

G. LOCAL PLAN SUMMARY

1. Introduction

This summary presents consistencies, conflicts and possible alterations to area comprehensive plans and infrastructure improvement programs to assist in the refinement of the two corridors examined. Before launching into this review, an overview of the Long Range Transportation Plan for the Kankakee Urbanized Area is provided to set the stage.

2. Review of Long Range Transportation Plan

Under Federal highway legislation (23 CFR 450C Sec. 450.322), all Urbanized Areas are to prepare (and update at least every five years) a long-range transportation plan to guide the expenditure of federal transportation funds in addressing existing and future transportation needs. The long-range transportation plan also serves as the source for major transportation investment projects included in the short-range transportation improvement program (which programs specific funds for specific improvement projects) and as the basis for major transportation investment studies such as this corridor study.

The *Long Range Transportation Plan for the Kankakee Urbanized Area* was last updated in the year 1999, and has a horizon year of 2025. The Kankakee Area Transportation Study (KATS) completed the previous Long Range Plan in 1994.

Transportation Issues: Two major transportation issues established the tone for the 1999 Long Range Plan:

- The need for a traffic alternative to relieve the current and future traffic pressure on the Court Street bridge over the Kankakee River in light of the lack of a protected right-of-way crossing of the Kankakee River farther downstream.
- The impact of the proposed South Suburban Airport in Peotone on the roadway system in northern Kankakee County.

In addition to these two issues, the transportation goals established by the Long Range Plan identify other significant concerns such as:

- East-west freight movement to and from Indiana that brings large trucks through downtown Kankakee.
- The freight terminal facilities in the Manteno area that have large trucks on local streets attempting to avoid congestion.
- The need for consistent and compatible land use and development plans throughout the jurisdictions.
- The current Long Range plan includes only one new proposed I-57 interchange (near 6000N), and no additional crossings of the Kankakee River.
- Roadway connectivity for the classified roadways in the Urbanized Area; roadway connectivity with the existing classified roadway system and the immediate surrounding area that is expected to develop in the near future; and roadway connectivity with the county as a whole, including the critical links with the proposed South Suburban Airport.

- The need to identify and preserve right-of-way for needed roadway projects.

Major State roadway deficiencies and improvement projects identified in the 1999 Long Range Plan are displayed in Figure 10, and planned local jurisdiction projects to the year 2025 are displayed in Figure 11.

3. Review of Comprehensive Plans

The Illinois Compiled Statutes 65 (ILCS 5/11-13-1 est seq: 65 ILCS 12-5 & 12-7) grant municipalities and counties the right to prepare and adopt a long-term, comprehensive plan as a framework for public policy regarding future growth and development of the community. These plans provide detailed analyses of land use, development infrastructure, and socio-economic and environmental data that lead to goals and objectives for guiding future development of a community. Through objective analysis and citizen input, future land use can be rationally planned. These plans also serve as a foundation for other types of planning studies (e.g., transportation, zoning, neighborhood, recreation, etc.) that help implement the comprehensive plan.

This section of the report presents the adopted comprehensive plans relevant to the two corridors.

Kankakee County The County's comprehensive plan was adopted in 1992: the process of updating the plan began in the Spring of 2003. The transportation recommendations of the 1992 Comprehensive Plan are superseded by the *1999 Long Range Transportation Plan Update*. The 1992 County Comprehensive Plan has a twenty-year horizon of 2012, and includes the entire County (both incorporated and unincorporated areas). The municipal comprehensive plans take precedence over the County comprehensive plan for land use within their respective geographic boundaries, and the County and the municipalities share responsibility within 1½ miles of the municipal boundary lines. The County Comprehensive Plan is divided into two parts. Part one is the Information Base that details basic background information pertaining to history, environmental features, public services, transportation network, and socio-economic data. Part two is divided into six (6) elements -- land use/growth management plan, transportation plan, economic development, housing and social services, solid waste management, and environmental resource management.

