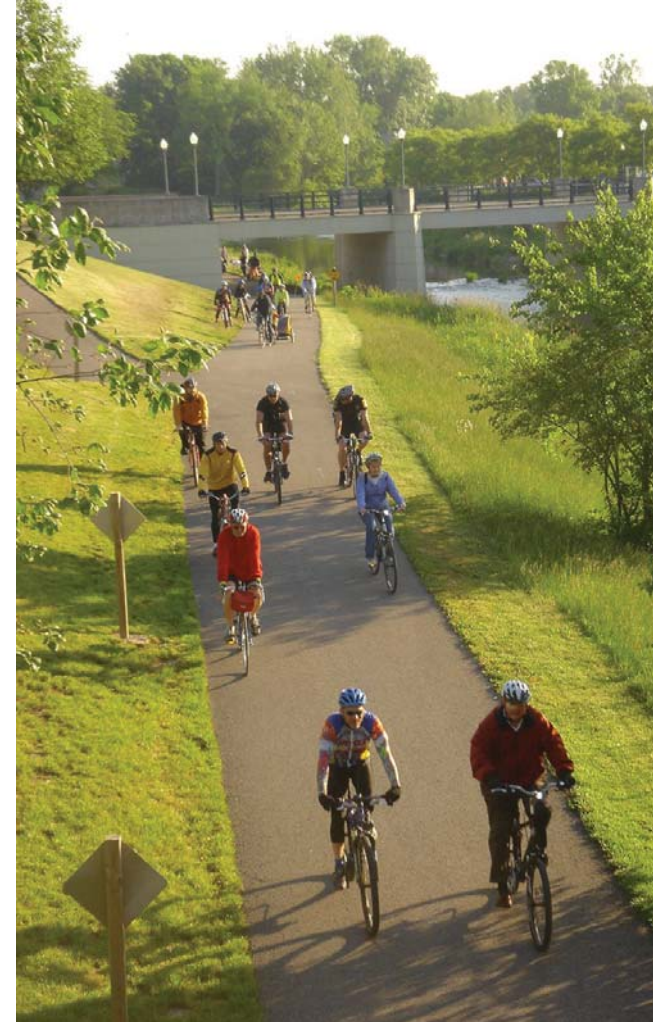


## Mid-Term Strategies • Create and Enhance a Kendall County Government Campus





## **Mid-Term Strategies • Expand Riverfront Park to the East and Create Trail Connection**





## Mid-Term Strategies • Redevelop Industrial Sites





## Downtown Revitalization Strategies • Long-Range Strategies





## Downtown Revitalization Strategies • Long-Range Strategies

STRATEGY	NOT A PRIORITY	LOW PRIORITY	MEDIUM PRIORITY	HIGH PRIORITY
<i>Enhance Van Emmon Street</i>	0	1	2	3
<i>Consider Downtown City Hall Relocation between Bridge, Heustis, Van Emmon, and Fox Streets</i>	0	1	2	3
<i>Redevelopment of “Heritage Block”</i>	0	1	2	3
<i>Riverfront Trail Extension</i>	0	1	2	3
<i>Redevelopment between Heustis, Mill, and Van Emmon Streets</i>	0	1	2	3
<i>Redevelopment along Van Emmon Street, west of Mill Street</i>	0	1	2	3

