Village of Oswego
Strategic Growth Plan

VILLAGE OF OSWEGO
113 MAIN STREET
OSWEGO, ILLINOIS
60543

Lannert Group

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This report has been prepared with input from residents and community leaders of the Village of Oswego, the Oswego Village Board and Plan Commission, and Village Staff members.

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TABLE OF CONTENTS

CHAPTER		*Page*
1.	*INTRODUCTION*	*5*
	Why a Strategic Growth Plan?	*5*
	Planning Process	*10*
	Inventory and Analysis	*10*
	Goals and Objectives	*10*
	Plan Development	*10*
2.	*INVENTORY AND ANALYSIS*	*12*
	Demographics/Socioeconomic Characteristics	*12*
	Existing Natural Features	*13*
	Existing Land Uses and Developed Lands	*16*
	Existing Transportation	*16*
	Existing Community Facilities and Utilities	*18*
3.	*GOALS AND OBJECTIVES*	*22*
4.	*STRATEGIC GROWTH DENSITY STUDY*	*24*
5.	*TRANSPORTATION/ACCESS*	*30*
	Goals and Objectives	*30*
	Road Realignment/Extension	*33*
	Intersection Improvements	*34*
	Road Hierarchy	*35*
	Buffer Requirements	*36*
	Pedestrian and Bike Trails	*37*
6.	*OPEN SPACE-GREENWAY PLAN*	*38*
7.	*LAND USE PLAN*	*44*
	Land Use Descriptions	*44*
8.	*STRATEGIC GROWTH PLANS*	*47*
	Planning Area 1	*47*
	Planning Area 2	*64*
	Planning Area 3	*77*
	Planning Area 4	*97*
	Planning Area 5	*115*
	Planning Area 6	*134*
	Planning Area 7	*152*
	Planning Areas Overall Composite	*170*
9.	*CORRIDOR PLAN*	*172*

LIST OF FIGURES

FIGURE		*Page*
1-1	*May 2000 Comprehensive Plan*	*6*
1-2	*Planning Area*	*11*
2-1	*Existing Natural Features*	*14*
2-2	*Developable Areas*	*17*
2-3	*Community Facilities*	*19*
4-1	*Surrounding Densities*	*25*
4-2	*Density Study*	*27*
4-3	*Village Node Density Study*	*29*
5-1	*Transportation Plan*	*32*
6-1	*Open Space Plan*	*39*
A1	*Planning Areas 1 Exhibits*	*49-61*
A2	*Planning Area 2 Exhibits*	*66-75*
A3	*Planning Area 3 Exhibits*	*79-94*
A4	*Planning Area 4 Exhibits*	*99-113*
A5	*Planning Area 5 Exhibits*	*117-132*
A6	*Planning Area 6 Exhibits*	*136-150*
A7	*Planning Area 7 Exhibits*	*154-169*
7-1	*Overall Composite*	*171*
8-	*Corridor Plan Exhibits*	*174-197*

Chapter 1: Introduction

Why a Strategic Growth Plan?

This Strategic Growth Plan was developed and adopted to direct future growth within the Village of Oswego and its surrounding planning areas. The plan will serve as a comprehensive plan as directed under the Illinois 65 ILCS 5/11-12-5 law, which states that a municipal plan commission can prepare and recommend to the village board or city council a comprehensive plan "for the present and future development or redevelopment of a municipality". This plan allows community leaders to identify and plan for additional growth and changes within the Village which may have adverse physical, social, political, or environmental effects. The plan also provides direction to address development issues and processes confronting a growing and changing environment.

The current May 2000 Comprehensive Plan (Figure 1-1) is a general land use plan that symbolizes areas of residential, commercial, industrial, institutional, and open space. The Comprehensive Plan identified significant areas of development. The current Comprehensive Plan was limited to the area north of Cherry Road and did not anticipate growth pressures south of Cherry Road. This plan addresses the southern portion of the Village which is being impacted from surrounding communities growing in proximity to the Village planning areas.

The purpose of the Strategic Growth Plan is to identify, analyze, and plan specific areas for development, conservation, and enhancement. To plan a successful community, the 2006 Strategic Growth Plan will do the following:

- Provide detailed plans for each planning area that identifies open space, major transportation routes, residential areas, future school and park locations, and commercial opportunities.
- Define walkable communities within each planning area and identify density to create these unique areas.
- Provide approximate unit counts to assist the Village in planning for future development, and address the needs of existing and future residents.
- Prescribe a proposed land use pattern for the southern portion of the planning area.
- Preserve, establish, and maintain open space corridors that will enhance the environmental quality of the area and provide opportunities for recreation, and sustainability.
- Identify land use, open space, transportation and environmental policies that will protect and enhance residents' lifecycle within the community.

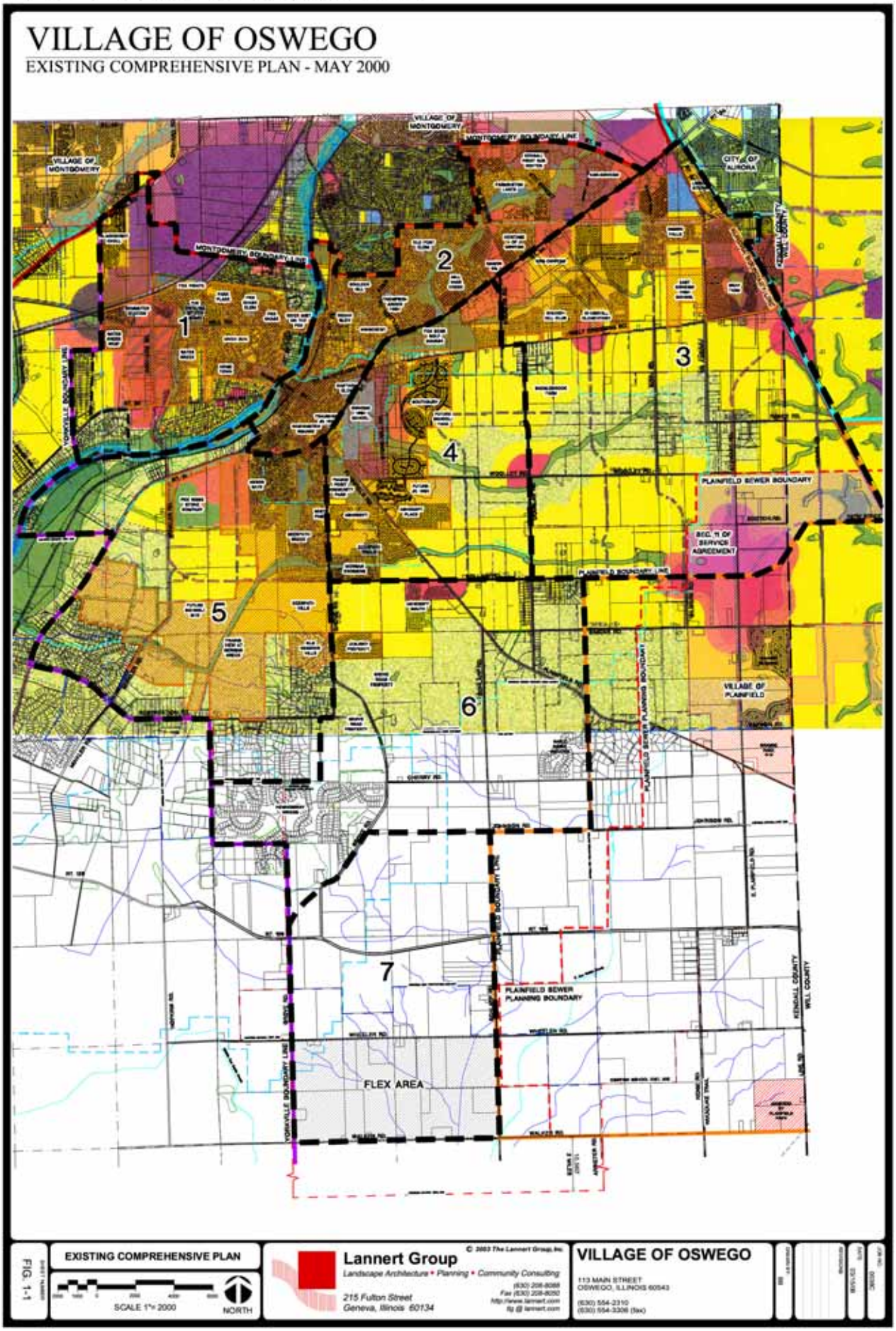
VILLAGE OF OSWEGO
EXISTING COMPREHENSIVE PLAN - MAY 2000
VILLAGE OF MONTGOMERY
MONTGOMERY BOUNDARY LINE
CITY OF AURORA
KENDALL COUNTY
WILL COUNTY
YORKVILLE BOUNDARY LINE
PLAINFIELD SEWER BOUNDARY
SEC. 11 OF SERVICE AGREEMENT
PLAINFIELD BOUNDARY LINE
PLAINFIELD SEWER PLANNING BOUNDARY
VILLAGE OF PLAINFIELD
PLAINFIELD SEWER PLANNING BOUNDARY
FLEX AREA
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FIG. 1-1
EXISTING COMPREHENSIVE PLAN
SCALE 1"= 2000
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It is important that the Strategic Land Use Plan be used as a guide and a tool for future development. This plan will address process, inventory and analysis, density, open space, traffic, and land use designations. The last section of the plan will provide implementation actions to achieve the elements of the plan.

The Strategic Growth Plan contains seven planning areas whose defining boundaries expand the Village of Oswego municipal limits approximately four and one half miles from the existing corporate limits. These areas do not encompass properties within adjacent municipal boundaries or those properties subject to existing boundary agreements.

The Strategic Growth Plan

In response to significant population increases and developmental pressures, the Village of Oswego engaged in a four-year study to develop a Strategic Growth Plan. The initial steps in the process were focused on the planning limits associated with an expanded facility planning area (F.P.A). The F.P.A study was the basis to establish boundary line agreements with Yorkville, Plainfield, and Joliet. The final step of this process is the Strategic Growth Plan. The Village of Oswego's growth is impacted by the development of urban subdivisions and rural county development. In order to control and manage growth, the Strategic Growth Plan was developed. This plan follows the guidelines of the smart growth principles discussed below.

Smart Growth principles support more compact and pedestrian friendly environments and attempt to preserve existing natural land within a built and man-made environment. Smart Growth principles tend to "reflect the belief that communities can do more to ensure that development improves their economy, community, and environment."[1] Smart Growth principles encourage and support re-use and walkable communities. The principles encourage diversity and variety for different lifestyles and demographics. Overall, Smart Growth questions how and where commu-

Mix land uses: Allows for a walkable environment where people are able to walk from house to job, groceries, and other community amenities with convenience.

Create a range of housing opportunities and choices: Provides options for individuals to take advantage of different housing types (single family to multi-family dwellings) based on varying income levels and demographic groups.

Create walkable communities: The Plan encourages environments that afford close proximity of schools, stores, restaurants, and other community amenities within more compact developments to support short destinations between uses.

Foster distinctive, attractive neighborhoods with strong sense of place: The Plan's corridor study, provides guidelines to establish a unique identity for a community and provides an attractive and pedestrian-oriented environment.

Preserve open space, natural beauty, and critical environmental areas: Open space policies within the plan seek to conserve and protect sensitive natural land.

Strengthen and direct development toward existing infrastrucuture: Aims to direct growth inward and avoid focusing development at the edges.

Provide a variety of transportation choices: Provides links between shopping, schools, parks, workplace, and housing through a system of greenway linkages.

Encourage community and stakeholder collaboration in development decisions: The planning process included community participation within the planning process.

1 Getting to Smart Growth II: 100 More policies for Implementation (http://smartgrowth.org)

nities should grow in proximity to vital agricultural land while dealing with increasing populations. The Oswego Strategic Growth Plan addressed the specific Smart Growth principles to guide the growth of the Village.

These principles were vital through out the planning process providing a framework to develop a more practical and compact environment that creates walkability, flexability, and sustainability. It further stresses the ability of a community to retain a healthy and vibrant environment without sacrificing natural open land or sensitive ecological systems. The Smart Growth principles were further built upon with the transect planning model.

level and intensity of urban character."[2] Within this model, components within the environments are organized within the built, man-made world, which include: building typology, lot sizes, land uses, streets, and other physical elements that co-exist. All these elements are organized within a rural to urban continuum, and appropriately located to preserve the integrity of its location and create an immersive environment.

The importance of the transect planning model for the purposes of the Strategic Growth Plan, is its ability to address the negative implications of growth within a suburban setting. On the overall and regional scale the transect model allocates urban to rural tiers, balancing environmental

Image 1-1: Transect Planning Model (Source Developed by Andres Duany and DPZ)

The transect planning model is a framework of different land use layers from rural to urban in a seamless manner. The strategic growth plan utilizes the overall framework of the model while applying it to the community context.

Transect planning can be defined as a tool that creates a horizontal cross-section through the natural environment, "based on the creation of a section of human habitats that vary by their-

protection and development. The tiers moved from the more originating terms of hamlets and villages to town centers. These terms are better said in New Urbanist language as "Cluster Development, Traditional Neighborhood Development, and Transit Orient Development." The big rock and small pebble analogy with the walkable Village node reflects the same hierarchy of the transect model. The Model is divided into six

2 Transect Planning (APA Journal, Summer of 2002, Vol. 68, No. 3)

different eco-zones. “Eco-zones” is a term used to show how each type of zone progresses from rural to urban. The zones are:

- Rural preserve: Open space protected from development (ex. Water features, public open space, conservation easement, swales, and other wetlands and habitats)

- Rural reserve: Identified sensitive open space to be preserved (ex. Floodplains, steep slopes, and aquifer recharge)

- Sub-urban: Less dense environment with single family, detached units, with restriction in size, land uses, roads, and open space is rural in character.

- General urban: Primarily residential, consisting of diversity in housing type and retail/office use and open space consisting of parks and greens.

- Urban center: Denser mixed use habitats, with diverse housing types and higher building heights and open space is in the form of planned public spaces, such as plazas.

- Urban core: Densest residential, business, cultural concentration with a mixture of land uses.

At the rural end of the continuum, the character of the environment is low density, single family detached, larger setbacks, paths, trails, and open swales. At the urban end of the continuum, the character of the environment is higher density, mix building types, and careful attention to street network. The continuum of development moves from the “rural open edge” to the intense city core. It extends the natural environment into the human habitat, preserving and conserving natural lands while clustering densities. The model framework attempts to find a proper balance between man made and natural features. This framework is demonstrated further within the proceeding chapters of this plan. There is an overall program to preserve and enhance the existing natural environments while accepting growth and the need for development.

Planning Process

The Strategic Growth Plan process consists of three phases – inventory and analysis, goals and objectives formulation and plan development. The statements, conclusions and recommendations within each phase described herein represent a synthesis of input and ideas of Village Staff, Oswego residents, the Village Board, and the Plan Commission.

Before these phases were addressed, the planning area was defined. The area addressed in this Strategic Land Use Plan is herein referred to as the Village of Oswego's Planning Areas (Figure 1-2). Seven planning areas were defined to facilitate a more in-depth study of the Village. Each planning area was established based on distinctive characteristics of the area. Features which served as boundary limits between the planning areas include major roadways, natural features or adjacent communities' corporate limits, or boundary line agreements.

Each planning area contains detailed information about the existing conditions, density allocations, and final land use plan. The philosophy behind the land use designations is explained within each planning area, based on the context of the area.

Following are the three phases used to develop the process of the overall planning areas.

Inventory and Analysis

The basis of the strategic land use decision-making process was inventory and analysis, which established community character, needs, constraints, and opportunities. The initial steps of the inventory and analysis phase were defining the planning areas.

The existing conditions or planning factors inventoried and analyzed include:

- Demographic and Socioeconomic Characteristics
- Natural Features
- Existing Land Use
- Transportation
- Community Facilities and Utilities – (including schools, parks, open space, public buildings, fire/police, and utility boundaries)

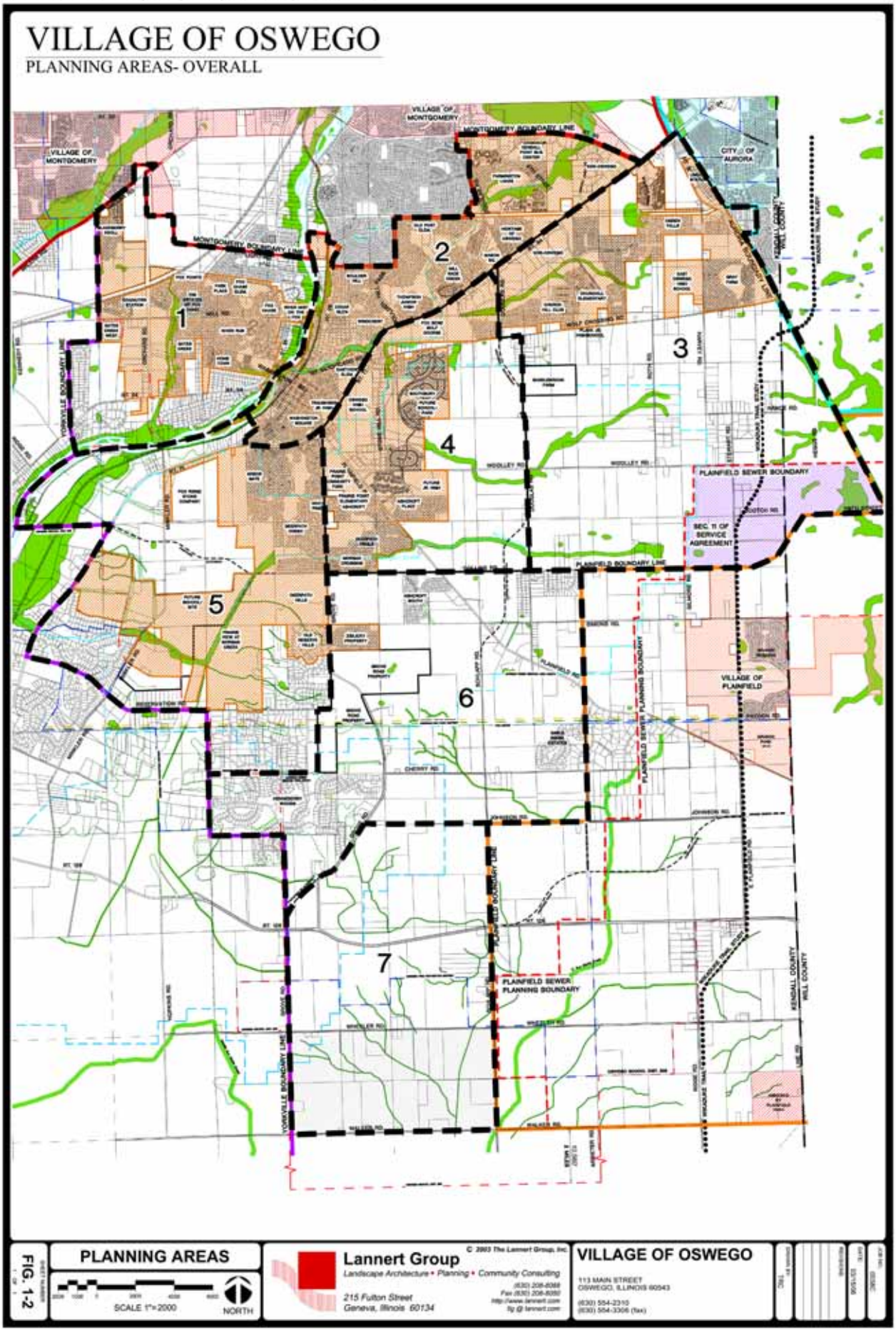
Goals and Objectives

The next phase in the Strategic Growth Plan decision-making process was the formulation of community goals and objectives. The goals and objectives became the general guidelines for development decisions. The goals and objectives presented in this report resulted from special meetings, workshop sections, and open discussions with the public, Staff, Village Board, and the Plan Commission.

Initially, a consultant-lead community analysis resulted in the identification of four community development topics – land use, open space, access, and environmental issues. These four topics helped create four individual policies that helped define the direction for the Strategic Growth Plan.

Plan Development

The third phase of this process was the formulation and designation of land uses. The existing May 2000 Comprehensive Plan identified areas for various types of development. The primary emphasis of this Strategic Plan document was to update the existing Land Use Plan and coordinate future land uses by allocating densities, identifying school and park locations, defining major and minor transportation routes, and recognizing commercial node opportunities that helped facilitate a walkable community.


VILLAGE OF OSWEGO
PLANNING AREAS- OVERALL
VILLAGE OF MONTGOMERY
MONTGOMERY BOUNDARY LINE
CITY OF AURORA
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PLAINFIELD BOUNDARY LINE
VILLAGE OF PLAINFIELD
PLAINFIELD SEWER PLANNING BOUNDARY
YORKVILLE BOUNDARY LINE
KENDALL COUNTY
WILL COUNTY
PLANNING AREAS
SCALE 1"=2000
NORTH
FIG. 1-2
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Chapter 2: Inventory and Analysis

Introduction

During the initial stages of the Strategic Growth Plan, an inventory was completed for the entire planning area. These studies allowed the planning staff to understand the opportunities and constraints of the social, physical, and economic elements of the Village. Opportunities were highlighted based on demographics and socio-economic characteristics. Transportation plans and updates were reviewed and incorporated into the plan. Village departments were consulted to locate existing and new facilities and utilities. In addition, land forms and natural areas were identified for preservation. The following elements were addressed during the inventory and analysis phase of the planning process:

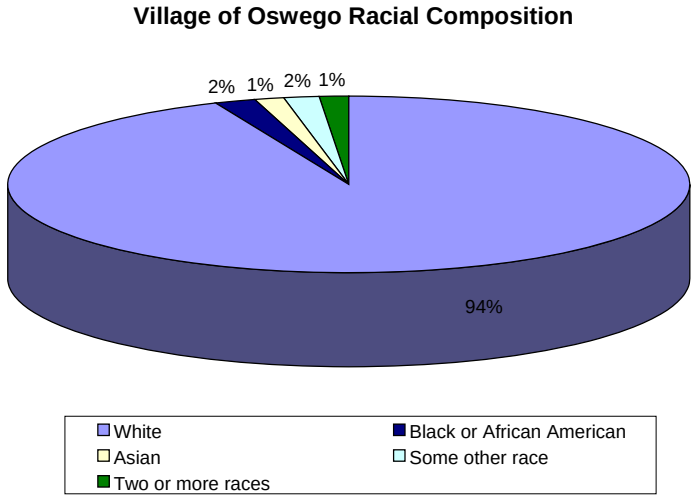


Image 2-1: *Source Census 2000 SF1*

- Demographics and socio-economic characteristics
- Natural Features
- Existing Land Use
- Transportation
- Community Facilities and Utilities(including schools, parks, open space, public buildings, fire/police and utility boundaries)

Demographics/Socioeconomic Characteristics

The following will provide a brief overview of the Village of Oswego demographics by topic. This data[3] was obtained from the Census 2000 and 1990 summary files.

Population Demographics

Oswego total population in 2000 was 13,326 which was an approximate 70% increase from the 1990 population of 3,876. This number is projected to increase which will require additional planning to control the growth of additional development to accommodate the growing population.

The Village of Oswego's population composition by race/ethnicity is: 93% Caucasian and 2% Afri-

3 Additional data for the current year (2004-2005) was obtained from Demographics Now by Experian/Applied Geographic Solutions, and represents the zip code of 60543.

can American. The other groups represented in the remaining 5% are American Indian, Asian, and Hispanic. By 2009, all groups' percentages within the Village and areas in proximity to the village will remain constant with the exception of the Hispanic population.

The median age of the total population in 2000 was age 30 to 34 years, while 1990 data showed that the age group 40 to 44 years was the predominate group. The second predominate age group for 2000 was 35 to 39, followed by 40 to 44-year olds. Overall, this data demonstrate that the Village of Oswego has a young population.

Income

Oswego's population is predominately white collar professionals, representing 83% of the population while blue collar employment represents only 17% of the population. The high percentage of white collar workers is exhibited in Oswego's high incomes. Oswego average household income according to the 2000 census is a range of $75,000 to $99,999, and the median household earned $71,502. Oswego population's household income was significantly higher than Kendall County and the State of Illinois in 2000[4] . Oswego's unemployment rate has stayed constant at only 3%, a rate that is consistent with the state but higher than the county overall rate based on 2000 data[5] .

Housing

Overall, home ownership in Oswego is very high at 92%. Approximately, 78% of the housing stock in Oswego is single family detached homes, with 14% representing one unit attached homes, and the remaining 8% are structures with 2 or more units attached. Moreover, 40% of Oswego housing was built during 1995 to 1998, and 17% was built between 1990 to1994, this data shows that the Village has a significantly new housing stock.

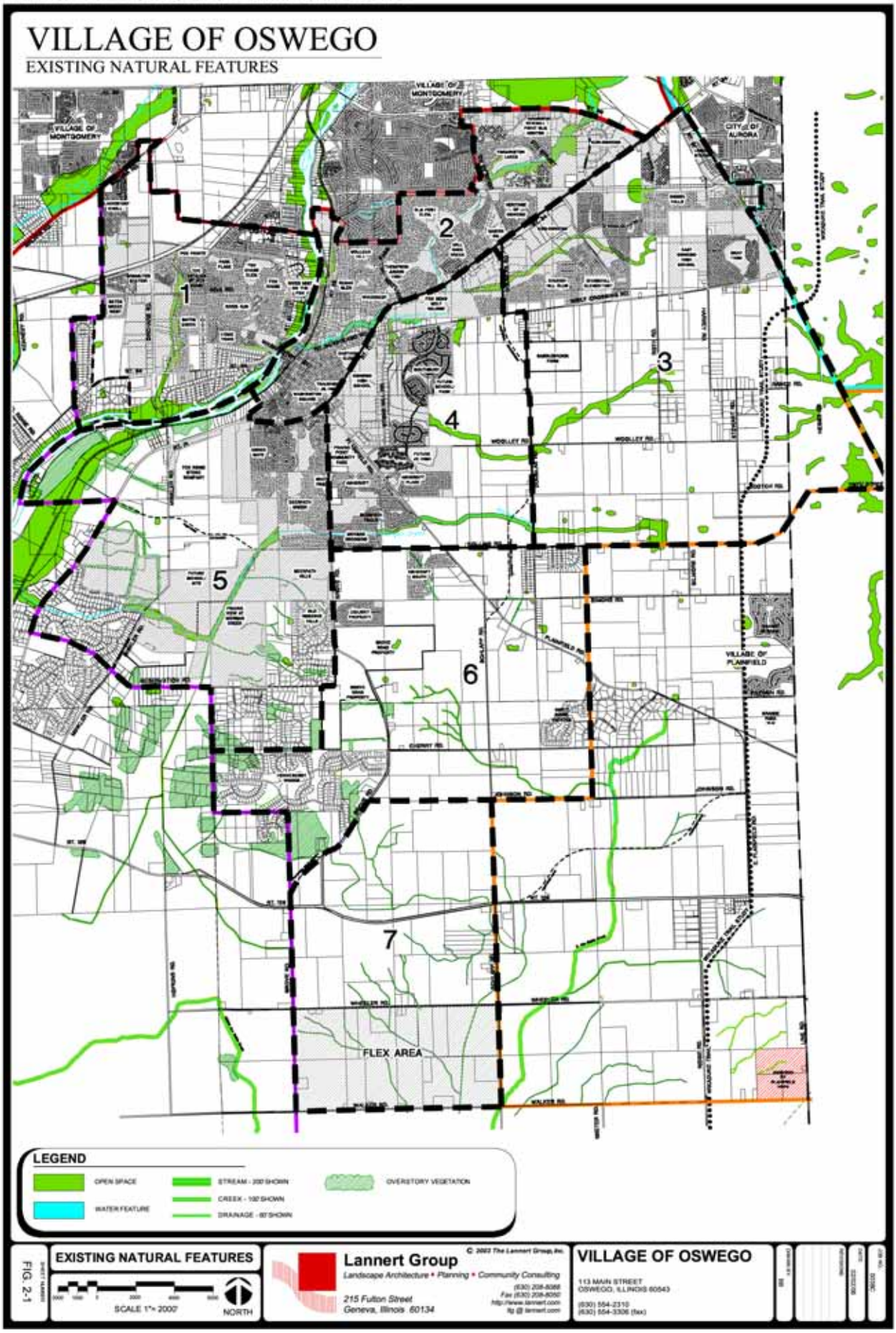
Existing Natural Features

An understanding of the existing natural features within the Village of Oswego's overall planning area is integral to long range planning. The May 2000 Comprehensive Plan thoroughly describes the importance of preserving natural resources and provides strategies on how the Village can preserve and enhance these spaces. For the purposes of the Strategic Growth Plan, we have identified specific areas that locate existing drainage ways, creeks, wetlands, floodplains, and vegetation (Figure 2-1). By delineating the boundaries of these natural resources, the Village can distinguish the difference between areas suitable for development or necessary for preservation.

Image 2-2: Fox River's edge

4 According to the 2000 Census Data, Kendall County median household income was $64,625 and the State of Illinois median household income was $25,188.

5 According to the 2000 US Census Data, Kendall County unemployment rate was 2.1, and the State of Illinois unemployment rate was 3.9%.


VILLAGE OF OSWEGO
EXISTING NATURAL FEATURES
VILLAGE OF MONTGOMERY
CITY OF AURORA
VILLAGE OF PLAINFIELD
1
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7
FLEX AREA
LEGEND
OPEN SPACE
WATER FEATURE
STREAM - 200' SHOWN
CREEK - 100' SHOWN
DRAINAGE - 60' SHOWN
OVERSTORY VEGETATION
FIG. 2-1
EXISTING NATURAL FEATURES
SCALE 1"= 2000'
NORTH
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Waterways

The Fox River is the major waterway that bisects the community. Additionally, the Village of Oswego contains four creeks and multiple drainage ways that have retained their existing natural state or have been channelized by early settlers or through agricultural practices. Smaller streams that run through the overall planning area include Morgan Creek, Waubansee Creek and East Aux Sable Creek. Nonetheless, all these waterways have significant vegetative and water quality importance and should be preserved during the development process.

Wetlands

The majority of the wetland areas are found within the waterway corridors, particularly along the Fox River, Morgan Creek, Waubansee Creek and East Aux Sable. Numerous wetland pockets are also scattered throughout the southern half of the overall planning area. It is important to consider the wetlands because they provide natural flood control, stormwater purification, groundwater recharge, and support rich diverse flora and fauna. There are few wetland areas in the Overall Planning Area and most of the wetlands have already been designated for preservation. The wetland locations can be found on the soil maps for each planning area and are shown with the wetland symbol.

Floodplain

The floodplain runs along the Fox River and is also illustrated on (Figure 2-1). Floodplains, together with wetlands, are vital components of the natural hydrologic cycle. Protection of the floodplain promotes public safety and environmental health, while preserving areas adjacent to significant water features. Most of the floodplain areas overlap the open space shown in green and are designated in the 'Open Space' category on the area exhibits.

Vegetation

The natural features exhibit shows vegetation in the Village of Oswego's overall planning area. As (Figure 2-1) indicates, the majority of existing overstory tree masses are scattered throughout the area. Some of the standing tree groves are along existing farmsteads that delineate their boundaries. A number of tree stands along waterways have significant value and should be preserved. Additionally, major hardwood trees in hedgerow or fence row planting should be preserved.

Image 2-3: Water feature at the northeast corner of Walker and Schlapp Rd..

Existing Land Uses and Developed Lands

The existing land use within the study area was reviewed in order to establish the historical background of the community. The previous Comprehensive Plan provided the context for the existing land uses at that time. While mostly focused on the area north of Cherry Road, this map's content was incorporated into the existing development exhibit. Other resources including the Village's new subdivision list, Kendall County's subdivision approval chart and an aerial photograph from Spring 2004, were obtained to reflect the current development in the study area.

During the design process of the Strategic Growth Plan, it was important to work with accurate numbers of developable land to reflect proposed results. The Lannert Group created a Developable Areas (Figure 2-2) exhibit. The areas in blue represent pending neighborhoods, county, single-family estate lots, roadways, and natural features.

Image 2-4: Route 31 arterial roadway

As the Strategic Growth Plan study progressed, this graphic was created for each planning area and was used as a tool to identify areas that had potential development opportunities.

Existing Transportation

The existing transportation roadway network is shown on the planning area base maps. These roadways helped define the sub-areas as previously stated. Listed below are the classifications[6] which have been assigned to the roadways.

Arterials

Description: Arterial roadways provide regional roadway access within an area. These roadways are typically State and Federal routes and are major roadways that receive traffic from other roads. The following roadways are existing arterials:

Route 126	Route 71	Route 34
Route 25	Route 31	Ridge Road
Orchard Rd.	Route 30	Plainfield Road
Proposed WIKADUKE Trail		

Collectors

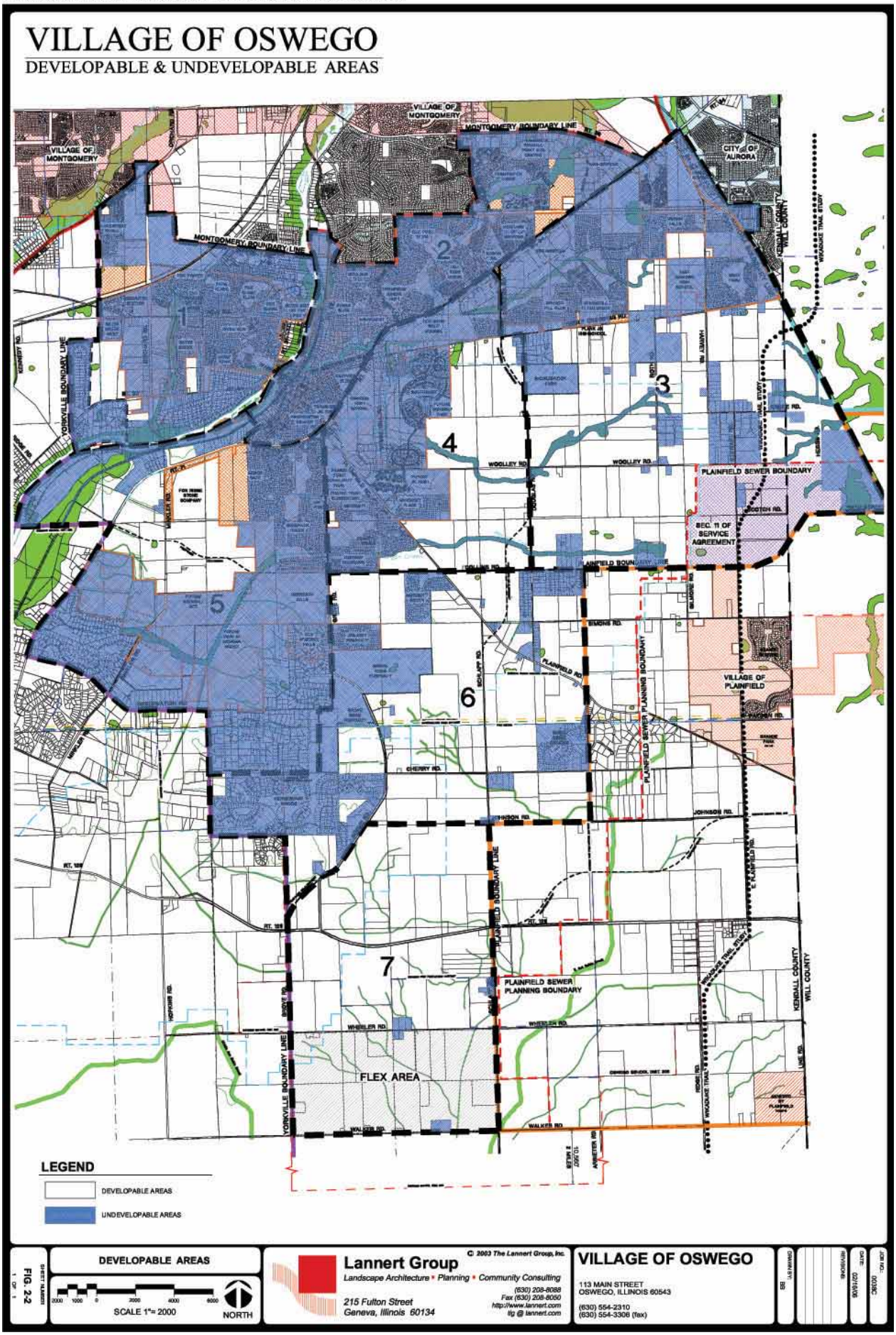
Description: Collector roadways are designed to collect traffic from local roads and direct the traffic into the arterial system. These roads are typically county roads that have greater regional importance. Minor collector roads have less regional connectivity than major roads[7]. The following roadways are examples of some commonly used existing major collectors:

Collins Road	Minkler Road
Douglas Road	Plainfield Road
Grove Road	Steward Road
Wolf Crossing Road	

The following roadways are examples of some commonly used existing minor collectors:

Arbeiter Road	Roth Road

6 Classifications taken from the Kendall County Land Resource Management Plan (LRMP) Updated 1999.
7 Kendall County (LRMP)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DEVELOPABLE & UNDEVELOPABLE AREAS
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FIG. 2-2

Baseline Road	Schlapp Road
Woolley Road	Reservation Road
Walker Road	Wheeler Road

Local Roads

Description: Local roadways are designed to direct traffic to the collector system. These roads are typically township roads or Village roads which serve as the transportation network within the Village. The subdivision roads in each development complete the transportation network and connect each neighborhood into the system.

Railway Transportation

Currently, there is a Metra commuter rail park-n-ride facility that is located near the intersection of Orchard and Mill roads. This facility allows commuters to park their vehicle and take the PACE bus which will transport them to the Aurora railway center. It is planned that there will be a future Commuter Station at this park-n-ride facility. A retail center adjacent to the park-n-ride is under construction.

Existing Community Facilities and Utilities

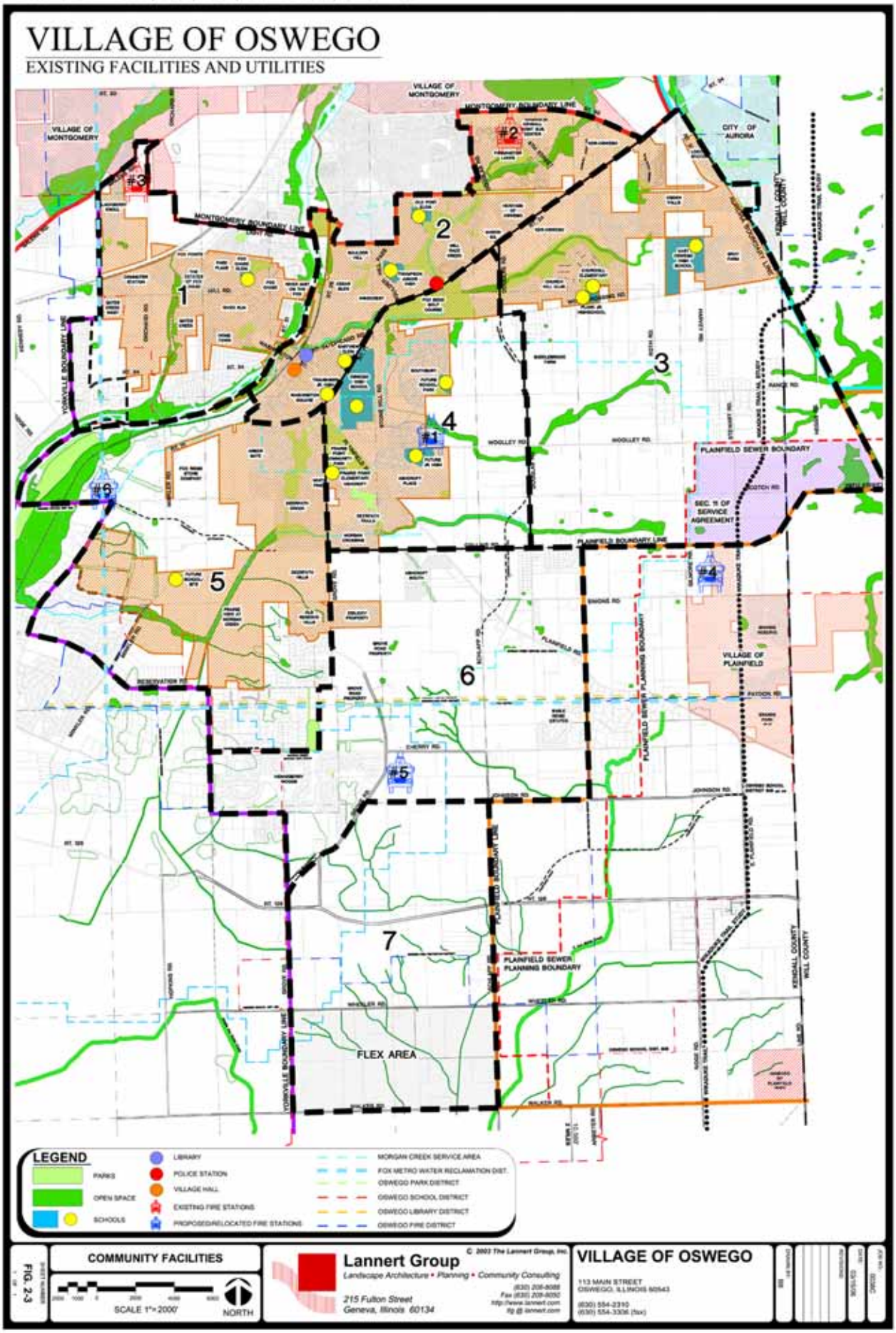
Existing community facilities, other jurisdictions, and utilities were important to the planning process. Schools and park districts, FPA services boundaries, fire, library, and police districts were mapped to show service areas and boundary lines. Figure 2-3 superimposes all of these facility service areas on the sub area maps. The planning areas which are not served or are underserved have been identified and the Strategic Growth Plan has addressed these limitations.

Schools

Currently, Oswego's School District 308 is comprised of 17 schools. Eleven schools serve grades K-5, four schools serve grades 6-8, and two high schools serve grades 9-12. Of these schools, three are new schools (Prairie Point Elementary School, Churchill Elementary School, and Wolf's Crossing Elementary School) opened in 2005 and one additional school, Plank Jr. High School, is scheduled to open between 2006-2007. Plank Jr. High School is located next to Churchill Elemen-

VILLAGE OF OSWEGO SCHOOL DISTRICT 308

SCHOOL NAME	GRADE	ENROLLMENT	ACRES
Churchill Elementary	K-5	*NA*	39
East View Elementary	K-5	1,137	18
Fox Chase Elementary	K-5	803	11
Old Post Elementary	K-5	606	18
Oswego East High School	9 thru 12	914	102
Oswego High School	9 thru 12	1,999	117
Plank Jr. High	6 thru 8	*NA*	39
Prairie Point Elementary	K-5	*NA*	15
Thompson Jr. High	6 thru 8	1,029	20
Traughber Jr. High	6 thru 8	710	10


VILLAGE OF OSWEGO
EXISTING FACILITIES AND UTILITIES
VILLAGE OF MONTGOMERY
MONTGOMERY BOUNDARY LINE
CITY OF AURORA
PLAINFIELD SEWER BOUNDARY
SEC. 11 OF SERVICE AGREEMENT
PLAINFIELD BOUNDARY LINE
VILLAGE OF PLAINFIELD
PLAINFIELD SEWER PLANNING BOUNDARY
FLEX AREA
YORKVILLE BOUNDARY LINE
KENDALL COUNTY
WILL COUNTY
LEGEND
PARKS
OPEN SPACE
SCHOOLS
LIBRARY
POLICE STATION
VILLAGE HALL
EXISTING FIRE STATIONS
PROPOSED/RELOCATED FIRE STATIONS
MORGAN CREEK SERVICE AREA
FOX METRO WATER RECLAMATION DIST.
OSWEGO PARK DISTRICT
OSWEGO SCHOOL DISTRICT
OSWEGO LIBRARY DISTRICT
OSWEGO FIRE DISTRICT
FIG. 2-3
COMMUNITY FACILITIES
SCALE 1"=2000'
NORTH
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VILLAGE OF OSWEGO
113 MAIN STREET
OSWEGO, ILLINOIS 60543

tary on Wolf Crossing Road. However, only ten of these schools (see School District Table) lie within the Oswego Municipal Boundary. There are also three future school sites within this boundary.

The seven schools not in the Oswego Municipal Boundary are located in the Village of Montgomery and City of Aurora, IL. According to the Oswego Community Unit School District Strategic Plan produced in August 26, 2002, the school district projections anticipated that the school district would experience a 90% increase in student enrollment between 2002 and 2007. This increase will be the result of new development in the district, requiring additional facilities and school sites.

Figure 2-3 shows the location of the schools (shown in blue and marked by a yellow dot) located within the Oswego Municipal Boundary. This includes the three future school sites.

Fire District

The Village of Oswego Fire Protection District (FPD) covers the entire municipal boundary of the Village of Oswego and additional adjacent areas, including a portion of Montgomery and approximately 800 acres within the boundaries of the Village of Plainfield. The total service area covered by the FPD is approximately 60 square miles within Kendall and Will County. The FPD currently services approximately 40,000 residents and is projected to service approximately 60,000 residents in 2010 with increases in development within both Kendall and Will County.

Fox Metro Facility Planning Area

Fox Metro Water Reclamation District services the Village of Oswego and surrounding communities, which include: Sugar Grove, Aurora, North Aurora, Boulder Hill and Montgomery. The Fox Metro Facility Planning Area handles 4 million gallons of waste water on a daily basis, generated from the surrounding communities. This waste water is generated from residential units, industrial facilities, schools, businesses, and other facilities. Currently, the Fox Metro FPA boundaries extend south to Wheeler Road, and will not be able to service the flex area in Planning Area 7. In the future, if there is a need to extend this boundary, the Village of Oswego will have to work with Fox Metro Water Reclamation District to discuss future expansion of the FPA to provide adequate infrastructure to accommodate further growth in the area.

Public Parks

The Oswegoland Park District owns and maintains the public parks and recreational areas. The district is further supported by the Oswegoland Park and Recreation Foundation established in 2005, whose purpose is to address the district and its mission to preserve open space and acquire land for parks. One of the important mission statements by the Park District, which is supported by the Strategic Growth Plan, is to “plan, acquire, develop, maintain, and preserve parks, facilities and natural and historic areas”[8] for the enjoyment of the community. The Oswegoland Park district is responsible for 36 park sites which total over 742 acres of natural and developed parkland, which include: parks, playgrounds, and natural areas.

Image 2-5: Fox River Pathway

8 OswegolandParkDistrict.org

However three park sites are not located within Oswego municipal boundary leaving a total of 33 park sites and 655 acres of parkland.

Another asset of the Park District is the extensive network of trails within Kendall County. The trails are shown on the Park District's Existing Open Space and Bike Trail Plan. Three notable trails within the Oswego boundary are as follows:

- Fox River Trail (3.14 miles): Starts at Hudson Crossing Park and travels north connecting to trails in Kane and Dupage Counties.

- Grove Road Trail (2.4 miles): Starts at Prairie Point Center to Reservation Road, then becomes an on-street trail which continues south to Waa Kee Sha Park.

- Waubonsie Trail (2.5 miles): Starts at Eagle Ridge Park and travels along an existing open space corridor connecting northeast at Jaycee Park.

Additional trails and proposed trails will be discussed in more detail in the sub-area plans.

VILLAGE OF OSWEGO PARKLAND

Park Name	Acres	Park Name	Acres
Augusta Lake Park	5	Pearce's Ford Park/Wetland	9.2
Barnaby Park	3.4	Prairie Fest Park	32
Briarcliff Woods Park/Lake	18	Prairie Point Comm. Park	83
Chesterfield Park/Lake	24	Prairieview Park	5
Civic Center Park	8.8	Saw Wee Kee Park	150
Community Park at Grande Pk.	82.5	Stonegate Park	4.2
Eagle Ridge Park	22	Summerlin Park	10
Heritage Park	0.5	Troy Park	1.1
Hidden Creek Park	4.7	Village Green Park	0.8
Hudson Crossing Park	3.5	Violet Patch Park	4.2
Jaycee Park	7.3	Waa Kee Sha Park	22
Lakeview Park and Bartlett	33.2	Waubonsie Park	2

Chapter 3: Goals and Objectives

The goals and objectives of the Strategic Growth Plan were crucial to the planning process. The goals and objectives established the direction to address the future development of the Village, but more importantly addressed the vision of Oswego's elected officials, residents, business community, and stakeholders. To accomplish the vision, the following goals and objectives were formulated addressing: land use, open space, transportation, and environmental issues.

Goal #1: Protect and enhance natural features as an integral part of the overall community design

Objectives:

- Promote extensive trails systems by preserving natural swales and drainage ways within and surrounding proposed and existing development.
- Identify and preserve natural vegetation and specimen trees.
- Encourage the protection and restoration of the Fox River Corridor.

Goal #2: Provide greenway connections and promote additional open spaces

Objectives:

- Allocate open space percentages to developments within the planning areas.
- Establish buffer requirements along all road ways.
- Develop greenway linkages to connect neighborhood parks and avoid unplanned isolated open space islands.
- Promote open space designations by allocating spaces for future schools, parks and regional open space set-asides.

Goal #3: Create an efficient and connected Transportation System

Objectives:

- Develop a hierarchy system for roadway classifications.
- Create continuous through connections by aligning major roadways.

Goal #4: Develop Walkable Communities

Objectives:

- Cluster development and land uses to provide a pedestrian friendly environment and minimize infrastructure extensions.
- Develop mixed use development to provide flexibility in unit size, density and market choice.

Goal #5: Incorporate Smart Growth Concepts

Objectives:

- Develop mix land uses.
- Build compact and cluster development to create walkable environments.
- Provide a variety of transportation choices for automobiles, transit users, bikers, and pedestrians.
- Encourage collaboration during the development process between community and stakeholders.
- Use compact building designs as alternatives to conventional footprint designs.

Goal #6: Integrate Innovative Design Ideas

Objectives:

- Encourage innovative storm water management techniques.
- Encourage flexible multi-family housing design to minimize monotony and provide affordability.
- Implement conservation based zoning and subdivision codes.
- Encourage alternate means for transportation efficiency.

Image 2-5: Community Meeting (Image Source: www.srds.co.uk)

Chapter 4: Strategic Growth Density Study

Density is defined as "the amount of residential development permitted on a given parcel of land" [9]. This amount is then converted into dwelling units per acre. The Strategic Growth density study was developed to provide an overall framework for the planning areas. The general perception is that higher densities can be negative while lower densities tend to be positive. The Strategic Growth Plan does not support either of these philosophical positions.

The goals and objectives of developing the density study were based on Smart Growth principles which include: mix land uses, a range of housing choices, walkable communities with a sense of place, preservation of open space and natural features, and a variety of transportation choices. These elements when combined, lead to healthy community environments that allow for the efficient use of existing infrastructure and avoid scattered, unplanned development.

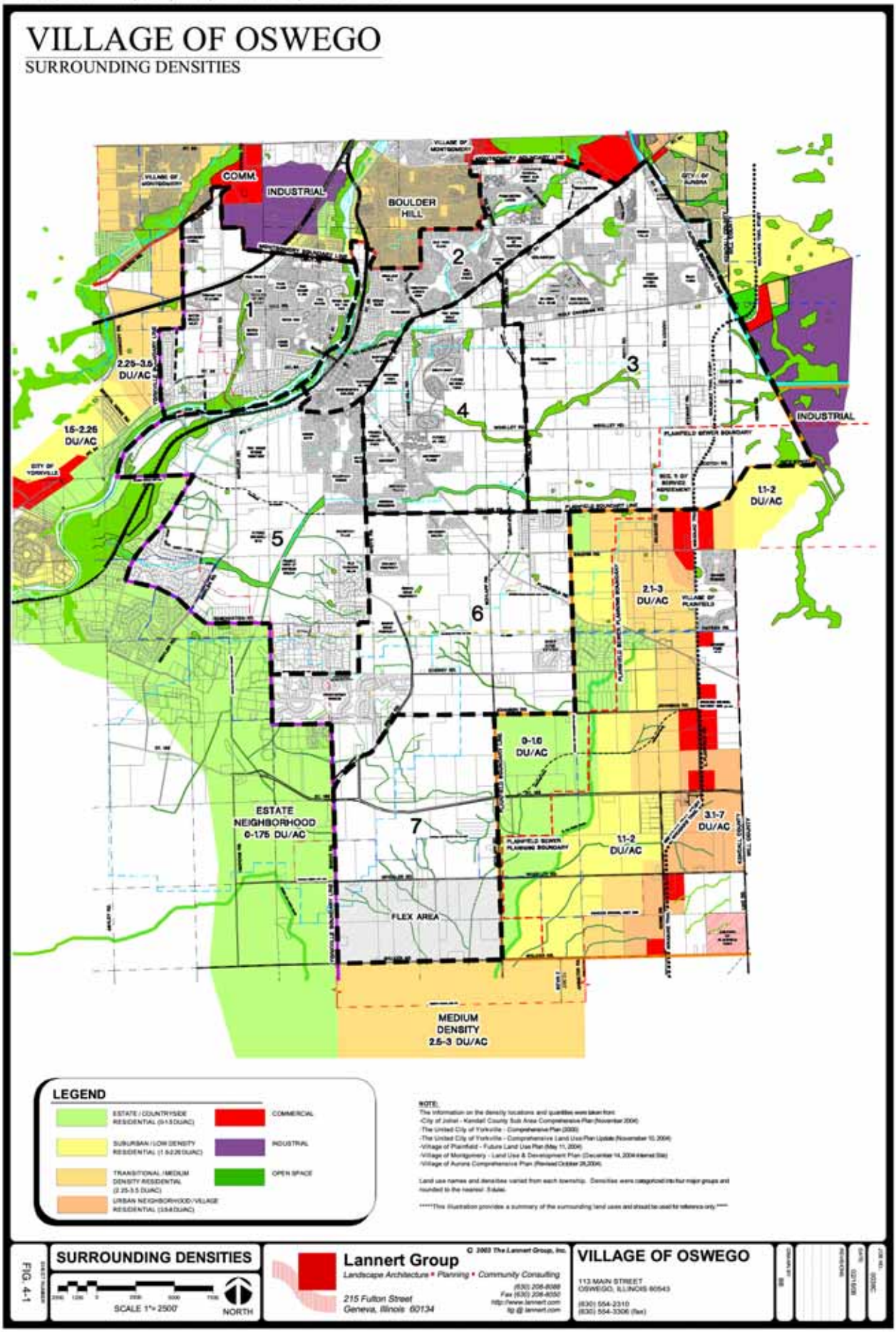
Surrounding Densities

Analyzing the surrounding densities was important, because communities with increasing and sprawling populations tend to grow into the boundaries of adjacent towns, cities or villages. In many cases adjacent growing communities may influence the development of the surrounded community with their existing or proposed densities.

9 National Association of Realtors, Creating Great Neighborhoods: Density in your Community

The Village of Oswego is bounded by the Village of Montgomery to the north, the City of Aurora to the northeast, the City of Yorkville to the west and the City of Plainfield to the east. Kendall County land lies to the south, southeast, and southwest of the Village. Joliet's comprehensive plan extends up to Walker Road. A flex area is shown between Wheeler Road and Walker Road. Figure 4-1, shows the surrounding densities of communities adjacent to Oswego's planning areas. From this exhibit, densities for the City of Yorkville, Kendall County, and the Village of Plainfield were provided.

The County densities are low, ranging from 0 to 1.75 housing units per acre. These densities will not have significant impacts on the development within Oswego, because densities planned for this area will be consistent with County densities. The densities of the Villages of Yorkville and Plainfield range from 1.5 to 7, allowing higher densities resulting in a more urban village residential development pattern. Based on the overall framework of the density plan and corresponding land uses, it will be important to buffer Oswego's outlying land from these encroaching densities.


VILLAGE OF OSWEGO
SURROUNDING DENSITIES
COMM.
INDUSTRIAL
BOULDER HILL
2.25-3.5 DU/AC
1.5-2.25 DU/AC
CITY OF YORKVILLE
INDUSTRIAL
1.1-2 DU/AC
2.1-3 DU/AC
0-1.0 DU/AC
ESTATE NEIGHBORHOOD 0-1.75 DU/AC
3.1-7 DU/AC
1.1-2 DU/AC
FLEX AREA
MEDIUM DENSITY 2.5-3 DU/AC
LEGEND
ESTATE / COUNTRYSIDE RESIDENTIAL (0-1.5 DU/AC)
SUBURBAN / LOW DENSITY RESIDENTIAL (1.5-2.25 DU/AC)
TRANSITIONAL / MEDIUM DENSITY RESIDENTIAL (2.25-3.5 DU/AC)
URBAN NEIGHBORHOOD / VILLAGE RESIDENTIAL (3.5-8 DU/AC)
COMMERCIAL
INDUSTRIAL
OPEN SPACE
NOTE:
The information on the density locations and quantities were taken from:
-City of Joliet - Kendall County Sub Area Comprehensive Plan (November 2004)
-The United City of Yorkville - Comprehensive Plan (2003)
-The United City of Yorkville - Comprehensive Land Use Plan Update (November 10, 2004)
-Village of Plainfield - Future Land Use Plan (May 11, 2004)
-Village of Montgomery - Land Use & Development Plan (December 14, 2004 Internet Site)
-Village of Aurora Comprehensive Plan (Revised October 28, 2004)
Land use names and densities varied from each township. Densities were categorized into four major groups and rounded to the nearest .5 dulac.
*****This illustration provides a summary of the surrounding land uses and should be used for reference only.*****
FIG. 4-1
SURROUNDING DENSITIES
SCALE 1"= 2500'
NORTH
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(630) 554-3306 (fax)

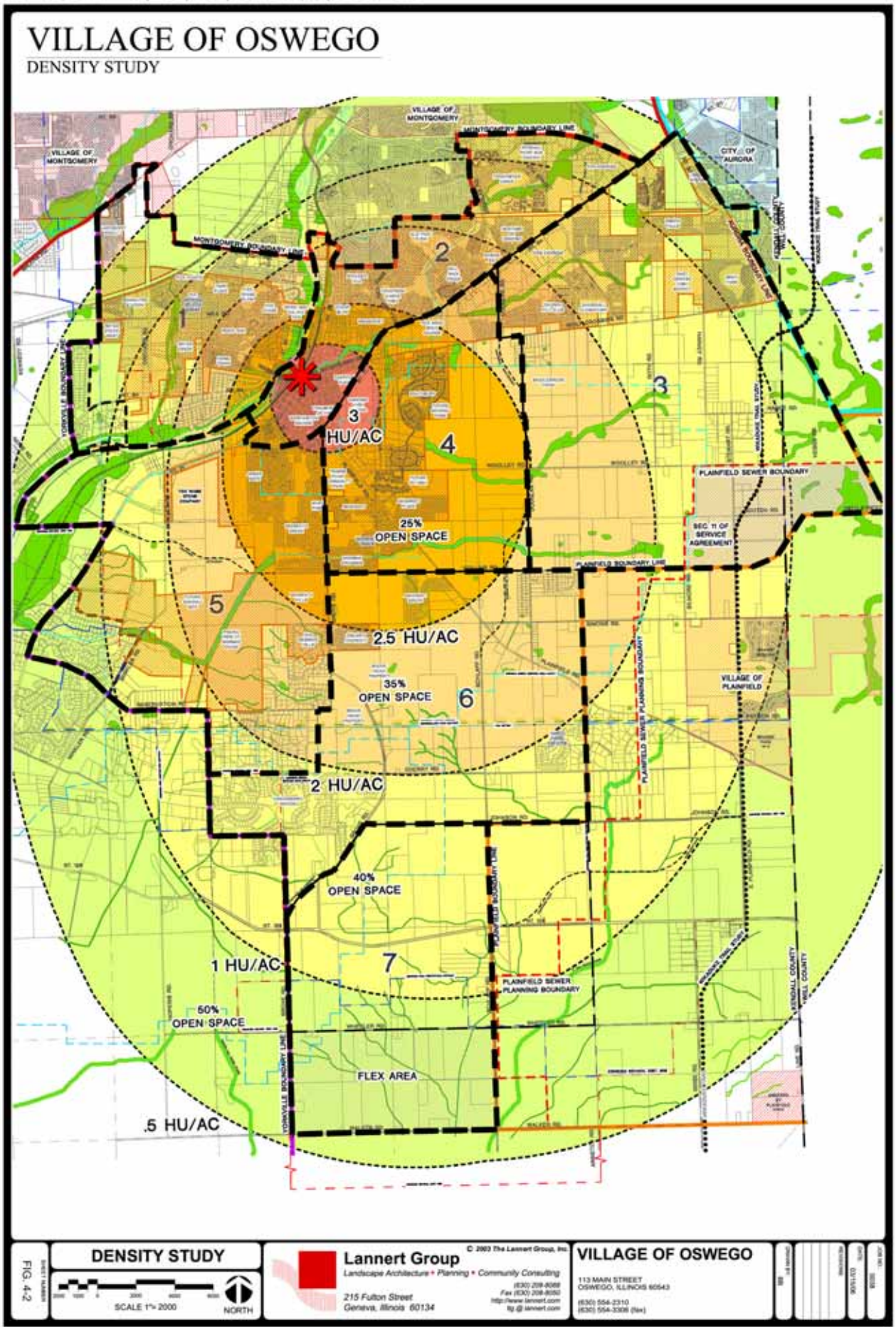
Densities for Planning Areas

To plan growth sensitively and smartly, it was important to incorporate a density study within the comprehensive planning process. Presently, many suburban developments within Kendall County and surrounding counties are being faced with issues of suburban sprawl with their municipal limits moving out to meet outlying subdivision development. To avoid the negative cost to suburban sprawl and to preserve natural open land and features, the density study was developed to prescribe densities for the planning areas by clustering development near the Village core and allowing larger lot development near the outlying areas near the Village's edge.

The overall density study contains radiating density bands which begin in the downtown area and radiate in circular rings outward covering the entire Village's planning area. Each band is assigned a color and density range to graphically reflect the "rippling effect" concept. The densities range from 3 housing units per acre in proximity to the downtown area to .5 housing units per acre along the edges of the planning area. Furthermore, each band is also assigned an open space percentage, allocated for each category. This open space allocation ranges from the minimum amount of 20% open space in proximity to the downtown to the maximum amount of 50% open space along the outer rings of the planning area. The density in the downtown is more concentrated near the Village core and decreases to less dense areas as one move towards the edges of the planning areas. In addition, larger percentages of the open space requirements are designated toward the edges of the planning areas to provide a significant boundary that will signal the transition from one community to the next.

Image 4-1: Inset of density rings

Figure 4-2, Density Study, demonstrates how these bands of densities work together. The circular band at the village center is red and contains the highest density of 3 hu/acre. This band contains a 20% open space allocation and encompasses most of Oswego's downtown. The next circular band is orange and contains many of the planned unit developments in areas 4 and 5, with a density range between 2.5 and 3 hu/acre. This band contains a 40% open space allocation. The next surrounding band is tan and contains a lower density range between 2 and 2.5 hu/acre. The tan band encompasses all planning areas with the exclusion of planning area 7. The yellow band assigns a less dense area between 1 and 2 hu/acre. The yellow band transitions through planning areas 3,5,6, and 7. The last band is represented by green. This band reflects the lowest density of .5 to 1 hu/acre and incorporates a 50% open space requirement. This outer ring, four miles from the Village's downtown is the transition area that will define the community's edge.