Land Use Trends The majority of development has taken place within the incorporated areas adjacent to current highway corridors. The primary growth is between and along the Interstate 57, Illinois Route 50 and US 45/52 from Kankakee through Manteno. The secondary growth area is made up of the northern tier of the townships bordering Will County (Yellowhead, Manteno, Sumner and Rockville). Future growth in Kankakee County could be significant depending upon the location of a potential new south suburban regional airport currently in the planning stages. Rezoning data and building permits over the past three decades reflect the conversion of agricultural lands to residential uses, followed by commercial and manufacturing uses. Transportation has been a major force in determining regional growth and spatial patterns of the Kankakee County area. The Subdivision Control Ordinance requirements for sewer and water improvements within 1.5 miles of a municipality have discouraged development in more remote unincorporated areas.

Transportation Issues

The County's 1992 Comprehensive Plan proposed several major intensive transportation improvements to improve traffic circulation and reduce congestion and traffic accidents. However, with the adoption of the *1999 Long Range Transportation Plan Update*, the community is no longer pursuing additional crossings of the Kankakee River; and only the proposed I-57 interchange at 6000N Road is being carried forward among the three previously proposed interchanges along I-57.

The proposed new interchange on I-57 between Bradley and Manteno was also proposed by the Village of Manteno in its Comprehensive Plan. The County's 1992 Comprehensive Plan proposed the new interchange on I-57 at 7000N Road, about two miles south of the existing interchange at 9000N Road (Exit 322) serving Manteno. The recent interchange feasibility study performed by the Illinois Department of Transportation identified 6000 N Road as the preferred new interchange location. The 6000N location is now supported by the Villages of Bourbonnais and Manteno. The Illinois Department of Transportation has submitted the interchange justification study to the Federal Highway Administration, which must approve the addition of the interstate interchange before IDOT can proceed with preliminary engineering and environmental studies for the new interchange.

Due to the existing development patterns and the location of the Kankakee River State Park, the only existing crossing of the Kankakee River west of downtown Kankakee remains Warner Bridge Road on the west County Line. As part of this Corridor Planning Study, the expansion of Warner Bridge from two to four lanes has been promoted as the most viable connection around the Kankakee metropolitan area connecting the east-west and north-south portions of the corridor study area. However, the bridge is located within the Kankakee River State Park, and may have to overcome several environmental obstacles.

Recommendations for Future Land Use: The County's Comprehensive Plan details a Future Land Use Map (horizon year 2012) that establishes future land uses on the basis of an analysis of trends and the future land use plans adopted by municipalities (including Bourbonnais, Bradley, Grant Park, Herscher, Kankakee, and Manteno). An overview of these future land uses within the east-west and north-south portions of this study area is described in the following text and displayed in Figure 12: Year 2012 Future Land Use within Study Corridor.

East-West Corridor (6000 N): The east-west corridor (6000N) is a two-mile band centered on 6000N Road running 19.5 miles from CH 14 (Vincennes Trail) to Warner Bridge Road. For the east end of the corridor, just south of Grant Park and north of Momence, the County's Comprehensive Plan shows proposed residential expansion (via annexation) with a small area of Office Research use north of CH 19 (south of Grant Park) along the Union Pacific Railroad. Commercial usage is proposed in a quadrant of CH 9 where it intersects with IL 1/17. Direct access to the other Commercial and Industrial areas of Grant Park would be via IL 1. Commercial and Industrial areas of Momence are depicted in the southwest quadrant of IL 1 and 4000 N Road, and Office Research between IL 17 and CH 14 (Vincennes Trail).

Continuing westward along 6000 N Road, the County's Comprehensive Plan recommends the continuation of agricultural uses until IL 50. Primarily industrial uses are recommended between IL 50 and I-57, with some small intermixing of Commercial along the Canadian National Railway. The industrial uses extend north toward Manteno, where a large area of Industrial properties (Illinois Diversatech Campus) is bordered by 7000 N, 4000E, CH 9 and IL 50. Adjacent to the west side of I-57 is a proposed Industrial area bordered by 7000 N Road on the north, 6000 N Road on the south and US 45/52 on the west. Manteno also has proposed Industrial along the west side of Interstate 57 (buffered by green area along South Rock Creek) to the east side of US 45/52 to CH 9 (that also has proposed Commercial parcels). Residential area is proposed from the west side of US45/52 to 1000 W Road between North and South Rock Creek. The remainder of the corridor westward from US 45/52 is proposed for continued Agricultural uses until CH 7 where Kankakee River State Park property is bounded along the Kankakee River between IL 102 and IL 113.