## Long-Range Strategies • Enhance Van Emmon Street





## Long-Range Strategies • Consider Downtown City Hall Relocation



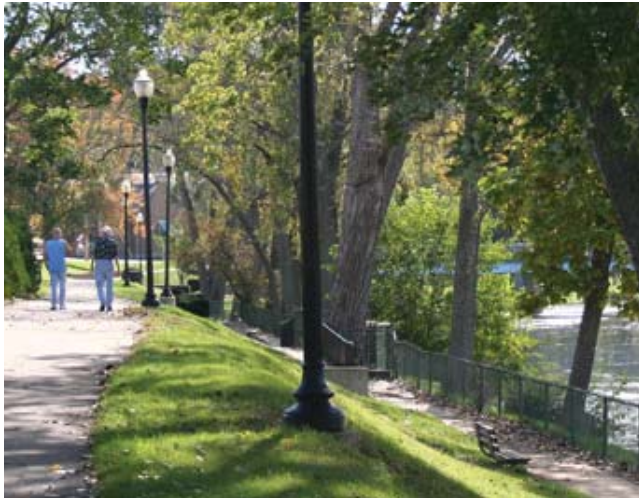


## Long-Range Strategies • Redevelopment of “Heritage Block”





## Long-Range Strategies • Riverfront Trail Extension





## Long-Range Strategies • Redevelopment between Heustis, Mill, and Van Emmon Streets





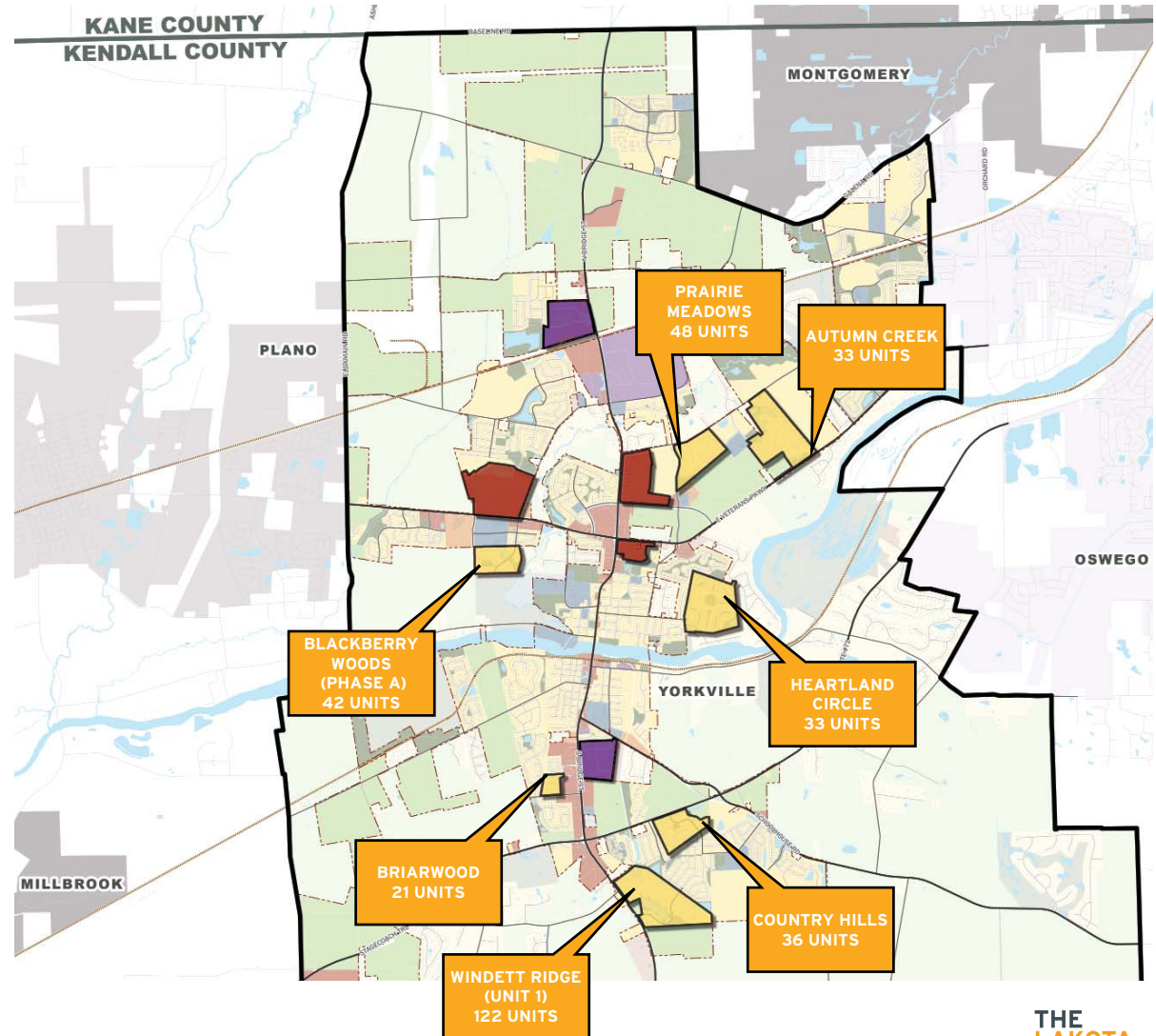
## Long-Range Strategies • Redevelopment along Van Emmon Street, east of Mill Street