Village of Oswego Strategic Growth Plan: **Strategic Growth Density Study**

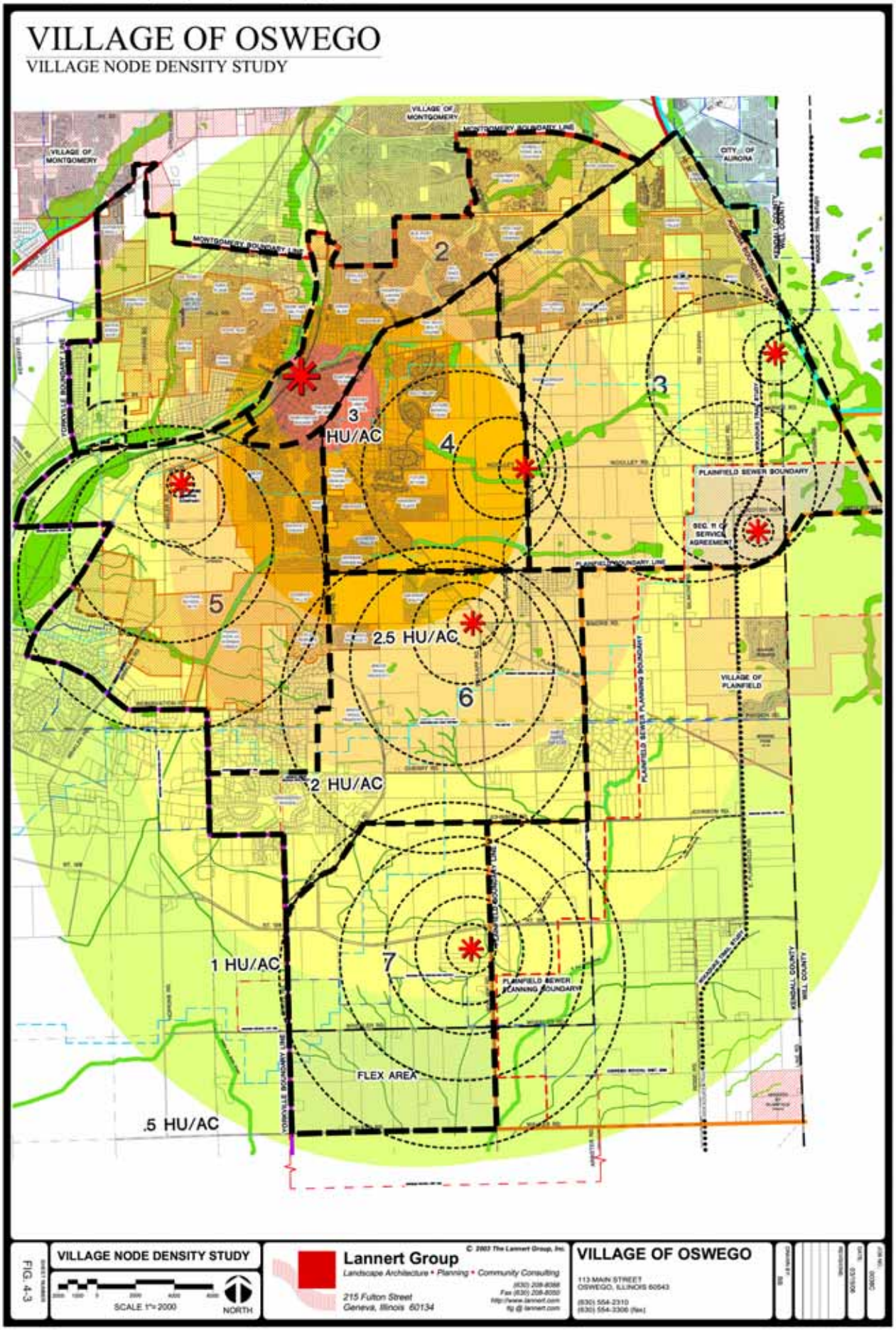
Village Node

The density study is further refined by the detailed Village Node Density Study (Figure 4-3). Within this study, Village nodes are located within each planning area. Some planning areas are impacted by more than one Village node depending on anticipated development patterns. The Village nodes are located near major roadway intersections which will attract both vehicular and pedestrian traffic. The nodes themselves begin to take on additional circular radiating bands which are again assigned densities reflecting the previous overall density overlay. These densities are depicted within the individual planning area analysis and land use plans. The density bands range from 4 hu/acre within the first density band to 1 hu/acre along the edges of the planning areas. These numbers increase and decrease based on proximity to surrounding land uses, roadway classifications and size of the proposed commercial nodes. The density nodes are then overlaid on the density rings confirming the open space allocations.

The locations of the walkable nodes and radiating bands provide a method to re-calculate the development potential for each planning area, which leads to units and developable acreages. The individual planning areas are in the sub area.

The Village Node Density Study follows the overall concept of transect planning: rural areas located along the edge have low intensities while development closer to the urban core provides characteristics that are compact, mix uses at higher intensities. Gradually, densities increase in the direction toward the Village core, transitioning from the rural to suburban to urban. In addition, this framework encourages growth closer to the Village core, therefore decreasing sprawling development at the edges.

Image 4-2: *Communications Comic*
(Source: Hedman, "Stop Me Before I Plan Again")



Village of Oswego Strategic Growth Plan: **Strategic Growth Density Study**

Chapter 5: Transportation/Access

The May 8, 2000, Comprehensive Plan includes a transportation component that addresses road hierarchy and provides an illustrative transportation plan. However, over a 5 year period, the Village of Oswego's population has expanded considerably, providing a need to update the previous plan and address additional issues due to population growth and development. This transportation component will provide goals and objectives for the overall framework of the transportation plan and provide implementation strategies. This plan will further identify existing roadways which may need to be improved and propose additional roadways. During the process of developing the transportation plan, the 1999 Kendall County Land Resource Management Plan was reviewed and its overall transportation policies were taken into consideration. Smith Engineering, the Village's consulting engineer, provided input and initial roadway classifications and traffic capacities. Additional input was provided by Village Staff and the Public Works Department. The purpose of this plan is to address the following goals and corresponding objectives:

Goals and Objectives:

Goal #1: Protect right of way expansion.

Objectives:
- Preserve adequate right-of-ways for the future roadway network.
- Create setbacks that provide buffering to existing/proposed land uses.

Goal# 2: Protect the existing grid.

Objective:
- Propose parallel roads reinforcing the existing roads to maintain the established network.

Goal #3: Enhance major intersections.

Objective:
- Identify significant intersections that are in need of improvements.

Goal #4: Provide a roadway network which efficiently moves local and regional traffic throughout the area.

Objectives:
- Identify and categorize roadway hierarchy for planning and improvement purposes.
- Connect and realign existing roads to create a continuous transportation route.

Goal #5: Provide pedestrian and bicycle opportunities

Objectives:
- Identify roadways that can safely accommodate pedestrians adjacent to the roadway.
- Propose pedestrian and bike trails as alternates to the vehicular system.
- Incorporate trail systems that link open spaces together.

According to the Kendall County 2005-2030 Transportation Plan (December, 2004), Kendall County is one of the 10 fastest growing counties in the nation, and the third fastest growing county in the state of Illinois. These statistics suggest that many of the roadways within the county will be impacted by increases in traffic from pressures of new development of housing and commercial. Furthermore, Oswego is located in the north-east section of the county and intersected by many of the major roads frequently used within the county, and therefore experiences pressures from the surrounding areas. Oswego's population is projected to grow by an additional 50% in the next four years (Village of Oswego Economic Development Corporation), which will have strong implications for its roadway network and the existing conditions of its roads. To address anticipated and current growth in the Village of Oswego, the Transportation Plan (Figure 5-1) builds upon the features of the previous 2000 transportation plan by focusing on the following:

"Kendall County is one of the 10 fastest growing counties in the nation...the third fastest in the state of Illinois"

ROAD REALIGNMENT/EXTENSION – There are a few roads that need to be realigned or connected with existing roads to make a continuous transportation route. These proposed realignments create a safer intersection and convenient through trips.

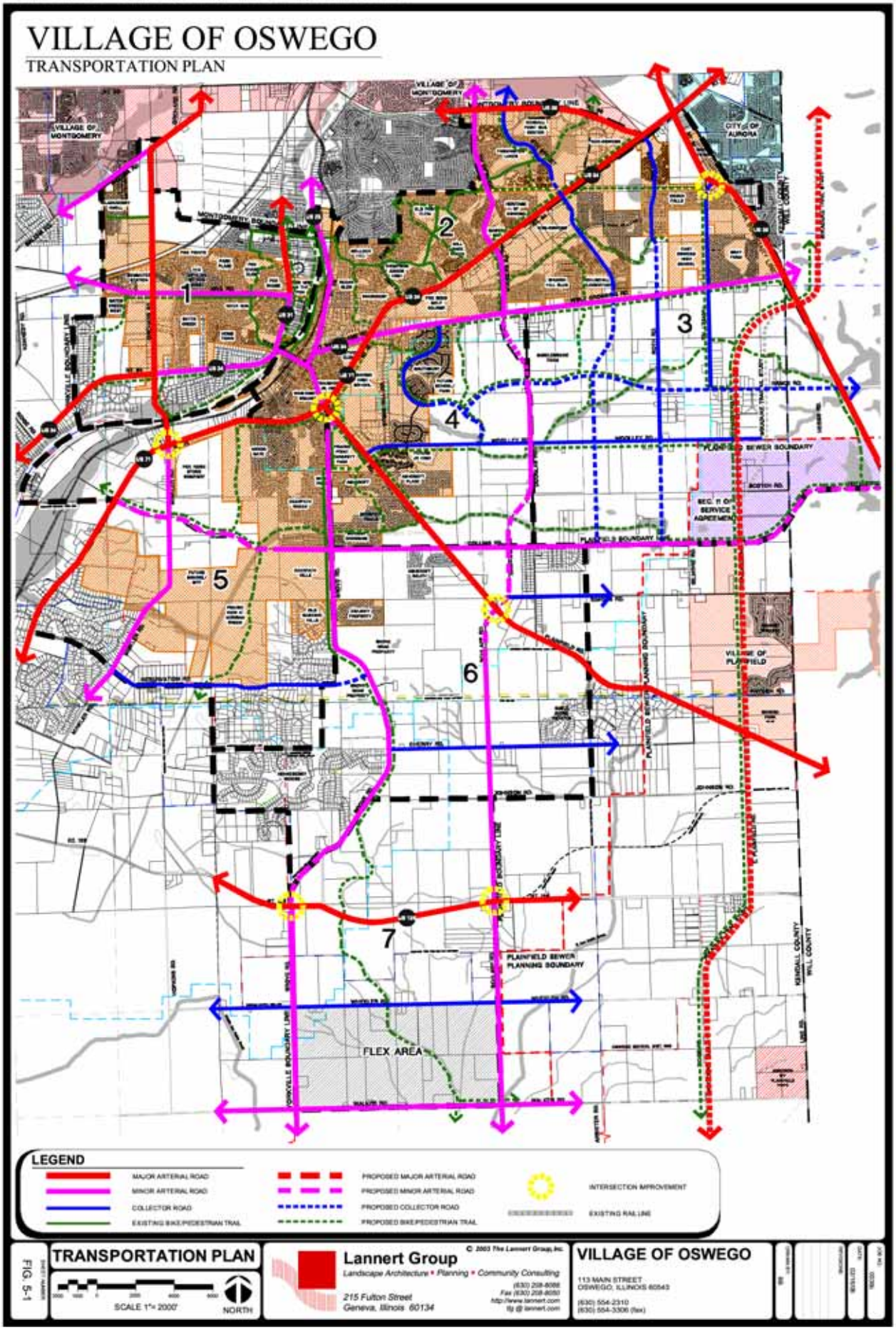
INTERSECTION IMPROVEMENTS – Improvements include installation of traffic signals, stop signs, directional signage, turn lanes, and creating safer crossings by eliminating visual barriers such as utility poles and dense foliage.

ROAD HIERARCHY – The hierarchy includes existing and proposed arterials, major/minor arterials collectors, and local roads. A brief description of each classification will be provided and general provisions associated with the roadway type will be further discussed.

PEDESTRIAN AND BIKE TRAILS – The designation of trails will be 10' wide and accommodate pedestrians and bicyclists. It is the intention of the transportation plan to connect these trails into a network of routes that link the community's open spaces together and provide non-vehicular connectivity.

BUFFER REQUIREMENTS – In addition to the R.O.W. width, a buffer along all roadways will be required. Depending on the type of road, a designated setback width will be assigned for future improvements such as: potential pedestrian connections, new uses, protection of existing trees and landscaping. Landscape improvements may include berming, ornamental planting for screening, and canopy trees for shade.

The proposed transportation plan incorporates the elements listed above. Within the plan the roadways are given a color that correlates with a road hierarchy system. Proposed roadways, realignments, or extensions are shown with dashed lines. The plan also identifies intersections that may need improvement. Bike trails, both proposed and existing, are also designated on the plan.


VILLAGE OF OSWEGO
TRANSPORTATION PLAN
VILLAGE OF MONTGOMERY
CITY OF AURORA
PLANNED SEWER BOUNDARY
SEC. 11 OF SERVICE AGREEMENT
PLAINFIELD BOUNDARY
VILLAGE OF PLAINFIELD
PLAINFIELD SEWER PLANNING BOUNDARY
FLEX AREA
KENDALL COUNTY
WILL COUNTY
1
2
3
4
5
6
7
LEGEND
MAJOR ARTERIAL ROAD
MINOR ARTERIAL ROAD
COLLECTOR ROAD
EXISTING BIKE/PEDESTRIAN TRAIL
PROPOSED MAJOR ARTERIAL ROAD
PROPOSED MINOR ARTERIAL ROAD
PROPOSED COLLECTOR ROAD
PROPOSED BIKE/PEDESTRIAN TRAIL
INTERSECTION IMPROVEMENT
EXISTING RAILLINE
FIG. 5-1
TRANSPORTATION PLAN
SCALE 1"= 2000'
NORTH
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ROAD REALIGNMENT/ EXTENSION:

Road realignments and extensions allow for safer transportation routes and intersections. More importantly, it improves the north/south and east/west connections, enhancing the Village's grid system. The following streets are proposed road realignments.

MAJOR ARTERIALS

WIKADUKE Trail:
The WIKADUKE Trail is a joint effort by four counties (Will, Kane, DuPage, and Kendall) to create a road system that would connect northbound and southbound traffic from I-88 to I-80. The proposed arterial roadway will run along the eastern border of the Oswego Township and will serve as a limited access corridor for regional vehicular, pedestrian, and bicycle traffic. The WIKADUKE Trail will intersect major arterials (Plainfield Road, Route 126, and Route 30), minor arterials (Wolf Crossing Road and the realignment of Collins Road, and Walker Road), and collector roads (Simons Road and Wheeler Road). Woolley Road will terminate at WIKADUKE Trail.

Image 5-1: Douglas minor arterial roadway

MINOR ARTERIALS

Grove Road:
Grove Road begins near the intersection of Route 71 and Plainfield Road and travels south through Planning Areas 6 and 7. Currently, the road has a sharp turn and then intersects Route 126. The continuation of Grove Road is west of the existing intersection. It is proposed that Grove Road be realigned westerly to establish a through intersection at Route 126.

Currently, Grove Road intersects Plainfield Road just south of Route 71. This five-way intersection has the potential to become safer if Grove Road were realigned to connect with Plainfield Road south of the existing intersection.

Douglas Road:
To provide a safer intersection where Schlapp, Plainfield, and Simons Roads meet, it is recommended that Douglas Road be realigned to intersect with Plainfield Road. Simons Road would then connect to the realigned Douglas Road at a 3-way intersection. As development continues to increase throughout the area, Douglas Road will become a well-traveled road. By realigning the Douglas Road intersection the increased traffic will bypass the existing neighborhoods.

Additionally, it is proposed that Douglas Road be realigned south of the intersection of Wolf Crossing Road. Currently Douglas Road jogs at Wolf Crossing Road. By realigning Douglas at both ends, a continuous and more comprehensive route running north and south throughout the planning areas will be achieved.

Collins Road:
Currently, Collins Road terminates west of the intersection of Grove Road along the north line of the Morgan Crossing neighborhood. To provide connected access for proposed developments, it is recommended that Collins Road be extended to Route 71. The continuation of this minor arterial roadway will allow Area 5 residents an east/west route that will link them to Route 71 on the

west and the WIKADUKE Trail on the east.

It is also recommended that Collins Road be connected with 119th Street/Scotch Road to create a continuous connection to Route 30. Collins Road will become a key mid point traffic artery dividing Oswego to the west and is the basis of the boundary line agreement with Plainfield.

COLLECTORS

5th Street:
Currently, 5th Street intersects U.S. 30 and continues south through existing developments towards Route 34. It follows along the eastern edge of Farmington Lakes subdivision and terminates at the southeastern edge of the development's boundary line. It is planned to continue southeast to intersect Route 34.

Between Route 34 and Wolf Crossing Road, 5th Street has been planned and implemented to connect Steeplechase subdivision, KDR commercial development, and Churchill Club.

Image 5-2: Minkler Road and Route 71 Intersection

South of Wolf Crossing Road, it is proposed that 5th Street continue south to intersect with Woolley/Collins Roads. The extension and improvements for 5th Street will provide additional routes from local roads to minor arterial roads, further enhancing the Village's grid.

Roth Road:
Roth Road currently runs north/south and intersects Wolf Crossing Road and Woolley Road. It is proposed that Roth continue south to intersect Collins Road.

In addition, it is proposed that Roth Road continue north, past the Wolf Crossing Road intersection and connect with Ogden Falls Boulevard. This will create a continuous north/south route and provide travelers alternate options throughout Planning Area 3.

Reservation Road:
Reservation Road currently begins at the intersection of Minkler Road at the edge of Planning Area 5. As the roadway approaches the eastern edge of the planning area, the road makes a sharp turn to the north that awkwardly intersects Grove Road. It is recommended that Reservation Road continue eastward and make a ninety degree intersection with Grove Road.

INTERSECTION IMPROVEMENTS:

The following intersection improvements have been proposed to create safer cross streets, alleviate traffic, and increase the aesthetic appeal of the Village of Oswego:

Plainfield Road/E. Washington Street and U.S. 71: Previously mentioned, this intersection would be improved by eliminating Grove Road's connection to the crossroads of Plainfield Road/E. Washington Street and Route 71. This would in turn create a safer intersection and alleviate traffic congestion. In addition, landscape improvements and directional signage are recommended at this location to entice travelers into the downtown.

Route 71 and Minkler/Orchard Road: The state has proposed improvements for this intersection. As proposed, this section of Route 71 has increased lanes, traversable medians, and improved grading for safety. It is also recommended that this area be enhanced with street lighting, increased landscaping, and ornamental site amenities that would attract travelers to explore

further into the Village of Oswego.
Schlapp Road and Plainfield Road: Previously mentioned, Schlapp Road would connect with Douglas Road to create a continuous north/south route. More importantly, the new realignment of Schlapp Road would intersect Douglas Road at a ninety degree angle. Douglas Road would become a minor arterial and Plainfield Road would become a major arterial. With increased traffic along these major transportation routes, it is recommended that a signalized intersection be incorporated.

U.S. 126 and Grove Road: Previously mentioned, Grove Road is proposed to be realigned to meet Route 126 at a ninety degree intersection. It is recommended that this junction become a controlled intersection with landscape improvements and signage due to the increased traffic from new development at the southern end of the planning area.

U.S. 126 and Schlapp Road: Intersection improvements will address increased traffic and access issues due to new development adjacent to the intersection. Additional landscaping, controlled access, and a signalized intersection are planned to direct area residents along Route 126.

ROAD HIERARCHY:

Road Hierarchy addresses the goals of protecting the existing grid and providing a roadway network that efficiently moves local and regional traffic throughout the area. The Village's existing grid will be protected through the development of additional north/south and east/west roadways which will enhance the established network. Presently, the Village network has multiple roadways that run north/south and east/west, which intersect at major arterial roads and diagonal roads that lead into or in proximity to Oswego's downtown. The streets closer to the downtown core are patterned in a dense grid format, while the streets located near the Village's edge, terminate at street intersections or have large distances between parallel collector and arterial roadways. This roadway pattern is the result of less development, existing estate housing on larger lots, and increased amounts of open space around the perimeter of the Village's planning boundaries.

In order to maintain the original grid pattern for the overall framework of the transportation network, it will be imperative to propose additional streets that serve as arterials and collectors spaced equally on the grid system and provide adequate distances between existing roads. This action will relieve traffic congestion on individual roads and allow the Village network to be more efficient by providing alternative routes.

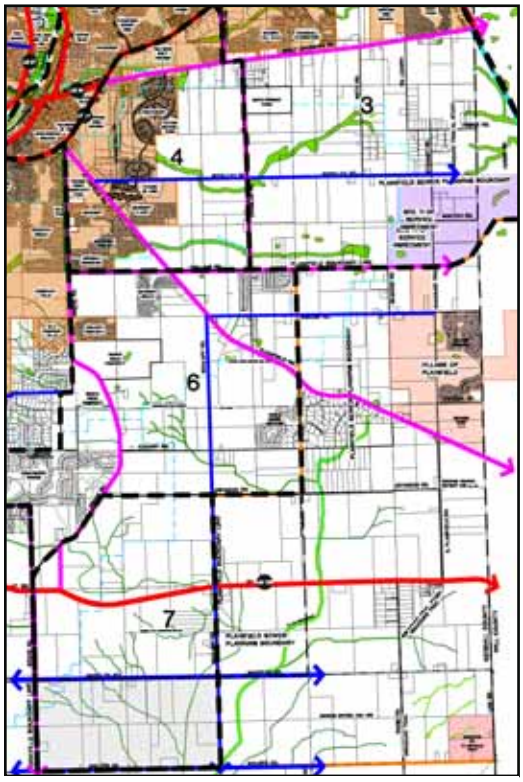


Image 5-3: Inset of Existing Transportation Plan roadway heirarchy.

One of the main goals of this section is to provide a classification system that helps identify the type of road, list the general provisions associated with each class, and identify which roads fall into each category. The following categories are similar to the categories listed in the existing transportation component addressed in Chapter 2, Inventory and Analysis. The categories also discuss the buffering requirements that were designated in each planning area's concept plan. The following classifications provide detailed descriptions for each roadway type.

MAJOR ARTERIAL:

Major arterial roads provide regional roadway access mainly to and from an area. These roadways are typically State and Federal routes that minor arterials and collectors feed into. The major arterial roads are shown as a thick, red line on the Transportation Plan. The following roadways are major arterial roads:

Route 126
Plainfield Road
Route 31
Route 71
Route 30
Orchard Road
Route 34 (east of Wolf Crossing Road and west of Orchard Road)

MINOR ARTERIAL:

Minor arterial roads are similar to major arterials except that they are roadways that provide regional access within an area. These roadways are usually major roads for the area that feed into major arterials. The following roadways are minor arterial roads:

Collins Road
Douglas Road
Minkler Road
Schlapp Road
Wolf Crossing Road
Washington Street
Walker Road
Route 34 (between Washington Street and Orchard Road)
Route 31 (between Mill Road and Washington Street)
Route 25 (within Village limits)

COLLECTOR:

Collector roadways are designed to collect traffic from local roads and feed traffic into the arterial system. These roads were typically county roads that have become part of the communiy's sub areas circulation system. The following roadways are examples of the collectors:

5th Street
Harvey Road
Roth Road
Rance Road
Woolley Road
Simons Road
Wheeler Road
Southbury Blvd.
Cherry Road
Reservation Road

BUFFER REQUIREMENTS:

Buffers and setbacks will be required along major and minor arterial and collector roadways. By providing these setbacks, the Village can ensure that there will be an adequate open space separation from highly traveled roads to existing or proposed land uses. New developments will be required to incorporate these setbacks within their planning design and will work with the Village on the type of landscaping and additional buffering that is necessary. Existing developments that are being improved or redeveloped will have similar buffering requirements depending on the location within the Village boundaries and the existing conditions of the project.

Depending on the type of road, three buffer widths are assigned to designated roadways for future improvements. Buffer type A, located along major arterial roads, will have a minimum width of 60' of buffer on either side. Buffer type B, located along minor arterial roads, will have a minimum width of 50' on either side. Buffer C, located along collector roadways, will have a minimum width of 40' on either side. The buffer provides for roadway expansion, building setbacks, pedestrian/bike trails, berming, and landscaping. The buffering requirement along each roadway type will apply to the open space requirements. The Open Space Plan (Fig. 6-1) designates the type of buffering from each major roadway.

PEDESTRIAN AND BIKE TRAILS:

Many communities are automobile dependent and are often stifled with traffic congestion. People must use their cars as developments separate homes from the places they need to go, instead of bringing them together. One of the main goals in the Strategic Growth Plan is to create more walkable communities within the Village's boundaries. This walkable environment provides an opportunity for social interaction among neighbors and creates a more desirable place to live. A goal of the transportation plan is to enhance pedestrian and bicycle opportunities through coordinating bicycle and pedestrian trails within the Village. Therefore, multi-use trails are proposed throughout the planning areas to connect land uses and nodes. They are proposed along major roadways and along preserved or created open space corridors.

It is the intent of the transportation plan to provide ample connectivity. The proposed pedestrian and bike trails that are shown on the transportation plan are required when development occurs.

The exact location of the trail on each property may vary but should connect with adjoining trails to produce a continuous route for pedestrians and bikers. In addition, actual trail routes will require refinement based on environmental and engineering constraints.

It is assumed that the Oswegoland Park District, the Kendall County Forest Preserve District, and other local governments will have primary responsibility for development and maintenance of this trail system.

The multi-use trails are discussed in more detail within the individual planning areas section.

Image 5-4: Fox River' Trail in downtown Oswego

Image 5-5: Fox River's edge

Chapter 6: Open Space Greenway Plan

Retaining and enhancing open space within a community leads to the physical health of the community and its residents. According to the Trust for Public Land, there is a continual need for more parks and open spaces, which is lacking in many cities and growing communities. The organization states that there are economic, environmental, and social benefits to providing open space and parks within these growing communities.[10] Economically, open space increases property values and attracts new residents and businesses to communities. Environmentally, open space reduces pollution and erosion by serving as a filtering system. Moreover, open space can be used to control storm water runoff. From a social perspective, open space creates recreation opportunities and allows residents gathering places to interact. Overall, open space provides a healthy and thriving community, creating attractive places for people to live and work.

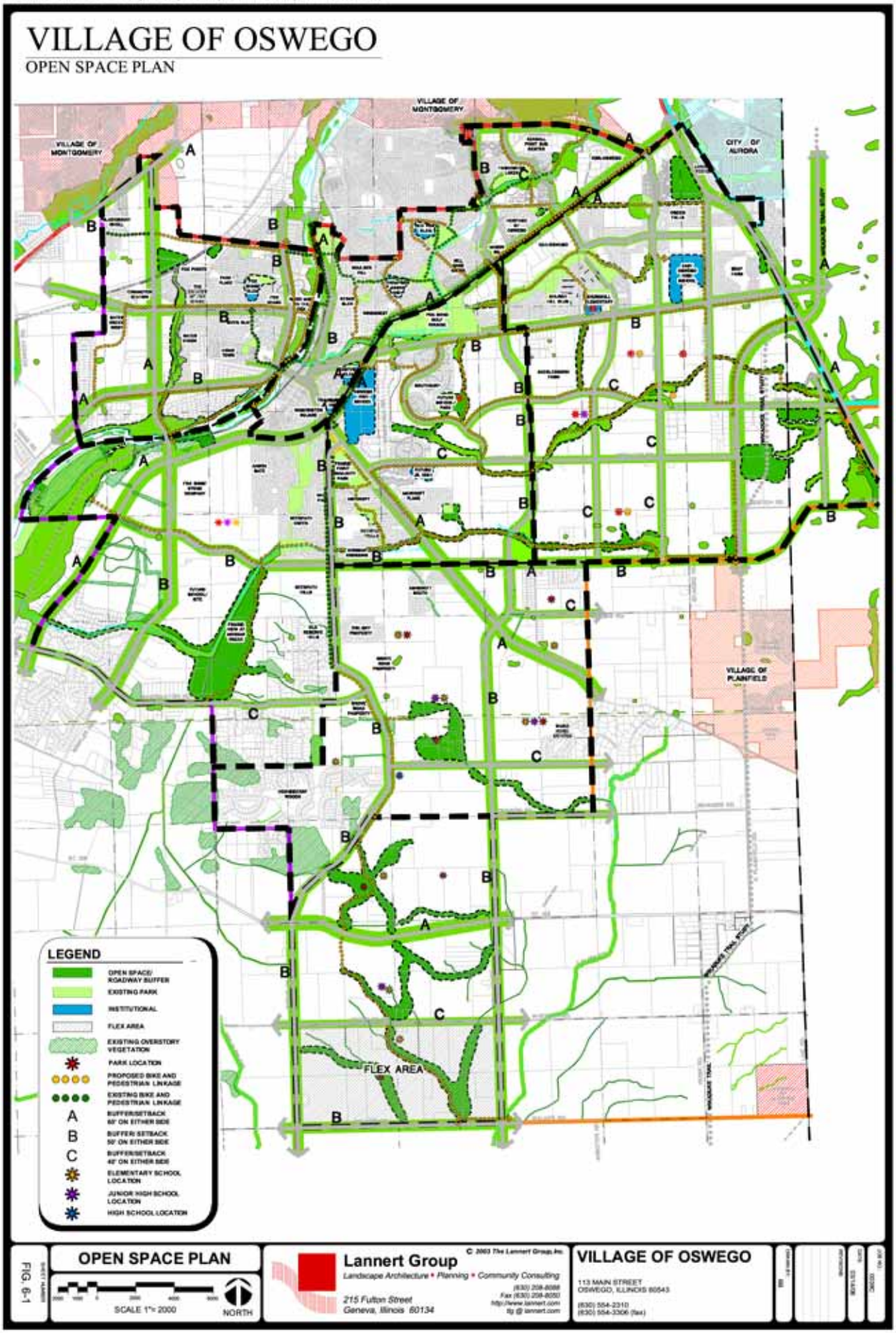
The open space plan is important for the Village of Oswego because like most communities in Kendall County, the Village is experiencing growth in the form of new development and housing. The growth occurring within the Village will have an impact on existing open space and natural areas. New growth will have an impact on the Village's streams, creeks, and other natural features and the Village must be able to accommodate development and protect undisturbed natural lands and water resources. Providing new open spaces through the protection of natural features and set asides, is encouraged in this plan.

Open space is allocated from the downtown (20% set aside) through the density bands to the outer ring (requiring a 50% set aside) at the edges. Open space requirements have been established to include all kinds of open space. Village ordinances which require school lands, park lands, and land areas for stormwater management are included. Conservation of environmental features which protect natural drainage areas, problematic soils, wetlands, floodplains, and existing vegetation are also included. Buffer areas required along roadways and for pedestrian linkages are included. Finally, the open space design features of each development parcel are the major focus of the open space policy. The Open Space Plan (Fig. 6-1) is a graphic representation of the backbone elements of the open space set asides. Descriptions of the open space elements follow: school and park allocations, storm water management, natural features, buffers, and design features.

School and Park Allocations

School District 308 has thirteen schools within Oswego's planning boundaries. The Oswegoland Park District owns 742 acres at 36 park sites. The historical cooperation between the districts has provided joint school and park sites throughout the community. The land cash ordinance addresses the school and park site requirements

10 2006 The Trust for Public Land Annual Report


VILLAGE OF OSWEGO
OPEN SPACE PLAN
VILLAGE OF MONTGOMERY
VILLAGE OF MONTGOMERY
CITY OF AURORA
VILLAGE OF PLAINFIELD
FLEX AREA
LEGEND
OPEN SPACE/ ROADWAY BUFFER
EXISTING PARK
INSTITUTIONAL
FLEX AREA
EXISTING OVERSTORY VEGETATION
PARK LOCATION
PROPOSED BIKE AND PEDESTRIAN LINKAGE
EXISTING BIKE AND PEDESTRIAN LINKAGE
A BUFFER/SETBACK 60' ON EITHER SIDE
B BUFFER/ SETBACK 50' ON EITHER SIDE
C BUFFER/SETBACK 40' ON EITHER SIDE
ELEMENTARY SCHOOL LOCATION
JUNIOR HIGH SCHOOL LOCATION
HIGH SCHOOL LOCATION
FIG. 6-1
OPEN SPACE PLAN
SCALE 1"= 2000
NORTH
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Landscape Architecture • Planning • Community Consulting
215 Fulton Street
Geneva, Illinois 60134
VILLAGE OF OSWEGO
113 MAIN STREET
OSWEGO, ILLINOIS 60543

which occur as a by product of growth. The Strategic Growth Plan has been developed with cooperation and input from the school and park districts. District staffs provided existing locations, reviewed the plan, and directed possible locations for additional facilities. Presentations were made at the board level to confirm growth patterns. The open space plan designates the general location of future school and park sites. The locations have been placed in accordance with the area's concept plan and were allocated based upon the population generated through the density calculations. The asterisks depicting locations do not pin-point specific sites, rather, they represent the requirements projected through the application of the existing land cash ordinances. These required open spaces establish the basic framework of the plan and have been incorporated into the open space equation.

Storm Water Management

Controlling storm water run off is a major issue for many communities experiencing growth near critical natural areas. According to the Environmental Protection Agency, storm water overflows and polluted run off from non-point sources are major reasons why some bodies of water don't meet the Clean Water Act standards. Much of the pollutants are the result of development patterns consisting of impermeable surfaces that impact natural buffers such as: woodland, wetlands, and farmland. In order to promote a healthier and cleaner environment it is imperative that storm water management principles be addressed through best management practices.

One of the critical ways in which a community can provide a healthy watershed is by minimizing land disturbance and impervious surface coverage. Impervious surfaces which consist of roads and surface parking lots collect and accumulate pollutants that are deposited from the atmosphere, vehicles, and other sources. During periods of storms, these pollutants are usually washed off of surface lots or roadways and flow into major water resources.

Steps taken to reduce storm water runoff consist of the following:

- Minimize storm water runoff through construction site design.
- Use conservation site design.
- Use of Best Management practices.
- Adopt model development principles.
- Design open space to minimize storm water runoff.
- Use low impact development techniques.
- Adopt ordinances for storm water management.
- Use of education to developers and local planning staff.

The Village of Oswego stormwater control regulations generally result in approximately 10% of land being set aside for storm water management areas. This percentage will qualify as probable open space within subdivision development areas.

Image 6-2: Mill Creek retention pond. Use of designing open space as stormwater management principle.

Natural Features

The protection of natural features is very important. The Village of Oswego contains 742 acres of parkland within the ownership of the Park District, and 317 acres of this parkland is consid-

ered by the Park District as natural areas. These natural areas include wooded areas, floodways, tree masses, prairies, wetlands, and drainage swales.

Preserving open space is a goal of the Smart Growth Principles, which state, “Preserve open space, farmland, natural beauty, and critical areas”. It is very critical to protect these natural areas, as large continuous areas of open space tend to reduce or slow down run off, serve as flood control and absorb sediment which may impact surrounding water resources. Vegetation in the natural open space areas add to the health of a community’s clean air, so it is important to develop techniques to preserve and enhance the existing natural areas.

Overall land preservation was addressed during the planning process. Critical environmental areas were highlighted for preservation, and environmental corridors with connections crossing planning areas were identified. Some of the critical areas were lands along the Fox River, areas along Wabaunsee and Morgan Creek, and other natural drainage areas with marginal soils. Existing Natural Features (Fig. 2-1) graphically shows these set asides of 200, 100, and 50 feet to establish the initial swath of protection for these constraints. Open space credit will be given for these multi-layered natural conditions.

Roadway Buffers

Roadway buffers in this plan will serve various roles; one important role is to create a visual buffer between development and the street to reduce any potential conflict. A second role is to provide for the possible future expansion of the roadway creating flexibility in the design. A third role is to reserve space for future non-vehicular transportation features. The final role is to provide for additional landscaping plantings and serve to control and improve storm-water run off quality.

Within this plan, buffers and setbacks will be required along major and minor arterial and collector roadways. By providing these setbacks, the Village can ensure that there will be an adequate amount of open space that separates these highly traveled roads from existing or proposed land uses. New developments will be required to incorporate these setbacks within their planning design and will work with the Village on the type of landscaping that is necessary. Existing developments that are being improved or redeveloped will have buffering requirements depending on the location within the Village boundaries and the existing conditions of the project.

Depending on the type of road, three buffer widths are assigned to designated roadways for future improvements:

- Buffer type A, located along major arterial roads, will have a minimum width of 120’, 60’ of buffer on either side.

- Buffer type B, located along minor arterial roads, will have a minimum width of 100’, 50’ on either side.

- Buffer C, located along collector roadways, will have a minimum width of 80’, 40’ on either side.

The Transportation Plan (Figure 5-1) designates the type of buffering for each roadway which will apply to the open space allocation.

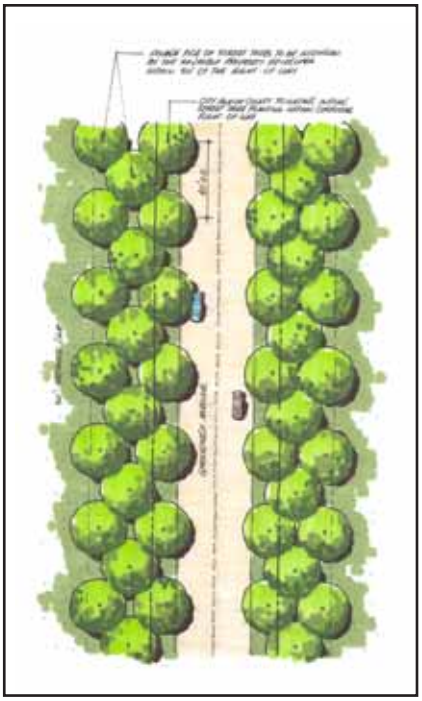


Image 6-3: Roadway Buffer Rendering

Open Space Design Component

Utilizing open space as a design component addresses the policy of preserving and protecting open space. The term used by the Trust for Public Land is "conservation subdivision design" which "advocates designing around and preserving natural and rustic features such as meadows, orchards, fields and pastures, stream valley habitat, and woodlands". There are many benefits to conservation subdivision design and one is the use of open space as a design component of a residential development. Much of the preservation of this open space is due to the clustering of residential lots, which provide opportunities for open space. This open space can be in the form of retention ponds, parks, trails, open space corridors, and greenway networks.

The process of conservation subdivision design is simple.[11] First, when developing in an area you must identify a significant open space that is worth preserving. This open space may be in the form of wetlands, floodplain, steep slope, or low lying area. This area can also consist of a natural feature or a cultural icon that needs to be protected. Second, housing lots should be designated based on market or quality of life purposes and should be positioned in proximity to the preserve open space component. It is important to address view points and positioning to add to the value of the fronting or adjacent properties. Third, local roads must be aligned within the development and additional trails which may provide links to adjacent neighborhoods should be laid out. During this process it would be appropriate to connect internal trails with wider trails to provide a walkable and pedestrian friendly environment. Next, lot lines are drawn based on the roadways and meandering trails. Usually the use of curvilinear street networks allows for clustering of development and stays away from the "cookie-cutter" and conventional style subdivision development. Once all these elements are pulled together, a development is created that preserves open space, using it as a design component and creating a unique place with interconnected network of open spaces.

Image 6-4: Mill Creek Subdivision Plan Open Space Design

There are many benefits to conservation subdivision design, and the Village of Oswego is already engaged in this form of development. One such example is the Lakeview Estates Subdivision planned unit development. Within this development, 32 acres of wetland prairie combined with undisturbed natural areas was preserved with the creation of a 27-acre lake. This natural area was then extended by the developers of the Deerpath Creek subdivision just south of Morgan Creek. During the Strategic Growth plan process the Prairie View at Morgan Creek development was approved which continued these design concepts and conformed to the principles of the plan.

Other areas of development along the Waubonsee Creek also show the use of preserving natural open space within subdivision development, with the additional preservation of natural wooded areas. With these tech-

11 Elements used from Report submitted by Randall Arendt, "Enhancing Subdivision Value through Conservation Design".

niques Village residents are able to enjoy nature and it amenities within short walking distances of their front porch. The open space allocations required in each density ring promote and encourage conservation design principles. Additional examples of these design solutions are included in the appendices.

Conservation Easement

Conserving open space is usually the concern of communities experiencing population growth and a need to avoid poorly planned development which may damage the natural environment, community character, or a particular way of life. One of the direct ways in which to preserve or conserve existing elements within developing environments is to create or pass a bond to conserve or acquire critical natural land. This process is classified as a conservation easement. The Land Trust Alliance defined a conservation easement as "A conservation easement (or conservation restriction) is a legal agreement between a landowner and a land trust or government agency that permanently limits uses of the land in order to protect its conservation values."

"...within Kendall County alone only 3,497 acres, representing 1.3% of land area was preserved for public land."

For the Village of Oswego, obtaining conservation easement to protect their open space will be very important. Within the Village of Oswego the efforts can be carried out by the Park District whose stated mission is to "acquire, preserve, and maintain natural areas". Areas to be conserved will be set aside for holding or purchase, particularly by the Park District. However before a park district or other municipal authority can begin to purchase or hold land, an overall assessment must be done by the Village which lays out conservation priorities and comprehensive plans. New parks, natural areas and water resources need to be identified in the initial stages of conserving critical environmental areas. Priorities must be designated for various areas, then federal and local resources can be tapped.

To establish a conservation easement several steps must be followed. First, and most importantly, Land Trusts are responsible for establishing conservation easements and enforcing restrictions that the easement spells out in a legal document. Many individuals and cities work with non-profit land trust organizations to assist in restricting development and protecting the significant conservation values of a particular property.

Moreover, funding mechanisms are needed for conservation of land. In these situations it is important to educate the public regarding conservation funding to ensure the community allocates funds toward parks and land conservation. Oswegoland Park District assessment of natural areas sited a study conducted in 1999 by the Strategic Open Lands at Risk Projects (SOLAR) which stated that within Kendall County alone only 3,497 acres, representing 1.3% of land area was preserved for public land. However in adjacent DuPage County, 15% of their total land area was preserved for permanent open space. These findings show a dire need for the Village to address its disappearing open space through conservation initiatives.

Image 6-5: Kendall County fly-over (Source: Conservation Foundation -Protect Kendall Now -David Kazak, Media Answers Inc.)

Chapter 7: Land Use Plan

Land Use Plan

The land use plan is the final product that compiles analysis from the density study, transportation plan, open space plan, and existing conditions studies. The land use plan was greatly influenced by the overall transportation plan and open space/greenway plan. Within this section of the Strategic Growth Land Use plan, in-depth sections of the land use plan will be discussed in further detail.

Primary features of the Land Use Plan:

- The Density Study played a major role in the development of the Land Use Plan providing predicators for the final land use decision.
- Open space requirements.
- Extensive linear greenways and corridors.
- Commercial nodes and mixed housing/ commercial developments in conjunction with the hierarchy of major/minor roadways.

Land Use Descriptions

The land uses shown on the plan are listed below:

Commercial: Uses designated as commercial provide retail, service, and office uses. Each planning area envisions large and small commercial uses which will function as the primary center within the area. Commercial is further categorized within the individual planning areas with the locations determined by the intersection of major roads.

Mixed Commercial: Uses designated as mix commercial will locate commercial, retail, and office uses at the ground floor with office or residential uses on the above floors. These uses can be located in multi-unit buildings.

Residential: Uses designated as residential will consist of housing unit developments that range in density and typology. The density study in the previous chapter will establish and limit the residential densities.

Open Space: The open space land use category identifies lands that are sensitive to development with characteristics to be preserved. Natural features including woodlands, hedgerows, floodplains, wetlands, poor soils, drainage ways, creeks, rivers and water bodies; which serve as flood storage/conveyance areas, habitat areas, recreational areas and lifestyle areas, promote the quality of life in the village.

The Open Space boundaries shown on the concept plans for the sub-areas are conceptual. Specific open space requirements for each development area will be determined based upon the

open space percentage allocation specified in the initial radiating ring concept. The areas indicated, represent important open space linkages, or natural areas with development limitations that can be incorporated as features through smart growth techniques. Presentation techniques are encouraged to protect these valuable natural open space assets for the community.

Mixed Residential: Uses designated as mixed residential consist of multiplex dwellings in more intense groupings. This type of development is adjacent to commercial or mixed commercial uses. The intent of this category is to create life-style areas which include residential, restaurants and recreation.

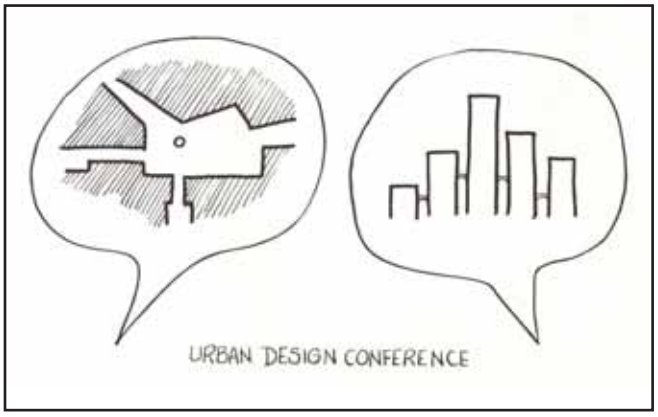
Office Space: Use designated as office space consists of professional services generally located in single story buildings which provide for employment opportunities. Office space land uses may be combined with commercial or retail uses. However, office space in a mix use component should be utilized as a ground floor use.

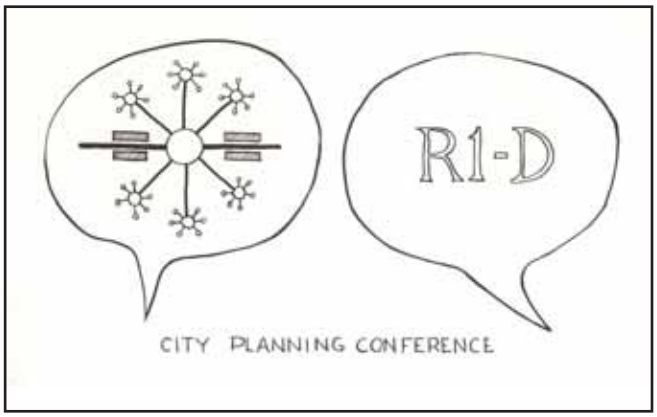
Light Industrial: This land use category provides for employment opportunities with high tech features for residents and generally occure on larger parcels within a designed industrial area or commerce center. Warehousing, distribution, secondary manufacturing, and contractor yards are included. A coordinated transportation system linked into the roadway network determiined the locations for this land use.

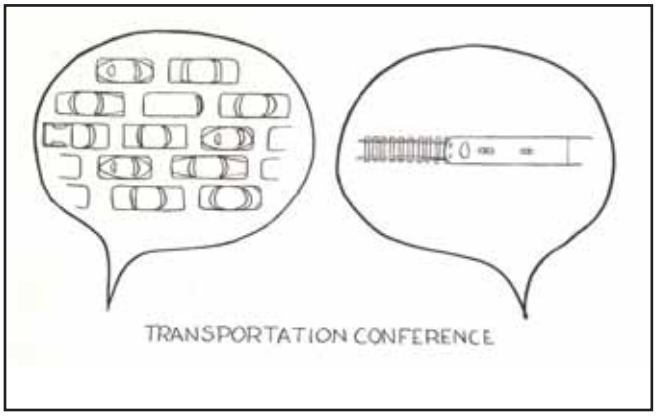
Institutional: The instituional land use category applies to lands which include all local govermental activities, state or federal buildings. Existing or proposed public or private educational facilities, non-profit organizations, churches, and health care facilities are included in this category. plan. Within this section of the Strategic Growth Land Use plan, in-depth sections of the land use plan will be discussed in further detail.

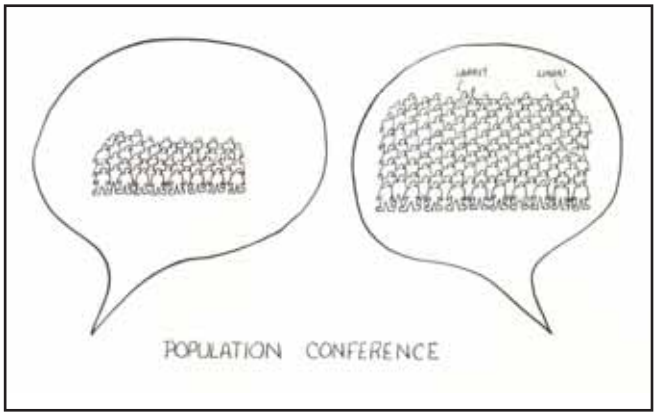
Process

Within the overall Land Use Plan, the planning areas were subdivided into seven sections. Boundaries and planning area limits were designated based on characteristics of the planning area and existing natural features or roadways that served as boundary breaks. Each section contains an existing condition analysis, which consists of existing site conditions, soils study and plat/ownership survey. In addition, detailed density studies and land use plans are included. Each Land Use Plan designates Land Uses, Open Spaces, School/Park Sites, Greenwayt/Trails, Roadway Characteristics and Buffer Types. These Elements are discussed in the Strategic Growth Plan and incorporate by reference.









Images 7-1: 7-4: Planning Comics
(Source: Hedman, "Stop Me Before I Plan Again")

VILLAGE OF OSWEGO

AREA 1
STRATEGIC GROWTH PLAN

Area 1
Strategic Growth Plan

TABLE OF CONTENTS

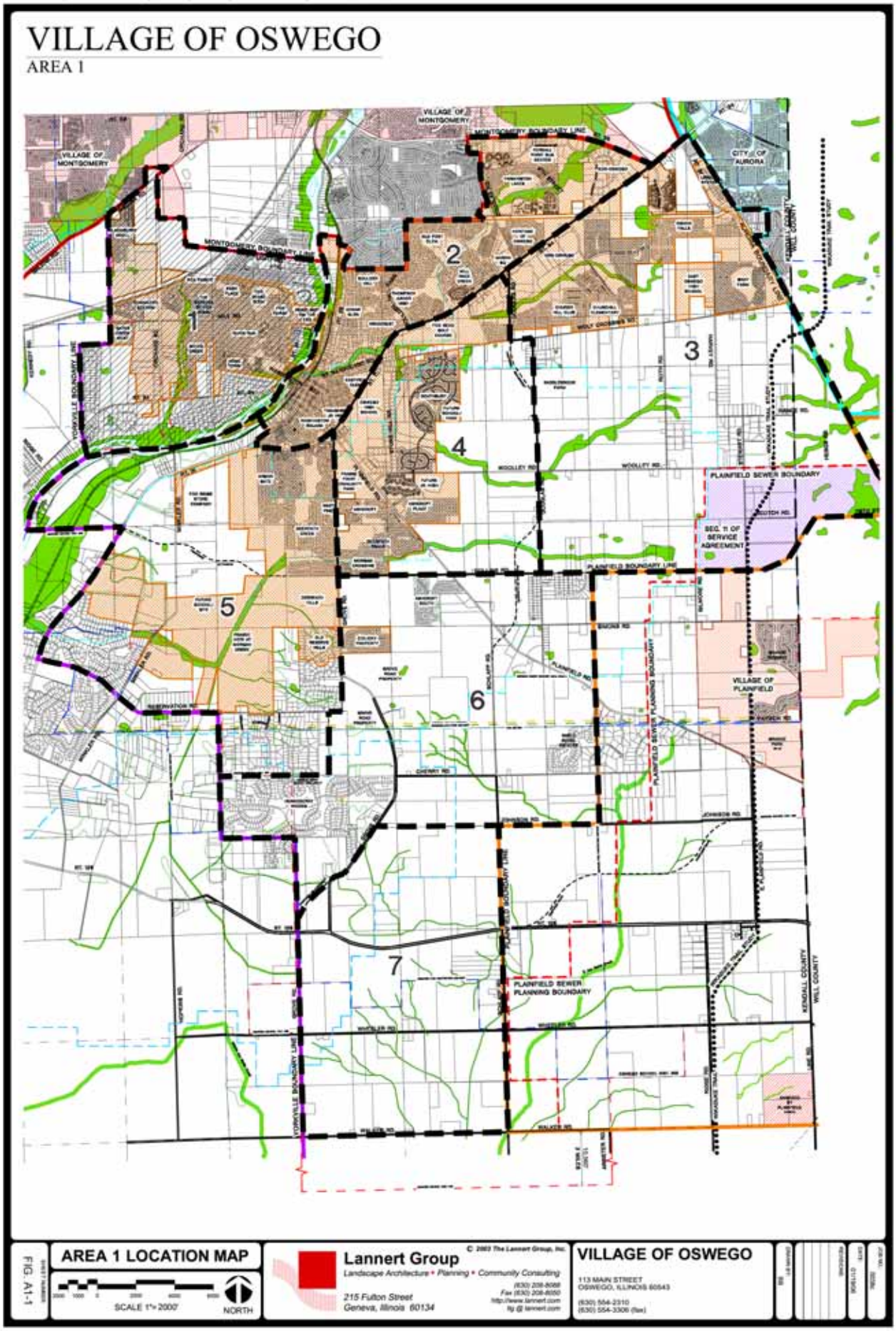
1. Site Location
2. Existing Conditions
3. Density Study Description
4. Concept Plan Description

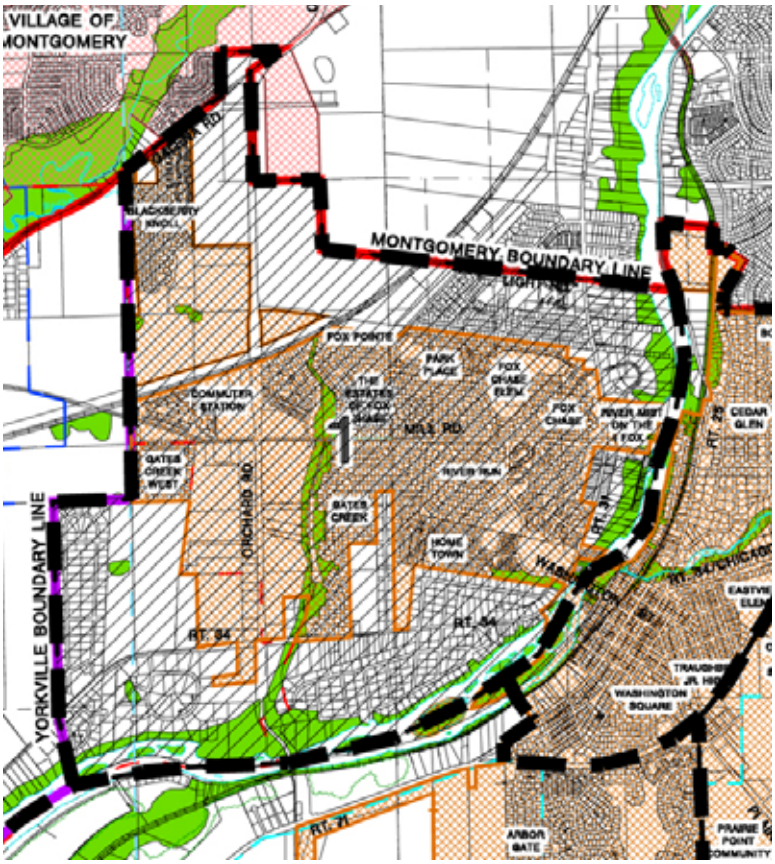
List of Figures

1.	Area 1 Location Map	A1-1
2.	Aerial Photograph Exhibit	A1-2
3.	Area Photographs 1-6	A1-3
4.	Soils Map	A1-4
5.	Plat/Ownership Map	A1-5
6.	Planning Area Map	A1-6
7.	Conceptual Plan	A1-7

VILLAGE OF OSWEGO

AREA 1





SITE LOCATION

Area 1 is located at the far northwestern edge of the Village of Oswego's planning areas. There is a combination of village limit lines and natural features that help establish the area's boundaries. The Montgomery corporate limits lie north of the planning area and the Yorkville corporate limits run along the western edge. The southern and eastern limits of Planning Area 1 are the Fox River which separates this area from the others. Unincorporated county lots are scattered throughout the area captured between Montgomery's, Yorkville's, and Oswego's jurisdictional limits. The Area 1 Location exhibit shows the planning limits with a dashed boundary and a hatched pattern.

Most of Area 1 is included in the Oswego School District 308. The areas that are excluded are in the southwestern portion of the planning area. All of Area 1 is included within the Oswego Fire Protection District, the Oswego Library and Oswegoland Park District. The Fox Metro Water Reclamation District FPA boundary line runs near the western border of Area 1 and excludes the southwestern portion of the site.

An aerial photograph is provided to show the corporate limits of Oswego, the unincorporated county estate lot subdivisions, and natural features (green). Site photographs with their locations shown on the aerial exhibit are included to reflect the character of Area 1.

VILLAGE OF OSWEGO

AREA 1

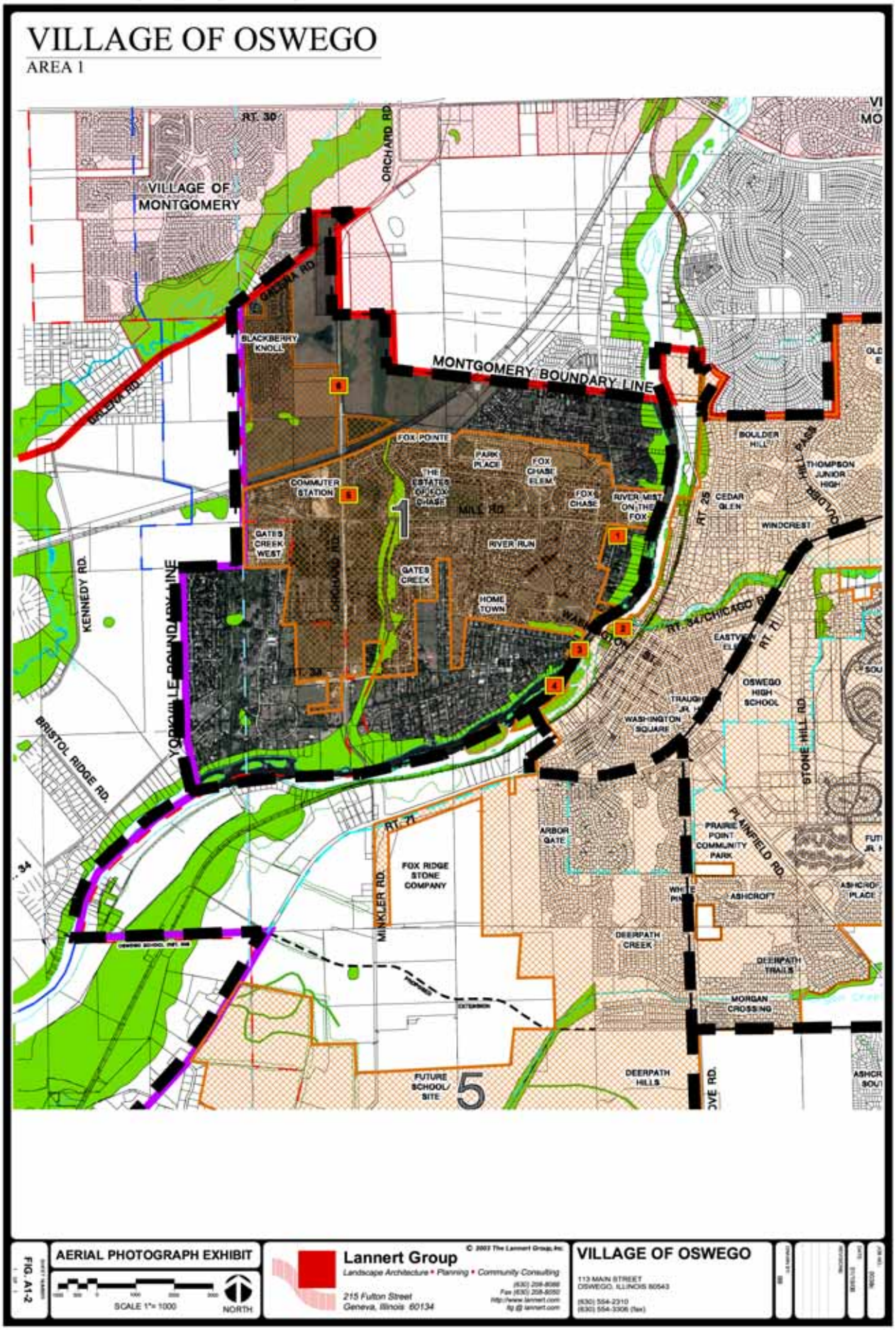


FIG. A1-2

AERIAL PHOTOGRAPH EXHIBIT

SCALE 1"= 1000

NORTH

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Landscape Architecture • Planning • Community Consulting

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Geneva, Illinois 60134

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VILLAGE OF OSWEGO

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(630) 554-2310
(630) 554-3306 (fax)

VILLAGE OF OSWEGO

AREA 1

1 TRAVELING NORTHBOUND ON ROUTE 31 WITH EXISTING RESIDENTIAL ON THE WEST.

2 A VIEW FROM THE WAUBONSIE PARK ON THE FOX RIVER LOOKING ON THE WESTERN SHORELINE.

3 INTERSECTION OF ROUTE 34 AND WASHINGTON STREET. VIEW TOWARD THE FOX RIVER BRIDGE TO THE SOUTH OF ROUTE 31.

4 A VIEW OF THE FOX RIVER. EXISTING VEGETATION SHOULD BE PRESERVED ALONG BANK'S EDGE.

5 A VIEW FROM ORCHARD ROAD LOOKING WEST ONTO THE TRANSIT PARKING LOT.

6 TRAVELING NORTH ON ORCHARD ROAD. THIS AREA HAS NOT YET BEEN DEVELOPED BUT HAS THE POTENTIAL FOR HIGH-TECH INDUSTRY AND MIX RESIDENTIAL.

FIG. A1-3

AREA PHOTOGRAPHS 1-6

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EXISTING CONDITIONS

Area 1 is a developed area within the Village of Oswego. There are many established neighborhoods near the eastern edge of the planning area and future development that has been planned for the western edge. The neighborhoods in Area 1 consist of incorporated single family lots and a mix of county-zoned estate residential lots. This mixture creates a diverse community and a unique pattern of density. Planning Area 1 has two key features that help make the area valuable: the Fox River and the commuter station. These elements create an opportunity for Oswego's transportation system and open space network.

Transportation

The major thoroughfares that carry traffic throughout Area 1 are Route 31 and Route 34. Route 31 runs parallel with the Fox River. It can be viewed as the "gateway" into the Village because it directs travelers from the north towards the historic downtown area. As Route 31 intersects Washington Street from the north, Route 31 becomes Route 34 and heads southwest towards Yorkville. Along this route is a mix of commercial, light industrial, and residential housing.

Orchard Road is the major north/south arterial road within Area 1 that intersects Galena Road at the north and Route 71 on the south. Orchard Road crosses the Fox River and becomes Minkler Road at the intersection of Route 71. Orchard Road is currently planned to have regional commercial development along its edges between Mill Road and Route 34.

