

Village of Minooka

# COMPREHENSIVE PLAN

Adopted May 28, 2024

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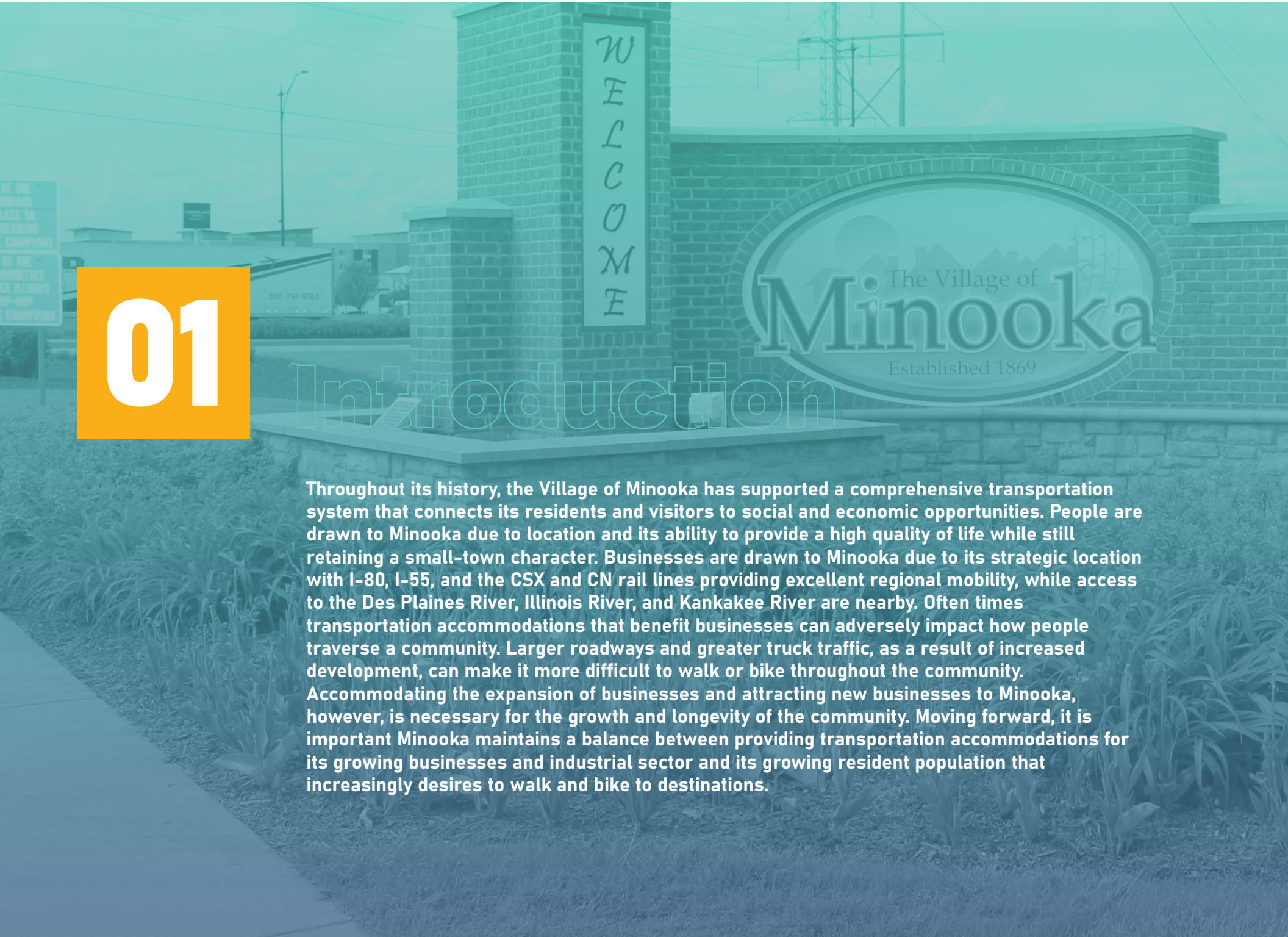
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# 01 Introduction

**Throughout its history, the Village of Minooka has supported a comprehensive transportation system that connects its residents and visitors to social and economic opportunities. People are drawn to Minooka due to location and its ability to provide a high quality of life while still retaining a small-town character. Businesses are drawn to Minooka due to its strategic location with I-80, I-55, and the CSX and CN rail lines providing excellent regional mobility, while access to the Des Plaines River, Illinois River, and Kankakee River are nearby. Often times transportation accommodations that benefit businesses can adversely impact how people traverse a community. Larger roadways and greater truck traffic, as a result of increased development, can make it more difficult to walk or bike throughout the community. Accommodating the expansion of businesses and attracting new businesses to Minooka, however, is necessary for the growth and longevity of the community. Moving forward, it is important Minooka maintains a balance between providing transportation accommodations for its growing businesses and industrial sector and its growing resident population that increasingly desires to walk and bike to destinations.**

# PURPOSE OF THE COMPREHENSIVE PLAN

The purpose of the Comprehensive Plan is to establish a unified vision for the future of the Village of Minooka and identify the strategies and key recommendations necessary to achieve that vision. The Minooka Comprehensive Plan is the community's roadmap for future land use and development, assuring the Village and its partners can address critical issues and ensure the highest quality of life for all residents and community stakeholders.

# ORGANIZATION OF THE PLAN

## Plan Chapters

The Comprehensive Plan is composed of the following chapters:

» **Community Profile.** This chapter includes information on the Village's regional context and planning area, and provides an overview of the community outreach process, past plans and studies, existing land use, and current zoning.

» **Vision Statement.** This chapter consists of a narrative statement that describes the desired outcome to be achieved through the implementation of the Plan. It is forward-looking and describes what the community could be like if the goals and key recommendations are achieved.

» **Land Use Plan.** This chapter includes land use recommendations and policies for all areas in the Village's planning jurisdiction, as well as the growth area strategy.

» **Housing and Neighborhoods.** This chapter includes detailed recommendations pertaining to Minooka's residential areas to enhance existing neighborhoods and provide direction for future residential growth.

» **Economic Development.** This chapter includes detailed recommendations regarding commercial and industrial areas within the Village to support a robust local economy, employment options, and access to goods and services.

» **Transportation and Mobility.** This chapter includes a series of strategies that address transportation issues and improvements within the Village, including for vehicular and active modes of transportation.

» **Community Facilities and Infrastructure.** This chapter identifies existing community facilities within the Village and includes recommendations for potential facility and infrastructure expansions and enhancements.

» **Parks, Agriculture, and Natural Areas.** This chapter includes recommendations and policies for maintaining and enhancing Minooka's parks system, protecting natural assets, and preserving rural areas.

## Chapter Structure: Vision, Goals and Key Recommendations

The Vision Statement (Chapter 2) describes the desired future of Minooka in 15 to 20 years. The Land Use Plan (Chapter 3) illustrates what type of development should occur in support of that Vision. The policy chapters that follow (Chapter 4 through 9) each include a set of Goals and Key Recommendations that provide a flexible guide for decision-making and establish direction for new projects and policies. For the purpose of the Comprehensive Plan, they can be defined as follows:

» **Goals** – The goals describe desired results toward which planning efforts should be directed. They are broad and long range. They represent an ambition to be sought and require the culmination of many smaller actions to be fully achieved.

» **Key Recommendations** – The key recommendations are intended to be specific, actionable, and measurable. They are distinct steps that should be completed to work towards achieving the overarching goal and vision.

## Action Matrix

An Action Matrix is included at the end of each chapter of the Comprehensive Plan. Each provides Village staff and community stakeholders with an organized table containing a consolidated list of all implementation strategies, policies, and recommendations contained within the chapter. It is intended to be used as a tool to help the Village keep track of the implementation progress of the Comprehensive Plan.

The Action Matrix allocates the following for each action item:

» Priority

» Ease of Implementation

» Potential Partners

### Priority

Each action item has been designated one of three priority levels to aid with implementation of Plan recommendations:

» **1** - actions that have the highest priority. Though not necessarily more important, items listed as priority 1 may have an immediate impact on the community, may be more easily completed, or may be necessary actions for long term projects to begin.

» **2** - actions that have secondary priority include longer term projects, actions that indirectly impact quality of life, and actions that require other projects be completed before they can be started.

» **On-Going** - actions that have begun, including projects that are currently under construction, or actions the Village currently does that should be continued.

### Ease of Implementation

The ease of implementation is indicated by a traditional grade scale from A to E, with A being easiest to implement and E being most difficult to implement. This category is a collective indicator of the anticipated level of effort by responsible parties, estimated cost, budget opportunities, and general stakeholder interest.

For example, action items with a grade of A includes minor zoning code revisions and simple policy shifts completed internally by Village staff, while grade B actions include initiatives that will require on-going communication and monitoring in the future. Examples of grade C actions include working with property owners to improve an existing development or install smaller scale public improvements like public art, and examples of grade D actions include undertaking a detailed study or planning for a large scale public investment like a roadway network upgrade. Example actions with a grade of E include regional or high cost projects, such as establishing a new connection over I-80.

### Partner Organizations

While the action matrix identifies potential partners for implementing the Minooka Comprehensive Plan, the Village of Minooka remains primarily responsible for all action items. The listed potential partners demonstrate opportunities for cooperation, but the action matrix does not represent a commitment or responsibility on their behalf.

# PLANNING PROCESS

The Comprehensive Plan is the result of an extensive and inclusive planning process that engaged community members and stakeholders in crafting a shared vision for the Village's future. The process identified and addressed key concerns within the Village while setting a precedent for planning in the community. The Comprehensive Plan was developed and considered for adoption using the following eight steps:

## Step 1: Project Initiation and Existing Conditions

This step consisted of meetings with Village staff and officials to kick-off the planning process and gain insights regarding priority issues. It also included the assessment of existing conditions within Minooka, such as demographic and market trends, existing land use and zoning, housing, transportation, agriculture, natural areas, water resources, and community services and infrastructure. The step concluded with the delivery of the Existing Conditions Memorandum, which summarizes the findings of the existing conditions analysis.

## Step 2: Public and Stakeholder Engagement

This step consisted of community outreach using a mix of virtual events and online tools to engage the Minooka community within the limitations of the COVID-19 pandemic. Outreach methods included a project website, map.social (an online mapping platform), online community surveys, a virtual community workshop, a virtual business workshop, and key stakeholder interviews. Numerous meetings with the Comprehensive Plan Advisory Committee were also conducted throughout the planning process to ensure that plan content accurately reflected the priorities and values of the Minooka community.

## Step 3: Community Vision, Goals and Policies

This step consisted of the development of the Comprehensive Plan's Vision Statement, Goals, and Key Recommendations that serve as a guiding framework for the future of Minooka and provide focus and direction for subsequent planning activities. They were formed based on the issues and opportunities identified during public outreach and the existing conditions analysis conducted in Steps 1 and 2. This step also included the creation of the preliminary land use recommendations and future land use map for all areas in the Village's planning area, including rural areas, residential neighborhoods, commercial districts, and industrial areas.

## Step 4: Draft Comprehensive Plan Document

This step consisted of the development of community-wide framework plans that address all aspects of the Village. These included detailed policies and recommendations regarding land use; housing and neighborhoods; economic development; transportation and mobility; community facilities and infrastructure; and parks, agriculture, and natural areas. A detailed implementation strategy was also established for each section.

## Step 5: Adoption

This step consisted of the presentation of the draft Comprehensive Plan document to Village staff, officials, the Chicago Metropolitan Agency for Planning, and the community. Based on feedback, the Plan was amended and presented to the Planning and Zoning Commission and Village Board for final adoption.

## Impacts of COVID-19

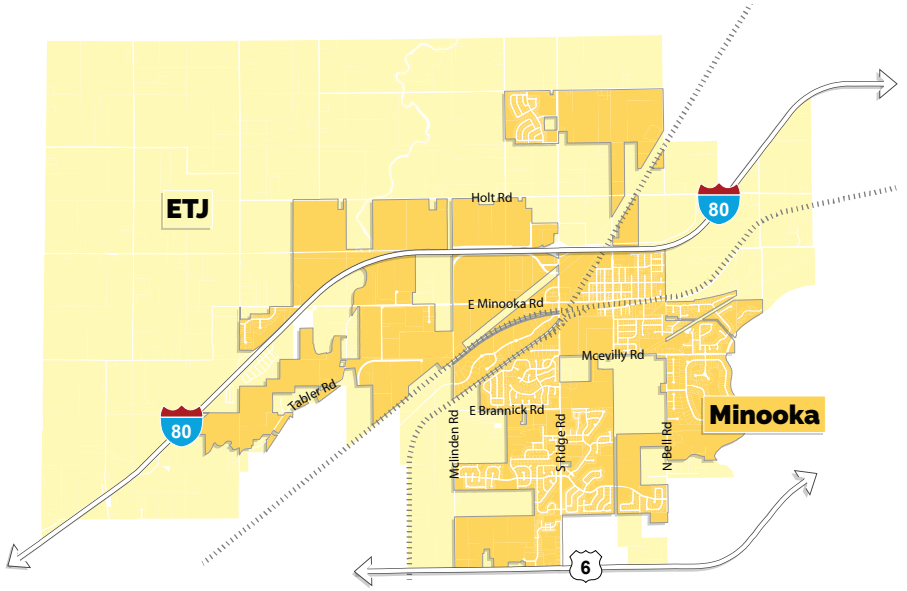
**The Minooka Comprehensive Plan was developed in the midst of the COVID-19 pandemic. Public engagement was conducted primarily online in response to social distancing requirements. While the full impact of the pandemic is not known, the vision and goals contained in this plan provide direction that is responsive to an evolving community.**

# 02

# Community Profile

**This section presents an overview of the Village as it existed during the development of the Comprehensive Plan. It presents information on the community's regional setting, planning area, past plans and studies, existing land use and zoning, and summarizes the community outreach activities conducted throughout the planning process. A more detailed assessment of Minooka's existing conditions can be viewed within the Existing Conditions Memorandum that was created in the initial phase of the planning process. The data analyzed served as a foundation for identifying issues and opportunities within the Village and was used to guide plan recommendations later in the planning process.**




## REGIONAL CONTEXT

The Village of Minooka is a community of approximately 12,087 residents in northern Illinois. Located near the intersection of Interstates 80 and 55, Minooka is positioned on the periphery of the Chicago metropolitan region, a large area that includes 284 municipalities and over 8.5 million residents. Due to its location, the community offers a blend of rural and suburban settings, balancing the agricultural character of undeveloped areas to the west with more developed suburban communities to the east. With a considerable amount of available land for development, the Village has recently experienced a resurgence in residential development.

Founded in 1869 along the Rock Island Railroad, the Village was named Minooka, which means "Good Land" in Pottawatomie. Today, the CSXT and CN Railroads continue to move freight to and through the community. In addition, the Village is located just north of the confluence of the Des Plaines, DuPage, and Kankakee Rivers. The combination of railroad, river, and interstate connectivity, along with access to O'Hare and Midway airports, has made Minooka an advantageous location for development. This has helped attract growth related to intermodal, logistics, distribution, and related industries and continues to generate economic development within the Village.

## PLANNING AREA

Per state statute, the Village of Minooka is authorized to plan for all incorporated areas within their jurisdiction as well as their extra-territorial jurisdiction (ETJ). The ETJ includes unincorporated land within 1.5 miles of the municipal boundary that is not part of another community, non-contiguous, or land claimed by other municipalities through a formal boundary agreement.

The Village shares direct borders with the Village of Channahon to the east and south as well as the Village of Shorewood to the northeast. In addition, Minooka is partially located within three counties: the majority of Minooka is in Grundy County with smaller portions in Kendall County to the north and Will County to the east. The Village has formal boundary agreements with Channahon, Shorewood, and Morris. Together, these create a defined planning area that includes about 8,074 acres of land, 2,794 of which is incorporated land and 5,280 acres of unincorporated land in the ETJ.

# COMMUNITY OUTREACH

Community outreach efforts were conducted throughout the planning process to facilitate discussion with a diverse range of community stakeholders and gain an understanding of local needs and aspirations. This included the use of virtual events and online tools that allowed community members to effectively participate and share their feedback during the COVID-19 pandemic under related social distancing requirements. Residents, business community members, property owners, developers, service providers, officials, and other groups with a vested interest participated and shared their vision for Minooka. Together, this feedback helped guide the direction of the Comprehensive Plan and ensured recommendations and policies are responsive to the needs of the community.

The following is a list of community outreach efforts conducted through the planning process:

## Project Website

A project website was developed to support the planning process and keep the public updated on the project's progress. It included background information about the Plan, project news and announcements, meeting dates, documents, and online engagement tools. The website remained active throughout the development of the Comprehensive Plan and acted as a 'hub' for information and engagement opportunities.

## Press Releases & Outreach Collateral

Press releases and e-news invites were sent out to inform the public on the Comprehensive Plan project and upcoming workshop events. A flyer was also created and included in welcome packages for new residents that provided information on the project and ways to get involved.

## map.social

map.social is an online mapping tool that allows participants to pinpoint issues and opportunities within the Village on their own personalized map. It was available to the public throughout the planning process on the project website and received 125 features.

## Community Questionnaire

A Community Questionnaire was made available on the project website, designed to gather detailed feedback from residents and business community members in Minooka. A total of 47 responses were submitted between June 2020 and April 2021.

## Comprehensive Plan Advisory Committee (CPAC)

A Comprehensive Plan Advisory Committee (CPAC) was formed for the project. The committee met at key points throughout the planning process to discuss existing issues, opportunities, and assets; provide overall policy direction; and share feedback on project deliverables. The CPAC was composed of a group of key stakeholders of the Village who ensured the Plan reflects the priorities and planning goals of the community.

## Virtual Community Workshop

The Village hosted a virtual Community Workshop to familiarize the community with the purpose of the Comprehensive Plan and how to get involved. The workshop included an overview of the planning process and timeline, a review of key takeaways from the Existing Conditions Memorandum, a demonstration of map.social, and a Q&A session to answer live questions from the audience.

## Virtual Business Workshop

The Village hosted a virtual Business Workshop targeted specifically to property owners, business owners, developers, and Minooka's corporate citizens. The purpose of this workshop was to gain feedback from business community members who have a unique insight on important factors facing the Village.

# PAST PLANS & STUDIES

This section contains an overview of local and regional past plans and studies. It is important that the Minooka Comprehensive Plan is respectful to past planning efforts that have shaped the Village into what it is today. As such, a review of the Village's past plans and studies was conducted to ensure existing community policies and goals are integrated within the Plan and built upon where relevant.

## Comprehensive Plan Land Use Map (2013)

Created in 2013, Minooka's last Comprehensive Plan takes the form of a Land Use Map. The map separates the Village's parcels into 13 different land uses and identifies parks, bike paths, existing and proposed roads, and water features within the community. It has guided land use planning within the Village over the past seven years and was considered during the development of the new Comprehensive Plan's Land Use Plan, with attention to changes in the community's current and projected land use needs.

## Brisbin Road Corridor Access Study (2012)

The Brisbin Road Corridor Access Study was completed by the Grundy County Highway Department in 2012 to coincide with construction of a highway interchange at I-80. Brisbin Road is located to the west of Minooka's Village limits and connects Route 6 north to the interstate. The Study presents a roadway improvement plan to support the influx of traffic produced by the new interchange and new development that may grow along the corridor.

The study examines existing traffic conditions, including corridor access limits, traffic volumes, roadway conditions, and public transportation, and assesses future land use and traffic conditions. The study recommends specific roadway designs that provide desired levels of service, access control, traffic signal spacing, intersection geometrics, traffic controls, and intersection operations. It was used to inform transportation strategies pertaining the I-80 and Brisbin Road interchange and connectivity from Route 6.

## Grundy County Comprehensive Plan (2014)

The Grundy County Comprehensive Plan outlines community-driven goals and objectives for the next 10 to 20 years pertaining to land use, transportation, the environment, and community facilities. The Plan aims to preserve the County's rural character, support economic growth and development, sustain its environment and history, and coordinate closely with municipalities. It provides land use, public policy, and development recommendations for agricultural, residential, and industrial areas to achieve the mission of "preserve, compete, sustain, and coordinate."

As the majority of Minooka makes up the northeastern corner of Grundy County's boundary, it is important that the Village coordinates its local land use and policy recommendations with the regional vision. The plan identifies Minooka to have significant industrial growth potential and plans for a mix of heavy industrial and parks and open space southwest of Village limits and office/industrial park to the west, stressing the need to ensure the County's industrial growth does not interfere with Minooka's residential areas.

The Grundy County Comprehensive Plan also identifies much of the area surrounding the Village as prime agricultural land, and underscores the importance of minimizing premature development to balance conservation with industrial growth. Further, the I-80 and Brisbin Road interchange near Minooka was identified as a growth area for low-density, smaller scale commercial development. Minooka is also contained in one of the County's two Economic Development Project Areas (EDPAs), which offer incentives to prospective businesses and are prioritized for industrial economic development.

## Grundy County & Laborshed Regional Cluster Analysis (2014)

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

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

In addition, the study provides recommendations on how to market the I-80 and Brisbin Road interchange for appropriate development as well as attract industries and investment that is most likely to succeed in the area. It was used in the planning process to inform land use recommendations and economic development strategies in the area surrounding the interchange.

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

The DuPage River and its major tributaries drain about 252 square miles in Illinois, running along the eastern limits of Minooka until it meets with the Des Plaines River to the southeast. The DuPage River, Illinois Flood Risk Management Feasibility Study was a joint effort by the U.S. Army Corps of Engineers, DuPage County, and Will County, investigating solutions to flooding along the DuPage River and its connecting waterways caused by major storm events. The flooding effects over 20 communities and causes significant damages to both residential and non-residential structures.

Input from these communities included the following six recommendations to alleviate flooding in the watershed:

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

The study underscores the need to appropriately guide development and minimize impacts to local watersheds. The study was used to inform Plan recommendations related to land use and development and support the use of best management practices (BMPs) and low impact design (LID).

Illinois State Water Survey (ISWS) on Will County Water Supply (2020)

The ISWS on Will County Water Supply is a recent study that examines the sandstone aquifers that supply water to western Will, Kendall, and southern Kane counties. The study concludes that sandstone wells in this area are at risk of running dry by 2029. Currently, 30.5 million gallons of water a day are being drawn from the sandstone aquifers, while studies have shown that a sustainable withdrawal is around 2.5 million gallons a day.

In response to this unsustainable trend, the City of Joliet has begun building out infrastructure to transition off groundwater and onto Lake Michigan water by 2030. In the near future, communities that fall within the risk areas (such as Minooka), will need to decide whether to work with Joliet and other partnering communities to secure Lake Michigan water or gain access to an alternative water supply. The study emphasizes that implementing water conservation strategies and continued coordination to seek alternative sources are the main paths forward.

## Southwest Water Planning Group (SWPG) & ISWS Chloride and Total Dissolved Solids Study (2020)

This study set out to determine whether chloride and total dissolved solids (TDS) concentrations have been increasing since 2005 in the Silurian shallow bedrock aquifer, which is located in the SWPG region of Illinois encompassing Will, Kendall, and Grundy counties. Previous research in the region since the 1960's have shown increasing chloride and TDS concentrations as a result of road salt runoff.

The analysis within the new study concludes that several community supply wells show increasing chloride and TDS concentrations. Minooka was not on the list of community supply wells tested. The study highlights how urbanization contributes to the degradation of groundwater quality of unconfined aquifers and how increasing concentrations of TDS indicate that road salt runoff is reaching the Silurian shallow bedrock aquifer.

## CMAP Freight Studies

CMAP is currently conducting two studies regarding truck routing and land use strategy in Will County: the Western Will County Truck Routing and Communities Study and the Will County Freight Transportation and Land Use Strategy. These studies have been combined as the "Moving Will County" project due to their overlap in geography, data collection, outreach needs, and the interdependency of transportation and development goals. The project is expected to be completed in October 2021.

The studies will address the strengths and challenges of recent intermodal and distribution facility growth and related economic development has brought to the area. While Will County makes up a small portion of Minooka, the results of the study will impact the Village and neighboring communities regarding issues like safety, congestion, road infrastructure, and the effects of new development on community character and agricultural businesses.

### Western Will County Truck Routing & Communities Study

This study will examine the area roughly bounded by Illinois Route 59/I-55, 87th Street, County Line Road/Will Cook Road, and County Line Road/Town Line Road, including the communities of Woodridge and Bolingbrook. Current truck restrictions established by localities often change at borders, requiring trucks to switch routes. The study aims to improve truck movement across jurisdictions by coordinating networks and reducing undesirable community impacts. This includes redirecting trucks away from residential neighborhoods and sensitive areas towards routes intended for freight traffic. It will also identify capital improvements necessary to improve the truck route network.

### Will County Freight Transportation & Land Use Strategy

This study examines the area roughly bounded by Illinois Route 59/I-55, 87th Street, County Line Road/Will Cook Road, and County Line Road/Town Line Road. The study aims to improve truck movement across jurisdictions by coordinating networks and reducing undesirable community impacts. Elements of this approach include redirecting trucks away from residential neighborhoods and sensitive areas as well as creating a road network that accommodates and is conducive to truck traffic. The study identifies capital improvements and potential funding sources necessary to implement the recommendations for the truck route network.

# EXISTING LAND USE

Land use within the Village was inventoried based on field reconnaissance and research conducted in May 2020. All parcels within Village limits and the ETJ have been categorized into one of the following 11 land use classifications:

## Single-Family Detached

Single-family detached consists of single-family homes occupying individual lots. This is the predominant residential type in the Village. The single-family detached land use consists of newer planned subdivisions as well as older established neighborhoods surrounding Minooka's historic downtown.

## Single-Family Attached

Single-family attached includes structures where dwelling units share an exterior wall with at least one adjacent unit and each dwelling unit has a dedicated entrance. This land use includes townhomes and duplexes. There are a substantial number of single-family attached homes integrated within the Village's planned subdivisions and traditional neighborhoods.

## Multifamily

Multifamily uses include structures containing multiple dwelling units stacked vertically with shared entrances and hallways, such as apartment buildings and condominiums. Multifamily units are the smallest portion of Minooka's housing stock. The only existing multifamily development within Minooka are the apartments along Mondamin Street and the Heritage Woods of Minooka assisted living facility on Heritage Woods Drive.

## Commercial

Commercial uses include retail and service businesses, such as shops, restaurants, banks, gas stations, and auto service stations. Office uses are also included within this designation. Minooka's two prominent commercial districts are Downtown located along Mondamin Street and the area at Ridge Road and US Route 6.

## Public/Semi-Public

Public and Semi-Public includes local government uses, municipal facilities, community service providers, schools, and religious institutions. Examples include Village Hall, fire stations, places of worship, and Minooka's public schools.

## Parks & Open Space

This land use includes parks that provide active and passive recreational opportunities as well as open space areas include preserved or maintained natural areas within the Village. Parks consist of public parks owned and maintained by the Village as well as private parks within planned subdivisions. Open space areas also include detention ponds within planned subdivisions and commercial or industrial areas.

## Agriculture

Agriculture uses comprise land that is actively being used for the production of crops, livestock, and farming-related activities, as well as farmhouses and very low-density single-family detached homes. Agriculture makes up the most area in Minooka out of all land uses. The majority of the Village's planning area is made up of agricultural uses as well.

## Utilities & Railroads

Utility and railroad uses support local infrastructure and provide rights-of-way or easements for the transmission of gas, electric, water, and sewer. This includes both facilities and infrastructure as well as related rights-of-way.

## Industrial

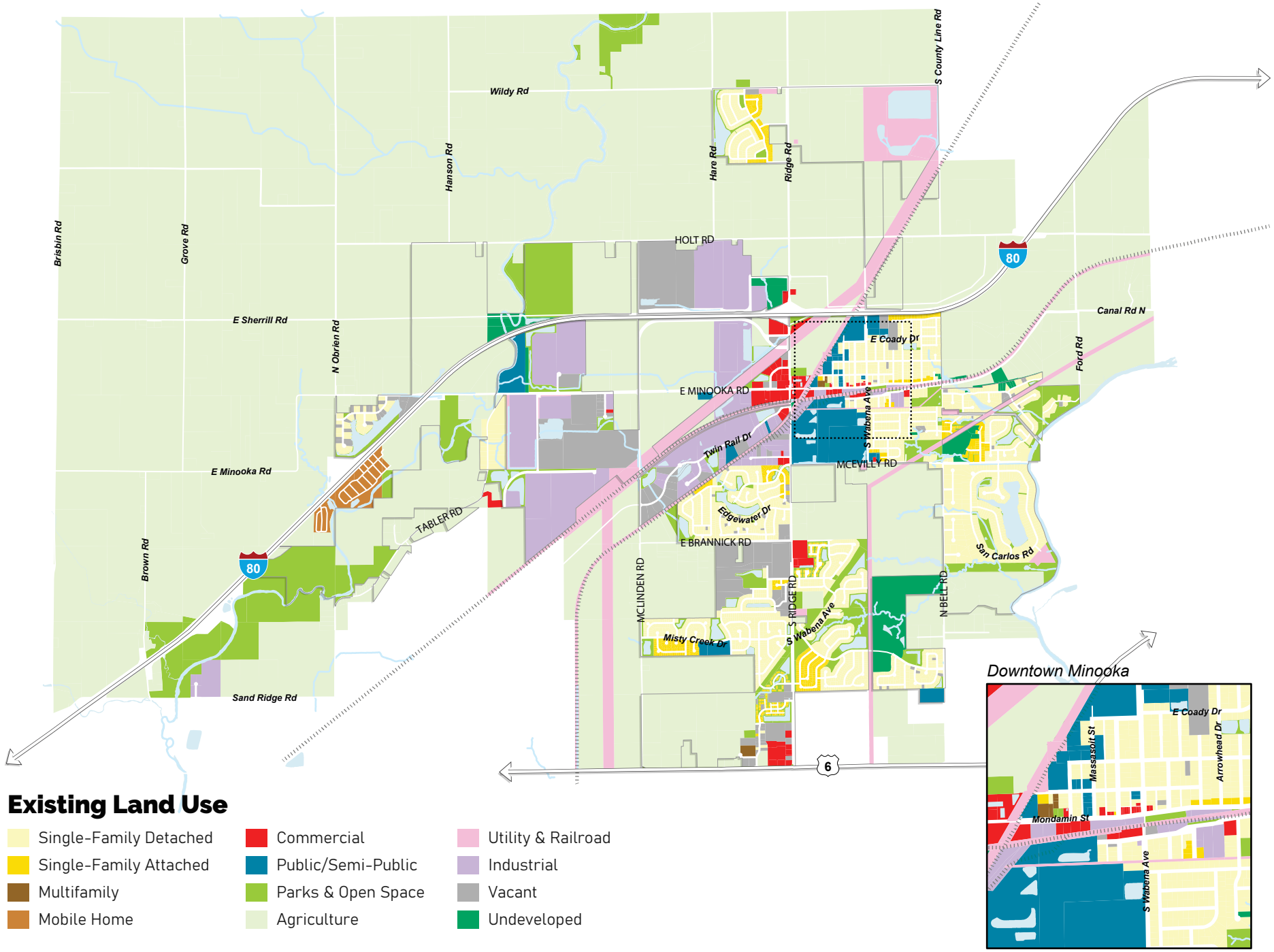
Industrial uses include both heavy and light industrial businesses, including manufacturing, warehousing, and distribution of goods and materials, industrial machinery, or refineries. Most industrial uses are located west of Ridge Road along Minooka Road, along Twin Rail Drive, or in the Village's western growth area.

## Vacant

Vacant properties include empty parcels that can reasonably be considered available for development. This includes properties that have been prepared for development or those that once held a structure that has since been demolished. This category does not include vacant areas that are part of a larger parcel.

## Undeveloped

Undeveloped properties include natural areas such as wooded areas that have not been prepared for development, but have not been set aside for conservation. In their current state, development could not occur without first improving the site.




## Existing Land Use

- Single-Family Detached
- Single-Family Attached
- Multifamily
- Mobile Home
- Commercial
- Public/Semi-Public
- Parks & Open Space
- Agriculture
- Utility & Railroad
- Industrial
- Vacant
- Undeveloped

# CURRENT ZONING

Development controls such as the Village's municipal zoning code and sign ordinance provide the legal framework to regulate the built environment. The Village of Minooka's zoning regulations are outlined in Title 5: Zoning of the Village Code of Ordinances. Each property within the community is designated as one of the following 14 zoning districts:

## A - Agricultural District

This district is intended for agricultural land over 20 acres in area and single-family detached dwellings on lots over three acres.

## R1 - Single-Family Detached Residence District

This district is intended for agricultural land over 20 acres, single-family detached dwellings on lots over one acre, public parks, forest preserves, and public recreational areas.