## City-Wide Growth Strategies • Tier 1 Development Areas

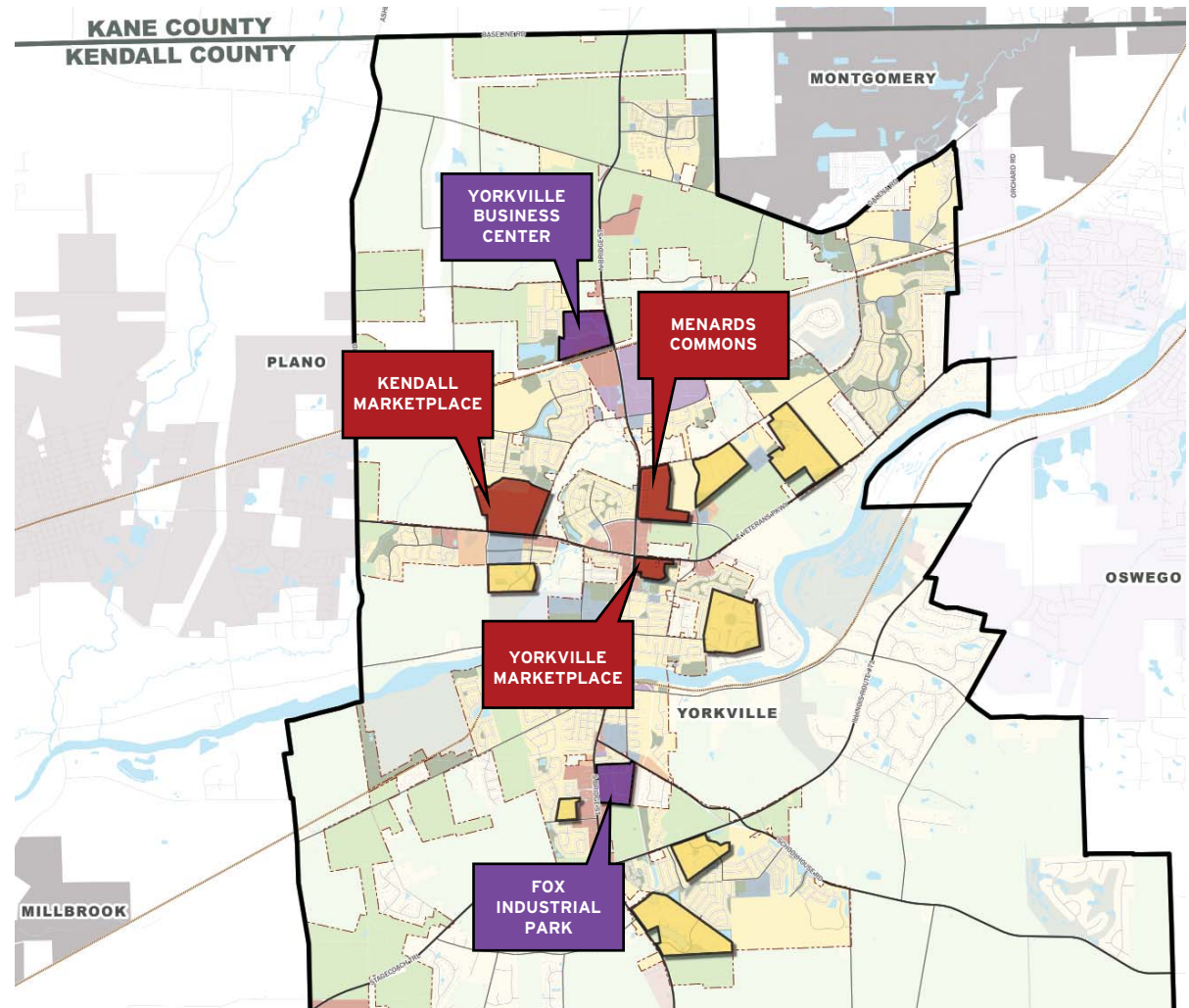
DEVELOPMENT	AREA/UNITS LEFT TO BUILD
<i>Autumn Creek</i>	33 units
<i>Heartland Circle</i>	33 units
<i>Country Hills</i>	36 units
<i>Windett Ridge (Unit 1)</i>	122 units
<i>Briarwood</i>	21 units
<i>Blackberry Woods (Phase A)</i>	42 units
<i>Prairie Meadows</i>	48 units
<b>TOTAL RESIDENTIAL</b>	<b>335 units</b>





## City-Wide Growth Strategies • Tier 1 Development Areas

DEVELOPMENT	AREA/UNITS LEFT TO BUILD
<i>Autumn Creek</i>	33 units
<i>Heartland Circle</i>	33 units
<i>Country Hills</i>	36 units
<i>Windett Ridge (Unit 1)</i>	122 units
<i>Briarwood</i>	21 units
<i>Blackberry Woods (Phase A)</i>	42 units
<i>Prairie Meadows</i>	48 units
<b>TOTAL RESIDENTIAL</b>	<b>335 units</b>
<i>Yorkville Marketplace</i>	3 acres
<i>Menards Commons</i>	36 acres
<i>Kendall Marketplace</i>	30 acres
<b>TOTAL COMMERCIAL</b>	<b>69 acres</b>
<i>Yorkville Business Center</i>	25 acres
<i>Fox Industrial Park</i>	2 acres
<b>TOTAL INDUSTRIAL</b>	<b>27 acres</b>



