Village of Channahon

Issues & Opportunities Memorandum

November 2018
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The Village of Channahon is located on the southwest edge of the Chicago region and provides residents suburban amenities within a rural setting. Located at the confluence of the DuPage, Des Plaines, and Kankakee Rivers, Channahon benefits from its regional position and multimodal access. Together, this supported steady residential growth from the early 1980s through until the 2008 recession.

Today, Channahon is at the forefront of a new wave of investment, spurred by renewed strength in the national market. Understanding the potential for revitalization, the Village initiated Re-Imagine Channahon in early 2018 to develop a new Comprehensive Plan, hoping to direct positive growth and attract new uses that meet the needs of current and future residents. The planning processes is engaging individuals throughout the community to identify key issues and establish a vision for Channahon’s future. At its core, the Plan will define how the Village may evolve over the next 10 to 20 years and the steps necessary to effect positive change in Channahon.

### Purpose of the Comprehensive Plan

The Re-Imagine Channahon Comprehensive Plan will be the Village’s core guiding document, establishing official policy and direction to ensure positive momentum within the Village. The Plan will be a vital resource for the community, helping to coordinate the efforts of Village officials and staff as well as service providers, property owners, employers, residents, and key stakeholders. It will help to inform future decision-making, building off past planning efforts while accounting for new issues, emerging trends, and conditions that could affect the community moving forward. At its foundation, Re-Imagine Channahon provides a vision for the future of Channahon and identifies the critical steps in making that vision a reality.

### Purpose of the Issues & Opportunities Memorandum

The Issues & Opportunities Memorandum (IOM) is an interim report that marks completion of the first three steps of the planning process. The document includes a thorough review and analysis of existing conditions within Channahon, based upon field reconnaissance, data provided by the Village and other sources, and professional research. The Memorandum is intended to lay a foundation for development of the Re-Imagine Channahon Comprehensive Plan by identifying the key issues and opportunities that must be fully understood and addressed within the final document. Further, the IOM helps to ensure informed and coordinated decision making within Channahon by defining a shared understanding of the Village for community leaders.
Planning Process

Re-Imagine Channahon is a community-driven planning process and includes numerous engagement opportunities for residents, business owners, service providers, local officials, Village staff, and other key stakeholders. The planning process was carefully designed to examine existing conditions, account for the needs and desires of a diverse community and provide a document that is responsive and reflective of the Village of Channahon. Specifically, the planning process included the following seven Tasks:

**Step 1: Project Initiation (Complete)**
Consisted of meetings with Village staff and the Comprehensive Plan Advisory Committee to begin the project.

**Step 2: Community Outreach & Engagement (Complete)**
Consisted of in-person events and online tools utilized to gather feedback and input from residents. This included engagement with a wide variety of community stakeholders to identify key issues, opportunities, strengths, and assets in Channahon.

**Step 3: Existing Conditions Analysis (Complete)**
Consisted of a complete review of Channahon as it exists today, based upon field reconnaissance, GIS data, and extensive research. This analysis provides a complete understanding of current conditions in Channahon that will act as a foundation for plan recommendations and policy. Task 3 culminated in the development of the Issues & Opportunities Memorandum.

**Step 4: Community Vision, Goals & Objectives (On-Going)**
Will consist of a visioning charrette to guide the development of a unified vision, goals, and objectives for the Village. These will guide development of policies and programs within the Comprehensive Plan.

**Step 5: Key Recommendations**
Will consist of the development of preliminary recommendations and policies that will act as the core of the Comprehensive Plan, intended to guide overall development of the plan document.

**Step 6: Draft Plan**
Will consist of the drafting of community-wide plans and policies as well as an implementation program. These will address land use and development, residential areas and housing, community facilities, multimodal transportation, environmental systems and sustainability, and economic development and competitiveness.

**Step 7: Plan Documents & Adoption**
Will consist of the preparation of the final Comprehensive Plan document and adoption process, including a community open house, Planning and Zoning Commission Meeting, and adoption by the Village Board.
Regional Context

The Village of Channahon is a northern Illinois community of roughly 13,000 residents, located on the southwestern periphery of the Chicago Region. With immediate access to both Interstate 55 and Interstate 80, Channahon is closely connected to the larger Chicago Metropolitan Region, a dense area of over nine million residents. In addition, the Village is positioned at the confluence of the Des Plaines, DuPage, and Kankakee Rivers, which become the Illinois River to the west. This is how the community received its name, Channahon, which is a Native American term from the Pottawatomi tribe meaning “meeting of the waters.” Combining both interstate and river access, Channahon has been a target for intermodal industry within the region.