## R1A - Single-Family Detached Residence District

This district is intended for single-family detached dwellings on lots 12,500 square feet or more, as well as public parks, forest preserves, and public recreational areas.

## R2 - Single-Family Detached Residence District

This district is intended for single-family detached dwellings on lots larger than 10,000 square feet, as well as public parks, forest preserves, and public recreational areas.

## R3 - Single-Family Attached and Multiple-Family Residence District

This district is intended for single-family attached dwellings, two-family detached dwellings, multiple-family dwellings, as well as any permitted uses in the R2 district. As of December 10, 1996, amendments may not be made to this district and newly annexed land may not receive this designation.

## R4 - Two-Family (Duplex) Residence District

This district is intended for two-family dwellings on lots 12,000 square feet or more, as well as public parks, forest preserves, and public recreational areas. As of August 26, 2003, amendments may not be made to this district and newly annexed land may not receive this designation.

## R4A - Two-Family (Duplex) Residence District

This district is intended for two-family dwellings on lots 15,000 square feet or more, as well as public parks, forest preserves, and public recreational areas.

## R5 - Single-Family Attached Residence District

This district is intended for planned unit developments (PUDs) developed in a cohesive manner that may include single-family detached dwellings, single-family attached dwellings, and two-family dwellings.

## R6 - Multiple-Family Residence District

This district is intended for planned unit developments (PUDs) with higher densities than R5 districts that may include single-family detached dwellings, single-family attached dwellings, two-family dwellings, and multiple-family dwellings.

## B1 - Business District

This district is intended to accommodate prime retail trade activities within the Village and provide for a wide variety of shopping options, personal services, and other complimentary uses.

## B2 - Commercial District

This district is intended to accommodate a wide range of specialized commercial uses, including highway-oriented services and stores to serve the needs of motorists. Commercial uses permitted in the B1 district are also allowed, and the two may be located adjacent to each other to form a business center.

## M1 - Manufacturing District

This district is intended for industrial uses with the primary use of manufacturing; fabricating, processing; assembling; disassembling; repairing; cleaning; servicing; or testing and storing of materials, products, and goods. Other uses include agriculture, offices, research laboratories, training centers, and green houses.

## M2 - Manufacturing District

This district is intended for air, rail or motor truck freight terminals, cartage facilities, railroad switching and classification yards, repair shops, and roundhouses, as well as industrial uses permitted within the M1 district, provided they adhere to M2 district performance standards.

## Lowland Conservancy Overlay District

An overlay district is a zoning tool that applies an additional set of regulations on top of an underlying zoning district(s) to establish stricter standards. This overlay district guides development in a manner that protects wetlands and streams, including areas within the special flood hazard area (SFHA) designated by the Federal Emergency Management Agency (FEMA); within 100 feet of a stream, pond, or wetland; or within depressional areas serving as floodplain or stormwater storage areas. In the case there is a conflict between the overlay district and underlying district requirements, the more restrictive requirements apply.

# Other Development Controls

## Sign Regulations

Within the Minooka Code of Ordinances, Title 5: Chapter 13 outlines regulations for signs within the Village, including standards for use, size, placement, and maintenance. The chapter also discusses the type of signs permitted specifically in residential, agricultural, commercial, and industrial districts.

## Subdivision Regulations

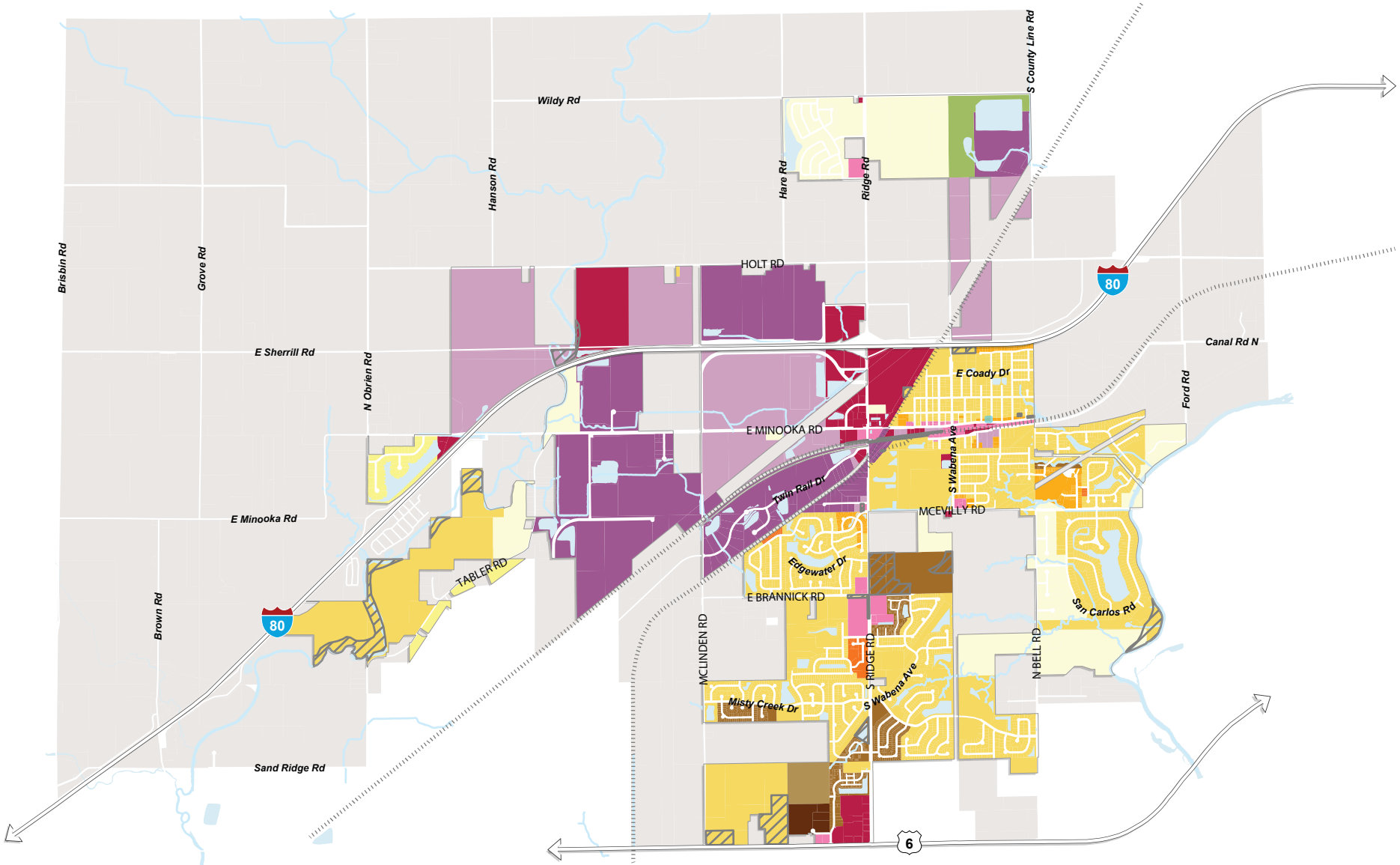
Title 6 of the Minooka Code of Ordinances is dedicated to subdivision standards. Discussed regulations include general procedures for plat proposals, subdivision design standards, required land improvements, dedication of park space, and planned unit development (PUD) requirements.

## Parking Regulations

Title 5: Chapter 9 of the Minooka Code of Ordinances contains regulations pertaining to off-street parking and loading. This includes minimum standards of parking spaces, aisles, and parking bays; screening and landscaping requirements; and access driveway specifications.

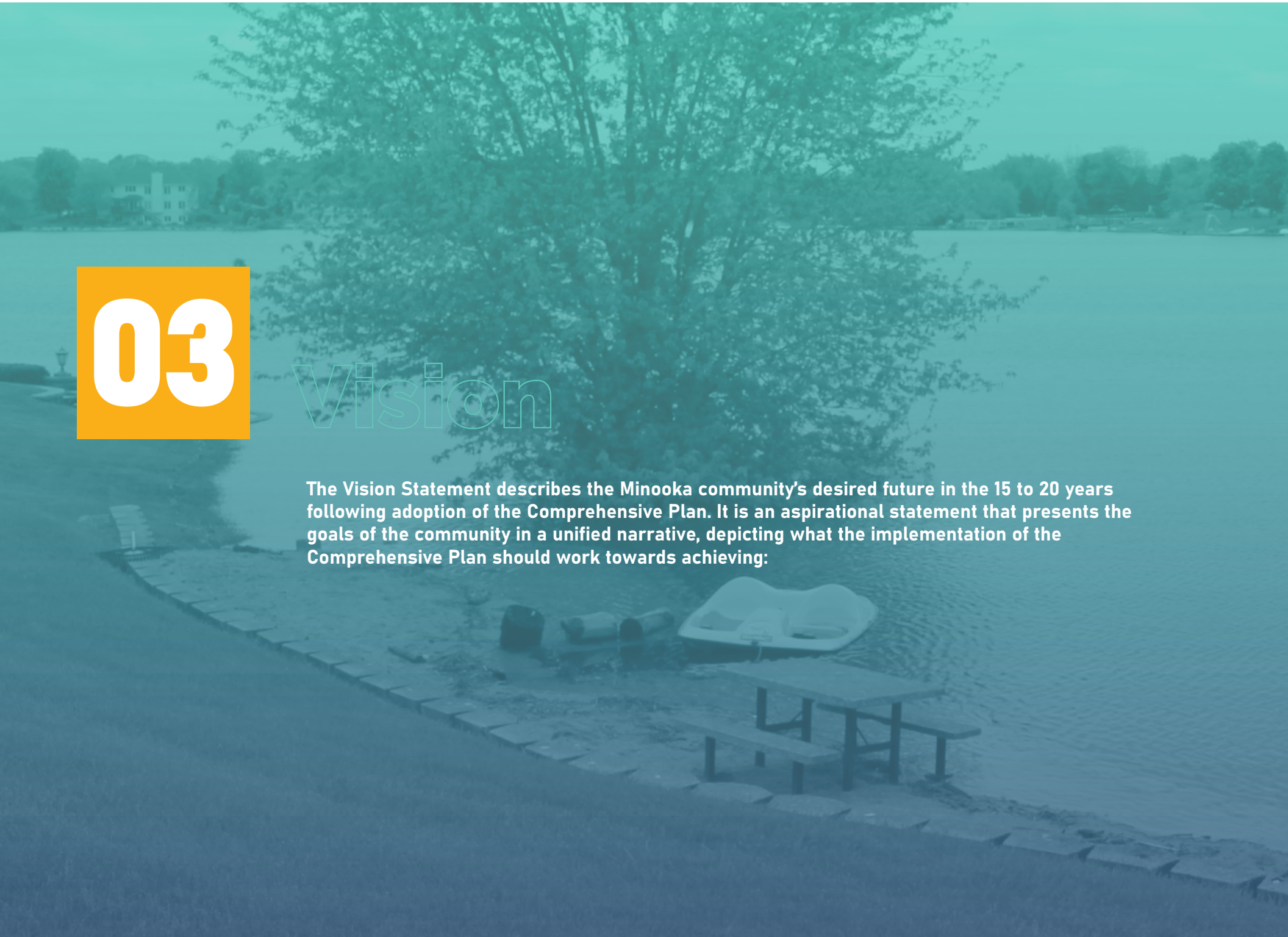
## Wellhead Protection Areas (WHPAs)

The majority of community water supply (CWS) wells have minimum setback zones—a 200 feet or 400 feet radius buffer, depending on whether the well is confined or unconfined. At least two wells in the Village have a delineated Phase II Wellhead Protection Area (WHPA), also referred to as five-year 'time of travel recharge' or 'capture' zone, meaning they are designated recharge areas for individual wells. They help prevent contamination with siting restrictions, regulate existing and new potential sources of contamination (including certain land uses), and build awareness around this zone's sensitivity to contamination. In the Village's planning area, the Shady Oaks mobile home park has a handful of wells that have a Phase II WHPA.




## Current Zoning

- A - Agricultural
- R1 - Single-Family Detached Residence (Lots over 20 acres)
- R1A - Single-Family Detached Residence (Lots 12,500 sq ft or more)
- R2 - Single-Family Detached Residence (Lots 10,000 sq ft or more)
- R3 - Single-Family Attached and Multiple-Family Residence
- R4 - Two-Family (Duplex) Residence
- R4A - Two-Family (Duplex) Residence
- R5 - Single-Family Attached Residence
- R6 - Multiple-Family Residence
- B1 - Business
- B2 - Commercial
- M1 - Manufacturing
- M2 - Manufacturing
- Lowland Conservancy Overlay District
- Unincorporated Planning Area



# 03 Vision

**The Vision Statement describes the Minooka community's desired future in the 15 to 20 years following adoption of the Comprehensive Plan. It is an aspirational statement that presents the goals of the community in a unified narrative, depicting what the implementation of the Comprehensive Plan should work towards achieving:**

In 2040, the Village of Minooka will be a thriving community with a growing resident population and a flourishing local economy. Reinvestment in Downtown Minooka and new neighborhoods will be complemented by a growing employment base and industrial development, all well-served by municipal services and a sustainable water source.

The Village's established residential neighborhoods, an essential component to Minooka's identity as a "nice place to call home," will continue to be well maintained, with a variety of new housing providing attractive options for current and future residents at all stages of life. Continued investment in the Village's parks and an extensive trail system will also ensure all residents have safe and convenient access to open space and recreational opportunities. The Aux Sable Creek greenway will anchor the western and northern growth areas of Minooka, serving as an amenity for local residents and visitors from throughout the region.

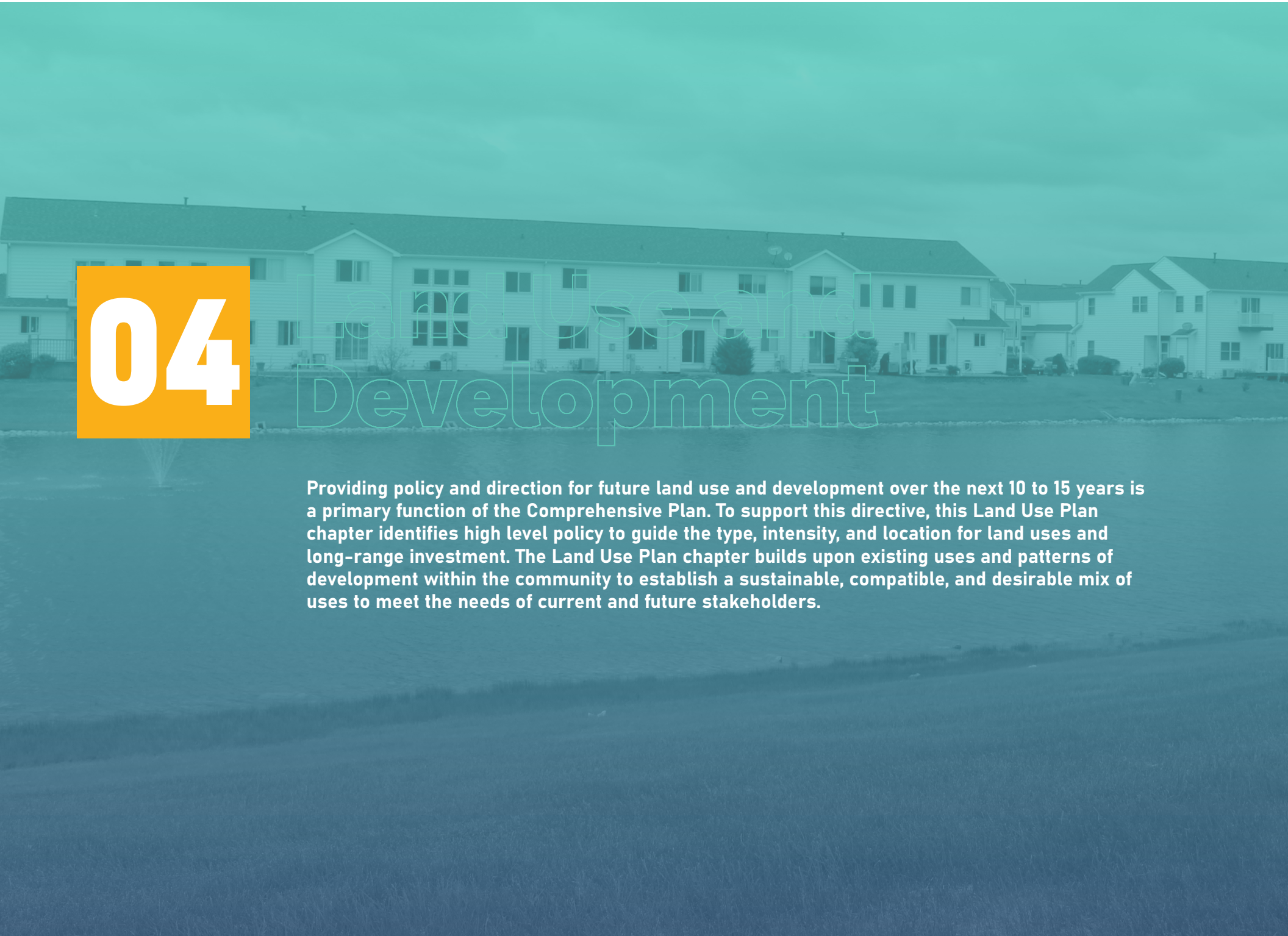
Ridge Road will continue to serve as the community's primary shopping corridor, while Minooka's pedestrian-friendly historic Downtown serves as the epicenter of civic life. Downtown will continue to offer unique opportunities for community gatherings and experience-based entertainment, dining, and shopping options that draw in high levels of foot traffic. Additional local-serving neighborhood retail centers will also be developed to the north of I-80 and to the west along the US Route 6 corridor. These smaller commercial districts will help provide shopping and dining opportunities for new businesses and residents located away from the bustling Ridge Road corridor. The Village will also coordinate with neighboring communities to maximize development potential surrounding the Brisbin Road interchange, which will serve as the gateway to Minooka from the west.

Minooka's booming industrial base will be the foundation of the Village's prosperous local economy, with numerous major employers choosing to locate in the community due its regional accessibility, reliable infrastructure and services, and quality neighborhoods. Economic growth will be guided in a sustainable manner that respects the area's network of waterways and wetlands and positions employment areas for expansion without impacting Minooka's neighborhoods where many area workers will live.

Minooka will be easy to navigate and highly accessible for those driving or riding through the community as well as those walking or biking. Area roadways will benefit from improved truck traffic management as industrial growth continues to occur. Roadway capacities will continue to be improved as traffic levels increase with growth and new areas of the community will be accessible via a complete network of new roadways and trail corridors.

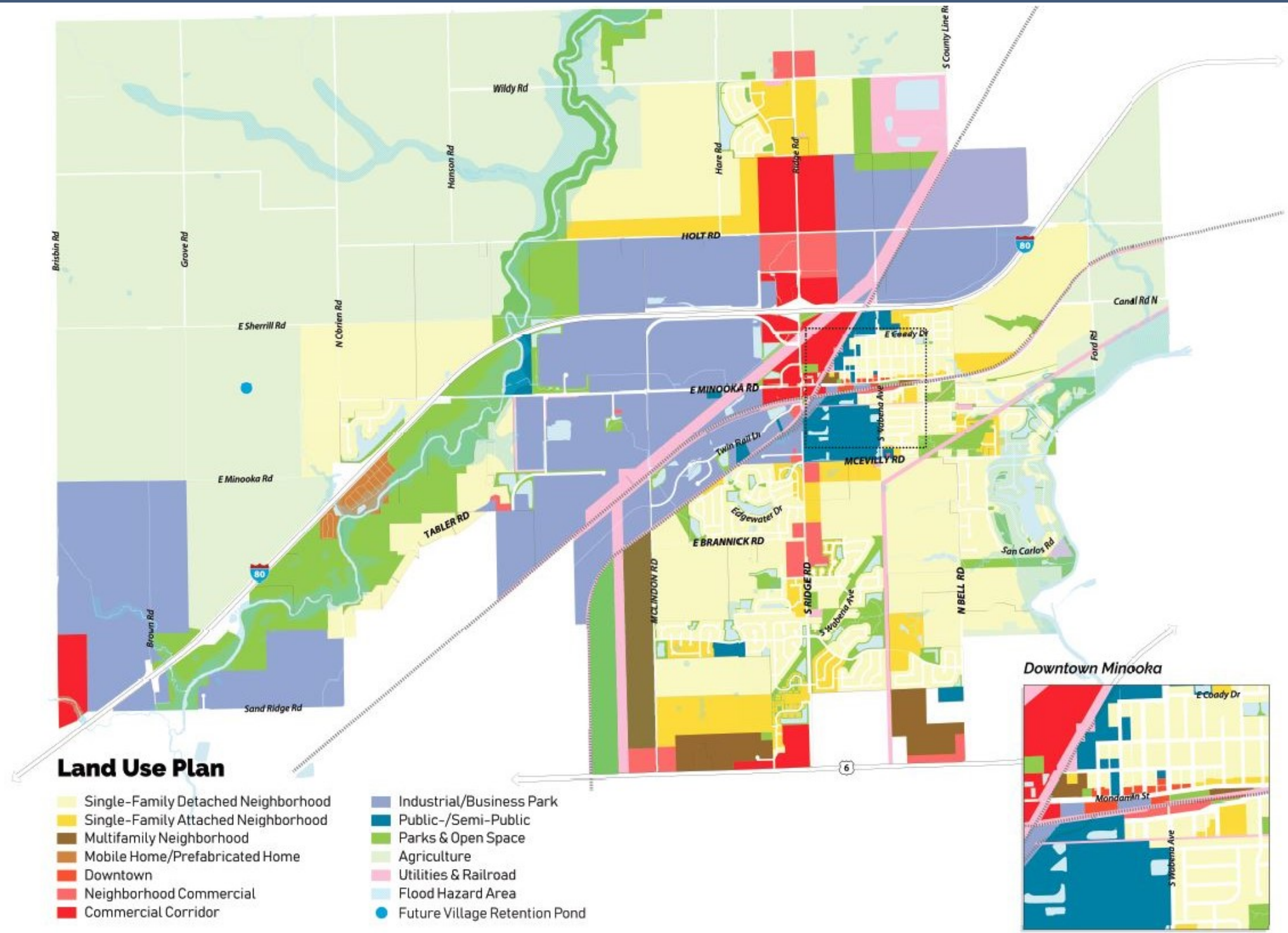
Active and healthy living will be supported by a robust sidewalk and bicycle network that will provide equitable access to Village destinations and amenities for those who may not have access to a car.

The Village's forward-thinking planning efforts and infrastructure investments, and close coordination with service providers and regional partners will ensure high quality of life and a high-quality business environment. Collectively, Minooka will continue to grow as a prosperous, well-rounded community, expanding with new residents and businesses while maintaining its local identity and character that make it unique.



# 04 Land Use and Development

**Providing policy and direction for future land use and development over the next 10 to 15 years is a primary function of the Comprehensive Plan. To support this directive, this Land Use Plan chapter identifies high level policy to guide the type, intensity, and location for land uses and long-range investment. The Land Use Plan chapter builds upon existing uses and patterns of development within the community to establish a sustainable, compatible, and desirable mix of uses to meet the needs of current and future stakeholders.**


Wildy Rd
Hanson Rd
Hare Rd
Ridge Rd
S County Line Rd
Brisbin Rd
Grove Rd
HOLT RD
80
Canal Rd N
E Sherrill Rd
N O'brien Rd
E Coady Dr
Ford Rd
E MINOOKA RD
S Wabena Ave
Twin Rail Dr
MCEVILLY RD
E Minooka Rd
TABLER RD
Edgewater Dr
E BRANNICK RD
San Carlos Rd
MCLINDON RD
S RIDGE RD
N BELL RD
Brown Rd
Sand Ridge Rd
6
Land Use Plan
Single-Family Detached Neighborhood
Single-Family Attached Neighborhood
Multifamily Neighborhood
Mobile Home/Prefabricated Home
Downtown
Neighborhood Commercial
Commercial Corridor
Industrial/Business Park
Public-/Semi-Public
Parks & Open Space
Agriculture
Utilities & Railroad
Flood Hazard Area
Future Village Retention Pond
Downtown Minooka
E Coady Dr
Mondamin St
S Wabena Ave












# LAND USE & DEVELOPMENT FRAMEWORK

The following section identifies 12 distinct categories of future land use within Minooka's planning area. The subsequent Housing and Neighborhoods and Economic Development chapters build on the Land Use Plan and provide specific policies and recommendations to each contributing land use and key development areas within the Village.

## Single-Family Neighborhood

Single-Family Neighborhoods land use consists primarily of single-family homes occupying individual lots. Single-family attached housing is also appropriate on a limited scale within single-family neighborhoods. The single-family detached land use consists of newer planned subdivisions, established neighborhoods surrounding Minooka's historic downtown, and existing large lot estate properties. Quarter-acre or smaller lot single-family detached development should be encouraged moving forward with small walkable blocks. This is similar in density to Minooka's historic neighborhoods surrounding the downtown and would serve to maximize use of existing infrastructure.

## Single-Family Attached Neighborhood

Single-Family Attached Neighborhoods consist primarily of single-family attached development where dwelling units share an exterior wall with at least one adjacent unit and each dwelling unit has a dedicated entrance. Examples of this land use include townhomes, rowhomes, and duplexes. Single-family attached units provide opportunities to expand housing options within the Village at higher densities while matching the character of single-family detached neighborhoods. Where possible, single-family attached housing can serve as a transition from more intense development such as multi-family housing and neighborhood commercial centers. Single-family detached and multifamily development is also appropriate within single-family attached areas on a limited scale.

## Multifamily Neighborhood

Multifamily Neighborhoods primarily includes structures containing multiple dwelling units stacked vertically with shared entrances and hallways, such as apartment buildings and condominiums. This housing type should be used to provide greater housing variety and density near Minooka's activity centers and commercial areas to help activate such areas and allow more residents to live in proximity. Multifamily development should also serve as a transition between single-family residential areas and more intense land uses including commercial corridors and industrial areas. Large-scale, isolated multifamily complexes should be discouraged, in favor of small- to moderately-scaled multi-family housing that can more easily transition to single-family attached and detached neighborhoods. Single-family development is also appropriate on a limited scale.

## Mobile Home/ Prefabricated Home

Mobile Home uses include manufactured, detached single-family homes that are constructed on a permanent chassis, allowing for transport. This housing type can be supported as a way to diversify the Village's housing stock and provide affordable options. The existing mobile home development along Shady Oaks Road should be preserved with attention to flood mitigation and improved services as it is located within the floodplain.

## Commercial Corridor

Commercial Corridor uses includes auto-oriented retail and service businesses, such as grocery stores, restaurants, banks, gas stations, and auto service stations. Office uses are also included within this designation. These commercial areas draw patrons from within and beyond Minooka and play an important role in supporting the Village's tax base. This land use should be located in highly visible and accessible locations along Minooka's major roadways including Ridge Road, U.S. Route 6, and Brisbin Road.









## Neighborhood Commercial

Neighborhood Commercial uses include local-serving commercial areas that provide surrounding residents with daily goods and services. While still auto-oriented, the scale of neighborhood commercial development is smaller than commercial corridor uses and are located at key intersections, such as at U.S. Route 6 and McLinden Road and Ridge Road and Brannick Road. Examples of uses include hair salons, cafes, dry cleaners, and small grocery stores. Neighborhood Commercial areas will be critical to serving Minooka's new neighborhoods located away from the central Ridge Road corridor.

## Downtown

Downtown uses support a pedestrian-friendly, unique environment, with a vibrant mix of retail, service, and entertainment establishments as well as small offices. Examples include restaurants, bars, coffee shops, bookstores, banks, boutiques, and salons. Mixed use is also supported in this category, with commercial retail, service, entertainment uses located at ground-level and residential or office above to support an activated streetscape.

## Public/Semi-Public

Public/Semi-Public uses include local government uses, municipal facilities, community service providers, schools, and religious institutions. Examples include Village Hall, fire stations, places of worship, and Minooka's public schools. The Community Facilities framework presented later in this Plan provides an expanded discussion of these areas along with detailed policies and recommendations.

## Industrial/ Business Park

Industrial/Business Park uses are crucial to the vitality of Minooka's expanding local economy. This category includes light and heavy industrial uses as well as major office developments. Industrial uses include manufacturing, warehousing, and distribution of goods and materials, industrial machinery, or refineries. Such uses should be supported within the Village's Long Term Growth Area along Minooka Road and Holt Road, and in the existing Twin Rail Drive industrial park.

Access management and quality site designs will be key in ensuring Industrial/Business Park development is desirable and makes a positive contribution to Minooka's overall community image.

## Parks and Open Space

This category includes parks that provide active and passive recreational opportunities as well as open space areas include preserved or maintained natural areas within the Village. Parks consist of public parks owned and maintained by the Village as well as private parks within planned subdivisions. Open space areas also include detention ponds within planned subdivisions and commercial or industrial areas, as well as a connected greenway along the Aux Sable Creek. The Village is currently well served by parks and open space and should monitor needs for new facilities with growth.

## Agriculture

This category comprises land that is actively being used for the production of crops, livestock, and farming-related activities, as well as farmhouses and very low-density single family detached homes. Premature development of agricultural land should be avoided by first developing properties near the Village's core and discouraging leapfrog development patterns. The Land Use Plan designated areas to be preserved for agricultural uses in the Village's outer planning area that should not be developed until infill opportunities and development opportunities in areas contiguous to established portions of the community have been exhausted.

## Utilities & Railroad

This category includes railroad tracks as well as uses that support local infrastructure and provide rights-of-way or easements for the transmission of gas, electric, water, and sewer. This includes both facilities and infrastructure as well as related rights-of-way. Utilities and railroad uses can be unsightly or loud and should be well buffered from adjacent residential properties whenever feasible.

# GROWTH & ANNEXATION FRAMEWORK

To ensure Minooka develops in a sustainable and efficient manner, it is important that the Village strategically manages future growth and annexation by maximizing existing infrastructure investments and avoiding leap-frog development patterns. The Growth and Annexation Framework identifies the four different growth areas and prioritizes infill development prior to contiguous expansion, working from the Village's core of established neighborhoods and commercial and employment areas outward to leverage existing infrastructure and support a unified development pattern.

## Growth Areas

All future development areas in the Village are designated as one of the following four growth areas, as displayed in the Growth Areas Map:

» **Infill Growth Area.** Prioritize infill development opportunities by filling out vacant lots within neighborhoods and industrial areas already served by infrastructure.

» **Secondary Growth Area.** Following infill development, pursue development in areas with access to infrastructure that may require upgrading or easy-to-implement expansions, such as to the southwest of Ridge Road, as well as high access priority areas, such as around the Brisbin Road interchange.

» **Long Term Growth Area.** Once most infill opportunities and development opportunities within the Secondary Growth Area have been exhausted, pursue growth in the Village's Long Term Growth Area west of I-80, beginning closest to areas already served by infrastructure.