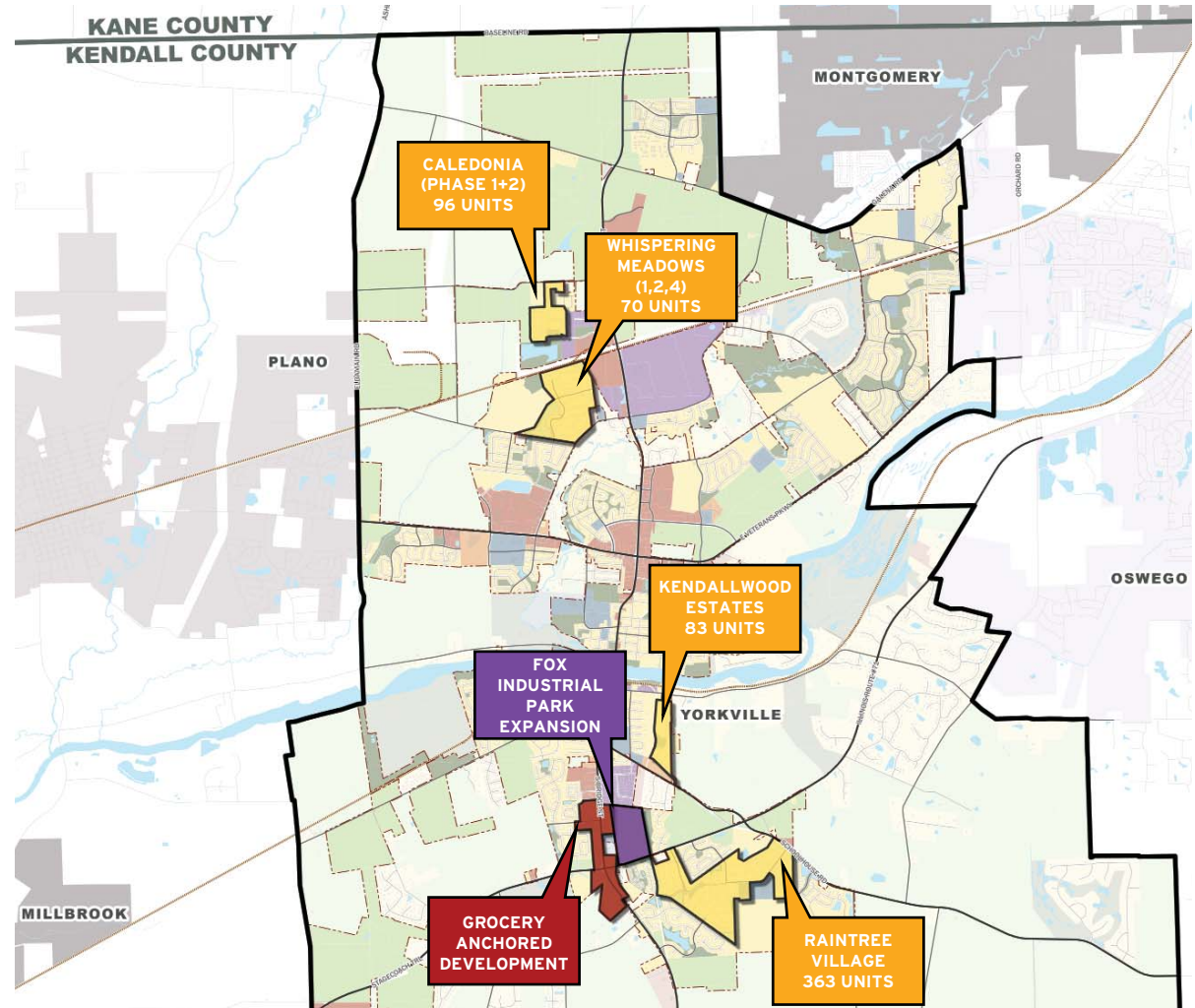
## City-Wide Growth Strategies • Tier 1 Development Areas

Development	NOT A PRIORITY	LOW PRIORITY	MEDIUM PRIORITY	HIGH PRIORITY
<i>Autumn Creek</i>	0	1	2	3
<i>Heartland Circle</i>	0	1	2	3
<i>Country Hills</i>	0	1	2	3
<i>Windett Ridge Unit 1)</i>	0	1	2	3
<i>Briarwood</i>	0	1	2	3
<i>Blackberry Woods (Phase A)</i>	0	1	2	3
<i>Prairie Meadows</i>	0	1	2	3
<i>Yorkville Marketplace</i>	0	1	2	3
<i>Menards Commons</i>	0	1	2	3
<i>Kendall Marketplace</i>	0	1	2	3
<i>Yorkville Business Center</i>	0	1	2	3
<i>Fox Industrial Park</i>	0	1	2	3



## City-Wide Growth Strategies • Tier 2 Development Areas

DEVELOPMENT	AREA/UNITS LEFT TO BUILD
<i>Kendallwood Estates</i>	83 units
<i>Raintree Village (single-family)</i>	196 units
<i>Raintree Village (duplex-units)</i>	59 units
<i>Raintree Village (town-homes)</i>	108 units
<i>Whispering Meadows (Units 1, 2, and 4)</i>	70 units
<i>Caledonia (Phase 1 and 2)</i>	96 units
<b>TOTAL RESIDENTIAL</b>	<b>612 units</b>
<i>Grocery Anchored Development</i>	10 acres
<b>TOTAL COMMERCIAL</b>	<b>10 acres</b>
<i>Fox Industrial Park Expansion</i>	60 acres
<b>TOTAL INDUSTRIAL</b>	<b>60 acres</b>