Channahon is split roughly in half by county lines, with the eastern half located in Will County and western half located in Grundy County. The Village is surrounded by a number of unincorporated areas and shares direct borders with the Village of Minooka and the City of Joliet. Route 6 is the primary roadway through Channahon, connecting from the City of Joliet and I-55 in the east across the DuPage River to Morris and I-80 (via Brisbin Road) to the west.

The Village’s regional location allows Channahon to offer the best of all worlds: suburban living, urban amenities, and a rural landscape. I-55, I-80, and Route 6 provide access to urban communities across the region, including the City of Chicago and nearby City of Joliet. This is balanced by a healthy housing market and well-maintained environment that offers quality homes in a rural, picturesque setting. In 2018, Channahon was named the second Safest City in Illinois and thirteenth Safest City in American by the National Council for Home Safety and Security, and was also identified by WalletHub as one of the top communities in which to raise a family.
Planning Area

Per state statute, Channahon is authorized to plan for all area incorporated within their jurisdiction as well as land within their extraterritorial jurisdiction (ETJ), a 1.5 mile area extending from the municipal boundary. The ETJ excludes other incorporated communities, non-contiguous areas, and land claimed by other municipalities through a formal boundary agreement.

The Village of Channahon has formal boundary agreements with the Village of Elwood, the City of Joliet, the Village of Minooka, the City of Morris, the Village of Shorewood, and the City of Wilmington. Channahon’s planning area includes roughly 28,140 acres of land: 11,607 acres of incorporated land and 16,530 acres in the ETJ.
Community outreach is at the core of the Re-Imagine Channahon Comprehensive Plan. A dedication to engaging with residents, businesses, officials, service providers, and other stakeholders will ensure the Plan is responsive to the Village and guided by those issues and opportunities which are most important to the Channahon community. Public engagement included both in-person events that facilitate face-to-face discussion as well as online tools and applications that provide more accessible, around-the-clock outreach opportunities. These were thoughtfully designed to identify issues, opportunities, desired projects, and critical assets, all of which will be carefully considered in preparing the recommendations and policies of Re-Imagine Channahon.

Outreach Completed
To date, the outreach process has resulted in 733 instances of participation in support of the Re-Imagine Channahon Comprehensive Plan. The Issues & Opportunities Memorandum marks that end of initial outreach for the Plan; however, opportunities for individuals to get involved will continue throughout the planning process. The following is a review of all outreach completed to date.

In-Person Outreach
Community Workshop
June 6, 2018 – 67 Participants
The Community Workshop was the primary outreach event and included an exercise designed to gather input regarding issues, opportunities, potential projects, and key strengths and assets of the Channahon Community.

Business Workshop
June 13, 2018 – 14 Participants
The Business Workshop was held to engage with the local business community and included an exercise designed to facilitate discussion regarding issues and opportunities within Channahon from a business and development perspective.

Key Stakeholder Interview
June 6 & 13, 2018 – 29 Participants
One-on-one and group interviews were conducted with a range of stakeholders identified by Village staff for their unique perspective. These provided a more personal setting for detailed discussion of specific issues. This included a meeting with representatives of taxing bodies and service providers within the area.
**Outreach Postcards**
*53 Participants*

To support other events, outreach postcards were developed and distributed locally, including at the Channahon Police Department’s National Night Out event. The postcards included information about Re-Imagine Channahon and the planning process as well as a three-question survey intended to allow quick, easy engagement.

**Online Outreach**
**Project Website**

A project website was developed to support the planning process that contained information and updates concerning the project, meeting notices, and project documents. In addition, the website also hosted outreach tools, including online questionnaires and map.social. The website will remain active throughout development of the Re-Imagine Channahon Comprehensive Plan.

**Online Questionnaires**
*Available April through September, 2018 – 535 Participants*

Online questionnaires were developed to supplement in-person events by offering opportunities for individuals to get involved that are not time constrained and can be accessed around-the-clock. This helps to capture input from those unable or unlikely to attend a workshop. Two questionnaires were developed, one for Channahon residents and one for those who own or operate a business in the Village.