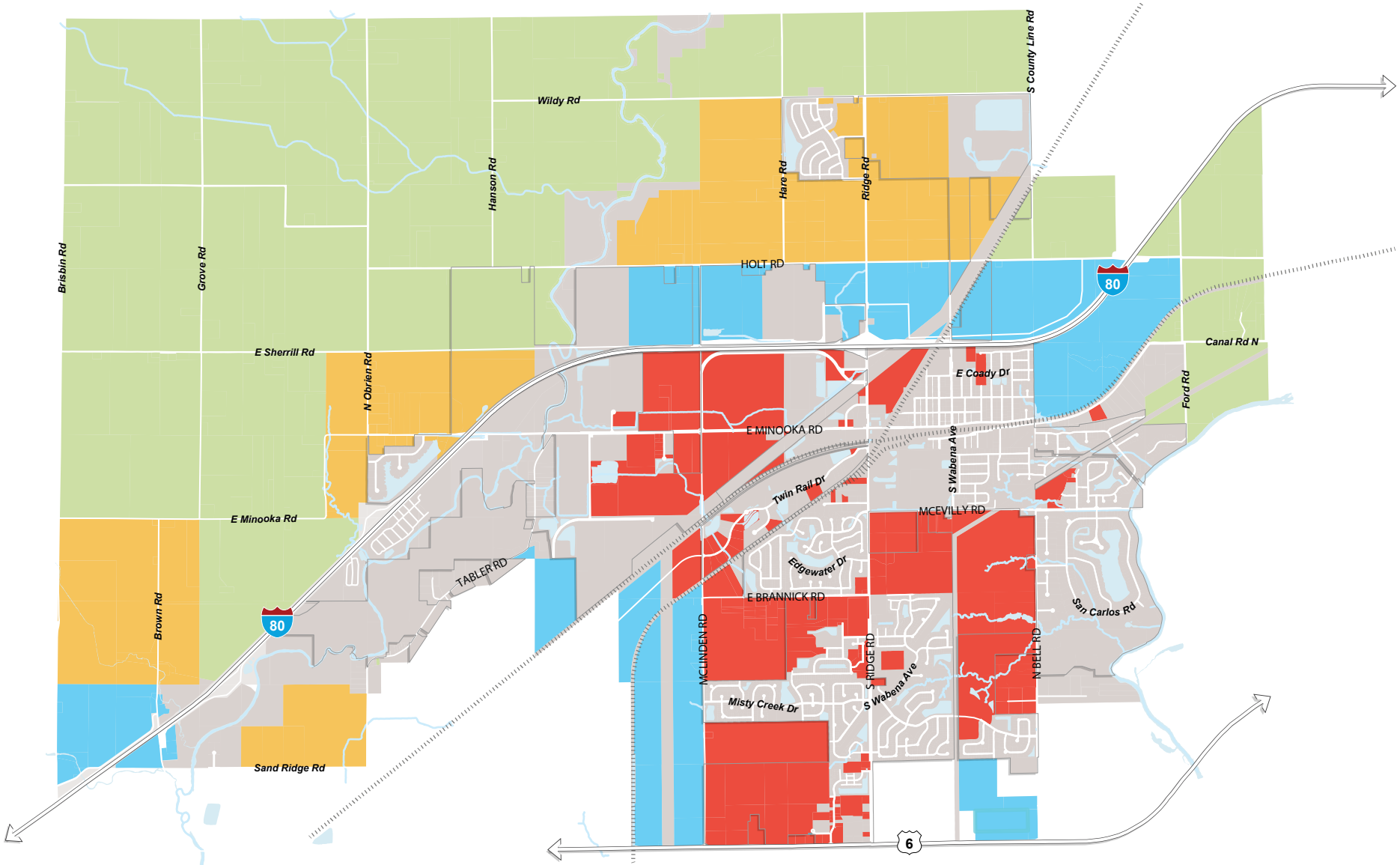
» **Agricultural Preservation Area.** Preserve existing farmland located far from Minooka's core to prioritize smart growth near existing infrastructure and development and avoid premature development of agricultural areas during the lifetime of the Plan.

## Putting Growth in Perspective

Regardless of when future growth occurs, the Growth and Annexation Framework aims to set the community on the right path for accommodating new development while practicing efficient and smart growth strategies. While a seemingly large portion of rural land within the Village's outer planning area is preserved under the Agricultural Preservation Area category, a significant amount of land is planned for future development to support new residential, commercial, and industrial growth during the lifetime of the Comprehensive Plan.

The table below compares the amount of existing residential, commercial, and industrial land in Minooka in 2020 to the amount proposed through the Land Use Plan and related Growth and Annexation Framework. As shown, each land use's dedicated acreage has the potential to multiply by a factor of about four to six, presenting significant development opportunity while preserving the Village's valuable agricultural lands from premature greenfield development.

| **Land Use Comparison** | **Existing** (Acres) | **Future** (Acres) |
|---|---|---|
| Residential | 1,193 | 4,813 |
| Commercial | 99 | 648 |
| Industrial | 639 | 3,220 |



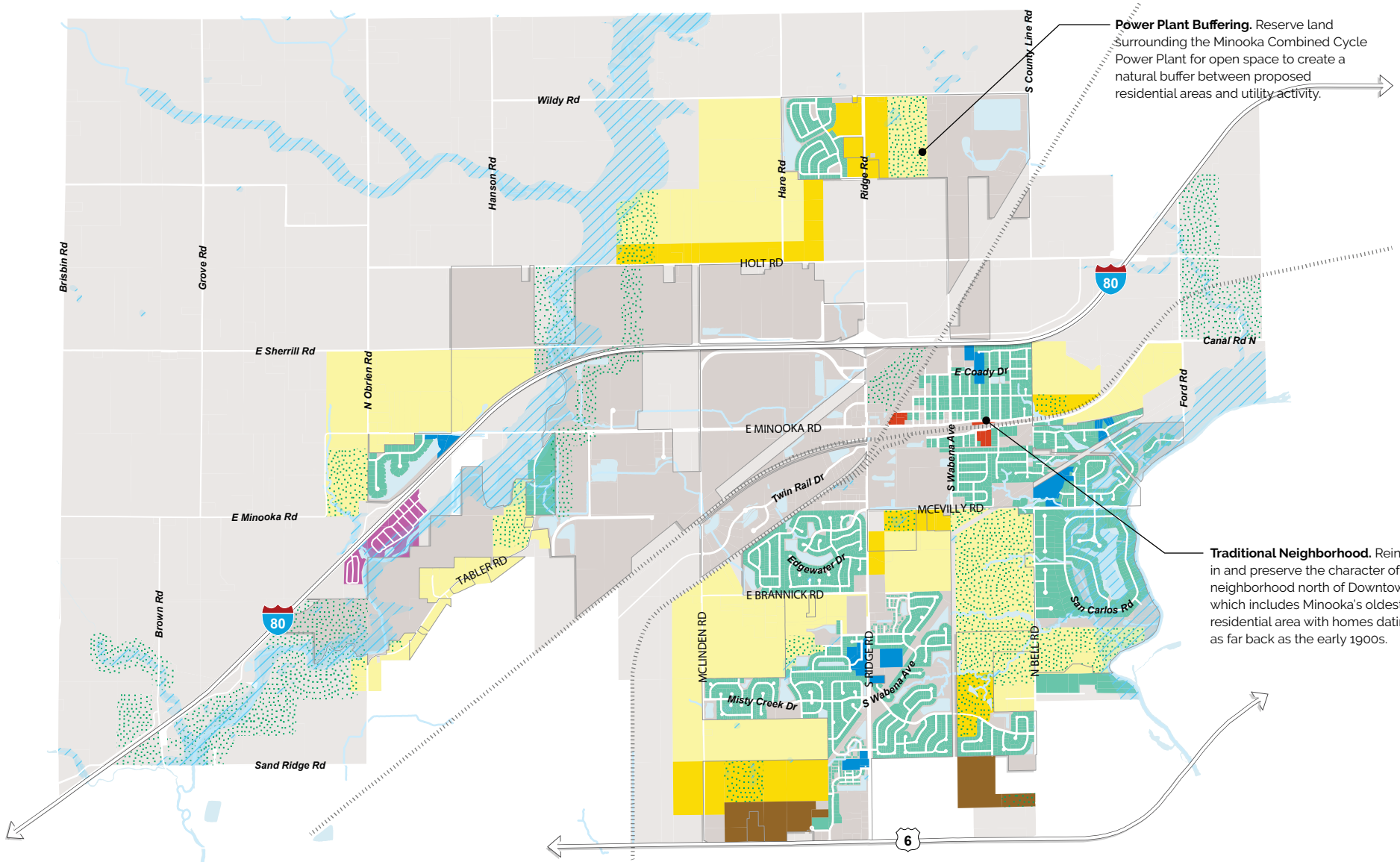

## Growth Area Framework

- Infill Growth Area
- Secondary Growth Area
- Long Term Growth Area
- Agricultural Preservation Area
- Existing Development



# 05 Housing and Neighborhoods

**The Housing and Neighborhoods Framework builds on the Land Use Plan and provides a more detailed guide for enhancing existing neighborhoods and fostering desired future housing. The framework aims to increase housing diversity to provide more equitable housing opportunities and ensure new residential growth occurs in a sustainable, strategic manner that prioritizes infill development over the premature conversion of agricultural land.**




## Housing & Neighborhoods Framework

- Established Residential
- Strategic Infill
- Future Single-Family Detached Neighborhood
- Future Single-Family Attached Neighborhood
- Future Multifamily Neighborhood
- Downtown Higher Density Residential
- Mobile/Prefabricated Home Preservation
- Conservation Design
- Flood Hazard Area

# HOUSING & NEIGHBORHOODS FRAMEWORK



## Established Residential

Established neighborhoods should be filled out by developing any existing vacant or undeveloped lots to match the surrounding character. Reinvestment should be encouraged within existing residential neighborhoods, which can consist of single-family detached, single-family attached, and multifamily dwellings. As these neighborhoods continue to age, the Village should continue to invest in infrastructure to maintain the quality image and sufficiently serve its residents.



## Strategic Infill

Opportunities for context-sensitive higher density residential development, such as single-family attached or multifamily, should be supported to diversify the mix of housing options while preserving the area's character.



## Future Single-Family Detached Neighborhood

The majority of future residential development within the Village will continue to consist primarily of single-family detached housing. To increase the number of housing options and affordability while minimizing outward expansion and sprawl, new single-family detached neighborhoods should consist primarily of compact, quarter acre lots. Such development will be similar in scale and intensity to the older neighborhoods surrounding Downtown Minooka. Single-family detached areas should be located away from high intensity uses such as commercial corridors, industrial areas, and major roadways.



## Future Single-Family Attached Neighborhood

This neighborhood type should consist of primarily single-family attached housing, such as townhomes, rowhomes, and duplexes, but can also include single-family detached and multifamily development. Future single-family attached neighborhoods should resemble the character of single-family neighborhoods while allowing for higher densities and greater housing variety. These neighborhoods should be directed towards higher intensity areas, such as along major roadways like Ridge Road and Holt Road, as well as between future multifamily and single-family neighborhoods to provide a smooth transition in density.







## Future Multifamily Neighborhood

Future multifamily neighborhoods should consist of primarily multi-family housing while supporting a mix of single-family detached and single-family attached housing. This will help support an attractive blend of residential options with varying densities, tenures, and types that conform with rest of the Village's character, while avoiding isolated concentrations of high density residential. These neighborhoods should be targeted along US Route 6 due its high accessibility and greater traffic intensity, while providing convenient access to commercial development at US Route 6 and Ridge Road.

## Mobile/Prefabricated Home Preservation

Minooka's planning area currently contains one Mobile Home community, Shady Oaks Road, located to the west along I-80. As this community plays an important part in providing affordable housing options for lower income residents it should continue to be maintained. Attention should be given to stormwater management and flood protection as the eastern portion of the community is located within the Aux Sable Creek's floodplain.

## Downtown Higher Density Residential

Opportunities for higher density residential housing should be promoted surrounding Downtown where appropriate. This will allow more residents to live near its desirable amenities and local businesses while further activating the Village's historic center by generating more foot traffic.

## Conservation Residential

These areas are proposed for future residential development; however, a portion of the properties are located within the floodplain or include wetlands. Conservation design should be encouraged that clusters housing on building portions of these areas and preserves environmentally-sensitive and flood prone areas for communal open space or passive recreational use. Low impact development practices should also be promoted to reduce surface runoff.

# GOAL 1

Foster reinvestment in established neighborhoods and create new neighborhoods that provide a range of housing options for people of all ages and backgrounds.

## Key Recommendations:

1. Pursue Infrastructure Reinvestment
2. Support Infill Opportunities
3. Foster Greater Housing Diversity
4. Target Residential Growth
5. Promote Conservation Design

*Key Recommendation #1*

## Pursue Infrastructure Reinvestment

**Continue to invest in public infrastructure and encourage private reinvestment in Minooka's oldest residential neighborhoods.**

To ensure Minooka continues to thrive as an attractive place to live, it is important that its long-standing neighborhoods continue to be enhanced. The Village's oldest residential area is located surrounding Downtown between I-80 and Mondamin Street. This area is made up of traditional neighborhood development with a walkable, tree-lined street grid and predominately compact, quarter acre single-family detached properties that are oriented to the street. Residents are well supported by community-oriented uses like neighborhood parks, places of worship, schools, the Three Rivers Public Library, and are in close walking distance to Downtown and its amenities.

### Infrastructure Improvements

As this neighborhood and other long standing residential areas continue to age, the Village should continue to invest in their infrastructure, including roadways, sidewalks, stormwater systems, and water mains and service lines, improving as necessary to ensure they continue to sufficiently serve residents and uphold the community's quality image. A great example of recent investment by the Village is the construction of curb and gutter along the sidewalks north of Downtown. Sidewalks should continue to be maintained and upgraded for ADA accessibility to improve mobility for all users. Streetscapes should also be enhanced with consistent pedestrian lighting to ensure residents can comfortably and safely walk during evening hours.







## Renovation and Expansion Existing Single-Family Homes

Making it easy to expand existing single-family detached homes can help diversify the overall housing stock in the Village and also allow homeowners to meet the needs of their growing family, modernize their homes, and make them more marketable in the long run, while still fitting within the existing neighborhood character. Most homes in the Downtown and surrounding neighborhoods are located within the R2 Single Family Residence District which requires a 30-foot front yard and a 40-foot rear yard with a minimum 125-foot-deep lot. While front yard setbacks should be respected to maintain established neighborhood character, the Village should consider reducing the rear yard setback to allow for the expansion of existing homes.

## Mobile/Prefabricated Home Design Guidelines

Within Minooka's planning area exists one mobile home park, Shady Oaks, which is currently being considered for annexation by the Village. This community plays an important part in providing affordable housing options for lower income residents it should continue to be maintained. As Shady Oaks community is located within the Aux Sable Creek floodplain, the Village should work with the property owner to implement a conservation design approach to protect residents from potential flood hazards.

The following design guidelines should be considered for Shady Oaks as well as any future mobile/prefabricated home development:

- Cluster mobile/prefabricated homes outside of flood hazard areas and preserve areas within the floodplain for communal open space with flood-proof recreational amenities.
- Require mobile/prefabricated homes to be ground set or installed on masonry skirting with wheels and hitches removed.
- Ensure new mobile/prefabricated homes adhere to all general residential area policies including those addressing monotonous architecture.
- Enhance the character of the mobile/prefabricated park with paved pathways leading to each home, unified signage, decorative streetlights, and landscaping enhancements when possible.
- Improve screening and buffering where possible from adjacent uses and the right-of-way.







*Key Recommendation #2*

## Support Infill Opportunities

**Support infill opportunities with context-sensitive higher density residential development.**

While Minooka's oldest neighborhoods will remain predominately single-family detached, opportunities for higher density residential redevelopment, such as townhomes or low density multifamily should be encouraged that conforms with the scale and character of the surrounding neighborhood. This would help grow diversity in the housing stock, increasing options for residents of different income groups, family sizes, and stages of life and creating a more welcoming community for all.

### Context-sensitive Single-family Attached and Multifamily Development

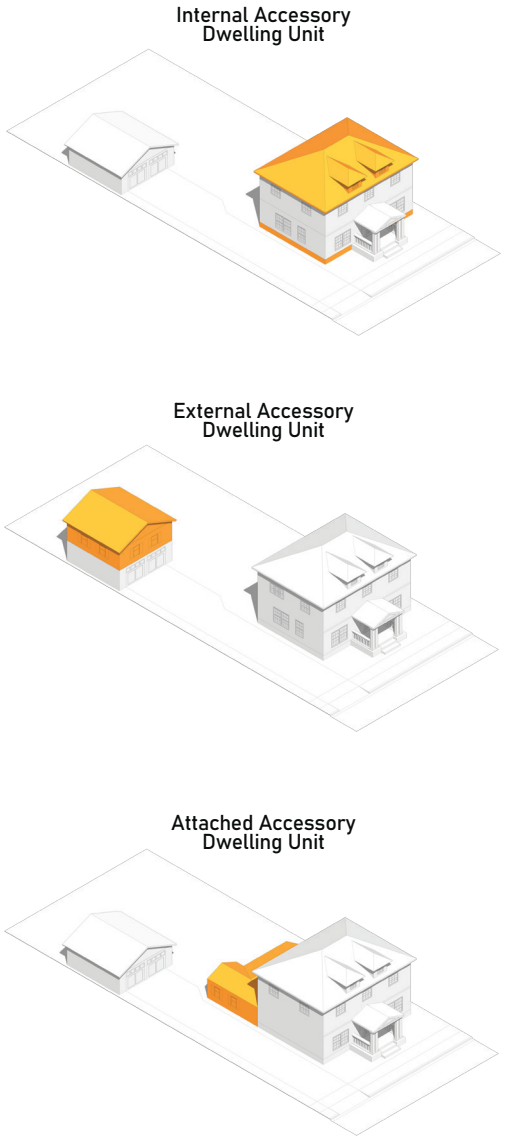
To allow flexibility for higher density residential infill development, the Village should consider permitting single-family attached and multi-family residential as conditional uses within R2 Single-Family Detached Residence District. To ensure these new uses remain in scale with surrounding development, they could be required to adhere to similar bulk and dimensional standards, including the 2.5-story or 30 feet building height limit, as currently outlined in the R2 District.

Infill single-family and multifamily buildings should be required to be in line with adjacent properties to maintain a consistent setback and an attractive "neighborhood feel" along the sidewalk. Building materials and architectural styles of new development should complement the surrounding character, such as incorporating walkup porches and entrances facing the street where possible. Any parking lots should be situated to the rear with screening.

### Accessory Dwelling Units

A creative and subtle way of providing greater density in existing single-family neighborhoods without negatively impacting community character is supporting accessory dwelling units (ADUs). ADUs, sometimes called "granny flats," are generally less than 800 square feet and allow for context sensitive infill on smaller lots, such as by placing an accessory structure behind the primary residence or through a home expansion.

ADUs also provide opportunities for multi-generational housing wherein multiple generations of one family can live on the same property. The Village should consider allowing internal and detached ADUs as conditional uses within the R2 Single-Family Detached Residence District. Standards should be established to regulate bulk, height, massing, and architecture to ensure the character of established neighborhoods are not altered. Such conditions should ensure ADUs have little to no impact on the appearance of the primary residence and character of development as seen from the street.



*Key Recommendation #3*

## Foster Greater Housing Diversity

**Foster greater housing diversity in new residential development.**

To further promote greater housing choice and equity in Minooka, a balanced variety of single-family detached, single-family attached, and multifamily options should be promoted in new residential growth that provide different unit sizes, tenures, and prices. Single-family attached and multifamily housing should be seamlessly integrated into future planned unit developments that offer a mix of densities rather than developed as large-scale isolated pods that are disconnected from the character of surrounding residential areas. This includes encouraging housing options for seniors looking to downsize or "age-in-place," such as assisted living facilities or age-targeted housing.

### Minimum Distribution of Housing Types in New Subdivisions

To provide a well-rounded, welcoming housing stock and meet future housing demand, the Village should be proactive in promoting the development of a diverse mix of housing types. The Village should consider revising its subdivision development standards to require a minimum range of housing types in new neighborhood developments. For example, requiring a minimum of 20 percent of units to be provided in duplexes/townhomes in all new subdivision development would ensure that developers do not exclusively build single-family detached homes and provide for more affordable options.

### Higher Densities Near Higher Activity

Higher density residential development should be strategically directed around higher activity uses, such as commercial, industrial, and railroad uses, to create an effective transition into lower density single-family detached areas. This approach can also help activate the commercial areas and grow the local customer base by locating a greater number of residents near businesses. Locations include:

» Ridge Road

» Holt Road

» US Route 6

#### *Residential Buffer Enhancements*

Future residential areas that are located adjacent to high activity uses should provide landscaped buffer yards to mitigate adverse impacts like noise and unattractive views. Sufficient screening, berms, and wider setbacks should also be encouraged within commercial and industrial development when located adjacent to residential neighborhoods to preserve their character.

### Greater Downtown Housing Options

Higher density residential should also be promoted near Downtown to create greater housing opportunities near its attractive businesses and amenities, drawing more foot traffic to the area. This includes the following locations:

» **Mondamin Street and the railroad tracks** at the western limits of Downtown to build off the single-family attached and multifamily development that currently exists.

» **East of Veteran's Park on the south side of Mondamin Street** through the redevelopment of the existing unattractive industrial use. Alternatively, these properties could be redeveloped as an extension of Veteran's Park together with the properties south of the tracks for potential park or open space.

» **Wapella Street and White Lane** through the redevelopment of the existing industrial uses that are incompatible with the surrounding residential properties.

*Key Recommendation #4*

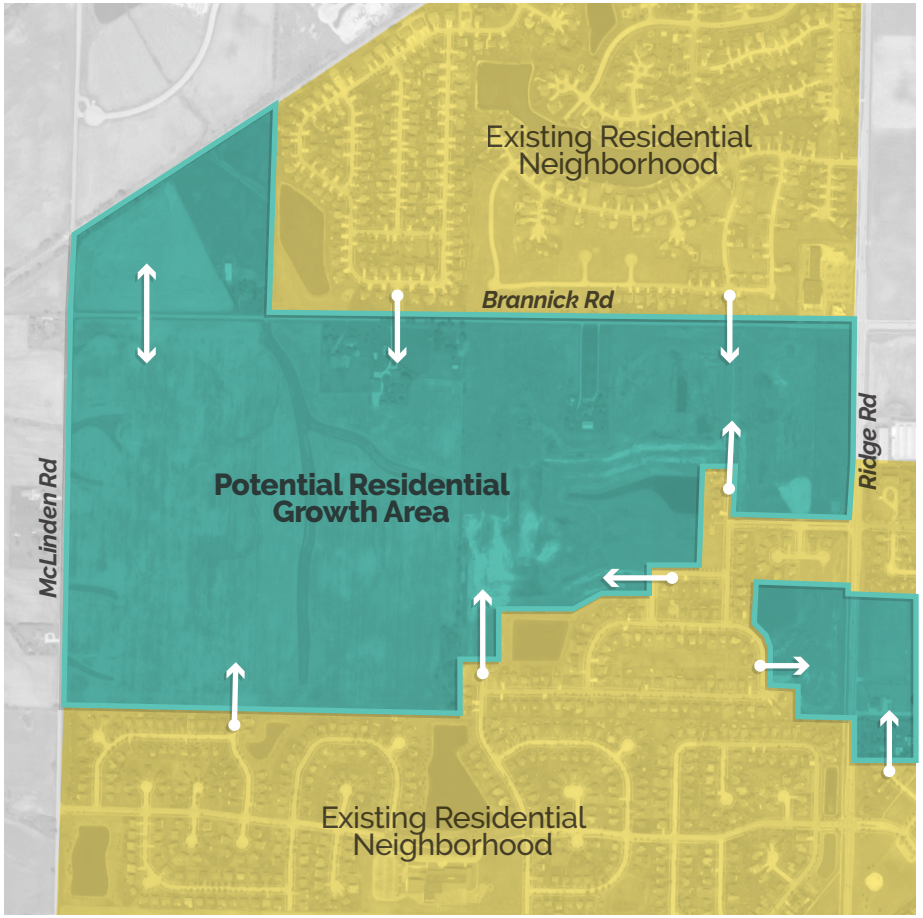
## Promote Smart Growth

**Prioritize future residential development in targeted growth areas near existing infrastructure.**

In line with the Comprehensive Plan's Growth and Annexation Framework, new residential development should be first targeted to areas near existing infrastructure that require upgrading or easy-to-implement expansions. This would support a cost-effective and smart growth strategy where current investments in infrastructure are leveraged and fully maximized before outwards growth is pursued, supporting the preservation of outer farmland. This also prevents the development of isolated neighborhoods, also known as "leapfrog" development, where costly, new infrastructure systems must be constructed and residents are located away from Village amenities, detached from the rest of the community.

As Infill Growth Areas become fully developed, the Village should then begin pursuing residential growth in the Secondary Growth Area adjacent to established neighborhoods, methodically expanding outwards and maintaining a unified development pattern. The Village should ensure areas made available for new development have access to municipal utilities, are not in a flood hazard area or wetland, have access to roadways with capacity to support additional traffic, and can be connected to existing neighborhoods and destinations in the Village.

Future residential neighborhoods should also be prioritized near parks and recreational opportunities for residents to use as amenities, such as south of Lions Park and southwest of the Prairie Ridge Greenway, as well as near commercial businesses to provide access to day-to-day goods and services, such as near Ridge Road and US Route 6. They should be highly walkable with a complete network of sidewalks and multiple paths that connects to the Village's existing system.



*Key Recommendation #5*

## Promote Conservation Design

**Promote the use of conservation design and low impact development strategies to protect the Village's natural areas.**

While most of the Village is located outside of the floodplain, some existing residential properties and outer edges of properties proposed for future residential development are located within flood hazard areas of the DuPage River and Aux Sable Creek to the east and west. These areas are covered by the Lowland Conservancy Overlay District which includes development guidelines that protects wetlands and streams, including areas within the special flood hazard area (SFHA) designated by the Federal Emergency Management Agency (FEMA); within 100 feet of a stream, pond, or wetland; or within depressional areas serving as floodplain or stormwater storage areas.

Any future development or redevelopment within these areas should meet the requirements outlined in the Lowland Conservancy Overlay District to ensure the protection of flood prone areas as well as the safety of future residents.

The Idea of regional retention is also encouraged to preserve land and reducing the need  for maintenance. Proper regional retention can also assist with less flooding issues as a municipality develops. Current and future areas of natural preservation, as well as low topographic areas, are identified as possible regional retention avreas (see the Parks and Open Space map in the Parks, Natural Areas, and Agriculture chapter).

Wooded and existing open space (within corporate limits and in the surrounding area) should be considered as potential preservation priorities for the Village, as development moves forward.

### Preserve Open Space, Maintain Density

Conservation design practices should be encouraged, where residential properties are clustered on building portions of the property to preserve contiguous areas of open space and environmentally sensitive areas. The overall housing density remains the same, but the site design allows for larger areas of common open space, such as within flood hazard areas, that can be used as neighborhood or community parkland. This approach to development also provides opportunities for naturalized stormwater management while minimizing the amount of roadway and utility infrastructure needed to serve a given development.

Additionally, low impact development practices, such as using permeable surface and bioretention areas featuring native landscaping, should also be encouraged to help reduce stormwater runoff and protect the quality of natural resources. Undeveloped properties that are partially within the floodplain and proposed for future residential uses should locate structures outside of the flood hazard area. Areas within the floodplain should remain open space with potential enhancements for passive recreational use.




**Conventional Sprawl**
This example shows 32 homes
Gross Density = 1 Dwelling Units/Acre
Net Density = 1 Dwelling Units/Acre




**Conservation Development**
This example shows 32 homes
Gross Density = 1 Dwelling Units/Acre
Net Density =  4 Dwelling Units/Acre

# HOUSING AND NEIGHBORHOODS ACTION MATRIX

For definitions of the action matrix columns, see the Action Matrix section in Chapter 1: Introduction. Key recommendations highlighted in yellow with a star are related to the Village's Top 10 Priorities (see Chapter 10: Implementation for more information).

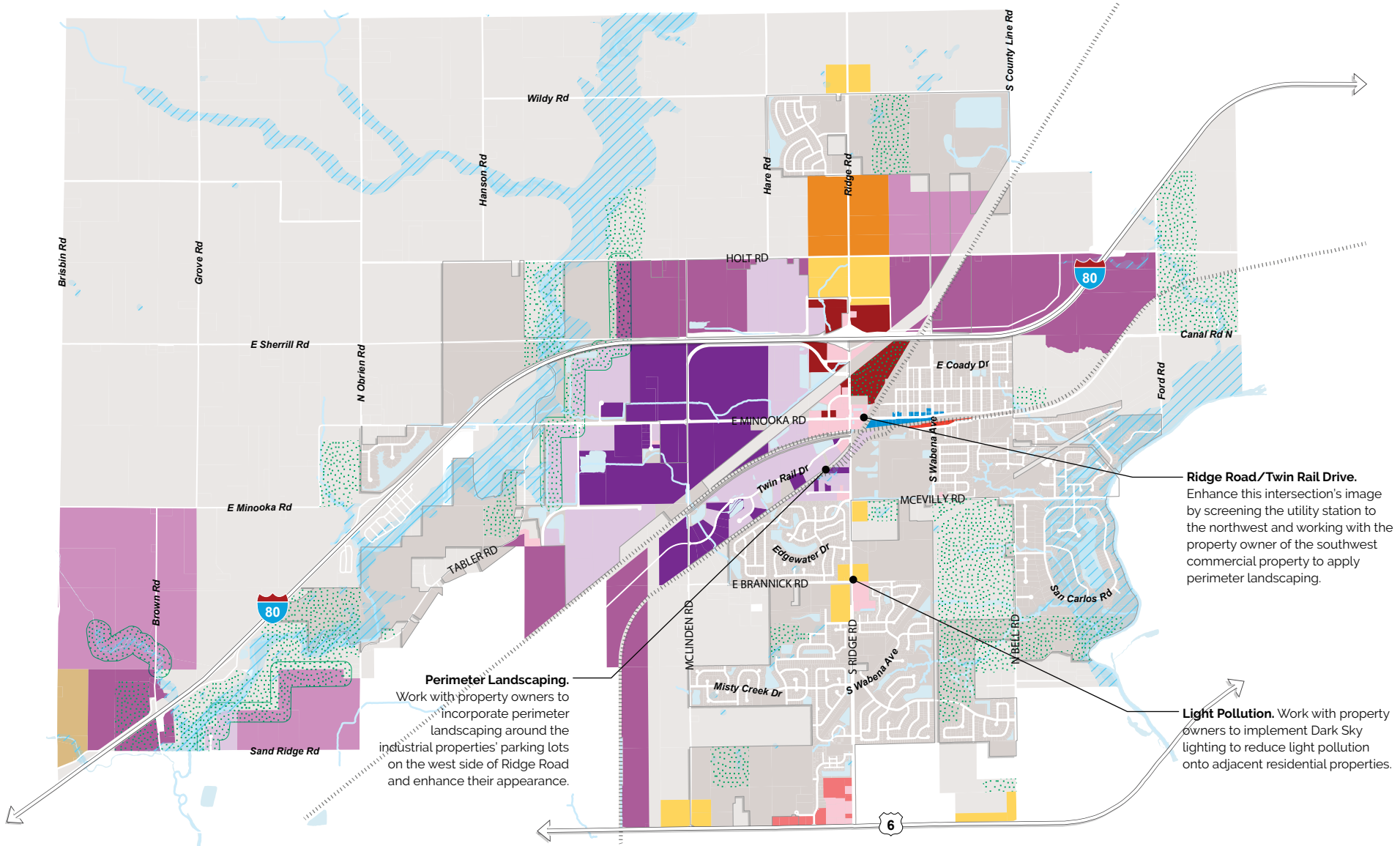
| # | Key Recommendation | Action Item | Priority | Ease | Potential Partners |
|---|---|---|---|---|---|
| 1.1 | Continue to invest in public infrastructure and encourage private reinvestment in Minooka's oldest residential neighborhoods. | Continue to monitor infrastructure quality in long-standing neighborhoods and invest in roadways, sidewalks, stormwater systems, and water mains and service lines as necessary. | On-going | C | IDOT |
| | | Undertake a study to evaluate the benefits and drawbacks of reducing the minimum required rear yard setback within the R2 Single Family Residence District to allow for the expansion of existing homes. | 1 | A | |
| | | Continue to preserve the Shady Oaks mobile home park and support future mobile/prefabricated home parks. | On-going | A | Shady Oaks |
| | | Work with the property owner of Shady Oaks to implement a conservation design approach to reposition established areas of the mobile home park and expand the mobile home park in the future. | 2 | C | Shady Oaks |
| | | Require mobile/prefabricated homes to be ground set or installed on masonry skirting with wheels and hitches removed. | 1 | A | Property Owners, Private Developers |
| | | Consider establishing design guidelines for redevelopment within Shady Oaks as well as any future mobile/prefabricated home development. | 2 | B | Property Owners |
| ★ 1.2 | Support infill opportunities with context-sensitive higher density residential development. | Undertake a study to evaluate the benefits and drawbacks of permitting new single-family attached and multifamily residential buildings as conditional uses within R2 Single-Family Detached Residence District, adhering to similar bulk and dimensional standards as single-family detached buildings. | 1 | A | |
| | | Consider allowing external, internal, and attached Accessory Dwelling Units (ADU's) as conditional uses in the R2 Single-Family Detached Residence District and establish regulation standards to adhere to existing neighborhood character. | 1 | A | |
| ★ 1.3 | Foster greater housing diversity in new residential development. | Consider revising subdivision development standards to require a minimum range of housing types in new residential developments. | 1 | A | |
| | | Update the zoning map and district regulations to strategically direct higher-density residential uses near higher activity areas including commercial corridors and the downtown in accordance with the Land Use Plan. | 1 | B | Private Developers |
| | | Update development regulations to require landscaped buffer yards in future residential areas located adjacent to established high activity areas, and sufficient screening, berms, and wider setbacks in future commercial and industrial development when located adjacent to residential neighborhoods. | 1 | B | Private Developers |

| | # | Key Recommendation | Action Item | Priority | Ease | Potential Partners |
|---|---|---|---|---|---|---|
| ★ | 1.4 | Prioritize future residential development in targeted growth areas near existing infrastructure. | Update the zoning map and district regulations to target new residential development to areas near existing infrastructure that require upgrading or easy-to-implement expansions in accordance with the Land Use Plan. | 1 | B | Private Developers |
| | | | As Infill Growth Areas become fully developed, direct residential growth towards the Secondary Growth Area as defined in the Growth Areas Framework. | 1 | A | Private Developers |
| | | | Ensure areas made available for new development have access to municipal utilities, are not in a flood hazard area or wetland, have access to roadways with capacity to support additional traffic, and can be connected to existing neighborhoods, parks, and destinations in the Village. | On-going | A | Private Developers |
| | | | Require future residential development to be highly walkable with a complete sidewalk network and connecttions to the Village's existing trail network. | 1 | B | Private Developers |
| ★ | 1.5 | Promote the use of conservation design and low impact development strategies to protect the Village's natural areas. | Require all new development located within DuPage River and Aux Sable Creek flood zones and the FEMA-designated Special Flood Hazard Area (SFHA) meet the requirements outlined in the Lowland Conservancy Overlay District. | 1 | A | Private Developers |
| | | | Encourage conservation design practices allowing for greater density in portions of a site to preserve contiguous areas of open space and environmentally sensitive areas. | 1 | A | Private Developers |
| | | | Review development regulations to ensure that low impact design practices such as the use of permeable surfaces, bioretention areas, and native landscaping are permitted within the list of acceptable stormwater improvements and encouraged within new development. | 1 | A | Private Developers |




# 06 Economic Development

**The Economic Development Framework establishes guidelines for expanding Minooka's commercial, office, and industrial uses in alignment with the Land Use Plan. The framework aims to attract high quality development in strategic locations as the Village continues to grow. It focuses on first expanding existing commercial and industrial concentrations within the Village through infill development prior to pursuing development in its growth areas. Attention is given to ensuring existing and future residents are well served by local goods and services and expanding Minooka's local employment base, while avoiding land use incompatibilities with residential neighborhoods. The framework also focuses on Downtown enhancements to revitalize Minooka's historic core as a highly walkable, experienced-based activity center whose unique environment attracts visitors from across the region.**




## Economic Development Framework

- I-80 Gateway Commercial Corridor
- Ridge Road and US Route 6 Commercial Corridor
- Holt Road Commercial Corridor
- Brisbin Road Commercial Corridor
- Neighborhood Commercial Clusters
- Wepella Neighborhood Commercial
- Downtown Enhancements
- Established Commercial
- Priority Infill Industrial Growth Area
- Secondary Infill Industrial Growth Area
- Long Term Infill Industrial Growth Area
- Established Industrial
- Flood Hazard Area
- Conservation Design

# ECONOMIC DEVELOPMENT FRAMEWORK

## I-80 Gateway Commercial Corridor

Due to the prominent gateway location of this area as an access point to the Village, encourage high quality commercial corridor development through strict code enforcement and the site design review process. This includes the annexation and redevelopment of the disinvested commercial building at 17860 N Ridge Road and enhancements to the existing gas station property with perimeter landscaping and consolidated curb cuts. Promote quality building materials, access management, and perimeter and interior parking lot landscaping to ensure this entry point into the Village leaves a lasting, positive first/last impression for those entering/leaving Minooka via the interstate. Provide sufficient pedestrian infrastructure, such as buffered sidewalks along the busy Ridge Road, safe crosswalks, and pedestrian-scale lighting to allow for walkability and pedestrian connectivity to the community south of the interstate.