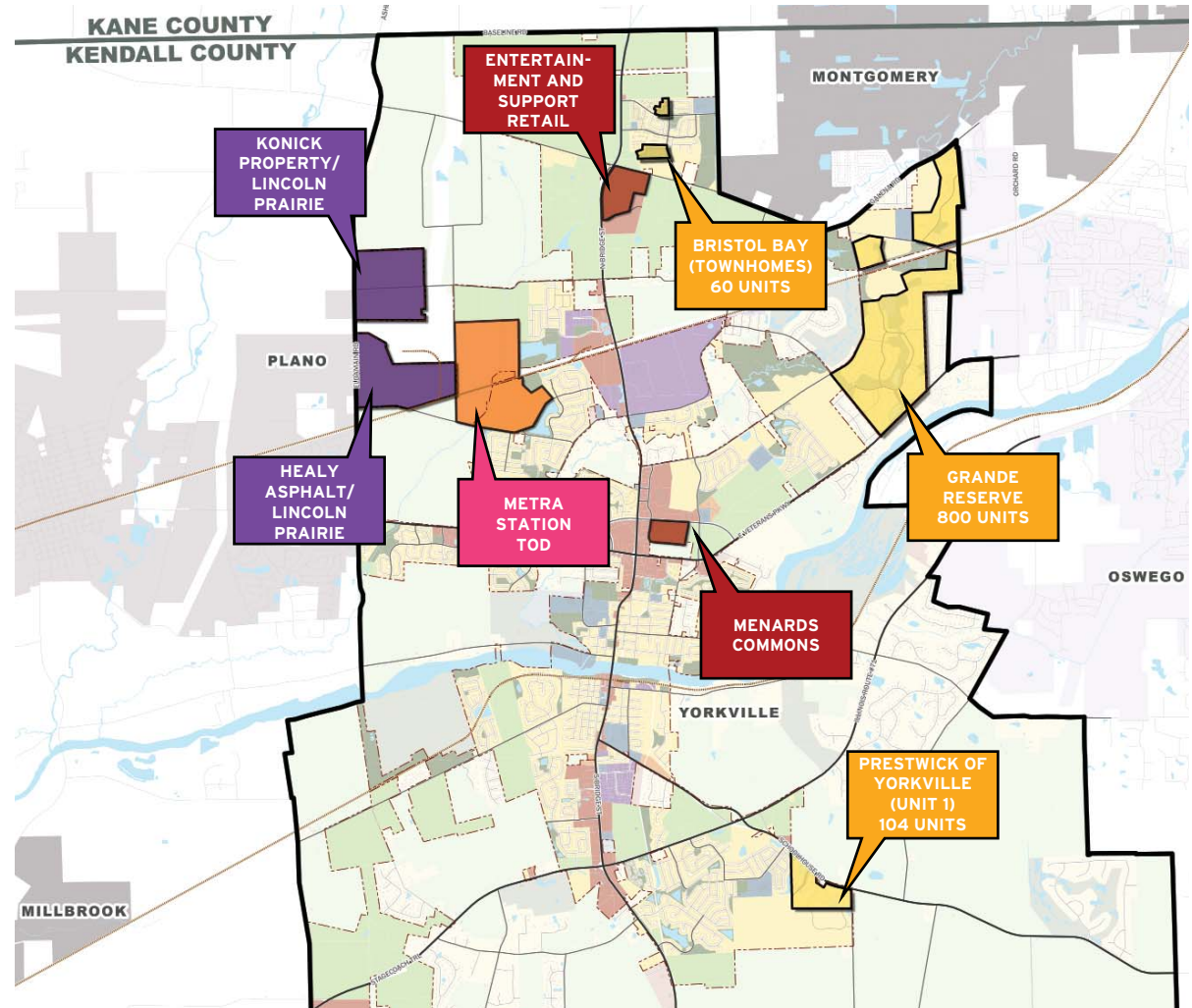
## City-Wide Growth Strategies • Tier 2 Development Areas

Development	NOT A PRIORITY	LOW PRIORITY	MEDIUM PRIORITY	HIGH PRIORITY
<i>Kendallwood Estates</i>	0	1	2	3
<i>Raintree Village (single-family)</i>	0	1	2	3
<i>Raintree Village (duplex-units)</i>	0	1	2	3
<i>Raintree Village (town-homes)</i>	0	1	2	3
<i>Whispering Meadows (Units 1, 2, and 4)</i>	0	1	2	3
<i>Caledonia (Phase 1 and 2)</i>	0	1	2	3
<i>Grocery Anchored Development</i>	0	1	2	3
<i>Fox Industrial Park Expansion</i>	0	1	2	3



