



## 2030 Kankakee County Comprehensive Plan

Grant Park

Momence

Sun River Terrace

Kankakee

Irwin

Chel

St. Anne

November 2005

HNTB

## PLANNING PURPOSE AND VISION

Kankakee County faces a bright and exciting future. Growth pressures from the greater Chicago Metropolitan area have begun to spur a new cycle of residential and nonresidential investment. The County understands that this change could have positive or negative consequences depending on how it is directed and managed in the future. The 2030 Kankakee County Comprehensive Plan has carefully examined patterns of influence and change, and has defined a road map which will preserve the County's rural traditions while continuing to improve county-wide economic conditions.

The Comprehensive Plan is Kankakee County's official policy guide to future land use, development and conservation over the next twenty-five years. The Plan addresses county needs and opportunities, while placing an emphasis on physical development, transportation, and services and facilities for the County and its municipalities. It is long-range in orientation, and intended to express general goals, policies, and implementation actions. Nevertheless, the Comprehensive Plan is also specific enough to guide day-to-day land use and development activities in the County.

The 2030 Kankakee County Comprehensive Plan has been developed based on input and support of citizens, business interests, County communities, townships, schools, and many other people sharing an interest in the bright future of Kankakee County. The Plan looks to the year 2030, and seeks to understand those critical long-range issues and opportunities the County and its communities must effectively manage to realize its vision.

## a vision for kankakee county

The County of Kankakee is committed to preserving, protecting, and enhancing our community's quality of life through responsible growth and sound fiscal management. As we build closer relationships to Chicago, downstate Illinois, and the "Global Regions," we also will protect our natural, cultural, and societal resources that define our heritage and legacy. We will continue to streamline all facets of county government, eliminate redundancy, consolidate public services, and establish quality of life indicators to measure our progress. Twenty-five years from now, we will celebrate our successes, rural and urban lifestyles, cultural diversity, agricultural resources, educational attainment, and exceptional quality of life.

## LAND USE PLAN

The Land Use Plan embraces the County's aspirations for growth and development, and provides meaningful recommendations to accomplish its objectives. The Plan focuses on the unincorporated areas of Kankakee County, and includes a number of intergovernmental strategies through which the County and its municipalities can manage and direct future growth. An understanding of population and land use projections is necessary before understanding the land use and development strategies. It is important to note that these projections are based on an extrapolation of past trends to predict future conditions. Changes in the market and land use planning policy itself can change the validity of these estimates in the future. However, it is important to develop an "order of magnitude" understanding of the potential for growth, and how the County and its municipalities might shape that pattern of growth in the future.

## POPULATION AND LAND USE PROJECTIONS

Based on past and present housing start data, residential growth may range from 9,000 to 15,300 housing units by 2030. Based on these housing projections, the County's population may witness a population increase between 23,490 to 39,933 people. Thus, Kankakee County's total population may range from 127,323 to 143,766 by 2030.

### 2030 Housing and Population Projections

Jurisdictions	2030 Low Housing Total	2030 High Housing Total	2030 Low Population Total	2030 High Population Total
Unincorporated	2,400	4,500	6,264	11,745
Incorporated	6,600	10,800	17,226	28,188
Total	9,000	15,300	23,490	39,933

### 2030 Land Use Development Projections

Land Use Category	2030 Acreage
Incorporated Residential	2,475 - 4,050
Unincorporated Residential	3,671 - 6,872
County-Wide Industrial	1,292 - 2,585
County-Wide Office	104
County-Wide Retail	190-348

Based on housing projections and existing density patterns, county-wide residential development may consume approximately 6,000 to 11,000 total acres by 2030. Based on 2030 employment projections and market factors, industrial development may consume 1,292 to 2,585 acres. Likewise, office development may consume 104 acres. Retail acreage is based on population, and may consume 190-348 acres.

### Existing Land Use Inventory, 2004

GENERAL CATEGORY	Existing Zoning	Existing Land Use	Available Acreage
Residential, Total Acres	45,248	10,542	34,706
Inside ETJ's	33,747	5,252	28,495
Outside ETJ's	11,501	5,290	6,211
Industrial, Total Acres	7,533	1,553	5,980
Inside ETJ's	5,675	1,333	4,342
Outside ETJ's	1,858	220	1,638
Commercial, Total Acres	781	493	288
Inside ETJ's	748	363	385
Outside ETJ's	33	130	n/a

## TRANSPORTATION PLAN

The Transportation Plan builds on and complements the Land Use Plan. Given its consistency with the Land Use Plan, the County will support KATS 2004 Long-Range Transportation Plan in order to invest transportation funds where future growth is planned. In particular, the County is focused on improvements along the I-57 corridor, such as upgrading interchanges at exits 322, 315, 312, and 308 and building a new interchange at 6000 N. Road. In addition, the County desires to improve freight rail access and the Greater Kankakee Airport to support projected industrial growth. These I-57 corridor improvements would encourage more growth to occur in the County's urbanized area, instead of its rural areas. The County also seeks to improve east-west access and north-south access through its Corridor Preservation Program, which would preserve "clear corridors" for future highway improvements. Particularly, the 6000 N. Road corridor is significant for both east-west and north-south access in the County. Ultimately, Kankakee County is committed to making the appropriate transportation improvements that will induce growth, but not negatively impact the County's rural areas. Due to costs, major projects have been prioritized for implementation and are highlighted on the Major Transportation Recommendations Plan Map.

## RECOMMENDATIONS AND IMPLEMENTATION ACTIONS

**Recommendation # 1:** The County will support transportation improvements along the I-57 corridor to facilitate and concentrate growth in the urbanized area.

- Provide support for I-57 Interchange Improvements
- Facilitate construction of the I-57/6000 N. Road interchange
- Facilitate engineering studies for U.S. 45 and Route 50 improvements
- Develop a local roadways assessment plan for the North I-57 Corridor
- Support the expansion of the Greater Kankakee Airport

**Recommendation # 2:** The County will support, and the MPO will implement, the KATS 2004 Long-Range Transportation Plan as the basis for transportation improvements in the Kankakee Urbanized Area.

- Discuss potential expansion of Kankakee Urbanized Area with the Village of Manteno
- Pursue expansion of METRA service to Kankakee with IDOT

**Recommendation # 3:** The County will refine the Corridor Preservation Program by prioritizing growth corridors in urban areas and reducing rural area improvements.

- Preserve "clear corridors" for the County's total tier system
- Facilitate preliminary engineering study for 9000 N. Road widening
- Develop joint land use plans to reduce Tier 1 improvements in rural areas

**Recommendation # 4:** The County will support agricultural productivity by preserving the rights of farmers to use rural roadways.

- Consider developing a rural roadways program for farm vehicle usage
- Discourage residential developments along gravel roads

**Recommendation # 5:** The County will work to solve regional and local east-west access issues.

- Work with Will County to persuade IDOT to study regional east-west access
- Facilitate preliminary engineering studies for the 6000 N. Road Corridor
- Facilitate joint feasibility study for the 12000 N. Road Corridor

## MAJOR TRANSPORTATION RECOMMENDATIONS