## Ridge Road and US Route 6 Commercial Corridor

Building off the successful commercial businesses and infrastructure that exist, prioritize infill commercial corridor development in this area. Encourage development of available vacant lots and expand new commercial development westward along US Route 6 to take advantage of access from the major highway. Work with property owners to resurface deteriorating parking lots and upgrade lots with interior landscaping to enhance the commercial center's aesthetic while improving stormwater functions.

## Holt Road Commercial Corridor

As growth is pursued in the Village's Secondary and Westward Growth areas north of I-80, target new commercial corridor development along Ridge Road north of Holt Road. This development should build off the commercial uses surrounding the interchange, attracting businesses with both a local and regional customer base focus. Incorporate out lot opportunities within site designs and ensure high quality development that features sufficient access management, landscaping, and building façades. Require buffering where commercial uses abut residential areas to provide a smooth transition into lower intensity neighborhoods, screen commercial activity, and preserve the residential area's character.

## Brisbin Road Commercial Corridor

Target commercial corridor uses at the Brisbin Road interchange located within the Secondary Growth Area. This area is highly accessible off I-80 and can serve interstate travelers as well as employees as surrounding future industrial development occurs.

## Downtown Enhancements

Enhance Downtown as a pedestrian-oriented activity center that provides ample options for socializing, public gathering, entertainment, and dining. Attract new businesses that focus on creating experiences, draw foot traffic to the area, and allow locals and visitors to relax and enjoy its unique environment. Develop a façade improvement program to help business owners in upgrading their storefronts while preserving architectural features with historical significance that represent Minooka's heritage.

## Neighborhood Commercial Clusters

Support the development of small-scale neighborhood commercial clusters at key intersections. These clusters should provide surrounding residents with convenient access to day-to-day retail and service options, such as cafes, salons, convenience stores, and dry cleaners. Incorporate small public gathering spaces or outdoor seating areas to create a space where residents can meet and socialize. Ensure the clusters are highly accessible by foot and connect to the sidewalk network of surrounding residential neighborhoods.

## Wapella Neighborhood Commercial

Redevelop the existing disinvested commercial, industrial, and vacant properties along Wapella Street at Wabena Avenue, into a high quality, pedestrian-oriented commercial center that serves residents to the south. Create an attractive walkable environment that builds off Downtown's character to the north, including outdoor seating, landscaping, and public art. Improve pedestrian connectivity to Downtown by constructing sidewalks on the western side of Wabena Avenue and a highly visible cross walk at the Wabena Avenue and Wapella Street intersection.

## Priority Infill Industrial Growth Area

First encourage development within Minooka's existing industrial areas to maximize use of existing infrastructure and leverage completed investments. Construct new access road expansions and infrastructure updates as needed to ensure high connectivity and access to utility services.

## Secondary Industrial Growth Area

Once the Village's industrial infill opportunities are developed, support new industrial growth in its Secondary Growth Area. Require sufficient buffering and screening between adjacent residential areas to ensure industrial activity does not detract from the character of residential neighborhoods.

## Long Term Industrial Growth Area

As Minooka's Secondary Growth Area becomes fully developed, encourage industrial development surrounding the Brisbin Road interchange in the Long Term Growth Area. While located in the planning area's outer limit away from Minooka's centralized industrial areas, the location is suitable for industrial growth due to its high accessibility off I-80 for industrial traffic and can build on the industrial growth planned within Channahon directly to the south.

## Environmentally Sensitive Industrial

As industrial development occurs within Minooka's Secondary and Long Term Growth Areas, ensure environmentally sensitive areas are protected along the Aux Sable Creek. Work with industrial businesses to ensure they practice environmentally safe waste disposal and apply stormwater management best practices to prevent runoff of potentially hazardous materials into the valuable natural resource.

# GOAL 1

Strengthen the Ridge Road corridor and Downtown Minooka as shopping and entertainment destinations while expanding access to local-serving commercial in Minooka's growth areas.

## Key Recommendations:

1. Enhance the Historic Downtown
2. Incentivize Downtown Business Reinvestment
3. Reinforce Commercial Areas
4. Support New Neighborhood Commercial Centers

*Key Recommendation #1*

## Enhance the Historic Downtown

**Enhance Minooka's historic Downtown as an experience-based activity center.**

Downtown Minooka is the historic core of the community, offering a variety of local shops, services, and dining options. Its character is unique due to its linear footprint along Mondamin Street, the prominent silos located at its heart, and industrial uses at its outer limits. Significant efforts have been made to beautify the Downtown with streetscape improvements including pedestrian-scale lighting with banners, a landscaped median, a mid-block crossing, tree grates, sidewalk treatments, and new curb and gutter. Moving forward, there are additional opportunities to further activate the area in a thriving activity center that supports the economic success of its businesses and attract visitors from across the region.

### Attract Active Uses

With the growth of e-commerce and associated decline in retail, future improvements within the Downtown should focus on attracting experience-based businesses and creating unique public spaces that citizens cannot experience through online shopping. This includes sit-down restaurants, cafes, and breweries with potential outdoor seating where space is available and entertainment options, such as a music venue, comedy club, or theater.

### Downtown Circulation

The existing downtown public parking lot is difficult to reach for cars traveling west on Mondamin Street or north on Wabena Avenue due to the current configuration of the median and one-way travel within the parking lot. Drivers are forced to make a U-turn at the break in the medians further west to travel east and reach the lot. To improve circulation and access to the parking lot, the Village should consider creating an additional break in the median in alignment with the parking lot entrance.



## Foster "Third Places"

Future development in the Downtown should include "third places" that provide informal opportunities for community gathering outside of home (first place) or work (second place). These amenities offer an opportunity for social interaction and can anchor civic life in Minooka, functioning as an amenity to business patrons as well as residents and visitors.

To further enhance the character of Downtown and improve the pedestrian experience, the Village should:

- Incorporate public art, such as sculptures, sidewalk art, and murals to add visual interest and vibrancy to the area.
- Through redevelopment, consider a location for a central public gathering space where residents could go to socialize, relax, or host community events. This should include considering reprogramming of Veterans Park to provide more usable space for community events near the intersection of Mondamin Street and Wabena Avenue while maintaining the memorials.
- Work with private developers to increase the width of sidewalks along the properties west of Massasoit Street on the south side of Mondamin Street, which are currently six feet wide. Downtown sidewalks should range from eight to 12 feet to foster a pedestrian-friendly environment. Wider widths may be considered to accommodate outdoor dining areas.
- Work with property owners to incorporate perimeter landscaping around the gas station and industrial properties at the western end of Downtown to screen parking areas from view and enhance the image when entering/leaving Downtown.
- Replace the existing low-lying landscaping along the silos with taller evergreen shrubs to better screen views of the industrial use.
- Decrease speed limits and install stop signs at appropriate locations along Mondamin Street between the railroad tracks and Wabasso Street to calm traffic and improve pedestrian comfort. A potential stop sign location includes a three-way stop at Massasoit Street.

## Repurposing the Silos

The grain silos in Downtown Minooka are actively used and play an important role in Minooka's local economy. Over the long term, if operation at the grain silo site were to cease, consideration should be given to preserving at least a portion of the silos as a unique feature in the community and a connection to Minooka's rural past. Large grain silos can be repurposed into a wide array of facilities such as wall climbing activity centers, immersive art installations, or vertical farming operations. The exterior of these large structures can also be enhanced with murals or used as projector screens to host outdoor events. Such an activity center would have a regional draw, helping attract foot traffic to the area and new customers to patronize local businesses.

### *Case Study: Grain Elevator Artwork - Omaha, Nebraska*

From 2010 to 2014, vacant grain elevators in Omaha were use as the backdrop for public art. 26 canvas banners were hung from the grain elevators, located directly adjacent to Interstate 80, transforming an underutilized but highly prominent industrial site into a public art display. The Village of Minooka should work with the local manufacturing businesses and property owners to develop similar art installations and improve the appearance of both active and inactive industrial sites.



*Key Recommendation #2*

## Incentivize Downtown Business Reinvestment

**Facilitate reinvestment in the Downtown by providing access to exterior rehabilitation resources.**

As many of the Downtown businesses exhibit dated architecture, the Village should identify tools to assist property owners in modernizing their storefronts to improve the overall character of the Downtown. For example, the Village could implement a façade improvement program that provides financial aid to rehabilitate or perform maintenance upgrades to the exterior of buildings as well as improve signage, such as through a reimbursement or matching grant model. This includes the disinvested properties located at the northeast corner of Mondamin Street and Wabena Avenue that are located at the prominent gateway point into Downtown for those entering from Wabena Avenue.

While a façade improvement program was previously offered in 2008, the Village should retry activating the program as the business climate and needs may have evolved, making sure all eligible business owners are notified. The accompanying illustration is an example of the types of improvements such a program could be used to support. The illustration was prepared as part of the 2008 effort along with illustrations for other buildings in the Downtown.

The Village should also consider creating a guidebook with design guidelines for exterior remodeling that matches the historic character of the Downtown and seeks to preserve any historically significant features. A database of local architects and other construction services could also be created to connect property owners with the resources they need to upgrade their storefronts.






*Potential improvements to the 201 Mondamin Street apartment building identified through the 2008 Facade Improvement Program.*





*Key Recommendation #3*

## Reinforce Existing Commercial Areas

**Reinforce existing commercial areas along Ridge Road to increase local commercial businesses.**

As Minooka continues to attract new residents, it is important that the Village supports commercial growth that ensure sufficient access to necessary goods and services. Expanding commercial areas will also help increase the Village's tax base and limit the need for residents to travel outside of Minooka to shop, keeping their dollars within the community. The Village should support the expansion of existing commercial corridor development along Ridge Road, including at US Route 6, Minooka Road, and surrounding the I-80 interchange, as well as north of Holt Road as outer growth areas begin to be developed in the long term. Commercial corridor uses should also be targeted at the Brisbin Road interchange located within the Secondary Growth Area, which is highly accessible off I-80 and can serve interstate travelers as well as employees as surrounding future industrial development occurs.

### Development Best Practices

Future commercial corridor development should enhance and strengthen existing commercial areas and be guided by the following policies:

» Outlot development should be encouraged within larger scale commercial corridor development to maximize available developable area. High quality "360-degree" architecture should be encouraged to improve the image and performance of Minooka's commercial areas.

» Proactively enforce the Village's perimeter and interior parking lot landscaping requirements in commercial development and work with private developers to include pedestrian-scaled lighting and pedestrian pathways within their site design to further enhance the character and pedestrian environment of commercial corridors.

» Consider requiring developments with multiple commercial buildings or large-scale buildings to include outdoor gathering spaces and pedestrian amenities as part of their site plan.

» Safe and efficient vehicular access management, including the provision of cross access between adjacent commercial properties, should be coordinated with private developers.

» Higher density residential development should be encouraged on portions of nearby major corridors to increase the local customer base and activate Minooka's commercial areas.

### I-80 Gateway Enhancements

To better mark entry into Minooka off I-80 and enhance sense of place, the Village should consider incorporating gateway enhancements within the right-of-way or on land near the on-off ramps. Great examples the Village has completed include the landscaped median south of I-80 along Ridge Road and the landscaped monument welcome sign. These efforts should be built on, particularly on the north side of I-80 as it further develops. This could include another monument sign, an eye-catching and unique gateway feature, public art piece, and/or landscape treatments.

*Key Recommendation #4*

## Support Neighborhood Commercial Centers

**Support the development of neighborhood commercial centers to increase local-serving shopping and service options.**

To grow smaller-scale, local shopping and service options for residents, the Village should support the expansion of neighborhood commercial centers within the community. This includes around existing concentrations of neighborhood-serving commercial uses at Ridge Road's intersections with Brannick Road/Wabena Avenue and McEvilly Road, as well as along Wapella Street at Wabena Avenue south of the railroad tracks.

Neighborhood commercial centers should also be strategically located within Minooka's future growth areas as they begin to develop to serve new residents in the area. Neighborhood commercial centers should be located along major roadways to allow for high access. Target locations within the growth areas include at US Route 6 and McLinden Road, and north of I-80 along Ridge Road at Holt Road and Wildy Road.

# GOAL 2

Continue to support industrial growth in targeted areas and expand Minooka's employment and tax base.

## Key Recommendations:

1. Prioritize Industrial & Employment Use Infill
2. Proactively Prepare for Industrial Expansion
3. Support New Office Development

*Key Recommendation #1*

## Prioritize Industrial & Employment Use Infill

**Prioritize infill development of industrial and other employment-generating uses where land has been platted and prepared with infrastructure.**

Before Minooka seeks to expand industrial growth in its outer Long Term Growth Area, infill development opportunities should first be pursued. This includes within Twin Rail Industrial Park, along Minooka Road west of Bob Blair Road, and along Holt Road. As most of Minooka's existing industrial development has occurred at these locations, the Village should continue to concentrate industrial uses and other large-scale employment-generating uses to these areas, such as large office or business park development. This will help keep industrial growth from conflicting with residential neighborhoods and strategically group together uses that have greater intensity with potential noise and visual impacts, and may require the similar types of infrastructure, such as widened roadways for truck access.

*Key Recommendation #2*

## Proactively Prepare for Industrial Expansion

**Proactively prepare for industrial expansion in Minooka's future growth areas.**

As Minooka's infill development opportunities become exhausted, the Village should expand industrial growth within the Secondary Growth Area surrounding the Brisbin Road interchange. The Village should first ensure sufficient roadway and utility infrastructure is in place before development occurs to make sure the new growth can be supported and future access management, storm-water, and utility service needs are met.

The Village should work with Channahon **and the City of Morris to coordinate** infrastructure improvements and ensure development occurs in a cohesive, attractive manner. One suggested example of intergovern-mental cooperation would be the share services in common areas (like the western territory between Channahon and Minooka) for a regional Waste Water Treatment Plant and shared water services (wells) with Channahon and Morris. Significant cost savings in construction, operation and maintenance of a Joint utility services can be achieved by increasing efficiency and avoiding unnecessary duplication of services.





### Attracting Quality Industrial Development

To support high quality character within future industrial areas, the Village should practice proactive code enforcement, requiring attractive façade designs and materials, interior and perimeter parking lot landscaping, lighting, and screening of loading areas and other unsightly industrial uses. Industrial and business parks should be well marked with monument signs, directing trucks, business partners, and visitors to the right location and creating a sense of place. Opportunities to incorporate outdoor seating areas into site designs and a cohesive trail system between industrial properties should also be encouraged to provide employees with recreational opportunities and attractive break areas. Future trails should connect to the proposed Aux Sable Creek Greenway and other regional trail networks to provide greater access to recreational options and natural areas.

### Buffer from Residential Areas

Future industrial uses adjacent to resident areas, such as along the north side of Holt Road, the southeast of the Twin Rail Industrial Park, and northeast of Downtown between I-80 and the railroad, should provide sufficient screening to mitigate potential adverse effects like sound and light pollution or unattractive views of industrial activity. This can be done through requiring adequate setbacks and buffer yards where industrial and business park uses abut residential districts. This should also be required for properties located along major roadways and interstates due to their high visibility. The buffer yards should incorporate thick evergreen landscaping and/or berms to create an effective buffer.

A successful example is the existing landscape buffering surrounding the Minooka Water Treatment Plant which screens it from view from the adjacent residences. The Village may consider including a variety of buffer yard types that feature varying depths, landscape materials, and heights based on the type of adjacent land uses.

*Key Recommendation #3*

## Support New Office Development

**Support new office development within business parks or surrounding industrial areas.**

Along with industrial growth, Minooka should seek to further diversify its local employment base to support a well-rounded economy and increase job opportunities in the Village. It is not anticipated that overall demand for office space will drive development in Minooka, but some additional office development would be beneficial to further broadening the local tax base. Office uses should be supported within business parks or around industrial areas to attract major employers to the area that may not necessarily be related to manufacturing, distribution, warehousing, or other light industrial sectors.

Encouraging office development could help draw professional service industries to Minooka, including those within the finance, insurance, real estate, banking, and science and technology sectors. This stresses the importance of ensuring industrial development occurs in an attractive manner and promotes further commercial development with supporting amenities that foster an environment in which office uses can thrive.

# ECONOMIC DEVELOPMENT ACTION MATRIX

For definitions of the action matrix columns, see the Action Matrix section in Chapter 1: Introduction. Key recommendations highlighted in yellow with a star are related to the Village's Top 10 Priorities (see Chapter 10: Implementation for more information).

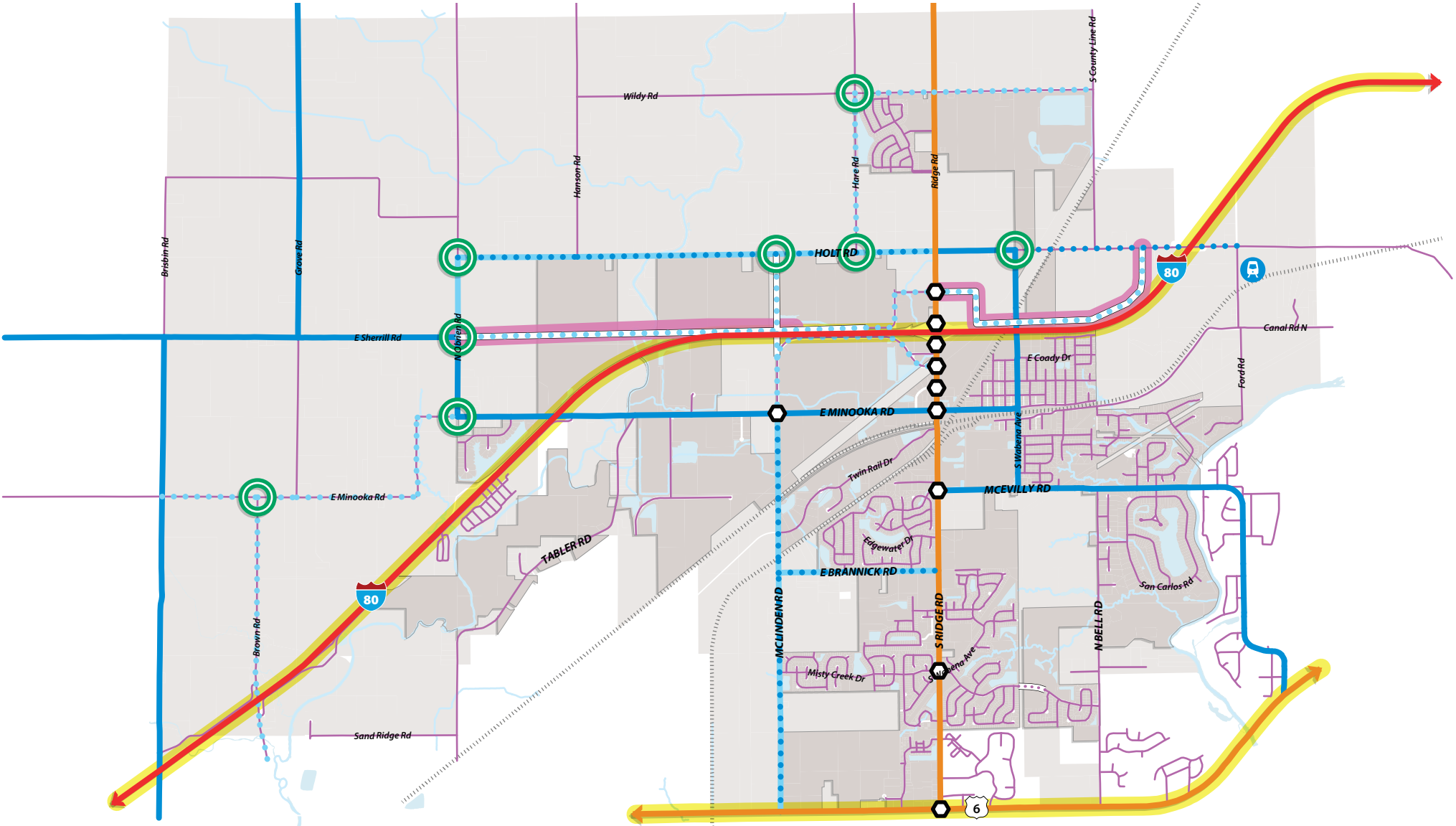
| # | Key Recommendation | Action Item | Priority | Ease | Potential Partners |
|---|---|---|---|---|---|
| 1.1 | Enhance Minooka's historic Downtown as an experience-based activity center. | Consider partially demolishing the existing traffic median and installing an additional break in the median to align with with the access drive to the exiting downtown parking lot. | 2 | D | |
| | | Evaluate opportunties to expand shared public spaces near and adjacent to Downtown businesses including potential expansion and reprogramming of Veterans Park. | 1 | D | Minooka Parks and Recreation Committee, Channahon Park District, Grundy County Chamber of Commerce |
| | | Incorporate public art, such as sculptures, sidewalk art, and murals. | 1 | C | Three Rivers Art Council |
| | | Work with private developers to increase the width of Downtown sidewalks and redevelopment occurs. | 2 | C | Private Developers |
| | | Replace the existing low-lying landscaping along the silos with taller evergreen shrubs. | 1 | B | Silo Property Owners |
| | | Decrease speed limits and install stop signs at appropriate locations. | 1 | D | |
| | | Preserve and repurpose the grain silos in Downtown Minooka if they become inactive, such as for wall climbing, public art, or vertical farming. | 2 | C | Silo Property Owners |
| 1.2 | Facilitate reinvestment in the Downtown by providing access to exterior rehabilitation resources. | Implement a façade improvement program to provide financial aid for rehabilitation, maintenance upgrades, and signage improvements. | 1 | C | Property Owners |
| | | Create a guidebook with design guidelines for exterior remodeling. | 1 | B | |
| ★ 1.3 | Reinforce existing commercial areas along Ridge Road to increase local commercial businesses. | Encourage outlot development within larger scale commercial corridor development to maximize available developable area including revisiting parking requirements that may artificially increase land dedicated to surface parking. | 1 | B | Private Developers |
| | | Encourage high quality "360-degree" architecture for outlot and neighborhood commercial centers. | 1 | B | Private Developers |
| | | Work with private developers to include pedestrian-scaled lighting and pedestrian pathways within their site designs. | 1 | B | Private Developers |
| | | Enforce the Village's perimeter and interior parking lot landscaping requirements in commercial development. | 1 | B | Private Developers |
| | | Require developments with multiple commercial buildings or large-scale buildings to include outdoor gathering spaces and pedestrian amenities. | 1 | A | Private Developers |
| | | Coordinate with private developers to provide safe and efficient vehicular cross access between adjacent commercial properties. | 1 | C | Private Developers |
| | | Encourage higher density residential development on portions of nearby corridors in accordance with the Land Use Plan. | 1 | B | Private Developers |
| | | Incorporate gateway enhancements within the right-of-way or on land near highway on-off ramps. | 1 | C | IDOT, Grundy County |
| 1.4 | Support the development of neighborhood commercial centers to increase local-serving shopping and service options. | Support the expansion of neighborhood commercial centers including areas around existing concentrations in accordance with the Land Use Plan. | 1 | B | Private Developers, Grundy County Chamber of Commerce |
| | | In accordance with the Land Use Plan, strategically locate neighborhood commercial centers within Minooka's future growth areas as they begin to develop. | 1 | B | Private Developers, Grundy County Chamber of Commerce |

| # | Key Recommendation | Action Item | Priority | Ease | Potential Partners |
|---|---|---|---|---|---|
| ★ 2.1 | Prioritize infill development of industrial and other employment-generating uses where land has been platted and prepared with infrastructure. | In accordance with the Land Use Plan, Concentrate industrial uses and other large-scale employment-generating uses at infill locations where most related uses already exist. | 1 | B | Private Developers, Grundy County Chamber of Commerce |
| ★ 2.2 | Proactively prepare for industrial expansion in Minooka's future growth areas. | Expand industrial growth within the Secondary Growth Area after both infill development opportunities have been exhausted, and the Village has confirmed sufficient roadway and utility infrastructure are in place. | 1 | B | IDOT, Grundy County |
| | | Consider updates to development regulations to promote attractive façade designs and materials, interior and perimeter parking lot landscaping, and screening of loading areas and outdoor storage areas and practice proactive code enforcement. | 1 | B | Private Developers |
| | | Install industrial and business park monument signs as development occurs. | 1 | C | |
| | | Encourage incorporating outdoor seating areas into site designs and creating a cohesive trail system between industrial properties. | 1 | B | Private Developers |
| | | Require setbacks and buffer yards on industrial sites near residential areas to mitigate adverse effects. | 1 | A | Private Developers |
| 2.3 | Support new office development within business parks or surrounding industrial areas. | Support office uses within business parks and around industrial areas. | 1 | B | Private Developers, Grundy County Chamber of Commerce |

# 07

# Transportation and Mobility

**Throughout its history, the Village of Minooka has supported a comprehensive transportation system that connect its residents and visitors to social and economic opportunities. People are drawn to Minooka due to location and its ability to provide a high quality of life while still retaining a small-town character. Businesses are drawn to Minooka due to its strategic location with I-80, I-55, and the CSX and CN rail lines providing excellent regional mobility, while access to the Des Plaines River, Illinois River, and Kankakee River are nearby. Often times transportation accommodations that benefit businesses can adversely impact how people traverse a community. Larger roadways and greater truck traffic as a result of increased development can make it more difficult to walk or bike throughout the community. Accommodating the expansion of businesses and attracting new businesses to Minooka, however, is necessary for the growth and longevity of the community. Moving forward, it is important Minooka maintains a balance between providing transportation accommodations for its growing businesses and industrial sector and its growing resident population that increasingly desires to walk and bike to destinations.**




## Roadway Network

- Interstate
- Minor Arterial
- Major Collector
- Minor Collector
- Local Street
- Future Major Collector
- Future Minor Collector
- Future Minor Collector Extension
- Future Local Street Extension
- Traffic Signals
- Potential Roundabout
- Existing Freight Routes
- Potential Freight Routes
- Potential Metra Station

# GOAL 1

Maintain Minooka's roadway network and expand where appropriate, while also preparing for future mobility options.

## Key Recommendations:

1. Ensure Proper Roadway Classification, Design & Traffic Control
2. Improve Access Management
3. Manage Truck Traffic
4. Improve Freight Routes
5. Establish a New I-80 North/ South Connection
6. Advocate for a New Metra Station
7. Prepare for Future Mobility Technologies

*Key Recommendation #1*

## Ensure Proper Roadway Classification, Design & Traffic Control

**As new roadways are constructed and the existing network is expanded to support future growth, ensure proper functional classification, design, and traffic control.**

The following Roadway Network Map identifies the roadway functional classifications and potential newly classified roadways within the planning area. These new roadways are classified according to the character of service they are intended to provide. This functional classification process follows Illinois Department of Transportation (IDOT) guidelines and recognizes that Minooka's local roadways and the region's roadways function as a system-wide supportive network. The hierarchy also guides form and function of the roadway.

The following is a quick breakdown of the functional classifications found on the map:

» **Interstate –** Typically these roadways are divided highways constructed with mobility and long-distance travel in mind (e.g. I-80 & I-55).

» **Principal Arterial –** These roadways carry high traffic volumes and accommodate long trip lengths/ high travel speeds. (There are no principal arterials in Minooka.)

» **Minor Arterial –** These roadways accommodate moderate to high speed traffic and provide more opportunity for adjacent land use access (e.g. Ridge Road, US Route 6).

» **Major Collector –** These roadways "collect" traffic from local streets and convey it to the arterial network and vice versa They also provide access and circulation within residential neighborhoods as well as commercial and industrial areas (e.g. Minooka Road, McEvilly Road).

» **Minor Collectors –** These roadways are similar to major collectors in terms of purpose, but accommodate lower traffic volumes and are more focused on property access (e.g. McLinden Road, Brannick Road).

» **Local Road/Street –** These roadways accommodate local traffic and provide direct access to all types of land uses. Both travel speeds and traffic volumes are low, with through traffic movements discouraged. Connections to arterials are limited. The majority of roadways in Minooka are classified as local roads/streets.

## Consider Roundabouts

As new roadways are constructed in the future, or existing roadways are upgraded, roundabouts should be considered as traffic control measures at intersections. Regionally and nationally roundabouts are becoming more standard as they reduce maintenance cost and can increase safety when installed in the correct locations. The functional classification map also includes locations where roundabouts should be considered.

## Widen Ridge Road

Ridge Road is currently under construction to be widened from two lanes to five lanes from Mondamin Street to McEvilly Road. Once completed, this project will help improve roadway capacity, traffic congestion, and truck traffic management along this primary roadway. The Village should continue to monitor Ridge Road's capacity in other segments as growth occurs to address potential needs for additional expansions. This includes pursuing the expansion of Ridge Road further south to Route 6.

## Conduct a Signal Coordination and Timing (SCAT) Study

The Village should coordinate with the Grundy County Highway Department to conduct a Signal Coordination and Timing (SCAT) study along Ridge Road. SCAT studies allow traffic signals along a corridor or system to be interconnected, instead of running independent of each other. Interconnection helps promote efficiency and allows more cars to get through the intersection per cycle, which means motorists spend less fuel and less time waiting. This helps the environment as it reduces the amount of pollution each vehicle emits. As development continues to occur within Minooka, the Village should also consider SCAT studies for future corridors, such as Ridge Road north of I-80, Holt Road, McLinden Road, and Minooka Road.