**map.social**
*Available April through September, 2018 – 25 Participants*

map.social is a public outreach tool that allows individuals to provide feedback and comments tied spatially to a point or area. The tool provides a way for anyone to create a map of their community, identifying their own issues, opportunities, weaknesses, and threats.
Summary of Outreach

Public engagement and outreach helped to identify a wide range of issues, opportunities, concerns, and priority projects that should be addressed within Channahon. However, a few major themes consistently arose across all outreach conducted that represent the key points of discussion which are immediately recognized and most important to Village residents. As such, these will help to guide the direction, policy, and recommendations of the Re-Imagine Channahon Comprehensive Plan. The following is a summary of those major themes that emerged.

Note on Summary Context

The following is comprised of thoughts, comments, and opinions received through community outreach. It is important to note that the items identified are not recommendations or observations of the consultant, but rather feedback and comments received from those who participated in public engagement.

Lack of Retail

Outreach participants placed a significant emphasis on the lack of retail options within Channahon and called for additional businesses to support local shopping. Many residents noted that they are forced to leave Channahon for day-to-day necessities, leisure shopping, and entertainment, traveling to neighboring municipalities like Minooka, Joliet, and Shorewood. Respondents hoped that new businesses would help attract more visitors to Channahon and build a greater local tax base. Further, residents indicated a strong sense of community pride and a willingness to shop within Channahon if more options were available.

Infrastructure & Amenities for Expansion

Often related to the Village’s lack of retail options and business was a concern that existing infrastructure does not support commercial growth. In addition, many participants indicated that the Village lacks certain amenities that would support both commercial, industrial, and even residential growth in the future. The capacity and location of existing infrastructure was often discussed, and many considered municipal-led infrastructure expansions a risky but potentially essential move for Channahon. This discussion often pertained to areas in western Channahon that are not fully integrated within the Village’s urbanized footprint. Some residents indicated that high costs to make properties development-ready are discouraging investors from choosing Channahon.

Image & Brand

Overall, residents were highly positive about the Village’s brand and image, with many saying they enjoyed Channahon’s ‘small-town character’ and welcoming community. There was concern, however, that this does not translate outside the Village and that Channahon lacks the necessary external brand to attract investment, new businesses, and visitors. There was a prominent feeling that Channahon has much to offer, but those in neighboring communities and the larger region are unaware of those amenities or even where the Village is located. Others felt that the community’s image moving forward is unclear, and that Channahon is unsure of what it wants to be. As a result, participants called for a well-stated brand and image that would communicate to visitors, investors, and residents alike what Channahon aims to become in the future.
Lack of a Village Center
Residents demonstrated a strong concern for Channahon’s lack of a downtown or Village center. This was often connected to the lack of retail in Channahon as well as the Village’s unclear image and regional presence. The pre-recession ‘Town Center’ project was regularly discussed, with a variety of different solutions and new projects for Town Center recommended. At the core, residents hoped to see action taken on the project, particularly given the empty fields that act as a visual reminder of its status. Further, many participants emphasized the need for a village center or focal point that offers retail options, entertainment, a community gathering space, and a concentrated district for activity. It was felt that without this, Channahon has no defining area or point of interest that supports residents or attracts tourists and visitors to the Village.

Traffic & Congestion
Another critical point of discussion was traffic and congestion within the community, particularly as relates to Route 6. Residents emphasized the issue of congestion along Route 6 and other roadways within the community, often linked to truck traffic. Located between I-55 and I-80, it was noted that traffic along these highways affects mobility within Channahon. In particular, accidents or backups on the highway can overflow into the Village as drivers choose to cut through Channahon. Participants also discussed the limitations of Channahon’s roadway network, with Route 6 acting as the primary east-west connection. The Village has few north-south roadways and Route 6 is the only full east-west connection through the Village, which can further contribute to congestion.

Truck Traffic & Intermodal Industry
Residents identified truck traffic and the growth of intermodal industrial and related businesses as a significant contributor to congestion within Channahon. Many argued that increases in the number of trucks moving within Channahon is affecting local traffic and making it dangerous to drive within the Village. Given its regional position, with access to multiple interstates and waterways, Channahon is currently a target for intermodal and transportation based businesses. Based upon this, the community has shown heightened concern that development of intermodal facilities and industrial businesses will generate further truck traffic. Many called for limitations to industrial growth and a refocusing to attract other, less impactful industries to Channahon.