Mill Road serves as a minor collector for the area and is centrally located in the planning area providing an east/west route for existing residents.

Image A1-1: *View of residential property along the Fox River*

Image A1-2: *Commercial winnery along Route 34*

Image A1-3: *View of single family lots*

Mill Road is a well traveled roadway connecting Orchard Road and Route 31. Continuing further west, Mill Road intersects with Galena Road and the Village of Yorkville boundary line. With future commercial development planned for Orchard Road and the commuter station located north of the intersection, Mill Road will become a popular route for the residents of the Village.

The commuter station area, located at the intersection of Mill Road and Orchard Road, is an important transportation component for Planning Area 1. A Kane/Kendall Commuter Rail Extension Feasibility study is being conducted to determine the feasibility of extending the existing Metra-BNSF Chicago/Aurora Commuter Rail Service as far as Oswego. This future commuter station would provide opportunities for residents to easily commute to Chicago and be connected to towns between the Oswego commuter station and Chicago Union Station. The proposed station will also spur economic growth in this area and will attract people to live in the community due to the ease of transportation. Currently the station serves as a feeder connection bus link to the Metra Station in Aurora.

Image A1-4: *Commuter bus station*

Physical Features

The greatest amount of shoreline along the Fox River occurs in Planning Area 1. Most of the river's edge is fronted with single family housing and it is difficult for surrounding residents to access the river's edge. With the lack of public access, the Fox River is not being utilized to its full potential. The river can function as a public amenity that should be easily accessible and enjoyed by residents and visitors to the area.

Planning Area 1 has little vegetation and has relatively flat topography except along the River Corridor. There is a sufficient amount of vegetation along the Fox River and the topography varies as one moves closer towards the Fox River. In general, the western side of the river has a gently sloping bank opposed to the eastern bank which is steep. Vegetation is located along the Fox River and consists of a combination of overstory trees in the higher elevations and wet-

Image A1-5: *View of the Fox River's edge*

land marshes at the lower elevations. The floodplain has been mapped and shown within the Area 1 Corridor Study Area (See Corridor Study Plan).

The existing railroad separates the northern portion of the planning area and buffers Caterpillar's industrial use to the north. The existing Fox Chase School and park land have created an open space identity within the northeast planning quadrant.

Along the western edges of Gates Creek and the Estate of Fox Chase neighborhoods are large existing trees and dense vegetation associated with the existing drainage swale. This swale collects run off from the surrounding neighborhoods and channelizes southward towards the Fox River. This open space corridor should continue to be preserved and developed as a natural buffer between the existing residential and future development along Orchard Road.

Image A1-6: *Gates Creek residential development*

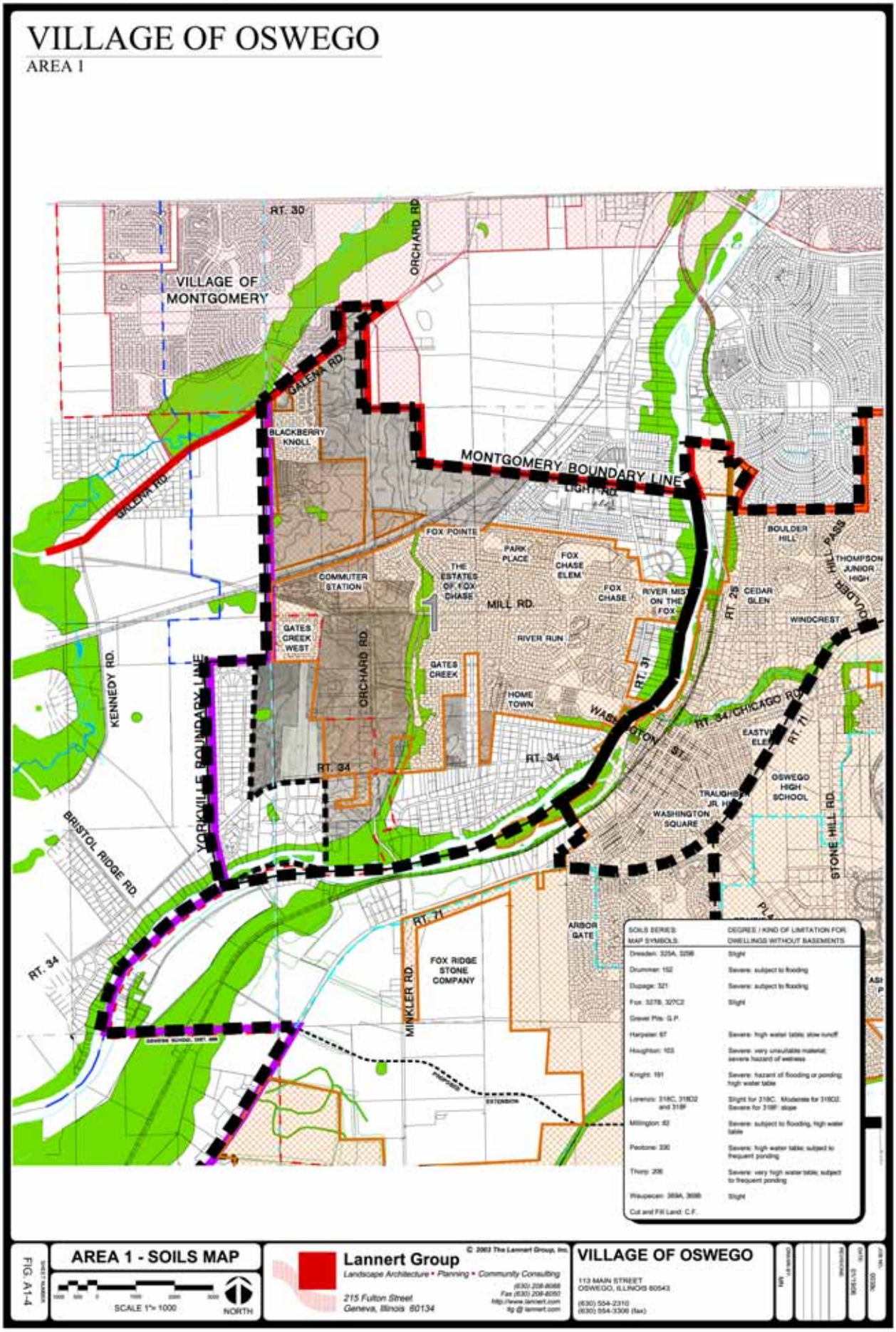
Results from the soil study were compiled from the Soil Survey of Kendall County. The information included has been generalized for the study of buildable soils for the future development of Area 1.

Area 1 has a classification of 2, 3, and 6. Most of the area has a classification of 2 and 3; other significant portions of the area are assigned 6. Classification of 2 is described as Millington-Lorenzo-Fox association: nearly level, poorly drained soils that formed in silt loam sediment and gently sloping to very steep, well-drained soils that formed in dominantly sandy loam to silty clay loam material and the underlying sand and gravel. A classification of 3 is described as Waupecan-Dresden-Brenton association: nearly level to gently sloping, well drained to somewhat poorly drained soils that formed in silt loam and loam material and the underlying sand and gravel. Classification 6 is described as Drummer-Mundelein-Brenton association: nearly level, poorly drained and somewhat poorly drained soils that formed in silt loam material and the underlying glacial outwash. This soil classification follows the drainage swale as described previously.

The Area 1 Soils Map exhibit illustrates a detailed layout of the soils and includes soil categories in numeric form. Most of the erodible soils are located along the drainage ways and have steeper slopes along their banks.

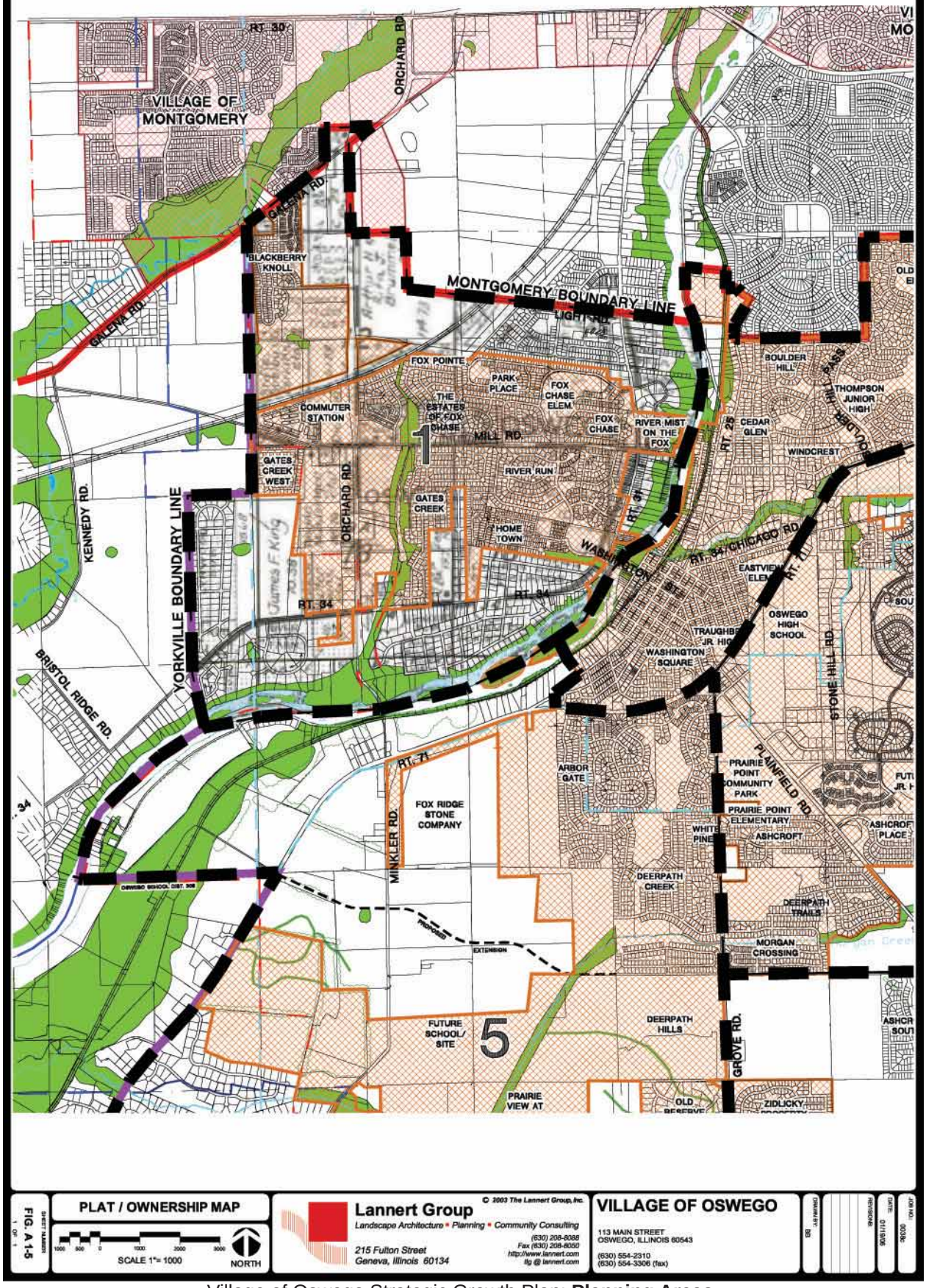
VILLAGE OF OSWEGO

AREA 1



VILLAGE OF OSWEGO

AREA 1



PLAT / OWNERSHIP MAP

SCALE 1"= 1000

NORTH

FIG. A 1-5

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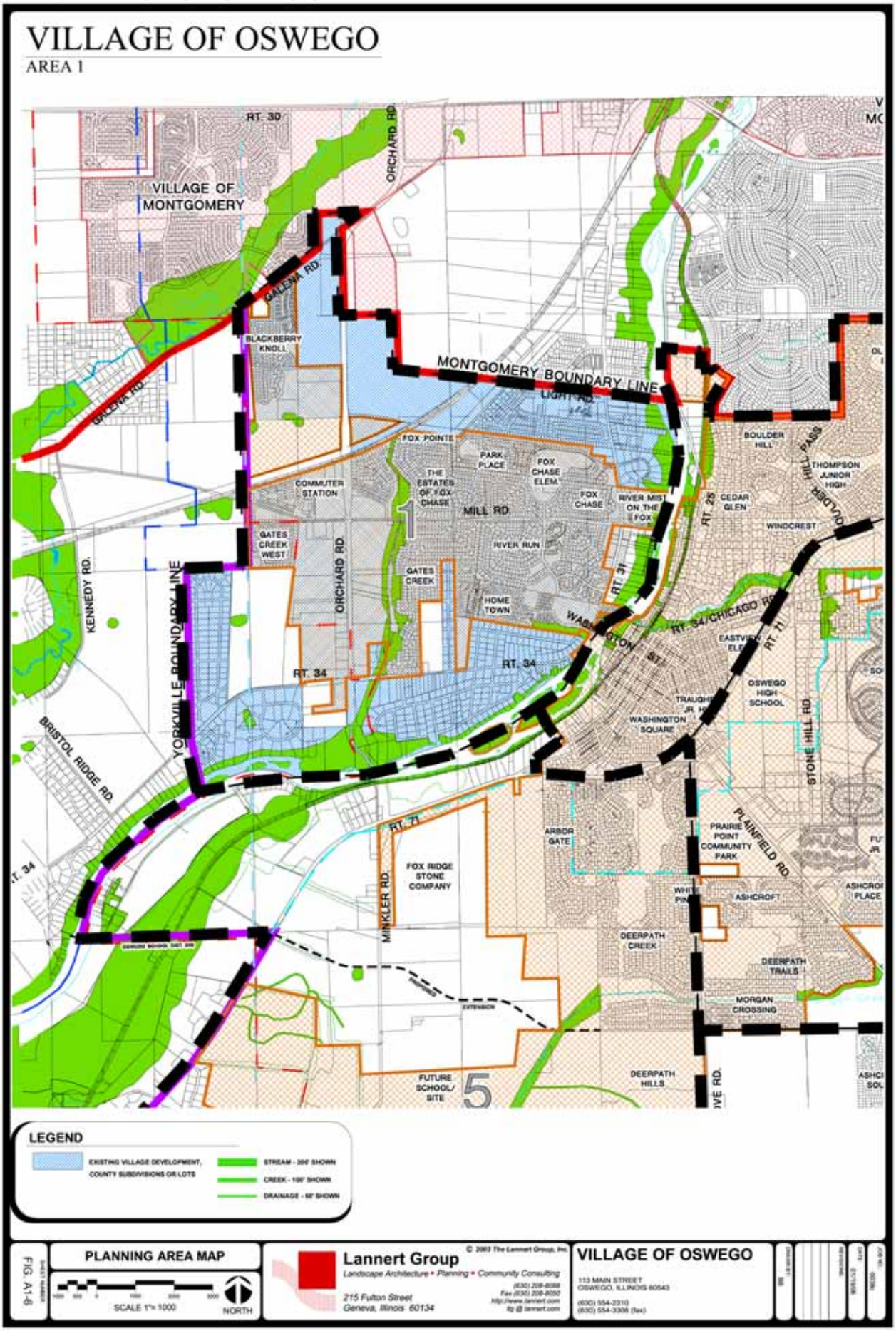
VILLAGE OF OSWEGO
AREA 1
RT. 30
ORCHARD RD.
VILLAGE OF MONTGOMERY
GALENA RD.
BLACKBERRY KNOLL
MONTGOMERY BOUNDARY LINE
LIGHT RD.
FOX POINTE
PARK PLACE
FOX CHASE ELEM.
THE ESTATES OF FOX CHASE
FOX CHASE
RIVER MIST ON THE FOX
BOULDER HILL
THOMPSON JUNIOR HIGH
BOULDER HILL PASS
RT. 25
CEDAR GLEN
WINDCREST
COMMUTER STATION
MILL RD.
GATES CREEK WEST
RIVER RUN
GATES CREEK
HOME TOWN
RT. 31
KENNEDY RD.
YORKVILLE BOUNDARY LINE
RT. 34/CHICAGO RD.
WASHINGTON ST.
EASTVIEW ELEM.
RT. 71
RT. 34
OSWEGO HIGH SCHOOL
TRAUGHBER JR. HIGH
WASHINGTON SQUARE
STONE HILL RD.
BRISTOL RIDGE RD.
ARBOR GATE
PRAIRIE POINT COMMUNITY PARK
PLAINFIELD RD.
FOX RIDGE STONE COMPANY
MINKLER RD.
WHITE PINE
ASHCROFT
ASHCROFT PLACE
DEERPATH CREEK
DEERPATH TRAILS
MORGAN CROSSING
FUTURE SCHOOL/ SITE
DEERPATH HILLS
LEGEND
EXISTING VILLAGE DEVELOPMENT, COUNTY SUBDIVISIONS OR LOTS
STREAM - 200' SHOWN
CREEK - 100' SHOWN
DRAINAGE - 50' SHOWN
FIG. A1-6
PLANNING AREA MAP
SCALE 1"= 1000
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DENSITY STUDY

Each planning area contains a density study which shows the overall density for the area. The Density Study exhibit illustrates density bands radiating out from the downtown area. These bands are assigned a density and an open space percentage allocation. The density from the downtown radiates from a more concentrated density near the center decreasing to a less dense area as one moves towards the outer edges. In addition, larger percentages of open space are designated toward the outer limits of the planning areas to serve as a buffer.

The application of the density study, which is the backbone of the Strategic Plan, has been modified in Area 1. Area 1 is a unique planning area because of three major factors: its proximity to the downtown, the existing and established neighborhoods and the proposed commuter station. Overlaying the proposed density bands would conflict with what is already established in the area. Therefore, Area 1's developable land will be appropriately matched with a density that corresponds to its proximity to the commuter station, the downtown, and existing neighborhoods.

Proximity to Established Village Neighborhoods

There are many existing village neighborhoods that are already established in Area 1 leaving few land opportunities for new infill development. When development occurs, a cohesive pattern of densities will guide site planning considerations for public utilities, appropriate transitions, and buffers.

Proximity to the Downtown

Near the eastern edge of the Village downtown are small pockets of opportunities for residential development. These opportunities would mostly occur along Route 31. Since this location is in close proximity to the downtown, it is appropriate to plan for higher densities to promote a more walkable community.

Proximity to the Commuter Station

The most important factor about Area 1 is that it includes the commuter station. This area will be a highly desirable place to live focused on this transportation node. In addition, there is potential for this commuter station to become a Metra station. It would be appropriate to plan for higher density near the station considering the possible growth at this location. Transit Oriented Design (TOD) principles will guide the continuing growth within the Village surrounding the proposed commuter station (See TOD Principles in Introduction).

CONCEPT PLAN

After analyzing the existing conditions, soil survey, plat map ownership, and location factors, an overall concept plan was developed. The Concept Plan exhibit shows a conceptual diagram that represents areas of development and open space preservations. For the conceptual plan, each land use designation is provided with a corresponding color shown in the legend within the Concept Plan exhibit. The color red corresponds to commercial development, brown is a mix residential development, yellow is a general residential area, hatched purple and light blue is a combination of light industry and office space use, blue represents existing institutional use, and green is designated for open space use. The red asterisk represents a future park opportunity.

The bubbles with dashed outlines represent the designated land use areas. In addition, the corresponding acreage within each outlined area provides the measurement for that area. The measurement limits were bounded by existing right-of-ways, drainage features, planning area or jurisdictional limits. Existing subdivisions or dwelling units were excluded from the acreage total. Open spaces are also delineated within the plan with dashed outlines. The total number of developable acres for the density studies and the overall concept plan are approximately the same to maintain consistency.

Preserving Open Space Corridors

The Fox River Corridor is the most prominent corridor within Area 1. The Fox River Corridor is predominantly residential, with homes set farther back from the river due to the existing floodplain. By preserving the Fox River water's edge, the Village would be able to increase native landscape and create a more natural edge. Preserving and enhancing the Fox River's edge will guarantee a stabilized ecosystem that will not only invite native species to thrive throughout the area but also invite people to enjoy the river.

Open space designations were assigned to natural areas, where vegetation, bodies of water, or small drainage ways existed. These open corridors provide opportunities to link park and school locations, bike and pedestrian paths, and neighborhoods together, therefore minimizing the use of automobiles.

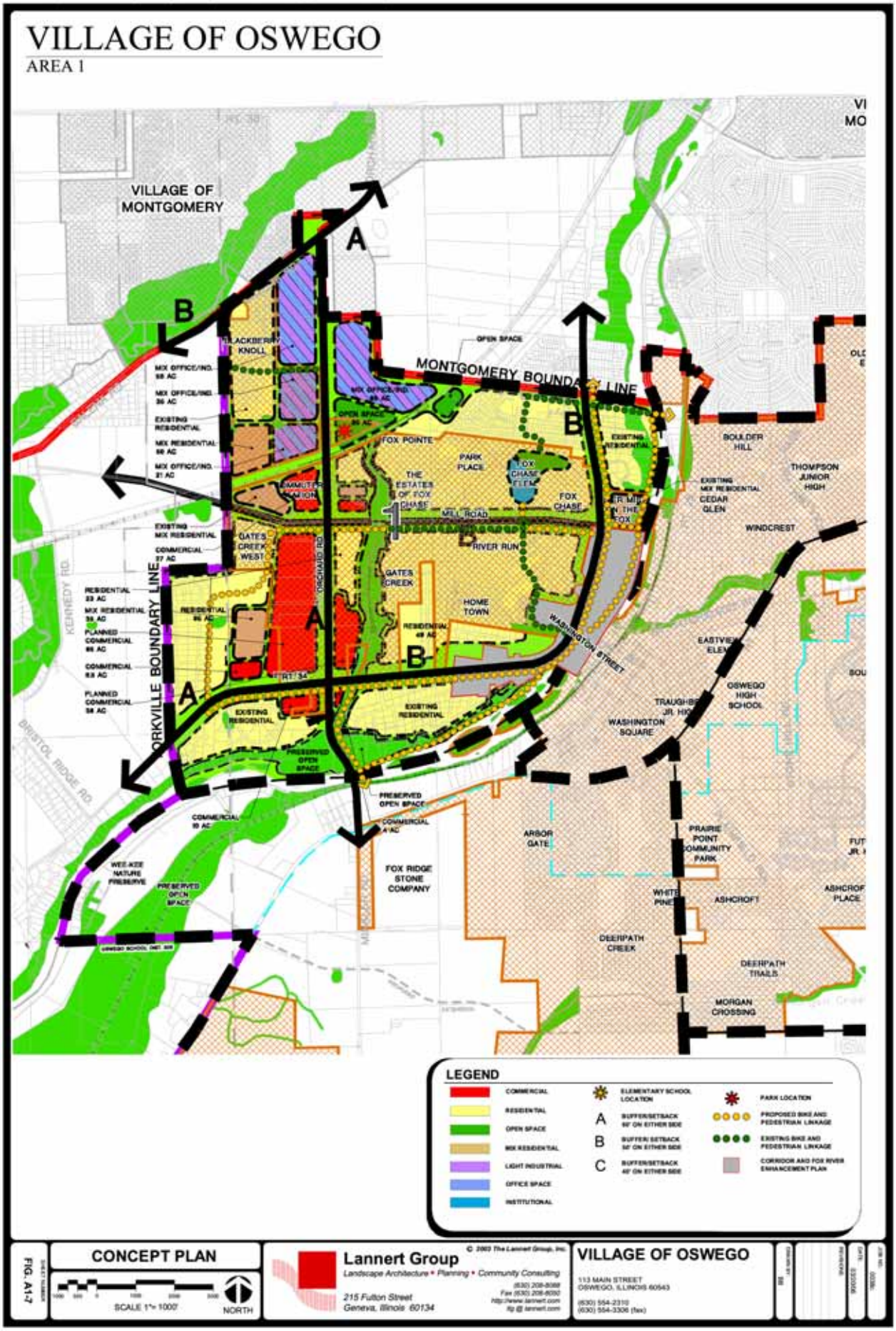
An open space corridor located on the west side of Gates Creek and the east side of Fox Chase was identified as a naturally developed open space. This area contains storm water features and landscape improvements as part of the natural drainage way that feeds into the Fox River. This corridor provides the buffer between the proposed commercial development and the existing residential neighborhood. The corridor also helps establish an open space connection to the Fox River that can be utilized by both humans and wildlife.

Path Way Systems

It is recommended that multi-use paths be provided throughout Planning Area 1. Multi-use paths are proposed along the riverfront and Route 31/34 to promote a healthy lifestyle for residents. To create a complete pathway system for Area 1, pathways are proposed to connect the following roadways and corridors: the southern portion of Orchard Road, the north side of Mill Road, Route 31/34, and along the west side of the Fox River.

The pathway network will begin along Mill Road allowing residents to have access to the proposed commuter station via bicycle or by walking. The path continues toward the Fox River intersecting at the Route 31/34 regional trail and then connecting to the Fox River bike/pedestrian trail. The trail continues parallel to the Fox River traveling south to Orchard Road, then traveling north parallel to Orchard Road crossing Route 34 and turning west. The trail bends along Route 34 behind commercial development and continues north. West of Orchard Road, the path ends at Mill Road where the path initially began.

An additional path is located north of Mill Road starting at Tuscany Road and continuing east; in-



Village of Oswego Strategic Growth Plan: **Planning Areas**

tersecting at Route 31 and terminating at the Fox River trail. The Fox River pathway within Area 1 starts at the Montgomery boundary line and continues south terminating at the intersection of Route 31/34. Proposed multi-use trails were exhibited with orange dots, while existing trails were shown by green dots.

Buffers and Setbacks

Buffers and setbacks will be required along major and minor arterial roads and collector roadways. Depending on the type of road, three buffer widths were assigned to designated roadways for future improvements. Buffer type A, located along major arterial roads, will have a minimum width of 120'. Buffer type B, located along minor arterial roads, will have a minimum width of 100'. Buffer C, located along collector roadways, will have a minimum width of 80'. Within Area 1, there are no collector roads identified. Area 1 is a developed, built-up area without significant space for the allocation of the buffer types mentioned above. Many of the buffers described will not be possible along the existing street right-of-way because of existing buildings and development; however the buffer designation will apply to all new or renovated construction.

* This section will be discussed further in the Transportation Plan.

Commercial Areas

The next step taken during the planning process was to identify areas that could develop as commercial areas. Planning Area 1 contains existing and established commercial land uses along major roads, so commercial corridors were highlighted within these planning areas. The purpose of the concept plan is to enhance or add to these areas. After reviewing the existing conditions, Orchard Road, Route 31, and Route 34 were identified as areas for commercial corridors.

Orchard serves as an arterial road with a significant amount of vehicular traffic, providing opportunities for economic development. The proposed commuter station complex is located on Orchard Road with approximately 141 acres of proposed mixed use commercial south of the Burlington Northern railroad fronting the street. Proposed light industrial land uses located north of the Burlington Northern railroad in the northern portion of Planning Area will create an employment base.

Light Industrial/Office Space Areas

Within Area 1, the northwest section is proposed to develop as a light industrial area. Currently, there are plans for a business park campus-style development. Light industrial land uses exist near the northern portion of Area 1. Due to its proximity to the commuter station, it would be feasible to expand this land use pattern further south along Orchard Road.

Image A1-7: *A Potential Development Site Along Orchard Road*

Residential Areas

The residential areas were established by locating existing housing and existing vacant land that could potentially be developed. It was the intent to keep these areas general and not define exact boundaries or access points to keep the concept as a flexible and workable plan.

Residential Densities

It is recommended that each residential area's proposed density transition between the existing and proposed uses. This will create a seamless design with infill housing concentrations. The

areas that are to be designated as residential are identified with a yellow land use color.

School Locations

Area 1 is a well developed community and does not have large amounts of un-developable land to be planned. Therefore, it is not necessary for Area 1 to have proposed schools.

Park Locations

It is recommended that parks are either located in the center of a residential area or along an open space corridor. Placing parks along corridors or centralizing them in neighborhoods, ensures easy access to these open space amenities for residents and visitors.

Preserved open land was identified along the Fox River corridor as well as the existing Gates Creek natural drainage swale located east of Orchard Road. The latter preserved open land will serve as a connection network, connecting the Fox River, south of Area 1 parallel to Orchard Road crossing Route 34, Mill Road, and terminating at a 20 acre park along the Burlington Northern railroad. A new park is proposed along Orchard Road, adjacent to the train depot and at a terminating point on the proposed bike trail.

VILLAGE OF OSWEGO

AREA 2
STRATEGIC GROWTH PLAN

Area 2
Strategic Growth Plan

TABLE OF CONTENTS

1. Site Location
2. Existing Conditions
3. Density Study Description
4. Concept Plan Description

List of Figures

1.	Area 2 Location Map	A2-1
2.	Aerial Photograph Exhibit	A2-2
3.	Aerial Photographs 1-6	A2-3
3.	Area Photographs 7-12	A2-4
4.	Planning Area Map	A2-5
5.	Conceptual Plan	A2-6

VILLAGE OF OSWEGO

AREA 2

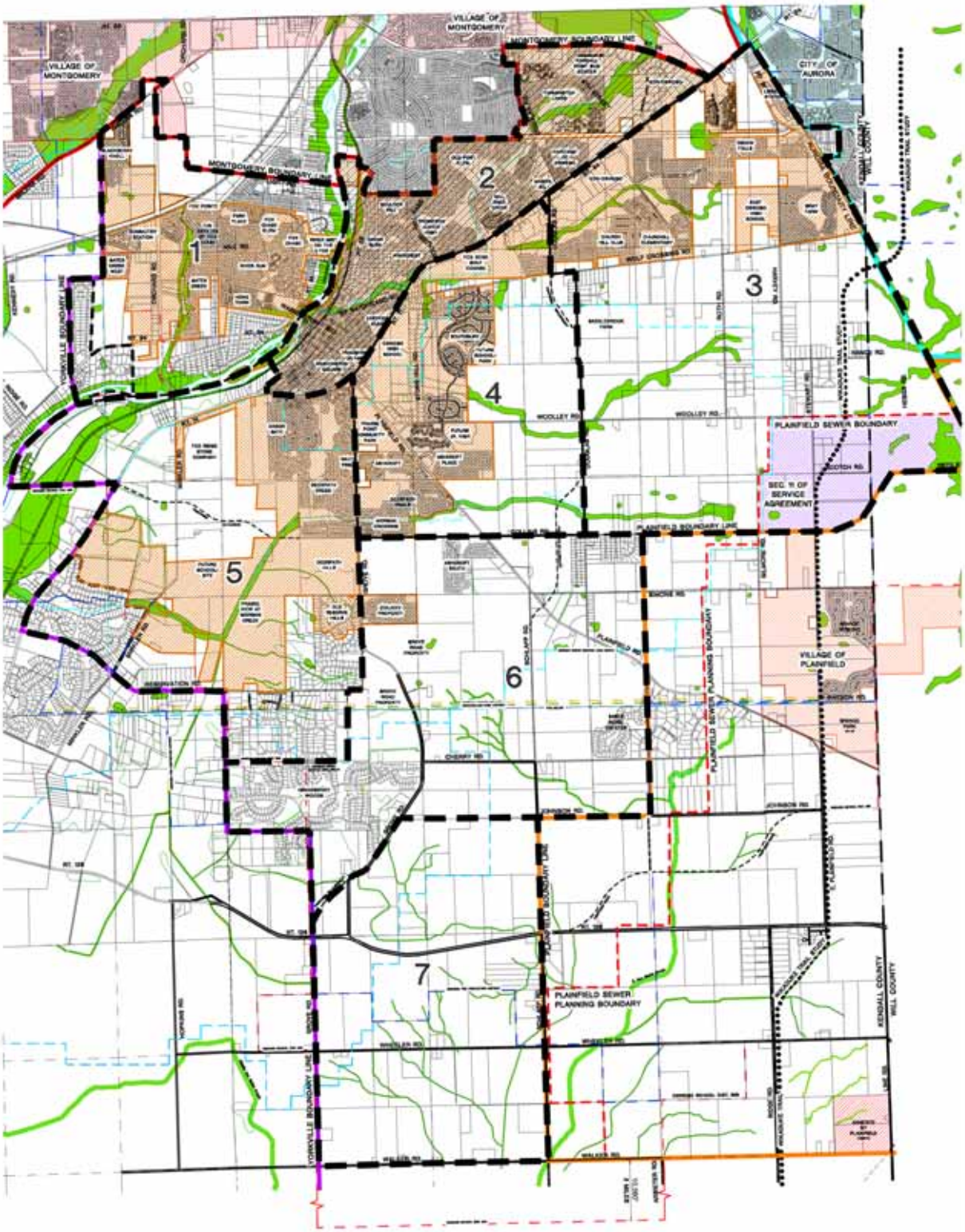


FIG. A2-1

AREA 2 LOCATION MAP

SCALE 1"=2000

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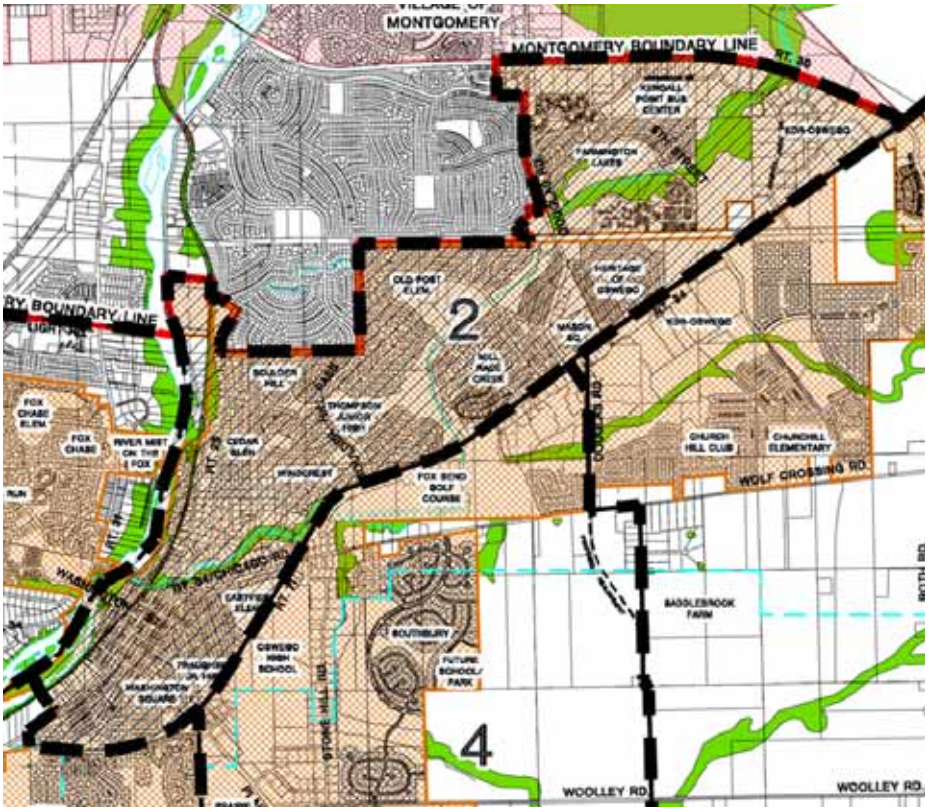
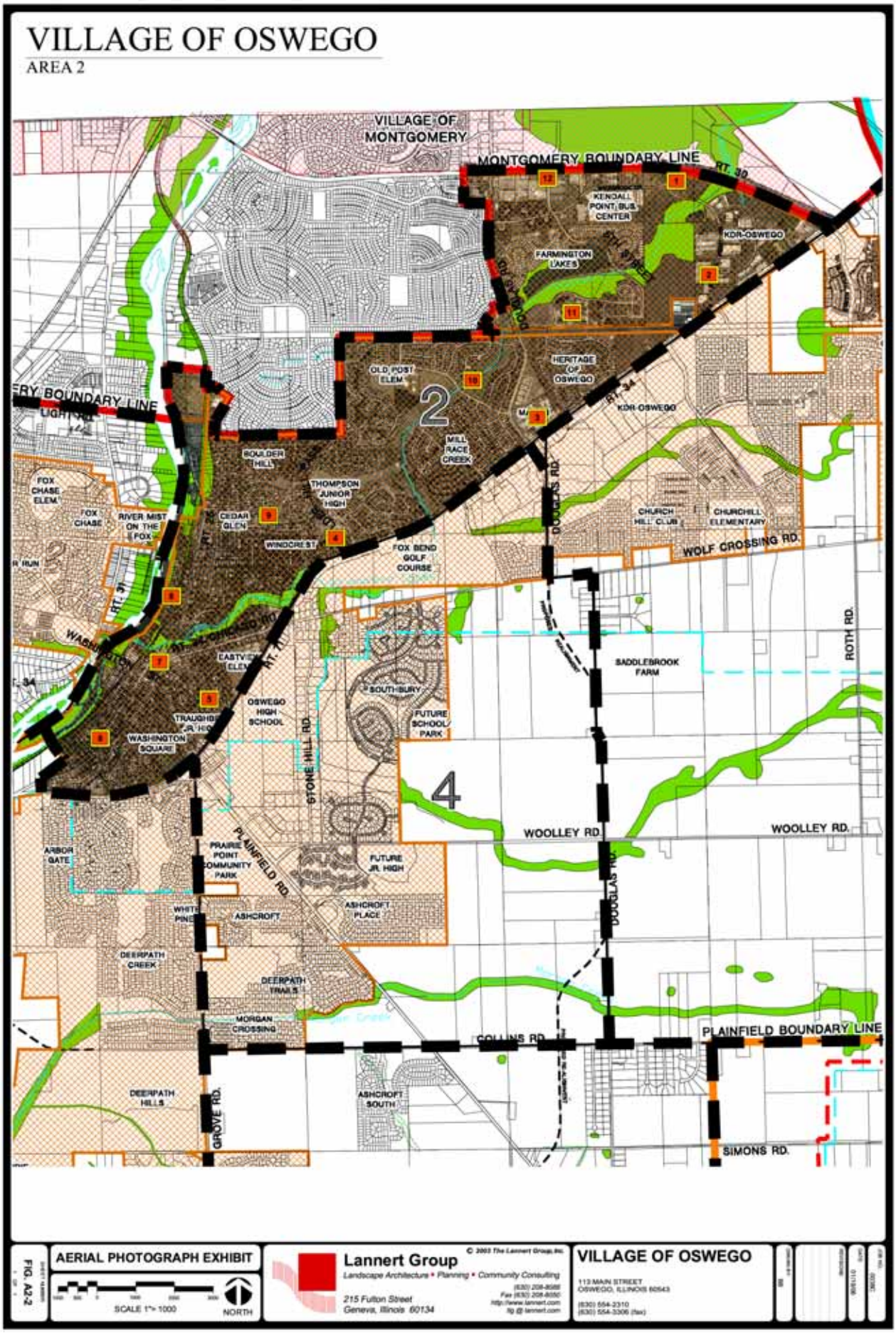


SITE LOCATION

Area 2 is located in the north central portion of Oswego's overall planning area. Area 2 contains Oswego's downtown and is located east of the Fox River. Area 2 is located south of the Montgomery boundary line along Route 30 and north of Route 34 and Route 71. The Area 2 Location exhibit shows the limits with a dashed boundary. A hatched pattern indicates Oswego's corporate limits.

Most of Area 2 is included in the Oswego School District 308. All of Area 2 is included within the Oswego Fire Protection District, the Oswego Library, and Oswegoland Park District.

An aerial photograph is provided to show the corporate limits of Oswego, existing subdivisions, and natural features (green). Site photographs with their locations shown on the aerial exhibit are included to reflect the character of the area.


VILLAGE OF OSWEGO
AREA 2
VILLAGE OF MONTGOMERY
MONTGOMERY BOUNDARY LINE
RT. 30
KENDALL POINT BUS. CENTER
KDR-OSWEGO
FARMINGTON LAKES
HERITAGE OF OSWEGO
OLD POST ELEM.
2
KDR-OSWEGO
RT. 34
MILL RACE CREEK
BOULDER HILL
THOMPSON JUNIOR HIGH
FOX CHASE ELEM.
FOX CHASE
RIVER MIST ON THE FOX
CEDAR GLEN
WINDCREST
FOX BEND GOLF COURSE
DOUGLAS RD.
CHURCH HILL CLUB
CHURCHILL ELEMENTARY
WOLF CROSSING RD.
RT. 31
WASHINGTON
EASTVIEW ELEM.
RT. 71
SADDLEBROOK FARM
ROTH RD.
SOUTHBURY
OSWEGO HIGH SCHOOL
TRAUGHBER JR. HIGH
WASHINGTON SQUARE
FUTURE SCHOOL/ PARK
STONE HILL RD.
4
WOOLLEY RD.
WOOLLEY RD.
ARBOR GATE
PRAIRIE POINT COMMUNITY PARK
PLAINFIELD RD.
FUTURE JR. HIGH
WHITE PINE
ASHCROFT
ASHCROFT PLACE
DEERPATH CREEK
DEERPATH TRAILS
MORGAN CROSSING
COLLINS RD.
PLAINFIELD BOUNDARY LINE
DEERPATH HILLS
GROVE RD.
ASHCROFT SOUTH
SIMONS RD.
FIG. A2-2
AERIAL PHOTOGRAPH EXHIBIT
SCALE 1"= 1000
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VILLAGE OF OSWEGO

AREA 2

1 A VIEW OF A CAR DEALERSHIP ALONG ROUTE 30.

2 INDUSTRIAL DEVELOPMENT WITHIN THE KENDALL POINT BUSINESS CENTER LOCATED OFF OF ROUTE 34.

3 ROADWAY BUFFERING ALONG ROUTE 34 SEPARATING COMMERCIAL DEVELOPMENT IN THE BACKGROUND.

4 ST. ANNE CATHOLIC CHURCH ALONG BOULDER HILL PASS.

5 WELL ESTABLISHED RESIDENTIAL NEIGHBORHOOD ADJACENT TO ROUTE 71.

6 OLDER RESIDENTIAL NEIGHBORHOOD ALONG MAIN STREET IN PROXIMITY TO OSWEGO'S DOWNTOWN AREA.

FIG. A2-3

AREA PHOTOGRAPHS 1-6

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VILLAGE OF OSWEGO

AREA 2

7 OSWEGO DOWNTOWN APPROACHING CHICAGO ROAD/ROUTE 34 AND ROUTE 25.

8 STONEGATE PARK ALONG ROUTE 25 LOCATED EAST OF THE FOX RIVER.

9 NORTHAMPTON GREENWAY SURROUNDED BY PLANNED UNIT RESIDENTIAL AREA WITH PEDESTRIAN PATHS AND OPEN SPACE.

10 RETENTION POND WITH SURROUNDING VEGETATION AND PLANNED UNIT DEVELOPMENTS ADJACENT TO DOUGLAS ROAD.

11 PRAIRE BROOK PLANNED UNIT DEVELOPMENT LOCATED ADJACENT TO ROUTE 34.

12 5TH STREET ENTRANCE TO ROUTE 30, WITH OSWEGO'S WATER TOWER AND INDUSTRIAL DEVELOPMENT IN THE DISTANCE.

FIG. A2-4

AREA PHOTOGRAPHS 7-12

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EXISTING CONDITIONS

Overall, Area 2 is a developed area with little opportunity for new growth. Area 2 consists of various planned unit developments which vary in densities and scale. Area 2 contains older and more established residential areas near the downtown area and newer subdivision developments north of Route 34 and near the Montgomery boundary line. Light industrial and commercial developments are located at major intersections and along arterial roadways, which include Routes 34, 71, and 30. Area 2 also includes Oswego's downtown, which is located adjacent to the Fox River. Oswego's downtown serves as an anchor and has the possibility to expand and infill as the population increases. Large swaths of natural open space corridors and ecological spines meander throughout Area 2's residential areas and commercial land uses. Area 2 also contains several schools, parks, churches, and natural areas.

Transportation

The major thoroughfares that carry traffic throughout Area 2 exist along the boundaries of the area, which include: Routes 34, 30, 71, and 25. Douglas Road and 5th Street are also important roadways, which carry traffic north and south.

Image A2-2: *Car dealership along Route 30*

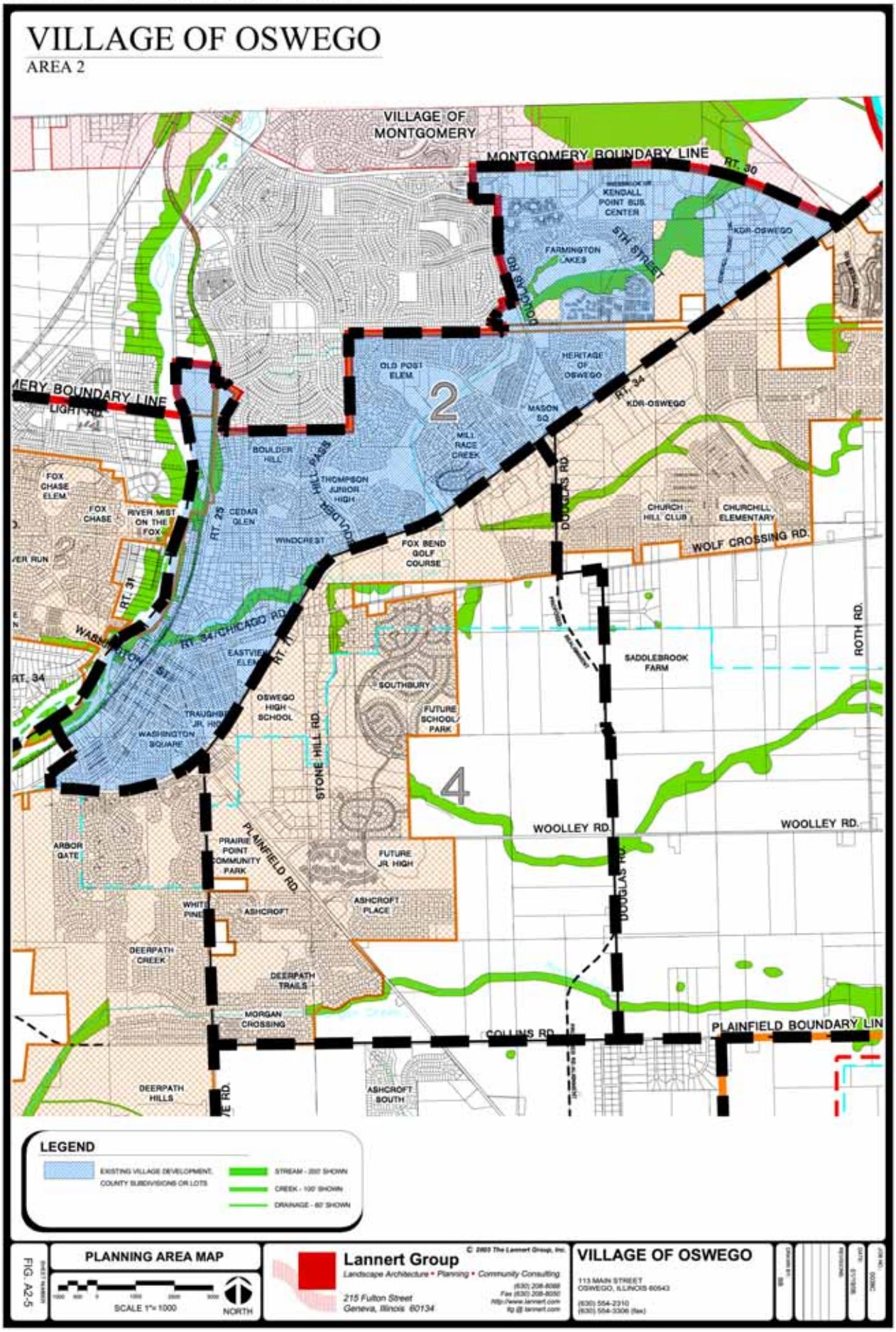
Route 30 serves as a major arterial roadway located along the boundary line of the Village of Montgomery. Route 30 intersects Route 34 at the eastern edge of Area 2. Commercial and industrial development is also located along Route 34, which transitions into Route 71 and continues west to Yorkville. Route 25 runs parallel to the Fox River and carries traffic from all the communities north of Oswego within the Fox Valley.

Image A2-1: *Oswego downtown traffic*

Physical Features

Area 2 contains a large amount of open space and park land which exists within the planned unit developments in the planning area. Many of these natural open spaces link parks, schools, and neighborhoods together. These linkages, shown in green, allow for access to the downtown and the Fox River.

The soils map and plat/ownership map overlays were reviewed as part of the planning process. Due to the limited acreage for infill potential in Area 2, neither exhibit has been included.


VILLAGE OF OSWEGO
AREA 2
VILLAGE OF MONTGOMERY
MONTGOMERY BOUNDARY LINE
RT. 30
KENDALL POINT BUS. CENTER
KDR-OSWEGO
FARMINGTON LAKES
5TH STREET
DOUGLAS RD.
HERITAGE OF OSWEGO
OLD POST ELEM.
2
MASON SQ.
RT. 34
KDR-OSWEGO
MILL RACE CREEK
BOULDER HILL
HILL PASS
THOMPSON JUNIOR HIGH
FOX CHASE ELEM.
FOX CHASE
RIVER MIST ON THE FOX
RT. 25
CEDAR GLEN
WINDCREST
FOX BEND GOLF COURSE
CHURCH HILL CLUB
CHURCHILL ELEMENTARY
WOLF CROSSING RD.
RT. 31
RT. 34/CHICAGO RD.
EASTVIEW ELEM.
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SADDLEBROOK FARM
ROTH RD.
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TRAUGHBER JR. HIGH
WASHINGTON SQUARE
STONE HILL RD.
4
WOOLLEY RD.
WOOLLEY RD.
ARBOR GATE
PRAIRIE POINT COMMUNITY PARK
PLAINFIELD RD.
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WHITE PINE
ASHCROFT
ASHCROFT PLACE
DEERPATH CREEK
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COLLINS RD.
PLAINFIELD BOUNDARY LIN
DEERPATH HILLS
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EXISTING VILLAGE DEVELOPMENT, COUNTY SUBDIVISIONS OR LOTS
STREAM - 200' SHOWN
CREEK - 100' SHOWN
DRAINAGE - 60' SHOWN
FIG. A2-5
PLANNING AREA MAP
SCALE 1"= 1000
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DENSITY STUDY

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Area 2 is similar to Area 1, in that it is located in close proximity to downtown with established residential neighborhoods. Overlaying the proposed density bands would conflict with what exists in the area.

Proximity to Established Village Neighborhoods

There are several existing planned unit neighborhoods that are already established in Area 2, which leaves a small amount of developable land. If new infill development does occur, its densities should blend the density pattern of the adjacent existing neighborhood to create a cohesive pattern of densities throughout Area 2.

Proximity to the Downtown

Many of the areas in proximity to the downtown are already established and therefore, there is no need to designate an overall density for this area. However, as the downtown continues to mature, there may be opportunities for redevelopment and re-use of existing structures and vacant lots. Redevelopment or infill residential in proximity to the downtown area should retain the existing higher densities to continue this appropriate pattern. Areas which provide opportunities for redevelopment near downtown are properties along Chicago Road and Route 25. Additional sub-area studies will be developed to identify these areas and opportunities.

CONCEPT PLAN

After analyzing the existing conditions, soil survey, plat/ownership map, and location factors, an overall concept plan was developed. The Concept Plan exhibit shows a conceptual diagram that represents areas of development and open space preservations. For the conceptual plan, each land use's designation is provided with a corresponding color shown in the legend on the Concept Plan exhibit. The color red corresponds to commercial development, yellow is a general residential area, purple is light industry, blue represents existing institutional use, and green is designated for open space use.

The bubbles with dashed outlines represent the designated land use areas. In addition, the corresponding acreage within each outlined area provides the measurement for that area. The measurement limits were bounded by existing right-of-ways, drainage features, planning area or jurisdictional limits. Existing subdivisions or dwelling units were excluded from the acreage total. Open spaces are also delineated within the plan with dashed outlines. The total number of developable acres for the density studies and the overall concept plan is approximately the same to maintain consistency.

Image A2-3: *The Northhampton Greenway contains Pedestrian Pathways and Open Space*

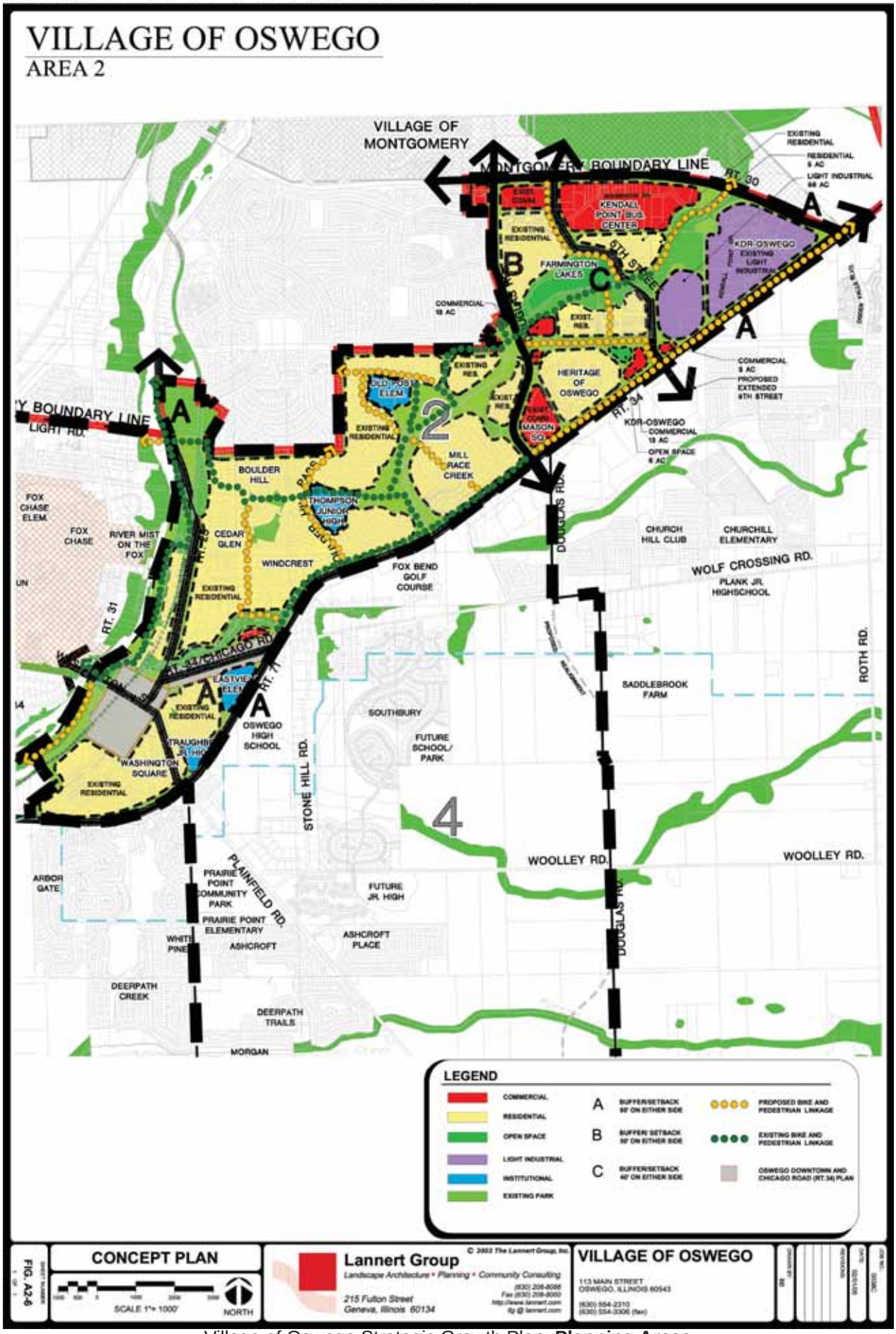
Area 2 is a significantly developed area, containing little developable acreage. This small amount of developable land, mostly zoned, mitigated the need to develop a density study for the area. Therefore, the concept plan's land use designation displays the existing zoning on the site with land use designation provided for the three developable parcels.

Path Way Systems

Multi-use and pedestrian pathways are noticeable amenities in Area 2 and accessible from many of the planned unit developments and older neighborhoods. Area 2 existing trails link the area in a linear pathway system starting from the southern portion of the area moving north. Existing trails start south of Route 71 and travel northeasterly toward Douglas Road and 5th Avenue, terminating at Route 30. An existing trail runs along Route 25 parallel to the Fox River and others meander along a natural open space corridor which runs through the center of the area. Additional proposed multi-use trails will link to the existing pathway network connecting residential areas to parks and schools and linking existing pathways to larger pedestrian networks. Most of the proposed interconnecting of pedestrian pathways will occur along Route 25 and the Fox River and interlink to the existing central open space corridor. Proposed multi-use trails were exhibited with orange dots, while existing trails were shown with green dots.

Open Space Corridors

Area 2 is a highly developed area with established neighborhoods and not many options for new development, so open space and natural corridors will not be threatened as the result of any new development. Area 2 contains numerous existing parks and large amounts of open space which are connected by natural Area 5 linking most of Area 2 neighborhoods with community parks and schools.


VILLAGE OF OSWEGO
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MONTGOMERY BOUNDARY LINE
RT. 30
KENDALL POINT BUS. CENTER
KDR-OSWEGO EXISTING LIGHT INDUSTRIAL
FARMINGTON LAKES
8TH STREET
HERITAGE OF OSWEGO
OLD POST ELEM.
THOMPSON JUNIOR HIGH
MILL RACE CREEK
BOULDER HILL
CEDAR GLEN
WINDCREST
FOX BEND GOLF COURSE
FOX CHASE ELEM.
FOX CHASE
RIVER MIST ON THE FOX
RT. 31
RT. 34
CHICAGO RD.
OSWEGO HIGH SCHOOL
WASHINGTON SQUARE
STONE HILL RD.
DOUGLAS RD.
CHURCH HILL CLUB
CHURCHILL ELEMENTARY
WOLF CROSSING RD.
PLANK JR. HIGHSCHOOL
ROTH RD.
SADDLEBROOK FARM
SOUTHBURY
FUTURE SCHOOL/ PARK
WOOLLEY RD.
ARBOR GATE
PRAIRIE POINT COMMUNITY PARK
PRAIRIE POINT ELEMENTARY
PLAINFIELD RD.
FUTURE JR. HIGH
ASHCROFT
ASHCROFT PLACE
DEERPATH CREEK
DEERPATH TRAILS
MORGAN
LEGEND
COMMERCIAL
RESIDENTIAL
OPEN SPACE
LIGHT INDUSTRIAL
INSTITUTIONAL
EXISTING PARK
A BUFFER/SETBACK 50' ON EITHER SIDE
B BUFFER/ SETBACK 30' ON EITHER SIDE
C BUFFER/SETBACK 40' ON EITHER SIDE
PROPOSED BIKE AND PEDESTRIAN LINKAGE
EXISTING BIKE AND PEDESTRIAN LINKAGE
OSWEGO DOWNTOWN AND CHICAGO ROAD (RT.34) PLAN
CONCEPT PLAN
FIG. A2-6
SCALE 1"= 1000'
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Buffers and Setbacks

Buffers and setbacks will be required along major and minor arterial and collector roadways. Depending on the type of road, three buffer widths were assigned to designated roadways for improvements. Buffer type A, located along major arterial roads, will have a minimum width of 120'. Buffer type B, located along minor arterial roads, will have a minimum width of 100'. Buffer C, located along collector roadways will have a minimum width of 80'. Furthermore, Area 2, like Area 1, is a more developed and built-up planning area. Many of the buffers prescribed will not be compatible to the existing street right-of-way because of existing development; however, the buffer designation will apply to non-residential land uses such as the proposed commercial or light manufacturing land uses.

* This section will be discussed further in the Transportation Plan.

Commercial Areas

The concept plan shows the existing commercial areas located along the major arterial roadways and at the major intersections. Additional opportunities will occur within the two sub areas in Area 2. The downtown sub area plan will continue the strategies established with the Corridor Plan (see Sub Area Plan). The proposed Washington Street corridor redevelopment area will follow the process used for Routes 31 and 34. These general areas are outlined in gray on the plan.