## Ensure Proper Line of Sight

Sight distance at an intersection determines whether approaching and departing motorists are able to see vehicles that may conflict with them. Ensuring proper sight distance at intersecting streets is necessary for the safety of the travelling public. The public outreach process identified the following areas within Minooka where residents feel their line of sight is restricted:

- Traffic turning onto Ridge Road from Edgewater Drive
- Traffic turning onto McEvilly Road from Bell Road
- Traffic turning onto Canal Road from Rivers Edge Drive

IDOT's Bureau of Local Roads and Streets Manual contains a chapter (28) on sight distance guidelines. This manual should be referenced, and the sight distance guidelines should be followed for most roadway intersections within the Village. Exceptions to these guidelines would be intersections between two local neighborhood streets or low speed pedestrian-oriented roadways, such as Mondamin Street near Downtown.

## Brisbin Road Interchange

Construction of the Brisbin Road Interchange located between Minooka and Morris along I-80 was completed in 2012. As industrial development continues its upward trend, it is likely developers may take interest in the Brisbin Road Corridor. Additionally, the Infrastructure section explores how the Village of Minooka can work with Channahon to attract development to this western location. As development occurs in this area, it is recommended that coordination occurs with developers to follow the recommendations in the Brisbin Road Corridor Access Study. This study was completed for the Grundy County Highway Department in 2012 and includes roadway functional class, access spacing, roadway section, and some geometric recommendations. Thorough methodology was utilized to project future land use and future traffic volumes out to 2040 for the study area, which encompassed Brisbin Road south of US Route 6 to north of Sherrill Road. Although unlikely, it should be noted that if development patterns begin to greatly deviate from the assumptions in the study, it may be necessary to conduct a new study with updated data.

*Key Recommendation #2*

# Improve Access Management

**Improve access management by promoting shared parking and cross access in existing and new commercial developments.**

The Village should improve access management by promoting shared parking and cross access, while limiting access points in new developments as described below:

## Shared Parking

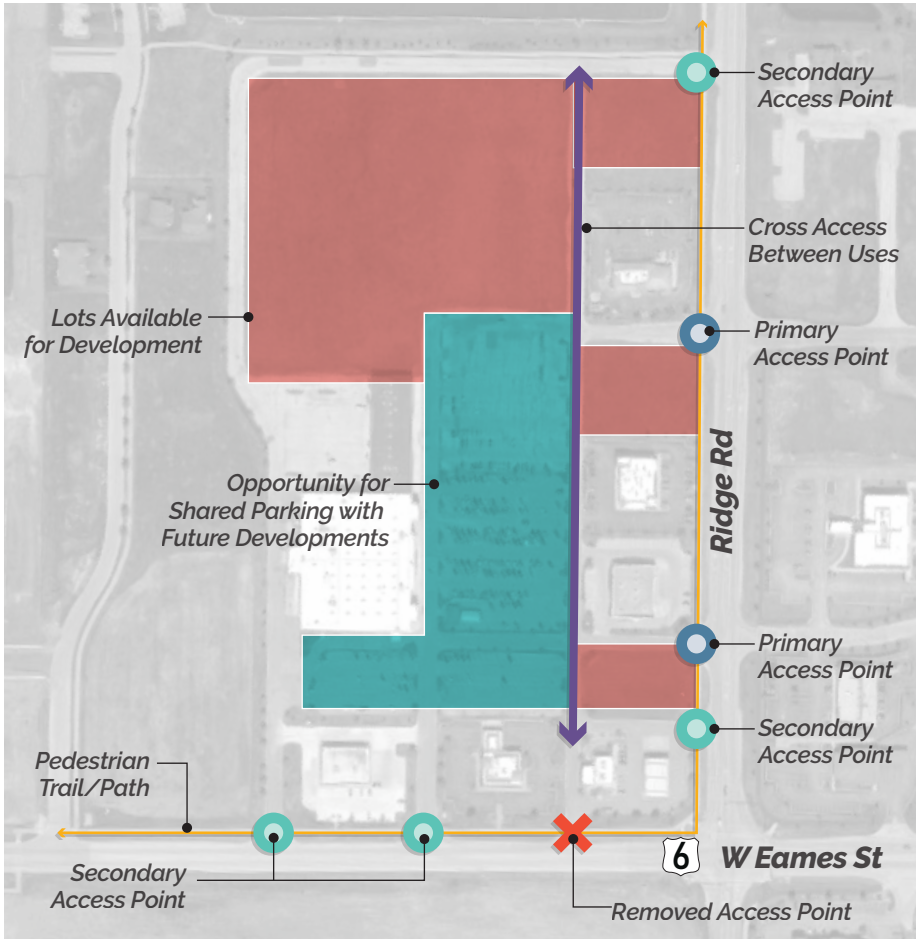
Shared parking opportunities can be supported within the Village by requiring developers who are looking to build multi-tenant spaces or more than one building to submit a shared parking analysis. This analysis should contain the assumed occupying tenants and the corresponding expected peak parking periods. Often times tenants have different peak parking periods, which would lead to a decrease in the number of parking spaces required as opposed to looking at each tenant individually and following the parking minimums in the zoning ordinance.

## Cross Access

Along with shared parking, cross access between existing and new commercial developments should be encouraged. This prevents vehicles and pedestrians from having to maneuver back onto the primary roadway network and resultingly create more conflict points. A good example of where cross access is exhibited within the Village is at the Crossroad of Minooka.

## Limited Access Points

The Village should work to limit the number of access points along arterial roadways. This can help promote traffic progression and limit the number of potential conflict points, simultaneously increasing safety for both vehicles and pedestrians. The Village should encourage access drives to be provided from collector or local streets, such as Brannick Road, as opposed to arterial streets like Ridge Road.




*The above is an example of improved access management at the commercial development at Ridge Road and US Route 6.*

*Key Recommendation #3*

## Manage Truck Traffic

**Continue to manage truck traffic as industrial growth occurs and limit conflicts between trucks and residential areas.**

As substantial industrial growth is expected to occur in the future (as outlined in the Economic Development chapter), it is critical to plan for increased freight traffic within the Village. Increasing truck traffic can be attributed to the growing industrial economy nationally and locally. Truck traffic within Minooka, particularly along Ridge Road, is seen an issue by some in the community, while others recognize it as a necessary inconvenience. The Future Land Use Map outlines properties that are recommended for future industrial use.

These properties are strategically positioned near I-80 to take advantage of the increased access to regional mobility. While the Village currently works to manage truck traffic through the Grainger Way Truck Route, it will become increasingly important to continue to do so in the future as new development occurs. As referenced in the following sections, it is recommended the Village explores constructing new freight routes similar to Grainger Way to manage truck traffic. The Roadway Network Map displays potential new freight routes.

### Regional Freight Plans

#### *Will County Community Friendly Freight Mobility Plan*

The Will County Center for Economic Development's Will County Community Friendly Freight Mobility Plan (Freight Plan) examines the continued growth that Will County and the region has experienced in the industrial sector and related increase in freight traffic that is expected to continue into the future. I-80 and US Route 6 are the only classified truck routes within Minooka. While the Freight Plan found that there is low freight congestion and low crash rates near Minooka, the Village should continue to reference the plan for transportation, distribution, and logistics sector workforce development guidelines. Maintaining an open line of communication, as the Village currently does, with the local industrial businesses will continue to be essential for workforce development.

#### *Moving Will County Truck Routing and Land Use Strategy*

The Moving Will County Truck Routing and Land Use Strategy is a truck routing plan developed by CMAP as a response to the Freight Plan. The study undertook a deep, detailed investigation for determining truck route designations and related improvements in Western Will County.

Although the Truck Routing and Communities Plan contains no major recommendations specific to the Village of Minooka, the Implementation Strategies report can be used as a guide for future truck routing strategies for the Village.

### Grainger Way Truck Route

Grainger Way is a truck route that intercepts truck traffic off Ridge Road just south of I-80 and directs it west toward the Minooka Warehousing District. This is an excellent example of truck traffic management. As industrial growth occurs, the Village should create a preferred freight route map and continue to designate Grainger Way as the favored route for freight ingress/egress to the Minooka Warehousing District. This includes working with business owners to inform freight traffic drivers to take this route.

*Key Recommendation #4*

## Improve Freight Routes

**Explore opportunities to create new and enhancing existing freight routes to support increasing freight traffic.**

The extension of Midpoint Road should be prioritized as industrial developers take interest in the properties north of I-80. This extension should function similarly to Grainger Way located south of I-80. As the industrial properties west of Macy's and Electrolux develop, the Village should coordinate with the new developers to extend Midpoint Road west past Aux Sable Springs to eventually connect with Brisbin Road. This would help direct truck traffic off Ridge Road and Holt Road, providing sufficient access to the industrial properties while diverting freight activity away from residential areas to the north.

Another potential extension route would be to mirror Midpoint Road's current geometry and pathing across Ridge Road to the east along I-80.

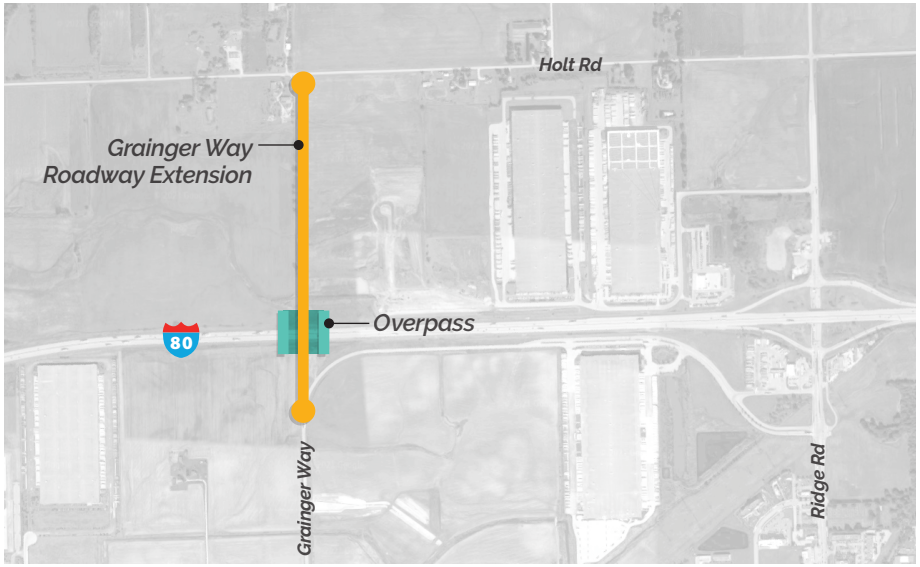
*Key Recommendation #5*

## Establish a New I-80 North/South Connection

**Work with the Illinois Department of Transportation (IDOT) to establish a new north/south connection over I-80.**

Ridge Road is the Village's primary north/south spine that carries a significant amount of the community's traffic. While Ridge Road and Wabena Avenue currently serve as two north/south routes across I-80, there is a desire for an additional north/south connection to alleviate the pressure placed on Ridge Road during the busiest times of the day.

The Village should coordinate with IDOT to determine the most feasible location for this connection, as the cost to complete the project without additional assistance will be cost prohibitive to the Village. A review of previous plans and the current north/south distribution of roadways throughout Minooka suggest the most feasible location may be an overpass extended north across I-80 from Grainger Way/McLinden Road. While this project is likely a long term project not to occur in the next 10 years, the Village should coordinate with IDOT regarding this project when beginning the planning stages for the reconstruction of I-80 west of Ridge Road.




*Key Recommendation #6*

## Advocate for a New Metra Station

**Monitor Metra's expansion initiatives and status to advocate for a new Metra Station in the southeast corner of the Shepley Road and Ingolsby Road intersection.**

Metra provides commuter rail access throughout the Chicagoland region. The Rock Island (RI) Metra line operates along the CSX Railroad that traverses through Minooka, however, the RI line has its terminus in Joliet. Minooka's 2013 Comprehensive Plan Land Use Map previously showed a proposed Metra Station in the southeast corner Shepley Road and Ingolsby Road intersection. This station would act as a continuation of the RI line, making Minooka its terminus.

In recent years Metra has focused infrastructure investments in maintaining and enhancing existing facilities. While the timing of any proposed network expansions is unknown, the Village should maintain regular communication with Metra to review the status of such projects and advocate for the new station to be constructed. If Metra proceeds with more detailed planning for a new station near the Shepley Road and Ingolsby Road intersection, the Comprehensive Plan should be updated to accommodate complementary changes to the Land Use Plan.

*Key Recommendation #7*

## Advocate for a New Interchange at Shepley Road

**Maintain open communication with the Illinois Department of Transportation (IDOT) to advocate for a potential new I-80 interchange at Shepley Road.**

The I-80 interchanges at Ridge Road and Brisbin Road are currently the only access points Minooka has to the interstate. Minooka's previous 2013 Comprehensive Plan Land Use Map proposed a new I-80 interchange at Shepley Road, which would provide increased connectivity and access to the future growth area located northeast of the Ridge Road and Holt Road intersection. Additionally, the potential new Metra Station mentioned in this chapter's Key Recommendation #5 would greatly benefit from a new interchange at Shepley Road. It should be noted that IDOT maintains jurisdiction over I-80 and this type of improvement would occur over the long term and require coordination with the department. As mentioned in Key Recommendation #5, the Village should regularly check-in on Metra's plans for a new station and advocate for the Shepley Road interchange with IDOT if Metra resumes discussions to consider the new station. Should a new interchange be constructed, the surrounding future land uses will need to be revisited.

*Key Recommendation #8*

## Prepare for Future Mobility Technologies

**Prepare Minooka's transportation system for future mobility technologies.**

New advancements in transportation technologies are expected to have an impact on the way roadways are designed and the types of infrastructure needed to support them. It is important that the Village monitors ongoing shifts in transportation technologies to ensure its roadway network can accommodate them, such as for electronic vehicles and connected and autonomous vehicles.

### Electric Vehicles (EV's)

Electric vehicles (EV's) are becoming more prevalent on our roadways as battery charge capacity increases and market forces push more legacy car manufacturing companies to create their own EV lines. To prepare for this shift, the Village should work with businesses and property owners to install EV charging stations in parking lots. Places where long-term parking occurs the most should be prioritized, such as the hotels along Bob Blair Road, the Minooka Community High Schools (South and Central), as well as the Junior High and Intermediate Schools. The first step to promoting this is amending the zoning ordinances to allow for EV infrastructure as a use in zoning districts. The Village will also need to establish a policy as to whether charging stations provided within public parking lots should be complimentary, provided as a fee-based service, or privately managed.

### Connected and Autonomous Vehicles (CAV's)

Connected and Autonomous Vehicles (CAV's) are expected to become commonplace in the next 20 to 30 years. CAV's embody a wide range of emerging technologies with advanced driver assistance systems improving safety by controlling certain driving functions. While the timeline around these technologies is still uncertain, it is important for the Village to take the first step in preparation for their arrival. CAV's will require less space to operate than human operated vehicles and most will likely not be privately owned. This will mean fewer travel lanes, small right-of-way, more pick-up/drop-off zones, and a decrease in parking demand. This shift in design guidelines will mean more space for bicycle and pedestrian accommodations, active streetscapes, and green spaces. It is recommended that the Village develop a task force by the end of 2030 to monitor these shifts in design and establish steps Minooka should take to accommodate the changes. The task force could include staff from public works, the Village Engineer, business owners, and other pertinent members of the public.






# GOAL 2

Ensure that Minooka's transportation network provides safe and efficient access for all modes of transportation.

## Key Recommendations

1. Implement the Complete Streets Policy
2. Expand the Trail Network
3. Establish Development Ordinances
4. Increase Community Awareness

*Key Recommendation #1*

## Implement the Complete Streets Policy

**Implement Minooka's adopted complete streets policy to help establish the Village as a bicycle-and pedestrian-friendly community.**

Minooka's complete streets policy is a formal policy that was adopted by the Village in May 2020. This policy states that Minooka is committed to designing its streets to provide for all modes of travel safely and efficiently, including pedestrians, bicycles, and vehicles. Research has shown that providing accommodations for all modes of travel can increase the equitability of the transportation system, as it will better serve those who do not own a vehicle or are unable to drive. Minooka's complete streets policy is forward-looking and comprehensive and will position the Village to increase its bicycle and pedestrian accommodations moving forward.

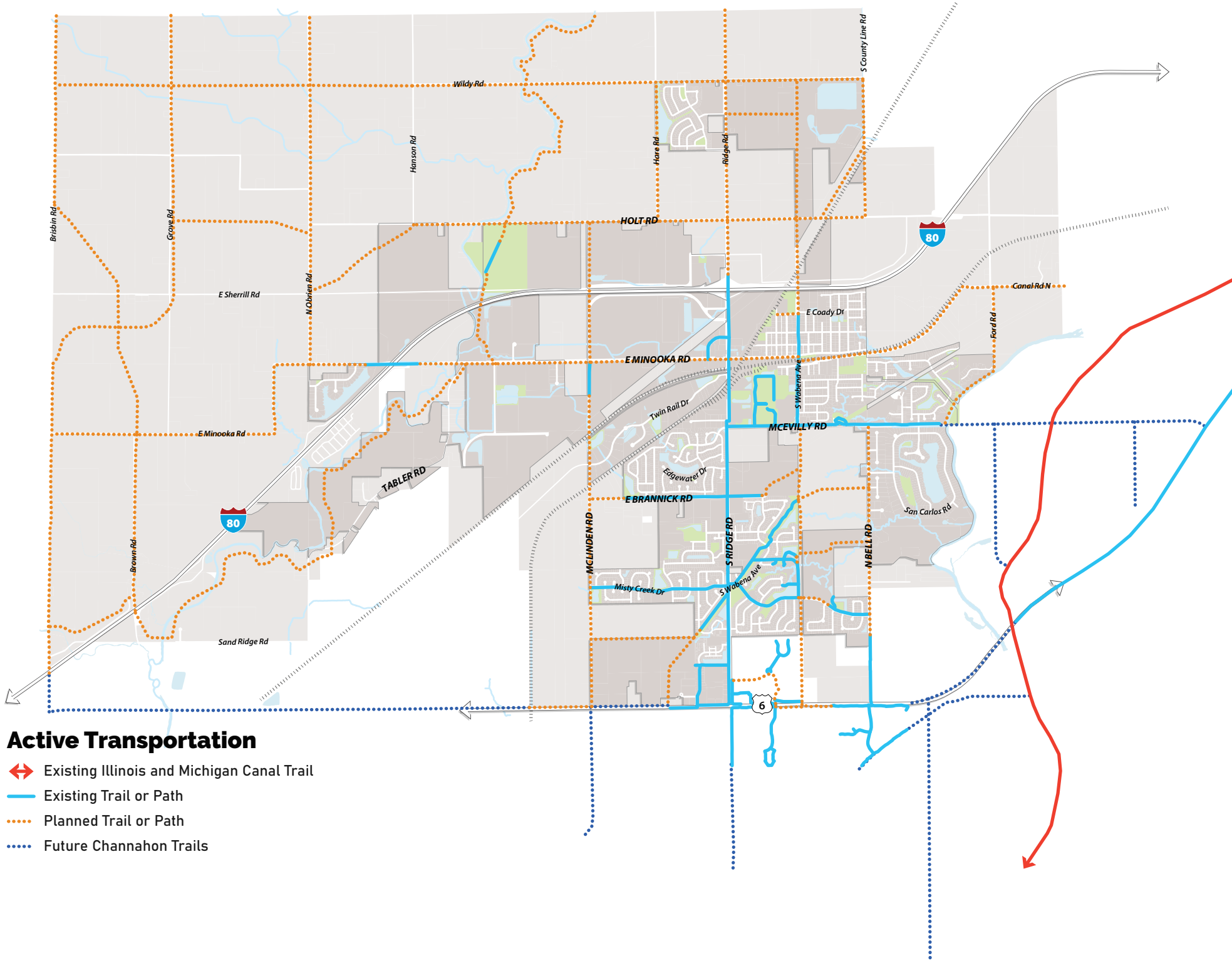
The policy directs the Public Works Department and Village Engineer to examine development proposals during plan review to ensure the complete streets policy is being adhered to. Involvement this early on in the development process is beneficial to the Village as staff can actively work with developers to tailor the accommodations to the Village's needs. The policy provides an extensive list of pertinent design manuals for Village staff to follow to ensure standards and best practices are followed. The Village should consider adding the National Association of City Transportation Officials (NACTO) "Urban Street Design Guides," Institute of Transportation Engineers (ITE) resources, as well as the American Planning Association's "Complete Streets: Best Policy and Implementation Practices" to the list. It is also recommended that the Village periodically review other community's complete streets policies in the future to determine if additions or changes need to be made.

*Key Recommendation #2*

## Expand the Trail Network

**Expand and connect the trail network throughout the Village.**

The existing well managed trail system in Minooka is consistently noted as an asset that the community would like to expand upon. Future expansion and connection of the trail systems throughout the Village and region will lead to increased multimodal mobility and can help to increase the quality of life for Minooka residents. The Village should continue to prioritize design and construction of sidewalks and trails in coordination with existing planned roadways improvements that are made on a yearly basis.




## Active Transportation

- Existing Illinois and Michigan Canal Trail
- Existing Trail or Path
- Planned Trail or Path
- Future Channahon Trails







## New Trail Connections

The Village should coordinate trail improvements and connectivity with new park locations and new development. A current good example of this is the new Aux Sable Springs Park on the south side of Holt Road west of Ridge Road. One major trail opportunity in the near future is the proposed Aux Sable Creek Greenway trail that would stretch along Aux Sable Creek (for more information, see the Parks, Agriculture, and Natural Areas chapter).

Additional opportunities include the continuation of the trail along Ridge Road north of I-80 (Wikaduke Bike Trail) and the Prairie Parkway Trail. Both of these trails are listed in CMAP's Northeastern Illinois Regional Greenways and Trails Plan, which means they are eligible for CMAP's Transportation Alternatives Program (TAP) funding.

Trails should be constructed along most collector and arterial roadways as they are reconstructed/upgraded, such as Holt Road, Minooka Road, and McLinden Road. Existing and proposed trails are depicted on the Active Transportation Map.

Other trail expansion opportunities are listed below:

» Extension and connection of US Route 6 trail

» Extension of Bell Road Trail north to McEvilly Road

» Prairie Ridge Greenway extension northeast to connect with proposed Bell Road Trail

## Develop a Complete Trail Inventory

Currently, the Village does not have spatial data available for the entirety of its trail network. The trail system on the following Active Transportation Map has been mapped based on Plan recommendations and using a regional data set from the Chicago Metropolitan Agency for Planning (CMAP) and should be verified and expanded upon based on a local inventory. It is recommended that a complete trail inventory is conducted to ensure data is readily available for analysis to coordinate maintenance and expansion of the system. The most notable existing trails within Minooka reside along Ridge Road, Brannick Road, McEvilly Road, Wabena Avenue, throughout the Lakewood Trails and Misty Creek subdivisions, and in parks such as Lions Park and Summit Park .

## Facilitate Regional Collaboration

To promote regional multimodal mobility, Minooka should coordinate with the neighboring communities of Channahon, Shorewood, and Morris to ensure regional connections. Some regional trails include the existing Illinois & Michigan Canal Trail, proposed Wikaduke Bike Trail (along Ridge Road north of I-80), proposed Prairie Parkway Trail, and the proposed Aux Sable Creek Greenway Trail. Grants and programs that can assist the Village with funding these endeavors are provided in the Implementation Section.



*Key Recommendation #3*

## Establish Development Ordinances

**Establish development ordinances that further non-motorized modes of transportation.**

Development ordinances are one of the most effective ways Minooka can further the efficiency and expansion of non-motorized modes of transportation within the Village. These ordinances would be amended into the Village code by the Plan Commission and Village Board.

All developments should be required to attempt to provide multimodal accommodations (trail, cycle track, bike lanes, shared lane markings) that connect to the existing trail system unless it is deemed infeasible or cost prohibitive to the development. To help accommodate multimodal facilities, roadway easements could be established to augment rights-of-way in a manner that would not increase setbacks that would impede development. Additionally, parking lot design should convey pedestrians to/from the main entrance of the building and the adjacent sidewalk network via striped crosswalks within the parking lot.

*Key Recommendation #4*

## Increase Community Awareness

**Increase community awareness about the benefits of non-motorized transportation.**

Increasing non-motorized transportation within the Village of Minooka can have multiple positive benefits for residents. Research has shown that active transportation can increase the health of a community, reduce traffic congestion and air pollution, and reduce the overall annual household cost spent on transportation. The Village should work to establish a bicycle education program with nonprofit organizations, such as Ride Illinois, and local schools.

These types of partnerships can help to inform residents and students about the proper rules and regulations for cycling along trails and roadways, as well as the best routes to safely travel within the Village. Additionally, as more bicycle accommodations are constructed within Minooka, the Village should create a non-motorized transportation map to be linked on the Village's website. This will help to inform the general public and visitors of which routes are best suited for walking or biking throughout Minooka.

# TRANSPORTATION AND MOBILITY ACTION MATRIX

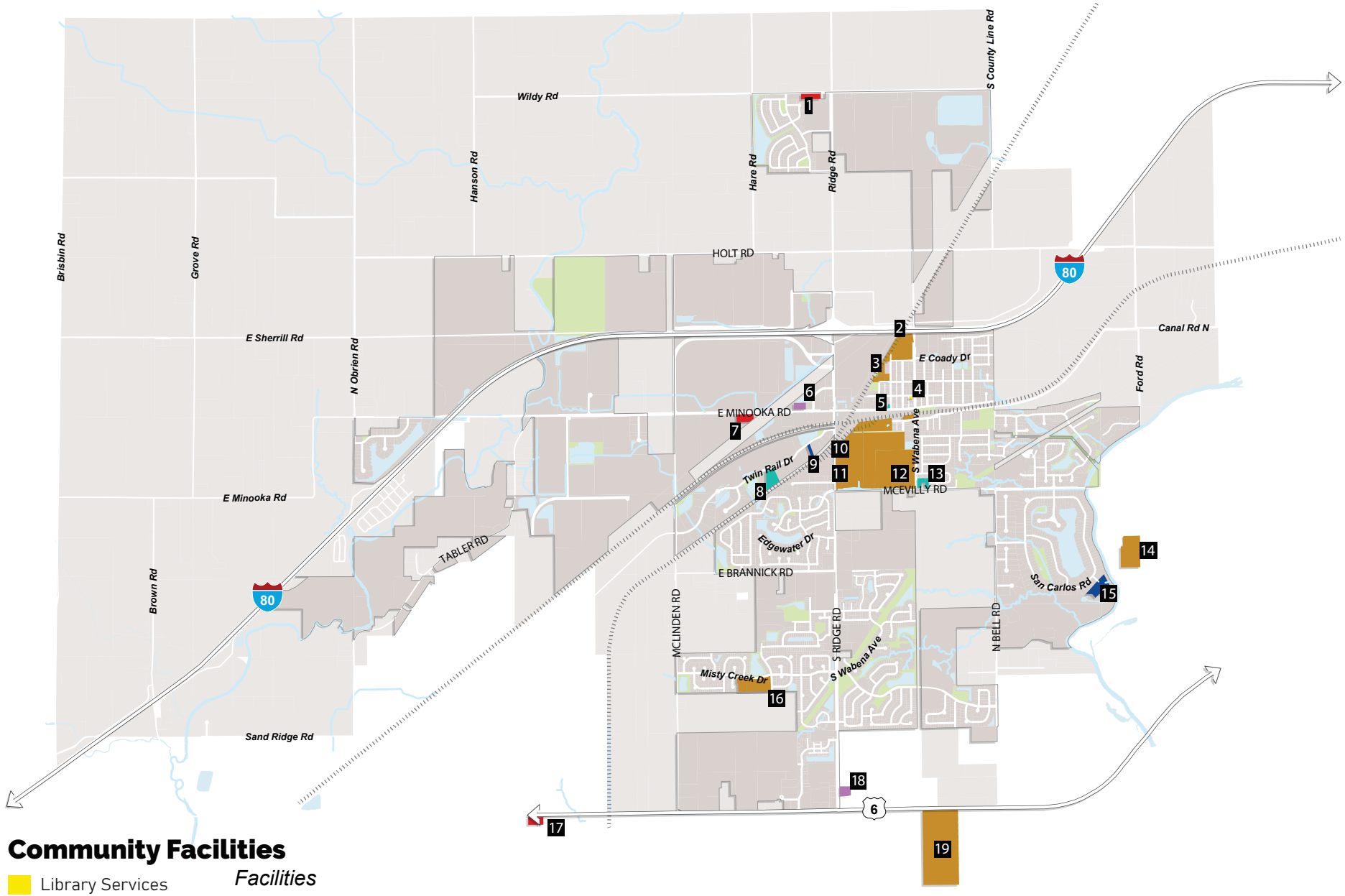
For definitions of the action matrix columns, see the Action Matrix section in Chapter 1: Introduction. Key recommendations highlighted in yellow with a star are related to the Village's Top 10 Priorities (see Chapter 10: Implementation for more information).

| # | Key Recommendation | Action Item | Priority | Ease | Potential Partners |
|---|---|---|---|---|---|
| ★ 1.1 | As new roadways are constructed and the existing network is expanded to support future growth, ensure proper functional classification, design, and traffic control. | As new roadways are constructed and the existing network is expanded to support future growth, consider roundabouts as traffic control measures at intersections for new and existing roadways. | 2 | C | IDOT, Grundy County Highway Department |
| | | Complete the ongoing Ridge Road widening project and continue to monitor Ridge Road's capacity in other segments with growth to address potential needs for additional expansions. | 1 | C | Grundy County Highway Department |
| | | Coordinate with the Grundy County Highway Department to conduct a Signal Coordination and Timing (SCAT) study along Ridge Road. | 2 | C | Grundy County Highway Department |
| | | Review line of sight guidelines from IDOT's Bureau of Local Roads and Streets Manual to assess problem intersections. | 1 | C | IDOT |
| | | Coordinate with developers to ensure the 2012 Brisbin Road Corridor Access Study is being adhered to and conduct a new study with updated data as needed. | 1 | B | Grundy County Highway Department, Channahon, Morris |
| 1.2 | Improve access management by promoting shared parking and cross access in existing and new commercial developments. | Support shared parking opportunities by requiring developers who are looking to build multi-tenant spaces or more than one building to submit a shared parking analysis. | 1 | B | |
| | | Require cross access to be established between future commercial development and adjacent established commercial development. | 1 | A | Private Developers |
| | | Limit the number of access points along arterial roadways, encouraging the installation of access drives from collector or local streets. | 1 | B | Private Developers, IDOT, Grundy County Highway Department |
| 1.3 | Continue to manage truck traffic as industrial growth occurs and limit conflicts between trucks and residential areas. | Explore new freight routes to manage truck traffic in alignment with the Roadway Network Map. | 2 | E | IDOT, Grundy County Highway Department |
| | | Continue to reference the Will County Community Friendly Freight Mobility Plan for transportation, distribution, and logistics sector workforce development guidelines. | On-going | C | CMAP, IDOT, Will County Division of Transportation |
| | | Use the Implementation Strategies report from CMAP's Moving Will County Truck Routing and Land Use Strategy to guide future truck routing strategies. | 1 | E | CMAP, IDOT, Will County Division of Transportation |
| | | Create a preferred freight route map and continue to designate Grainger Way as the favored route for freight ingress/egress to the Minooka Warehousing District. | 1 | B | CMAP, IDOT, Will County Division of Transportation, Grundy County Highway Department, Kendall County Highway Department |
| 1.4 | Explore opportunities to create new and enhancing existing freight routes to support increasing freight traffic. | Coordinate with industrial developers on properties north of I-80 to extend Midpoint Road west past Aux Sable Springs to connect with Brisbin Road. | 2 | D | Private Developers, IDOT |
| | | Consider mirroring Midpoint Road's current geometry and pathing across Ridge Road to the east along I-80. | 2 | D | IDOT |
| 1.5 | Work with the Illinois Department of Transportation (IDOT) to establish a new north/south connection over I-80. | Coordinate with IDOT to determine the most feasible location for an additional north/south connection over I-80. | 2 | E | IDOT |

| # | Key Recommendation | Action Item | Priority | Ease | Potential Partners |
|---|---|---|---|---|---|
| 1.6 | Monitor Metra's expansion initiatives and status to advocate for a new Metra Station in the southeast corner of the Shepley Road and Ingolsby Road intersection. | Maintain regular communication with Metra to review the status of infrastructure investment projects and advocate for the new station to be constructed. | 2 | B | Metra |
| 1.7 | Maintain open communication with the Illinois Department of Transportation (IDOT) to advocate for a potential new I-80 interchange at Shepley Road. | Regularly check-in on Metra's plans for a new station and advocate for the Shepley Road interchange with IDOT if Metra resumes discussions to consider the new station. | 2 | B | IDOT, Metra |
| 1.8 | Prepare Minooka's transportation system for future mobility technologies. | Work with businesses and property owners to install EV charging stations in parking lots, prioritizing those where long-term parking occurs most frequently. | 2 | C | Property Owners |
| | | Amend the Village zoning ordinance to allow for EV infrastructure as a use in zoning districts. | 1 | A | |
| | | Establish a policy for whether EV charging stations provided within public parking lots should be complimentary, provided as a fee-based service, or privately managed. | 1 | A | |
| | | Develop a task force by the end of 2030 to monitor shifts in design for Connected and Autonomous Vehicles (CAV's) and establish steps to accommodate these changes. | 2 | A | |
| 2.1 | Implement Minooka's adopted complete streets policy to help establish the Village as a bicycle-and pedestrian-friendly community. | Add the National Association of City Transportation Officials (NACTO) "Urban Street Design Guides," Institute of Transportation Engineers (ITE) resources, and the American Planning Association's "Complete Streets: Best Policy and Implementation Practices" to the list of design manuals to follow within the complete streets policy. | 1 | A | |
| | | Periodically review other community's complete streets policies in the future to determine if additions or changes need to be made to the Village's policy. | 1 | A | |
| ★ 2.2 | Expand and connect the trail network throughout the Village. | Continue to prioritize design and construction of sidewalks and trails in coordination with existing planned roadways improvements, especially along collector and arterial roadways. | On-going | D | CMAP, IDOT, Will County Division of Transportation, Grundy County Highway Department, Kendall County Highway Department |
| | | Coordinate trail improvements and connectivity with new park locations and new development. | 1 | D | Private Developers, Minooka Parks and Recreation Committee, Channahon Park District |
| | | Create a complete trail inventory for the Village. | 1 | A | |
| | | Coordinate with the neighboring communities of Channahon, Shorewood, and Morris to ensure regional trail connections. | 1 | D | Channahon, Shorewood, Morris |
| ★ 2.3 | Establish development ordinances that further non-motorized modes of transportation. | Amend the Village code to require all developments to attempt to provide accommodations for multimodal, non-motorized vehicle connections to the existing trail system. | 1 | A | |
| | | Establish roadway easements and encourage parking lot designs that convey pedestrians to/from the main entrance of the building and the adjacent sidewalk network via striped crosswalks within the parking lot. | 1 | B | Private Developers |
| 2.4 | Increase community awareness about the benefits of non-motorized transportation. | Coordinate with Minooka Community Consolidated School District 201 and nonprofit organizations such as Ride Illinois to establish a bicycle education program. | 1 | B | "Minooka Community Consolidated District 201, |

# 08 Community Facilities and Infrastructure

**The local government, emergency services, education system, and infrastructure are essential to the high quality of life enjoyed by Minooka residents. The provision of these services is vital to the health, safety, and welfare of the community, as well as sustaining a strong local economy. This chapter provides an overview of the community facilities and infrastructure in the community and identifies recommendations to meet current and future demand.**




## Community Facilities

- Library Services
- Education
- Fire Protection
- Healthcare
- Civic
- Utilities

### *Facilities*

1. Fire Station (Future)
2. Minooka Elementary School
3. Minooka Primary Center
4. Three Rivers Public Library District
5. US Postal Service
6. Morris Hospital - Mondamin Street
7. Minooka Fire Protection District Station #2
8. Public Works Department
9. Minooka Sewer Department
10. Minooka Intermediate School
11. Minooka Junior High School
12. Minooka Community High School - Central Campus
13. Village Hall & Minooka Police Department
14. Three Rivers School
15. Minooka Wastewater Treatment Plant
16. Aux Sable Elementary School
17. Minooka Fire Protection District Station #1
18. Morris Hospital - Ridge Road Campus
19. Minooka Community High School - South Campus

## GOAL 1

Ensure high quality municipal services and resources are provided for all Minooka residents.