North-South Corridor (Warner Bridge): At the northern end of the corridor is Warner Bridge, which is nine miles west of the City of Kankakee on CH 20 (7000 W Road). Warner Bridge falls within the Kankakee River State Park. As the corridor heads southward, the County's Comprehensive Plan proposes Agricultural with small residential parcels at CH 6 (Waters & Timberline Subdivisions). At IL 17 and 7000W Road, some small parcels of Residential and a small tract of Commercial are proposed. South of IL 17, a small area designated for Industrial usage at the intersection of the Norfolk & Southern Railroad (previously Conrail) and 7000 W Road. Farther south, a stone quarry is located on the east edge of a spur of the Norfolk & Southern Railroad as it parallels 7000 W, and is bordered by 2000 S Road, 6000 W Road and 0700 S Road. The corridor heads in a southeastern direction in a two-mile band between 2000 S Road and IL 115 (4000 S Road), and is designated Agricultural until it nears I-57. From 1000 W Road to the I-57 interchange of US 45/52 at Exit 308, the Comprehensive Plan proposes Industrial, with mixed Commercial zones in the vicinity of the interchange ramps.

City of Kankakee: The City of Kankakee Comprehensive Plan was adopted on November 17, 1997. The Comprehensive Plan is divided into three chapters: (1) Introduction, (2) Data and Information, which provides a detailed description of the analysis (trends) of the City of Kankakee, and (3) The Plan, which is a summary of the goals and objectives derived from the objective analysis and citizen input. The summary is followed by six Plan Elements - Land Use, Transportation, Community Facilities, Housing, Neighborhood Development, and Economic Development.

Land Use Trends: The largest category of planned land use in Kankakee is residential. The residential areas have been traditionally categorized in terms of the density (or number of dwelling units per acre). The density of units is "high" within the inner city and generally varies in proximity to other land uses. The housing stock (34,623 units) is predominately older, and had a median value of \$ 55,072 in 1990.

Commercial areas of the downtown (Central Business District or CBD) have changed to office, financial and government (service sector) uses as the CBD has lost much of its retail activity to outlying areas. The downtown is a unique section of the City and contains many historic buildings.

Development of Industrial land use is a fundamental objective of this comprehensive plan. While Manufacturing uses represents about nine percent of the land within the City limits, the expansion of future industrial areas is paramount to the economic growth of the area, and a substantial amount of industrial land is located in the unincorporated areas southwest of the City.

Transportation Issues: The City's Comprehensive Plan identifies three problems within the transportation section: (1) inadequate pavement conditions, (2) traffic congestion and (3) need for a new Kankakee River crossing. The Transportation Improvement Plan (TIP) is identified as the short range planning tool. Regional access to Chicago remains the focal point of enhancing economic and industrial growth with an emphasis on inter-modal interconnections as a primary element of the Long Range Plan. The single most important issue pertaining to future transportation operations is the possible location of a third regional airport in Peotone. Other than the lower capital cost investment TIP projects, the next major project proposed is for the expansion of Brookmont Boulevard from two to four lanes with a new tunnel under the Canadian National Railway (previously Illinois Central & Gulf Railroad).

Recommendations for Future Land Use: The City's Comprehensive Plan promotes the City's development of an Office research park at the proposed new interchange at I-57 and River Road. As the proposed I-57 interchange with River Road has yet to develop, an emphasis is now being placed on development at the I-57 interchange with US 45/52 at Exit 308. Modifications to the existing interchange at Exit 308 are being developed by the Illinois Department of Transportation and the City of Kankakee at the southern edge of the City. A developer from the Indianapolis area has proposed a 100-room Wingate Inn Hotel as well as a 25,000 square-foot conference center at Exit 308. The RiverStone development will cost approximately seven million dollars.¹⁰ The annexation of the industrial land southwest of the City is also being promoted to increase the tax base. The Comprehensive Plan also recommends that the appearance of the community be enhanced by attractively landscaped and well-maintained "front door" entrances into the City.

East-West Corridor (6000N): This corridor falls outside the City limits of Kankakee.