VILLAGE OF OSWEGO

AREA 3
STRATEGIC GROWTH PLAN

Area 3
Strategic Growth Plan

TABLE OF CONTENTS

1. Site Location
2. Existing Conditions
3. Density Study Description
4. Concept Plan Description

List of Figures

1.	Area 3 Location Map	A3-1
2.	Aerial Photograph Exhibit	A3-2
3.	Area Photographs 1-6	A3-3
4.	Area Photographs 7-11	A3-4
5.	Soils Map	A3-5
6.	Plat/Ownership Map	A3-6
7.	Planning Area Map	A3-7
8.	Density Study	A3-8
9.	Village Node Density	A3-9
10.	Concept Plan	A3-10

VILLAGE OF OSWEGO

AREA 3

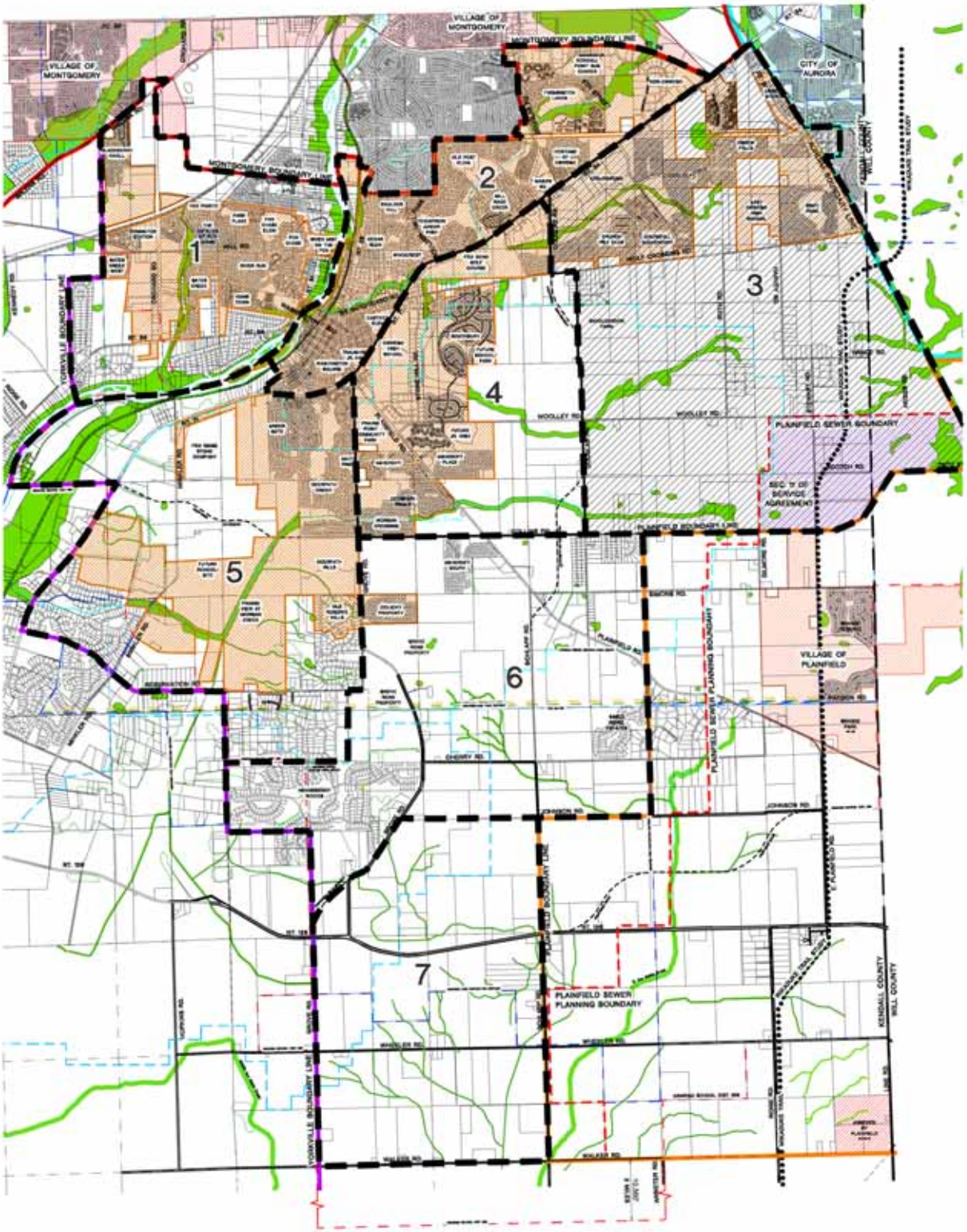

FIG.A3-1

AREA 3 LOCATION

SCALE 1"=2000

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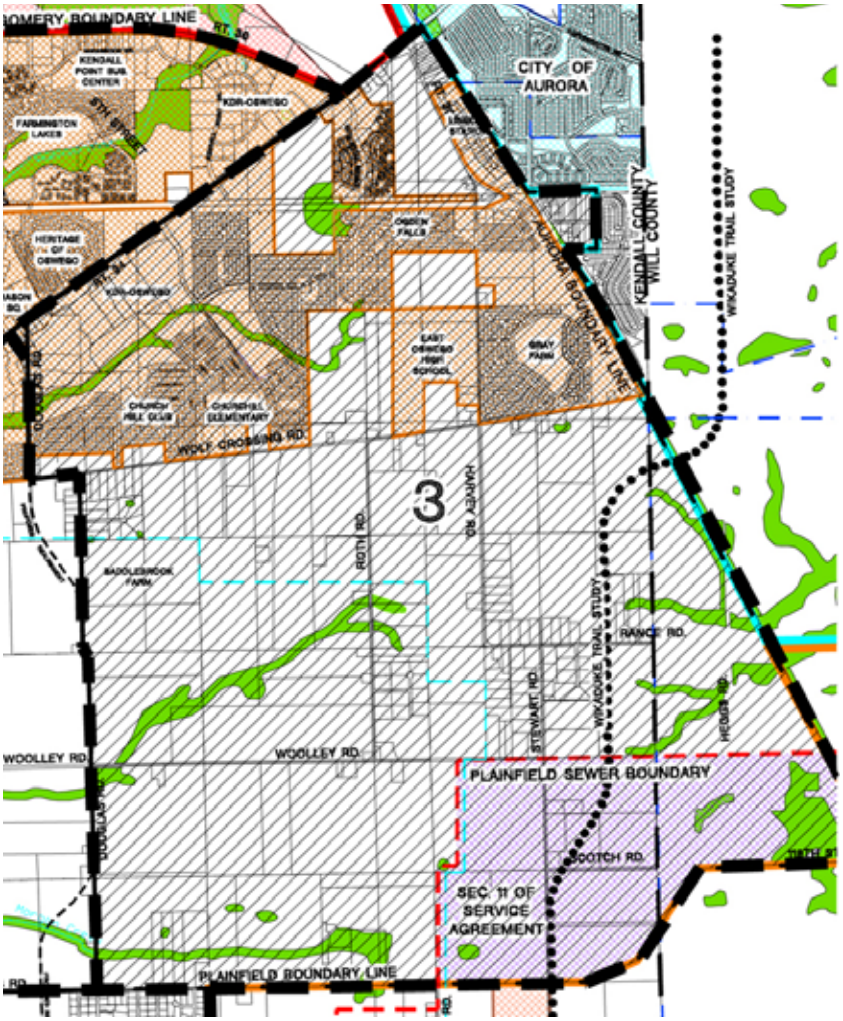
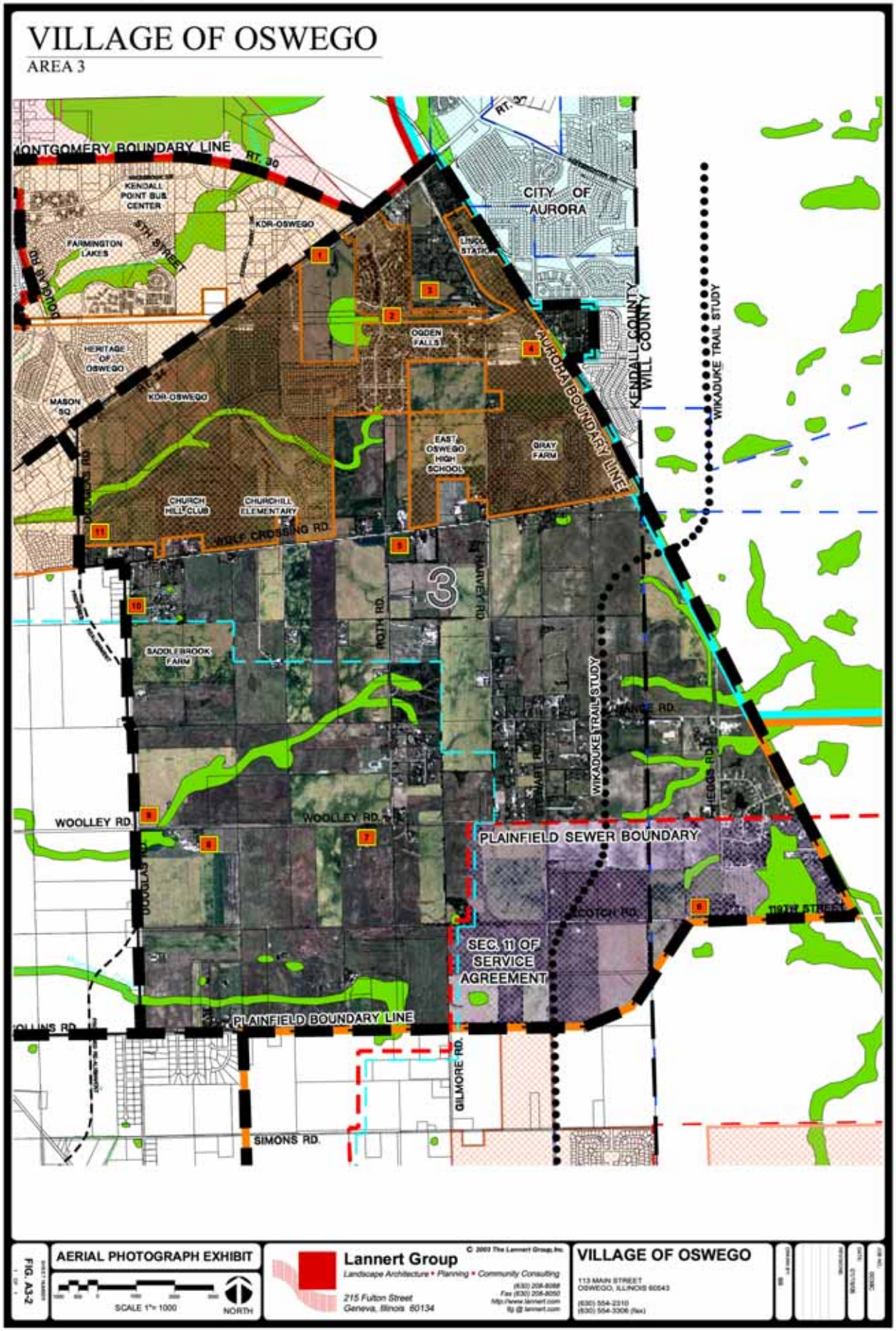


SITE LOCATION

Area 3 is located at the far eastern edge of the Village of Oswego's overall planning areas. There is a combination of Village boundary limits and natural features that help establish the area's boundaries. The Aurora corporate limits lie east of the planning area and the Plainfield corporate limits run along the southern edge. The southwest triangle of the planning area lies within Will County. Area 3 is bounded to the west by Douglas Road and to the north by Route 34, to the east by Route 30 and on the south by Collins Road. The Area 3 Location exhibit displays the limits with a dashed boundary. A hatched orange pattern shows Oswego's corporate limits.

Most of Area 3 is included in the Oswego School District 308. All of Area 3 is included within the Oswego Fire Protection District, the Oswego Library and Oswegoland Park District. The Fox Metro Water Reclamation District FPA boundary line runs through Area 3 site. The southeast corner of the planning area will be served by the Plainfield FPA boundary.

An aerial photograph is provided to show the corporate limits of Oswego, the unincorporated county estate lot subdivisions, natural features (green), and proposed WIKADUKE Trail location. Site photographs with their locations shown on the aerial exhibit are included to reflect the character of Area 3.


VILLAGE OF OSWEGO
AREA 3
MONTGOMERY BOUNDARY LINE
RT. 30
KENDALL POINT SUB CENTER
KDR-OSWEGO
FARMINGTON LAKES
5TH STREET
DOUGLAS RD.
HERITAGE OF OSWEGO
MASON SQ.
KDR-OSWEGO
CITY OF AURORA
OGDEN FALLS
AURORA BOUNDARY LINE
KENDALL COUNTY
WILL COUNTY
WIKADUKE TRAIL STUDY
EAST OSWEGO HIGH SCHOOL
GRAY FARM
CHURCH HILL CLUB
CHURCHILL ELEMENTARY
WOLF CROSSING RD.
HARVEY RD.
ROTH RD.
SADDLEBROOK FARM
WIKADUKE TRAIL STUDY
WOOLLEY RD.
WOOLLEY RD.
PLAINFIELD SEWER BOUNDARY
SCOTCH RD.
SEC. 11 OF SERVICE AGREEMENT
PLAINFIELD BOUNDARY LINE
GILMORE RD.
SIMONS RD.
AERIAL PHOTOGRAPH EXHIBIT
FIG. A3-2
SCALE 1"= 1000
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VILLAGE OF OSWEGO

AREA 3

1 VIEW OF AN EXISTING RESIDENTIAL DEVELOPMENT FROM ROUTE 34.

2 VIEW OF COM. ED. UTILITY CORRIDOR LEADING FROM DOUGLAS ROAD ON THE WEST SIDE OF THE VILLAGE AND TRAVELING EAST TO ROUTE 30.

3 OPEN FARMLAND BEHIND OGDEN FALLS DEVELOPMENT WITH NATURAL VEGETATION IN THE BACKGROUND.

4 ENTRANCE INTO THE HIGHLAND BUSINESS CENTER AND INDUSTRIAL PARK ALONG ROUTE 30.

5 A VIEW OF THE MAGICAL GARDEN NURSERY AT THE INTERSECTION OF WOLF CROSSING ROAD AND ROTH ROAD.

6 OPEN FIELD WITH TREE HEDGEROW AND FARM HOUSING IN THE DISTANCE ALONG SCOTCH ROAD.

FIG. A3-3

AREA PHOTOGRAPHS 1-6

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VILLAGE OF OSWEGO

AREA 3

7 A VIEW OF AN EXISTING FARMSTEAD ALONG DOUGLAS ROAD.

8 A VIEW OF A HORSE FARM ALONG WOOLLEY ROAD WITH TREE HEDGEROWS IN THE DISTANCE WHICH SERVES AS A NATURAL BOUNDARY LINE.

9 A VIEW OF THE DRAINAGE SWALE ALONG DOUGLAS ROAD BETWEEN TWO EXISTING FARM FIELDS.

10 EDGE OF ROADWAY ALONG DOUGLAS ROAD, WITH PLOT OF FARMLAND, NATURAL VEGETATION AND SINGLE FAMILY HOUSE IN BACKGROUND.

11 VIEW OF THE CHURCH HILL CLUB PLANNED UNIT DEVELOPMENT OFF OF DOUGLAS ROAD.

FIG. A3-4

AREA PHOTOGRAPHS 7-11

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EXISTING CONDITIONS

Area 3 is a relatively undeveloped area east of the Village of Oswego. There are many farmsteads, single family homes on county lots, and farm fields in the central and southern portion of the area. The new Oswego East High School, an elementary school, and several planned unit developments have been developed north of Wolf Crossing Road. The recently approved Prairie Market development is the largest commercial area in the Village. The WIKUDUKE Trail will be an important element within Area 3, traveling along the eastern boundary of the site. This roadway will be a new regional arterial proposed in conjunction with Kendall County and several municipalities, and will become the north/south connector between Aurora and Joliet.

Transportation

The major thoroughfares that carry traffic throughout Area 3 exist along the boundaries of the area, which include Route 30 and Route 34. Douglas, Wolf, and Collins Roads are also important roadways that connect Area 3 to the rest of the Village.

Route 30 travels along the eastern border of the Village parallel to the Aurora boundary line. Route 30 intersects the WIKADUKE Trail at the midpoint of the planning area and Route 34 at the northeast corner. Route 30 continues north to the City of Aurora and south into the Village of Plainfield. Route 34 continues northeasterly to the City of Naperville.

Douglas Road serves as a north-south minor arterial road which begins in Montgomery north of the Kendall County line and terminates in Area 6 at Plainfield Road. Collins and Wolf Crossing Roads serve as east-west minor arterial roadways. Wolf Crossing Road connects Area 3 to Oswego's downtown and ends at Route 30. Collins Road serves as the planning limits for Area 3; this road starts at Grove Road and ends at Stewart Road. Wooley Road, a collector road is also an east-west through-road. With new development proposed in the future, there will be a need for additional north-south and east-west access to connect the area and provide efficient vehicular circulation.

The WIKADUKE Trail (Will, Kane, DuPage, and Kendall County) located on the eastern boundary of Area 3 is a proposed roadway that will connect northbound and southbound traffic from I-88 to I-80. The WIKADUKE Trail will be a limited access arterial roadway which will traverse through the Villages of Plainfield, Minooka, and Oswego, and the Cities of Joliet and Aurora. This regional road is proposed as a parkway to accommodate both pedestrian and vehicular traffic.

Physical Features

Area 3 contains a significant amount of farmland and open spaces. Several drainage swales meander throughout the site surrounded by tree clusters. Tree lined borders tend to outline the

Image A3-1: *Open farmland behind Ogden Falls development*

Image A3-2: *View of a drainage swale along Douglas Road*

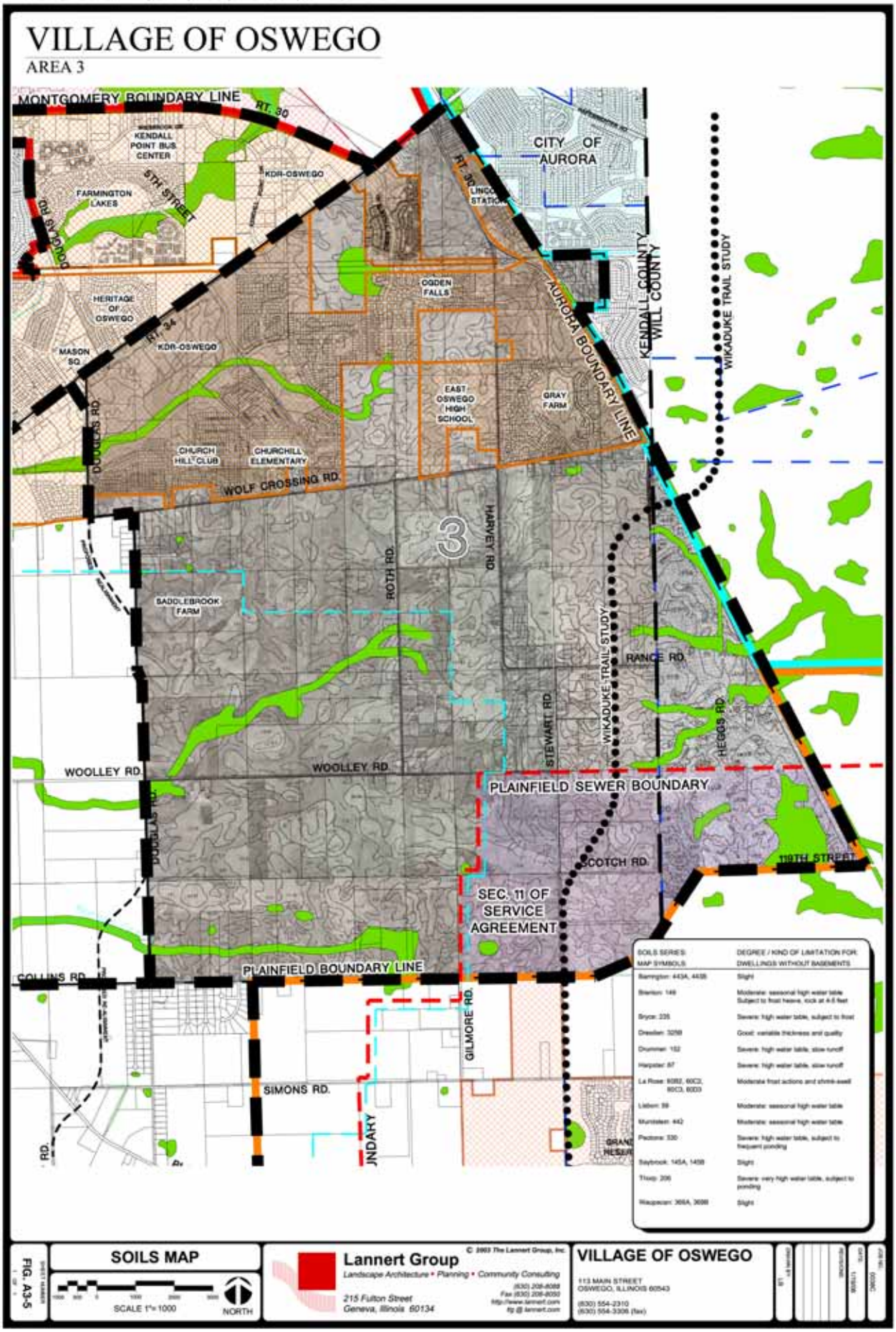
limits of existing farm fields. Estate, single family lots are surrounded by tree clusters and vegetation that has existed for decades.

Area 3 also has large swaths of open space which serve as drainage corridors dispersed throughout the area; these drainage ways create opportunities for linking additional park land and useable open space amenities. It is important to preserve these areas and to incorporate them into future development.

Results from the soil study were compiled from the Soil Survey of Kendall County. The information included has been generalized for the study of build-able soils for future development in Area 3.

Area 3 has a classification of 3, 5, and 6. The area classified as 3 is described as Waupecan-Dresden-Brenton association: nearly level to gently sloping, well drained to somewhat poorly drained soils that formed in silt loam and the underlying sand and gravel. The area classified as a 5 is described as Saybrook-Drummer-LaRose association: well drained to poorly drained, nearly level to strongly sloping soils that formed in silt loam material and the underlying silt loam to loam glacial till. The area classified as 6 is described as Drummer-Mundelein-Brenton association: nearly level, poorly drained, and somewhat poorly drained soils that formed in silt loam material and underlying glacial out wash.

The exhibit, Area 3 Soils Map, illustrates a more detailed layout of the soils and includes soil categories in numeric form. Most of the erodible soils are located along the drainage ways and have steeper slopes along their banks.


VILLAGE OF OSWEGO
AREA 3
MONTGOMERY BOUNDARY LINE
RT. 30
KENDALL POINT BUS CENTER
FARMINGTON LAKES
5TH STREET
DOUGLAS RD.
KDR-OSWEGO
CITY OF AURORA
LINCOLN STATION
HERITAGE OF OSWEGO
MASON SQ.
RT. 34
OGDEN FALLS
AURORA BOUNDARY LINE
KENDALL COUNTY
WILL COUNTY
WIKADUKE TRAIL STUDY
EAST OSWEGO HIGH SCHOOL
GRAY FARM
CHURCH HILL CLUB
CHURCHILL ELEMENTARY
WOLF CROSSING RD.
3
HARVEY RD.
ROTH RD.
SADDLEBROOK FARM
RANCE RD.
STEWART RD.
HEGGS RD.
WOOLLEY RD.
PLAINFIELD SEWER BOUNDARY
SCOTCH RD.
119TH STREET
SEC. 11 OF SERVICE AGREEMENT
COLLINS RD.
PLAINFIELD BOUNDARY LINE
GILMORE RD.
SIMONS RD.
SOILS SERIES/ MAP SYMBOLS
DEGREE / KIND OF LIMITATION FOR DWELLINGS WITHOUT BASEMENTS
Barrington: 443A, 443B — Slight
Brenton: 149 — Moderate: seasonal high water table. Subject to frost heave, rock at 4-5 feet
Bryce: 235 — Severe: high water table, subject to frost
Dresden: 325B — Good: variable thickness and quality
Drummer: 152 — Severe: high water table, slow runoff
Harpster: 87 — Severe: high water table, slow runoff
La Rose: 60B2, 60C3, 60C3, 60D3 — Moderate frost actions and shrink-swell
Lisbon: 39 — Moderate: seasonal high water table
Muntelem: 442 — Moderate: seasonal high water table
Pecatonica: 530 — Severe: high water table, subject to frequent ponding
Saybrook: 145A, 145B — Slight
Troxy: 206 — Severe: very high water table, subject to ponding
Waupecan: 300A, 300B — Slight
FIG. A3-5
SOILS MAP
SCALE 1"= 1000
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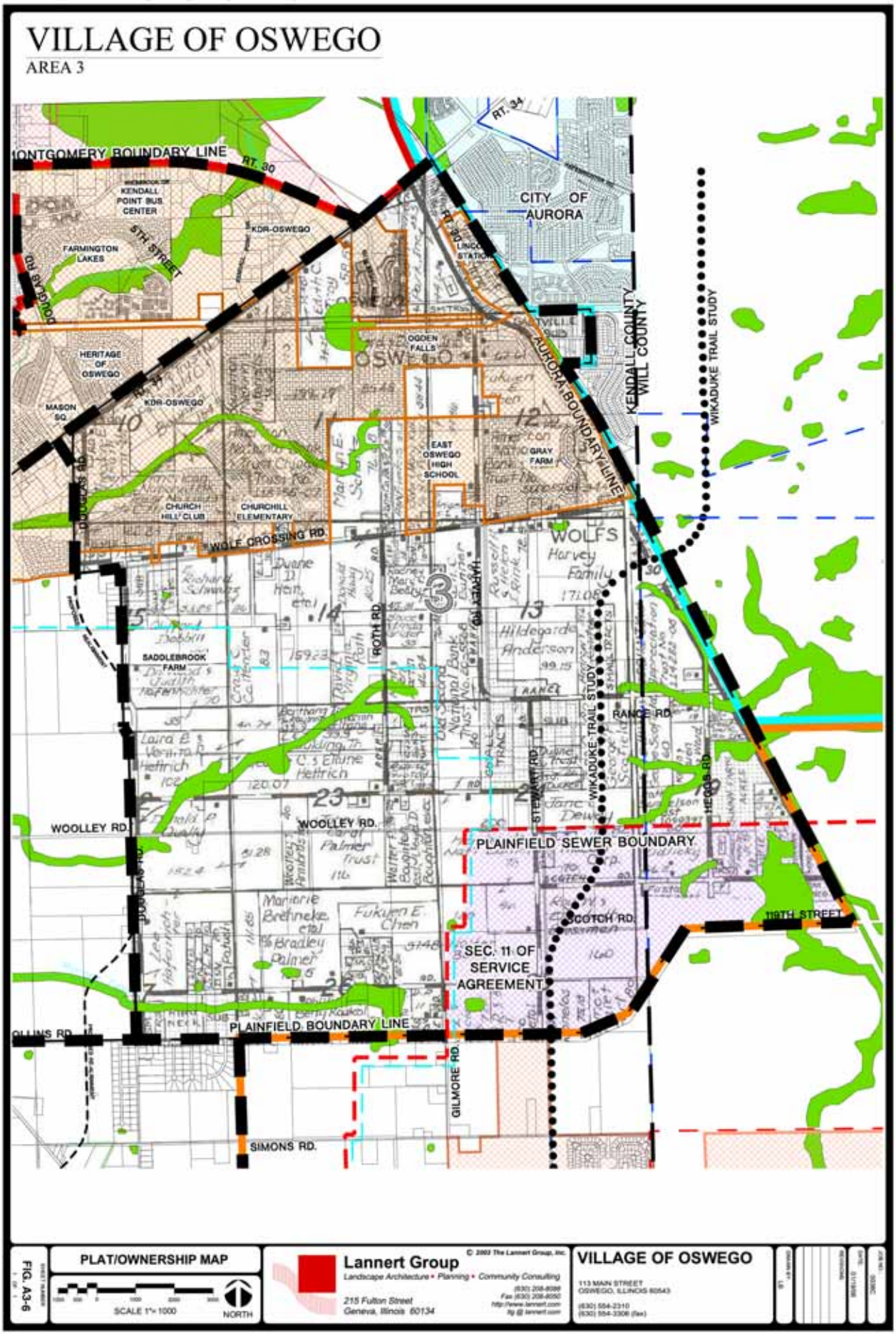
VILLAGE OF OSWEGO
AREA 3
MONTGOMERY BOUNDARY LINE
RT. 30
RT. 34
KENDALL POINT BUS. CENTER
FARMINGTON LAKES
5TH STREET
KDR-OSWEGO
CITY OF AURORA
OGDEN FALLS
HERITAGE OF OSWEGO
MASON SQ.
KDR-OSWEGO
AURORA BOUNDARY LINE
KENDALL COUNTY
WILL COUNTY
WIKADUKE TRAIL STUDY
EAST OSWEGO HIGH SCHOOL
GRAY FARM
CHURCH HILL CLUB
CHURCHILL ELEMENTARY
WOLF CROSSING RD.
WOLFS
ROTH RD.
HARVEY RD.
SADDLEBROOK FARM
RANCE RD.
WIKADUKE TRAIL STUDY
STEWART RD.
HEGGS RD.
WOOLLEY RD.
WOOLLEY RD.
PLAINFIELD SEWER BOUNDARY
SCOTCH RD.
119TH STREET
SEC. 11 OF SERVICE AGREEMENT
PLAINFIELD BOUNDARY LINE
GILLIGAN RD.
GILMORE RD.
SIMONS RD.
DOUGLAS RD.
PLAT/OWNERSHIP MAP
SCALE 1"= 1000
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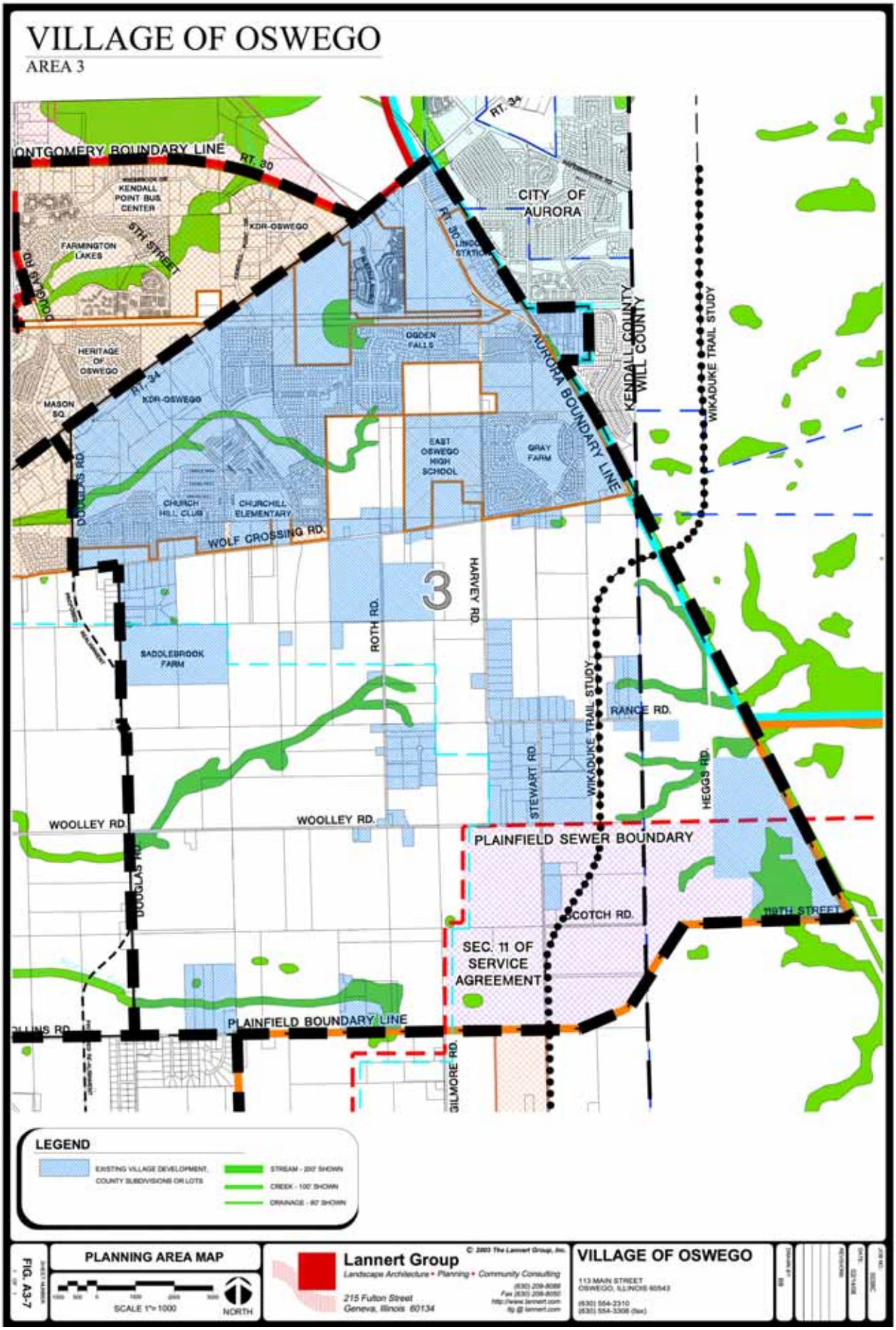
FIG. A3-6


VILLAGE OF OSWEGO
AREA 3
ONTGOMERY BOUNDARY LINE
RT. 30
RT. 34
KENDALL POINT BUS. CENTER
FARMINGTON LAKES
5TH STREET
DOUGLAS RD.
KDR-OSWEGO
CITY OF AURORA
HERITAGE OF OSWEGO
MASON SQ.
OGDEN FALLS
AURORA BOUNDARY LINE
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GRAY FARM
CHURCH HILL CLUB
CHURCHILL ELEMENTARY
WOLF CROSSING RD.
3
HARVEY RD.
ROTH RD.
SADDLEBROOK FARM
RANCE RD.
STEWART RD.
HEGGS RD.
WOOLLEY RD.
PLAINFIELD SEWER BOUNDARY
SCOTCH RD.
SEC. 11 OF SERVICE AGREEMENT
PLAINFIELD BOUNDARY LINE
GILMORE RD.
LEGEND
EXISTING VILLAGE DEVELOPMENT, COUNTY SUBDIVISIONS OR LOTS
STREAM - 200' SHOWN
CREEK - 100' SHOWN
DRAINAGE - 60' SHOWN
FIG. A3-7
PLANNING AREA MAP
SCALE 1"= 1000
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DENSITY STUDY

Each planning area contains a density study which shows the overall density for the area. The Density Study exhibit illustrates density bands radiating out from the downtown area. These bands are assigned a density and an open space percentage allocation. The density from the downtown radiates from a more concentrated density near the center decreasing to a less dense area as one moves towards the outer edges of the planning areas. In addition, larger percentages of open space are designated toward the outer limits of the planning areas to serve as a buffer.

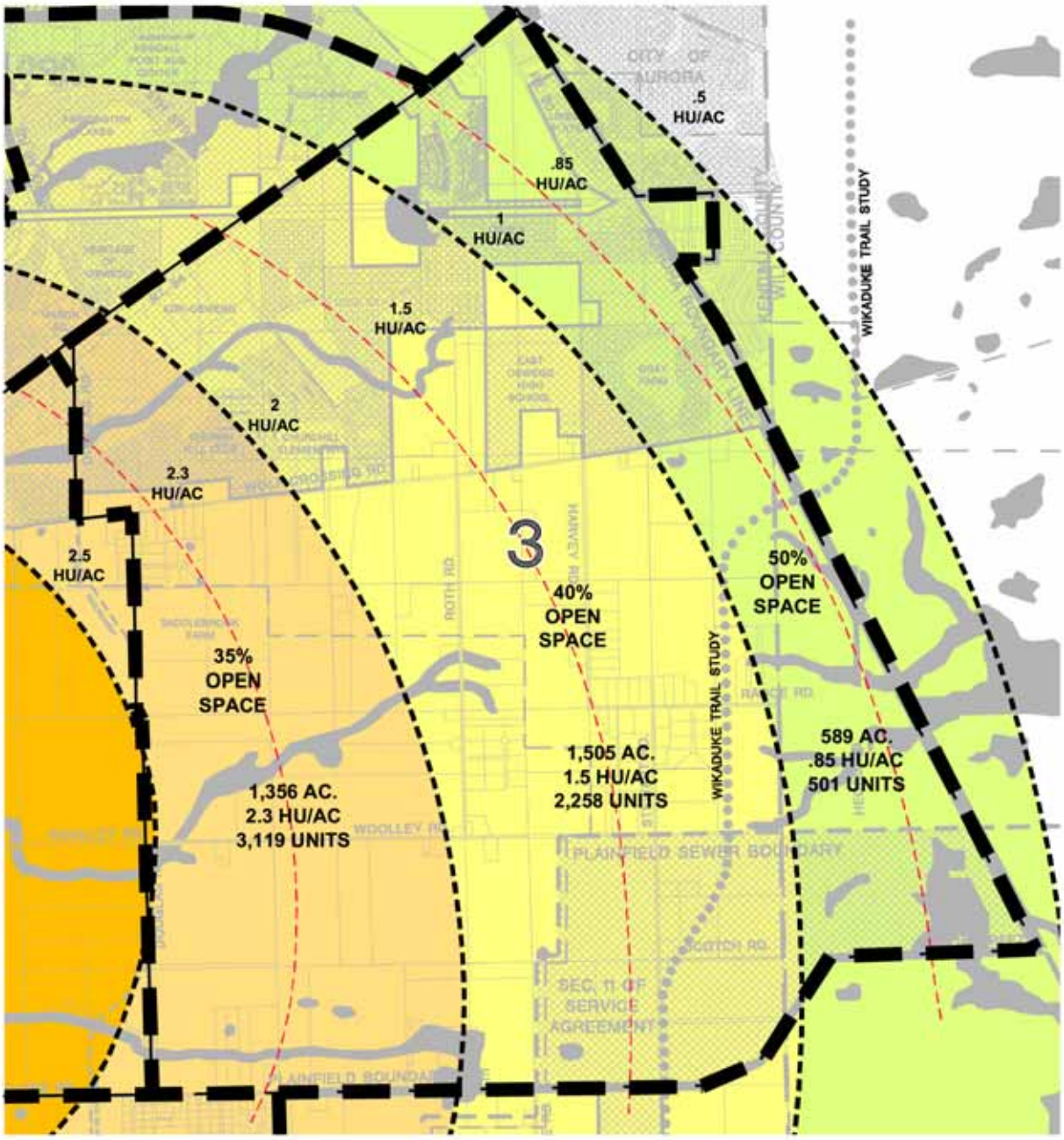
Area 3 is located at the far eastern edge of the Village of Oswego's overall planning area. Since the area is near the border of the community, it is appropriate that the edge of this area contain a lower density. In addition, there is to be a larger percentage of open space towards the outer limits of the planning areas to provide a buffer. However, it is important to note that the northern and eastern planning limits run along major transportation routes and a third major transportation route is planned to run through this area. These roadways will influence where village nodes are located and will ultimately alter the final density calculations (discussed in more detail in the Village Node Density Study).

The Density Study exhibit illustrates density bands radiating out from the downtown area. These bands are assigned a density and an open space percentage. The green band shown on the outer edge is at the lowest density (between .5 housing units/acre and 1 housing units/acre) and has a designated 50% open space. The study area lies on the edge of the green band, a .85 housing units/acre density was determined. To calculate the number of units, .85 hu/ac was applied to the equation: developable acreage x proposed density = number of units. The amount that was calculated was 501 units. The yellow density band in the middle was calculated with a 1.5 hu/ac because the study area was between 1 hu/ac and 2 hu/ac. 2,258 units were calculated and 40% open space was designated for the yellow density band. The tan density band was calculated at 2.3 hu/ac because the study area was between 2 hu/ac and 3 hu/ac. 3,119 units were determined and 35% open space was designated. The total number of units from this density study for Area 3 is 5,878 units on 3,450 developable acres.*

* Developable Acreages were determined by excluding newly developed neighborhoods, county estate lots, single family lots, major roads, and existing drainage ways.

VILLAGE OF OSWEGO

AREA 3



AREA TOTALS

DEVELOPABLE ACREAGE	3,450 ACRES
TOTAL UNITS	5,878 UNITS

FIG. A3-8

DENSITY STUDY

SCALE 1"= 1000'

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VILLAGE NODE DENSITY

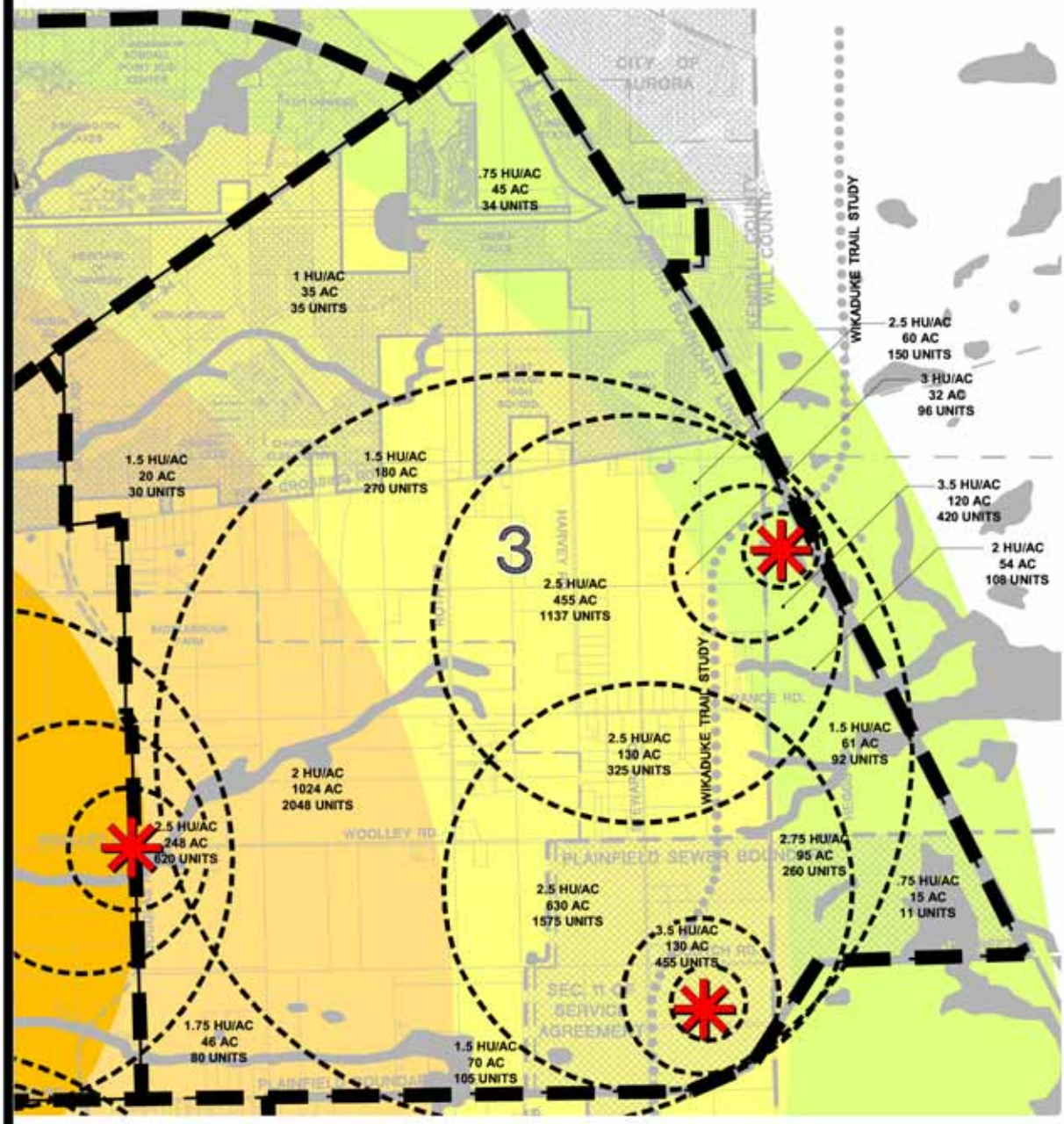
In many communities, it is common that commercial areas develop along major roads and at key intersections. Area 3 is a unique area in that there are two commercial nodes planned along the proposed WIKADUKE Trail. The two sites along the Trail are located at the intersection of Route 30 and at the intersection of Collins Road as it crosses into Plainfield at the boundary line. Another commercial node that was considered in the Village Node Density calculations is near the intersection of Woolley Road and Douglas Road. This node is partially in Area 3 while mostly located in Area 4. Placing smaller commercial centers along main transportation routes with radiating densities creates a comprehensible and walkable community.

These nodes are shown on the Density Study with Village Node Influence exhibit. Within this plan, the red star represents the commercial node, with concentric circles radiating from the star demonstrating decreasing densities as the area moves from the focus. Near the center of the node, intense development with higher densities is encouraged. Land farther from the node should have lower densities denoting less intensity. The density (hu/acre) and possible number of units is shown on the density plan for each respective area.

For Area 3 the total developable acreage is 3,450 acres, which is the same as the overall density study. However, the village node calculated units total 7,851, a difference of 1,973 units from the overall density study of 5,878. This difference reflects the appropriate location of 2.5 nodes in this area rather than the single node typically planned for the other areas. Once the village nodes were determined and their concentric zones were identified, the unit count increased.

VILLAGE OF OSWEGO

AREA 3



AREA TOTALS

COMMERCIAL NODE	90 ACRES
RESIDENTIAL ACREAGE	3,450 ACRES
TOTAL SITE ACREAGE	**3,540 ACRES**
VILLAGE NODE CALCULATED UNITS	7,851 UNITS
OVERALL DENSITY STUDY UNITS	**5,878 UNITS**

***** NOTE: DENSITY HAS A HIGHER AMOUNT FOR VILLAGE NODE CALCULATED UNITS DUE TO THE MULTIPLE COMMERCIAL NODES IDENTIFIED.

FIG. A3-9

VILLAGE NODE DENSITY STUDY

SCALE 1"= 1000'

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CONCEPT PLAN

After analyzing the existing conditions, soil survey, plat map ownership, and location factors, an overall concept plan was developed. The Concept Plan exhibit shows a conceptual diagram that represents areas of development and open space preservations. For the conceptual plan, each land use's designation is provided with a corresponding color shown in the legend within the Concept Plan exhibit. The color red corresponds to commercial development, pink is a mix commercial development, brown is a mix residential development, yellow is a general residential area, purple is light industry use, blue is institutional use, and green is designated for open space use. The areas surrounding the village nodes are represented with a hatched pattern. This combination of land uses offers additional flexibility for final planning stages. Asterisk symbols represent future school and park allocation needs. The red asterisk represents a future park opportunity, with a yellow asterisk indicating an elementary school, and purple for junior high.

Image A3-3: *An open field along Scotch Road*

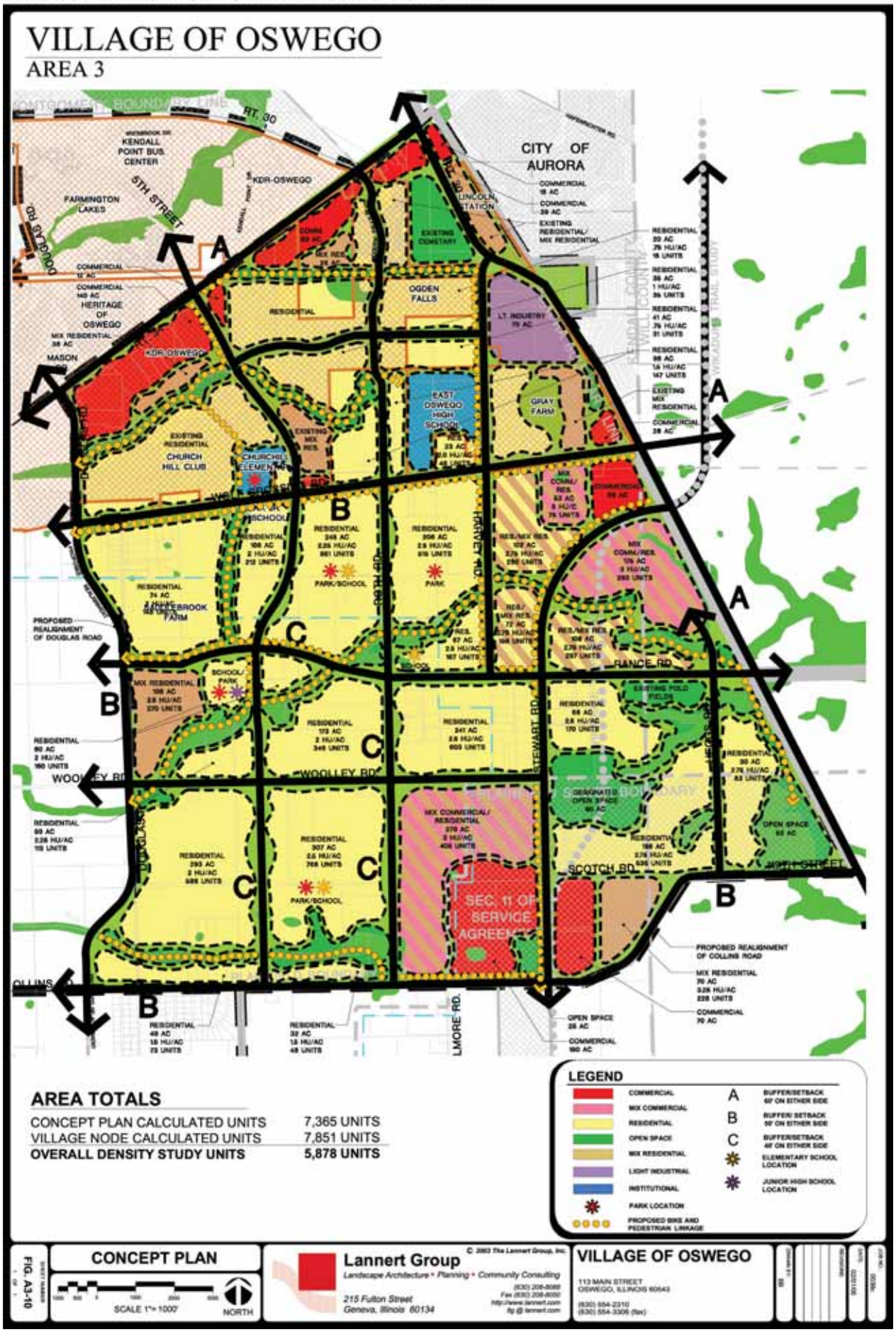
The bubbles with dashed outlines represent the designated land use areas. In addition, the corresponding acreage within each outlined area provides the measurement for that area. The measurement limits were bounded by existing right-of-ways, drainage features, planning area, or jurisdictional limits. Existing subdivisions or dwelling units were excluded from the acreage total. Open spaces are also delineated within the plan with dashed outlines. The total number of developable acres for the density studies and the overall concept plan are approximately the same to maintain consistency.

Open Space Corridors

The open space corridors established the framework for the plan. An open space designation was given to areas where significant streams, creeks, or drainage ways were identified. These open space corridors provide an opportunity to link park locations, school locations, bike and pedestrian paths, and neighborhoods together. In addition, these linkages provide a place where residents can walk or bike and minimize the use of their automobiles.

There is one significant open space corridor that will link the site from the east to the western edge of Area 3. This corridor begins at the intersection of Douglas and Woolley Roads and travels northeast along an existing drainage way. This open space corridor continues east and crosses Roth Road, Harvey Road, and intersects the WIKADUKE Trail. The intent of this open space connection is that it continues across the Trail and into the commercial node. This connection creates an ideal opportunity for residents to walk or bike to the village center. In addition, there are multiple north-south open space connections that link to this major drainage way creating a unified open space network.

Another open space corridor that should be preserved is along Morgan Creek. There is a portion of the creek that runs along the north side of Collins Road. It is proposed that a park and



Village of Oswego Strategic Growth Plan: **Planning Areas**

school site be connected to this drainage way to preserve natural open space and provide an opportunity for outdoor educational experiences.

Path Way Systems

It is recommended that multi-use paths be provided throughout Planning Area 3 to promote a healthy lifestyle for residents and create a walkable, desirable place to live. To create a complete pathway system for Area 3, pathways are proposed to run along major open space corridors and along major transportation routes that could support the width for multi-use Trails. The following roadways would incorporate a multi-use Trail: WIKADUKE Trail, Wolf Crossing Road, Harvey Road, and the continuation of Rance Road. The multi-use trails are identified with small orange circles.

Buffers and Setbacks

Buffers and setbacks will be required along major and minor arterial and collector roadways. Depending on the type of road, three buffer widths were assigned to designated roadways for future improvements. Buffer type A, located along major arterial roads, will have a minimum width of 120'. Buffer type A will occur on Route 30, Route 34, and the WIKADUKE Trail. Buffer type B, located along minor arterial roads, will have a minimum width of 100'. Buffer type B will occur on Collins Road/119th Street, Wolf Crossing Road, and Douglas Road. Buffer C, located along collector roadways, will have a minimum width of 80'. Buffer type C will occur on Woolley Road, Roth Road, the continuation of 5th Street, and the continuation of Rance Road.

* This section will be discussed further in the Transportation Plan.

Commercial Areas

The next step in the planning process identified areas that could develop as commercial nodes. After reviewing the existing conditions, it was apparent that three commercial centers could be supported in Area 3. Identified in the Density Study with Village Node Influence exhibit, the centers were located at the following major intersections: WIKADUKE Trail and Route 30, WIKADUKE Trail and 119th Street, and Douglas Road and Woolley Road.

The commercial center located near the intersection of Route 30 and the WIKADUKE Trail would be a village center that would be uniquely designed to incorporate TOD concepts. This village node would be inviting to pedestrians with its smaller scale buildings, outdoor plazas, indoor/outdoor dining, and connections to open space Trails.

The village node planned for the south along the WIKADUKE Trail would incorporate a larger regional commercial center.

The commercial center at the intersection of Douglas and Woolley Road is the planned village node for Area 4. It is the intent of the Strategic Land Use Plan to have at least one village node for each planning area. This intersection would be the most appropriate location for a node. Therefore, Area 3 is affected by this node and the proposed densities that will support it.

Light Industrial Areas

Within Area 3, the northeast section has an existing light industrial area. It is proposed that the southern area adjacent to this land use be expanded as light industrial. The uses within this area would include distribution, corporate facilities, and/or office spaces.

Residential Areas

The residential areas were established by locating existing housing and existing vacant land that could potentially be developed. It was the intent to keep those areas as general and not define exact boundaries or access points to keep the concept as a flexible and working plan.

Residential Densities

By using the influences of the overall, village

node density study unit counts were assigned to each residential area. The density studies and concept plans were combined and reflected for each bubble. The highest density allocated was 3.25 housing units/acre adjacent to a commercial node. The densities decrease when moving farther away from the commercial center. The lowest density allocated was .75 housing units/acre; these areas lie at the edge of the community.

Image A3-4: Inset of Concept Plan showing school and park locations with greenway connections

School Locations

After the total amount of units was calculated, it was possible to generate the student yield and number of schools needed for Planning Area 3. Student population was established by the Village of Oswego Land/Cash Ordinance and the 1996 Table of Estimated Ultimate Population Per Dwelling Unit Children Per Unit.

Elementary: For every 600 students in the elementary grades, 11 acres of land is needed to plan for a school. It is estimated that 3 elementary schools are needed to fulfill this need for the elementary students.

Junior High: For every 900 students in the junior high grades, 20 acres of land are needed to plan for a school. It is estimated that 1 junior high school is needed to fulfill this need for the junior high students.

High School: For every 2400 students in the high school grades, 80 acres of land are needed to plan for a school. There is not a sufficient amount of un-developed land to support a high school.

A total of 4 schools are needed within this planning area. The locations have been identified on the concept plan.

Park Locations

It is recommended that the park locations are either located near the center of a large residential area or along an open space corridor. Placing park locations along corridors or centralizing them in neighborhoods, ensures that most residents will have easy access to the open space amenities.

VILLAGE OF OSWEGO

AREA 4
STRATEGIC GROWTH PLAN

Area 4
Strategic Growth Plan

TABLE OF CONTENTS

1. Site Location
2. Existing Conditions
3. Density Study Description
4. Concept Plan Description

List of Figures

1.	Area 4 Location Map	A4-1
2.	Aerial Photograph Exhibit	A4-2
3.	Area Photographs 1-6	A4-3
4.	Soils Map	A4-4
5.	Plat/Ownership Map	A4-5
6.	Planning Area Map	A4-6
7.	Density Study	A4-7
8.	Village Node Density Study	A4-8
9.	Concept Plan	A4-9

VILLAGE OF OSWEGO

AREA 4

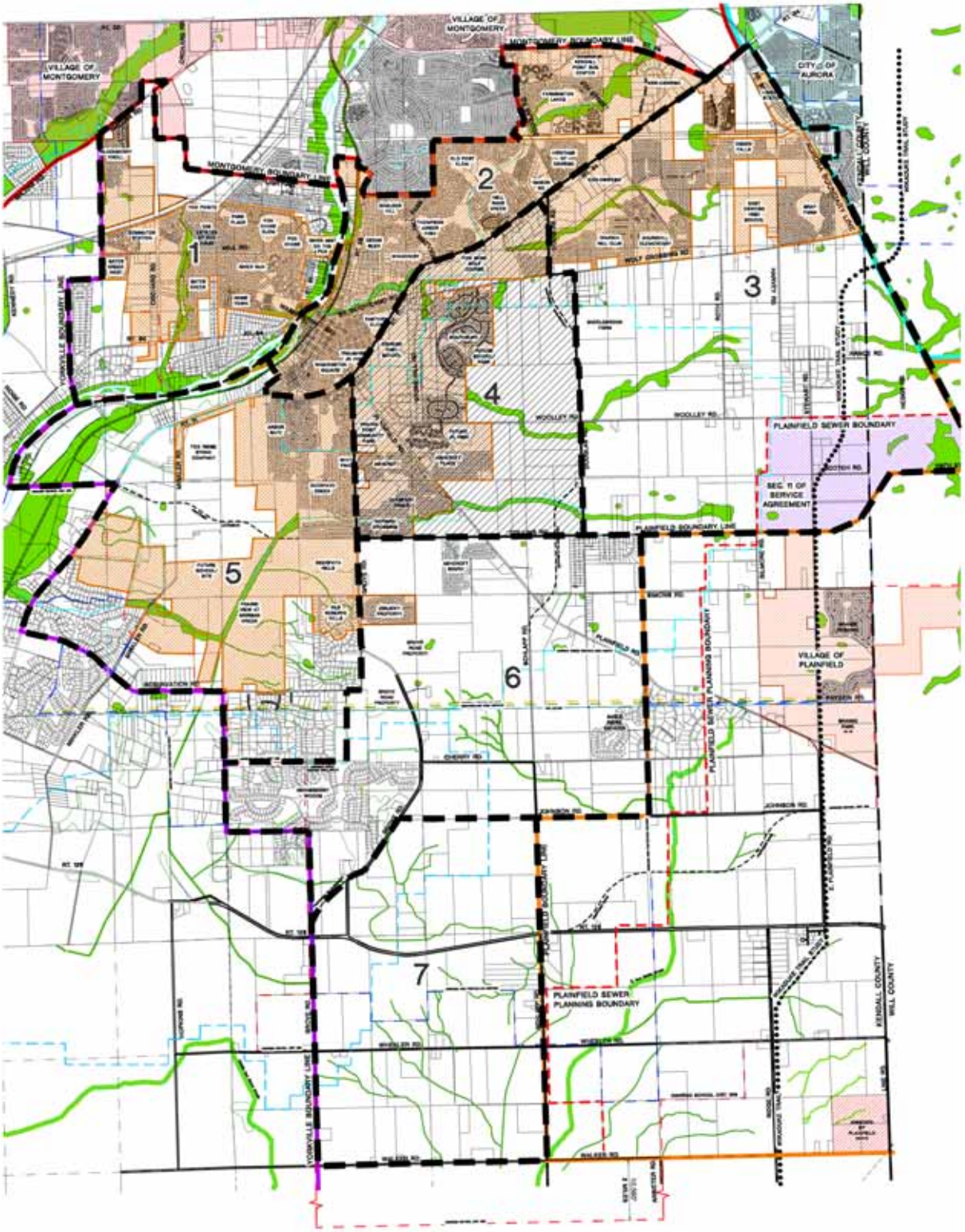


FIG. A4-1

AREA 4 LOCATION MAP

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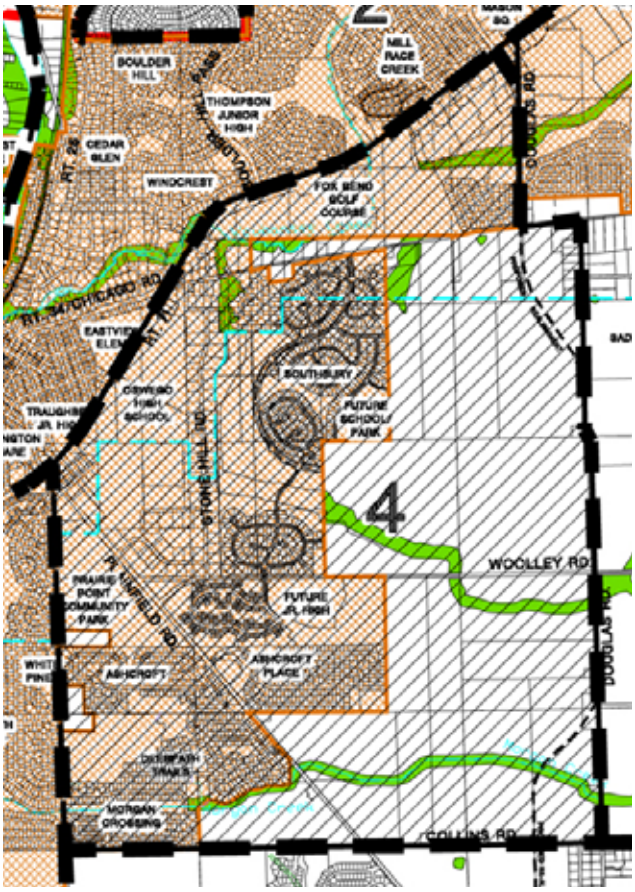

SITE LOCATION

Area 4 is centrally located within the Village of Oswego's overall planning areas. Area 4 Location exhibit displays the limits with a dashed boundary; a hatched pattern shows Oswego's corporate limits. Route 34 is the northern boundary line which transitions into Route 71 at the intersection of Chicago Road. Route 34 continues west into Oswego's downtown. Douglas Road serves as an east boundary line starting at the intersection of Route 34, jogs at Wolf Crossing Road, and continues south to Collins Road. Collins Road represents the southern boundary and Grove Road represents the western boundary of the planning area.

All of Area 4 is included in the Oswego School District 308, Oswego Fire Protection District, Oswego Library, and Oswegoland Park District. The Fox Metro Water Reclamation District FPA boundary line runs through the Area 4 site.

VILLAGE OF OSWEGO

AREA 4

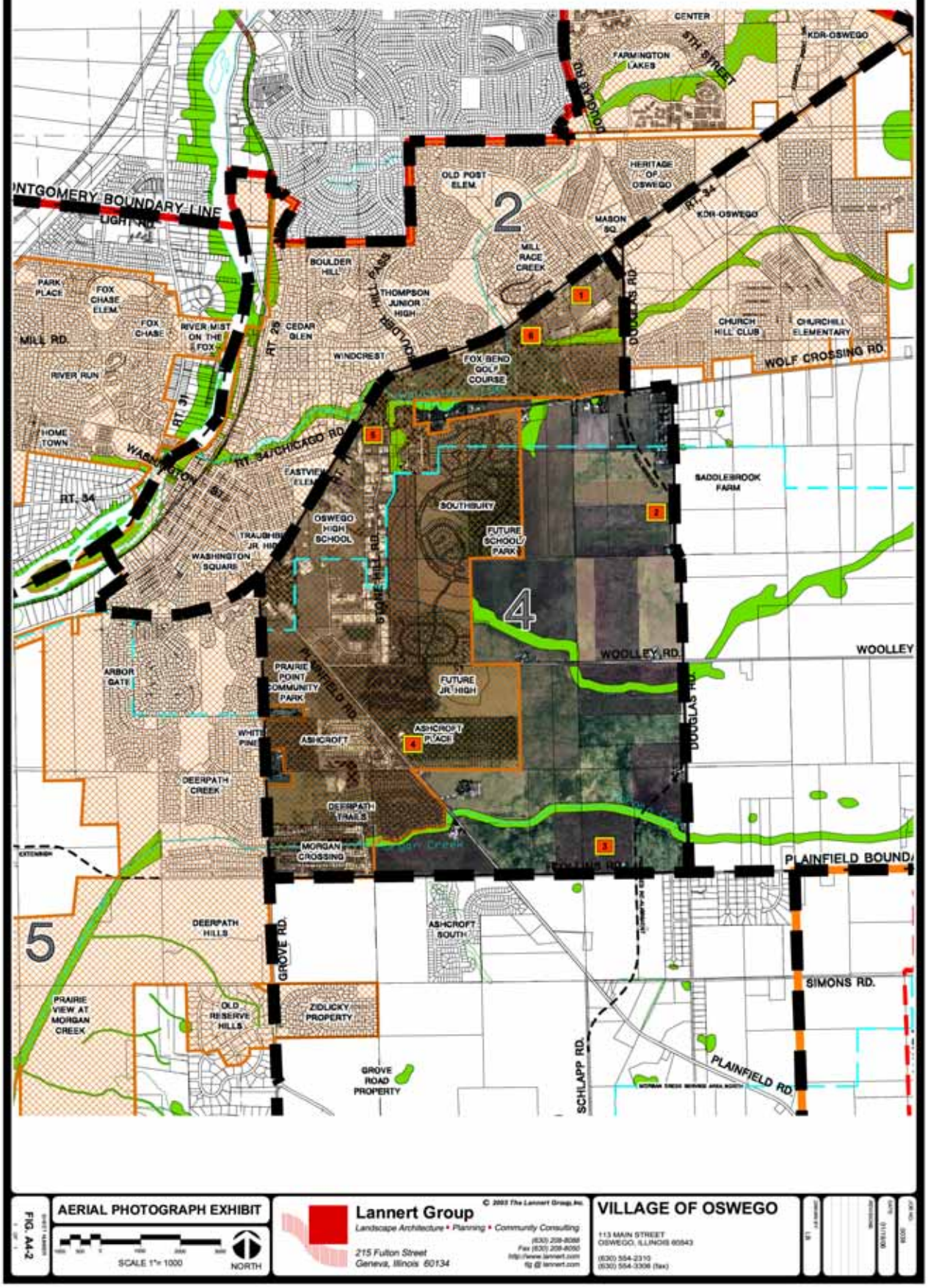

FIG. A4-2

AERIAL PHOTOGRAPH EXHIBIT

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VILLAGE OF OSWEGO

AREA 4

1 COMMERCIAL DEVELOPMENT ALONG ROUTE 34 TOWARD THE INTERSECTION OF DOUGLAS ROAD.

2 OPEN FIELDS ALONG DOUGLAS ROAD WITH RESIDENTIAL DEVELOPMENT IN BACKGROUND.

3 VIEW OF FARMFIELD IN DISTANCE ALONG COLLINS ROAD WITH TREE HEDGEROWS.

4 RESIDENTIAL ROAD WITHIN THE ASHCROFT DEVELOPMENT, LOCATED IN PROXIMITY TO PLAINFIELD ROAD.

5 INDUSTRIAL BUILDINGS ALONG WOLF CROSSING ROAD MOVING TOWARD ROUTE 71.

6 A VIEW OF FOX BEND GOLF COURSE, LOCATED ALONG ROUTE 34.

FIG. A4-3

AREA PHOTOGRAPHS 1-6

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EXISTING CONDITIONS

The western half of Area 4 is developed with the eastern half mostly agriculture. Along its northwestern boundary, Area 4 contains planned unit developments, schools, open spaces, light industrial, and commercial uses. South of these developments are additional planned unit developments, which include Morgan Crossing, Deerpath Trails, and Ashcroft Place. There are several farmsteads and natural swales located along the eastern side of the planning area. The northern boundary of Area 4, along Route 34, includes Fox Bend Golf Course and existing established commercial uses. The Oswego high school that fronts on Route 71 and the Oswego Park District's Centennial Park, fronting on Plainfield and Grove Road, are major open space uses.