### Key Recommendations

1. Monitor School Capacities
2. Ensure Quality and Efficient Public Safety Services
3. Consider Expanding Three Rivers Public Library
4. Enhance Municipal Services









# COMMUNITY FACILITIES

Community facilities provide the basic services and amenities that contribute to high quality of life in Minooka and ensure the health, safety, and welfare of the community. The Village contains six departments that provide essential services to residents: the Building Department, Finance Department, Village Events Department, Police Department, Public Works Department, and Utilities Department. Other regional entities like the Three Rivers Public Library District and local school districts also provide residents with educational services and resources. As Minooka grows over the next 25 years, it will be critical that the Village coordinates projects among these departments and service providers to ensure increased demands are met and residents continue to have access to quality services.

*Key Recommendation #1*

## Monitor School Capacities

**Work with local school districts to ensure school capacities can support increases in student populations as Minooka grows.**

Public elementary and junior high education in Minooka is provided by three school districts: Channahon School District 17, Minooka Community Consolidated School District (CCSD) 201, and Morris School District 54. The Minooka CCSD 201 serves the majority of Village residents with an enrollment of 4,825 students during the 2019 to 2020 school year (National Center for Education Statistics). Public high school education is primarily provided by the Minooka Community High School District 111, which had an enrollment of 2,638 students during the 2019 to 2020 school year. The District has a central campus located in Minooka and a southern campus located just outside Village limits in Channahon.

The southwestern corner of the Village's planning area is served by the Morris Community High School District 101.

As Minooka grows and gains new households, the Village should maintain open communication with the three school districts to help ensure their facilities are able to support increases in student populations. Close coordination should be maintained with each district to monitor enrollment fluctuations based on potential shifts in the housing stock outlined in the Land Use Plan. This is particularly important for future residents living north of Holt Road and along US Route 6 where higher density residential neighborhoods are proposed. Existing school facilities should be repurposed or expanded where possible to sufficiently accommodate a growing student body before seeking to create a new school site.




*Key Recommendation #2*

# Ensure Quality Public Safety Services

**With growth, ensure public safety services and facilities are expanded as necessary to ensure all residents continue to be protected effectively.**

The Minooka Fire Protection District, Channahon Fire Protection District, and the Minooka Police Department work to ensure the safety and well-being of Minooka community members. As the Village continues to develop, close coordination with these entities will be key in providing high quality fire and public safety services to Minooka's growing population.

## Fire

The Minooka Fire Protection District serves most of the Village, with one station located in Minooka and another in Channahon. The District has an Insurance Service Office (ISO) of 1, which is a rating of the level of fire safety response on a scale of 1 to 10, with 1 being the best rating. The District is staffed by cadets, volunteer firefighters, part-time and career firefighter/paramedics, as well as civilian staff that includes administrative, public education, and fire prevention inspectors.

The Channahon Fire Protection District serves the neighborhood southeast of McEvilly Road and N Bell Road, which has an ISO rating of 2. The northwestern and northeastern portions of Minooka's planning area are served by the Lisbon-Seward Fire Protection District and the Troy Fire Protection District respectively.

### *Coordinate with Fire Protection Districts*

As the community experiences growth, the Village should coordinate with each fire district to ensure staffing levels and facilities can continue to effectively meet demand. Close communication with the Districts should be maintained when planning new developments to accurately prepare for impacts on fire and EMS response and to determine the location, timing, and budgeting of additional fire stations. Particularly as development occurs in the Long Term Growth Area, the need for a new fire station north or west of I-80 should be monitored. The Village currently has a site dedicated within the Summerfield subdivision at 1200 Wildy Road for a future fire station. Travel distance, additional traffic, and other impacts that would affect response times should be coordinated with the Districts when planning for Village infrastructure improvements.

Additionally, the Fire Protection Districts should continue to be part of planning for fire hydrant placement and type as well as street designs to ensure proper access of fire apparatus. The Districts should also continue to be involved in the progressive development of fire and building code updates and local ordinances, as well as the application and interpretation of the codes, to ensure Village residents can continue to benefit from quality fire protection services.

## Police

Police protection and public safety services are provided by the Minooka Police Department, whose facility is located next to Village Hall at Aux Sable Court and Wabena Avenue. The Department has 23 employees (20 full time officers and three civilian support staff) and provides other services including Special Needs Assistance Program, Vacation House Check, and Medication Take Back Program. For communities in the Midwest with populations between 10,000 and 24,999, the Federal Bureau of Investigations reports an average of 1.7 police officers for every 1,000 residents. With an estimated population of 11,397 residents as of 2019, Minooka currently matches the average staffing rate with its existing 20 officers. As Minooka's population increases, staffing needs should continue to be monitored to ensure the Police Department can sufficiently serve the community.

The Village should continue to support the Police Department by keeping track of public safety issues and impediments to efficient response times to ensure Minooka continues to be a safe and comfortable place to live. Ridge Road was identified by the Department as frequently congested, which can negatively impact the timeliness of police responses. While the roadway is currently under construction to be widened from two lanes into five lanes from Mondamin Street to McEvilly Road, the Village should work with the Police Department to assess the need for additional roadway expansions in the Village with growth to allow for quick police response. Regular community outreach should also be conducted to identify safety concerns of residents that the Police Department may need to address.

*Key Recommendation #3*

## Consider Expanding Three Rivers Public Library

**Coordinate with the Three Rivers Public Library District to provide opportunities for potential future facility expansion to serve the area's growing population.**

Library services are provided by the Three Rivers Public Library District, which has one public library location in Downtown Minooka and a second in Channahon. The District provides a large collection of resources, programs, technology, and services to residents, with 106,074 physical resources and 75,602 electronic resources available between the two locations. This includes books, magazines, DVDs, CDs, pre-loaded tablets, and personal scanners.

The Districts provides lifelong learning opportunities for all ages that reinforce early literacy, sensory activities, technology training, book clubs, recreational opportunities, and robust online databases that cover a range of educational and entertaining topics. It also provides a free notary public service, free Wi-Fi, remote printing, public access computers, and meeting and study rooms for the community to use.

The Downtown Minooka branch was identified as aging and too small to meet the community's needs, with a current size of 3,300 square feet to serve a population of approximately 11,400 people. In addition, portions of the Village and its planning area north of I-80 are not served by the District. To ensure existing and future residents have access to quality library services, the Village should:

» Coordinate with the District to upgrade and expand the current Downtown facility and/or support the District in creating a new library facility that can meet increasing demands.

» Work with the District to extend its service area to include Minooka's growth areas considering the significant growth proposed in the Land Use Framework north of I-80.

» Help strengthen partnerships between the District and Minooka's school districts to increase student access to and use of library resources.

*Key Recommendation #4*

# Enhance Municipal Services

**Enhance existing and explore new municipal services provided to residents, such as youth and senior programs, the recycling program, and updating the Village's website.**

## Village Governance

Minooka is governed by a Village President, Village Administrator, Village Clerk, and six Village Trustees, as well as other Village officials including the Finance Director/Treasurer, Utility Billing/Deputy Clerk, and Public Works Superintendent. The Village Administrator is appointed by the Village President with the advice of the Village Board and oversees the allocation of important Board actions to the appropriate departments for implementation. The Village offers a variety of services to residents and businesses, including trash pickup, street cleanings, the Mosquito Control Program, and snow removal. Information on community government, resources, forms, and planning efforts are available through the Village website. To enhance Minooka's municipal services, provide greater access to community resources, and better advertise the Village for prospective residents and businesses, the Village should:

- Coordinate with the Grundy County Chamber of Commerce to create a "Visit Minooka" page on the Village's website to promote community assets like Downtown, local parks, the new Aux Sable Springs Park, and the proposed Aux Sable Creek Greenway to draw new residents and visitors to the community.
- Create new community festivals unique to Minooka and advertise them on the Village's website to increase local entertainment options, reinforce sense of community, and create opportunities for community members to meet each other and socialize.
- Work with Homewood Disposal Service to improve the recycling program by increasing pick up time frequency.
- Work with the Three Rivers Public Library District, local school districts, and other organizations to expand youth programs available in Minooka, such as leadership development, academic enrichment, and arts programs.
- Work with local assisted living facilities, the Parks Committee, local medical groups, and other entities to provide senior programs, such as physical activity programs, healthcare information programs, volunteer opportunities, and social activities.









## GOAL 2

Continue to improve, modernize, and expand the Village's water and sanitary infrastructure to facilitate new growth.

### Key Recommendations

1. Formalize the Capital Improvement Plan
2. Proactively Plan for Water Infrastructure
3. Explore Partnering with Channahon for Utility Services
4. Evaluate the Village's Sanitary Infrastructure
5. Explore Public-Private Partnerships and Incentives

# INFRASTRUCTURE

The Village of Minooka has provided safe and reliable infrastructure for its residents and visitors since its founding in 1869. Maintaining the community's roadways, storm/sanitary sewer lines, and water service infrastructure has been and will continue to be a top priority for the Village. In order for Minooka to properly function and grow, the services must be reliable and efficient, the roads must be safe and in good condition, and the stormwater infrastructure must provide protection and help manage flooding events. This narrative will explore infrastructure in Minooka and outline goals and strategies to help maintain the systems in place and to facilitate expansion where appropriate.

*Key Recommendation #1*

## Formalize the Capital Improvement Plan

**Develop a formalized Capital Improvement Plan (CIP) that considers grants, loans, and other financial resources and acts as a comprehensive planning tool for the improvement of the Village's infrastructure.**

It should be noted that the Public Works Department currently administers a CIP program, however, the department itself identified the need to create and follow a five year plan for future infrastructure needs. The Village should consider hiring an outside contractor to complete a formalized CIP on a five-year time horizon. The CIP should examine the current operating expenses, as well as the revenue streams the Village utilizes to budget for infrastructure maintenance/repairs and improvements. Additionally, the CIP should follow the US Internal Revenue Service's General Principle of Capitalization to properly define what a capital improvement is. This will help distinguish and provide clarification between what is considered an improvement versus maintenance/repair. The CIP should be conducted every five years to ensure the Village's infrastructure assets are properly maintained.

*Key Recommendation #2*

## Proactively Plan for Water Infrastructure

**Proactively plan for the Village's water infrastructure in coordination with regional partners and existing plans and studies to accommodate current residents and facilitate new growth.**

The Land Use Framework of this Comprehensive Plan sets strategic direction for future growth to help the Village handle the rising cost of infrastructure maintenance and expansion. Much of the properties along the outer edge of the planning area are reserved for the continuation of agricultural uses, while future development and growth are focused closer to existing development and infrastructure. Prioritizing development where infrastructure already exists through infill development followed by contiguous outward growth will help ensure infrastructure investments occur in a sustainable and cost-effective manner.

## Update Existing Water Plans & Studies

The Water Works System Master Plan completed in 2010 and the Water Supply Study conducted in 2020 have evaluated the existing water works system in the Village and have outlined what improvements are necessary to maintain a sustainable system for the future. As the Village expands, it is projected that water consumption will grow by 106 percent through the year 2050, making it increasingly important to proactively plan for the Village's water infrastructure. The Village should update these plans and studies over time to ensure they can continue to accurately project water infrastructure needs and prepare accordingly through coordination with the CIP.

## Maintain Groundwater Quality

Minooka's potable water is supplied from shallow gravel and sand aquifers, which also supply potable water to much of the southwestern Chicagoland region. Recent studies have shown that development patterns within the region are depleting the water supply within these aquifers. As such, it is important for Minooka to maintain groundwater quality and conserve water where possible. Shallow gravel and sand aquifers are present within a few areas where residential land uses are being recommended on the Land Use Plan.

It is recommended that Minooka establish a groundwater protection ordinance or similar zoning overlay district to protect these areas, which are generally located along the Village's western boundary running along the DuPage River located east of Bell Road, southeast of the CSX rail line, and northeast of the Arroyo Trails Trailhead. This area near the DuPage River can be considered a groundwater recharge area, which makes it susceptible to contamination.

A groundwater protection ordinance would give the Village extra tools to regulate the future residential development. In particular, this ordinance could allow the clustering of residential homes to further conserve open spaces and maintain naturally vegetated areas, which can improve the amount and quality of water that infiltrates into the groundwater. There are several communities in the Chicago region that are similarly affected by water supply concerns and have adopted similar ordinances that could be adapted for Minooka's use, such as the City of Woodstock. The Environmental Protection Agency (EPA) also provides a model ordinance for use by communities.

## Outdoor Water Conservation

Outdoor water conservation can have a sizeable impact on the timing of facility capacity expansions, such as the new wastewater treatment plant discussed in Key Recommendation #4: Evaluate the Village's Sanitary Infrastructure. Reducing water demand can delay the timing of needed expansion and can potentially downsize the size of the infrastructure when it becomes necessary, according to CMAP's "Changing water demand: Projecting water use in the Chicago region to 2050" water forecast. A recent example of water conservation efforts is the Village's "purchase a rain barrel" initiative, which allows residents to purchase a rain barrel to capture rainwater for reuse on yard maintenance.
It is recommended that Minooka adopt the Northwest Water Planning Alliance's (NWPA's) lawn watering ordinance that supports year-round water conservation to help to ensure capacities are able to meet continued demands.

**Water Source & Demand Trends of Minooka**
**Primary Water Source: Sandstone Groundwater**

| | 2020 | 2030 | 2040 | 2050 |
|---|---|---|---|---|
| **Average Daily Withdrawals (MGD)*** | 0.98 | 1.25 | 1.59 | 2.02 |
| Residential Sector | 0.59 | 0.75 | 0.95 | 1.21 |
| Non-Residential Sector | 0.39 | 0.50 | 0.64 | 0.81 |
| Daily Residential Water Demand per Capita (GPCD) | 81 | 81 | 81 | 81 |

*Gallons of water pumped per average day.*

*The projected population growth rate assumed at 2.5% per year, growing to a total population of 25,000 in 2050*

*Source: Village of Minooka Public Works Department*

## Recapture Agreements

Minooka should continue to evaluate future infrastructure costs when development expansion occurs. The Village should explore the creation of a policy that states that the infrastructure built in growth areas should be constructed to facilitate future growth. An example of this would be ensuring storm sewer or sanitary sewer piping is sized to accommodate future development and increased capacity needs. The Land Use Plan should be used to inform discussions regarding future development and infrastructure demand in areas surrounding proposed future development. Recapture agreements are a standard practice utilized by municipalities to reach consensus around this strategy, as it allows the original developing party (Village or developer) to recover the cost associated with the prebuilt infrastructure upgrades when the future properties are eventually built. It should be noted that the infrastructure should be designed and constructed effectively and efficiently, and on the back end, recapture agreements should be economically flexible in terms of time frames.

If properly structured, recapture agreements provide an incentive for developers to construct higher capacity infrastructure serving their project and recoup added expenses as future projects come on line and expand the user base. Per Illinois state statutes a recapture agreement must be recorded with the county recorder of deeds so as to notify persons interested in subdivided property of the fact that, "there will be a charge in relation to such property for the connection to and use of the facilities constructed under the contract. (65 ILCS 5/9-5-2)".

This means costs associated with providing added capacity up front should be established at a level that is not prohibitive to potential households or commercial/industrial users, while ensuring infrastructure costs are appropriately accounted for. The Village should explore drafting a recapture policy and reference peer communities that have similar policies, such as the Village of Plainfield.

## Explore Alternative Water Sources

Over the long-term, it is anticipated that the local aquifers that supply Minooka's water treatment plants will continue to be depleted, according to the Illinois State Water Survey (ISWS). If current trends continue, it will become increasingly important for Minooka to explore new sources for water supply. The City of Joliet is currently in the process of connecting to Lake Michigan water supply lines to avoid the risk of relying on local aquifers for potable water. Additionally, other communities in the area such as the Village of Oswego, City of Yorkville, and the Village of Montgomery are partnering to transition from local aquifers to either Lake Michigan or the Fox River for water supply.

Minooka is situated so as to be able to utilize the DuPage River, Des Plaines River, or Illinois River to supply water. It is recommended that the Village, in conjunction with neighboring communities, work to reach an agreement to commission a feasibility study of available water sources. This study should examine whether the three rivers can serve as a sustainable water source for Minooka and its neighbors. Rain and snow melt from upstream urban areas has the potential to carry pollutants that drain into the rivers. It should be noted that the water would likely be costly to treat.; however, should the study determine that the rivers can supply a sustainable water source for Minooka, it would alleviate the risk that the depleting local aquifers pose. The Village should also continue its communication with nearby communities and regional partners to ensure that the cost of switching to a new water supply is feasible should it be deemed necessary.

*Key Recommendation #3*

## Explore Partnering with Channahon for Utility Services

**Explore partnering with Channahon to provide water and sewer services in the far west area surrounding the Brisbin Interchange.**

As the southwest portion of planning area shares boundaries with Channahon, the Village should coordinate with the community on how to best provide utility services to this area to facilitate expansion. Channahon's 2019 Comprehensive Plan includes a recommendation to commission an analysis to determine the type of industries that would be drawn to this western area and the incentives to attract them. The Village of Minooka should inquire with Channahon about the status of this analysis and consider sharing the cost to conduct this study so that both communities can employ the recommended incentives to attract development. Additionally, the 2020 Brisbin Road Corridor Access Study completed for the Grundy County Highway Department should be referenced when expansion discussions begin, as this study contains recommended roadway pathing, section, and design, which will influence infrastructure decisions.

*Key Recommendation #4*

## Evaluate the Village's Sanitary Infrastructure

**In coordination with existing plans and studies, evaluate the Village's sanitary infrastructure to meet current and future demands.**

The Public Works Department currently manages one Wastewater Treatment Plant (WWTP) with a treatment capacity of 2.2 million gallons per day and 32 miles of sanitary sewer. Recent planning efforts have been made to construct a second WWTP to increase capacity as demand increases due to new development. The formalized Capital Improvement Plan (CIP), mentioned earlier in this section, would include a thorough analysis of the Village's entire sanitary system and help to prioritize projects for maintenance and expansion.

*Key Recommendation #5*

## Explore Public-Private Partnerships & Incentives

**Explore public-private partnerships and cost-share incentives to help off-set the cost on the Village's end for future infrastructure improvements/expansions.**

As the Village prepares for future growth, it is important that the cost of infrastructure upgrades and expansions are fairly distributed between the public and private sectors. This will help reduce the cost burden on the Village to ensure the infrastructure system can support oncoming development, such as through public-private partnerships and cost-share incentives as follows:

### Public Private Partnerships

Public-private partnerships (P3s) are generally financing agreements between public agencies and private sector parties that shift some amount of risk—often in terms of project costs or project schedule—away from the public sector and provide opportunities and value to the private sector not previously available.

For example, a P3 for water or sanitary sewer infrastructure would require the private sector to finance and construct the infrastructure, as well as ensure effective performance through design, planning, and long-term maintenance, allowing the private party to recoup cost over time. The public sector, however, would seek to ultimately maintain ownership of the asset with proper system performance and infrastructure condition protocols over time. Although these agreements have historically been utilized for larger and more complex infrastructure projects such as tollways, they are becoming increasingly common for smaller scale projects.

As P3s are often complex and local governments may lack the necessary experience or expertise to carry out these agreements on their own. It is recommended that Minooka monitor smaller scale P3s throughout the State and region and seek outside council to examine the feasibility of P3s for future infrastructure improvements and expansions.

### Cost-Share Incentives

Cost-share incentives can be utilized by the Village to help reduce the cost burden of expanding and upgrading infrastructure. For example, Minooka could provide an incentive that would require a developer to participate in infrastructure development that benefits the greater community. These types of incentives should focus on negotiating the provision of high-quality public goods, such as new storm/sanitary sewer infrastructure or the installation of a traffic signal/roundabout, in exchange for project-related bonuses such as increased density, changes in land use, or accommodations for reduced parking requirements. The Village Board, with input from Village staff, should formulate an acceptable list of cost-share incentives. Coordination with the neighboring communities of Channahon, Morris, and Shorewood would also be beneficial, as research suggests incentives are most advantageous when coordinated throughout a region as opposed to given in competition.

# GOAL 3

Reduce and prevent flooding in Minooka, reduce non-point source pollution, and increase cost benefits that produce high quality of life for all residents.

## Key Recommendations

1. Develop a Comprehensive Stormwater Plan
2. Expand Green Infrastructure
3. Prioritize Community Resilience and Infrastructure Preparation



*Key Recommendation #1*

## Develop a Comprehensive Stormwater Plan

**Proactively manage stormwater by developing a comprehensive stormwater plan.**

The development of a comprehensive stormwater plan is a preventative measure that would help prepare the Village for hazardous events in a cost-effective manner. The Village should explore hiring an outside contractor to prepare a comprehensive stormwater plan.

This plan would further examine flood risk areas, such as the floodplain along the Aux Sable Creek or the eastern portions of the Village near the DuPage River, so they can be prioritized for resource allocation to implement impactful solutions.

Additionally, the plan should conduct an analysis that quantifies the stormwater impact of new development and redevelopment properties on the overall system. This will ensure the Village has the necessary information to minimize the impacts of future development. The plan should also help define best practices in procedure to address cost sharing models for stormwater issues on private property.

*Key Recommendation #2*

## Expand Green Infrastructure

**Expand green infrastructure through public and private investments.**

Green infrastructure represents an approach to stormwater management that utilizes natural or engineered systems to mimic natural landscapes and capture, cleanse, and reduce stormwater runoff before it makes its way into the traditional stormwater piping system. Implementing green infrastructure as redevelopment/development occurs would help decrease the Village's impact on its natural environment and has been shown in some cases to help reduce long-term infrastructure costs.



The Village should continue utilizing Village-owned open space and right-of-way to install trees and native landscapes that increase stormwater absorption. Additionally, the Comprehensive Stormwater Plan mentioned in the previous section should include recommendations for development ordinances that encourage green infrastructure, such as offering developers an incentive if they commit to reducing impervious cover. Examples could be the utilization of permeable surfaces in the pavement of parking lots or the installation of rain gardens. These types of measures will also ensure that as new development is brought into the Village, no negative stormwater related impacts will occur to existing residents, businesses, and infrastructure capacity.

*Key Recommendation #3*

## Prioritize Community Resilience & Infrastructure Preparation

**Prioritize community resilience and infrastructure preparation for the future to ensure capacities are able to meet continued demands.**

The Village should consider using water conservation to reduce water demand, prioritize community resilience, and help with infrastructure cost savings. As mentioned previously in Goal #1 Key Recommendation 2: Proactively Plan for Water Infrastructure, establishing water conservation goals and adopting the Northwest Water Planning Alliance's (NWPA's) lawn watering ordinance that supports year-round water conservation will help to ensure capacities are able to meet continued demands.

### Community Rating System

To reduce the impact that flooding has within the Village, Minooka should maintain its membership within the National Flood Insurance Program (NFIP) and consider joining its subsequent Community Rating System (CRS), which are both managed by the Federal Emergency Management Association (FEMA). The NFIP provides flood insurance to property owners, renters, and businesses in Minooka. The program requires that the Village maintain its floodplain management ordinance that regulates development in flood hazard areas.

The CRS is a voluntary incentive program that recognizes and encourages floodplain management practices that exceed the minimum requirements of the NFIP. Actions that exceed the minimum requirement include managing development in areas not mapped by the NFIP, protecting new buildings beyond the minimum NFIP protection level, preserving and restoring the natural functions of the floodplain, helping insurance agents obtain flood data, and helping residents obtain flood insurance.

CRS communities that exceed the minimum requirements are rewarded with discounts on their flood insurance premiums generally between five and 45 percent.

### Infrastructure Maintenance through the CIP Process

In addition to these conservation and mitigation methods, the recommended CIP process would also include an assessment of the Village's 12 miles of storm sewer, 1,850 catch basins, and wet/dry detention basins. It should include recommendations for maintenance and coordinate the five-year horizon improvements with sanitary, water service, and roadway infrastructure to keep cost down.

### Hazard Mitigation Planning

It is recommended that the Village prepares a Hazard mitigation plan that addresses issues like flood and drought preparedness. Hazard mitigation planning efforts are eligible for federal grant funding and resulting identified infrastructure projects and resilience measures can also be eligible for future grant awards.

# COMMUNITY FACILITIES AND INFRASTRUCTURE ACTION MATRIX

For definitions of the action matrix columns, see the Action Matrix section in Chapter 1: Introduction. Key recommendations highlighted in yellow with a star are related to the Village's Top 10 Priorities (see Chapter 10: Implementation for more information).