North-South Corridor (Warner Bridge): The only proposed planning issues affecting this portion of the corridor would be the development at the interchange with US45/52 (Exit 308) and future land use plans of the area southwest of the City to be annexed. The proposed development and land classifications would be consistent with the envisioned corridor. The City of Kankakee has annexed some land in Otto Township to proceed with development of a 220-acre landfill. A feasible configuration of Exit 308 is being developed in this planning study so that a connection of I-57 to the north-south corridor is possible.

¹⁰ Kankakee Daily Journal: February 4, 2002.

Village of Bourbonnais: The Village of Bourbonnais Comprehensive Plan was developed in October of 1999 and adopted March 6, 2000. It covers the corporate limits and portions of unincorporated territory adjacent thereof (i.e. 1.5-mile buffer). The plan is divided into 3 chapters: 1) Introduction, 2) Land Development and 3) Land Use and Major Street Plan. This is an update to the 1981 plan.

Land Use Trends: A survey of the parcels within the Village revealed that 78% of the land is developed and that 633 acres (nearly one square mile) remain undeveloped. However, the dispersion of this undeveloped area and its various zoning classifications limit growth options. The unincorporated area outside the Village is largely undeveloped, and is categorized as vacant or agricultural. The vast majority of the developed area within the 1.5-mile buffer of the Village is occupied by recreational uses (48%), followed by low-density residential (19%), and industrial uses (12%).

Residential growth has been towards the west and northwest due to the availability of public sanitary sewers. The Village has a high proportion of multi-family dwellings to total dwelling units. There were a total of 5,167 housing units in the Village in 1998. Using residential build-out analysis, it was calculated that approximately 930 housing units could be added if all residentially zoned, undeveloped land within sanitary sewer service area were developed in accordance with current zoning. The portion of unincorporated territory within the current sanitary sewer service area could yield another 410 dwelling units.

Transportation Issues: The Village's Comprehensive Plan proposes that right-of-way widths be increased as part of the subdivision process. The developer should be required to dedicate a proportional share of the full standard right-of-way width, if not at the standard width. The plan also proposes an east-west connection between Route 45 (at Fitness Center Road) and Career Center Road to serve as a collector. The plan proposes a new I-57 interchange at 6000 N Road, and the extension of 6000 N Road from 2000 E Road to 3000 E Road.

Recommendations for Future Land Use: The plan discusses the potential for residential growth in the Davis Creek watershed. Future industrial growth would be light industrial in character. The Future Land Use and Major Street Plan can be observed in Figure 13. The Village of Bourbonnais is also proposing an electricity generating plant at 5500 N Road just west of Illinois 50.

East-West Corridor (6000N): The corridor provides a major point of access to the industrial and commercial portions of Bourbonnais and the Kankakee regional area. The land-use and improvements to the transportation system are consistent with the envisioned corridor. The proposed I-57 interchange is located at 6000 N Road in the Village's Comprehensive Plan.

North-South Corridor (Warner Bridge): This corridor is not within the jurisdiction of the Village of Bourbonnais.

Village of Bradley: The Village of Bradley completed their Comprehensive Plan in February of 1997. It covers the Village's corporate limits, but interconnects with the municipalities of Bourbonnais, Manteno and Kankakee. Within this context, the plan's community profile provides comparison data to these municipalities as well as the remainder of the County. The plan is divided into three sections -- Demographics, Infrastructure, and Village's Financial Data - followed by goals, objectives and policies.

Land Use Trends: Residential growth as reflected from permit information since 1990 reflect a revival of building activity during the first part of the 1990's. New home growth has been strong in all the comparative communities with apartments increasing particularly in Bradley and Manteno. Residential patterns have reflected growth in the far northeast portion of the Village of Bradley. The median value of the housing stock is \$ 47,900.

Although the housing market is not growing, the Village is seen as an attractive market for single-family homes that have been renovated for good "starter homes" at a reasonable price range. Commercial permits experienced good growth in Bradley due to the Village's regional location and the presence of Northfield Mall, as well as the IL 50 commercial strip. The Village has some of the larger employers within the Bradley Industrial Park where Bunge Foods and Aventis Behring are located. Crown Cork and Seal is located at the northeast corner of IL 50 and North Street. The Future Land Use within the Village of Bradley is displayed in Figure 14.