Image A4-1: *Existing Conditions Comic*
(Source: Hedman, "Stop Me Before I Plan Again")

Transportation

Plainfield Road, Route 34, and Route 71 are major thoroughfares that carry traffic around and through Area 4. Douglas and Collins Roads are also important roadways that run along the east and south boundaries.

Route 34 originates from the east through Naperville along the north edge of Planning Area 4 and transitions west towards Oswego's downtown at the intersection of Chicago Road with Route 71, continuing westward into Yorkville.

Plainfield Road intersects Route 71 and travels south toward the Village of Plainfield, bisecting Area 4. Plainfield Road also intersects Collins Road at the midpoint of the southern limits. Route 71 transitions from Route 34 at the Route 34/Chicago Road and Wolf Crossing Road intersection in the northern section of the Planning Area. Route 71 continues southwesterly toward the City of Yorkville.

Douglas Road serves as a north-south minor arterial road which begins north of Kendall County and terminates in Area 6 at Plainfield Road. Douglas Road will be realigned for continuity as a major arterial along the eastern edge of Area 4 and south through Area 6. Collins, Woolley, and Wolf Crossing Roads serve as minor east-west arterial roadways. These roadways have established good access through the area and will become upgraded as development continues.

Physical Features

Area 4 contains large amounts of open space serving as recreational and park uses. The Fox Bend Golf Course is located along Route 34 and connects the northern section of Area 3 with natural swales. The Oswegoland Park District's headquarters and Centennial Park are located along Plainfield and Grove Roads. This open space area is connected by natural swales that meander south of the area parallel to Woolley and Collins Roads. The existing drainage ways and swales create opportunities for open space corridors and pedestrian linkages throughout the development area.

Area 4 also has a significant number of farmsteads surrounded by open fields and vegetation in the form of hedgerows. Clusters of mature trees exist around farmsteads and on scattered woodlots. Preservation of these canopy trees will impact the land use plan.

Image A 4-2: *An existing commercial development along Route 34 near its intersection with Douglas Road.*

An aerial photograph is provided to show the corporate limits of Oswego, the unincorporated county estate lot subdivisions, and natural features (green). Site photographs with their locations shown on the aerial exhibit are included to reflect the character of Area 4.

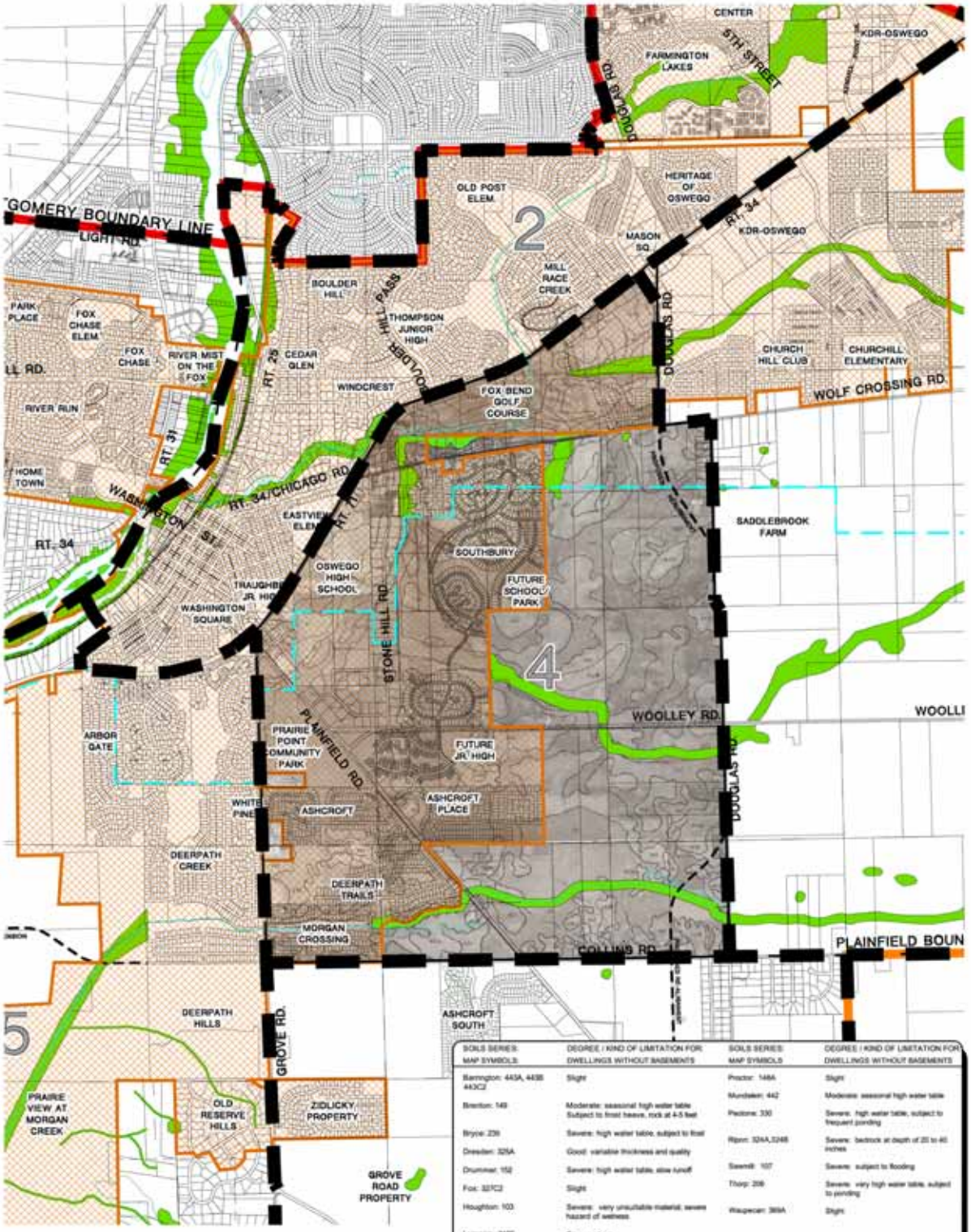
Results from the soil study were compiled from the Soil Survey of Kendall County. The information included has been generalized for the study of build-able soils for future development.

Area 4 has a classification of 2 and 6. The area classified as 2 is described as Millington-Lorenzo-Fox association: nearly level, poorly drained soils that formed in silt loam sediment and gently sloping to very steep, well-drained soils that formed in dominantly sandy loam to silty clay loam material and the underlying sand and gravel. The area classified as a 6 is described as Drummer-Mundelein-Brenton association: nearly level, poorly drained and somewhat poorly drained soils that formed in silt loam material and underlying glacial outwash.

The Area 4 Soils Map illustrates a more detailed layout of the soils and includes soil categories and a limitation chart. Most of the erodible soils are located along the drainage ways and have steeper slopes along their banks.

VILLAGE OF OSWEGO

AREA 4



SOILS SERIES: MAP SYMBOLS	DEGREE / KIND OF LIMITATION FOR: DWELLINGS WITHOUT BASEMENTS	SOILS SERIES: MAP SYMBOLS	DEGREE / KIND OF LIMITATION FOR: DWELLINGS WITHOUT BASEMENTS
Barrington: 443A, 443B 443C2	Slight	Proctor: 148A	Slight
Brenton: 149	Moderate: seasonal high water table Subject to frost heave, rock at 4-5 feet	Mundelein: 442	Moderate: seasonal high water table
Bryce: 236	Severe: high water table, subject to frost	Pecatonica: 330	Severe: high water table, subject to frequent ponding
Dresden: 325A	Good: variable thickness and quality	Ripon: 324A,324B	Severe: bedrock at depth of 20 to 40 inches
Drummer: 152	Severe: high water table, slow runoff	Sawmill: 107	Severe: subject to flooding
Fox: 327C2	Slight	Thorp: 206	Severe: very high water table, subject to ponding
Houghton: 103	Severe: very unsuitable material, severe hazard of wetness	Waupecan: 369A	Slight
Lorenzo: 318F	Severe slope		
Plattville: 240A,240B	Moderate: bedrock at depth of 3 to 5 feet		

FIG. A4-4

SOILS MAP

SCALE 1"= 1000

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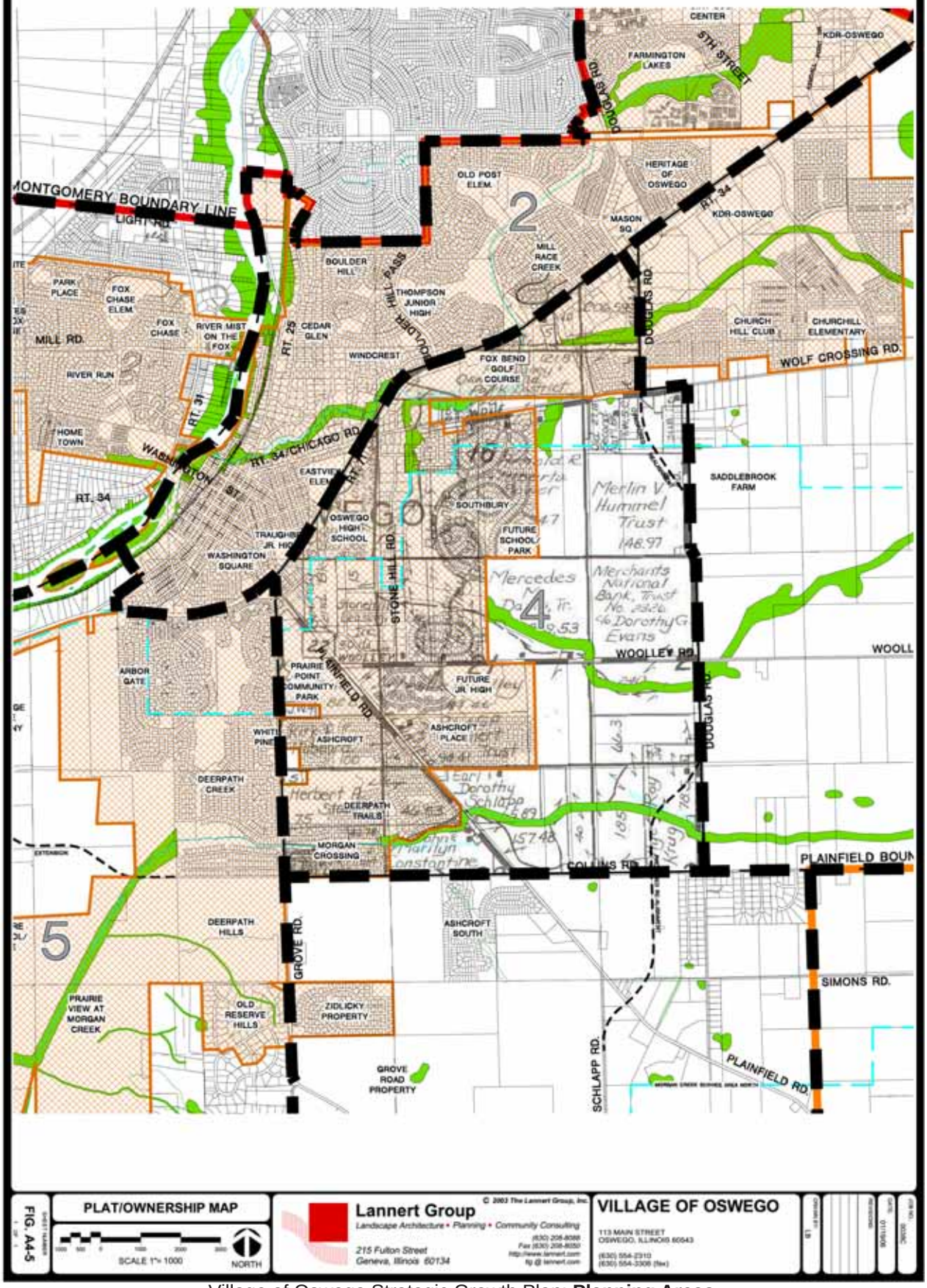

FIG. A4-5

PLAT/OWNERSHIP MAP

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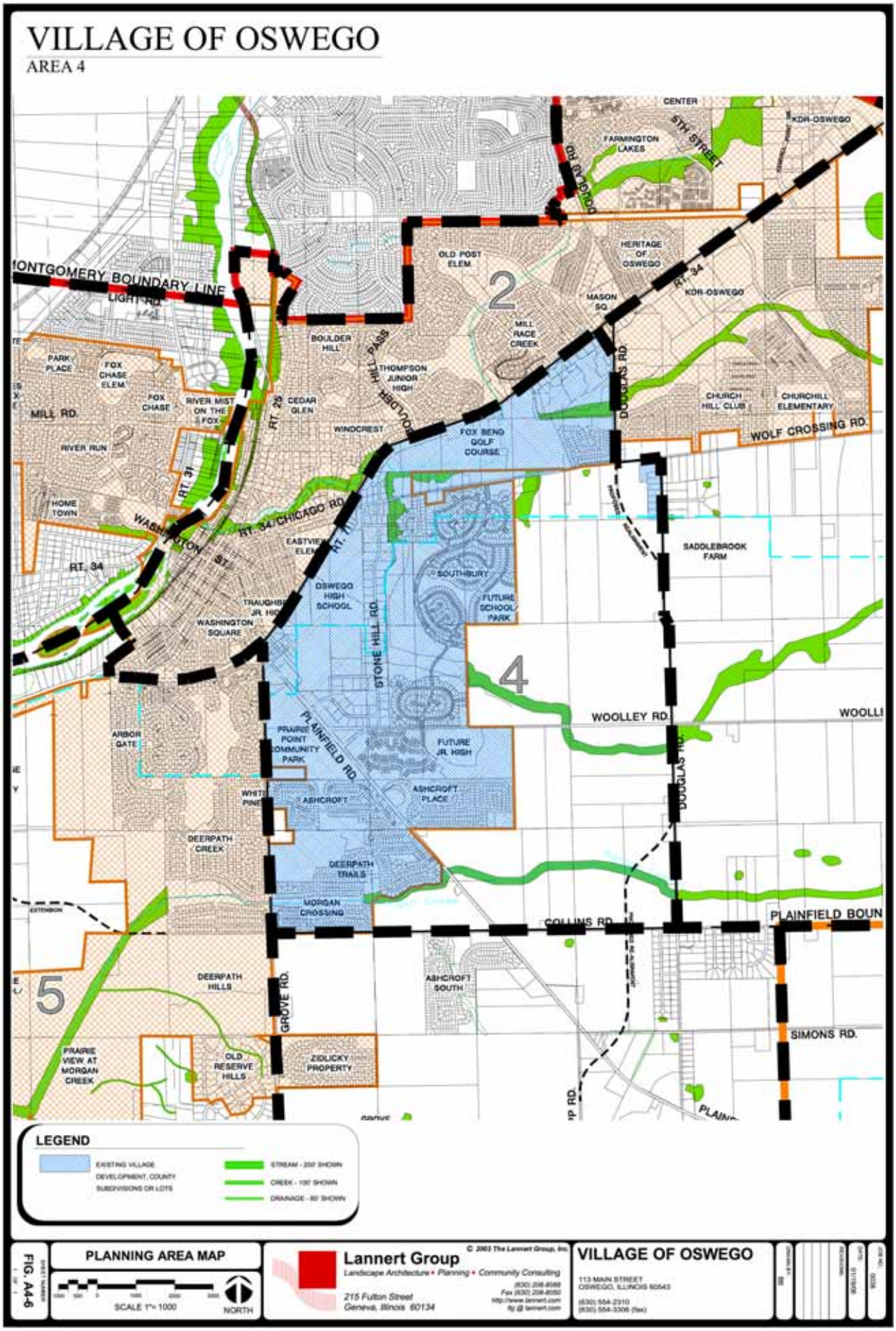
VILLAGE OF OSWEGO
AREA 4
MONTGOMERY BOUNDARY LINE
LIGHT RD.
CENTER
5TH STREET
KDR-OSWEGO
FARMINGTON LAKES
DOUGLAS RD.
HERITAGE OF OSWEGO
OLD POST ELEM.
2
MASON SQ.
RT. 34
KDR-OSWEGO
MILL RACE CREEK
BOULDER HILL
BOULDER HILL PASS
THOMPSON JUNIOR HIGH
PARK PLACE
FOX CHASE ELEM.
FOX CHASE
RIVER MIST ON THE FOX
MILL RD.
RT. 25
CEDAR GLEN
WINDCREST
FOX BEND GOLF COURSE
CHURCH HILL CLUB
CHURCHILL ELEMENTARY
WOLF CROSSING RD.
RIVER RUN
RT. 31
HOME TOWN
RT. 34/CHICAGO RD.
WASHINGTON ST.
RT. 34
EASTVIEW ELEM.
RT. 71
SADDLEBROOK FARM
SOUTHBURY
OSWEGO HIGH SCHOOL
FUTURE SCHOOL PARK
TRAUGHBER JR. HIGH
WASHINGTON SQUARE
STONE HILL RD.
4
WOOLLEY RD.
WOOLLI
ARBOR GATE
PRAIRIE POINT COMMUNITY PARK
PLAINFIELD RD.
FUTURE JR. HIGH
WHITE PINE
ASHCROFT
ASHCROFT PLACE
DOUGLAS RD.
DEERPATH CREEK
DEERPATH TRAILS
MORGAN CROSSING
COLLINS RD.
PLAINFIELD BOUN
5
DEERPATH HILLS
GROVE RD.
ASHCROFT SOUTH
SIMONS RD.
PRAIRIE VIEW AT MORGAN CREEK
OLD RESERVE HILLS
ZIDLICKY PROPERTY
LEGEND
EXISTING VILLAGE DEVELOPMENT, COUNTY SUBDIVISIONS OR LOTS
STREAM - 200' SHOWN
CREEK - 100' SHOWN
DRAINAGE - 60' SHOWN
FIG. A4-6
PLANNING AREA MAP
SCALE 1"= 1000
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DENSITY STUDY

Each planning area contains a density study which shows the overall density for the area. The Area 4 Density Study exhibit illustrates density bands radiating out from the downtown area. These bands are assigned a density with an open space percentage allocated for each ring. The density from the downtown radiates from a more concentrated density near the center decreasing to a less dense area as one moves towards the outermost edges of the planning area. In addition, there is a larger percentage of open space required towards the outer limits to provide a significant buffer.

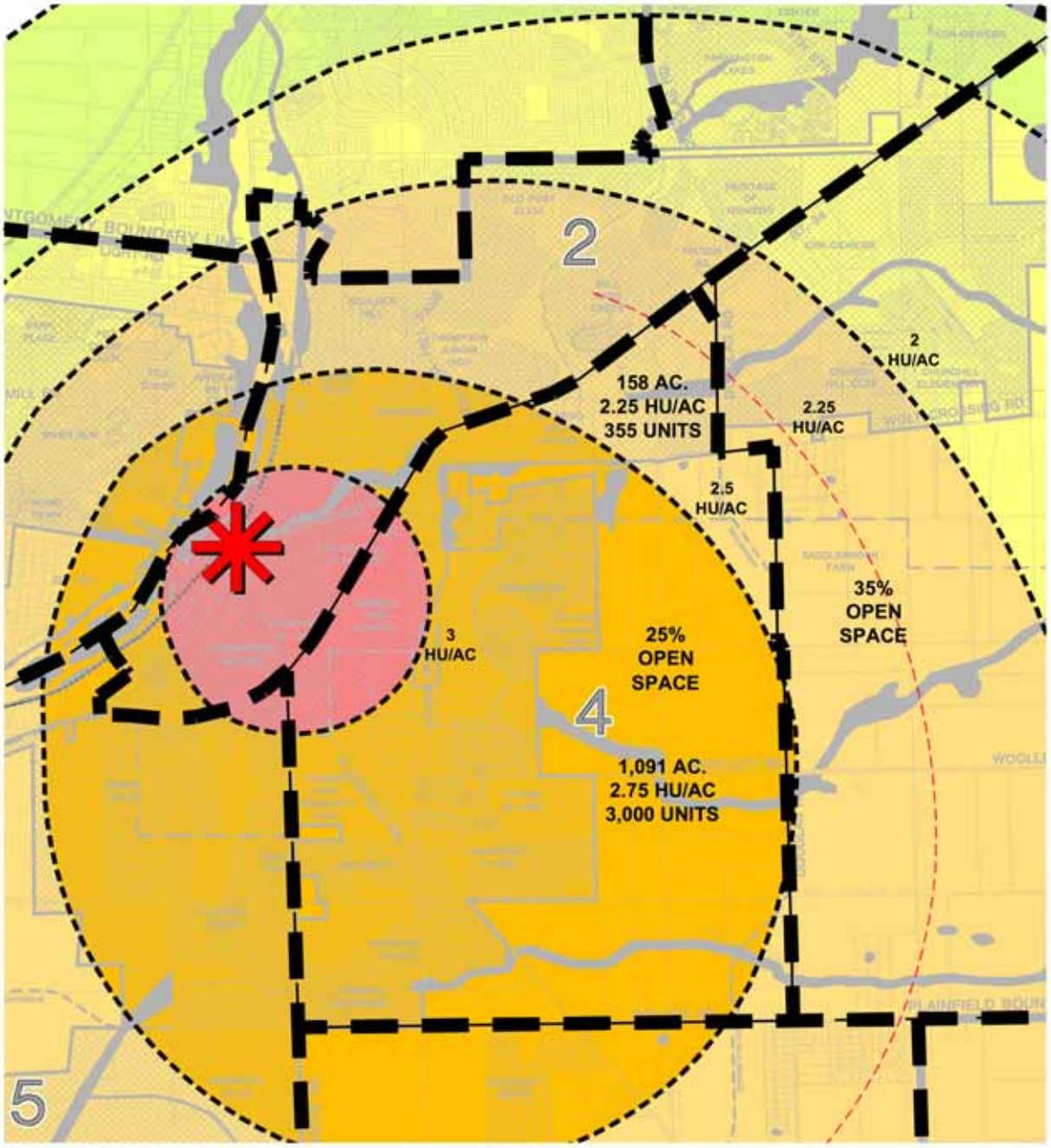
Area 4 is centrally located within the Village of Oswego's overall planning area, therefore much of Area 4's developable areas are located within the higher density zones due to its proximity to Oswego's downtown. The density of housing units near the northeastern section of Douglas Road will decrease because it is farther from Oswego's downtown and within a less dense zone.

Overall, the green band shown on the outer edge is at the lowest density (between .75 housing units/acre and 1 housing units/acre) and has a designated 50% open space. The yellow density band also has a low density (between 1 hu/ac and 2 hu/ac) and has a designated 40% open space. Due to their close proximity to Oswego's urban core, the green and yellow densities were not applied because they do not lie within Area 4's planning area boundary. However, the tan and orange density bands lie within Area 4's planning area boundary. The tan density band, 2.25 hu/ac, was applied because the study area was between 2 hu/ac and 2.5 hu/ac. 355 units were calculated and a total of 35% open space was designated for the orange density band. The orange band contained a 2.75 hu/ac because the study area was between 2.5hu/ac and 3 hu/ac. A total of 3,000 hu/ac was calculated with a total of 25% open space designation for this density band. The total number of units from this density study for Area 4 is 3,355 units on 1,249 developable acreages.*

*Developable acreages were determined by excluding existing developed neighborhoods, county estate lot 5, single family lots, major roads, and existing drainage ways.

VILLAGE OF OSWEGO

AREA 4



AREA TOTALS

DEVELOPABLE ACREAGE	1,249 ACRES
TOTAL UNITS	3,355 UNITS

FIG. A4-7

DENSITY STUDY

SCALE 1"= 1000'

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VILLAGE NODE DENSITY

As shown on the exhibit, Area 4 Village Node, radiating circles within the outer rings represent varying density types of the walkable community concept. Within this plan, the red star represents the commercial node, and the concentric circles radiating from the star demonstrates decreasing densities as one moves farther from the node. Near the center, development is more intense and the density is higher. Land farther from the node has lower densities and less intensity. The density (hu/acre) and possible number of units are shown on the density plan for each respective area.

Area 4's commercial node is located along Douglas Road which currently functions as a minor arterial road. The commercial node is adjacent to a natural swale that crosses the site. This preserved open space corridor creates a safe route for pedestrians and bikers to easily access the commercial node.

The total developable acreage of Area 4 is 1,249 acres, which is the same as the overall density study. However, the village node calculated units total 3,534, a difference of 179 units from the overall density study of 3,355. Once the village node was determined and their concentric zones were identified, the unit count was calculated reflecting the influence of the commercial component.

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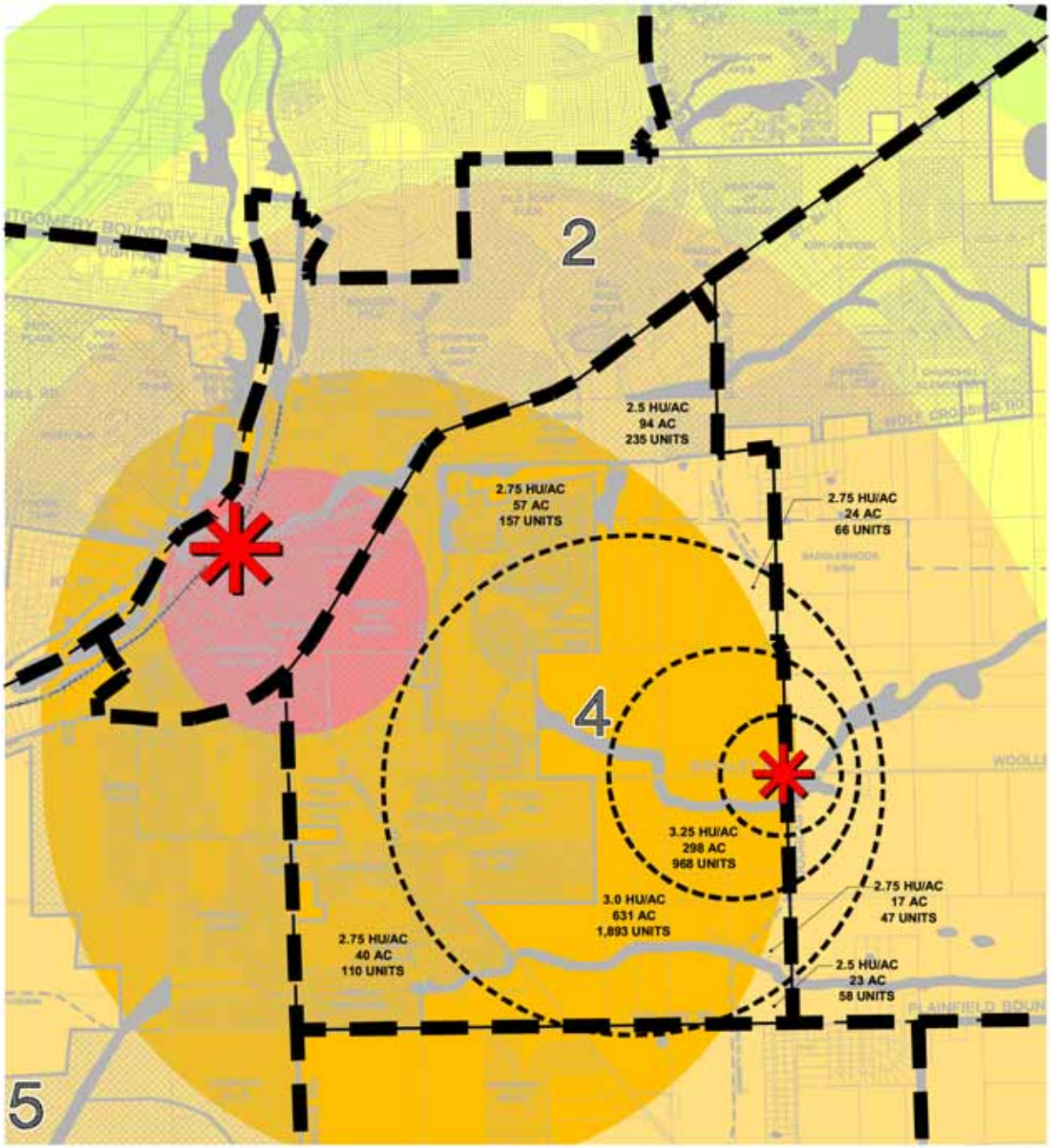
AREA 4



AREA TOTALS

COMMERCIAL NODE	65 ACRES
RESIDENTIAL ACREAGE	1,184 ACRES
TOTAL SITE ACREAGE	**1,249 ACRES**
VILLAGE NODE CALCULATED UNITS	3,534 UNITS
OVERALL DENSITY STUDY UNITS	**3,355 UNITS**

FIG. A4-8

VILLAGE NODE DENSITY STUDY

SCALE 1"= 1000'

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CONCEPT PLAN

After analyzing the existing conditions, soil survey, plat map ownership, and location factors, an overall concept plan was developed. The Concept Plan exhibit shows a conceptual diagram that represents areas of development and open space preservations. For the conceptual plan, each land use designation is provided with a corresponding color shown in the legend within the Concept Plan exhibit. The color red corresponds to commercial development, pink is a mix commercial development, brown is a mix residential development, yellow is a general residential area, purple is light industrial use, blue represents institutional use, and green is designated for open space. Asterisk symbols represent future school and park allocation needs. The red asterisk represents a future park opportunity with a yellow asterisk indicating an elementary school and purple for junior high school.

The bubbles with dashed outlines represent the designated land use areas. In addition, the corresponding acreage within each outlined area provides the measurement for that area. The measurement limits are established by the planning area boundary or jurisdictional limits and exclude the right-of-way lines, drainage features, existing subdivisions, and dwelling units. Open spaces are also delineated within the plan with dashed outlines. The total number of developable acres for the density studies and the overall concept plan are approximately the same to maintain consistency.

Open Space Corridors

The open space corridors established the framework of the plan. Open space corridors were located near significant streams, creeks, or drainage ways, and along roadways. These corridors provide opportunities to link parks and school locations, bike and pedestrian paths, and neighborhoods together. In addition, the linkages provide access for residents to walk or bike, therefore minimizing the use of their automobiles.

There are several open land and drainage ways located in the northern and southern sections of Area 4. These open land and natural drainage ways provide opportunities for land use connections and pedestrian path linkages. The numerous pedestrian path linkages run along major roadways and along open space corridors.

Morgan Creek runs along the southern section of Area 4, which provides opportunities for multi-use trails and park locations. A natural drainage way travels south from Prairie Point Community Park toward Morgan Creek. An additional natural drainage way runs along the central section of Area 4 within the Southbury Planned Development. North of the drainage way is a proposed future school and park site which is centrally located for the overall area.

Path Way Systems

It is recommended that multi-use paths be provided throughout Planning Area 4 because they would promote a healthy lifestyle for residents. The following roadways will incorporate multi-use trails: Plainfield Road, Woolley Road, and the eastside section of Wolf Crossing Road. Multi-use trails will also exist along natural drainage ways, along Morgan Creek, Wabonsee Creek, and the natural open land in proximity to Woolley Road. Proposed multi-use trails were exhibited with orange dots, while existing trails were shown by green dots.

Buffers and Setbacks

Buffers and setbacks will be required along major and minor arterial and collector roadways. Depending on the type of road, three buffer widths were assigned to designated roadways for future improvements. Buffer type A, located along major arterial roads, will have a minimum width of 120'. Buffer type A will occur on Route 34 and Plainfield Road. Buffer type B, located along minor arterial roads, will have a minimum width of 100'. Buffer type B will occur on Grove Road,

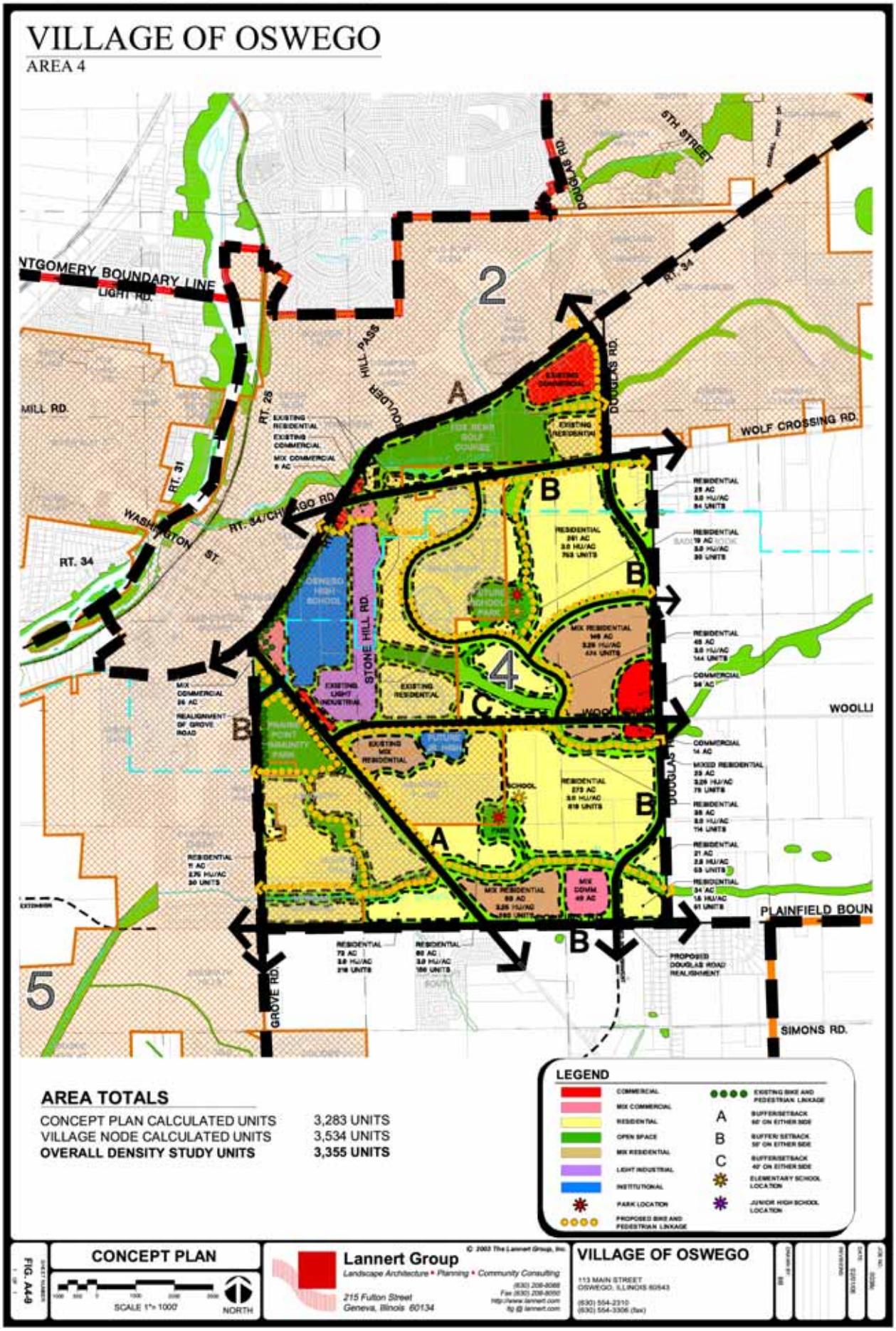
VILLAGE OF OSWEGO
AREA 4
AREA TOTALS
CONCEPT PLAN CALCULATED UNITS 3,283 UNITS
VILLAGE NODE CALCULATED UNITS 3,534 UNITS
OVERALL DENSITY STUDY UNITS 3,355 UNITS
LEGEND
CONCEPT PLAN
SCALE 1"= 1000'
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FIG. A4-9
STONE HILL RD.
DOUGLAS RD.
WOLF CROSSING RD.
PLAINFIELD BOUN
SIMONS RD.
GROVE RD.
MILL RD.
RT. 34
RT. 31
RT. 25
WASHINGTON ST.
6TH STREET
HILL PASS
2
4
5
A
B
C

Wolf Crossing Road, Collins Road, and Douglas Road. Buffer C, located along collector roadways, will have a minimum width of 80'. Buffer type C will occur on Woolley Road.

* This section will be discussed further in the Transportation Plan.

Commercial Areas

The next step that was taken during the planning process was to look at areas that could develop as commercial nodes. Existing commercial land use within Area 4 is located within the northeastern section of the area near the intersection of Douglas Road and Route 34. Based on the existing conditions, road network, and density study, the commercial node for Area 4 was located at the intersection of Woolley Road and Douglas Road. The approximately 36 acres of proposed commercial will consist of small scale retail development surrounded by multi-family development. Small commercial development is also proposed along Douglas Road and Collins Road.

Light Industrial/Office Space Areas

There is an existing light industrial corridor along Stone Hill Road and along Plainfield Road, south of Grove. Proposed office development will be incorporated within mix commercial located southeast of the intersection of Route 71 and Plainfield Road.

Residential Areas

The residential areas were established by locating existing housing and existing vacant land that could potentially be developed. The intent is to keep these areas as general and not define exact boundaries or access points allowing the concept to be a flexible and working plan.

Residential Densities

By using the influences of the overall density study and the density study with the village node, dwelling units could be assigned to each residential area. The density and the concept plans were combined and each area matched with a corresponding density. The highest density amount allocated was 3.25 housing units/acre and was adjacent to a commercial node. The densities decrease when moving further away from the commercial center. The lowest density amount allocated was 1.5 housing units/acre and these areas lie at the edge of the community.

School Locations

After the total amount of units was calculated, it was possible to determine the number of schools needed for Planning Area 4. Student population was established by the Village of Oswego Land/Cash Ordinance and the 1996 Table of Estimated Ultimate Population Per Dwelling Unit Children Per Unit.

Elementary: For every 600 students in the elementary grades, 11 acres of land is needed to plan for a school. It is estimated that 2 elementary schools are needed to fulfill this need for the elementary students.

Junior High: For every 900 students in the junior high grades, 20 acres of land is needed to plan for a school. It is estimated that 1 junior high school is needed to fulfill this need for the junior high students and has been previously planned.

High School: For every 2400 students in the high school grades, 80 acres of land is needed to plan for a school. There is not a sufficient amount of un-developed land to support a high school.

A total number of 3 schools is needed and the locations have been identified on the concept plan.

Park Locations

It is recommended that the park locations are either located near the center of a large residential area or along an open space corridor. Placing park locations along corridors or centralizing them in neighborhoods, ensures that almost everyone will have an easy access to these open space amenities and linkages.

VILLAGE OF OSWEGO

AREA 5
STRATEGIC GROWTH PLAN

Area 5
Strategic Growth Plan

TABLE OF CONTENTS

1. Site Location
2. Existing Conditions
3. Density Study Description
4. Concept Plan Description

List of Figures

1.	Area 5 Location Map	A5-1
2.	Aerial Photograph Exhibit	A5-2
3.	Area Photographs 1-6	A5-3
4.	Area Photographs 7-12	A5-4
5.	Soils Map	A5-5
6.	Plat/Ownership Map	A5-6
7.	Planning Area Map	A5-7
8.	Density Study	A5-8
9.	Village Node Density Study	A5-9
10.	Concept Plan	A5-10

VILLAGE OF OSWEGO

AREA 5

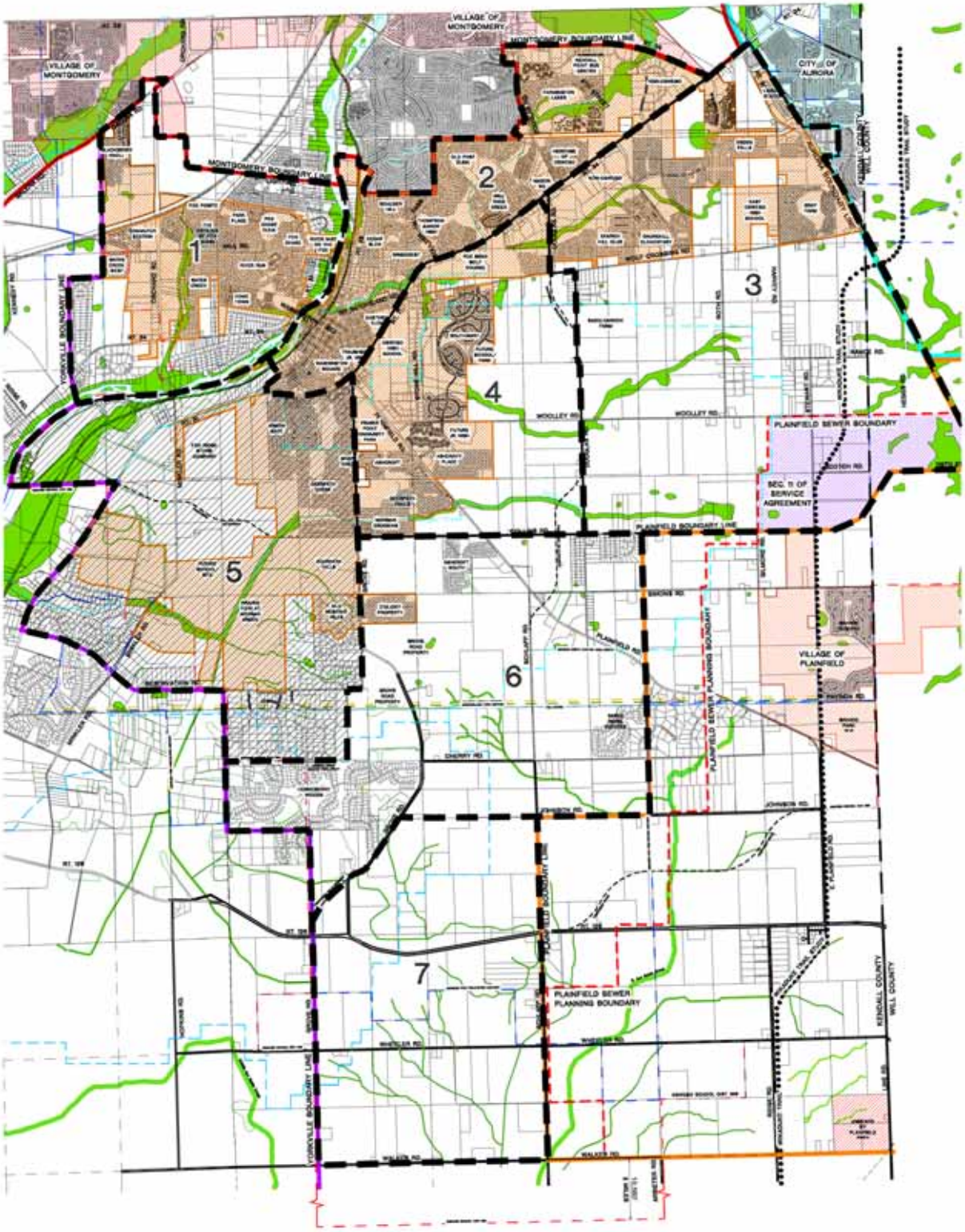

FIG. A5-1

AREA 5 LOCATION MAP

SCALE 1"=2000'

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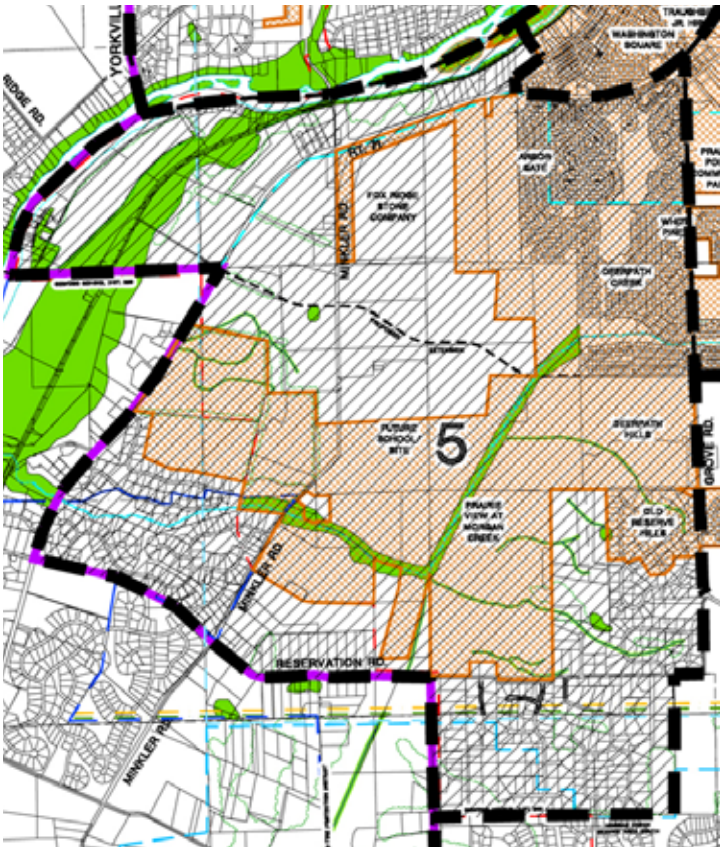

SITE LOCATION

Area 5 is located at the far western edge of the Village of Oswego's planning areas. There is a combination of roads and natural features that help establish the area's boundaries. Beginning at the far northeast corner of the area, the intersection of Route 71 and Plainfield Road defines the start of the limit lines of Area 5. The limit line continues west along Route 71 and turns north before meeting the intersection of Route 71 and Minkler Road. The northern limit line then follows westward along the Fox River. The Yorkville boundary line establishes the western limits of Area 5. The southern edge of the planning area is along Reservation Road and District 308's south line. The eastern limits start at the edge of Wa-Kee-Sha Park and continue north along Grove Road. The Area 5 Location exhibit displays the limits of Area 5 with a dashed boundary and a hatched pattern.

Most of Area 5 is included in Oswego School District 308. The areas that are excluded are Oak Creek subdivision and the adjacent farm field on the north. All of Area 5 is included within the Oswego Fire Protection District except for the far southwestern edge of Oak Creek subdivision. The Oswego Library and Oswegoland Park District limits are south of Reservation Road and exclude the southern portion of Area 5. The Fox Metro Water Reclamation District FPA boundary line is also south of Reservation Road and excludes the far western edges of Planning Area 5.

An aerial photograph is provided to show the corporate limits of Oswego, the unincorporated county estate lot subdivisions, and natural features (green). Site photographs with their locations shown on the aerial exhibit are included to reflect the character of Area 5.

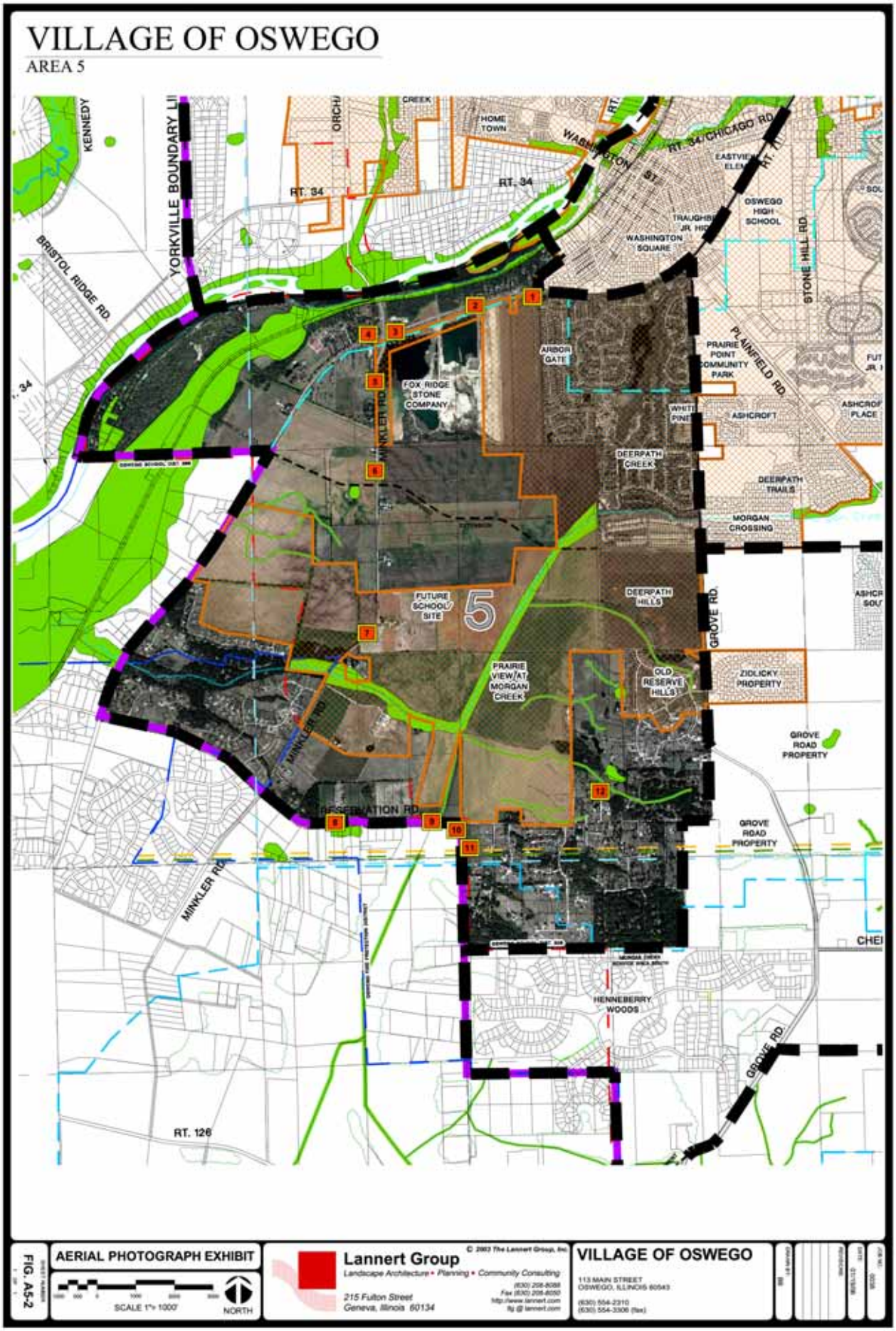

FIG. A5-2

AERIAL PHOTOGRAPH EXHIBIT

SCALE 1"= 1000'

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VILLAGE OF OSWEGO

AREA 5

1 INTERSECTION OF ROUTE 25 AND ROUTE 71 LOOKING WEST. ROUTE 71 IS A WELL USED ARTERIAL.

2 TRAVELING WEST ON ROUTE 71 TOWARDS MINKLER ROAD. DENSE VEGETATION ALONG ROUTE 71 PROVIDES A BUFFER AND SHOULD BE PRESERVED AS MUCH AS POSSIBLE.

3 NORTHEAST CORNER OF THE INTERSECTION OF ROUTE 71 AND MINKLER ROAD. THIS IS A HIGH TRAFFIC AREA AND COULD BECOME A COMMERCIAL CENTER FOR AREA 5.

4 NORTHWEST CORNER AT THE INTERSECTION OF ROUTE 71 AND MINKLER ROAD.

5 VIEW OF QUARRY FROM MINKLER ROAD LOOKING NORTHEAST. WATER FEATURE COULD BE PRESERVED AND MAINTAINED FOR FUTURE USE.

6 TRAVELING SOUTH ON MINKLER ROAD LOOKING EAST. TOPOGRAPHY IS GENTLY SLOPING AND AREAS OF EXISTING VEGETATION SHOULD BE PROTECTED.

FIG. A5-3

AREA PHOTOGRAPHS 1-6

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VILLAGE OF OSWEGO

AREA 5

7 TRAVELING SOUTH ON MINKLER ROAD TOWARDS MORGAN CREEK. EXISTING TREES ADD INTEREST TO THE LANDSCAPE AND SHOULD BE PRESERVED.

8 TRAVELING EAST ON RESERVATION ROAD. ROLLING HILLS, EXISTING VEGETATION AND AN ESTABLISHED FARMSTEAD CREATES A CHARMING FEEL ALONG THIS ROADWAY.

9 TRAVELING EAST ALONG RESERVATION ROAD. THIS SOUTHERN PORTION OF PLANNING AREA 5 HAS GENTLY ROLLING HILLS.

10 THIS PRIVATE ROAD MARKS THE LIMITS OF THE SOUTHWESTERN EDGE OF THE PLANNING AREA. DENSE FORESTATION FRAMES THE SITE AND SHOULD BE PRESERVED.

11 VIEW FROM THE WESTERN EDGE OF PLANNING AREA 5 ALONG RESERVATION ROAD. LOT SIZES ARE FAIRLY LARGE AND THERE IS A SIGNIFICANT AMOUNT OF CANOPY TREES THROUGHOUT THE SITE.

12 AN EXISTING HORSE FARM NEAR OLD RESERVE HILLS SUBDIVISION. LANDSCAPE IS CHARMING AND SETS AN EXAMPLE FOR FUTURE DEVELOPMENTS NEAR THIS AREA.

FIG. A5-4

AREA PHOTOGRAPHS 7-12

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EXISTING CONDITIONS

Area 5 is comprised of a mix of residential uses and many natural features including streams, ponds, woodlands, and quarry lakes with gently rolling topography. The area has well-established roads that provide effective access through the area. In addition, Planning Area 5 has several established neighborhoods that include lots with public utilities and rural, large, estate county lots. These various lot sizes offer diversity for the area and create a unique pattern of development.

Transportation

The major thoroughfare that carries most of the traffic through the area is Route 71. This two-lane major arterial begins at the intersection of Wolf Crossing Road and Route 34. At this intersection, Route 34 turns into Route 71 traveling west and continues into Yorkville. This diagonal route carries most of the local traffic between Oswego and the Village of Yorkville.
Minkler Road is a minor arterial road that currently provides a north-south route for the residents of the southern portion of the planning area. Minkler Road terminates at the intersection with Route 126 to the south. To the north, Minkler Road transitions into Orchard Road traveling north of the intersection at Route 71. This road will become a significant route as future developments are built and will require buffering along its edges.

Image A5-1: *Dense vegetation along Route 71*

Grove Road is a well used arterial roadway along Planning Area 5's eastern edge. Currently, much of the traffic comes from downtown Oswego or from Route 126, from the south. This road will continue to be a popular route based on the newly developed subdivisions, public school, park, and additional facilities that are being built along the corridor.

Reservation Road is currently a rural road that accesses existing farmsteads and large lot developments that are established in the southern portion of Planning Area 5. This rural county road bends with the gently sloping topography of the southwest portion of the planning area. However, in the middle of Reservation Road, there are sharp, awkward turns. Improvements are planned to ensure a safer route for the increased amount of travelers when future development occurs.

Collins Road will be extended to Minkler Road. This extension will provide additional access to the future central development of Planning Area 5.

Physical Features

Along the northern edge of Planning Area 5 is the Fox River. This major waterway is the most important physical feature in the planning area. Its shoreline and other properties that are adjacent to the Fox River should be preserved and enhanced to increase the multiple uses and aesthetic appeal.

Morgan Creek is an additional waterway that needs to be considered during the development process of Planning Area 5. This creek provides an opportunity to link open space throughout the area. This open space linkage can connect throughout the Village of Oswego.

Currently, a gravel mining operation exists at the intersection of Minkler Road and Route 71. This feature will be incorporated into the future redevelopment plans for the property.

The topography in Area 5 is diverse which creates an interesting and attractive landscape. Along the Fox River Corridor there is a significant variation. Additionally, within the south central area around Morgan Creek, the slopes pitch into this major drainage area. It is recommended that the topographic features should be preserved to maintain this characteristic of the area. The balance of the area is gently sloping to fairly flat land.

There are few areas that have a significant amount of tree coverage. A majority of the vacant land is used for farming and most of the existing vegetation is surrounding the fields. These trees are in good condition and should be preserved during future development. Other areas that contain a significant amount of tree coverage are along Morgan Creek and along the southern limit lines of Area 5. The forest along the limit line is fairly large in size and is very dense. It is highly recommended that these masses of forestation be protected by a public agency.

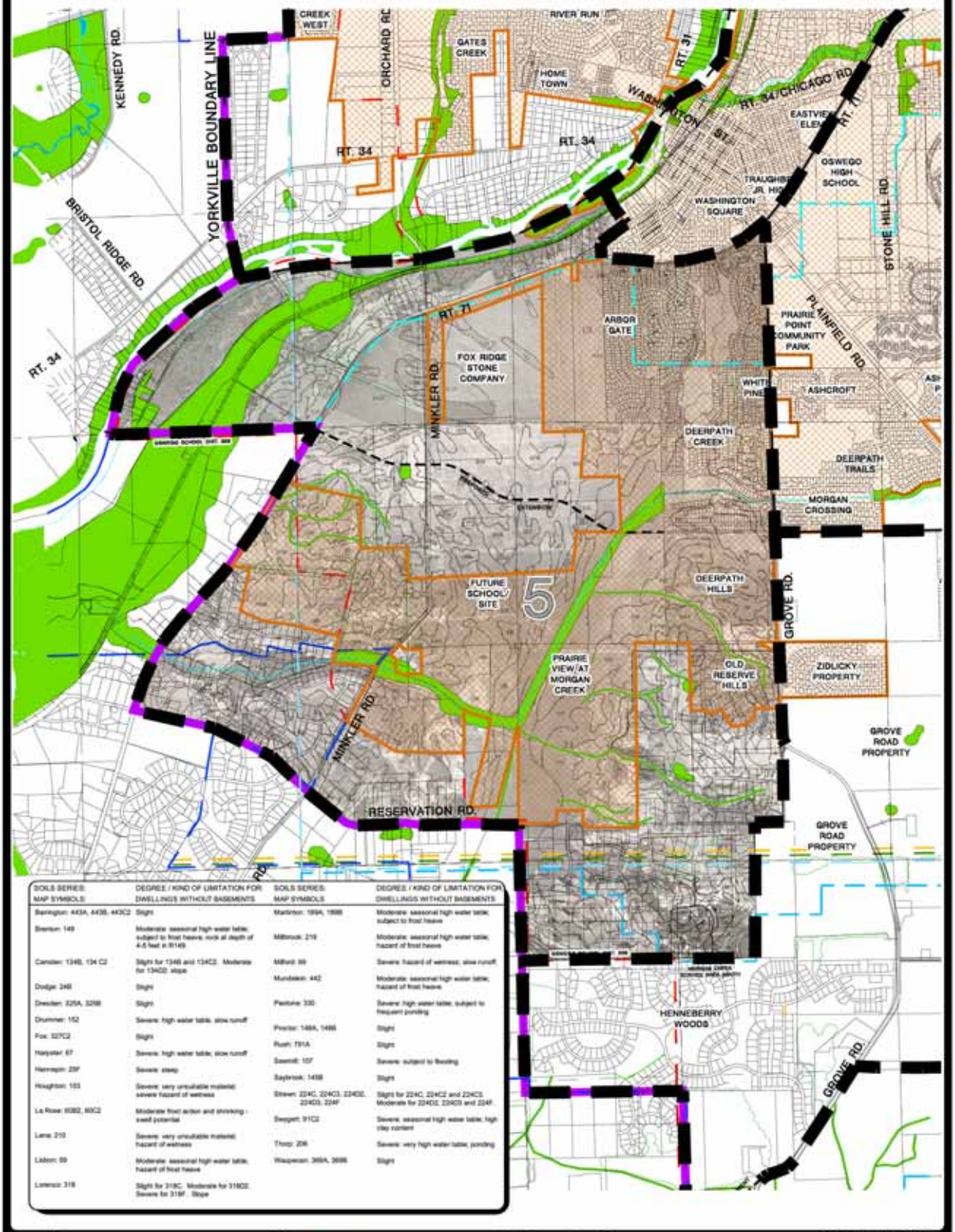
Image A5-2: *Horse farm near Old Reserve Hill development*

Results from the soil study come from the Soil Survey of Kendall County. The information included has been generalized for the study of buildable soils for the future development of Area 5.

Area 5 has a classification of 3, 4, 5, and 6. Most of the area has a classification of 3 and there are other significant portions of the area that are assigned 5 and 4. Classification 3 is described as Waupecan-Dresden-Brenton association: nearly level to gently sloping, well drained to somewhat poorly drained soils that formed in silt loam and loam material and the underlying sand and gravel. Classification 4 is described as Strawn-Dodge association: gently sloping to steep, well-drained soils that formed in silt loam material and the underlying loam and silt loam glacial till. Classification 5 is described as Saybrook-Drummer-LaRose association: well drained to poorly drained, nearly level to strongly sloping soils that formed in silt loam material and the underlying silt loam to loam glacial till. Classification 6 is described as Drummer-Mundelein-Brenton association: nearly level, poorly drained and somewhat poorly drained soils that formed in silt loam material and the underlying glacial outwash.
The Area 5 Soils Map exhibit illustrates a detailed layout of the soils and includes soil categories in numeric form. Most of the erodible soils are located along the drainage ways and have steeper slopes along their banks.