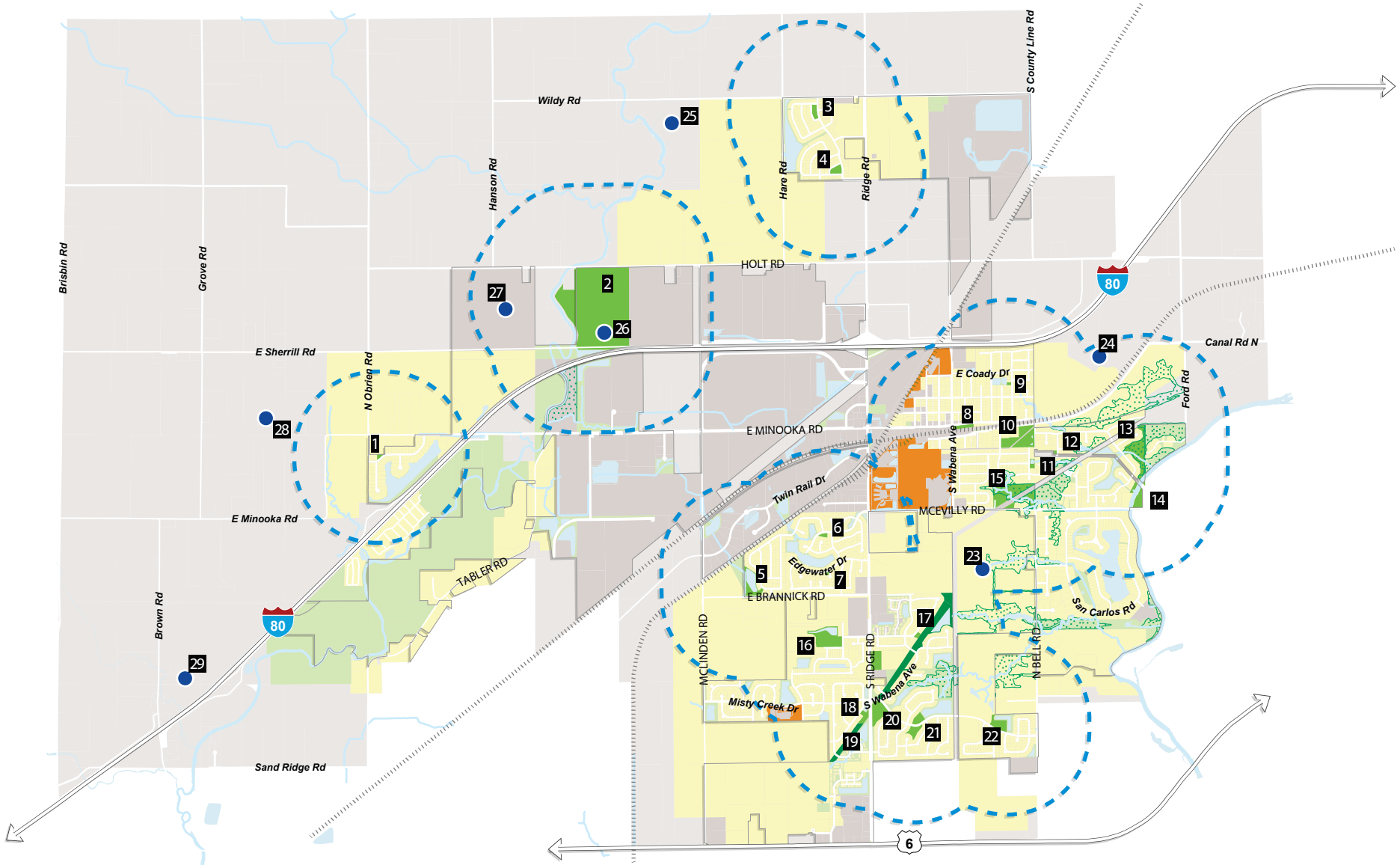
| # | Key Recommendation | Action Item | Priority | Ease | Potential Partners |
|---|---|---|---|---|---|
| 1.1 | Work with local school districts to ensure school capacities can support increases in student populations as Minooka grows. | Maintain open communication with the Village's three school districts to help ensure their facilities are able to support increases in student populations as Minooka grows. | On-going | B | Minooka Community Consolidated District 201, Morris School District 54, Channahon School District 17 |
| ★ 1.2 | With growth, ensure public safety services and facilities are expanded as necessary to ensure all residents continue to be protected effectively. | Coordinate with each Fire Protection Districtsto discuss future planned development and ensure staffing levels and facilities can continue to effectively meet demand as the Village grows. | On-going | B | Minooka Fire Protection District, Channahon Fire Protection District |
| | | Ensure the Fire Protection Districts continue to be part of planning for fire hydrant placement and type as well as street designs to ensure proper access of fire apparatus. | On-going | B | Minooka Fire Protection District, Channahon Fire Protection District |
| | | Involve the Fire Protection Districts in the progressive development of fire and building code updates and local ordinances, as well as the application and interpretation of the codes. | On-going | B | Minooka Fire Protection District, Channahon Fire Protection District |
| | | Monitor the staffing needs of the Police Department as Minooka's population increases. | On-going | B | Minooka Police Department |
| | | Proactively keep track of public safety issues and impediments to efficient response times. | 1 | A | Minooka Police Department, Minooka Fire Protection District, Channahon Fire Protection District |
| | | Work with the Police Department to assess the need for additional roadway expansions in the Village to allow for quick police response. | 2 | B | Minooka Police Department, IDOT |
| | | Regularly conduct community outreach to identify safety concerns of residents that the Police Department may need to address. | 1 | A | Minooka Police Department |
| 1.3 | Coordinate with the Three Rivers Public Library District to provide opportunities for potential future facility expansion to serve the area's growing population. | Coordinate with the Library District to upgrade and expand the current Downtown facility and/or support the District in creating a new library facility that can meet increasing demands. | 2 | B | Three Rivers Public Library District |
| | | Work with the Library District to extend its service area to include Minooka's growth areas. | 2 | B | Three Rivers Public Library District |
| | | Strengthen partnerships between the Library District and Minooka's school districts to increase student access to and use of library resources. | 1 | A | Three Rivers Public Library District, Minooka Community Consolidated District 201, Morris School District 54, Channahon School District 17 |
| ★ 1.4 | Enhance existing and explore new municipal services provided to residents, such as youth and senior programs, the recycling program, and updating the Village's website. | Coordinate with the Grundy County Chamber of Commerce to create a "Visit Minooka" page on the Village's website. | 1 | A | Grundy County Chamber of Commerce |
| | | Create new community festivals unique to Minooka and advertise them on the Village's website. | 1 | B | Grundy County Chamber of Commerce |
| | | Work with Homewood Disposal Service to improve the recycling program by increasing pick up time frequency. | 1 | B | Homewood Disposal Service |
| | | Work with the Three Rivers Public Library District, local school districts, and other organizations to expand youth programs available in Minooka. | 1 | B | Three Rivers Public Library District, Minooka Community Consolidated District 201, Morris School District 54, Channahon School District 17, Minooka Parks and Recreation Committee, Channahon Park District |
| | | Work with local assisted living facilities, the Parks Committee, local medical groups, and other entities to provide senior programs. | 1 | B | Minooka Senior Club, Heritage Woods, Morris Hospital, Will County |
| 2.1 | Develop a formalized Capital Improvement Program/Plan (CIP) that considers grants, loans, and other financial resources and acts as a comprehensive planning tool for the improvement of the Village's infrastructure. | Consider hiring an outside contractor to complete a formalized CIP on a five-year time horizon, examining current operating expenses and revenue streams to budget for infrastructure maintenance/repairs and improvements. | 1 | B | |
| | | Ensure the CIP follows the US Internal Revenue Service's General Principle of Capitalization to properly define what a capital improvement is. | 1 | A | |

| # | Key Recommendation | Action Item | Priority | Ease | Potential Partners |
|---|---|---|---|---|---|
| ★ 2.2 | Proactively plan for the Village's water infrastructure in coordination with regional partners and existing plans and studies to accommodate current residents and facilitate new growth. | Update the Water Works System Master Plan and the Water Supply Study to ensure accurate projections of water infrastructure needs and prepare accordingly through coordination with the CIP. | 1 | A | |
| | | Establish a groundwater protection ordinance or similar zoning overlay district to protect the Village's shallow gravel and sand aquifers. | 1 | A | |
| | | Adopt the Northwest Water Planning Alliance's (NWPA's) lawn watering ordinance that supports year-round water conservation. | 1 | A | |
| | | Continue to evaluate future infrastructure costs when development expansion occurs. | On-going | A | Private Developers |
| | | Explore the creation of a policy that states that the infrastructure built in growth areas should be constructed to facilitate future growth. | 1 | A | |
| | | Use the Land Use Plan to inform discussions regarding future development and infrastructure demand in areas surrounding proposed future development. | 1 | A | |
| | | Explore drafting a recapture policy and reference peer communities that have similar policies. | 1 | B | Private Developers, Plainfield |
| | | Commission a feasibility study of available water sources in conjunction with neighboring communities. | 1 | C | Joliet, Channahon, Morris, Shorewood, CMAP, Grundy County Soil and Water Conservation District |
| | | Continue communication with nearby communities and regional partners to ensure that the cost of switching to a new water supply is feasible should it be deemed necessary. | On-going | A | Joliet, Channahon, Morris, Shorewood, CMAP, Grundy County Soil and Water Conservation District |
| ★ 2.3 | Explore partnering with Channahon to provide water and sewer services in the far west area surrounding the Brisbin Interchange. | Coordinate with Channahon on how to best provide utility services to the far west area surrounding the Brisbin Road Interchange to facilitate expansion. | 2 | D | Channhon |
| | | Inquire with Channahon about the status of their industrial recruiting analysis and consider sharing its cost so that both communities can employ the recommended incentives to attract development. | 2 | A | Channhon |
| | | Reference the 2020 Brisbin Road Corridor Access Study when expansion discussions begins for around the Brisbin Interchange. | 2 | A | Channhon, Grundy County Highway Department |
| ★ 2.4 | In coordination with existing plans and studies, evaluate the Village's sanitary infrastructure to meet current and future demands. | Prioritize projects for maintenance and expansion of the Village's sanitary system by referencing the formalized CIP, which should contain a thorough analysis of the entire system. | 1 | A | |
| ★ 2.5 | Explore public-private partnerships and cost-share incentives to help off-set the cost on the Village's end for future infrastructure improvements/expansions. | Explore public-private partnerships and cost-share incentives to help off-set costs paid by the Village for future infrastructure improvements/expansions. | 1 | B | Private Developers |
| | | Monitor smaller scale public-private partnerships (P3s) throughout the State and region and seek outside council to examine the feasibility of P3s for future infrastructure improvements and expansions. | 1 | B | Private Developers |
| | | Formulate a list of cost-share incentives with input from Village staff to help reduce the cost burden of expanding and upgrading infrastructure. | 1 | A | |
| 3.1 | Proactively manage stormwater by developing a comprehensive stormwater plan. | Explore hiring an outside contractor to prepare a comprehensive stormwater plan to help prioritize flood risk areas for resource allocation and quantify the impact of new developments on the overall system. | 1 | B | |
| 3.2 | Expand green infrastructure through public and private investments. | Continue utilizing Village-owned open space and right-of-way to install trees and native landscapes that increase stormwater absorption. | On-going | D | |
| | | Ensure the Stormwater Plan includes recommendations for development ordinances that encourage green infrastructure. | 1 | A | |
| 3.3 | Prioritize community resilience and infrastructure preparation for the future to ensure capacities are able to meet continued demands. | Consider establishing water conservation goals and adopting the Northwest Water Planning Alliance's (NWPA's) lawn watering ordinance. | 1 | A | Northwest Water Planning Alliance |
| | | Maintain the Village's membership within the National Flood Insurance Program (NFIP). | On-going | A | Illinois Department of Natural Resources |
| | | Consider joiing the NFIP Community Rating System (CRS). | 2 | B | Illinois Department of Natural Resources |
| | | Ensure the CIP includes an assessment of the Village's 12 miles of storm sewer, 1,850 catch basins, and wet/dry detention basins. | 1 | A | |
| | | Prepare a Hazard Mitigation Plan that addresses issues like flood and drought preparedness. | 1 | B | |

# 09

# Parks, Agriculture, and Natural Areas

**Parks, open space, and natural areas contribute significantly to Minooka's community character and quality of life. They provide local recreational opportunities and support a healthy lifestyle, while providing habitat and a natural setting cherished by residents. Rural and agricultural areas are also vital components of the local economy and make up a significant portion of the Village's planning area. As the Village prepares for future growth, it is important that its natural assets continue to be protected and maintained while avoiding the premature conversion of rural lands through sustainable growth strategies.**




## Parks & Open Space

- Parks
- Open Space
- Greenway
- Wooded Areas
- 1/2 Mile Park Service Area
- School Campus Recreational Areas
- Residential Areas
- Regional Retention Ponds and Conservation Efforts

### *Facilities*

1. Ninovan Park
2. Aux Sable Springs Park
3. Summerfield Park #2
4. Summerfield Park #1
5. Grand Ridge Park
6. Heather Ridge Park
7. Indian Ridge Park
8. Veterans Park
9. Meadows Park
10. Summit Park
11. Beechwood Park
12. Sibley Park
13. Rivers Edge Landings Park
14. DuPage Canoe Launch
15. Lions Park
16. Arbor Lakes Park
17. Prairie Ridge Greenway
18. Misty Creek Park
19. Chestnut Ridge Greenway
20. Lakewood Park
21. Lakewood East Park
22. Westwind Park
23. Vista Gulch
24. Lake Ward
25. Wildy Lake
26. Aux Sable Springs Regional Retention
27. Aux Sable Regional Park Expansion
28. Lake Sherrill
29. Wally Wash

# GOAL 1

Continue to uphold the quality of and access to Minooka's parks and natural areas, while preventing the premature development of farmland.

## Key Recommendations:

1. Maintain and Enhance Existing Parks
2. Ensure High Access to Park Facilities
3. Expand Minooka's Trail Network
4. Consider Creation of a Park District
5. Promote the Preservation of Natural Areas
6. Protect Water Resources
7. Preserve Rural and Agricultural Areas

*Key Recommendation #1*

## Maintain and Enhance Existing Parks

**Continue to maintain and enhance existing parks, updating aging facilities as necessary and exploring opportunities to provide a variety of recreational amenities for all ages.**

Minooka's parks are frequently identified as key assets by local residents. Examples include the expansive Summit Park, which contains internal trails, exercise equipment, a playground, soccer fields, a pavilion, a splash pad, public restrooms, and bike racks, and Lions Park which contains a unique wooded area, walking trails, and a range of sports amenities.

The Village should continue to maintain its existing parks and upgrade aging facilities as necessary to ensure they provide quality recreational opportunities for residents far into the future. Improvements to consider include:

» Upgrading playgrounds for ADA accessibility to provide equitable recreational options for children of all abilities.

» Installing bike parking stations at each park facility to improve bike access.

» Improving programming within parks, such as Summerfield Park #2, to activate open spaces with walking trails, seating areas, sports amenities, water features, and/or unique landscaping.

» Installing lighting in parks to improve safety and user comfort during evening hours.

The Village should also consider expanding existing parks into adjacent areas as properties come up for sale and opportunities arise. For example, as an alternative to the proposed future multifamily use in the Land Use Plan, a portion of the existing industrial properties east of Veterans Park could be redeveloped as an expansion of the park. This would simultaneously act as buffer between the residential properties to the north and the railroad to the south.

*Key Recommendation #2*

## Ensure High Access to Park Facilities

**Ensure new residential growth areas have access to park facilities.**

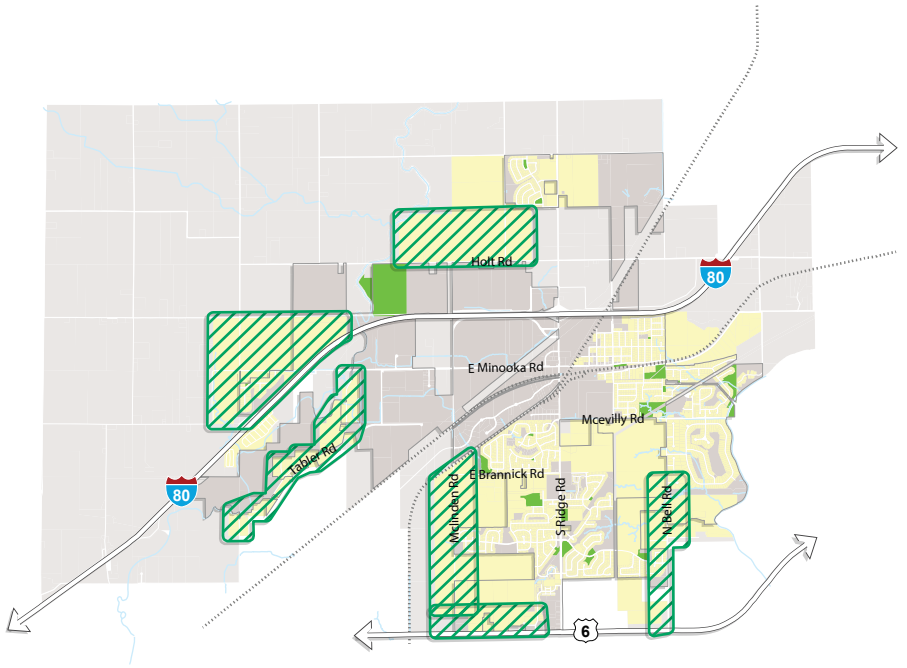
Village residents are currently well served by Minooka's 22 park facilities that cover approximately 200 acres. The national standard for parkland, as set by the National Recreation and Parks Association (NRPA) is 10 acres of parkland per 1,000 residents. Minooka exceeds this standard with approximately 18 acres per 1,000 residents. Additionally, most Minooka residents are located within a half-mile (equivalent to a 10- to 15-minute walk) of at least one park.

### Future Park Locations

As new residential growth occurs, the Village should continue to monitor parkland supply and distribution to ensure future residents are well served by Minooka's park system and are within convenient walking distance to a facility. Considering the future residential growth proposed in the Land Use Plan, certain areas will require the development of new parks to maintain high accessibility, whether it be a facility privately developed as part of a planned unit development (PUD) or a public park constructed by the Village.

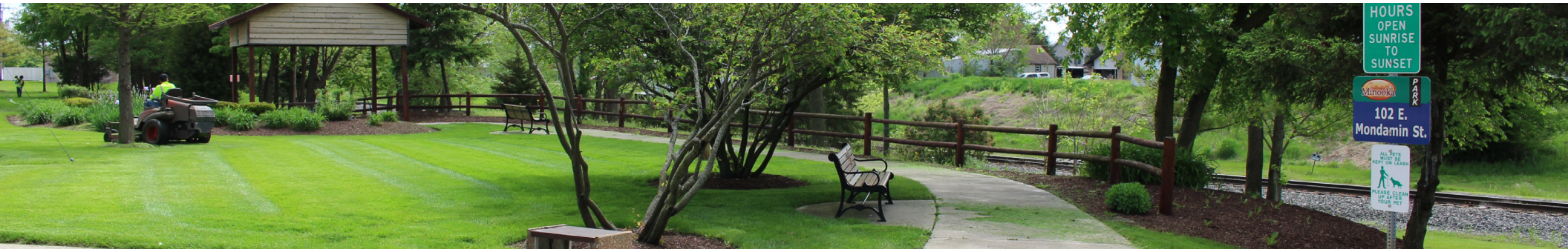
The Parks and Open Space Map represents existing and future residential areas as defined in the Land Use Plan that are located beyond a half-mile from a local park. These areas should be prioritized for future park locations, either through acquisition and development or integration of parks within future subdivisions. These residential areas include:

- North of Holt Road
- West of I-80, south of Shrill Road
- Along Tabler Road
- Along Bell Road south of Colina Calle Court
- Along US Route 6
- Along McLinden Road




**Future Parks**

- Future Park Priority Areas
- Residential Areas
- Existing Parks



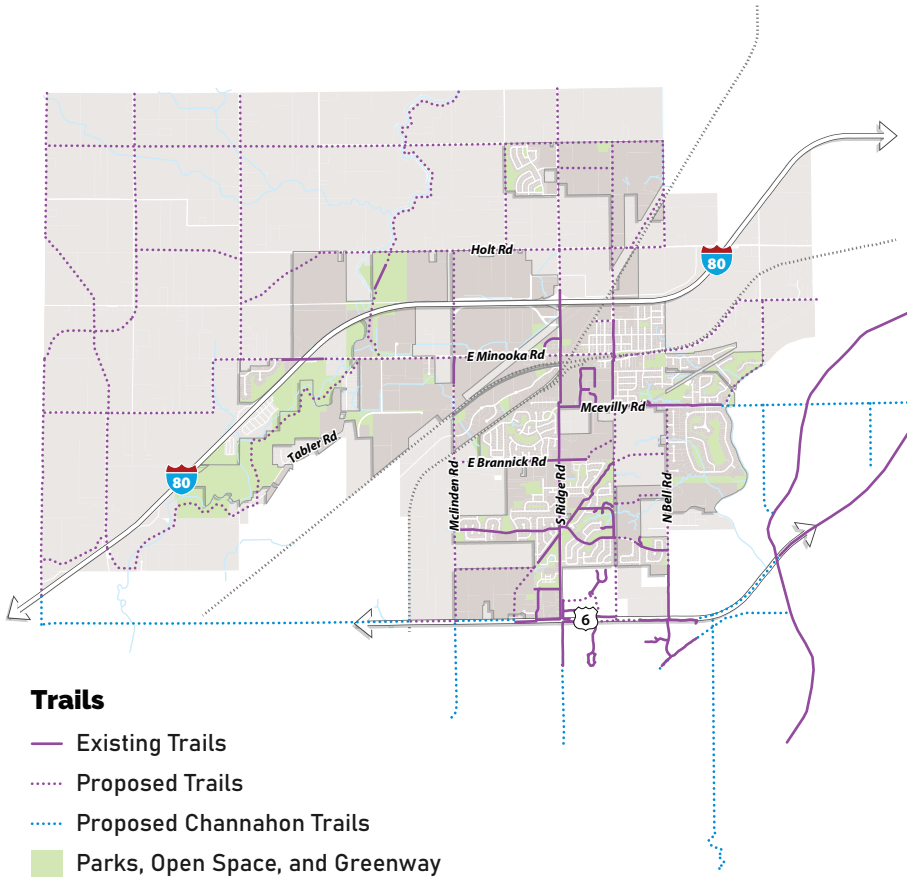

*Key Recommendation #3*

## Expand Minooka's Trail Network

**Invest in the expansion of Minooka's trail network to ensure the park system is highly connected and accessible for all residents.**

There are three types of trails in or near Minooka: trails within parks, trails integrated as amenities within subdivisions, and regional trails surrounding the Village. Many trails within Minooka provide short, closed circuit loops within park facilities or subdivisions and lack connections to other areas, preventing the development of a more comprehensive trail network.

The Village should pursue opportunities to expand its trail network to connect its parks and natural areas, as well as to the regional trail system and key community destinations like Downtown, schools, employment centers, and commercial nodes. This will require coordination with surrounding communities, regional trail planning efforts, and roadway improvement projects. For a more detailed assessment of trails, see the Transportation and Mobility Chapter (Goal 2, Key Recommendation #2).





*Key Recommendation #4*

## Consider Creation of a Park District

**Improve long-term funding for the management of parks, including considering the establishment of a local park tax levy or partnering with the Channahon Park District.**

Currently, the Village's Parks and Recreation Committee is charged with establishing long-range planning objectives for its public parks while the Public Works Department maintains the facilities. To support the Committee's efforts in future parks planning, the Village should consider establishing a local park tax levy that would secure a stable revenue source for new facilities, maintenance, programming, and amenities. This would help ensure the needs of Minooka's growing population can continue to be effectively met with quality park services.

### Joint Channahon Park District

Alternatively, the Village should partner with the Channahon Park District to create a joint park district with a dedicated group of staff responsible for the maintenance, programming, and planning of park facilities and programs. In the State of Illinois, park districts function as separate taxing bodies that are independent of the municipality and may levy and collect taxes on all taxable property in the district. As Minooka's facilities are likely being used by non-Village residents who do not contribute to local taxes, such as nearby Channahon residents living south of US Route 6, this partnership would ensure a more equitably distributed funding strategy that would generate greater revenue to improve the park system for all area users.







*Key Recommendation #5*

# Promote the Preservation of Natural Areas

**Promote the preservation of natural areas including the tree canopy during the site design and approval process to integrate these features as amenities for residents or employees.**

## Open Space

Minooka's 540 acres of open space support natural habitats and provide stormwater management functions for the community. Much of the Village's open space is located along the Aux Sable Creek or dispersed in small areas throughout the community, many of which serve as detention areas. To support environmental stewardship and preservation within the community and maintain effective stormwater management, the Village should continue to preserve its valuable open space and encourage future developers to apply sustainable design practices.

This includes the following:

» **Conservation Design.** Encourage private developers to cluster structures to preserve large areas of open space for communal use, particularly in environmentally sensitive areas. (see the Housing and Neighborhoods Chapter for more information).

» **Open Space Reserve.** The Village should explore purchasing land to preserve for public open space, such as areas within the floodplain or properties that contain streams and wetlands. Available state and federal funding programs should be explored to assist with purchasing and enhancing land. Examples are the Illinois Department of Natural Resources' (IDNR) Open Space Lands Acquisition and Development Grant and the Land and Water Conservation Fund Grant (Note: these grants are inactive for FY21 and should be monitored for future openings).

» **Fee-in-Leu.** As a condition of approval for a subdivision, the Village currently requires developers to dedicate land for park and recreation purposes or pay a fee in lieu. The Village should build on this and consider an open space preservation ratio requirement for future private development, such as 10 percent or a fee in lieu. This will would help promote the preservation of open space not just in residential areas, but also in industrial and commercial development.

### *Aux Sable Creek Greenway*

The Aux Sable Creek is a major waterway that runs through western Minooka and its planning area, converging with the Illinois River to the south. It presents a major opportunity to create a greenway that provides Village residents and visitors attractive outdoor recreational opportunities and natural environments. The Village should work with the IDNR to preserve, at a minimum, a 100 feet buffer along the creek to establish this continuous greenway through the planning area.

The greenway should be activated with walking trails and hiking/biking amenities, such as rest areas, informational nature signs, public restrooms, and viewpoints to make it a regional destination.

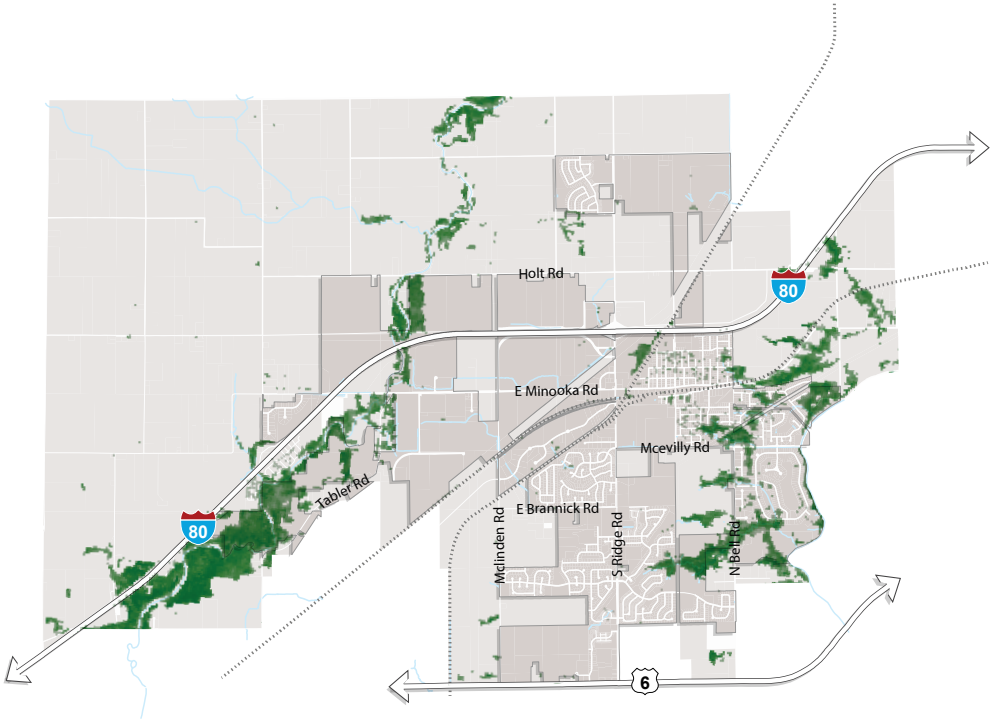
### *Connect the Greenway*

Opportunities to connect the greenway to existing parks as well as develop new parks along the greenway should be pursued to expand the Village's parks and recreation system. This includes the new 120-acre Aux Sable Springs Park that opened at the end of 2020 along the Aux Sable Creek corridor near Holt Road. Together with the greenway, this park will significantly increase access to recreational opportunities for residents, employees, and visitors north of I-80. Providing connections to local and regional trails will also be key in forming a highly accessible and well connected greenway and trail network.

## Tree Preservation

A tree canopy provides numerous advantages for a community, including increasing its attractiveness, cleaning the air, and cooling urban heat islands. A more complete tree canopy may also increase property values due to its direct positive effect on improving neighborhood character and desirability. In 2019, the Village Board approved an ordinance for creating a tree protection and preservation plan for the community, which also established the Urban Forestry Commission and Board. The tree preservation plan updated the Village's urban forest inventory and includes tree selection guidelines, diversity guidelines, planting and removal guidelines, and care and management procedures. In early 2020, Minooka also received an Urban and Community Forest Grant from IDNR to expand and add diversity to its urban forest by planting 107 additional trees.

Moving forward, the Village should continue to implement the guidelines of the tree preservation plan and work with private developers to ensure new development preserves the existing tree canopy when possible. Gaps identified in the urban forest inventory should be used to target efforts for future plantings. Community education initiatives may also be pursued to educate residents on the benefits of trees and grow local stewardship, such as crime reduction, mental health, and stormwater management.




**Tree Canopy**

Tree Canopy (US Forest Service, 2016)

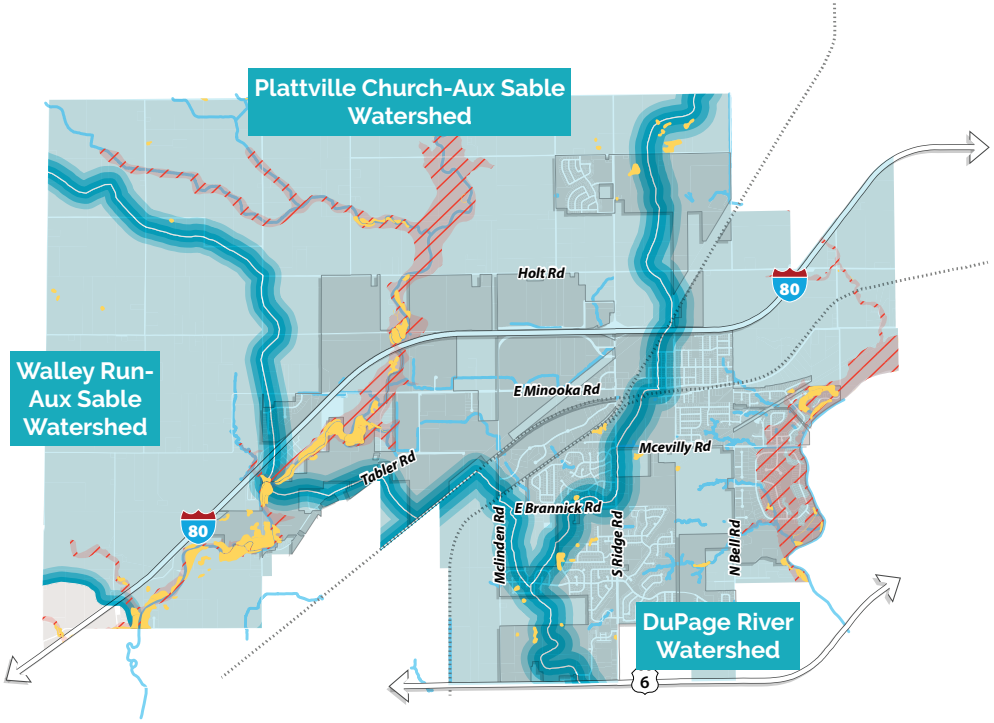
*Key Recommendation #6*

## Protect Water Resources

**Protect the Village's water resources by enforcing sustainable development controls and working with regional partners to improve water quality.**

The DuPage River runs along the easternmost edge of Minooka's boundary. The river flows into the Des Plaines River, later converging with the Kankakee River to form the Illinois River to the south. These waterways are a major water route and connection between Lake Michigan and the Chicago region to the northeast, and the Mississippi River to the west. As a result of proximity to these major water ways, a number of smaller streams and tributaries exist in the community, the most notable being the Aux Sable Creek.

Both local and nearby regional waterways are a vital resource for the greater Chicago region, the State of Illinois, and numerous downstream communities. This underscores the importance managing the health of local waterways and the utilization of water resources, particularly the DuPage River and the Aux Sable Creek, a direct tributary of the Illinois River. All segments of rivers running through Minooka's planning area were identified as impaired for some of its designated uses. Bacteria from human waste, mercury, and industrial toxins are the primary causes of impairment with sources ranging from atmospheric deposition, combined sewer overflows, contaminated sediments, municipal point source discharges, and other unknown sources. Moving forward, maintaining high water quality will be key for ensuring water resources can be used for drinking, fishing, recreation, and other uses, as well as supporting healthy habitats and biodiversity within the region.



## Development Controls

The Village Code of Ordinances currently establishes regulations to protect and enhance its vital water resources. They are intended to minimize erosion, stabilize the stream bank, protect water quality, maintain water temperature at natural levels, preserve fish and wildlife habitat, and to preserve aesthetic values of the natural watercourse and wetland areas. Examples include the requirement for a 25-foot natural vegetation buffer strip along streams, lakes, ponds, or wetlands (Section 4-10-6-8) and the minimum building setback of 75 feet from the ordinary high water mark of streams, lakes and ponds, the edge of wetlands, or within a designated depressional area that must exceed the boundary of the 100-year floodway as defined by FEMA (Section 4-10-6-3 ). The Village should continue to strictly enforce these development controls to ensure the health and protection of its water features for the long term.

### *Leverage Floodplains & Wetlands as Amenities*

Regulatory floodways are located along the DuPage River in eastern Minooka as well as along the Aux Sable Creek in western Minooka and the Village's planning area. Wetlands in Minooka also exist primarily along these two waterway corridors. While the floodplains currently do not significantly impact existing properties in the Village, future development should be directed outside of the floodplain as outlined in the Land Use Plan.

Flood hazard areas and wetlands should be preserved and integrated as amenities within proposed development, providing opportunities for passive open space or recreational uses. Homes currently located within the Aux Sable Creek or DuPage River's 100- or 500-year floodplains, such as the Shady Oaks mobile home community and the Bonita Vista subdivision, should continue to be monitored for flood risks and necessary improvements to stormwater management.

### *Encourage Compact Development to Improve Water Supply Sustainability*

Compact development, as well as water efficient plumbing, building, and landscaping standards, can make it easier for residents to reduce water use while also minimizing the amount of infrastructure needed per household. Infill and redevelopment, as well as clustered, conservation-oriented design can reduce the impact development has on groundwater recharge as well as protect natural areas and the ecosystem services they provide. Moving forward, the Village should prioritize infill development, as opposed to greenfield development, and conservation-oriented design to improve the efficiency of the water supply and distribution system by increasing the size of the customer base that helps maintain the existing infrastructure.



## Illinois Nonpoint Source Management Program

The Illinois Environmental Protection Agency (EPA) received federal funds through Section 319 (h) and 604b of the Clean Water Act to help implement Illinois' Nonpoint Source Management Program. The program is intended to help local governments protect the quality of the State's waters by controlling nonpoint source (NPS) pollution, or pollution that is sourced from widely distributed or pervasive environmental elements. It supports initiatives like:

- Implementation of cost-effective corrective and preventive best management practices (BMPs)
- NPS pollution control information, education, and outreach programs
- NPS pollution control research and monitoring projects
- Development of watershed-based plans

The Upper Illinois River watershed, which encompasses the Aux Sable watershed, is an Illinois EPA priority watershed for watershed planning in 2021. It is also a priority watershed for NPS implementation in 2023. The Des Plaines watershed, which encompasses the Lower DuPage River watershed, is an IEPA priority watershed for NPS implementation in 2022. As such, Village watershed improvement projects that apply for Section 319 and Section 604b funding will receive priority if they are to be carried out during the priority year. The Village should coordinate with the IEPA to identify and implement necessary watershed protection projects, such as identifying local sources of NPS pollution and adopting BMPs to address quality issues, implementing administrative water pollution controls, and educating the public about the impact and importance of water pollution control.