## City-Wide Growth Strategies • Tier 3 Development Areas

DEVELOPMENT	AREA/UNITS LEFT TO BUILD
<i>Prestwick of Yorkville (Unit 1)</i>	104 units
<i>Bristol Bay (town-homes)</i>	60 units
<i>Grande Reserve (single-family)</i>	690 units
<i>Grande Reserve (duplex-units)</i>	36 units
<i>Grande Reserve (town-homes)</i>	74 units
<b>TOTAL RESIDENTIAL</b>	<b>964 units</b>
<i>Menards Commons</i>	23 acres
<i>Entertainment and Support Retail (Raging Waves)</i>	65 acres
<b>TOTAL COMMERCIAL</b>	<b>88 acres</b>
<i>Konick Property/ Lincoln Prairie</i>	200 acres
<i>Healy Asphalt/ Lincoln Prairie</i>	200 acres
<b>TOTAL INDUSTRIAL</b>	<b>400 acres</b>
<b>METRA STATION TOD</b>	<b>300 acres</b>



## City-Wide Growth Strategies • Tier 3 Development Areas

Development	NOT A PRIORITY	LOW PRIORITY	MEDIUM PRIORITY	HIGH PRIORITY
<i>Prestwick of Yorkville (Unit 1)</i>	0	1	2	3
<i>Bristol Bay (town-homes)</i>	0	1	2	3
<i>Grande Reserve (single-family)</i>	0	1	2	3
<i>Grande Reserve (duplex-units)</i>	0	1	2	3
<i>Grande Reserve (town-homes)</i>	0	1	2	3
<i>Menards Commons</i>	0	1	2	3
<i>Entertainment and Support Retail (Raging Waves)</i>	0	1	2	3
<i>Konick Property/ Lincoln Prairie</i>	0	1	2	3
<i>Healy Asphalt/ Lincoln Prairie</i>	0	1	2	3
<i>Metra Station TOD</i>	0	1	2	3



## Key Corridors • Route 47 Corridor Opportunities (North of Fox River)

### Zone A - North Gateway (Baseline Road to Galena Road)

- Create Gateway Signage at Baseline Rd.
- Enhance with Rural Character Elements and Landscaping
- Introduce Landscape Buffer at Bristol Bay

### Zone C - Business Center (Corneils Road to Cannonball Trail)

- Create Design Guidelines for Industrial, Business, and Office Use Frontages
- Develop Branding Elements Related to Industrial, Business, and Office Uses

### Zone E - Suburban Retail (Kennedy Road to Walnut Street)

- Create Design Guidelines for Commercial and Retail Use Frontages
- Develop Branding Elements Related to Commercial and Retail Uses

### Zone B - Water Park (Galena Road to Corneils Road)

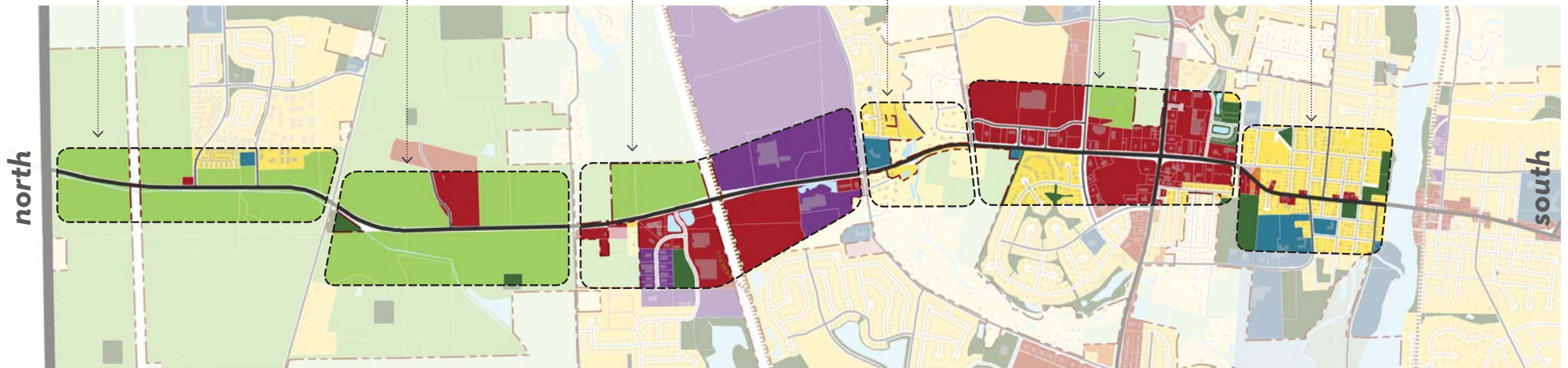
- Develop Entertainment and Support Retail, such as restaurants and hotels, north of Raging Waves Waterpark
- Consider Sports Fields or Passive Recreation to the west and south of Raging Waves Waterpark

### Zone D - Scenic Residential (Cannonball Trail to Kennedy Road)

- Preserve Scenic Vistas and Mature Landscape as a Buffer between Business Center and Suburban Retail
- Maintain and Enhance Residential Character

### Zone F - Traditional Residential (Walnut Street to Fox River)

- Preserve and Enhance Traditional and Historic Development Pattern
- Develop Branding Elements Related to "Old Bristol" Town Center