VILLAGE OF OSWEGO

AREA 5



SOILS SERIES: MAP SYMBOLS	DEGREE / KIND OF LIMITATION FOR DWELLINGS WITHOUT BASEMENTS	SOILS SERIES: MAP SYMBOLS	DEGREE / KIND OF LIMITATION FOR DWELLINGS WITHOUT BASEMENTS
Barrington: 443A, 443B, 443C2	Slight	Martinton: 199A, 199B	Moderate: seasonal high water table; subject to frost heave
Brenton: 149	Moderate: seasonal high water table; subject to frost heave; rock at depth of 4-5 feet in R149.	Millbrook: 219	Moderate: seasonal high water table; hazard of frost heave
Camden: 134B, 134 C2	Slight for 134B and 134C2. Moderate for 134D2: slope	Milford: 99	Severe: hazard of wetness; slow runoff
Dodge: 248	Slight	Mundelein: 442	Moderate: seasonal high water table; hazard of frost heave
Dresden: 325A, 325B	Slight	Pelkone: 330	Severe: high water table; subject to frequent ponding
Drummer: 152	Severe: high water table, slow runoff	Proctor: 146A, 146B	Slight
Fox: 327C2	Slight	Rush: 791A	Slight
Harpster: 67	Severe: high water table; slow runoff	Sawmill: 107	Severe: subject to flooding
Hennepin: 29F	Severe: steep	Saybrook: 145B	Slight
Houghton: 103	Severe: very unsuitable material: severe hazard of wetness	Stream: 224C, 224C3, 224D2, 224D3, 224F	Slight for 224C, 224C2 and 224C3. Moderate for 224D2, 224D3 and 224F
La Rose: 60B2, 60C2	Moderate frost action and shrinking - swell potential	Swygert: 91C2	Severe: seasonal high water table; high clay content
Lena: 210	Severe: very unsuitable material: hazard of wetness	Troop: 206	Severe: very high water table; ponding
Lisbon: 59	Moderate: seasonal high water table, hazard of frost heave	Waupecan: 369A, 369B	Slight
Lorenzo: 318	Slight for 318C. Moderate for 318D2. Severe for 318F. Slope		

FIG. A5-5

SOILS MAP

SCALE 1"= 1000'

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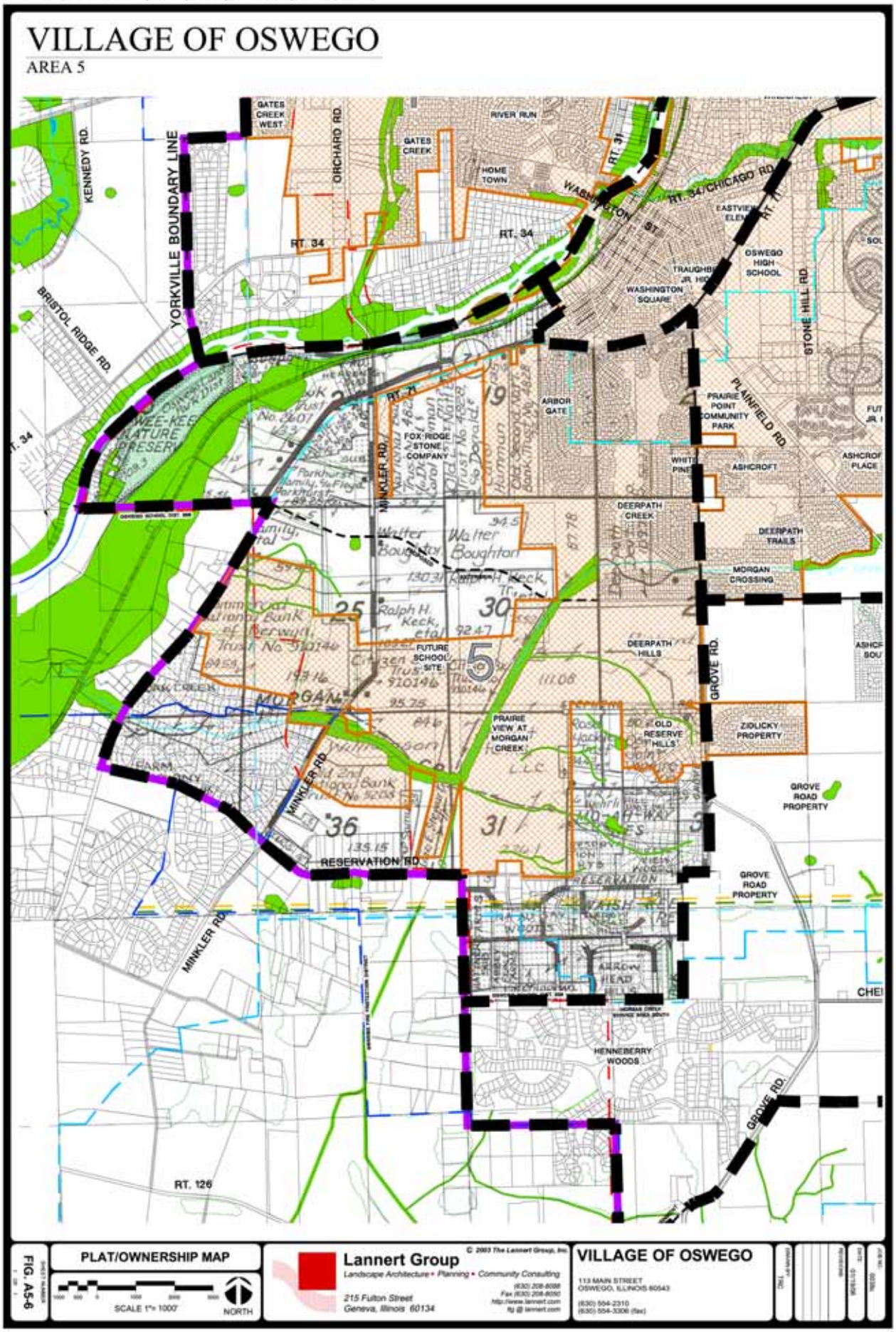
VILLAGE OF OSWEGO
AREA 5
GATES CREEK WEST
ORCHARD RD.
RIVER RUN
GATES CREEK
HOME TOWN
RT. 31
WASHINGTON ST.
RT. 34/CHICAGO RD.
EASTVIEW ELEM.
RT. 34
OSWEGO HIGH SCHOOL
TRAUGHBER JR. HIGH
WASHINGTON SQUARE
STONE HILL RD.
KENNEDY RD.
YORKVILLE BOUNDARY LINE
BRISTOL RIDGE RD.
ARBOR GATE
PRAIRIE POINT COMMUNITY PARK
PLAINFIELD RD.
WEE-KEE NATURE PRESERVE
FOX RIDGE STONE COMPANY
MINKLER RD.
WHITE PINE
ASHCROFT
ASHCROFT PLACE
DEERPATH CREEK
DEERPATH TRAILS
MORGAN CROSSING
Walter Boughton
Ralph H. Keck, et al
FUTURE SCHOOL SITE
DEERPATH HILLS
GROVE RD.
MORGAN
PRAIRIE VIEW AT MORGAN CREEK
OLD RESERVE HILLS
ZIDLICKY PROPERTY
GROVE ROAD PROPERTY
RESERVATION RD.
GROVE ROAD PROPERTY
ARROW HEAD
HENNEBERRY WOODS
RT. 126
PLAT/OWNERSHIP MAP
SCALE 1"= 1000'
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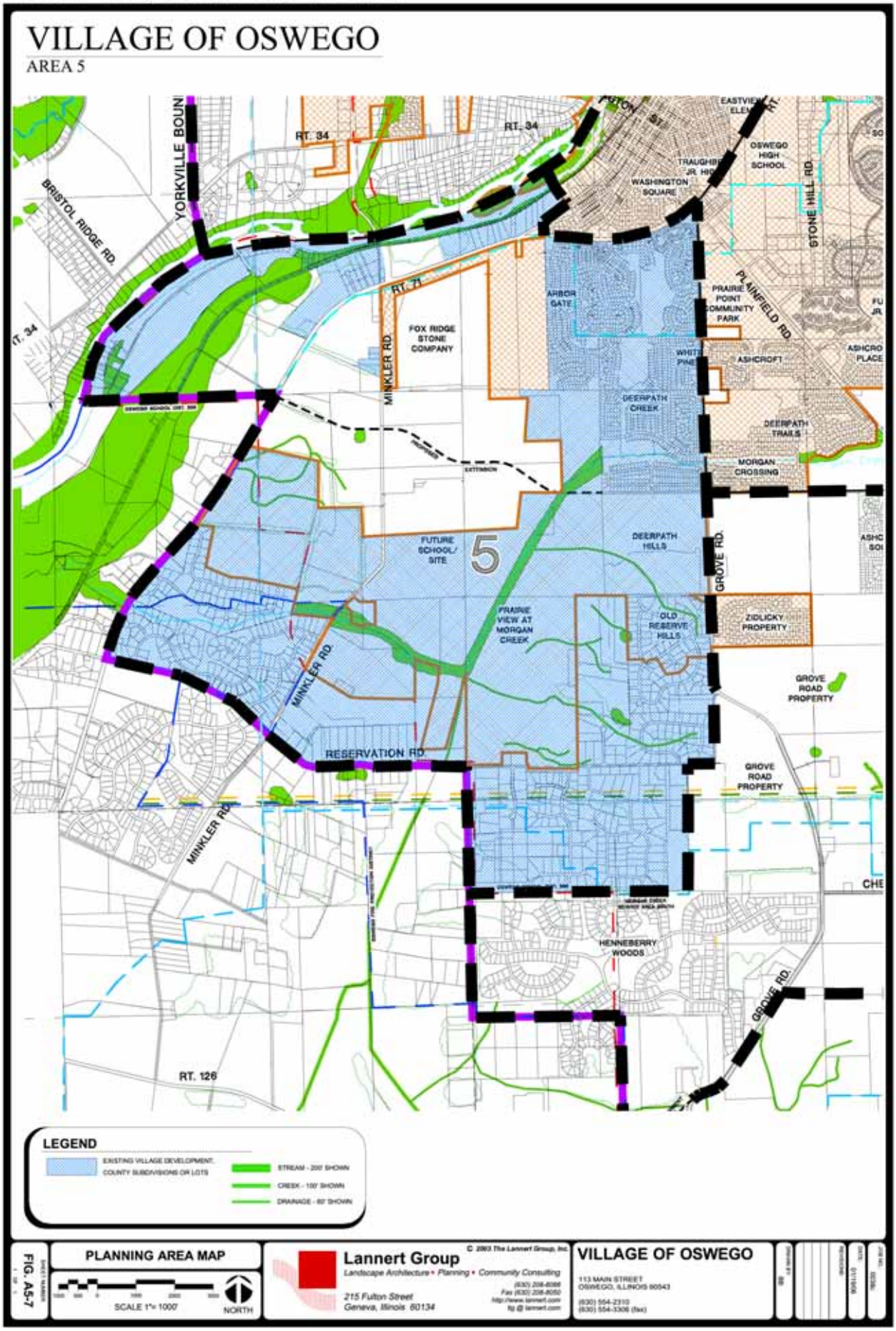
FIG. A5-6


VILLAGE OF OSWEGO
AREA 5
RT. 34
RT. 71
BRISTOL RIDGE RD.
YORKVILLE BOUN
MINKLER RD.
FOX RIDGE STONE COMPANY
ARBOR GATE
WASHINGTON SQUARE
OSWEGO HIGH SCHOOL
STONE HILL RD.
PLAINFIELD RD.
PRAIRIE POINT COMMUNITY PARK
ASHCROFT
DEERPATH CREEK
DEERPATH TRAILS
MORGAN CROSSING
FUTURE SCHOOL/ SITE
5
DEERPATH HILLS
GROVE RD.
PRAIRIE VIEW AT MORGAN CREEK
OLD RESERVE HILLS
ZIDLICKY PROPERTY
GROVE ROAD PROPERTY
RESERVATION RD.
HENNEBERRY WOODS
RT. 126
LEGEND
EXISTING VILLAGE DEVELOPMENT, COUNTY SUBDIVISIONS OR LOTS
STREAM - 200' SHOWN
CREEK - 100' SHOWN
DRAINAGE - 60' SHOWN
FIG. A5-7
PLANNING AREA MAP
SCALE 1"= 1000'
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DENSITY STUDY

Each planning area contains a density study which shows the overall density for the area. The Density Study exhibit illustrates density bands radiating out from the downtown area. These bands are assigned a density and an open space percentage allocation. The density from the downtown radiates from a more concentrated density near the center decreasing to a less dense area as one moves towards the outer edges. In addition, larger percentages of open space are designated toward the outer limits of the planning areas to provide a buffer.

The exhibit, Density Study, demonstrates where these bands of densities are located in Area 5. The green band shown on the outer edge is at the lowest density (between .5 housing units/acre and 1 housing units/acre) and has a designated 50% open space requirement. The yellow band is at a low-density (between 1 housing units/acre and 2 housing units/acre) and has a designated 40% open space. The tan color represents a medium density (between 2 housing units/acre and 2.5 housing units/acre) and has a designated 35% open space requirement. The orange color represents a higher density (between 2.5 and 3.0 housing units/acre) and has an open space requirement of 25%. To determine the density amount for each band in planning area 5, the location of the developable areas was considered. The mid point of each band was determined to reflect the average density of each band. In orange bands the developable area was determined to be closer to the 2.5 mark and was assigned that density.

The western portion of the study area lies near the edge of the green band. To calculate the number of units, 1.0 hu/ac was applied to the equation: developable acreage x proposed density = number of units. The amount that was calculated for the 1.0 hu/ac range was 43 units and 50% open space was designated for this area. In the yellow band,1.5 hu/ac was applied because the study area was between 1 and 2 hu/ac. 518 units were calculated and 40% open space was designated for this area. In the tan density band, 2.25 hu/ac was applied. 1224 units were calculated with 35% open space designated. The eastern region of Planning Area 5 is designated with an orange band that represents 2.5 hu/ac and 25% open space. In this area, 250 units were calculated. The total number of units from this density study for Area 5 is 2,035 units with a total of 1,032 developable acreages*.

*Developable Acreages were determined by excluding existing developments, county estate lots, major roads, and drainage ways.

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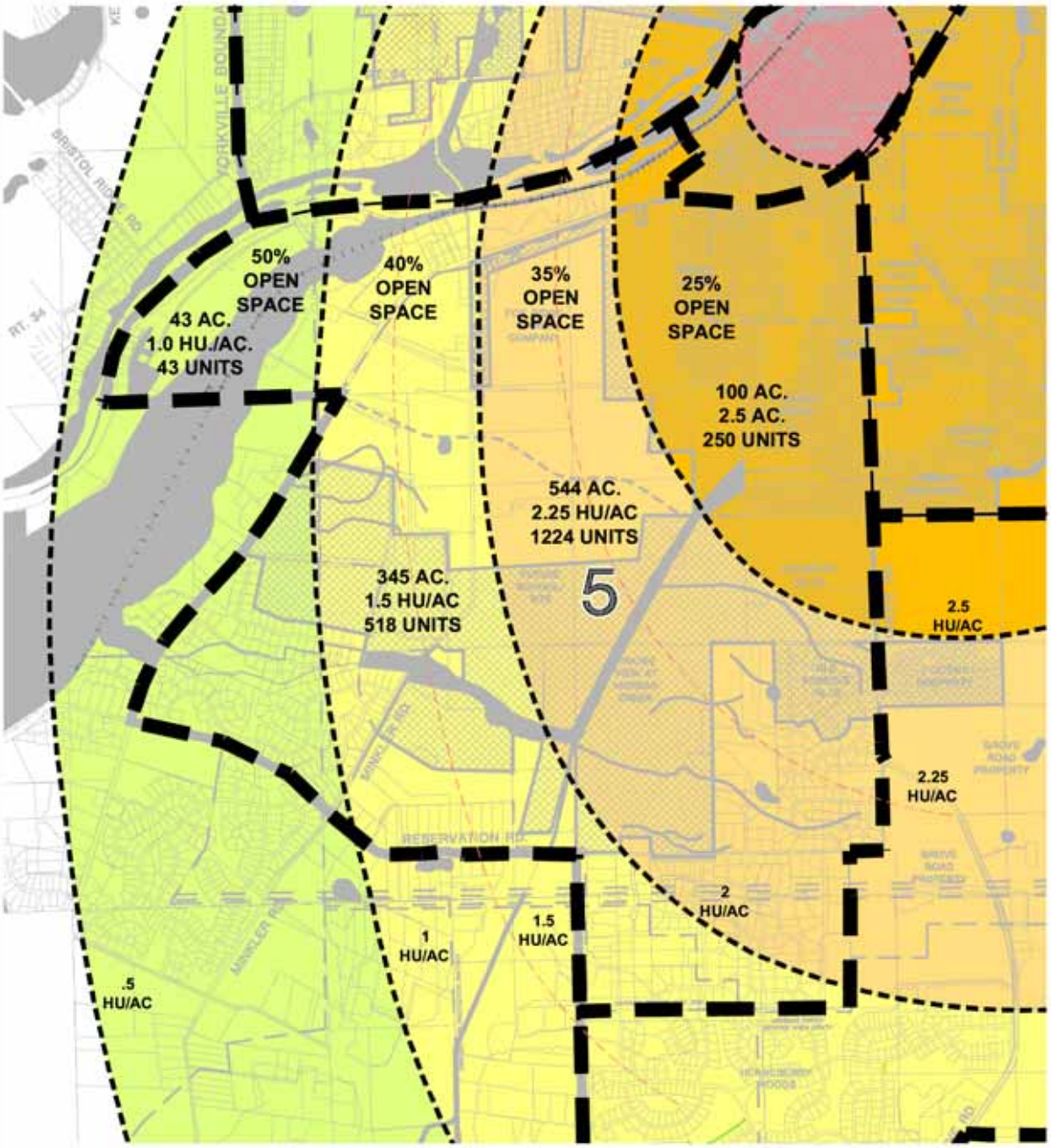
AREA 5



AREA TOTALS

DEVELOPABLE ACREAGE	1,032 ACRES
TOTAL UNITS	2,035 UNITS

FIG. A5-8

DENSITY STUDY

SCALE 1"= 1000'

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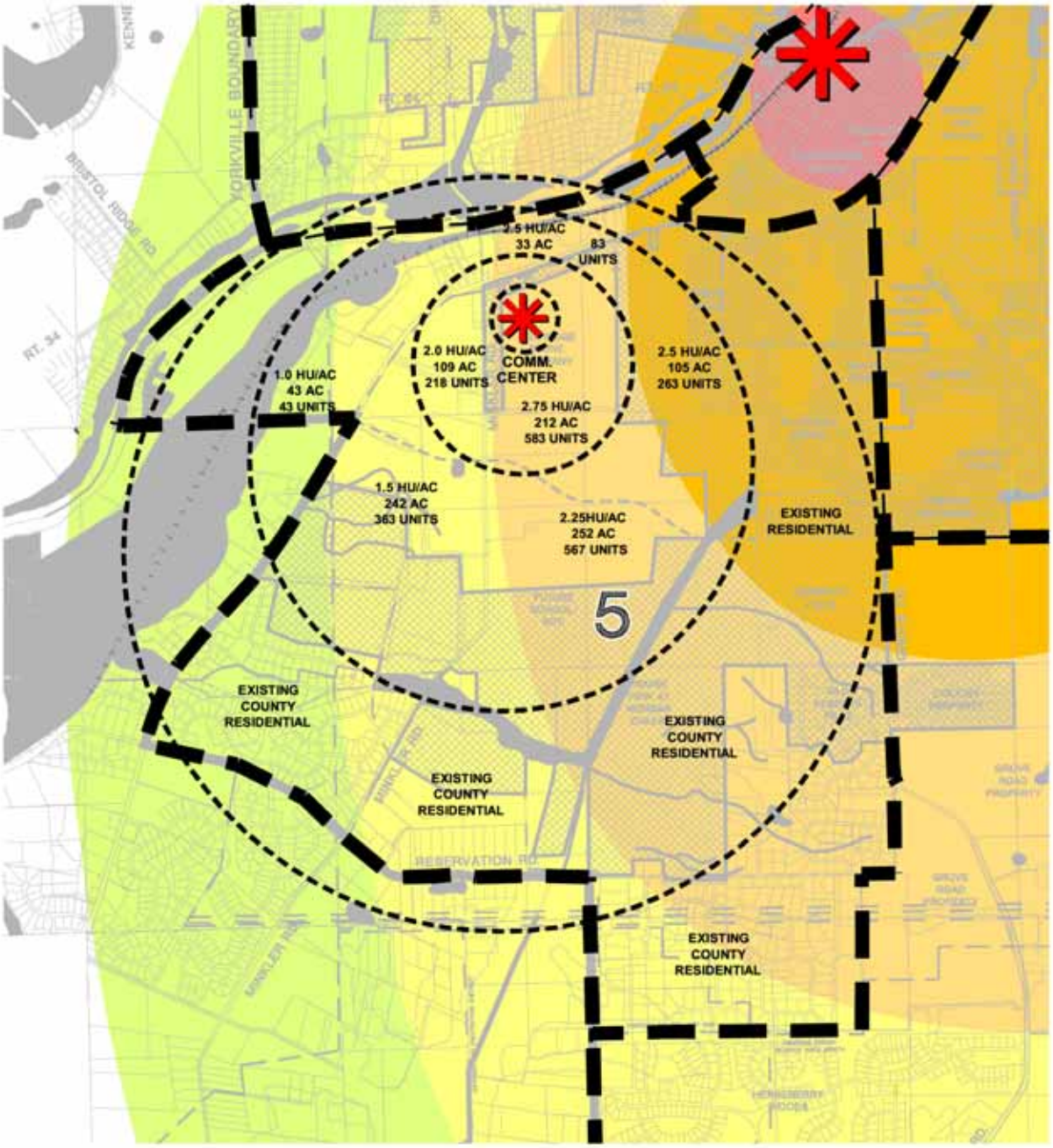
VILLAGE NODE DENSITY

The walkable community (village node) designation was placed in the north western section of Area 5. The undeveloped land, existing mining operation, and established county subdivisions and estate lots in the southern and southeastern area dictated the location.

As shown on the exhibit, Density Study with Village Node Influence, the commercial center is located near a major intersection of Minkler Road and Route 71. The dashed circles that are radiating from the center symbolize a pattern of decreasing densities as one moves farther away from the center. Not only are the smaller circles influencing the area's density but the colored bands representing the major density impact it as well. In this study, the total developable acreage is the same, 1,032 acres. The village node influenced calculations produces a total unit allocation of 2,120, generally in compliance with the density study.

VILLAGE OF OSWEGO

AREA 5



AREA TOTALS

COMMERCIAL NODE	36 ACRES
RESIDENTIAL ACREAGE	996 ACRES
TOTAL SITE ACREAGE	**1,032 ACRES**
VILLAGE NODE CALCULATED UNITS	2,120 UNITS
OVERALL DENSITY STUDY UNITS	**2,035 UNITS**

FIG. A5-9

VILLAGE NODE DENSITY STUDY

SCALE 1"= 1000'

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CONCEPT PLAN

After analyzing the existing conditions, soil survey, plat/ownership map, and location factors, an overall concept plan was developed. The Concept Plan exhibit shows a conceptual diagram that represents areas of development and open space preservations. For the conceptual plan, each land use designation is provided with a corresponding color shown in the legend within the Concept Plan exhibit. The color red corresponds to commercial development, brown is a mix residential development, yellow is a general residential area, and green is designated for open space use. Asterisk symbols represent future school and park allocation needs. The red asterisk represents a future park opportunity, with a yellow asterisk indicating an elementary school, and purple for junior high.

The bubbles with dashed outlines represent the designated land use areas. In addition, the corresponding acreage within each outlined area provides the measurement for that area. The sub-area measurement limits are the right-of-way lines, drainage features, planning area boundary, or jurisdictional limits. Existing subdivisions or dwelling units were excluded from the acreage total. Open spaces are also delineated within the plan with dashed outlines. The total number of developable acres for the density studies and the overall concept plan are approximately the same to maintain consistency.

Open Space Corridors

The open space corridors established the framework of the plan. Open space corridors were located near significant streams, creeks, or drainage ways, and along roadways. These corridors provide opportunities to link park and school locations, bike and pedestrian paths, and neighborhoods together. In addition, the linkages provide access for residents to walk or bike, therefore minimizing the use of their automobiles. Proposed bike and pedestrian pathways are represented with orange dots on the plan.

Morgan Creek and the wetland areas adjacent to it provide an opportunity for an open space corridor throughout Planning Area 5. The creek has been dredged with steep side slopes, is relatively straight, and functions as a drainage ditch rather than a natural body of water. It is recommended that the creek be modified into a naturalistic character to enhance its water quality and appearance.

In addition, it is recommended that multi-use trails be provided throughout Planning Area 5. One of the trails would be along the open space adjacent to Morgan Creek and should eventually continue along the drainage way that travels south into the City of Yorkville. The other trail that is recommended would be adjacent to the proposed extension of Collins Road. This trail would begin at the existing bike path along Grove Road and continue westward along Collins to the Fox River.

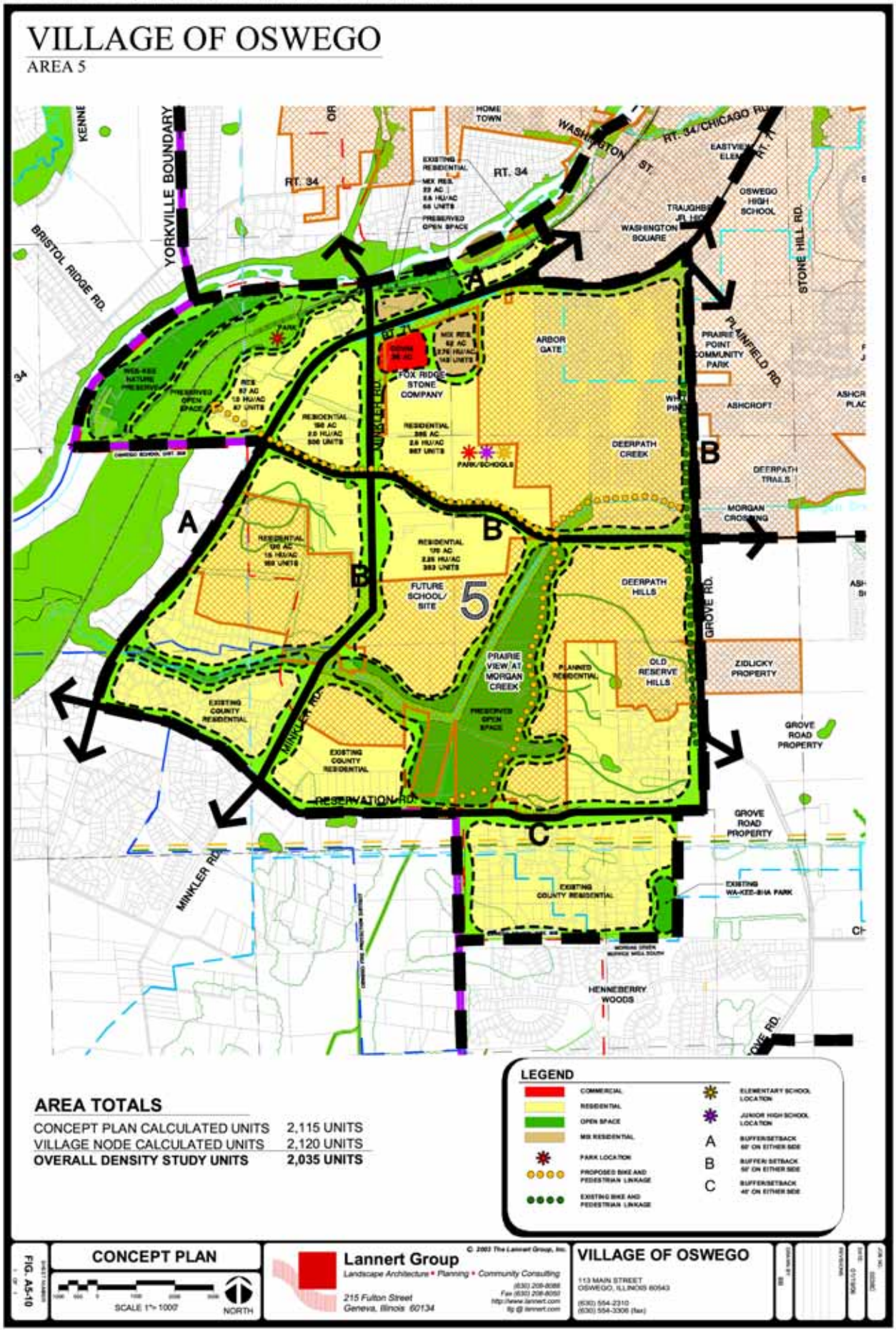
Buffers and Setbacks

Buffers and setbacks will be required along major and minor arterial, and collector roadways. Depending on the type of road, three buffer widths were assigned to designated roadways for future improvements. Buffer type A, is located along major arterial roads designated for a 120' buffer. Buffer type A will occur along Route 71. Buffer type B will be designated for minor arterial roads which have a minimum of 100'. Buffer type B will occur along Grove Road, Collins Road proposed extension, and Minkler Road. Buffer type C is designed for collector roads, with a minimum of 80'. Buffer type C will occur along Reservation Road.

* This section will be discussed further in the Transportation Plan.

Commercial Nodes

The next step taken during the planning process was to locate an area that could develop as a commercial node. After reviewing the existing conditions, it was determined that the commercial center should be located at the major intersec-


VILLAGE OF OSWEGO
AREA 5
YORKVILLE BOUNDARY
BRISTOL RIDGE RD.
RT. 34
HOME TOWN
WASHINGTON ST.
RT. 34/CHICAGO RD.
EASTVIEW ELEM.
OSWEGO HIGH SCHOOL
WASHINGTON SQUARE
STONE HILL RD.
PLAINFIELD RD.
PRAIRIE POINT COMMUNITY PARK
ARBOR GATE
FOX RIDGE STONE COMPANY
ASHCROFT
DEERPATH CREEK
DEERPATH TRAILS
MORGAN CROSSING
PARK/SCHOOLS
FUTURE SCHOOL/ SITE
5
DEERPATH HILLS
GROVE RD.
ZIDLICKY PROPERTY
PRAIRIE VIEW AT MORGAN CREEK
PLANNED RESIDENTIAL
OLD RESERVE HILLS
PRESERVED OPEN SPACE
EXISTING COUNTY RESIDENTIAL
MINKLER RD.
GROVE ROAD PROPERTY
RESERVATION RD.
EXISTING WA-KEE-BIA PARK
HENNEBERRY WOODS
A
B
C
AREA TOTALS
CONCEPT PLAN CALCULATED UNITS 2,115 UNITS
VILLAGE NODE CALCULATED UNITS 2,120 UNITS
OVERALL DENSITY STUDY UNITS 2,035 UNITS
LEGEND
COMMERCIAL
RESIDENTIAL
OPEN SPACE
MIX RESIDENTIAL
PARK LOCATION
PROPOSED BIKE AND PEDESTRIAN LINKAGE
EXISTING BIKE AND PEDESTRIAN LINKAGE
ELEMENTARY SCHOOL LOCATION
JUNIOR HIGH SCHOOL LOCATION
A BUFFER/SETBACK 60' ON EITHER SIDE
B BUFFER/SETBACK 50' ON EITHER SIDE
C BUFFER/SETBACK 40' ON EITHER SIDE
FIG. A5-10
CONCEPT PLAN
SCALE 1"= 1000'
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tion of Minkler Road and Route 71. The existing amount of traffic that travels through the area can spur economic growth in the western edge of the planning areas. The main commercial site would be located at the southeast corridor of these two major roadways. By placing a commercial node within this quadrant of Planning Area 5, a walkable community will be created with possible access throughout the area. It is proposed that approximately 36 acres be designated in this area. This commercial node is smaller than the other planning areas because of the uniqueness of Planning Area 5's location. Area 5 is on the periphery of the Village of Oswego and the existing county developments have a rural density.

Residential Areas

The residential areas were established by locating existing housing and adjacent open land that could potentially be developed. The sub areas shown are general, specific boundaries and access points will be determined during the implementation phase of the plan.

Residential Densities

By using the influences of the overall density study and the density study with the village node, dwelling units were assigned to each residential area. The density and the concept plans were combined and each area matched with a corresponding density. The highest density amount allocated was 2.75 housing units/acre in the mix residential area that is near the commercial node. The densities decrease in amount when moving further away from the commercial center. The lowest density amount allocated was 1.0 housing units/acre at the western edge.

School Locations

After the number of units was calculated, it was possible to determine the number of schools needed for Planning Area 5. Student population was established by the Village of Oswego Land/Cash Ordinance and the 1996 Table of Estimated Ultimate Population Per Dwelling Unit Children Per Unit.

Elementary: For every 600 students in the elementary grades, 11 acres of land are needed to plan for a school. It is estimated that 2 elementary schools are needed to fulfill this need for the elementary students.

Junior High: For every 900 students in the junior high grades, 20 acres of land are needed to plan for a school. It is estimated that 1 school is needed to fulfill this need for the junior high students.

High School: For every 2400 students in the high school grades, 80 acres of land are needed to plan for a school. It is estimated that no high schools are necessary for this area because of the lower amount of units.

A total number of 3 schools are needed and the locations have been identified on the concept plan.

Open Space/Park Locations

Planning area 5 has open space requirements that range from 25-50%. It is recommended that the park locations are either located in the center of a residential area or along an open space corridor. Placing park locations along corridors or centralizing them in neighborhoods, ensures that most residents will have access to these open space amenities and linkages.

Currently, it is proposed that there be a protected open space area along Morgan Creek. This open space area envisions a pedestrian connection that begins at Collins Road and travels south to Reservation Road. It is recommended that this trail be extended to link with the City of Yorkville.

The open space pattern that exists within Area 5 is located within the south central portion of the area, with linkages proposed to connect the open space to the northwestern swath of open land in proximity to the Wee-Kee Nature Preserve. There is an additional existing Wa-Kee-Sha park within the southeastern portion of Area 5.

VILLAGE OF OSWEGO

AREA 6
STRATEGIC GROWTH PLAN

Area 6
Strategic Growth Plan

TABLE OF CONTENTS

1. Site Location
2. Existing Conditions
3. Density Study Description
4. Concept Plan Description

List of Figures

1.	Area 6 Location Map	A6-1
2.	Aerial Photograph Exhibit	A6-2
3.	Area Photographs 1-6	A6-3
4.	Soils Map	A6-4
5.	Plat/Ownership Map	A6-5
6.	Planning Area Map	A6-6
7.	Density Study	A6-7
8.	Village Node Density Study	A6-8
9.	Concept Plan	A6-9

VILLAGE OF OSWEGO

AREA 6

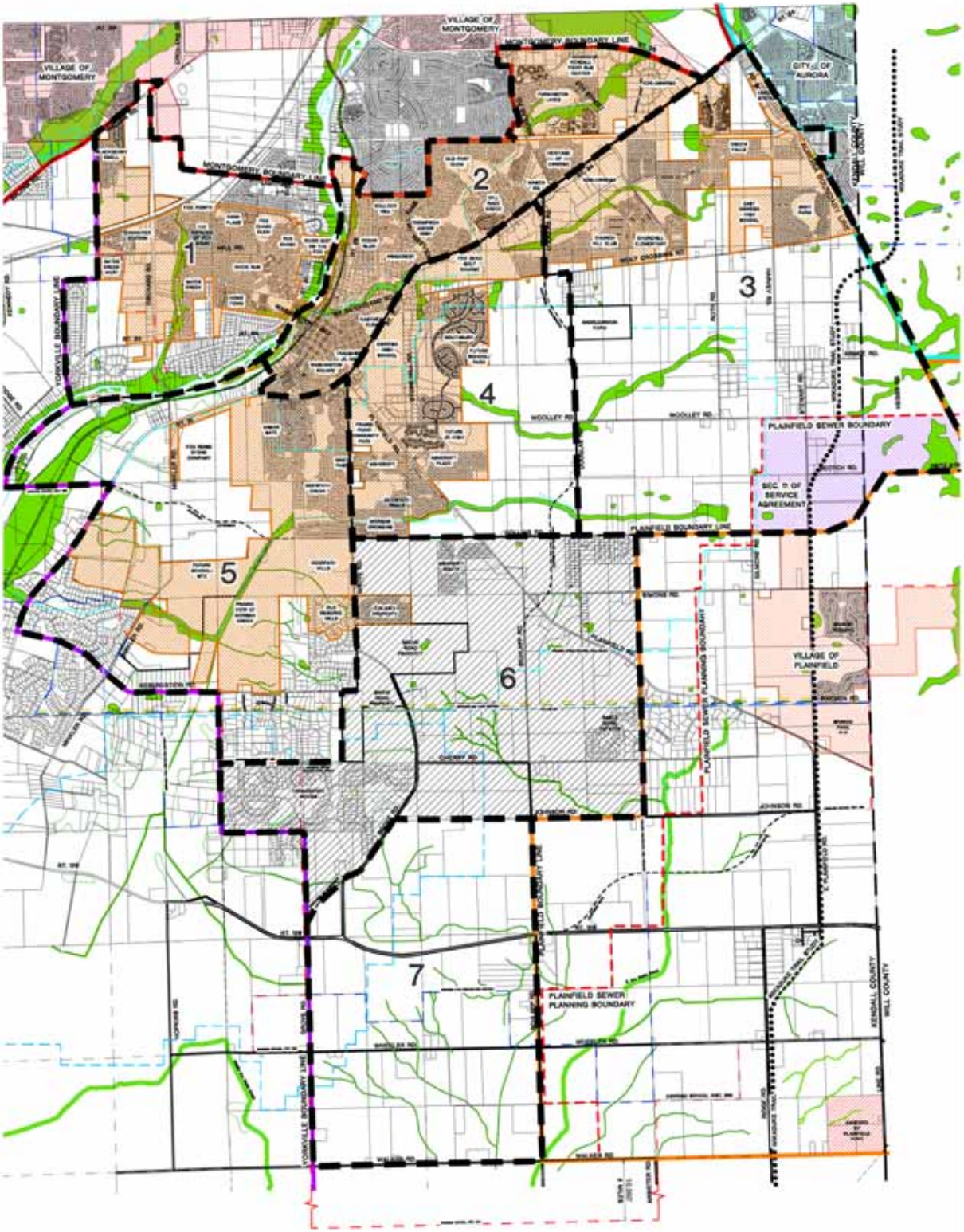

FIG. A6-1

AREA 6 LOCATION MAP

SCALE 1"= 2000'

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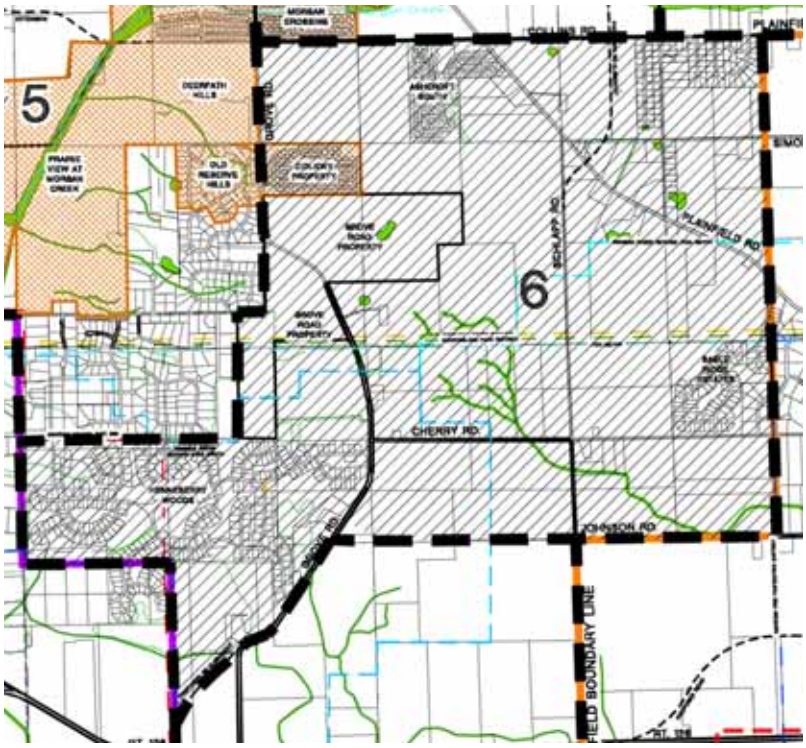

SITE LOCATION

Area 6 is located within the southern expansion of the Village of Oswego's planning areas. A combination of existing roads and the boundary agreements with Plainfield and Yorkville make up Planning Area 6's limits. Collins Road is the northern boundary line. The eastern edge is the boundary line specified in the agreement with Plainfield. The southern boundary is Johnson Road extended to Grove Road. The western boundary line begins with Grove Road at the northwestern corner and follows the road southward, along the eastern edge of Wa-Kee-Sha Park. At the southeastern edge of the park, the boundary travels west along the south line of Area 5. The limit then stair-steps consistent with Yorkville's boundary line to a point on Route 126 and generally follows Grove Road back to Johnson Road. The Area 6 Location exhibit displays the limits of Area 6 with a dashed boundary and a hatched pattern.

Almost the entire area is included in Oswego School District 308. The only area that is excluded is the western portion of the Henneberry Property. Area 6 is included in the Oswego Fire Protection District. Cherry Road is the boundary line for the Oswego Library District, the Park District, and the FOX METRO Water Reclamation District FPA providing service for the northern half of the planning area. The southern part of Area 6 will require expansion of these jurisdictions to provide services.

An aerial photograph is provided to show the corporate limits of Oswego, the unincorporated county estate lot subdivisions and natural features (green). Site photographs with their locations shown on the aerial exhibit are included to reflect the character of Area 6.

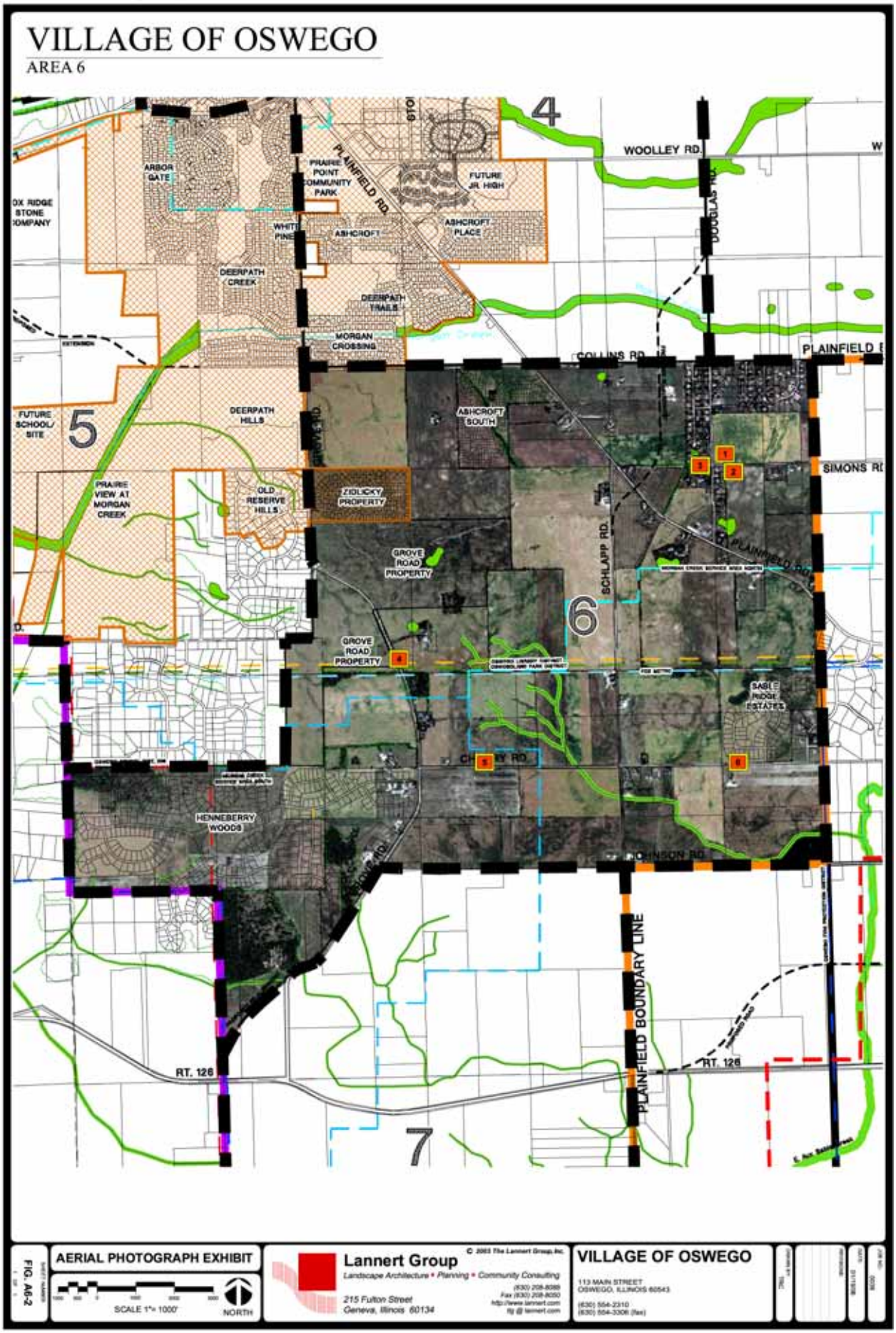
VILLAGE OF OSWEGO
AREA 6
4
5
6
7
WOOLLEY RD.
PLAINFIELD RD.
DOUGLAS RD.
COLLINS RD.
SIMONS RD.
SCHLAPP RD.
CHERRY RD.
JOHNSON RD.
PLAINFIELD BOUNDARY LINE
RT. 126
ARBOR GATE
PRAIRIE POINT COMMUNITY PARK
FUTURE JR. HIGH
ASHCROFT
ASHCROFT PLACE
DEERPATH CREEK
DEERPATH TRAILS
MORGAN CROSSING
DEERPATH HILLS
FUTURE SCHOOL/ SITE
PRAIRIE VIEW AT MORGAN CREEK
OLD RESERVE HILLS
ASHCROFT SOUTH
ZIDLICKY PROPERTY
GROVE ROAD PROPERTY
SABLE RIDGE ESTATES
HENNEBERRY WOODS
AERIAL PHOTOGRAPH EXHIBIT
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FIG. A6-2

VILLAGE OF OSWEGO

AREA 6

1 VIEW OF SIMONS ROAD TRAVELING WEST TOWARDS PLAINFIELD ROAD. EXISTING TREES ARE IN GOOD CONDITION AND SHOULD BE PRESERVED.

2 SOUTHWEST CORNER OF SIMONS ROAD AND DOUGLAS ROAD.

3 EXISTING CHARACTER OF SIMONS ROAD THROUGH AN EXISTING RESIDENTIAL AREA.

4 VIEW OF GROVE ROAD TRAVELING SOUTH TOWARDS CHERRY ROAD. EXISTING TREES ALONG THE ROAD'S EDGE CREATE AN EFFECTIVE BUFFER.

5 VIEW FROM CHERRY ROAD LOOKING SOUTH ONTO VEGETATED DRAINAGE AREA.

6 VIEW FROM CHERRY ROAD LOOKING NORTH ONTO EXISTING FARMFIELDS.

FIG. A6-3

AREA PHOTOGRAPHS 1-6

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EXISTING CONDITIONS

Area 6 is an appealing site because of its accessibility and unique physical features. Rolling hills and mature woodlands cover the area and provide an attractive framework for open space preservation and a natural backdrop for development. The area consists of newly developed single-family homes, existing farmsteads, and numerous farm fields.

Transportation

Plainfield Road is a northwest-southeast major arterial road that provides a direct route for residents from planning areas 6 and 4 to the downtown area. It begins at the western-most edge of Plainfield and intersects with Route 71, south of the downtown. The average daily traffic counts on Plainfield Road indicate commercial development would be appropriate at major intersections.

There are five minor arterial roads that provide alternate routes throughout the area: Grove Road, Simons Road, Cherry Road, Schlapp Road, and Douglas Road.

Grove Road is a well-used north-south route that intersects with Route 126 in planning Area 7. This minor arterial road transitions from farm fields, past rural estates, and into the existing southern limits of Oswego. A cross intersection is planned to eliminate the north-south “T” which currently exists.

Douglas Road is a well-traveled north-south route that connects residents with the commercial development on Route 34. The realignment with Schlapp Road will provide direct, continuous access through the Village.

Simons Road is an east-west route that awkwardly intersects with Plainfield Road and Schlapp Road. This realignment will be further studied in the concept-planning phase.

Cherry Road is an existing east-west road that serves county estate housing to the east. Schlapp Road is an existing north-south minor arterial road that begins at the intersection of Simons Road and Plainfield Road and continues south through Areas 6 and 7. The merging of Douglas Road with Schlapp Road creates a major arterial roadway with connectivity to commercial development at the north and south ends.

Physical Features

Parts of Area 6 have gently sloping terrain, rolling hills, and groves of dense forestation. These features create an interesting landscape for natural feature preservation and future development. Aux Sable Creek originates east of and extends westward through the planning area.

There are a number of woodlots throughout the area that should be preserved as an open space amenity. Some of the trees are found in fence rows and along drainage ways. Most of the significant tree canopy exists along Grove Road and in the southern portion of the planning area (shown on Aerial Exhibit & Photograph Locations). These groves’ natural vegetation will

Image A6-1: *Existing trees serving as buffer along Grove Road, traveling south toward Cherry Road*

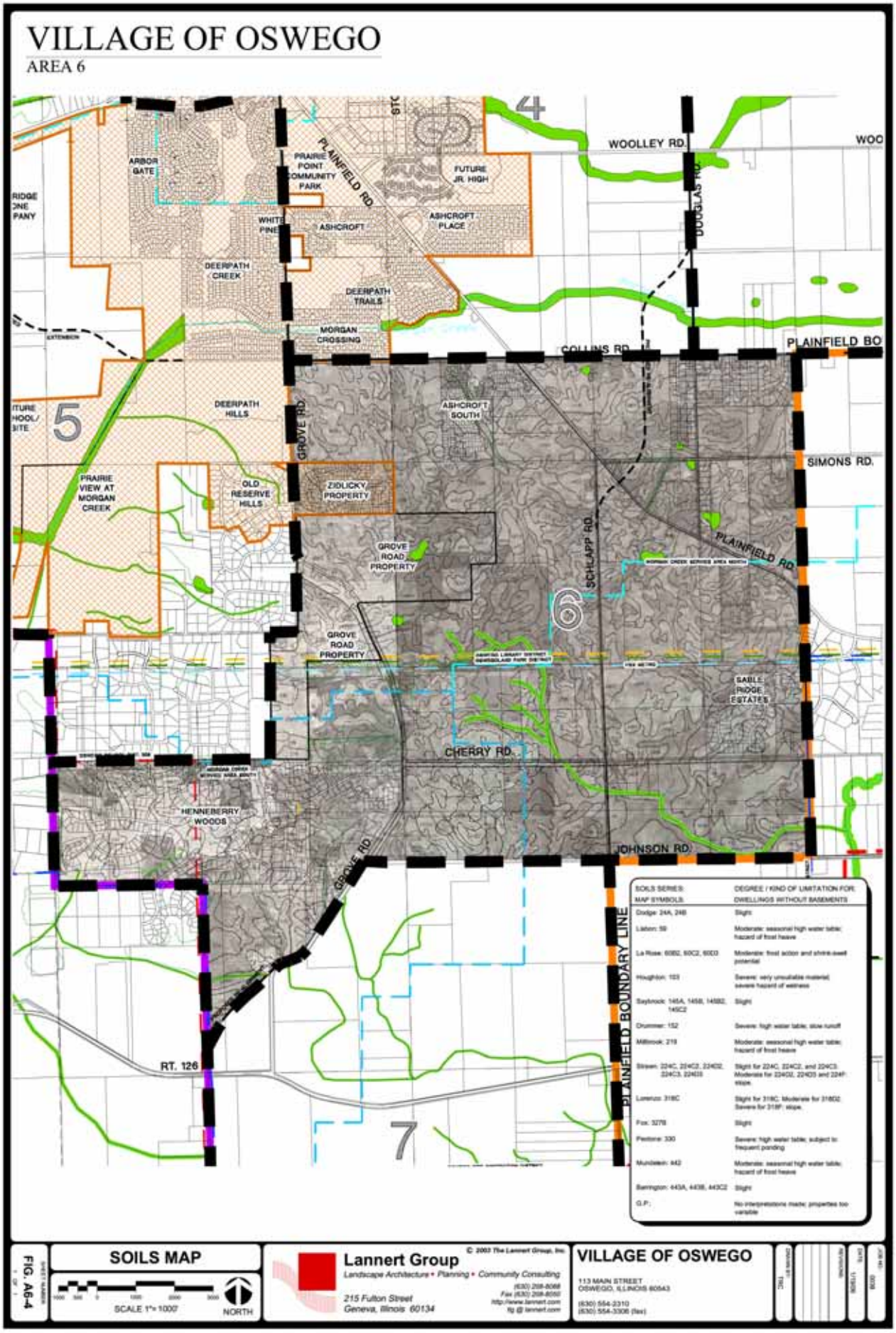
be identified and protected during the planning process. It is the intent of the Strategic Land Use Plan to prioritize environmental features as the most important factor during the development process.

A major drainage swale flows into east Aux Sable Creek south of Cherry Road. North of Cherry Road, the drainage way branches out into many fingers. This system of fingers should be protected as a natural feature. These collections of drainage ways have the potential of linking spaces together within planning Area 6 and eventually extending into planning Areas 5 and 7. Along these drainage ways are significant amounts of vegetation, including natural wetland plants and over story trees. By preserving these drainage ways, it will be possible to provide an ecological strategy for storm water management. These drainage ways will naturally recharge water, filter pollutants, and ultimately attract wildlife habitats. In addition, the preservation of these drainage ways will be aesthetically pleasing for future residents and users of these open spaces. These physical features have established an environmental system which can become the central amenity for the development of Area 6.

Image A6-2: *Trees along Simons Road traveling toward Plainfield Road*

Results from the soil study come from the Soil Survey of Kendall County. The information included has been generalized for the study of buildable soils for the future development of Area 6. Area 6 has a classification of both 5 and 6. Most of the area has a classification of 5 and there is a small area along the drainage way that is considered as classification 6. Classification 6 is described as Drummer-Mundelein-Brenton association: nearly level, poorly drained and somewhat poorly drained soils that formed in silt loam material and the underlying glacial outwash. Classification 5 is described as Saybrook-Drummer-La Rose association: well drained to poorly drained, nearly level to strongly sloping soils that formed in silt loam material and the underlying silt loam to loam glacial till.

Area 6 Soils Map exhibit illustrates a detailed layout of the soils and includes soil categories in numeric form with potential limitations for development.


VILLAGE OF OSWEGO
AREA 6
4
5
6
7
WOOLLEY RD.
DOUGLAS RD.
PLAINFIELD RD.
COLLINS RD.
SIMONS RD.
GROVE RD.
SCHLAPP RD.
CHERRY RD.
JOHNSON RD.
RT. 126
PLAINFIELD BOUNDARY LINE
ARBOR GATE
PRAIRIE POINT COMMUNITY PARK
FUTURE JR. HIGH
WHITE PINE
ASHCROFT
ASHCROFT PLACE
DEERPATH CREEK
DEERPATH TRAILS
MORGAN CROSSING
DEERPATH HILLS
ASHCROFT SOUTH
PRAIRIE VIEW AT MORGAN CREEK
OLD RESERVE HILLS
ZIDLICKY PROPERTY
GROVE ROAD PROPERTY
GROVE ROAD PROPERTY
SABLE RIDGE ESTATES
HENNEBERRY WOODS
SOILS SERIES: MAP SYMBOLS:
DEGREE / KIND OF LIMITATION FOR DWELLINGS WITHOUT BASEMENTS
Dodge: 24A, 24B — Slight
Lisbon: 59 — Moderate: seasonal high water table; hazard of frost heave
La Rose: 60B2, 60C2, 60D3 — Moderate: frost action and shrink-swell potential
Houghton: 103 — Severe: very unsuitable material; severe hazard of wetness
Saybrook: 145A, 145B, 145B2, 145C2 — Slight
Drummer: 152 — Severe: high water table; slow runoff
Millbrook: 219 — Moderate: seasonal high water table; hazard of frost heave
Strawn: 224C, 224C2, 224D2, 224C3, 224D3 — Slight for 224C, 224C2, and 224C3. Moderate for 224D2, 224D3 and 224F: slope.
Lorenzo: 318C — Slight for 318C. Moderate for 318D2. Severe for 318F: slope.
Fox: 327B — Slight
Pentone: 330 — Severe: high water table; subject to frequent ponding
Mundelein: 442 — Moderate: seasonal high water table; hazard of frost heave
Barrington: 443A, 443B, 443C2 — Slight
G.P.: — No interpretations made; properties too variable
FIG. A6-4
SOILS MAP
SCALE 1"= 1000'
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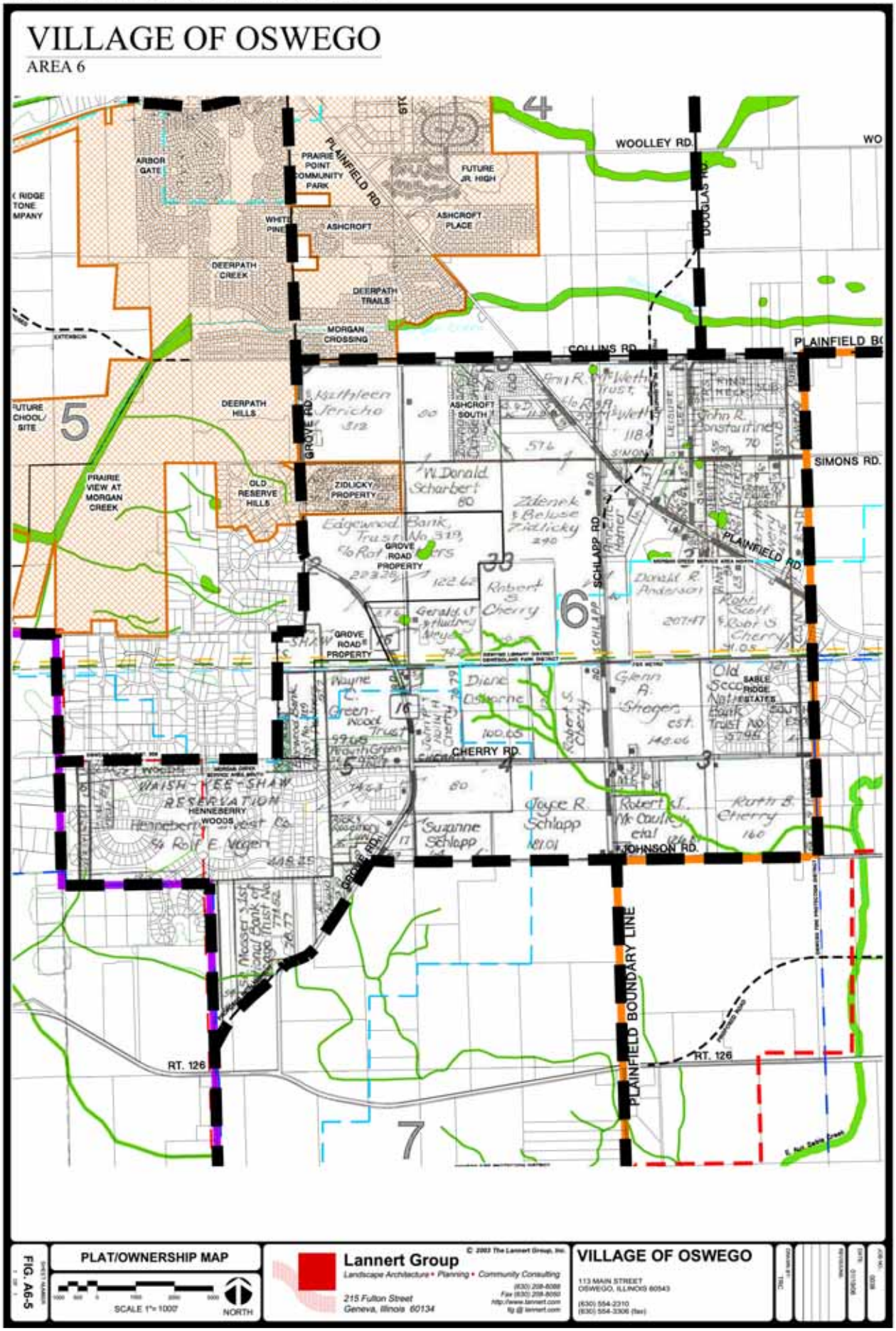
VILLAGE OF OSWEGO
AREA 6
WOOLLEY RD.
PLAINFIELD RD.
DOUGLAS RD.
COLLINS RD.
SIMONS RD.
GROVE RD.
SCHLAPP RD.
CHERRY RD.
JOHNSON RD.
PLAINFIELD BOUNDARY LINE
RT. 126
ARBOR GATE
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FUTURE JR. HIGH
ASHCROFT
ASHCROFT PLACE
DEERPATH CREEK
DEERPATH TRAILS
MORGAN CROSSING
DEERPATH HILLS
PRAIRIE VIEW AT MORGAN CREEK
OLD RESERVE HILLS
ZIDLICKY PROPERTY
GROVE ROAD PROPERTY
ASHCROFT SOUTH
HENNEBERRY WOODS
WAISH-KEE-SHAW RESERVATION
PLAT/OWNERSHIP MAP
SCALE 1"= 1000'
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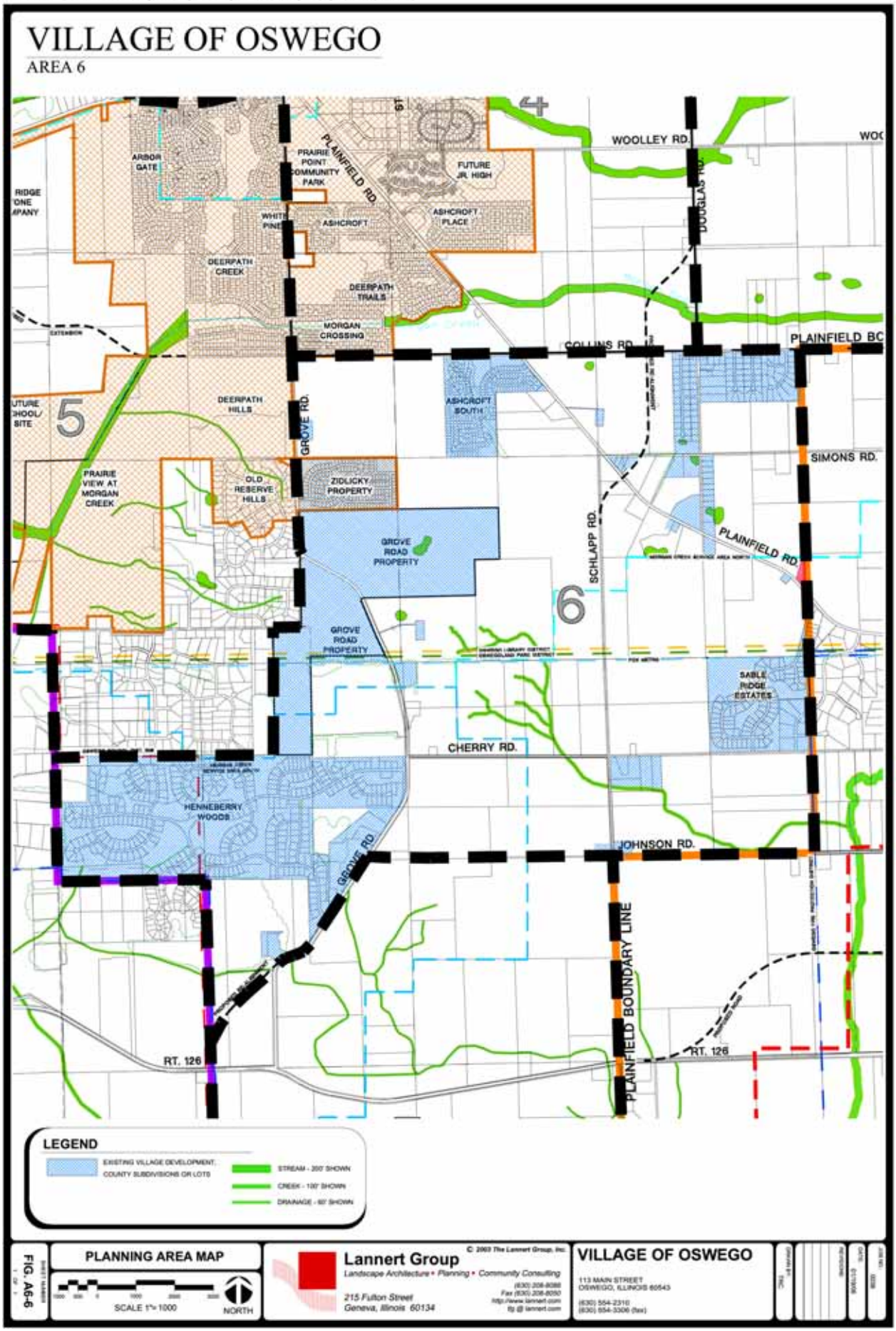
FIG. A6-5


VILLAGE OF OSWEGO
AREA 6
WOOLLEY RD.
PLAINFIELD RD.
DOUGLAS RD.
ARBOR GATE
PRAIRIE POINT COMMUNITY PARK
FUTURE JR. HIGH
WHITE PINE
ASHCROFT
ASHCROFT PLACE
DEERPATH CREEK
DEERPATH TRAILS
MORGAN CROSSING
COLLINS RD.
DEERPATH HILLS
GROVE RD.
ASHCROFT SOUTH
SIMONS RD.
PRAIRIE VIEW AT MORGAN CREEK
OLD RESERVE HILLS
ZIDLICKY PROPERTY
GROVE ROAD PROPERTY
SCHLAPP RD.
PLAINFIELD RD.
GROVE ROAD PROPERTY
SABLE RIDGE ESTATES
CHERRY RD.
HENNEBERRY WOODS
JOHNSON RD.
GROVE RD.
PLAINFIELD BOUNDARY LINE
RT. 126
RT. 126
LEGEND
EXISTING VILLAGE DEVELOPMENT, COUNTY SUBDIVISIONS OR LOTS
STREAM - 200' SHOWN
CREEK - 100' SHOWN
DRAINAGE - 50' SHOWN
FIG. A6-6
PLANNING AREA MAP
SCALE 1"= 1000
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DENSITY STUDY

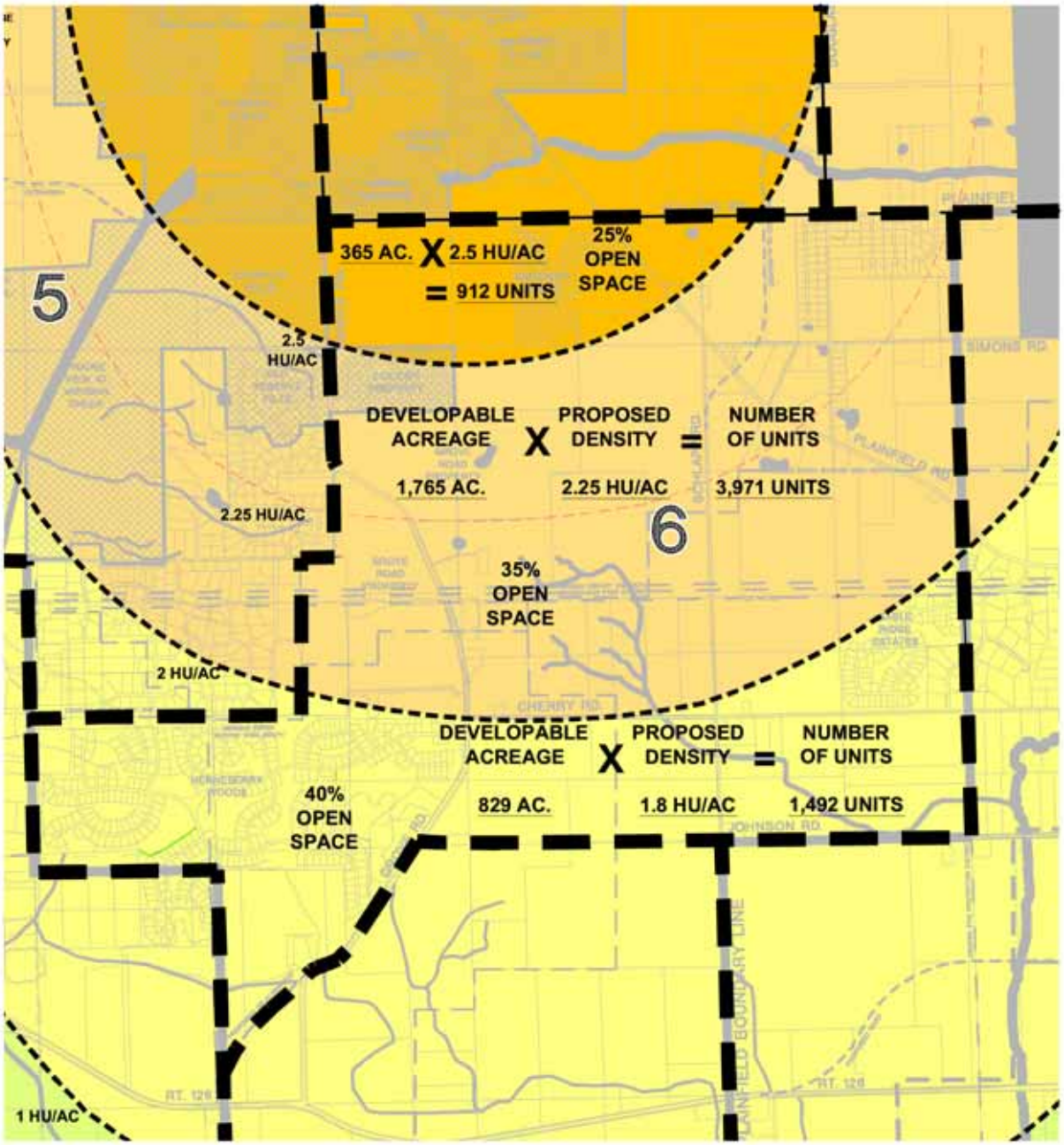
Each planning area contains a density study which shows the overall density. The Density Study exhibit illustrates density bands radiating out from the downtown area. These bands are assigned a density and an open space percentage allocation. The density from the downtown radiates from a more concentrated density near the center decreasing to a less dense area as one moves towards the outer edges of the planning areas. In addition, larger percentages of open space are designated toward the outer limits of the planning areas to provide a significant boundary that serves as a buffer to preserve surrounding agricultural land.