Preserving Community Character
As previously noted, residents are generally satisfied with the image and character of Channahon. As such, the need to preserve and maintain this character was regularly emphasized throughout outreach. Participants feared that continued growth, particularly intermodal and industrial uses, might change the character of the Village and disrupt the existing sense of community. Respondents felt it was important that, as growth and other improvements occur within Channahon, the community’s character should always be considered and thoughtfully preserved as an essential asset for the Village.

Environmental Assets
When asked to list the strengths and assets of Channahon, environmental features were always discussed, particularly the local waterways and rivers. Residents felt that these are important to Channahon’s image, but are often underutilized and inaccessible. As part of better attracting investment and activity to Channahon, participants recommended efforts to better activate these environmental assets. This included greater access and recreation along existing waterways, trails and routes that better connect to natural areas, and improvements to further beautify the community.
Chapter 3
Past Plans, Studies & Reports

Re-Imagine Channahon will be the latest landmark in a history of planning efforts and progress within the Village of Channahon. In this capacity, the Comprehensive Plan must be responsive to the past plans, studies, and reports which have aided the Village in assessing its needs and ensuring healthy growth over time. To support the planning process, a thorough review and analysis of past planning efforts was completed that will assist in preparation of the Channahon Comprehensive Plan. By incorporating the goals, strategies, and recommendations of past plans, Re-Imagine Channahon will act as a unifying document that provides a single, cohesive vision for the future of Channahon.

**Channahon Town Center Design Guidelines (2002)**
The Channahon Town Center Design Guidelines outlines development goals geared towards creating a well-rounded, attractive, and flexible village core. The guidelines specifically address the partially vacant area surrounding the Village Hall along Navajo Drive. The document examines existing conditions and considers how future growth can produce a unique town center featuring offices, housing, and entertainment with a multitude of amenities such as a government center, church, library, and post office. The plan specifies acceptable structural designs for housing, mixed-use, commercial and institutional developments, with details on corresponding parking, building height and setback dimensions. Park space and street composition designs are included to promote attractive pedestrian environments that are accessible by foot and bicycle.

**Commercial Design Guidelines (2006)**
The Commercial Design Guidelines were developed to improve the design of future commercial areas within Channahon, specifically to address the negative impacts of “big-box retail” and “super retail” centers. The report provides design guidelines regarding façades, building materials, parking areas, street access, signage, bike paths, landscaping, lighting and accessory structures, establishing a blueprint for the ideal future commercial development. Examples of design standards are consolidated retail signage, use of trees and large shrubs, textured pedestrian crossings, and variations in façade planes and rooflines.

**West Side Sub-Area (2007)**
The West Side Sub-Area plan recognizes the significant population growth of the West Side area and offers guidance for its continued growth. It was intended to complement The Village's 2003 Comprehensive Land Use Plan amendment as a supplementary guide specific to the western portion of Channahon. By evaluating the area's unique characteristics, the plan documents the goals and objects divided into the following five categories:

1. Character and Environment
2. Residential Development
3. Non-Residential Development
4. Transportation
5. Parks and Open Space

These goals include creating attractive distinct view corridors, ensuring that future development is sensitive to the natural topography, planning future roadway improvements, providing pedestrian and bicycle paths, and encouraging quality residential development.

**Channahon Comprehensive Plan (2008)**
The 2008 Comprehensive Plan was the Village's last community-wide comprehensive planning effort, establishing a long-term outlook for growth and development based on the objectives, priorities, and overall vision of the Village. The document was designed to guide decision making in Channahon by identifying land use patterns and assessing the compatibility of new investment with existing development. The plan outlines the goals to:

- Enhance the physical environment of the village;
- Maintain the character of community-oriented residential development;
- Promote commercial growth and employment opportunities;
- Strategically place land uses that correlate with their location;
- Achieve an efficient transportation system; and,
- Encourage the establishment of parks and passive recreational spaces.
**Economic Development Initiative (2011)**

The Economic Development Incentive report assesses both current and future development and redevelopment opportunities within the Village of Channahon by examining existing conditions through demographic analysis, community outreach, and market analysis. It identifies target redevelopment sites, design improvements, business attraction strategies, potential funding sources, and implementation techniques. Strategies include proper brand marketing, membership and organization formations, a new economic development website, and a wide range of economic development programs.