## Areawide Water Quality Management Plan

To improve water quality, the Village should partner with CMAP, which serves as the delegated Areawide Water Quality Planning agency, to conserve and restore its local water resources and achieve the goals of the Areawide Water Quality Management Plan. The goals include:

- Restoration and maintenance of the chemical, physical, and biological integrity of the region's waters.
- Elimination of all pollutant discharges into the region's waterways.
- Water quality which provides for the protection and propagation of fish, shellfish, and wildlife and provides for human recreation wherever attainable.
- Elimination of all discharges of wastes or pollutants into Lake Michigan.

CMAP manages five main program areas from improved water quality: watershed plan development, community implementation of projects that reduce nonpoint source pollution, review of Facility Planning Area (FPA) (wastewater treatment areas) amendment requests, coordinating the Illinois Volunteer Lake Monitoring Program (VLMP), and assisting with local planning projects through the Local Technical Assistance program. The Village should work with CMAP to develop a watershed plan through IEPA's Nonpoint Source Management Program.



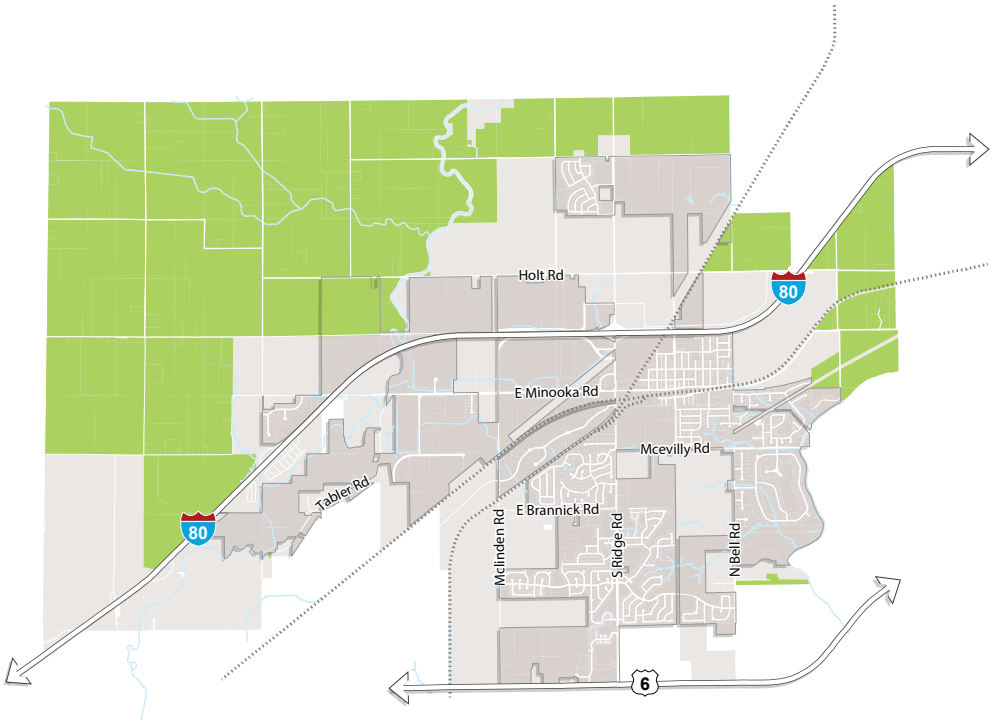
*Key Recommendation #7*

## Preserve Rural and Agricultural Areas

**Preserve Minooka's rural areas and maintain large contiguous areas for agriculture by focusing development to priority growth areas and near major roadways.**

Minooka's agricultural lands contribute significantly to the region's economic vitality and employment opportunities, as well as local rural character. They can also help protect water quality and mitigate flooding. As outlined in the Growth Area section of the Land Use Framework, is important that the Village strives to preserve its agricultural areas by prioritizing infill and reinvestment strategies in existing neighborhoods and directing future growth within or near its core.

This smart growth strategy can help decrease development pressure within rural and natural areas while still supporting opportunities for new growth. Once development opportunities are exhausted within the Village's Infill and Secondary Growth Area, redevelopment of rural properties should occur in a way that preserves natural areas and reduces negative environmental impacts, such as through clustering housing units to maintain open space areas (for more information, see the Growth Area section of the Land Use Framework).




**Agriculture**

Preserved Agriculture Land

# PARKS, AGRICULTURE, AND NATURAL AREAS ACTION MATRIX

For definitions of the action matrix columns, see the Action Matrix section in Chapter 1: Introduction. Key recommendations highlighted in yellow with a star are related to the Village's Top 10 Priorities (see Chapter 10: Implementation for more information).

| | # | Key Recommendation | Action Item | Priority | Ease | Potential Partners |
|---|---|---|---|---|---|---|
| ★ | 1.1 | Continue to maintain and enhance existing parks, updating aging facilities as necessary and exploring opportunities to provide a variety of recreational amenities for all ages. | Continue to maintain existing parks and upgrade aging facilities as necessary. | On-going | D | Minooka Parks and Recreation Committee, Channahon Park District |
| | | | Upgrade playgrounds for ADA accessibility. | 1 | D | Minooka Parks and Recreation Committee, Channahon Park District |
| | | | Install bike parking stations at existing parks. | 1 | C | Minooka Parks and Recreation Committee, Channahon Park District |
| | | | Improve programming within parks to activate open spaces with trails, seating areas, sports amenities, water features, and/or unique landscaping. | 2 | D | Minooka Parks and Recreation Committee, Channahon Park District |
| | | | Install lighting in parks to improve safety and user comfort during evening hours. | 1 | D | Minooka Parks and Recreation Committee, Channahon Park District |
| | | | Consider expanding existing parks into adjacent areas as properties come up for sale and opportunities arise. | 2 | D | Minooka Parks and Recreation Committee, Channahon Park District |
| ★ | 1.2 | Ensure new residential growth areas have access to park facilities. | Continue to monitor parkland supply and distribution to ensure future residents are well served and within convenient walking distance to park facilities in accordance with the Land Use Plan and Parks and Open Space Map. | On-going | A | Minooka Parks and Recreation Committee, Channahon Park District |
| | | | Use the Parks and Open Space Map to prioritize areas beyond a half-mile from a local park for future park locations, either through acquisition and development or integration of parks within future subdivisions. | 1 | C | Minooka Parks and Recreation Committee, Channahon Park District, Property Owners |
| ★ | 1.3 | Invest in the expansion of Minooka's trail network to ensure the park system is highly connected and accessible for all residents. | Pursue opportunities to expand the Village's trail network through coordination with the Village of Channahon, surrounding counties, regional trail planning efforts, and as part of roadway improvement projects. | 1 | B | Minooka Parks and Recreation Committee, Channahon Park District, Channahon, Shorewood, Morris |
| ★ | 1.4 | Improve long-term funding for the management of parks including considering the establishment of a local park tax levy or partnering with the Channahon Park District. | Consider establishing a local park tax levy that to secure a stable revenue source for new facilities, maintenance, programming, and amenities (alternative to the below). | 1 | A | Minooka Parks and Recreation Committee |
| | | | Evaluate a partnership with the Channahon Park District to create a joint park district with a dedicated group of staff responsible for the maintenance (alternative to the above). | 2 | A | Minooka Parks and Recreation Committee, Channahon Park District |

| # | Key Recommendation | Action Item | Priority | Ease | Potential Partners |
|---|---|---|---|---|---|
| ★ 1.5 | Promote the preservation of natural areas including the tree canopy during the site design and approval process to integrate these features as amenities for residents or employees. | Continue to preserve open space and encourage future developers to apply sustainable design practices. | On-going | A | Private Developers |
| | | Cluster structures to preserve large areas of open space for communal use, particularly in environmentally sensitive areas. | 1 | B | Private Developers, Minooka Parks and Recreation Committee, Channahon Park District |
| | | Explore purchasing land to preserve for public open space, such as areas within the floodplain or properties that contain streams and wetlands. | 2 | C | Minooka Parks and Recreation Committee, Channahon Park District |
| | | Explore State and Federal funding programs to assist with purchasing and enhancing land. | 1 | A | Minooka Parks and Recreation Committee |
| | | Build on the existing Fee-in-Leu requirement for subdivisions and consider an open space preservation ratio requirement for future private development. | 1 | A | |
| | | Work with the IDNR to preserve, at a minimum, a 100 feet buffer along the Aux Sable Creek to establish a continuous greenway and activate it with amenities. | 2 | E | IDNR, Minooka Parks and Recreation Committee, Channahon Park District |
| | | Pursue opportunities to connect the proposed Aux Sable Creek greenway to existing parks and develop new parks along the greenway. | 2 | D | Minooka Parks and Recreation Committee, Channahon Park District |
| | | Continue to implement the guidelines of the Tree Preservation Plan. | On-going | B | Private Developers |
| | | Work with private developers to ensure new development preserves the existing tree canopy where possible. | 1 | B | Private Developers |
| | | Use gaps identified in the urban forest inventory to target efforts for future plantings. | 1 | C | Private Developers, Minooka Parks and Recreation Committee, Channahon Park District |
| | | Pursue community education initiatives to educate residents on the benefits of trees and grow local stewardship. | 1 | B | Minooka Parks and Recreation Committee, Channahon Park District, Minooka Community Consolidated District 201, Morris School District 54, Channahon School District 17 |
| ★ 1.6 | Protect the Village's water resources by enforcing sustainable development controls and working with regional partners to improve water quality. | Continue to strictly enforce the natural waterway regulations in the Village's Code of Ordinances. | On-going | D | IDNR |
| | | Continuously monitor homes located in 100- and 500-year floodplains for flood risks and perform necessary improvements to stormwater management. | 1 | D | IDNR |
| | | Prioritize infill development over greenfield development and promote conservation-oriented design to improve the efficiency of the water supply and distribution system. | 1 | B | Private Developers |
| | | Coordinate with the Illinois Environmental Protection Agency (IEPA) to identify and implement necessary watershed protection projects. | 1 | E | IEPA |
| | | Partner with Chicago Metropolitan Agency for Planning (CMAP), the delegated Areawide Water Quality Planning Agency, to conserve and restore local water resources and achieve the goals of the Areawide Water Quality Management Plan. | 1 | E | CMAP |
| | | Develop a watershed plan with CMAP through IEPA's Nonpoint Source Management Program. | 1 | C | CMAP, IEPA |
| 1.7 | Preserve Minooka's rural areas and maintain large contiguous areas for agriculture by focusing development to priority growth areas and near major roadways. | Preserve agricultural areas by prioritizing infill and reinvestment strategies in existing neighborhoods and directing future growth in alignment with the Land Use Plan and Growth Areas Framework. | 1 | B | Private Developers |

# 10 Implementation

**To ensure the vision and goals of the community are attained, proactive implementation of the Minooka Comprehensive Plan is essential. The Plan provides policies and recommendations the Village should undertake over the next 15 to 20 years for the vision to be realized. Close coordination with and participation of local departments, regional public agencies, neighboring communities, community groups and organizations, the business community, property owners, developers, and residents will be key in the success of its implementation. The following chapter provides best practices on how to use to the Plan as well as funding sources to consider.**

# NEXT STEPS

The following actions and strategies establish the "next steps" to be taken after the adoption of the Minooka Comprehensive Plan. They will provide for the effective application of the Plan and continued community planning and investment, and ensure the Plan remains reflective of community needs and aspirations.

They include:

» Use the Comprehensive Plan on a day-to-day basis to guide Village policies and decision-making;

» Review and update the Zoning Ordinance and other development controls to reflect policies presented in the Minooka Comprehensive Plan;

» Update and incorporate the Capital Improvements Program (CIP) with Plan recommendations for CIP infrastructure improvements;

» Promote cooperation and participation among various agencies, organizations, community groups, and individuals;

» Regularly review and update the Plan to reflect current conditions and shifts in community priorities;

» Explore possible funding sources and implementation techniques;

» Have the Plan Commission periodically review the Comprehensive Plan for amendments.

# USE PLAN REGULARLY

The Minooka Comprehensive Plan should become the Village's official policy guide for land use, development, and reinvestment. It is essential that the Plan is adopted and used on a regular basis by Village staff, boards, and commissions to review and evaluate all proposals for improvement and development. The  staff should meet with the heads of other various Village departments to explain the purpose and benefits of the Minooka Comprehensive Plan.

To further educate the community about the Plan, the Village should:

» Make copies of the Plan available online for free, provide hard copies at Village Hall, and have a copy on file at the Three Rivers Public Library for reference;

» Provide assistance to the public in explaining the Plan and its relationship to private and public development projects and other proposals, as appropriate;

» Assist the Village Board of Trustees and various boards and commissions in the day-to-day administration, interpretation, and application of the Plan;

» Provide a Minooka Comprehensive Plan orientation for new elected or appointed officials;

» Maintain a list of current possible amendments, issues, or needs which may be a subject of change, addition, or deletion from the Plan.

## AMENDING DEVELOPMENT REGULATIONS

While the Minooka Comprehensive Plan articulates a vision for the Minooka community, the Village's development regulations are one of the primary tools that can be used to implement Plan recommendations. Following adoption of the Comprehensive Plan, the Village should consider a process to update the current zoning ordinance and related ordinances, such as the Subdivision Regulations, to ensure that regulations reflect current Village policy and the desires of the Minooka community. Amendments to development regulations and design standards should consider complementary programs and incentives that can be used to achieve the community's vision for economic development, neighborhood character, connectivity, and other aspects of the Plan.

## CAPITAL IMPROVEMENT PLAN

It is important that the implementation of the Minooka Comprehensive Plan is coordinated with the Village's financial resources and capital planning. This will help ensure future capital investments successfully address both short- and long-term objectives of the Plan and are strategically budgeted and prioritized. As highlighted in the Community Facilities and Infrastructure Chapter (Goal 2, Key Recommendation 1) formalization of the Village's Capital Improvement Plan (CIP) and following a five year plan for infrastructure investments will be key. CIP projects include improvements for roadways, sidewalks, sanitary sewers, watermains, storm sewers, and multi-use paths, as well as other improvements requiring capital expenditures relating to public infrastructure.

The Village should review and integrate the Minooka Comprehensive Plan into the capital improvement process, including the Village's annual budgeting process and during updates to the CIP. This will help assess funding needs and plan for potential sources, ensuring completion of desired improvements in a prioritized manner over the life of the Plan.

## ACTION MATRIX

An Action Matrix is included at the end of each chapter of the Comprehensive Plan. Each provides Village staff and community stakeholders with an organized table containing a comprehensive list of all implementation strategies, policies, and recommendations contained within the chapter. In conjunction with the annual updates to the CIP, the Village should utilize and regularly update the Action Matrices to reflect the most up-to-date implementation actions and priorities.

# REGIONAL & LOCAL COOPERATION

To ensure the success of the Comprehensive Plan's implementation, there must be strong leadership from the Village and coordination with other public agencies, neighboring communities, community groups and organizations, the local business community, the private sector, and other key stakeholders. As many of the recommendations included within the Plan pertain to issues extending past Village limits, such as water quality or roadway connectivity, regional cooperation with be key in addressing them.

- Set a schedule of reoccurring meetings with key partners to stay in sync on planning initiatives, emerging trends and issues, short term and long term goals, and opportunities for partnerships.
- Organize regular workshops, meetings, or community events with residents, business owners, private developers, and other local stakeholders to discuss the needs and desires of these groups as they change, gain support and feedback for planning initiatives, and identify opportunities for collaboration.
- Meet with local school districts, the Three Rivers Public Library, and other organizations to help coordinate educational and recreational programs, resources, and activities that are available to the public and youth.
- Work with Chicago Metropolitan Agency for Planning (CMAP), Grundy County, Kendall County, Will County, and Illinois Department of Transportation (IDOT) to improve roadway connectivity and truck routing, particularly as industrial uses increase within the Village.
- Maintain close communication with the Village of Channahon to coordinate multimodal connectivity between the two communities, compatible land use and development, utility services, and potentially a joint Park District.

# REGULAR UPDATES

The Minooka Comprehensive Plan is not a static document, and it is intended to evolve with shifts in trends, issues, and opportunities. If community attitudes change or new challenges arise which are beyond the scope of the current Plan, the Plan should be revised and updated accordingly. Although a proposal to amend the Plan can be brought forth by petition at any time, the Village should regularly undertake a systematic review of the Plan.

The Village should initiate review of the Plan at least every three to five years. Ideally, this review should coincide with the preparation of the Village's budget and CIP and the preparation of an annual action agenda. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and goals.

# POTENTIAL FUNDING SOURCES

The following is a list of possible funding sources that the Village could pursue to fund the implementation of the Minooka Comprehensive Plan. These programs are organized by funding category, which include:

» Economic Development;

» Transportation and Infrastructure; and

» Parks, Trails, and Open Space.

It should be noted that while the information regarding these funding sources was deemed accurate at the time this Plan was written, the long-term availability of funds for these resources cannot be guaranteed. The Village should revise, update, and expand this list of potential funding sources as a component of any future Minooka Comprehensive Plan updates.

## Economic Development

### Special Service Area (SSA)

SSAs can be used to fund improvements and programs within a designated service area. An SSA is essentially added to the property tax of the properties within the identified service area and the revenue received is channeled back into projects and programs benefiting those properties. A SSA can be rejected if 51 percent of the property owners and electors within a designated area object. SSA funds can be used for such things as streetscape improvements, area marketing, and special events.

### Tax Increment Finance (TIF)

The purpose of TIF funding is to incentivize and attract desired development within key commercial areas. TIF dollars can typically be used for infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development.

TIF utilizes future property tax revenues generated within a designated area or district, to pay for improvements and further incentivize continued reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established, is reinvested in that area. Local officials may then issue bonds or undertake other financial obligation based on the growth in new revenue.

Over the life of a TIF district, existing taxing bodies receive the same level of tax revenue as in the base year. Provisions exist for schools to receive additional revenue. The maximum life of a TIF district in the State of Illinois is 23 years, although a district can be extended beyond that horizon through authorization from the State Legislature.

### Business Development District (BDD)

As authorized by Division 74.3 of the Municipal Code of the State of Illinois, a municipality may designate, after public hearings, an area as a BDD. A BDD allows the Village to levy up to an additional one percent retailers occupation tax, one percent hotel tax, and one percent sales tax within a designated district. Similar to a TIF district, a BDD has a maximum life of 23 years. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district.

BDD designation empowers a municipality to carry out a business district development or redevelopment plan through the following actions:

» Acquire all development and redevelopment proposals.

» Acquire, manage, convey, or otherwise dispose of real and personal property acquired pursuant to the provisions of a development or redevelopment plan.

» Apply for and accept capital grants and loans from the federal government and the State of Illinois for business district development and redevelopment.

» Borrow funds as deemed necessary for the purpose of business district development and redevelopment, and in this connection, issue such obligation or revenue bonds as deemed necessary, subject to applicable statutory limitations.

» Enter into contracts with any public or private agency or person.

» Sell, lease, trade, or improve such real property as may be acquired in connection with business district development and redevelopment plans.

» Expend such public funds as may be necessary for the planning, execution, and implementation of the business district plans.

» Create a Business District Development and Redevelopment Commission to act as an agent for the municipality for the purposes of business district development and redevelopment.

BDD funds can be used for plans and studies, land acquisition, site preparation, public infrastructure, renovations of existing buildings, construction of new buildings, reduced financing costs, and relocation costs. Given the limited amount of funds that a BDD is capable of generating, compared to a TIF district, BDD is best suited for funding small scale improvements and property maintenance programs.

## Illinois Angel Investment Credit Program

The Illinois Angel Investment Credit Program encourages investment into early-stage, innovative businesses within the State of Illinois by offering tax credits to qualifying investors. The credits equal to 25 percent of the claimant's investment made directly in a new business. Businesses must register for each taxable year in which they desire to be a qualified new business venture (QNBV). The minimum investment into a single QNBV is $10,000, and the maximum is $2,000,000 to be used as the basis for a credit.The tax credit may not exceed the taxpayer's Illinois income tax liability for the taxable year, but the credit may be carried forward for up to five years following the excess credit year. Tax credits are allocated on a quarterly basis throughout the year and are awarded on a first-come, first-served basis. The investments prompted by this program provide new businesses with critical funds to support their growth and success.

## Tax Abatement

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

## Payment in Lieu of Taxes (PILOT)

Similar to a tax abatement, the Village can use PILOT to reduce the property tax burden of desired businesses for a predetermined period. In this instance, the Village and a property owner would agree to the annual payment of a set fee in place of the property taxes. Payments are generally made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property.

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

## Incentives

The Village can use funding mechanisms such as a TIF district, SSA, or BDD to provide a variety of incentive programs to help the community achieve its goals. These incentives can be used to help attract new development to the area, to help improve existing development, and to encourage business owners to stay in the community and continue to impact the community in a positive way. They enable the Village to offer low-interest loans or grants to improve the exterior appearance and interior of eligible properties.

While this list of possible incentive programs is not exhaustive, it is representative of the range of options that are available and will provide a good starting point for the creation of a comprehensive incentive program that will help Minooka achieve its objectives.

### *Revolving Fund Program*

A Revolving Loan Fund is administered to provide financial support and assistance to new or expanding businesses, funded through the Illinois Department of Commerce and Economic Opportunity. The borrower may use the low-interest loan for construction, property rehabilitation/improvements, and land acquisition, among other things. As the Village seeks to redevelop key commercial and employment areas, such as along Ridge Road, this funding opportunity should be marketed to local entrepreneurs seeking to grow their businesses.

### *On-Site Improvement Program*

An On-Site Improvement Program could be created to assist current property owners in upgrading their existing parking lots and installing onsite landscaping. Eligible projects would include improvements to surface parking areas, privately owned open space, and other areas not directly related to façade features. This could function separately or in conjunction with a Façade Improvement Program.

### *Façade Improvement Program*

A Façade Improvement Program is intended to promote projects that contribute to the economic revitalization and character of an area by providing financial and technical assistance for façade improvements. Building façades, both individually and collectively, create a strong first impression of an area. By implementing a Façade Improvement Program, current property owners are provided an opportunity to improve their outdated or failing structures without having to relocate. This would be particularly beneficial within Downtown Minooka to upgrade aging storefronts.

### *Retail Interior Improvement Award Program*

A Retail Interior Improvement Award Program could be created to strengthen Downtown or other commercial areas by attracting new retail businesses and restaurants and assisting existing retailers with eligible expansion plans. Eligible projects could include building code improvements necessary for permanent tenants to open a new or expand an existing retail or restaurant business.

# Transportation & Infrastructure

## Illinois Transportation Enhancement Program (ITEP)

The Illinois Department of Transportation (IDOT) administers ITEP and has funded projects including bicycle and pedestrian facilities; streetscaping; historic preservation and rehabilitation of historic transportation facilities; stormwater management and pollution prevention; and construction of turnouts, overlooks, and viewing areas. In the past, federal reimbursement has been available for up to 50 percent of the costs of right-of-way and easement acquisition, and 80 percent of the costs for preliminary engineering, utility relocations, construction engineering, and construction costs. Applicants may apply for up to $2 million per project in ITEP funds, and the funding cycle is typically announced in the fall of each year.

## Safe Routes to Schools (SRTS)

The Safe Routes to School program has provided funding through the U.S. Department of Transportation and is administered locally by IDOT. for various infrastructure-related projects including the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bike to school, including:

- Sidewalk improvements;
- Traffic calming and speed reduction improvements;
- Pedestrian and bicycle-crossing improvements;
- On-street bicycle facilities;
- Off-street bicycle and pedestrian facilities;
- Secure bicycle parking system; and,
- Traffic diversion improvements in the vicinity of schools.

## Congestion Mitigation & Air Quality Improvement Program (CMAQ)

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

## Surface Transportation Block Grant Program (STBGP)

STBGP funds are allocated to coordinating regional councils to be used for roadway and roadway related items. CMAP delegates planning authority to the Regional Councils of Mayors and City of Chicago, which selects projects and distributes funds based on a ranking scale that takes into account the regional benefits provided by the project among other factors. STBGP funds may be used for a variety of project types including road reconstructions, highway/rail grade crossing improvements, road expansions, corridor-level or small area safety improvements, and truck route improvements.

### Surface Transportation Program Shared Fund (STP)

The STP Shared Fund was established to support larger-scale regional projects that address performance measures and the goals of CMAP's ON TO 2050 regional plan. The programming authority distributed to the shared fund is derived from a set-aside of the region's annual allotment of STP-Local funds. Project selection is a region-wide competitive process overseen by the STP Project Selection Committee. Project eligibility is focused on projects of significant cost and multijurisdictional projects in eight categories that address federal performance measures and priorities of ON TO 2050: bicycle and pedestrian barrier elimination, bus speed improvements, bridge rehabilitation or reconstruction, highway/rail grade crossing improvements, road reconstruction, road expansion, corridor or small area safety, transit station improvements (including bicycle and pedestrian access to stations), and truck route improvements.

### IDOT Truck Access Route Program (TARP)

The Truck Access Route Program (TARP), administered by IDOT, is designed to help local governments upgrade roads to accommodate 80,000 pound truck loads. The program can cover $45,000 per lane mile and $22,000 per eligible intersection for selected projects. The state participation will not exceed 50 percent of the total construction costs or $900,000, whichever is less.

### CMAP Transportation Alternatives Program (TAP)

Transportation Alternatives Program (TAP-L) is a federally-funded program of surface transportation improvements designed to support non-motorized transportation. CMAP uses a competitive process to select bicycle facility projects to fund under this program that help complete CMAP's Regional Greenways and Trail Plan. According to this plan, Kendall County's system is 12.0 percent complete, and Will County's system is 32.8 percent complete. The evaluation criteria matrix prioritizes population density within a buffer area of the proposed and existing trails, and projects that connects two existing regional trail sections or extend existing regional trails.

## Parks, Trails & Open Spaces

### Illinois Department of Natural Resources (IDNR)

IDNR administers several grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreational areas and facilities. The programs operate on a cost reimbursement basis to a government or non-for-profit organization. Local governments can receive one grant per program per year, with no restrictions on the number of local governments that can be funded for a given location. IDNR grant-in-aid programs include the Park and Recreational Facilities Construction (PARC) Grant, Illinois Trails Grant Programs, Open Space Lands Acquisition and Development (OSLAD), and Land and Water Conservation Fund (LWCF).

### Illinois Trails Grants Programs

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

#### *Illinois Bicycle Path Program*

The Illinois Bicycle Path Program is a grants program administered by IDNR that provides funding assistance up to 50 percent to acquire and develop land for public bicycle path purposes. Funded by a percentage of vehicle title fees, maximum grants awards are limited to $200,000.

## Park and Recreational Facility Construction Grant (PARC)

PARC is a grant program that provides 75 percent funding assistance to eligible local governments for park and recreation unit construction projects and land acquisition. Ninety percent of capital costs are available for disadvantaged communities. Projects include the acquisition and development of land for public indoor/outdoor park, recreation, or conservation and must be used for "bondable" or "brick and mortar" projects. Grants can range from $25,000 to $2,500,000 with a 25 percent match required for most applicants- $25 million is available statewide.

## Open Space Land Acquisition & Development (OSLAD)

The OSLAD program awards up to 50 percent of projects costs up to a maximum of $750,000 for acquisition and $400,000 for the following projects: picnic and playground facilities, outdoor nature interpretive facilities, sports courts and play fields, swimming pools, beaches and bathhouses, campgrounds and fishing piers, winter sports facilities, park roads and paths, parking, utilities and restrooms, and architectural/engineering (A/E) services necessary for proper design and construction of approved project components. Applications are typically accepted in the third quarter of each year.

## Land & Water Conservation Fund (LWCF)

The Illinois Land & Water Conservation Fund program (LWCF), similar to OSLAD, provides grants to municipalities, counties, and school districts to be used for outdoor recreation projects. Projects require a 50 percent match and awards up to $750,00 per acquisition project. All funded projects are taken under perpetuity by the National Park Service and must only be used for outdoor recreational purposes. Applications are typically accepted in the third quarter of each year, and eligible projects include the acquisition of land for new park sites or park expansion, water frontage, nature study, and natural resource preservation.

# TOP 10 PRIORITIES

The following table identifies the Village's top 10 priorities for implementation from the Minooka Comprehensive Plan. These priorities were selected due to their high levels of impact with near term timeframes. Each have been matched with related Key Recommendations of the Plan for reference.

| # | Top 10 Priorities | Chapter | Related Goals and Key Recommendations | Key Recommendation |
|---|---|---|---|---|
| 1 | **Prioritize infill development to develop pockets of undeveloped areas inside Minooka.** | Housing and Neighborhoods | 1.2 | Support infill opportunities with context-sensitive higher density residential development. |
| | | | 1.4 | Prioritize future residential development in targeted growth areas near existing infrastructure. |
| | | Economic Development | 2.1 | Prioritize infill development of industrial and other employment-generating uses where land has been platted and prepared with infrastructure. |
| 2 | **Increase utility capacity north of I-80.** | Community Facilities and Infrastructure | 2.2 | Proactively plan for the Village's water infrastructure in coordination with regional partners and existing plans and studies to accommodate current residents and facilitate new growth. |
| | | | 2.4 | In coordination with existing plans and studies, evaluate the Village's sanitary infrastructure to meet current and future demands. |
| | | | 2.5 | Explore public-private partnerships and cost-share incentives to help off-set the cost on the Village's end for future infrastructure improvements/expansions. |
| 3 | **Widen Ridge Road south to Route 6.** | Transportation and Mobility | 1.1 | As new roadways are constructed and the existing network is expanded to support future growth, ensure proper functional classification, design, and traffic control. |
| 4 | **Continue open space preservation and park land acquisition throughout the Village.** | Housing and Neighborhoods | 1.5 | Promote the use of conservation design and low impact development strategies to protect the Village's natural areas. |
| | | Parks, Agriculture, and Natural Areas | 1.1 | Continue to maintain and enhance existing parks, updating aging facilities as necessary and exploring opportunities to provide a variety of recreational amenities for all ages. |
| | | | 1.2 | Ensure new residential growth areas have access to park facilities. |
| | | | 1.4 | Improve long-term funding for the management of parks including considering the establishment of a local park tax levy or partnering with the Channahon Park District. |
| | | | 1.5 | Promote the preservation of natural areas including the tree canopy during the site design and approval process to integrate these features as amenities for residents or employees. |
| | | | 1.6 | Protect the Village's water resources by enforcing sustainable development controls and working with regional partners to improve water quality. |
| 5 | **Annex unincorporated land surrounding the Brisbin Road interchange to encourage development in the far west growth area.** | Economic Development | 1.3 | Reinforce existing commercial areas along Ridge Road to increase local commercial businesses. |
| | | | 2.2 | "Proactively prepare for industrial expansion in Minooka's future growth areas. As Minooka's" |
| | | Transportation and Mobility | 1.1 | As new roadways are constructed and the existing network is expanded to support future growth, ensure proper functional classification, design, and traffic control. |
| | | Community Facilities and Infrastructure | 2.3 | Explore partnering with Channahon to provide water and sewer services in the far west area surrounding the Brisbin Interchange. |

| # | Top 10 Priorities | Chapter | Related Goals and Key Recommendations | Key Recommendation |
|---|---|---|---|---|
| 6 | **Purchase land for the new waste water treatment plant west and build the batch plant.** | Community Facilities and Infrastructure | 1.4 | In coordination with existing plans and studies, evaluate the Village's sanitary infrastructure to meet current and future demands. |
| 7 | **Provide a spectrum of affordable housing for current and future residents** | Housing and Neighborhoods | 1.3 | Foster greater housing diversity in new residential development. |
| 8 | **Identify future municipal water source.** | Community Facilities and Infrastructure | 1.2 | Proactively plan for the Village's water infrastructure in coordination with regional partners and existing plans and studies to accommodate current residents and facilitate new growth. |
| 9 | **Continue to expand Minooka's trail system to support alternative modes of transportation (e.g., DuPage River Walk).** | Parks, Agriculture, and Natural Areas | 1.3 | Invest in the expansion of Minooka's trail network to ensure the park system is highly connected and accessible for all residents. |
| | | Transportation and Mobility | 2.2 | Expand and connect the trail network throughout the Village. |
| | | | 2.3 | Establish development ordinances that further non-motorized modes of transportation. |
| 10 | **Protect the 100 feet buffer along the Aux Sable Creek to create the Aux Sable Creek Greenway.** | Parks, Agriculture, and Natural Areas | 1.5 | Promote the preservation of natural areas including the tree canopy during the site design and approval process to integrate these features as amenities for residents or employees. |