Transportation Issues: Interstate access to Bradley is provided by the I-57 interchange at IL 50. This interchange has had a significant impact on the land development in Bradley that has resulted in nearly two million square feet of commercial space near the interchange. IL 50 provides good access north and south within the region. The plan details the capacity problems with IL50, US 45/52, Larry Powers Road and Armour Road. The plan supports the widening of Larry Powers Road and the widening of Armour Road over I-57 to four lanes. The plan mentions a "western bypass" of the central portion of the County and a local connector that would tie into this new highway.

Recommendations for Future Land Use: The expansion of employment in the healthcare and related "industries" and continued development of retail shopping are projected to continue and to increase regional employment opportunities. The possibility of the "third" airport is seen as having a considerable impact on the Village. Expansion of the industrial/warehousing sector, including those to be completed by Bunge Foods, and Aventis Behring (formerly Armour Pharmaceutical), should strengthen the local economy.

East-West Corridor (6000N): The Bradley Comprehensive Plan mentions the lack of access east to west through the County and that this corridor could promote better access to the retail markets within the Village.

North-South Corridor (Warner Bridge): This corridor is outside the area covered by the Comprehensive Plan.

Village of Manteno: The Comprehensive Plan for the Village of Manteno was revised in August of 1998. The plan covers the corporate limits of Manteno and a 1.5-mile fringe area of

unincorporated land. The document is divided into three sections: (1) Data Base, (2) The Plan and (3) Implementation. The Village of Manteno has experienced the greatest growth in the Kankakee region.

Land Use Trends: Residential development accounts for forty-six percent of the total land. The housing stock is predominately single-family homes. Commercial land represents three percent of the land and industrial uses comprise ten percent. Parks and institutional land make up five percent each, and eighteen percent of the existing land is vacant. The residential area is generally between IL 50 and I-57; whereas, the commercial areas are located along IL 50 (service and highway-oriented), downtown, and adjacent to the interchange at I-57. Industrial areas are immediately east of the Village (Illinois Diversatech Campus) and southwest of the I-57 interchange (Diversatech west).

Transportation Issues: The plan identifies various improvements to enhance the transportation system. The need for an additional interchange is proposed at 7000 N Road, although the location has since been shifted to 6000 N Road. The lack of east-west direct route through the Village is noted, and it is proposed that CH 9 be widened to four lanes (from US 45/52 to 6000 E Road). Division Street at I-57 Interchange needs to be widened to four lanes with a pedestrian walkway to improve the safety. The improvement of 10000 N Road from two to four lanes is proposed, and the two-mile extension of 10000 N Road between 11000 E Road and IL 1 is recommended. An east-west road is needed to connect the new I-57 interchange (south of Manteno) westward to US 45/52 and eastward to 3000 E Road providing a bypass of Manteno for trucks destined to industrial parks.

Recommendations for Future Land Use: Single Family and Golf Course Residential is focused in the northern and western portions of the planning area. Mixed Density Residential, as found in the Village, would be best developed under planned unit development program. Commercial uses could be located at the intersection of US 45/52 and Division Street, along IL 50 south of the current Village, and US 45/52 at 10000 N Road.

Future Industrial land is located adjacent to the southwest side of I-57 and along US 45/52. The mixed uses (commercial/industrial) along IL 50 are acceptable to the goals and objectives of the plan. There is extensive room for industrial development south of CH 9 beyond the corporate limits. The future land use map is displayed in Figure 15.

East-West Corridor (6000N): The Manteno Land Use Plan is consistent with the envisioned corridor. Commercial uses oriented toward highway development would be proposed in the vicinity of a new interchange. The roadway improvements will provide better accessibility to the industrial areas and less congestion and safer travel in the Village.

North-South Corridor (Warner Bridge): This corridor is outside the geographic area of the Village of Manteno.

Village of Grant Park: The Village of Grant Park Addendum to the Comprehensive Plan was completed in May of 1997 (updating the 1989 Plan) to present the “third” airport scenario. It covers Grant Park and the 1.5-mile unincorporated area surrounding the Village. The plan is

divided into three sections: (1) Land Use, (2) Transportation and (3) Economic Development.