**Brisbin Road Corridor Access Study (2012)**

The Brisbin Road Corridor Access Study was completed by the Grundy County Highway Department in 2012 to coincide with construction of a highway interchange at I-80. Brisbin Road is located at the furthest western extent of Channahon and connects Route 6 north to the highway. The Study presents a roadway improvement plan to support the influx of traffic produced by the new interchange and new development that may grow along the corridor. The study examines existing traffic conditions, including corridor study limits, traffic volumes, roadway conditions, and public transportation, and assesses future land use and traffic conditions. The study recommends specific roadway designs that provide desired levels of service, access control, traffic signal spacing, intersection geometrics, traffic controls, and intersection operations.

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

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

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

In addition, the study provides recommendations on how to market the I-80 and Brisbin Road interchange for appropriate development as well as attract industries and investment that is most likely to succeed in the area.

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

The DuPage River and its major tributaries drain about 252 square miles in Illinois and meets with the Des Plaines River in the Village of Channahon. The DuPage River, Illinois Flood Risk Management Feasibility Study was a joint effort by the U.S. Army Corps of Engineers, DuPage County, and Will County investigating solutions to flooding along the DuPage River and its connecting waterways caused by major storm events. The flooding effects over 20 communities and causes significant damages to both residential and non-residential structures. The following solution tactics were prioritized by the community:

- Improve mapping and modeling of flood stages
- Dredge the river to remove accumulated sediment
- Clear debris or address constrictions at several bridges
- Ensure appropriate retention times at existing detention ponds
- Regulate allowed discharges from new development in the watershed
- Modify existing dams to minimize flood impacts
To support implementation and effective planning, the Re-Imagine Channahon Comprehensive Plan must be informed by a thorough assessment of demographics and the local and regional market. This analysis will ensure that the goals, objectives, and recommendations identified through the planning process are viable and responsive to ongoing trends and influences. Understanding the importance of this to the planning process, a demographic and market analysis was completed, reviewing population demographics, employment, housing, and markets for retail, office, and industrial sectors. This Demographic and Market Analysis includes data obtained from the American Community Survey, the U.S. Census Bureau, ESRI Business Analyst, and CoStar.Demographics

**Population**

In the past 50 years, the Village of Channahon has experienced significant population growth, increasing from approximately 1,500 residents in 1970 to an Esri estimated 13,065 in 2018. The greatest amount of growth occurred between 1990 and 2010 when the Village added over 8,000 residents, an increase of 194 percent. Channahon is projected to reach 13,440 residents by 2023, an increase of 375 residents or 2.9 percent.

It is important to note, however, that permitting data from the Village suggests a greater increase in population in recent years. In particular, the Village issued 80 new housing permits between 2010 and 2016 as well as an additional 106 in 2017 and 94 to date in 2018. Assuming an average occupancy of 3.4 persons per home, permitting data indicates an estimated 2018 population of 13,498, already exceeding the Esri 2023 projection. If the population continues to increase at a steady growth rate of 2.8 percent, the Village would exceed 15,500 residents by 2023.

Despite these discrepancies, the strength of the local housing market in Channahon is an important factor on population. This indicates that the Village will or has already outpaced Esri projections and could add over 2,000 residents in the next five years. This growth is generally consistent with both Will and Grundy Counties for the same time periods.
Daytime Population
Daytime population provides an estimate of Channahon’s population during a typical weekday, accounting for individuals that leave or enter the Village on a regular basis. Channahon’s daytime population is 8,790 individuals, consisting of 2,989 workers and 5,801 residents. This indicates that over half of Channahon’s population leave the community during the day, which is generally consistent with both Will and Grundy Counties.

Race & Ethnicity
Overall, 92.2 percent of the population identifying as white and no other race group comprising more than two percent of the population. This is consistent with Grundy County, which is 92.0 percent white. Will County is more diverse with 72.9 percent white and 11.7 percent black. Channahon is projected to become slightly more diverse in the next five years. (Racial definitions referenced are as defined by the U.S. Census)

Individuals who identify as Hispanic account for 10.7 percent of the community, compared to 10.4 in Grundy County and 17.7 percent in Will County. The Hispanic population is projected to increase to just under 13 percent by 2023. It should be noted that Hispanic is classified as an ethnicity and not a race; thus, an individual who identifies as Hispanic will also identify with a race.
**Age**

The 35-54 age cohort represents the largest proportion of Channahon’s age distribution, comprising 29.5 percent of the Village. This is closely followed by the 0-19 cohort with 28.5 percent. The 20-34 cohort has the smallest proportion at 18.1 percent; however, no age group is significantly underrepresented, indicating a generally balanced age distribution. While Channahon’s population is slightly older than Will and Grundy Counties, age distribution is consistent for all three areas. Channahon’s median age is 37.7 years, compared to 36.7 for Will County and 37.5 for Grundy County.