## Key Corridors • Route 47 Corridor Opportunities (South of Fox River)

### Zone G - Traditional Downtown (Fox River to Schoolhouse Road)

- *Preserve and Enhance Traditional and Historic Development Pattern*
- *Develop Branding Elements Related to "Downtown Yorkville"*

### Zone I - Semi-Rural Commercial (Garden/Greenbriar to Bonnie Lane)

- *Create Design Guidelines for Commercial and Retail Use Frontages*
- *Develop Branding Elements Related to Commercial and Retail Uses*

### Zone K - Rural Agricultural (Fairfax Way to Caton Farm Road)

- *Create Gateway Signage near Fairfax Way*
- *Preserve and Enhance Rural Character*

### Zone H - Business Park (Schoolhouse Road to Garden St./Greenbriar Rd.)

- *Create Design Guidelines for Industrial, Business, and Office Use Frontages*
- *Develop Branding Elements Related to Industrial, Business, and Office Uses*

### Zone J - Suburban Residential (Bonnie Lane to Fairfax Way)

- *Preserve and Enhance Residential Character*
- *Create Design Guidelines for Residential Use Frontages*





## Key Corridors • Route 47 Corridor Opportunities

Opportunity	NOT A PRIORITY	LOW PRIORITY	MEDIUM PRIORITY	HIGH PRIORITY
<i>Gateway Signage and Rural Character Enhancements between Baseline and Galena</i>	0	1	2	3
<i>Entertainment and Support Retail with Recreation between Galena and Corneils</i>	0	1	2	3
<i>Design Guidelines and Branding Elements related to Business Uses between Corneils and Cannonball Trail</i>	0	1	2	3
<i>Preservation of Vistas, Landscape, and Residential Character as buffer between Cannonball and Kennedy</i>	0	1	2	3
<i>Design Guidelines and Branding Elements related to Commercial Retail Uses between Kennedy and Walnut</i>	0	1	2	3
<i>Preservation of Traditional Development Pattern and Branding of "Old Bristol" between Walnut and Fox River</i>	0	1	2	3
<i>Preservation of Traditional Development Pattern and Branding of "Downtown" between Fox River and Schoolhouse Road</i>	0	1	2	3
<i>Design Guidelines and Branding Elements related to Business Uses between Schoolhouse Road and Garden Street</i>	0	1	2	3
<i>Design Guidelines and Branding Elements related to Commercial Uses between Garden Street and Bonnie Lane</i>	0	1	2	3
<i>Preservation of Residential Character and Design Guidelines for Residential Uses between Bonnie Lane and Fairfax Way</i>	0	1	2	3
<i>Gateway Signage near Fairfax Way and Preservation of Rural Character between Fairfax Way and Caton Farm Road</i>	0	1	2	3

## Key Corridors • Eldamain Road Corridor Opportunities (North of Fox River)

### Zone A - Rural Agricultural (Baseline Road to Corneils Road)

- Create Gateway Signage at Baseline Road
- Preserve Rural Character with Elements and Landscaping

### Zone C - Semi-Rural Residential (Railroad Right-of-Way to Rena Lane)

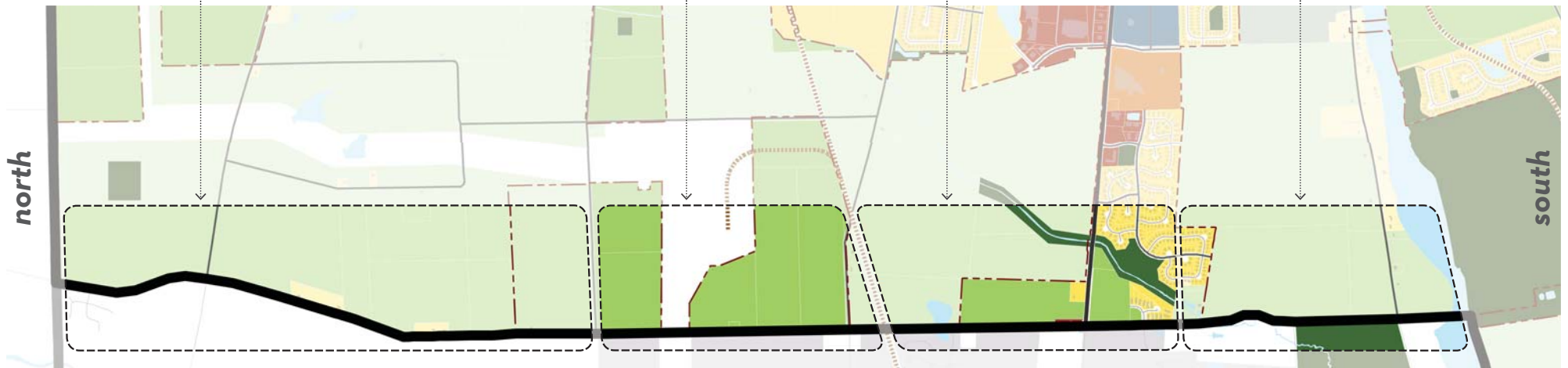
- Preserve and Enhance Rural Character with Elements and Landscaping
- Consider Zoning Change from Commercial to Residential and Create Design Guidelines for Residential Uses