Land Use Trends: The Village of Grant Park desires to maintain the quality of life of the small town. In light of this, the Village is committed to preserving and improving the existing housing stock. Single-family homes are a mixture of new and old structures, with the older structures being within the original town site. Two-family housing units are primarily located in the southwest part of the Village: whereas, multi-family units are dispersed throughout the municipality. The Village's commercial area is located in the downtown area, and supports a mix of stores and services.

Transportation Issues: The north-south traffic along IL 1, consisting of heavy trucks, causes congestion and safety concerns, and will only be increased with the expansion of I-394 (as well as the possibility of a "third" airport). In order to route projected traffic around the Village, two improvements are suggested in the Village's Comprehensive Plan:

- 1) A bypass around the south side of the Village from IL 1/17 (11000 E Road) along CH 19 to the east, connecting 11000 E to Vincennes Trail, continuing north and connecting to IL 17 east to Indiana and IL 1 north to the County line. This will require widening relevant portions of CH 19 and Vincennes Trail to four lanes.
- 2) Improvements including four lanes on IL 1 from the County Line to IL 17 cutoff to Indiana, IL 17 to the Indiana border, the sections of Vincennes Trail and CH 19, and IL 1/17 from 7000N to 6000 N Road.

The plan also recommends improving CH 9 (9000 N Road) between Grant Park and Manteno to I-57.

Recommendations for Future Land Use: The area along IL 1/17 south of 9000 N Road is designated as an important commercial area. Commercial areas are also to be located at the intersections of IL 1/17 with CH 9, 9000 N Road, and 12000 N Road. Industrial areas are proposed in a strip on the northeast side of the Village.

East-West Corridor (6000N): The Comprehensive Plan for Grant Park may be consistent with the envisioned corridor in terms of the improvements to the transportation network described in the transportation issues. The land use would remain agricultural to enable the Village to consider future developments in light of prevailing conditions.

North-South Corridor (Warner Bridge): The Village is located too far east to affect the corridor.

4. Policies Affecting Land Use

Annexation: The expansion of municipal boundaries is encouraged in Kankakee County through the "logical, cost efficient extension of municipal facilities and services." There are several methods of annexation that are described in Illinois Compiled Statutes. The land to be

annexed must be contiguous to the municipality, and may require the consent of the corporate authorities. In a variety of instances, the consent of the majority of landowners is required. In the Kankakee County Comprehensive Plan, the future land use plan depicts limited expansion in the southern and western portions of the County. The City of Kankakee has limited access to land that could be annexed to the north of the City although, annexation of areas to the east, west, and south have few constraints. The areas south and southwest are currently being annexed as discussed. The annexation of 217 acres to the city was recently approved by commissioners, and 465 acres were annexed in November of 2001 to facilitate a land fill proposal.¹¹

Each of the municipalities reserve the 1.5 mile area (extra-territorial planning area) from their respective boundaries for future development. The Village of Bradley has policies to promote the Soldiers Creek area for potential development. Bourbonnais and Manteno seek to extend their development toward 6000 N Road, and a border agreement is in place. The potential of the Davis Creek watershed for development is promoted in the Bourbonnais Comprehensive Plan. The Village of Manteno proposes the annexation of land currently to the south of its Village, and has entered into an agreement with Peotone and Grant Park regarding an “Area of Influence” (a method giving municipalities more control over territory beyond the 1.5 mile limit) at 6000 E Road on the east and the Will County Line to the north, that could be potentially developed. The municipalities within the county have intergovernmental agreements identifying boundaries in all areas where the planning areas overlap.

Utility Extensions: The Kankakee River Metropolitan Agency, KRMA, provides waste water treatment services to its member communities which include Aroma Park, Bourbonnais, Bradley, and Kankakee. Aqua Illinois (formerly Consumers Illinois Water) a privately owned ICC regulated utility provides water to Aroma Park, Bourbonnais, Bradley, Kankakee, and portions of Kankakee, Aroma Park, Manteno, Bourbonnais, and Limestone Townships in Kankakee County. Manteno has its own water and sanitary sewer services. The subdivision control ordinances of the various municipalities dictate the utility requirements for new subdivisions. The comprehensive plans follow a policy of "infill" development (development of parcels contiguous to existing development). Thus, if development isn't contiguous to a development, a pre-annexation agreement should be entered into by the municipality and the developer before the County approves such development.