The exhibit, Density Study, demonstrates how these bands of densities work together. The yellow band shown on the outer edge of Area 6 is a low-density allotment (between 1 housing units/acre and 2 housing units/acre) and has a designated 40% open space requirement. The southern portion of the study area lies near the edge of the yellow band. To calculate the number of units, 1.8 hu/ac was applied to the equation: developable acreage x proposed density = number of units. The amount that was calculated for the 1.8 hu/ac range is 1,492 units. In the tan density band, 2.25 hu/ac was applied because the study area was between 2hu/ac and 2.5 hu/ac. A total of 3,971 units were calculated and a 35% open space requirement was designated for the tan density band. The northern region of planning Area 6 was designated by an orange band that represents 2.5 hu/ac and 25% open space. In this area, 912 units were calculated. The total number of units from this density study for Area 6 was 6,375 units with approximately 2,959 developable acreages*.

*Developable Acreages were determined by excluding newly developed neighborhoods, county estate lots, major roads, and drainage ways.

VILLAGE OF OSWEGO

AREA 6



AREA TOTALS

DEVELOPABLE ACREAGE	2,959 ACRES
TOTAL UNITS	6,375 UNITS

FIG. A6-7

DENSITY STUDY

SCALE 1"= 1000'

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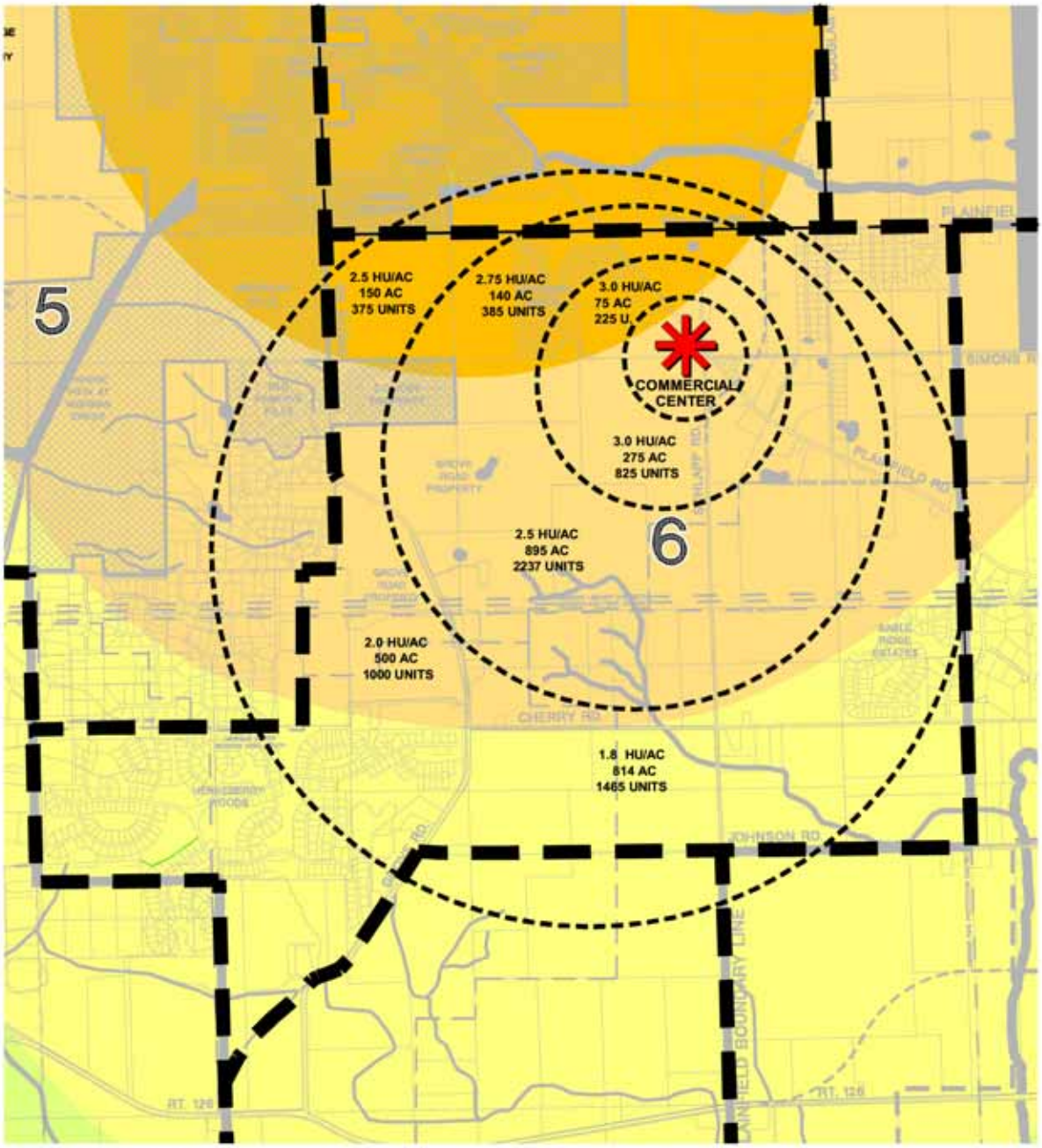
VILLAGE NODE DENSITY STUDY

The walkable community concept is the strategic focus for all planning areas. The Village node envisions the creation of a neighborhood center with the re-allocation of the radiating ring density into a clustered, environmentally designed walkable community. Placement of the center core is determined by the existing or proposed roadway network. The roadway establishes the market window necessary to create the sense of place which legitimizes the focus of the neighborhood. It is important to locate these commercial areas in the planning process in order to effectively incorporate them into the design of the residential developments and reduce future controversy. The walkable community concept mirrors the radiating ring philosophy by permitting more intensity (higher densities) in close proximity to the core with less intensity (lower density) as one moves further from the center.

As shown on the exhibit, Density Study with Village Node Influence, the commercial center is located near a major intersection of Plainfield Road and Schlapp Road. The dashed circles that are radiating from the center symbolize a pattern of decreasing densities as one moves farther away from the center. Not only are the smaller circles influencing the area's density but the colored bands representing the major density are influencing it as well. In this study, the total developable acreage is the same: 2,959 acres.

VILLAGE OF OSWEGO

AREA 6



AREA TOTALS

COMMERCIAL NODE	110 ACRES
RESIDENTIAL ACREAGE	2,849 ACRES
TOTAL SITE ACREAGE	**2,959 ACRES**
VILLAGE NODE CALCULATED UNITS	6,512 UNITS
OVERALL DENSITY STUDY UNITS	**6,375 UNITS**

FIG. A-8

VILLAGE NODE DENSITY STUDY

SCALE 1"= 1000'

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CONCEPT PLAN

After analyzing the existing conditions, soil survey, plat map/ownership, and proposed density study, an overall concept plan was developed. The Concept Plan exhibit shows a conceptual diagram that represents areas of development and open space preservations. For the conceptual plan, each land use designation is provided with a corresponding color shown in the legend within the Concept Plan exhibit. The color red corresponds to commercial development, brown is a mix residential development, yellow is a general residential area, hatched purple and blue is light industry and office space use, and green is designated for open space use. Asterisk symbols represent future school and park allocation needs. The red asterisk represents a future park opportunity, with a yellow asterisk indicating an elementary school, purple for junior high and blue for high school.

The bubbles with dashed outlines represent the designated land use areas. In addition, the corresponding acreage within each outlined area provides the measurement for that area. The sub-area measurement limits are defined by the right-of-way lines, drainage features, planning area boundary or jurisdictional limits. Existing subdivisions or dwelling units were excluded from the acreage total. Open spaces are also delineated within the plan with dashed outlines. The total number of developable acres for the density studies and the overall concept plan is approximately the same to maintain consistency.

Open Space Corridors

The open space corridors established the framework of the plan. Open space corridors, were located near significant streams, creeks, drainage ways, and along roadways. These corridors provide opportunities to link parks and schools, bike and pedestrian paths, and neighborhoods together. In addition, the corridors provide places for residents to walk or bike, therefore minimizing the use of their automobiles.

Buffers and Setbacks

Buffers and setbacks will be required along major and minor arterial, and collector roadways. Depending on the type of road, three buffer widths were assigned to designated roadways for future improvements. Buffer type A, is located along major arterial roads which have a minimum width of 120'. Buffer type A will occur along Plainfield Road. Buffer type B will be designated for minor arterial roads which will have a minimum width of 100'. Buffer type B will occur along Collins Road, Grove Road, and Schlapp Road. Buffer type C is designed for collector roads, with a minimum width of 80'. Buffer type C will occur along Simons Road, Cherry Road, and Reservation Road extension.

* This section will be discussed further in the Transportation Plan.

Commercial Nodes

The next step that was taken during the planning process of this concept plan was to look at areas that could develop as a commercial node. After reviewing the existing conditions, the commercial center was placed at the proposed new intersection of Schlapp/Douglas merged and Plainfield Road. The traffic through this area will spur economic growth in the southern end of the planning areas. The commercial sites would be located at the northwest and northeast intersection of these two major roadways. Approximately 95 acres are shown for commercial development opportunities.

Residential Areas

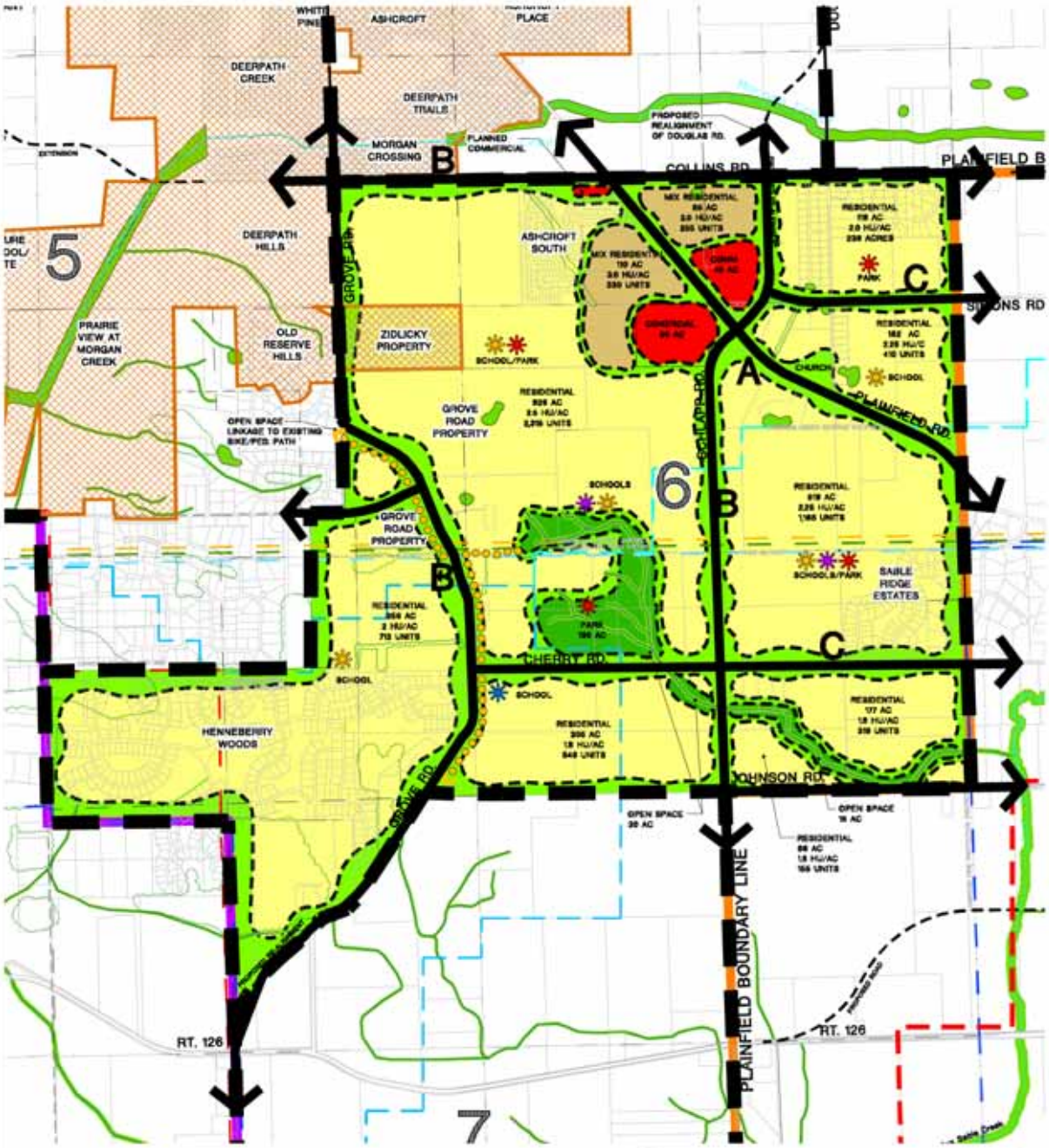
The residential areas were established by locating existing housing and open land that could potentially be developed. The intent is to keep these areas general and not define exact boundaries or access points to accommodate flexibility during the implementation of the plan.

Residential Densities

By using the influences of the overall density study and the density study with the village node, density amounts could be assigned to each

VILLAGE OF OSWEGO

AREA 6



AREA TOTALS

CONCEPT PLAN CALCULATED UNITS	6,449 UNITS
VILLAGE NODE CALCULATED UNITS	6,512 UNITS
OVERALL DENSITY STUDY UNITS	**6,375 UNITS**

LEGEND

- COMMERCIAL
- RESIDENTIAL
- OPEN SPACE
- MIX RESIDENTIAL
- PARK LOCATION
- PROPOSED BIKE AND PEDESTRIAN LINKAGE
- ELEMENTARY SCHOOL LOCATION
- JUNIOR HIGH SCHOOL LOCATION
- HIGH SCHOOL LOCATION
- A — BUFFER/SETBACK 60' ON EITHER SIDE
- B — BUFFER/SETBACK 50' ON EITHER SIDE
- C — BUFFER/SETBACK 40' ON EITHER SIDE

FIG. A6-9

CONCEPT PLAN

SCALE 1"= 1000'

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residential area. The density and the concept plans were combined and each area matched with a corresponding density. The highest density amount allocated was 3.0 housing units/acre in the mix residential area that is near the commercial node. The densities decrease in amount when moving farther away from the commercial center. The lowest density amount is allocated as 1.8 acres and these areas lie at the southern edge of the community.

School Locations

After the total number of units was calculated, it was possible to determine the number of schools needed for Planning Area 6. Student population was established by the Village of Oswego Land/Cash Ordinance and the 1996 Table of Estimated Ultimate Population Per Dwelling Unit Children Per Unit.

Elementary: For every 600 students in the elementary grades, 11 acres of land are needed to plan for a school. It is estimated that 5 elementary schools are needed to fulfill this need for the elementary students.

Junior High: For every 900 students in the junior high grades, 20 acres of land are needed to plan for a school. It is estimated that 2 schools are needed to fulfill this need for the junior high students.

High School: For every 2400 students in the high school grades, 80 acres of land are needed to plan for a school. It is estimated that at least 1 high school is needed to fulfill this need for the high school students.

A total number of 8 schools are needed and the locations have been identified on the concept plan.

Park Locations

Planning Area 6 has open space requirements that range from 25 to 40%. The Aux Sable Creek tributary with associated environmental features including topography, wetlands, and vegetation is a significant open space feature in Area 6. Due to its terminus in the central portion of the area this natural feature provides the opportunity to assemble a concentrated land mass with linkage potentials to the east and west as shown. Three additional park sites have been designated resulting from the population calculation. It is recommended that the park locations are either located in the center of a residential area or along an open space corridor. Placing park locations along corridors or centralizing them in neighborhoods ensures that most residents will have access to these open space amenities.

Transportation

The existing roads within Area 6 provide for convenient and adequate circulation. The addition of the roadway buffers will accommodate the future needs of the existing roadway network. The merging of Schlapp Road to the south and Douglas Road to the north at the improved intersection on Plainfield Road solidifies the proposed commercial node and provides for the convenient connection of the southern planning areas with the existing commercial base on Route 34. Additionally, a through connection is planned for Grove Road at Route 126. This intersection maximizes the commercial potential shown in Area 7.

VILLAGE OF OSWEGO

AREA 7
STRATEGIC GROWTH PLAN

Area 7
Strategic Growth Plan

TABLE OF CONTENTS

1. Site Location
2. Existing Conditions
3. Density Study Description
4. Concept Plan Description

List of Figures

1.	Area 7 Location Map	A7-1
2.	Aerial Photograph Exhibit	A7-2
3.	Area Photographs 1-6	A7-3
4.	Soils Map	A7-4
5.	Plat/Ownership Map	A7-5
6.	Planning Area Map	A7-6
7.	Density Study	A7-7
8.	Village Node Density Study	A7-8
9.	Concept Plan	A7-9

VILLAGE OF OSWEGO

AREA 7

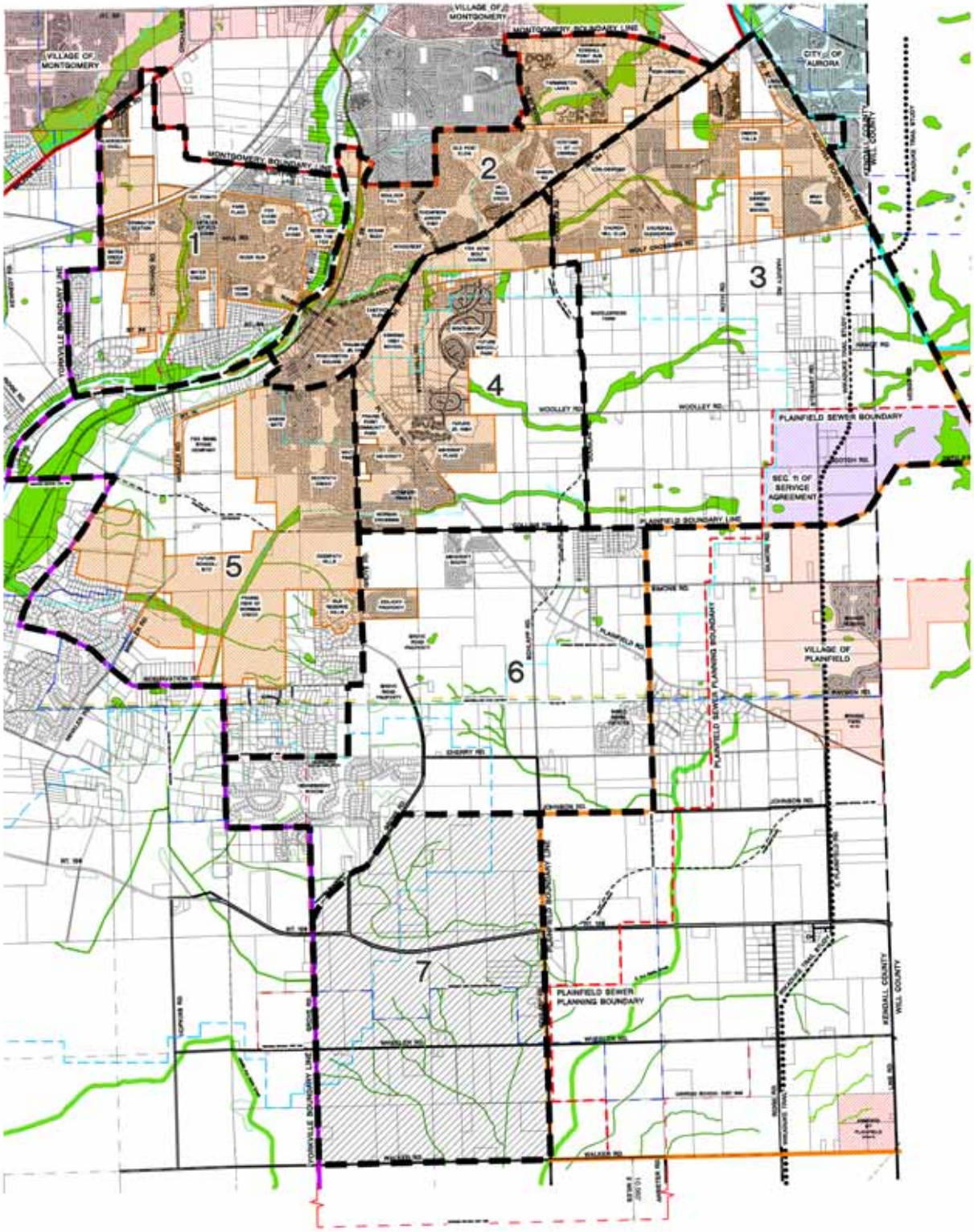

FIG. A7-1

AREA 7 LOCATION MAP

SCALE 1"=2000

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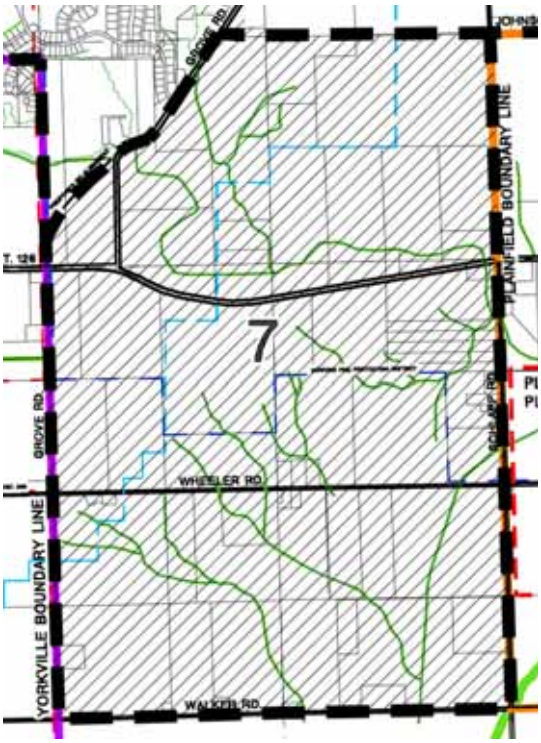

SITE LOCATION

Area 7 is located at the far south end of the Village of Oswego's planning areas, approximately 6 miles from Oswego's downtown. The roads that border Area 7 are: Johnson Road to the north, Schlapp Road on the east, Walker Road on the south, and Grove Road to its west. The area between Wheeler Road and Walker Road is considered as the FLEX area. This transition area could be incorporated into Oswego or Joliet based upon municipal services available at the time of annexation. This area has been included in the comprehensive plan to examine possibilities for future development.

Three communities are adjacent to planning Area 7: The City of Yorkville to the west, the City of Joliet to the south, and the Village of Plainfield to the east. These communities have been growing at an exceedingly rapid rate and have been expanding toward the Village of Oswego's boundaries. Intergovernmental agreements have been established between Yorkville on the west and Plainfield on the east. The flexible area at the southern boundary is within the reach of Joliet. A boundary line agreement has not been completed for this area.

Area 7 is included in Oswego School District 308 and the limits of the district continue south for approximately 2 miles south of Walker Road. The boundary for the Oswego Fire Protection District lies between Route 126 and Wheeler Road. The Oswego Library District, the Park District, and the Fox Metro Water Reclamation District FPA district limits all lie north of Cherry Road and do not serve planning Area 7 at this time.

An aerial photograph is provided to show the corporate limits of Oswego, the unincorporated county estate lot subdivisions, and natural features (green). Site photographs with their locations shown on the aerial exhibit are included to reflect the character of Area 7.

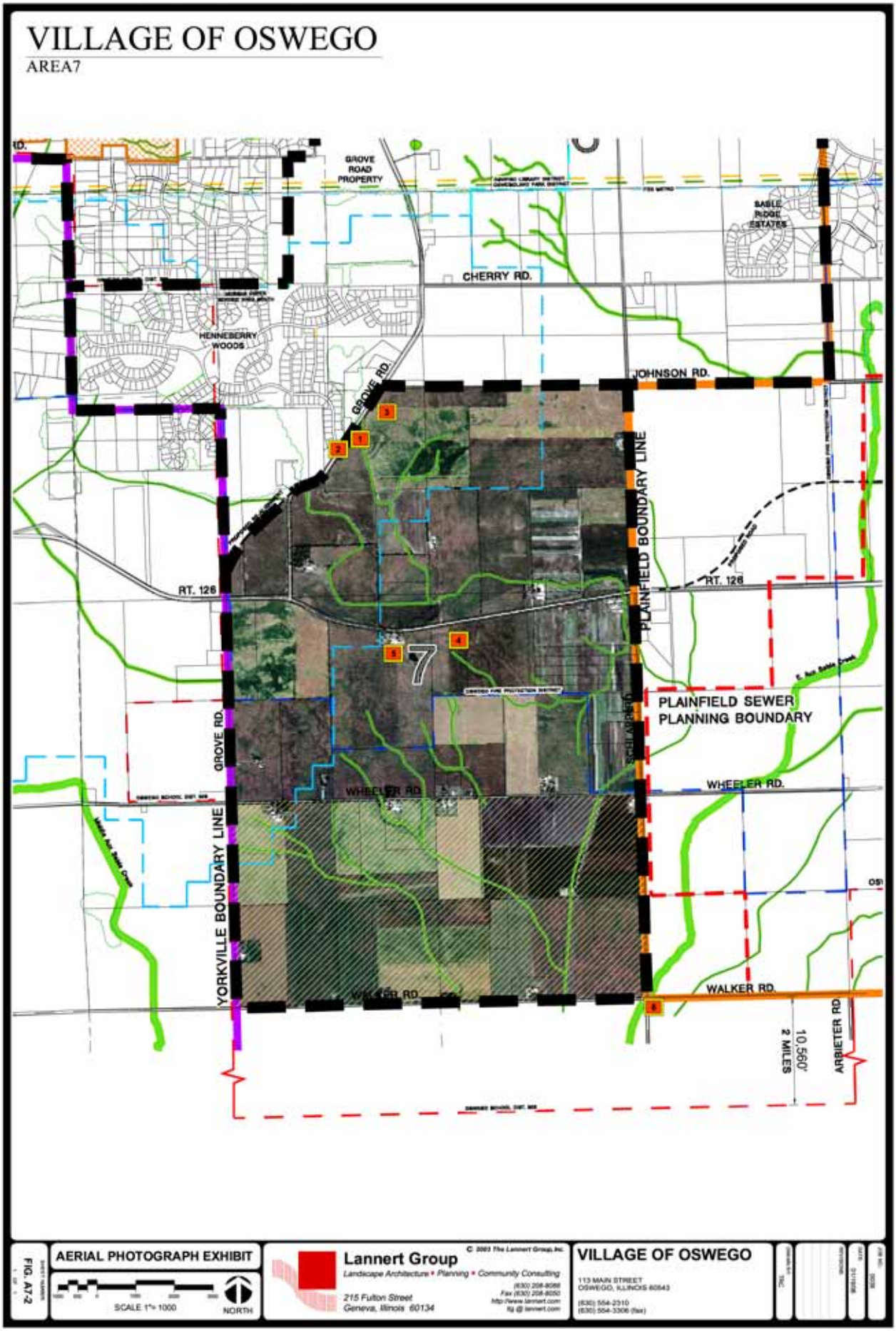
VILLAGE OF OSWEGO
AREA7
GROVE ROAD PROPERTY
SABLE RIDGE ESTATES
CHERRY RD.
HENNEBERRY WOODS
GROVE RD.
JOHNSON RD.
PLAINFIELD BOUNDARY LINE
RT. 126
RT. 126
7
PLAINFIELD SEWER PLANNING BOUNDARY
GROVE RD.
WHEELER RD.
WHEELER RD.
YORKVILLE BOUNDARY LINE
WALKER RD.
WALKER RD.
ARBIETER RD.
10,560' 2 MILES
AERIAL PHOTOGRAPH EXHIBIT
SCALE 1"= 1000
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FIG. A7-2

VILLAGE OF OSWEGO

AREA 7

1 DRAINAGE SWALE ALONG GROVE ROAD SHOULD BE UTILIZED AS AN OPEN SPACE AMENITY.

2 EXTENSIVE VEGETATION ALONG THE BANKS OF THE DRAINAGE SWALE SHOULD BE PRESERVED.

3 VIEW FROM GROVE ROAD LOOKING SOUTH. EXISTING TREES ARE IN GOOD CONDITION AND SHOULD BE PRESERVED.

4 VIEW OF ROUTE 126 TRAVELING WEST. EXISTING TREES ALONG THE ROAD'S EDGE CREATE AN EFFECTIVE BUFFER.

5 VIEW OF EXISTING TREES ALONG ROUTE 126 SHOULD BE PRESERVED.

6 VIEW OF AN EXISTING WATER FEATURE AT THE NORTHEAST CORNER OF WALKER ROAD AND SCHLAPP ROAD.

FIG. A7-3

AREA PHOTOGRAPHS 1-6

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EXISTING CONDITIONS

Area 7 is a relatively flat site that consists of farmsteads, farm fields, and a few newly developed single-family homes. The area is easily accessible with the existing roadway network. Multiple drainage ways crisscross the area generally draining southeasterly to Aux Sable Creek.

Transportation

Route 126 is an east-west major arterial road that bisects planning Area 7. This is a major thoroughfare between Yorkville and Plainfield that accommodates through traffic from those communities. This major roadway provides an opportunity for commercial development that will in turn strengthen the Village of Oswego's economy at the southern end.

Currently, Plainfield is proposing to realign Route 126 to meet with Johnson Road, to the north. This realignment is in the conceptual stages. Upon resolution, the transition will be contained within the Plainfield planning area and the result will be additional traffic directed onto Route 126.

There are four minor arterial roads that provide alternate routes throughout Area 7. Grove Road is a well-used north-south route that intersects with Route 126. Currently, the road terminates at Route 126, jogs westerly, and then continues southbound. It is proposed that Grove Road be realigned in order to create a cross intersection with Route 126 and Grove Road. The Area 6 plan incorporates this alignment.

Wheeler Road, Walker Road, and Schlapp Road are additional minor arterial roads that provide east-west and north-south transportation. These are two lane roads that have a minimal amount of traffic due to the sparse population of the area.

Physical Features

Planning Area 7 has the greatest opportunity for open space amenities due to the numerous existing drainage ways. These drainage fingers, streams, creeks, and waterways have the potential to create an open space linkage that will eventually connect into planning Area 6. Significant vegetation, including natural wetland and mature trees growing adjacent to these features, should be preserved. By preserving these drainage ways, it will be possible to provide an ecological strategy to include storm water management and water quality. These drainage ways will naturally recharge water, filter pollutants, and ultimately attract wildlife habitats. In addition, the preservation of these drainage ways will be aesthetically pleasing for future residents and users of these open space linkages.

In addition to the vegetation along the drainage ways, there are a few areas that have mature over-story trees. Private lots with estate homes

Image A7-1: *Vegetation located along the banks of drainage swale.*

on Route 126 and Schlapp Road (shown on pictures 4 and 5) have tree canopies that should be preserved. The tree-lined hedgerow plantings that outline farmsteads or farm fields should be preserved.

Results from the soil study come from the Soil Survey of Kendall County. The information included has been generalized to evaluate the buildable soils in Area 7.

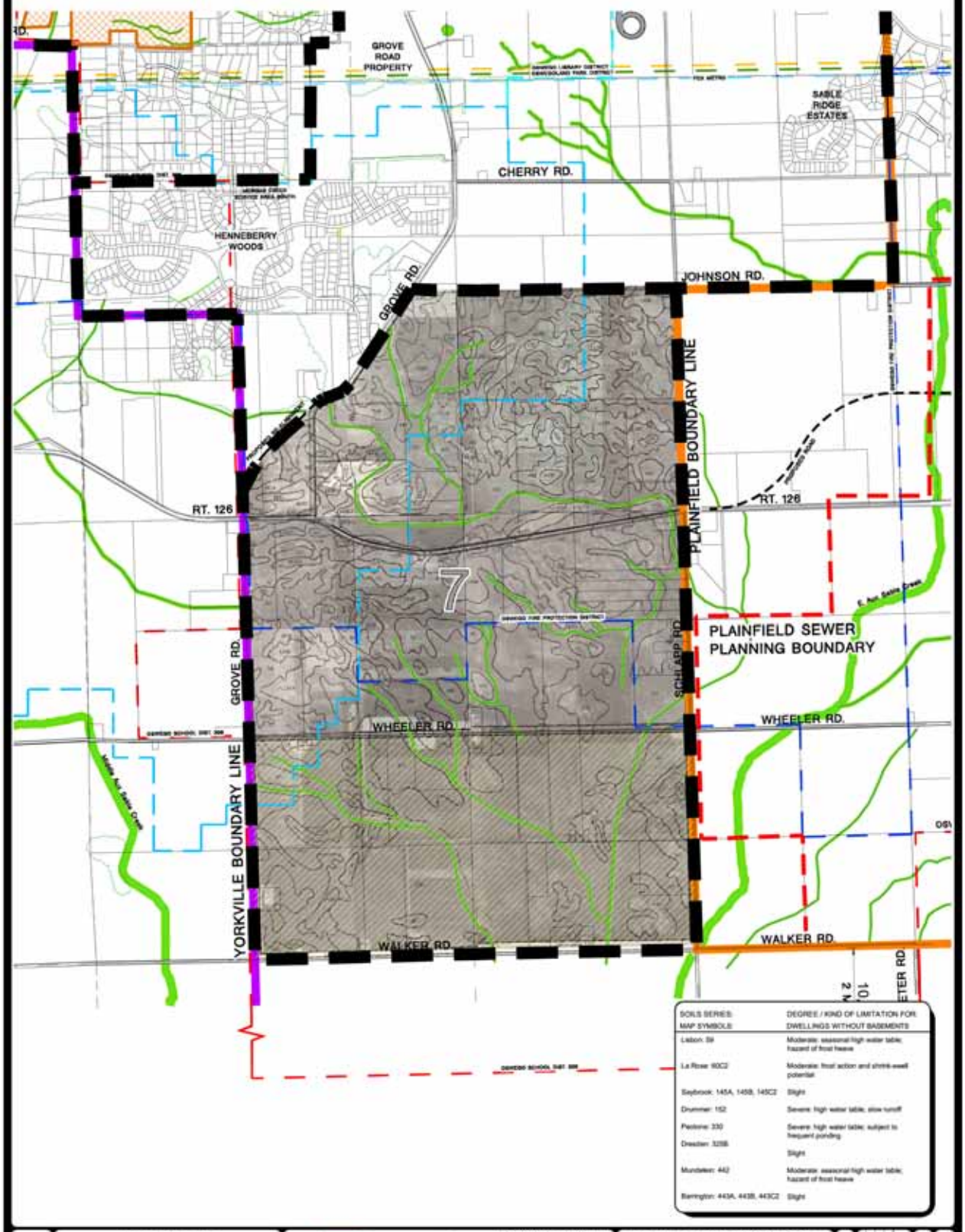
Area 7 has a classification of both 5 and 6. The area south of Route 126 and the area one-quarter mile north of Route 126 includes soils that are classified as a 6, described as Drummer-Mundelein-Brenton association: nearly level, poorly drained and somewhat poorly drained soils that formed in silt loam material and the underlying glacial outwash. One-quarter mile north of Route 126 the soil is classified as a number 5. This is described as Saybrook-Drummer-La Rose association: well drained to poorly drained, nearly level to strongly sloping soils that formed in silt loam material and the underlying silt loam to loam glacial till.

Image A7-2: *Water feature located at the corner of Schlapp Road and Walker Road*

The Area 7 Soils Map exhibit illustrates a detailed layout of the soils and includes soil categories in numeric form. Most of the erodible soils are located along the drainage ways and have steeper slopes along their banks.

VILLAGE OF OSWEGO

AREA 7



SOILS SERIES: MAP SYMBOLS:	DEGREE / KIND OF LIMITATION FOR: DWELLINGS WITHOUT BASEMENTS
Lisbon: 84	Moderate: seasonal high water table; hazard of frost heave
La Rose: 60C2	Moderate: frost action and shrink-swell potential
Seybrook: 145A, 145B, 145C2	Slight
Drummer: 152	Severe: high water table; slow runoff
Pastorie: 330	Severe: high water table; subject to frequent ponding
Dresden: 325B	Slight
Mundelein: 442	Moderate: seasonal high water table; hazard of frost heave
Barrington: 443A, 443B, 443C2	Slight

SOILS MAP

SCALE 1"= 1000

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VILLAGE OF OSWEGO

AREA 7

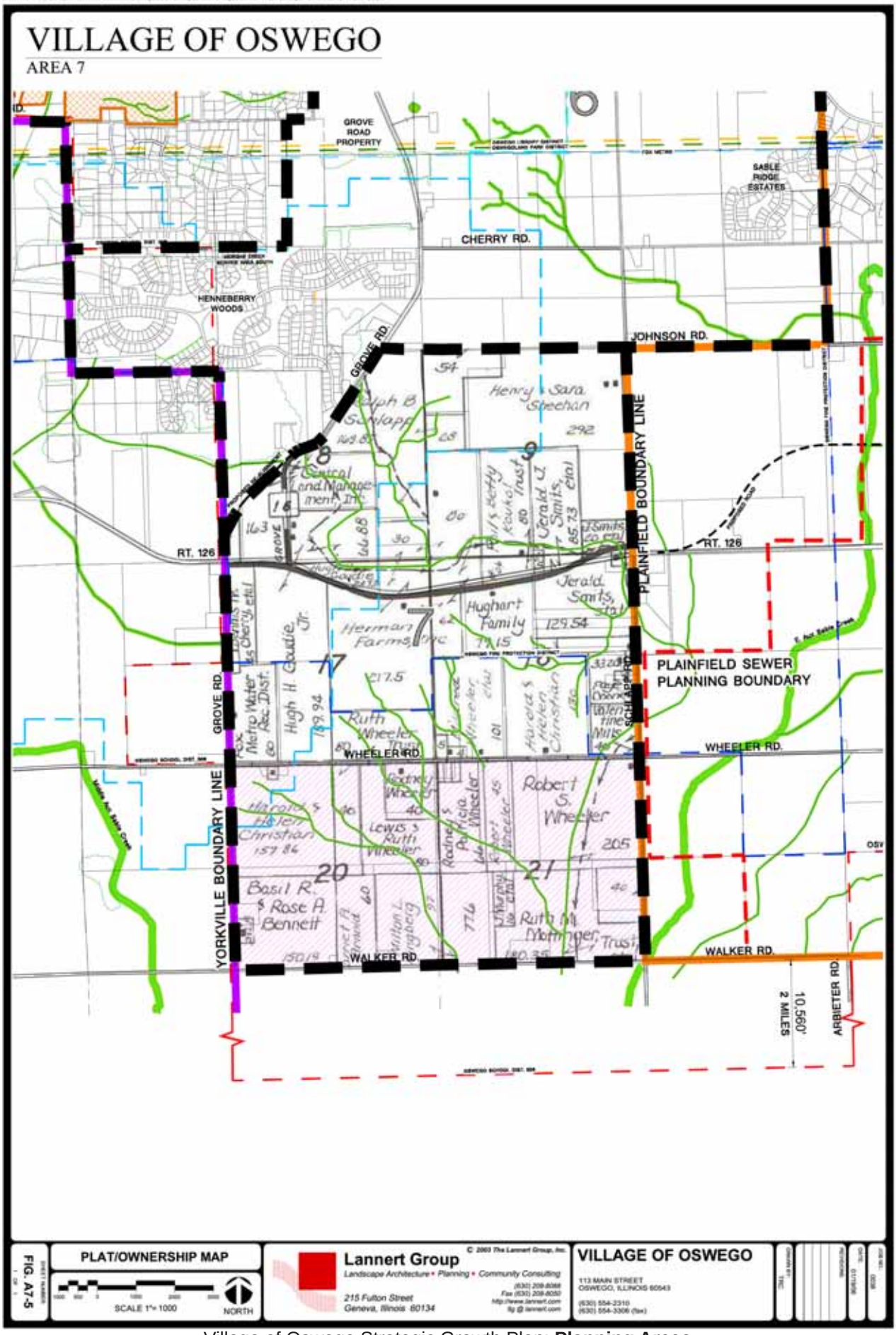

FIG. A7-5

PLAT/OWNERSHIP MAP

SCALE 1"= 1000

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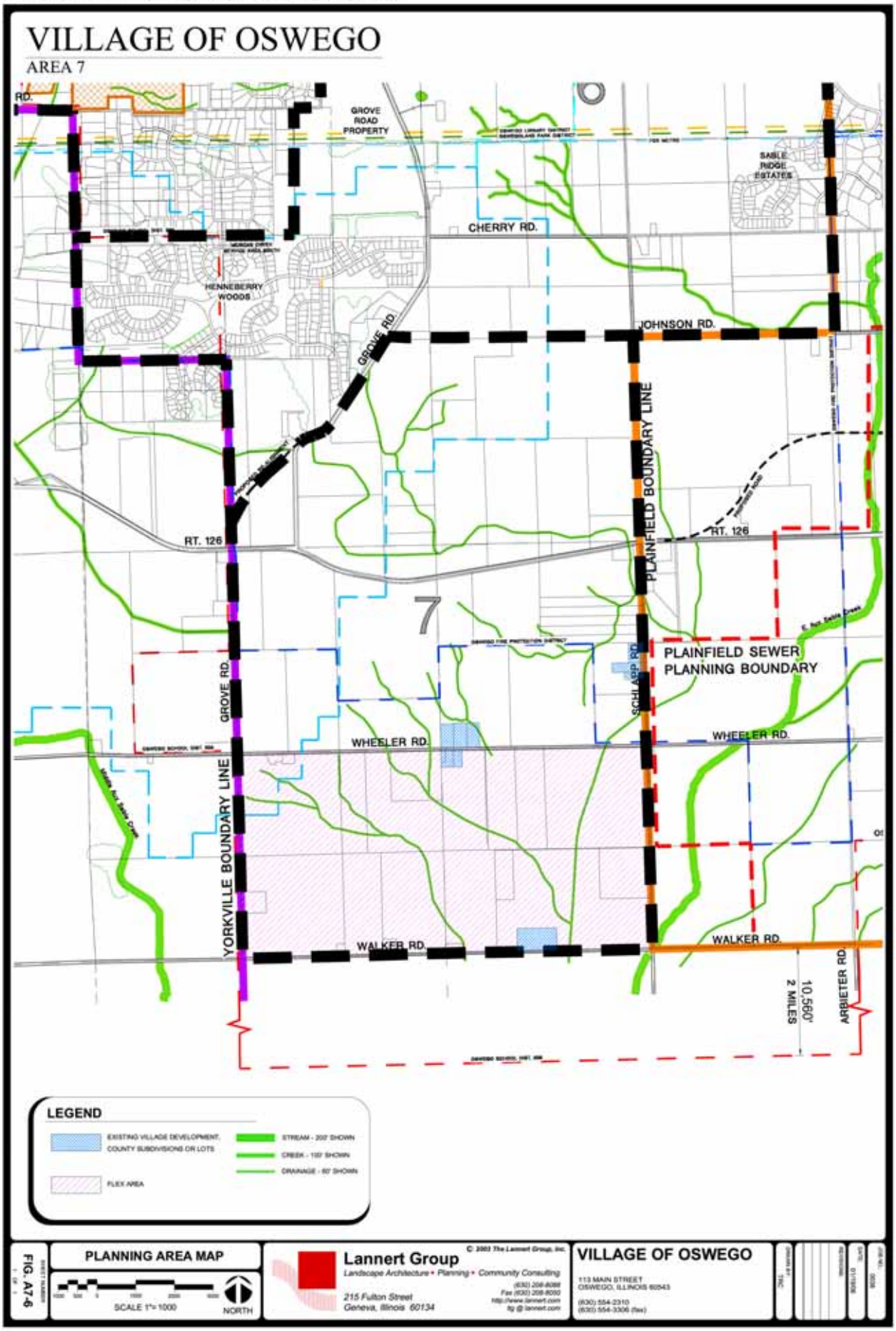
VILLAGE OF OSWEGO
AREA 7
GROVE ROAD PROPERTY
SABLE RIDGE ESTATES
CHERRY RD.
HENNEBERRY WOODS
JOHNSON RD.
GROVE RD.
PLAINFIELD BOUNDARY LINE
RT. 126
RT. 126
7
PLAINFIELD SEWER PLANNING BOUNDARY
SCHLAPP RD.
GROVE RD.
WHEELER RD.
WHEELER RD.
YORKVILLE BOUNDARY LINE
WALKER RD.
WALKER RD.
10,560'
2 MILES
ARBIETER RD.
LEGEND
EXISTING VILLAGE DEVELOPMENT, COUNTY SUBDIVISIONS OR LOTS
FLEX AREA
STREAM - 200' SHOWN
CREEK - 100' SHOWN
DRAINAGE - 60' SHOWN
FIG. A7-6
PLANNING AREA MAP
SCALE 1"= 1000
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DENSITY STUDY

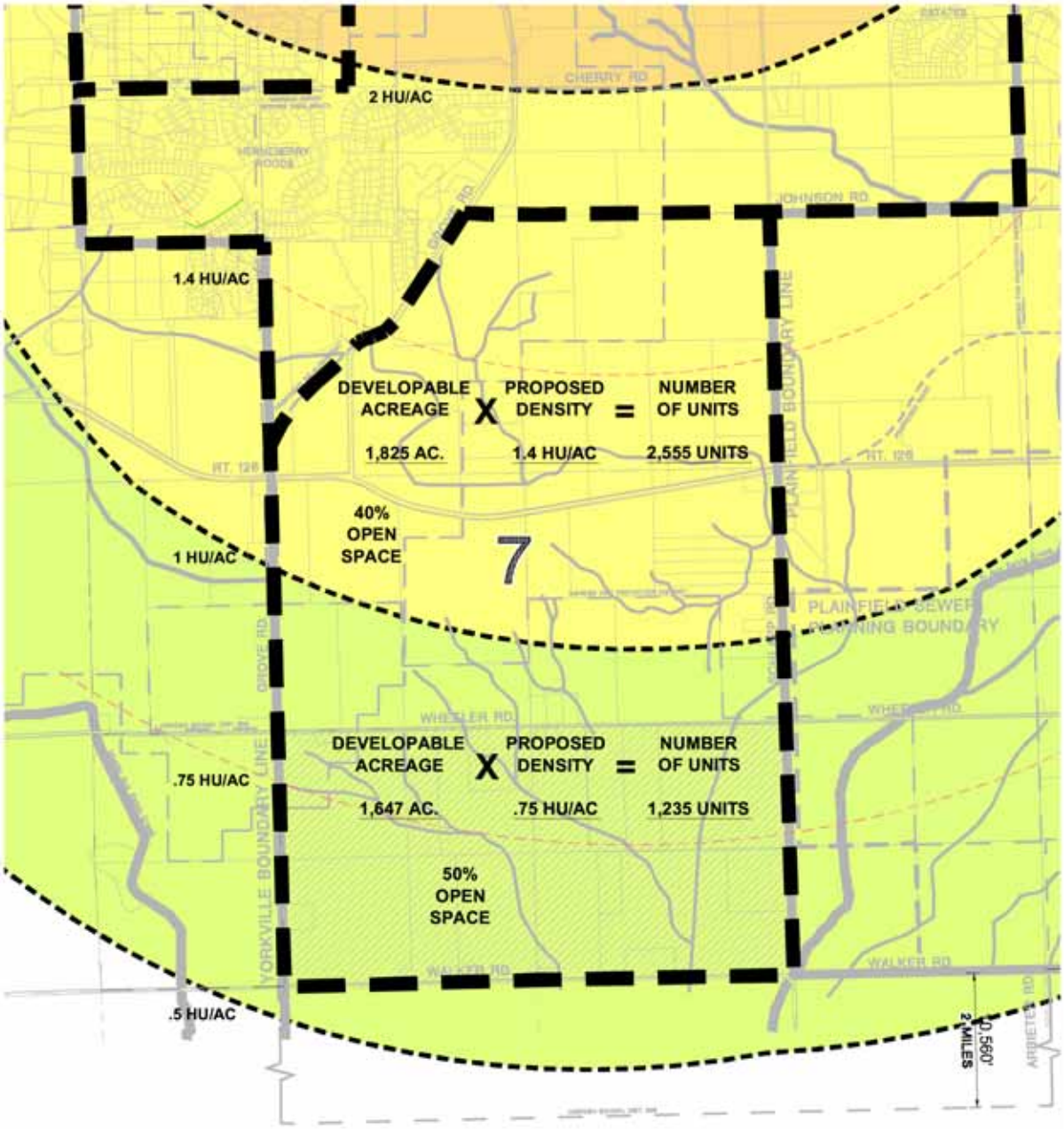
Each planning area contains a density study which shows the overall density for the area. The Density Study exhibit illustrates density bands radiating out from the downtown area. These bands are assigned a density and an open space percentage allocation for each category. The density from the downtown radiates from a more concentrated density near the center decreasing to a less dense area as one moves towards the outer edges of the planning areas. In addition, larger percentages of open space are designated toward the outer limits of the planning areas to provide a significant boundary that serves as a buffer to preserve surrounding agricultural land.

The exhibit, Density Study, demonstrates how these bands of densities work together. The green band shown on the outer edge is at the lowest density allotment (between .5 housing units/acre and 1 housing units/acre) and has a designated 50% open space requirement. The study area lies in the middle of the green band between .5 housing units/acre and 1 housing unit/acre. To calculate the number of units, .75 hu/ac was applied to the equation: developable acreage x proposed density = number of units. The amount that was calculated for the .75 hu/ac range is 1,235 units. In the yellow density band, 1.4 hu/ac was applied because the study area was between 1hu/ac and 2hu/ac. 2,555 units were calculated with a 40% open space requirement designated. The total number of units from this density study for Area 7 is 3,790 units within a total developable acreage* of 3,472.

*Developable Acreages were determined by excluding existing developed neighborhoods, county estate lots, major roads, and drainage ways.

VILLAGE OF OSWEGO

AREA 7



AREA TOTALS

DEVELOPABLE ACREAGE	3,472 ACRES
TOTAL UNITS	3,790 UNITS

FIG. A7-7

DENSITY STUDY

SCALE 1"= 1000'

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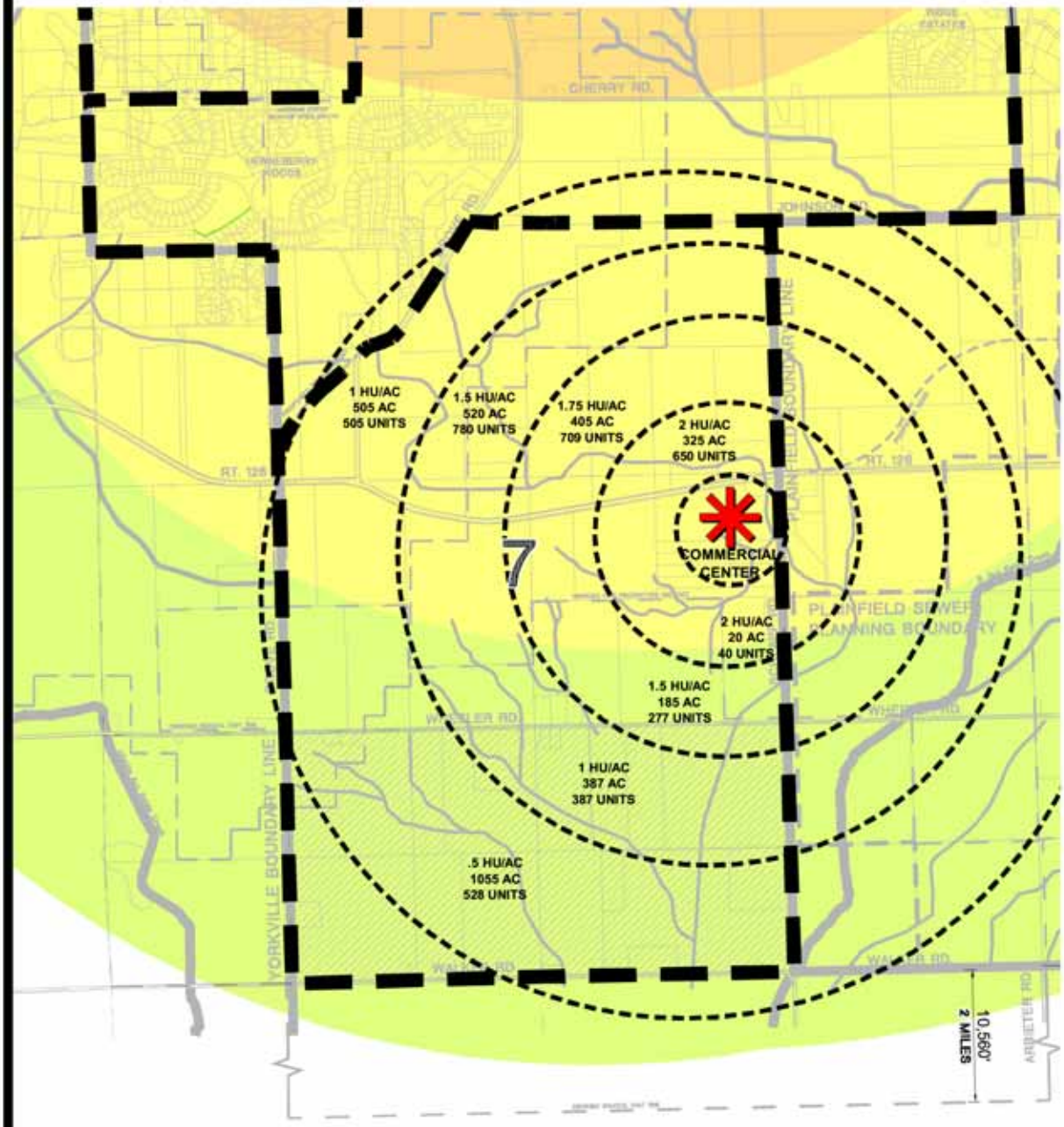
VILLAGE NODE DENSITY

The walkable community concept is the strategic focus for all planning areas. The Village node envisions the creation of a neighborhood center with the re-allocation of the radiating ring density into a clustered, environmentally designed, walkable community. Placement of the center core is determined by the existing or proposed roadway network. The roadway establishes the market window necessary to create the sense of place which legitimizes the focus of the neighborhood. It is important to locate these commercial areas in the planning process in order to effectively incorporate them into the design of the residential developments and reduce future controversy. The walkable community concept mirrors the radiating ring philosophy, by permitting more intensity (higher densities) in close proximity to the core with less intensity (lower density) as one moves further from the center.

As shown on the exhibit, Density Study with Village Node Influence, the commercial center is located at the proposed intersection of Route 126 and Schlapp/Douglas Road connection. The dashed circles that are radiating from the center symbolize a pattern of decreasing densities, which flows from the core to the edges. Not only are the smaller circles influencing the area's density but the colored bands representing the major density are impacting it as well. In this study, the total developable acreage is the fixed, 3,472 acres. The village node calculated units total 3,876, a difference of 86 units from the overall density study of 3,790 units.

VILLAGE OF OSWEGO

AREA 7



AREA TOTALS

COMMERCIAL NODE	70 ACRES
RESIDENTIAL ACREAGE	3,402 ACRES
TOTAL SITE ACREAGE	**3,472 ACRES**
VILLAGE NODE CALCULATED UNITS	3,876 UNITS
OVERALL DENSITY STUDY UNITS	**3,790 UNITS**

FIG. A7-8

VILLAGE NODE DENSITY STUDY

SCALE 1"= 1000'

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CONCEPT PLAN

After analyzing the existing conditions, soil survey, plat map ownership, and location factors, an overall concept plan was developed. The Concept Plan exhibit shows a conceptual diagram that represents areas of development and open space preservations. For the conceptual plan, each land use designation is provided with a corresponding color shown in the legend within the Concept Plan exhibit. The color red corresponds to commercial development, pink represents mix commercial, brown is a mix residential development, yellow is a general residential area, and green is designated for open space use. Asterisk symbols represent future school and park allocation needs. The red asterisk represents a future park opportunity, with a yellow asterisk indicating an elementary school, and purple for a junior high school.

