

# IL 47 Corridor Plan

Name: \_\_\_\_\_  
 Municipality: \_\_\_\_\_

## Preliminary List of Planning Challenges

The following is for discussion purposes. This table highlights the planning challenges which may hinder or prevent the achievement of a community's vision and goals.

Planning Challenge		Do you expect to experience this challenge in your municipality?		Do you feel that this is a challenge for the IL 47 Corridor?		If you have experienced this challenge, how did you address it?			How would you rate this challenge in terms of its importance along the IL 47 Corridor?		
		Yes	No	Yes	No		Low	Medium	High		
<b>Introduction</b>											
1	Economic development, land use and transportation planning are a connected process that are affected by each other. Municipal, county, regional and state decision-making are often not coordinated in this regard.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<b>Corridor Character</b>											
2	Creating a sense of place, or, maintaining a sense of place is often a challenge for municipalities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<b>Economic Development</b>											
3	Growth will have significant impacts on existing services and infrastructure.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4	Regional centers within the corridor will need to provide for land use for employment and housing to support the workers. Development regulations prevent the higher densities and mixed land use that will encourage a jobs/housing balance.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<b>Land Use</b>											
5	Existing zoning may not be adequate to accommodate projected residential growth.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6	Because conventional zoning is not producing the types of development desired by the community, most have been developed through a planned unit development (PUD) process which may indicate the zoning ordinance may need to be updated or reexamined.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
7	Current development regulations result in an overabundance of parking and significant areas of underutilized space.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
8	Large setbacks discourage compact development and walkability.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9	Existing development regulations make it difficult to provide facilities that encourage bicycling and walking.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
10	Municipal planning process does not always address the associated costs to expand infrastructure required to accommodate the new growth.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
11	Current development regulations for building orientation and placement, as well as for parking lot design do not encourage walking.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
12	Current development practices in the Corridor do not promote growth nodes.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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Land Use Affected by Other Agencies		Yes	No	Yes	No				Low	Medium	High
13	Wastewater treatment facility planning area boundaries indicate that much of the Corridor will remain undeveloped in the 20-year planning horizon. Municipal comprehensive plans often do not consider FPA planning horizons.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	Agricultural preservation can have a direct impact on the land use future of the Corridor. The need for agricultural preservation involves a constituency that is much larger than the municipalities in the Corridor.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15	Floodplain, wetland and storm water management regulations are complex, numerous and overlapping due to the many involved government agencies. Flood and storm water control and management should be undertaken on a watershed basis.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16	The McHenry County Conservation District and the Kane County Forest Preserve own large tracts of open space in the Corridor. The acquisition of open space can sometimes interfere or conflict with the planning efforts of municipalities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17	State, regional and county policies need to be more fully developed before local municipalities can take efforts to protect groundwater recharge areas. If development occurs too rapidly, the opportunity to protect groundwater recharge areas may be lost.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transportation		Yes	No	Yes	No				Low	Medium	High
18	The availability of funding for major transportation improvements is often outpaced by private development.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19	The IDOT strategic regional arterial report for IL 47 was completed in 1995. Updated municipal comprehensive plans suggest that the Corridor will be developed differently than shown in the SRA report. The roadway cross sections and the location of the cross sections in that Plan are no longer consistent with municipal plans.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20	There are few parallel roads to relieve the traffic burden on IL 47.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21	Network connections and roadway connectivity are not adequately planned for in comprehensive plans and land use decisions by local communities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22	An abundance of future access points along IL 47 has the potential to create conflict and compromise the function of the roadway.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
23	Existing county and municipal plans do not incorporate bus transit infrastructure along IL 47.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24	Multi-modal transportation is inhibited by the lack of bicycle route planning along and across IL 47.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
25	Pedestrian access and safety are not accommodated in existing or future plans.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Active Living		Yes	No	Yes	No		Low	Medium	High
26	Strategic regional arterials focus on the efficient movement of large volumes of vehicles. Historically, studies have not addressed alternative modes of transportation in their design.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27	The roadway network in the Corridor does not consistently provide direct connections between destinations, making walking and bicycling less convenient.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
28	Current practices and plans in the Corridor do not support or encourage densities and mixed land use supportive of active living and walkable environments.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
29	Current development regulations do not encourage or promote density that is supportive of public transit.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Please share with us some of the strategies your municipality has used or plans to use to address some of your top planning challenges.**

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