In the next five years, the 55+ age cohort is expected to see the largest growth at 3.4 percent, followed by the 20-34 age cohort at 1.6 percent. The population aged 20-54 is expected to decrease in terms of percentage of the total population. While growth of the oldest age cohort is common across the county, an increase in younger adults is rare for similarly situated communities. By comparison, the 20-34 age cohort is expected to grow by 0.6 percent in Grundy County and decrease by 0.2 percent in Will County.

**Source:** ESRI Business Analyst
**Employment**

**Total Employment**

Between 2002 and 2008, Channahon’s total employment grew at a steady rate, reaching a high of 3,571 in 2008. In the following years the Village saw some decline, mirroring trends seen across the country. The only exception is 2011, which the Village had an uptick in total employment, rising by 12 percent from 2010 and falling by 17 percent in 2012. The majority of these jobs were in the manufacturing industry and were likely the result of reclassification within that industrial sector. Since 2012, employment has been stable, with a slight increase in 2015 of seven percent.

**Income**

Households earning $50,000 to $99,999 annually account for the largest portion of incomes in Channahon with 33.3 percent. This is closely followed by incomes between $100,000 to $149,999 with 29.6 percent. Together, the range from $50,000 to $150,000 account for just under 63 percent of the population. In the next five years, incomes above $100,000 are expected to increase their percent of the population while all incomes below $100,000 are expected to decrease. In particular, the proportion of residents earning above $200,000 is projected to increase by 29.6 percent.

The median income in Channahon is $98,429 and projected to increase to over $100,000 by 2023. This is consistent with project growth for both counties; however, Channahon’s median income is greater than that of both Will County ($88,535) and Grundy County ($70,802).
Inflow/Outflow

Inflow and Outflow indicate the number of employees that leave and enter a community for work. In 2015, roughly four percent of Channahon’s work force, 392 individuals, both lived and worked in the Village. By comparison, over 6,000 residents leave the community for work while 2,700 individuals commute to Channahon for employment each day. This indicates that a group of almost 9,000 individuals travel to or from Channahon each day for employment.

Industries & Employers

In 2015, Manufacturing was Channahon’s largest industry with 20.9 percent or 663 jobs. This was followed by Accommodation and Food Services (13.7 percent), Construction (10.4 percent), Transportation and Warehousing (8.8%), and Wholesale Trade (6.5 percent). Through public outreach, residents indicate the importance of attracting more commercial retail and businesses offering entertainment and activities. Respectively, these industries comprised 5.51 percent and 4.50 percent of employment in Channahon.

It is important to note that census data is not available for industry by sector later than 2015. In recent years, the Village has seen a more rapid increase in industrial/warehouse/distribution sector. As such, the data available may not capture these more recent shifts. These development trends are further addressed in the market analysis.

Channahon’s largest employer is Aux Sable Liquid Products; however, a number of other large employers are located within the Village’s planning area, including, Akzo Nobel Chemicals. In addition, a number of major employers are located outside of the Village planning area but in close proximity. These include, Provena St. Joseph Medical Center (2,400 employees), Caterpillar (2,000 employees), Empress Casino (1,675 employees) and Joliet Junior College (710 employees).

<table>
<thead>
<tr>
<th>Company</th>
<th># of Employees</th>
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<tr>
<td>Provena St. Joseph Medical Center</td>
<td>2400</td>
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<tr>
<td>Caterpillar</td>
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<tr>
<td>Empress Casino</td>
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<td>Joliet Junior College</td>
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<td>BP Amoco</td>
<td>350</td>
</tr>
<tr>
<td>Alcoa Engineered Products</td>
<td>250</td>
</tr>
</tbody>
</table>

Source: Village of Channahon
**Housing**

**Total Units**

Channahon contains an estimated 4469 housing units based on U.S. Census data and permitting data from the Village. This represents an increase of 276 units since 2010. Housing construction in the past two years has seen a significant increase, with 20 more units constructed in 2017 (106 permits issued) than in the previous seven years (80 permits issued between 2010 and 2016). If the recent growth rate of roughly 2.4 percent continues, the Village will reach a total of 5,067 housing units by 2023, almost 600 additional homes.