### Zone B - Distribution (Corneils Road to Railroad Right-of-Way)

- Create Design Guidelines for Potential Industrial Use Development Frontages
- Develop Branding Elements Related to Industrial Land Uses

### Zone D - Scenic Agricultural (Rena Lane to River Road)

- Preserve Rural Character with Elements and Landscaping
- Create Design Guidelines for Roadway Improvements





## Key Corridors • Eldamain Road Corridor Opportunities (South of Fox River)

### Zone E - Scenic Riverfront (Fox River to Railroad Right-of-Way)

- Create and Preserve Scenic Vistas of the Fox River and Existing Woodlands
- Preserve and Enhance Rural Character with Elements and Landscaping

### Zone G - New Connector (Route 71 to Lisbon Road)

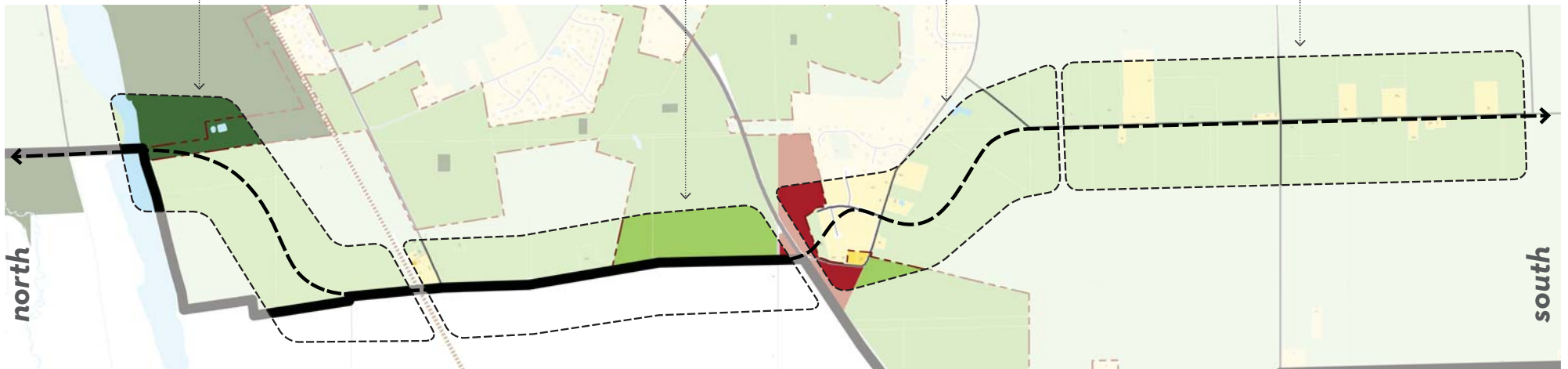
- Preserve and Enhance Rural Character with Elements and Landscaping
- Consider Zoning Change from Business and Residential to Agricultural

### Zone F - High Point Road (Railroad Right-of-Way to Route 71)

- Preserve and Enhance Rural Character with Elements and Landscaping
- Create Design Guidelines for Roadway Improvements

### Zone H - Lisbon Road (Highpoint Road to Caton Farm Road)

- Preserve and Enhance Rural Character with Elements and Landscaping
- Create Design Guidelines for Roadway Improvements



## Key Corridors • Eldamain Road Corridor Opportunities

Opportunity	NOT A PRIORITY	LOW PRIORITY	MEDIUM PRIORITY	HIGH PRIORITY
<i>Gateway Signage and Preservation of Rural Character between Baseline and Corneils</i>	0	1	2	3
<i>Design Guidelines and Branding Elements for Potential Industrial Use Development Frontages between Corneils and Railroad Right-of-Way</i>	0	1	2	3
<i>Preserve and Enhance Rural Character and Consider Zoning Change from Commercial to Residential between Railroad Right-of-Way and Rena Lane</i>	0	1	2	3
<i>Preserve Rural Character with Elements and Landscaping and Create Design Guidelines for Roadway Improvements between Rena Lane and River Road</i>	0	1	2	3
<i>Preserve Scenic Vistas of the Fox River, Existing Woodlands, and Rural Character from the Fox River to Railroad Right-of-Way</i>	0	1	2	3
<i>Preserve and Enhance Rural Character and Create Design Guidelines for Roadway Improvements between Railroad Right-of-Way and Route 71</i>	0	1	2	3
<i>Preserve and Enhance Rural Character and Consider Zoning Change from Business and Residential to Agricultural between Route 71 and Lisbon Road</i>	0	1	2	3
<i>Preserve and Enhance Rural Character and Create Design Guidelines for Roadway Improvements between High Point Road and Caton Farm Road</i>	0	1	2	3



## Questions and Comments