The bubbles with dashed outlines represent the designated land use areas. In addition, the corresponding acreage within each outlined area provides the measurement for that area. The sub-area measurement limits are defined by the right-of-way, drainage features, planning area boundary or jurisdictional limits. Existing subdivisions or dwelling units were excluded from the acreage total. Open spaces are also delineated within the plan with dashed outlines. The total number of developable acres for the density studies and the overall concept plan are approximately the same to maintain consistency.

Open Space Corridors

The open space corridors established the framework of the plan. Open space corridors were established near significant streams, creeks, or drainage ways. These corridors provide opportunities to link parks, schools, bike and pedestrian paths and neighborhoods together and minimize the use of automobiles.

Path Way Systems

It is recommended that multi-use paths be provided throughout Planning Area 7 to promote a healthy lifestyle for residents and create a walkable, desirable place to live. To create a complete pathway system for Area 7, pathways are proposed to run along major open space corridors and along major transportation routes that could support the width for multi-use trails. It is proposed that a multi-use path be continued north along Grove Road to meet the existing path and continue along Walker Road to eventually meet with the planned WIKADUKE Trail. The multi-use trails are identified with orange dots.

Buffers and Setbacks

Buffers and setbacks will be required along major and minor arterial roads and collector roadways. Depending on the type of road, three buffer widths were assigned to designated roadways for future improvements. Buffer type A, is located along major arterial roads which have a minimum width of 120'. Buffer type A will occur along U.S. 126. Buffer type B will be designated for minor arterial roads which have a minimum width of 100'. Buffer type B will occur along Walker Road, Grove Road, and Schlapp Road. Buffer type C is designed for collector roads, with a minimum width of 80'. Buffer type C will occur along Wheeler Road.

* This section will be discussed further in the Transportation Plan.

Commercial Nodes

The next step that was taken during the planning process was to evaluate areas that could develop as a commercial node. After reviewing the existing conditions, the commercial center was placed at the intersection of Route 126 and Schlapp Road. There is a large amount of traffic that travels through this area that could spur economic growth in this southern end of the planning area. The main commercial site would be located at the southwestern corner of these two major roadways. It is proposed that approximately 65 acres be developed in this area to support the residential population. Mix commercial is designated on

the west side of the intersection of Route 126 and Grove Road. By placing the commercial nodes within the planning Area 7 community, residents will be able to access walkable commercial areas and will in turn, decrease the amount of vehicle trips on the adjacent roads.

Residential Areas

The residential areas were established by locating existing housing and open land that could potentially be developed. It was the intent to keep these areas general and not define exact boundaries or access points to keep the concept as a flexible and workable plan.

Residential Densities

By using the influences of the overall density study and the density study with the village node, unit counts can be assigned to each residential area. The density and the concept plans were combined and each area matched with a corresponding density. The highest density allocated was 2.5 housing units/acre adjacent to the commercial node. The densities decrease when moving farther away from the commercial center. The lowest density allocated was .5 housing units/acre at the edge of the planning area.

School Locations

After the total number of units is calculated, it is possible to determine the student yield for planning area 7. Student population was established by the Village of Oswego Land/Cash Ordinance and the 1996 Table of Estimated Ultimate Population Per Dwelling Unit Children Per Unit.

Elementary: For every 600 students in the elementary grades, 11 acres of land are needed to plan for a school. It is estimated that 3 elementary schools are needed for the elementary students.

Junior High: For every 900 students in the junior high grades, 20 acres of land is needed to plan for a school. It is estimated that a junior high school is not necessary for this planning area.
High School: For every 2400 students in the high school grades, 80 acres of land are needed to plan for a school. It is estimated that a high school site is needed in the area for a future high school.

A total number of 4 schools are needed and the locations have been identified on the concept plan.

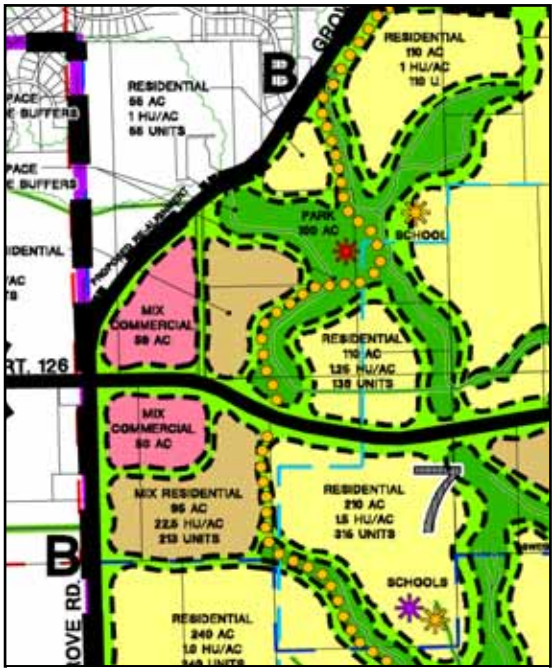


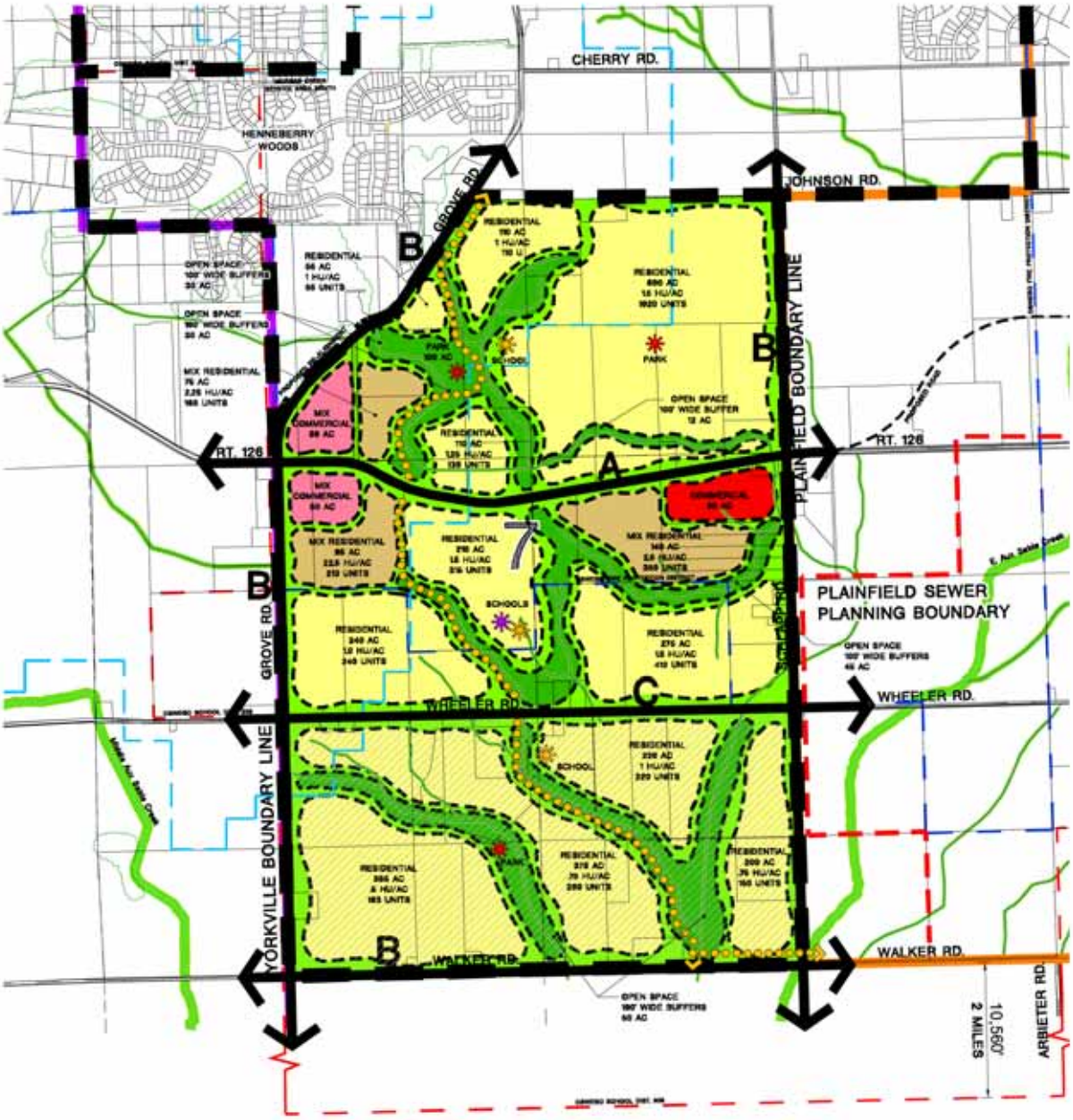
Image A7:3: *Inset of Concept Plan showing school and park locations with greenway connections*

Park Locations

It is proposed that planning Area 7 be provided with 40-50% open space from the previous overall density study. It is recommended that the park locations are either located in the center of a residential area or along an open space corridor.
The convergence of the drainage ways, soil limitations, rolling topography, and natural vegetation in the northwest quadrant of Area 7 dictates a substantial set aside for open space. Placing park locations along corridors or centralizing them in neighborhoods, ensures that almost everyone will have easy access to these open space amenities and linkages.

VILLAGE OF OSWEGO

AREA 7



AREA TOTALS

CONCEPT PLAN CALCULATED UNITS	3,864 UNITS
VILLAGE NODE CALCULATED UNITS	3,876 UNITS
OVERALL DENSITY STUDY UNITS	**3,790 UNITS**

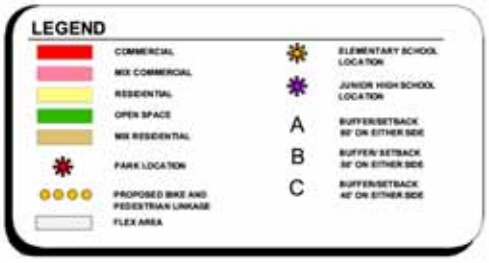


FIG. A7-9

CONCEPT PLAN

SCALE 1"= 1000'

NORTH

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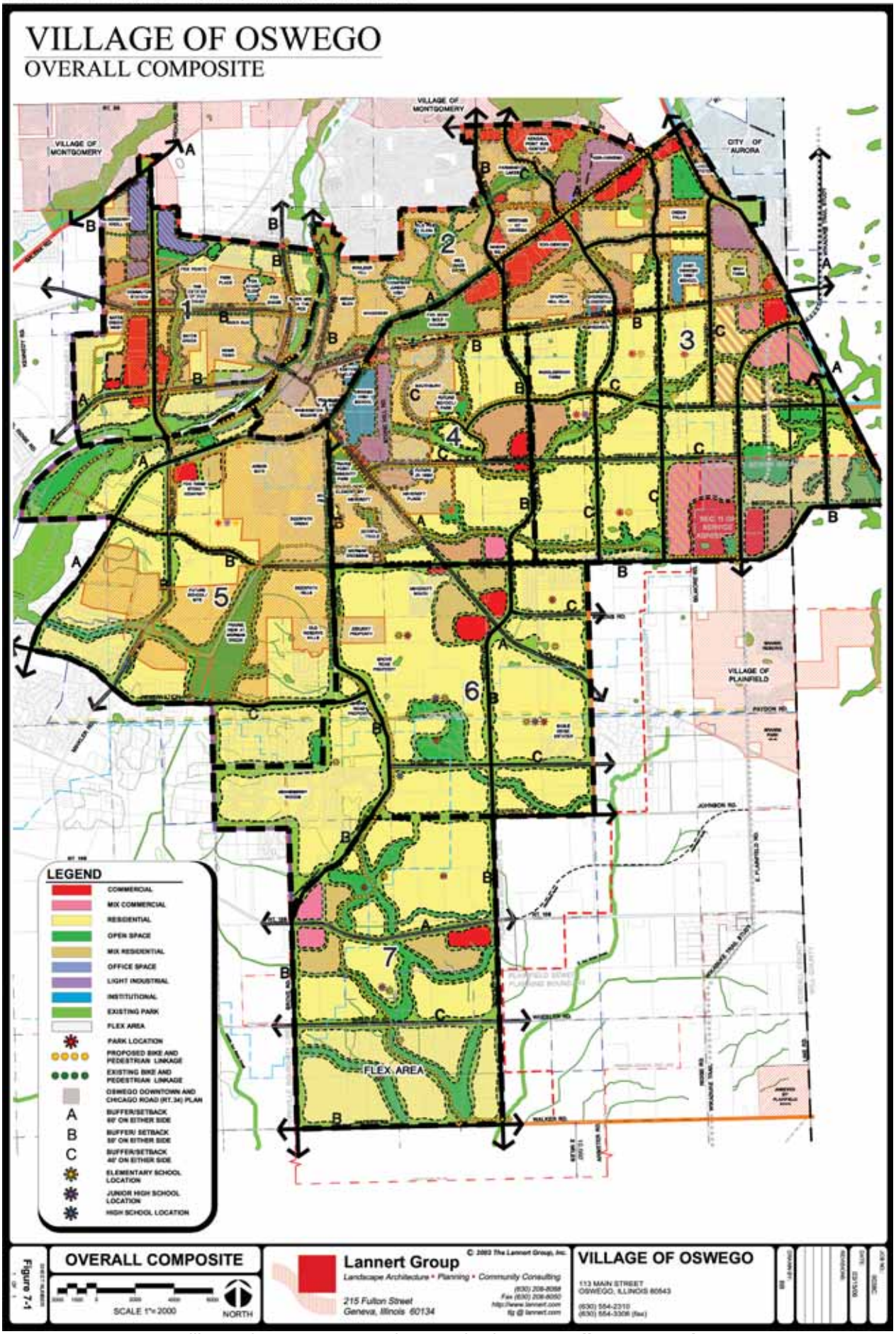
VILLAGE OF OSWEGO

AREAS 1-7

OVERALL COMPOSITE


VILLAGE OF OSWEGO
OVERALL COMPOSITE
VILLAGE OF MONTGOMERY
CITY OF AURORA
VILLAGE OF PLAINFIELD
FLEX AREA
LEGEND
COMMERCIAL
MIX COMMERCIAL
RESIDENTIAL
OPEN SPACE
MIX RESIDENTIAL
OFFICE SPACE
LIGHT INDUSTRIAL
INSTITUTIONAL
EXISTING PARK
FLEX AREA
PARK LOCATION
PROPOSED BIKE AND PEDESTRIAN LINKAGE
EXISTING BIKE AND PEDESTRIAN LINKAGE
OSWEGO DOWNTOWN AND CHICAGO ROAD (RT.34) PLAN
A BUFFER/SETBACK 60' ON EITHER SIDE
B BUFFER/ SETBACK 50' ON EITHER SIDE
C BUFFER/SETBACK 40' ON EITHER SIDE
ELEMENTARY SCHOOL LOCATION
JUNIOR HIGH SCHOOL LOCATION
HIGH SCHOOL LOCATION
Figure 7-1
OVERALL COMPOSITE
SCALE 1"= 2000
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VILLAGE OF OSWEGO

CORRIDOR PLAN
STRATEGIC GROWTH PLAN

Chapter 8: Corridor Plan
Strategic Growth Plan

TABLE OF CONTENTS

1. Planning Process
2. Elements of the Plan
3. Goals
4. Transitional Plans
5. Access Point Policy
6. Design Guidelines
7. Land Use Descriptions
8. Conclusions

List of Figures

1.	Aerial Photograph Exhibit	CP1-1
2.	Existing Land Use Map	CP1-2
3.	Area Photographs 1-6	CP1-3
4.	Area Photographs 7-12	CP1-4
5.	Zoning Map	CP1-5
6.	Transitional Plan 5-10 years	CP1-6
7.	Transitional Plan10-20 years	CP1-7
8.	Transitional Plan 20-30 years	CP1-8
9.	Design Guidelines 1-3	CP1-9
10.	Design Guidelines 4-6	CP1-10

VILLAGE OF OSWEGO
CORRIDOR ENHANCEMENT STUDY
FOX CHASE ELEMENTARY
RIVER MIST ON THE FOX
PARK PLACE
FOX CHASE
RIVER RUN
MILL RD.
ROUTE 31
FOX RIVER
WASHINGTON STREET
HOME TOWN OF OSWEGO
OSWEGO CORP.
OSWEGO CORP LINE
WASHINGTON ST.
DOWNTOWN VILLAGE OF OSWEGO
ROUTE 34
FOX RIVER
OSWEGO CORP LINE
AERIAL PHOTO
SCALE IN FEET
NORTH
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113 MAIN STREET
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FIG. CP 1-1

PLANNING PROCESS

The purpose of a sub area Corridor Plan is to provide a detailed special focus along a community gateway considering pedestrian and vehicular access, adjacent land uses, and edge enhancements. Corridor plans serve as guides for development, identifying community needs, and providing goals and objectives to address these issues. This Corridor Plan evaluates future development opportunities along Routes 31 and 34 and focuses on enhancing the edges of the Fox River.

Within the planning process existing zoning designations were highlighted and existing land uses along the Corridor were identified. Vision workshops were conducted with Village staff, local residents and community stakeholders to provide a better understanding of community assets and needs. Based on the evaluation of existing information and input compiled from workshops, three conceptual plans were developed over ten-year increments to prescribe how development could occur over a thirty-year period.

ELEMENTS OF THE PLAN

A. CORRIDOR SITE LOCATION

The general study area for the Corridor Plan starts at Mill Road on the north and terminates at West Street at the southwest corner of the study area. The study area also includes the edges of the Fox River.

B. EXISTING CONDITIONS/ ZONING

Aerial

Within the Aerial exhibit, the Fox River runs north and southwest along the eastern boundary of the study area. The Aerial exhibit highlights the study area with a yellow dashed outline. A large portion of the study area is in Kendall County. Oswego's corporate limits are highlighted with a bold orange outline.

After examining the aerial exhibit, a few elements stood out that were important to the development of the Corridor. First, it was apparent that there is a significant amount of vegetation along the Fox River's shore. Preservation efforts were considered, a leading focus to improving the Fox River's shoreline. The existing flood plain is shown by a blue dashed line and limits potential development. The aerial exhibit also shows the lack of public access to the Fox River. Most properties front on Route 31 and 34 and extend to the river's edge.

Existing buildings, roadways, and natural vegetation are shown. Vacant and underused properties are visible between the surrounding residential uses.

Existing Land Use

The Existing Land Use exhibit displays the overall uses along the Corridor which include: residential, commercial, open space, and vacant parcels.

Residential: Large lot residential land uses with deep setbacks are predominating along Route 31. Farther south, along Route 34, a range of small to medium size lots within new subdivisions are located. Some residential uses along Route 31 and 34 have existing businesses operating on site, demonstrating the on-going transition.

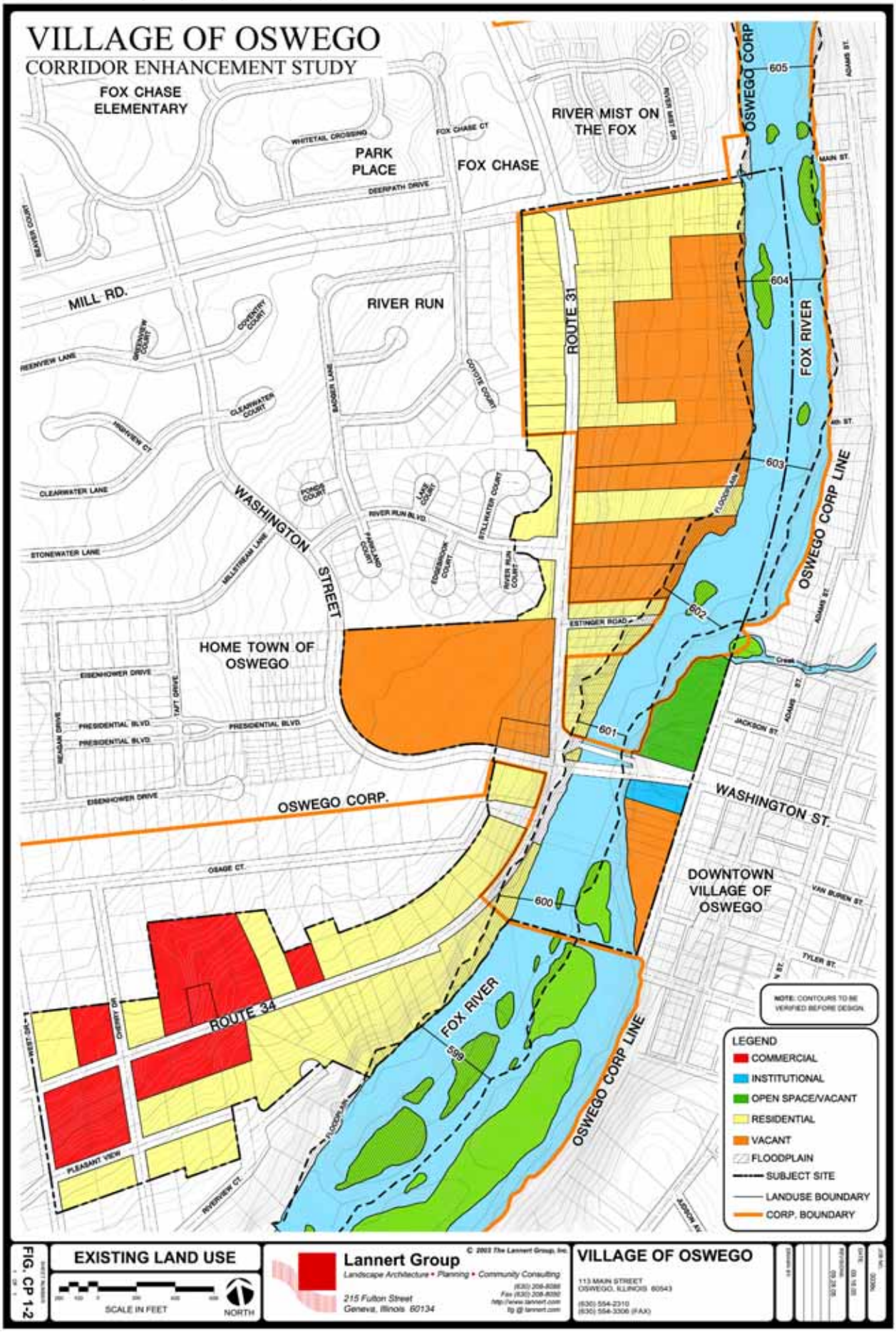
Commercial: The commercial uses start at the intersection of Route 34 and Cherry Drive. Commercial uses along Route 34 contain large setbacks with parking being commonly located along the Corridor's street frontage. Many of these commercial uses are individual small scale community businesses, such as a beauty school, auto mechanics, home improvement, and other businesses. Some commercial is used as industrial, with the back portion of lots being used for the storage.

Open Space: Public open space along the Corridor is limited. The only public area designated as existing open space is on the east side of the Fox River where Hudson Park and Millstone Park are located. A large section of residential properties, located along the Fox River, is not developed to the river's bank, and therefore provides opportunities for Oswegoland Park District, working in conjunction with the Village, to secure areas for preserved open space. Furthermore, the existing floodplain limits development along the river's edge allowing for further preservation efforts.

Vacant: There are numerous vacant parcels along the Corridor. Most vacant parcels are located on Route 31 north of the Washington Street Bridge. Vacant parcels west of the Fox River are behind single family homes which front Route 31. It is important to identify these vacant parcels for future development or re-use opportunities.

Existing Zoning

The Corridor's zoning includes Kendall County and Oswego's classifications. Most of the parcels within the Corridor's study area are located within Kendall County; the Village will have limited


VILLAGE OF OSWEGO
CORRIDOR ENHANCEMENT STUDY
FOX CHASE ELEMENTARY
PARK PLACE
FOX CHASE
RIVER MIST ON THE FOX
RIVER RUN
MILL RD.
ROUTE 31
FOX RIVER
OSWEGO CORP LINE
WASHINGTON STREET
HOME TOWN OF OSWEGO
OSWEGO CORP.
WASHINGTON ST.
DOWNTOWN VILLAGE OF OSWEGO
ROUTE 34
FOX RIVER
OSWEGO CORP LINE
605
604
603
602
601
600
599
NOTE: CONTOURS TO BE VERIFIED BEFORE DESIGN
LEGEND
COMMERCIAL
INSTITUTIONAL
OPEN SPACE/VACANT
RESIDENTIAL
VACANT
FLOODPLAIN
SUBJECT SITE
LANDUSE BOUNDARY
CORP. BOUNDARY
FIG. CP 1-2
EXISTING LAND USE
SCALE IN FEET
NORTH
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VIEW OF MILL STONE PARK LOCATED NORTH OF CORRIDOR STUDY AREA.

VIEW OF VACANT PROPERTIES BACKING RESIDENTIAL HOMES ALONG ROUTE 31.

VIEW OF HOME OPERATED AUTO BUSINESS ALONG ROUTE 31.

VIEW OF HOME OPERATED BUSINESS LOCATED ALONG ROUTE 31.

VIEW OF ROUTE 31 WITH RIVER RUN PLANNED UNIT DEVELOPMENT IN BACKGROUND.

VIEW OF WASHINGTON STREET ON OFF-STREET PEDESTRIAN/BIKE PATH THAT LEADS TO FOX CHASE ELEMENTARY SCHOOL.

FIG. CP 1-3

EXISTING VIEWS

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VIEW OF ROUTE 34, LOOKING SOUTH NEAR WASHINGTON STREET BRIDGE.

VIEW OF HISTORIC SODDED ROOF HOME NEAR FOX RIVER.

VIEW OF DRAINAGE SWALES WITHIN RESIDENTIAL AREA ALONG ROUTE 34.

VIEW OF COMMERCIAL BUILDINGS ON PLEASANT VIEW ROAD.

VIEW OF COMMERCIAL WALL SIDING BUSINESS LOCATED ALONG ROUTE 34.

VIEW OF THE FOX VALLEY WINERY ALONG ROUTE 34.

FIG. CP 1-4

EXISTING VIEWS

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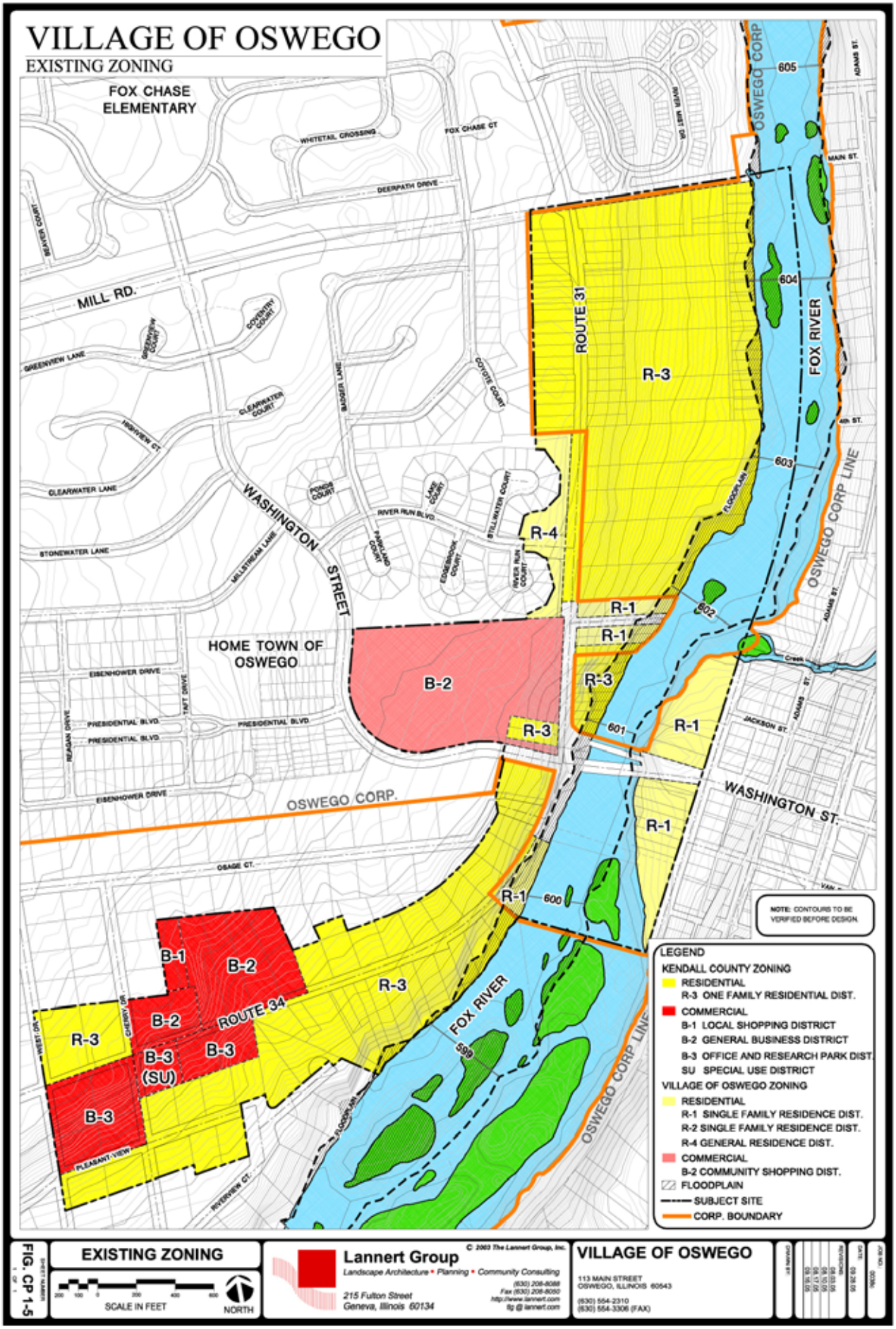
control on these parcels and their uses until annexation is requested. The Village and County's zoning classifications are differentiated by color tones; the County's zoning is represented by lighter yellow tones. Many of the parcels along Route 31 north of the Washington Street Bridge are zoned as R-3 in Kendall County. The residential zoning within the Village are R-1 and R-4. A large parcel on the corner, near the Washington Street Bridge is zoned commercial within the Village's limits.

The commercial zoning for the Village is classified as General Business District (B-2); commercial zoning for the County is classified local shopping district (B-1) and Office and Research Park district (B-3). These commercial classifications located south along Route 34 show the current transition occurring from predominately residential uses to mixed uses. Furthermore, along the corridor residential zoned parcels exist, which operate commercial businesses on site. The county's R-3 zoning allows for these home business' occupational uses which include professional offices. These districts also provide opportunities for transitional uses and re-use development.

The Village of Oswego currently does not control zoned county lots on well and septic infrastructure. At the point that County residents request annexation, future development will be implemented under the Village's PUD process. The PUD process will be used to address new development and ensure that development reflects the Corridor Study.


VILLAGE OF OSWEGO
EXISTING ZONING
FOX CHASE ELEMENTARY
WHITETAIL CROSSING
FOX CHASE CT
DEERPATH DRIVE
MILL RD.
GREENVIEW LANE
CLEARWATER LANE
STONEWATER LANE
WASHINGTON STREET
RIVER RUN BLVD.
HOME TOWN OF OSWEGO
EISENHOWER DRIVE
PRESIDENTIAL BLVD.
OSWEGO CORP.
OSAGE CT.
ROUTE 31
ROUTE 34
FOX RIVER
OSWEGO CORP LINE
WASHINGTON ST.
JACKSON ST.
ADAMS ST.
MAIN ST.
R-1
R-3
R-4
B-1
B-2
B-3
B-3 (SU)
605
604
603
602
601
600
599
NOTE: CONTOURS TO BE VERIFIED BEFORE DESIGN.
LEGEND
KENDALL COUNTY ZONING
RESIDENTIAL
R-3 ONE FAMILY RESIDENTIAL DIST.
COMMERCIAL
B-1 LOCAL SHOPPING DISTRICT
B-2 GENERAL BUSINESS DISTRICT
B-3 OFFICE AND RESEARCH PARK DIST
SU SPECIAL USE DISTRICT
VILLAGE OF OSWEGO ZONING
RESIDENTIAL
R-1 SINGLE FAMILY RESIDENCE DIST.
R-2 SINGLE FAMILY RESIDENCE DIST.
R-4 GENERAL RESIDENCE DIST.
COMMERCIAL
B-2 COMMUNITY SHOPPING DIST.
FLOODPLAIN
SUBJECT SITE
CORP. BOUNDARY
FIG. CP 1-5
EXISTING ZONING
SCALE IN FEET
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GOALS: Design Strategy

Stated goals included in this plan are very vital to provide a clear vision statement for the overall program of the conceptual plan. The goals for this plan were derived from collaboration with the Oswego staff and public input from the community through various vision meetings. However, goals cannot stand alone and must be realized with the use of objectives. Within the plan, objectives are defined in detail within each transitional phase of the Corridor. These objectives will provide even clearer statements which will explain the process of action to express how the goals will be achieved or implemented.

Goal #1: Preserve and restore Fox River's edge.

Goal #2: Create gateways into downtown.

Goal #3: Identify development opportunities for mixed and re-use development.

Goal #4: Identify access points along Corridor.

Goal #5: Create linkages and transitional zones to downtown.

TRANSITION PLANS

After analyzing the existing conditions, taking into consideration public input and incorporating staff's recommendations, transition plans were developed for the area. The transition plans provide conceptual layouts of how new development and enhancement initiatives will occur over a thirty-year period. These plans are developed in five to ten-year increments. The transitional plans are important components to the study which identify growth, developable areas, and highlight open space opportunities. The plans take these elements and map how they will evolve over time based on the growth and development of the Village. The plans also take into consideration roadway improvements and input from the Oswegoland Park District.

The importance of developing transitional plans for this Corridor is to begin to address not only the Village's growth, but also address growth occurring within the surrounding communities of Yorkville and Montgomery. The significant population growth and development within these communities will increase traffic on the existing roadways and demonstrate a need for future improvement, in the form of additional lanes, to handle the pressure of increased traffic. The Kendall County 2003 Land Resource Management Plan anticipates roadway reconstruction and expansion on Route 34, between Orchard Road and Route 31. This expansion will include additional roadway lanes, changing the function of Route 31 and 34 to a major arterial roadway. Additional vehicles along these roads will encourage commercial development, motivating the Village to develop plans to control future development. The transitional plans are important and allow development to be phased in accordance with the marketability of the area so that its impact is minimal for surrounding residents.

FIVE TO TEN-YEAR TRANSITION PLAN

The five to ten-year transition plan focuses on providing enhancements to the Fox River, creating additional linkages, and expanding commercial along Route 34. A mixed use activity node is located along Washington Street, and provides opportunities for both commercial and multi-family housing components. In addition, the five to ten-year plan will provide a more prominent link between the existing neighborhoods in Area 1 and downtown.

Design Objectives:

- Cleanup and restoration of the Fox River to serve as an aesthetic amenity.
- Provide public access to the Fox River and identify preservation efforts.
- Create park space along the Fox River.
- Create stronger linkages between neighborhoods and downtown.
- Enhance the existing commercial along Route 34 and consolidate access points.
- Identify vacant properties for potential development and re-use.

Image CP-1: *Bike/pedestrian path along the Fox River including public access with a natural edge.*

The Fox River serves as an important cultural and environmental resource to the Village of Owego. Presently, the River has very limited public access and needs repair from the erosion and sediment occurring along its shoreline. During this transitional phase, it will be important for the Village to begin working with residents in collaboration with an eco-support organization[1] to assist in the initial clean-up stages. Discussions and workshops can be held to address the riverfront clean-up.

During these workshops it will be important to begin to inventory areas of degradation and highlight priority areas for restoration and conservation.

This plan suggests that in the initial stages there is a step towards securing a community park. The existing floodplain provides opportunities to limit development along the river and increase the amount of land dedicated for public use. Within the five-year plan, the Village can begin to work with the Park District and County to assemble land along the Fox River for additional public access. A portion of this land can be assembled for the provisions of public park space for the community. Over the thirty-year time span of the three transitional plans, the park size can increase incrementally. Expansions to the park will parallel growth within the Village and possible housing development. New development can provide opportunities to allocate additional funding through the land cash requirement for open space acquisitions. The park district can serve as a funding source obtaining resources from state and federal grants to fund and maintain the river side community park concept.

---

1 The Village of Oswego contains an Eco Committee Information Center which contains links to the NIP Commission Environmental and Natural Resource Group. This organization can serve as an eco-support organization to assist the Village in obtaining resources for initial clean up.

In addition, this plan will focus on pedestrian/bicycle connections to the Fox River through access points. The access points are identified within this plan and are represented by yellow-green dashed lines. The first pedestrian/bicycle connection is located along Mill Road. This linkage begins at Willowwood Drive at Gates Creek subdivision, and runs east along Mill Road to Washington Street. The plan proposes that this existing trail be continued to Millstone Park and connect to the east side of the Fox River. A pedestrian bridge would be constructed to join the two shorelines and connect with the Regional Fox River Trail.

The second access point is farther south along Route 31. This access point serves as a buffer between the existing residential and proposed mixed use development. A third access point is located along Route 34. This access is located near a unique home with a sodded roof, which is historic to Oswego. This is a key point which not only connects surrounding residents along Route 34 to the Fox River but provides pedestrians the opportunity to appreciate a historic feature of the Village.

A goal of the plan is to create a stronger connection between the neighborhoods in Area 1 and the downtown. This link can be achieved by connecting the existing pedestrian/bike trail which begins at Fox Chase Elementary school and meanders along Washington Street toward Route 31. In the Plan, the trail will continue along the Washington Street Bridge to Hudson Park on the east side of the Fox River. This pedestrian path will then link with the existing Fox River trail, which serves as a regional trail through Oswego, connecting to trails in Kane and DuPage County.

Another goal of this plan is the enhancement of existing commercial along Route 34. The commercial along Route 34 contains large setbacks from the street, and consists of such uses as a restaurant, veterinarian clinic, siding business, a beauty school, and other small scale commercial businesses. Within the five to ten-year transition plan, there will be opportunities for infill and re-use of vacant buildings. The most important component of the five to ten-year transition plan will be to address an access policy and develop design guidelines that create a cohesive streetscape, which transitions between the residential and commercial uses.

Vacant land identified for development exists along the Fox River, providing various opportunities for mixed use development. Within the five-year plan, 20% of vacant land has the potential to be developed into a mixed use component.

VILLAGE OF OSWEGO
CORRIDOR ENHANCEMENT STUDY
FOX CHASE ELEMENTARY
PARK PLACE
RIVER MIST ON THE FOX
MILLSTONE PARK
OSWEGO CORP
PARK 1 AC.
MILL RD.
RIVER RUN
ROUTE 31
RESIDENTIAL
FOX RIVER
PRESERVED OPEN SPACE
OSWEGO CORP LINE
WASHINGTON ST.
PROPOSED MIXED USE
HOME TOWN OF OSWEGO
PROPOSED MIXED USE
OSWEGO CORP
EXISTING RESIDENTIAL
DOWNTOWN VILLAGE OF OSWEGO
ENHANCED COMMERCIAL
ROUTE 34
EXISTING RESIDENTIAL
FOX RIVER
ENHANCED COMMERCIAL
OSWEGO CORP LINE
LEGEND
COMMERCIAL
OPEN SPACE
RESIDENTIAL
INSTITUTIONAL
MIXED USE
SUBJECT SITE
LANDUSE BOUNDARY
ACTIVITY NODES
ROUTE 31/34 PEDESTRIAN PATH
EXISTING PEDESTRIAN/BIKE PATH LINKAGES
PROPOSED PEDESTRIAN PATH LINKAGES
FIG. CP 1-6
5-10 YEAR TRANSITIONAL PLAN
SCALE IN FEET
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TEN TO TWENTY-YEAR TRANSITION PLAN

The ten to twenty-year transition plan focuses on increasing mixed and re-uses of development around the Washington Street Bridge and creating a centrally located commercial use area in proximity to downtown Oswego. This plan also provides additional linkages to the Fox River and identifies existing paths for improvement.

Design Objectives:

- Continue improvements along the Fox River.
- Improve existing linkages and access to the Fox River.
- Continue to support opportunities for mixed and re-use development along Route 34.
- Expand mixed-use commercial along Route 31.

In the ten to twenty-year plan, the Village should begin developing an overall conservation and restoration plan to address the Fox River's natural condition. An overall plan for the River will address its biodiversity and preservation which can lead to further improvement regulations and discourage unsustainable development in proximity to the River. In addition, an overall plan for the River can encourage naturalistic approaches to retaining the River's bank reducing the continued maintenance and clean-up.

Moreover, the transitional plan also calls for the enhancement of the Fox River's edge. The use of native plants can be used along the shoreline to keep pollutants from the surrounding development from flowing into the river and prevent future erosion. It is important to not only provide access to the Fox River along Route 31 and 34, but to also provide an inviting environment which will attract Fox River users for passive recreation such as pedestrian/bike paths, gazebos, and look-outs. By addressing the treatment of the Fox River's edge, the Village can provide various options for enjoying the views.

Within this plan, additional access to the Fox River is shown. On the east side of the Fox River is an opportunity to begin to extend the Fox River Trail further south along the frontage of the anticipated municipal parking lot. Pedestrian access is also proposed for the west side of the Fox River. On the west side, the proposed access point runs along the existing Estinger Road. This access point will be located within the mixed-use component which has been expanded south within this transition plan.

During the term of this transition plan it will be important to improve existing linkages. Presently the Washington Street pedestrian bridge is approximately twenty feet wide with lighting and sparse seating. The bridge serves as a concrete walkway to connect the east and west portions of the Fox River. In its present condition with few seating options, the bridge does not provide a pedestrian friendly environment. This plan proposes that the bridge provide adequate seating and beautification initiatives in the form of planters and paving to create a pedestrian environment.

In the ten to twenty-year plan, mixed-use and re-use commercial is continued. Commercial along Route 31 is expanded south towards the Washington Street Bridge. As Oswego and surrounding communities continue to grow: Route 34 will become a desirable area for commercial growth. The existing homes will no longer be best suited for residential use but transition into home/business operations. Through this transition some existing homes' unique character should be preserved.

Village of Oswego Strategic Growth Plan: **Corridor Plan**

TWENTY TO THIRTY-YEAR TRANSITION PLAN

The twenty to thirty-year plan focuses on providing additional bridge connections and public access to the Fox River. These plans also expand the mixed and re-use development opportunities farther north along Route 31.

Design Objectives:

- Continue enhancement of the Fox River to ultimately serve as an aesthetic and recreational amenity.
- Develop a natural pedestrian/bike pathway along the west side of the Fox River.
- Create physical bridge linkages to the east side of the Fox River.
- Continue mixed and re-use development along Route 31.
- Provide additional open space for the community.
- Develop infill residential land uses along Route 31.

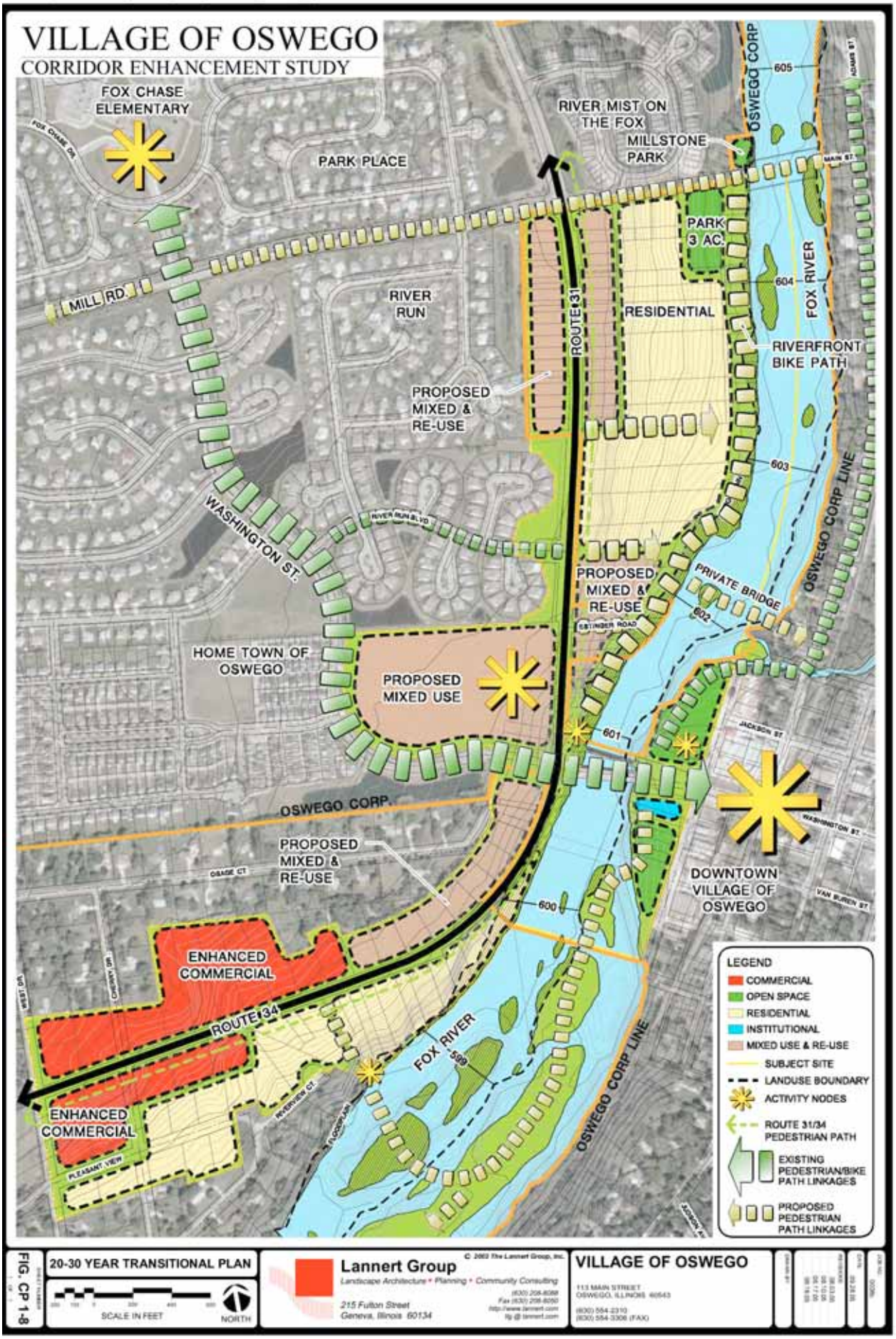
During this transitional stage of development, a jurisdictional entity should be given responsibility for the maintenance of the Fox River. Once this responsibility is established the other elements of conservation can also be addressed.

Additional guidelines established to protect the environmental resources of the site can prescribe setbacks of structures or hard surfaces from the River to retain its natural character. Mechanisms to minimize changes to the natural topography, soils and vegetation along the River can also be cited within the guidelines to preserve the shore line and its existing plant and animal habitats.

Further education of the public will also be important to gain additional support for preserving the Fox River as a cultural and environmental asset to the community. The education can evolve into physical elements along the River, such as the installation of interpretive signage at access points or along bike paths which provide the history and importance of the Fox River to Oswego residents' daily lives. Additional open space will be added in this phase resulting in a three acre park for the public along the Fox River.

A pedestrian/bike pathway is proposed to occur along the frontage of the Fox River. The path will connect the existing pedestrian path along Mill Road to the Washington Street Bridge and continue south to connect the access from Route 34. An additional connection will be made on the east side of the Fox River and continue along the existing natural islands within the Fox River. The path will start from the municipal parking lot and connect to the existing islands through a series of bridges. This action will require the acquisition of the natural islands by the Park District.

Image CP-2: *Image of street treatment and activity with planters and awnings along a commercial corridor.*


VILLAGE OF OSWEGO
CORRIDOR ENHANCEMENT STUDY
FOX CHASE ELEMENTARY
PARK PLACE
RIVER MIST ON THE FOX
MILLSTONE PARK
OSWEGO CORP
605
MAIN ST.
PARK 3 AC.
604
FOX RIVER
MILL RD.
RIVER RUN
ROUTE 31
RESIDENTIAL
RIVERFRONT BIKE PATH
PROPOSED MIXED & RE-USE
603
OSWEGO CORP LINE
WASHINGTON ST.
RIVER RUN BLVD
PROPOSED MIXED & RE-USE
PRIVATE BRIDGE
602
HOME TOWN OF OSWEGO
PROPOSED MIXED USE
601
JACKSON ST
OSWEGO CORP.
WASHINGTON ST
PROPOSED MIXED & RE-USE
DOWNTOWN VILLAGE OF OSWEGO
VAN BUREN ST
600
ENHANCED COMMERCIAL
ROUTE 34
FOX RIVER
599
OSWEGO CORP LINE
ENHANCED COMMERCIAL
LEGEND
COMMERCIAL
OPEN SPACE
RESIDENTIAL
INSTITUTIONAL
MIXED USE & RE-USE
SUBJECT SITE
LANDUSE BOUNDARY
ACTIVITY NODES
ROUTE 31/34 PEDESTRIAN PATH
EXISTING PEDESTRIAN/BIKE PATH LINKAGES
PROPOSED PEDESTRIAN PATH LINKAGES
FIG. CP 1-8
20-30 YEAR TRANSITIONAL PLAN
SCALE IN FEET
NORTH
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215 Fulton Street
Geneva, Illinois 60134
VILLAGE OF OSWEGO
113 MAIN STREET
OSWEGO, ILLINOIS 60543

ACCESS POINT POLICY

The purpose of an Access Point Policy is to consolidate entry and exit points and not impede traffic. This access point policy will:

- Connect and consolidate parking lots and individual driveways when possible.
- Create internal 'frontage road' access for parcels with separate lots that do not front Route 31/34.
- Locate entry/exit points to allow for pedestrian walk ways and landscaping and improve safety.

Access points along Route 31/34 should be minimized as the roadways are expanded and proposed infill and re-use development occurs. Presently Routes 31 and 34 have many crossing movements which affect traffic along the Corridor. To address these issues it is important to first begin consolidating parking lots and individual drives, which will in turn reduce the amount of entrances/exits onto the Corridor and allow for more landscaping and pedestrian paths to occur.

In addition, an internal "frontage" road "cross easement", maintained by individual property owners, can be used to provide access and reduce traffic interruptions. Internal access reduces the amount of driveways needed as entry points for businesses. This feature also allows for the connection and consolidation of parking lots and decreases disruption for delivery vehicles resulting in safer service.

The third goal addresses the location of entry and exit points along the Corridor. The location of access points and driveways are very important so as not to disrupt traffic and to provide landscaping and pedestrian walkways. Driveways should not be located near intersections to avoid traffic conflicts and impede flow. Furthermore, entry/exits must be spaced at appropriate distances for street frontage treatments, such as landscaping, lighting, signage, and other off-street amenities.

Images 3-6 provide examples of how reducing access points and infill buildings can create a more unified streetscape. Images 3-4 show the

Image CP-3: Existing Commercial along Route 31

Image CP-4: Highlighted Access and Building Frontage

existing commercial development along Route 34 starting at West Drive and continuing east. Currently, the roadway contains fourteen access points which include driveway entrances and local roads. The building frontages are not connected, and have varying setbacks. Images 5-6 demonstrate that uniformity along the streetscape can be achieved with infill development and fewer access points. The access points on the exhibit are reduced from fourteen to seven, providing opportunities for a safer and connected streetscape with fewer conflicts.

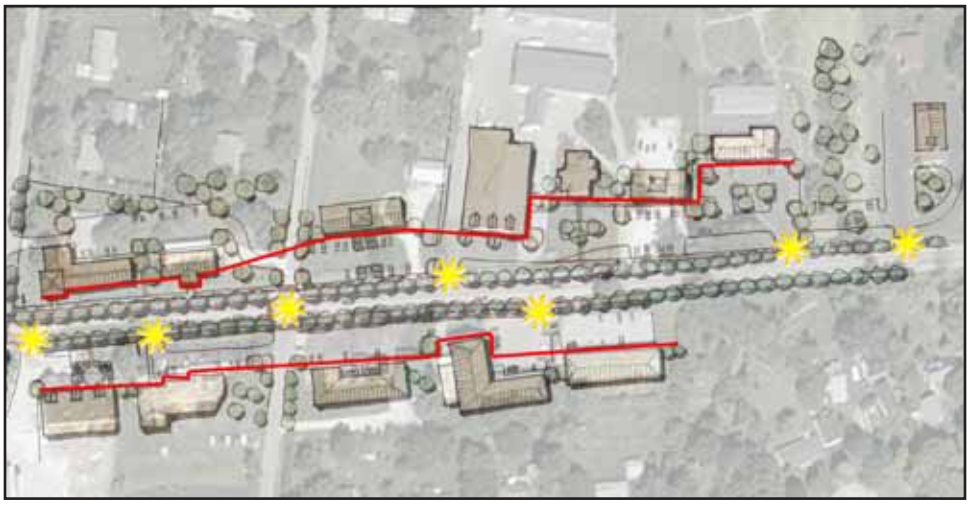

Image CP-5: Overlay infill buildings and landscaping with reduced access.

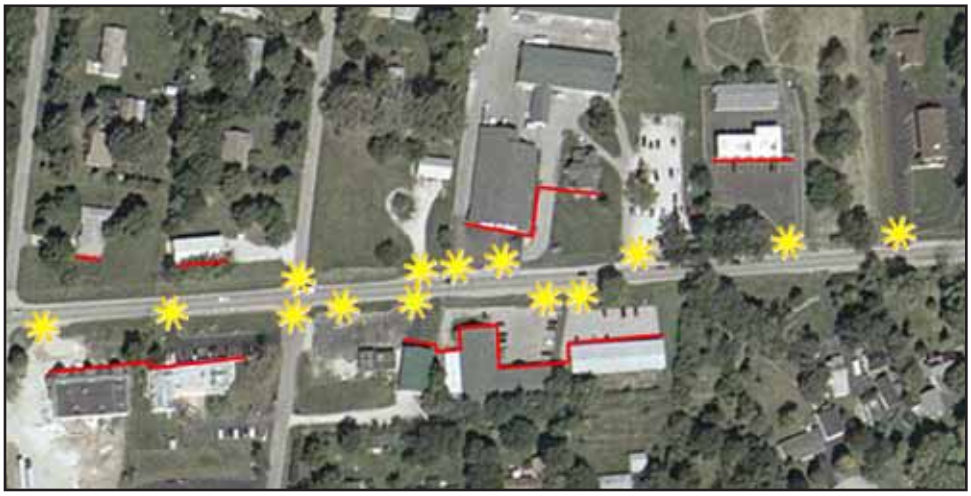

Image CP-6: Highlighted reduced access points and continuous building frontage a result of infill development.

DESIGN GUIDELINES

Design Guidelines are an important component of the Plan to address the visual character and quality of development. For the Corridor Plan, the design guidelines also focus on the functionality of the Corridor to avoid a disconnected and cluttered streetscape (ex. lack of landscaping along street frontage, inconsistent signage sizes and styles, and disproportionate buildings scales). Overall, the design guidelines will act as a regulatory tool, in conjunction with the Village's Zoning Ordinance and building code, to guide the type of development and character of the Corridor. The objective of the design guidelines are as follows:

- Create policies to retain orderly development within the Village.
- Create a unique and positive character which defines the physical image of the Corridor.
- Through physical enhancements, stimulate further investment and strengthen economic vitality of the Corridor.
- Provide regulations to protect and maintain property values.
- Establish parameters that maintain sensitivity to existing residential development.

Image CP-7: *Existing: Former structure on west drive along Route 34.*

Within these guidelines, the following elements will be addressed: building type, building materials, building façade treatment, signage, lighting, parking, access/pedestrian/bike pathways, and street furniture. In addition, design guidelines will address transitional development (residential to commercial uses) and infill development which is currently developing along the Corridor.

Building Scale and Design

Oswego's downtown has already established a precedent for building scale, creating a distinct Main Street. To transition from residential to commercial, it will be important to be consistent with the existing scale of the surrounding buildings.

- New building construction should be one or two stories in height to blend with the existing down town development.
- Exterior building features are encouraged and should be similar to downtown development to create a visual linkage.
- Covered porches and awnings are encouraged to protect pedestrians from sun glare and create a pedestrian space.

Image CP-8: *Proposed:This development design creates precedent for new infill development with scale and design.*

- Corner and gateway buildings should have unique architectural features that create corner stones or landmark points along the streetscape.

- Infill buildings along Route 31 must be sensitive to surrounding residential character by providing appropriate scale.

- Additions to existing residential re-use buildings should also be appropriate to surrounding scale.

Building Materials/Façade

New building development should blend with existing development. Currently, Route 34 has a variety of very different building types and materials. The Corridor contains little identity or organization among the existing developments. However, the Fox Valley Winery starts to establish a precedent to guide future redevelopment along the Corridor, based on its use of material and façade treatment. Future development should take into consideration the following:

Image CP-9: *Existing: A home along Route 34 within the commercial area.*

- Building materials and façade must be consistent with the context of the surrounding area.

- Traditional building materials can be used to relate with the existing downtown development.

Image CP-10: *Proposed: A residential structure retrofitted into commercial development.*

- Building styles must also follow consistencies of existing buildings and must not be obtrusive or distracting of adjacent building structures.

- Building façades should have windows at pedestrian levels as to deter blank walls.

- Building facades of new infill development should be harmonious with the recurrence of lines, shapes, forms, features, and/or colors within a proportional system with adjacent buildings.

Signage

Signage is very important to the cohesiveness and uniformity of a commercial Corridor. When commercial businesses compete for visibility, the results tend to be the clustering of excessive signage along the streetscape. The Sign Ordinance described in the Village of Oswego's Zoning Ordinance provides descriptive guidelines to promote an appropriate system of signage and should be referred to during the design phase. General guidelines for the Corridor Plan are listed below:

- Signage should be appropriate as to not obstruct the existing landscaping or architectural features on building facades.

- Signage should be limited to a minimum size that contains readable messages.

- Signage material should be homogenous with other building structures on the site and the surrounding area.

- When possible, cluster signage to keep the roadway free of clutter and distractions.

- Minimize lighting of signs when adjacent to residential areas.

Lighting

Lighting is important when providing a pedestrian friendly environment and also to create an aesthetically pleasing and energy efficient Corridor. The following components should be addressed when providing lighting along the Corridor:

Image CP-11: *Existing: Parking lots along Route 34 which shows a lack of proper lighting and street furniture.*

- Lighting that is ornamental should help to promote pedestrian scale.

- Lighting throughout the corridor should be uni form in style and color.

- Lighting must be sensitive to surrounding residential users.

Image CP-12: *Proposed: Commercial streetscape with pedestrian scale lighting and street furniture.*

Parking

Parking is also an important component to the design guidelines because in mixed-use developments, parking is needed by the businesses and residents. To allow for landscaped areas and pedestrian walkways, the following should be addressed:

Image CP-13: *Existing: Surface parking lots along Route 34. Commercial development in front of vacant building with no landscaping.*

- Shared parking is optimal in commercial zones to reduce excessive surface parking and along the major street.

- Parking should be focused behind buildings whenever possible.

- Commercial developments with existing parking should be evaluated for buffering techniques and access control.

- Parking areas adjacent to residential land use shall be heavily landscaped to provide ample screening and buffering. For specific guidelines, refer to the landscape ordinance during time of development.

Image CP-14: *Proposed: A surface parking lot along a major arterial roadway. Parking is buffered by landscaping and set back from the street edge.*

Access and Pedestrian/Bike Pathways

Access and pedestrian/bike paths are used within the Village to connect surrounding neighborhoods and provide opportunities for pedestrian traffic. Within the plan, the access points and pathways are designated for specific roadways and provide consideration for the different types of trails based on whether they are on-street, off-street, along the Fox River, or along a major arterial roadway. The Village should also make sure these pathways and access pathways are well lit and provide directional signage for users to follow. In addition, the trails should address the following:

- Pedestrian/bike paths along the Fox River should be asphalt to keep a naturalized edge.

- Access pathways to the Fox River should be 8' wide for two direction pedestrian traffic.

- Pedestrian paths along Mill Road should be 6' in width.

- Access pathways should be paved brick/concrete and should contain landscaping benches, lighting and plants.

- Access pathway trailheads should provide comfortable seating facilities, parking area, and drinking source.

- Terminating open space or park space at the end points of trails should be designed to serve a function for the community so as to not result into under-utilized and neglected dead open space.

Image CP-15: *Existing: River's edge with erosion and lack of a public access or pedestrian pathway.*

Image CP-16: *Proposed: An asphalt pedestrian path along the river allows for public enjoyment.*

Street Furniture

Street furniture creates a space for socializing and gathering. These on-site amenities can include benches, planters, trash receptacles, bike racks, landscape strips, street trees, and bollards. Overall, street furniture is not only beneficial to create a pedestrian oriented atmosphere, but, also to create a place where businesses will be willing to locate due to increased pedestrian street traffic. This results in continuing initiatives for the economic vitality of the Village.
Currently, the Village of Oswego contains street furniture within its downtown area, so street amenities along the Fox River and in proximity to the downtown should be similar. Some elements of the street furniture can be used on site for the Corridor's business owners and users.

Planters/Buffers/Landscape Strips: Natural vegetation enhances the aesthetics of a commercial Corridor and creates an enjoyable environment. Planters, natural buffers, and landscape strips can be used along the Corridor to buffer surface parking lots, soften rigid façades, and provide a separation between the street and pedestrian walkways.

Image CP-17: *Existing: Washington Street Bridge with very few public amenities.*

Benches: Seating options should be provided along the Corridor to encourage walking and provide an atmosphere for interaction. Bench seats should be no less than 3' high to provide a comfortable sitting element.

Trash Receptacles: It will be important to provide trash receptacles along the street blocks to assist in maintaining a clean and orderly Corridor.

Street Trees: Street trees can serve as buffers along street walkways and corner intersections. Street trees can serve as a source of shade to users and enhance the visual aspect of the Corridor. These elements can also be used to delineate pedestrian space from vehicular spaces.

Bike Racks: Bike racks should be provided along the Corridor to encourage bike riding within the Village, allowing residents and even employees a place to leave their bikes if they are stopping along the Corridor while relying on the bike as a mode of transportation.

Image CP-18: *Proposed: Pedestrian bridge with lighting, planters, and paved walk-ways to provide for a pedestrian focused environmnet.*

LAND USE DESCRIPTIONS

Open Space
Natural undeveloped land along the river or designated parks, linear corridors or trails are available for public use in the forms of passive and/or active recreation.

Commercial
Uses designated as commercial provide retail, service, and office uses along the corridor in existing buildings or proposed new construction.

Mixed-Use
This land use encourages a mix of land uses, which include: residential, office, and commercial. The mixed-use components along Route 31 will consist of office, residential (multi-family), restaurants, services, and specialty shops in proximity to Oswego's downtown.

Institutional/ Public Use
Institutional and public uses will be represented by governmental or federally owned and/or operated uses which include municipal offices/facilities, schools, and post offices.

Residential
Residential land use consisting of the existing estate single family, smaller lot or cluster single family, and unified multifamily Planned Unit Developments.

Re-use Commercial
Re-use commercial is a designation of an existing structure converted and used for commercial. Along Route 31 existing residential dwelling units can operate as home businesses and transition into commercial uses.

CONCLUSIONS

The overall vision of the Corridor plan is to create a unique and attractive character for the area surrounding Route 31/34 and along the Fox River. More importantly it is the goal of this plan to guide inevitable development that will begin to occur along these major arterial roadways within the Village of Oswego. Through the use of transitional plans and design guidelines, this plan will provide opportunities for this section of Oswego to develop into a cohesive and economically vital Corridor.