Roadway Improvements: The Kankakee region realizes the importance of the transportation system and accessibility to interstate travel for commercial and private trips to future economic growth. It is the intent of this corridor study to evaluate the need for transportation improvements within these corridors and the affects on the Kankakee region. The various municipal plans presented promote various projects that directly and indirectly affect the corridors envisioned.

Environmental Resources: Each of the comprehensive plans reviewed promotes the preservation of Kankakee County's rich environmental resources. The comprehensive plans include policies for the preservation of buffers between developments and surrounding uses.

¹¹ The Daily Journal – Thursday, December 13, 2001; Section A-3.

These plans also detail considerations for soils, topography, drainage, wetlands, vegetation, and climate in development planning.

Minimizing impacts to the natural and recreational resources of Kankakee River State Park, the Kankakee River, and other perennial streams is critical to the development of transportation improvements within the study corridors. Mitigation may be required for impacts to wetlands, threatened and endangered species, recreational facilities, and other resources.

5. Areas of Conflict

The future land use recommendations within the east-west and north-south corridors were previously detailed for each comprehensive plan. The Kankakee County Comprehensive Plan appears to be out of date with regard to the east-west corridor in the vicinity of the proposed I-57 interchange at 6000 N Road. The later comprehensive plans of Manteno and Bourbonnais provide a more detailed description of appropriate future land uses near the proposed interchange. To the north of 6000 N Road and east of I-57, the future land use recommendations of the County Comprehensive Plan and these later plans are consistent. However, west of I-57 to US 45/52 and south of 6000 N Road, the County Comprehensive Plan proposes Agricultural south for one-half mile and then Residential southward to Bourbonnais; whereas, the Bourbonnais Comprehensive Plan shows Office/Service/Business Park south of 6000 N Road for one-half mile, then one-half mile of Medium Density Residential, and then one-half mile of Office/Service/Business Park. The Bourbonnais Comprehensive Plan better reflects the increased accessibility provided by a new interchange.

The proposed land-use developments at the I-57 interchange at US 45/52 (Exit 308) appear to be generally consistent with the Kankakee County Comprehensive Plan, City of Kankakee Comprehensive Plan, and the north-south corridor being studied. The annexation of the land southwest of the City of Kankakee may affect the alignment of the north-south corridor.

Significant environmental issues will have to be addressed in making connections of the east-west and north-south corridors at Warner Bridge through the Kankakee River State Park.

6. Potential Alterations within Plans

As reviewed, the comprehensive plans will not have to be altered in light of the two corridors being studied with one exception. The Kankakee County Comprehensive Plan needs to be updated to reflect the Bourbonnais Plan south of 6000 N Road between I-57 and US 45/52. Beyond the influence area (about one-mile radius) of the I-57 interchanges with 6000 N Road and US 45/52 increased accessibility provided by the east-west and north-south corridors is not anticipated to substantially alter existing land uses. The existing land uses are not expected to be altered due to the distance from municipal areas and the distance of the Warner Bridge from the Kankakee metropolitan area.

Several of the municipalities have developed addendum versions (and some have updates in development) pursuant to the proposed “third” airport. Designating areas for desired types of land uses, accommodating development within the appropriate area, and providing ordinances

for development can support the type and extent of development envisioned within the County and its municipalities. The policy goals and objectives of these plans are an effective mechanism within the framework of growth management. These comprehensive plans exhibit intergovernmental cooperation in planning for growth and marketing economic development opportunities for the Kankakee region for the 21st century.

7. Conclusion

With minor revisions to the Kankakee County Comprehensive Plan regarding the area south of 6000 N Road between I-57 and US 45/52, the County Comprehensive Plan will be compatible with more recent municipal comprehensive plans that appear to be generally compatible with one another. Relative to the potential for increased accessibility in the east-west and north-south corridors that are the subject of this study, the future land use recommendations of the current comprehensive plans appear to be adequate.