It is important to note that Channahon has over 200 acres of land prepared for residential development, which comprises both planned and partially complete subdivisions and individual undeveloped properties. This includes over 600 parcels specifically platted for residential housing. This indicates that residential infill of existing properties could accommodate the projected increase in total housing units in the next five years. However, it could also signal that Channahon may outpace projections, based upon growing strength in the residential market, available sites, and increased desirability of Channahon as a destination for businesses and prospective residents. The comprehensive plan will address this further in preparing future land use recommendations.

**Housing Tenure**

The majority of housing in Channahon is owner occupied, comprising 90.9 percent of occupied housing in 2016 according to the American Community Survey. Renter occupied units represented the remaining 9.1 percent, approximately 350 units, significantly lower than estimates for Will and Grundy Counties. An estimated 5 percent of all housing units were vacant, which is lower than Will county (5.4 percent) and Grundy County (9.1 percent).

**Housing Type**

Channahon’s total housing is predominantly single-family detached, representing 89 percent of all units. The remaining 11 percent of housing is six percent single-family attached and five percent multi-family.
Housing Value

The majority of homes in Channahon are valued between $150,000 and $299,999, (approximately 66 percent). The largest range is between $150,000 and $199,999, followed by homes between $200,000 and $249,999. Only 4.4 percent are less than $100,000 in value and 5.4 percent are valued above $400,000. Homes selling below $200,000 are expected to decrease in percentage of total housing in the next five years, while all ranges above $200,000 will increase. In particular, homes between $750,000 and $999,999 are expected to increase by 80 percent, followed by those in the $500,000 to $749,999 range (65 percent) and the $400,000 to $499,999 range (48.1 percent).

Source: ESRI Business Analyst
Housing Age

A significant proportion of housing in Channahon was built between 1990 and 2009, representing 65.6 percent of all units in the Village in the year 2016. The only other decade to account for more than 10 percent of housing is 1970 to 1979 with 12.7 percent. Per American Community Survey (ACS) data, homes built between 2010 and 2016 account for less than one percent. This reflects the housing boom of the 1990s and early 2000s as well as the national recession that drastically decreased housing construction after 2008. It should be noted that these percentages are based off a total of 4,059 housing units as estimated by ACS data for 2016.

In review of this data, it is important to note the discrepancy for housing since 2010. While ACS data shows a total of 39 new units between 2010 and 2016, permitting data from the Village indicates 80 new housing permits were issued in the same period. This discrepancy could be the result of 2016 construction that was not captured as well as permits issued for which development did not occur. However, the combination of permits issues between 2010 and 2016, as well as an additional 106 permits issues in 2017, indicate that housing activity since 2010 is outpacing estimates. Using the ACS estimate of 4059 housing units built as of 2016 would indicate that 1.9 percent of housing was built between 2010 and 2016.
Market Assessment

An assessment of the Channahon retail, office, residential and industrial markets was prepared to determine the Village's position within the context of the competitive market area. Data for each market was obtained using Costar and Esri Business Analyst.

For purposes of analysis, The Village of Channahon was analyzed and compared to a larger submarket within which it functions. The submarket, as defined by Costar, includes Grundy County and Joliet/Central Will County and includes Minooka, Morris, Shorewood, and other neighboring communities. Both Channahon and the submarket are also compared to the larger Chicago region.

Retail

The retail market was analyzed to provide the basis for determining local potential and regional influences. Channahon has approximately 300,000 square feet of retail space in 34 buildings, a figure that has remained constant since 2016 when roughly 7,000 square feet of space was added. Retail rents in Channahon are lower on average than the region and tend to be variable from year to year. Current retail rents reached their highest point in six years increasing to $12.84 per square foot. Rents in Will and Grundy counties and the Chicago region overall have followed a similar pattern, though averaging $2 to $3 higher than Channahon. In that same context, retail vacancy rates in the Village have reached their lowest level in a decade.

Increasing rents and lower vacancy rates in Channahon demonstrate the Village’s desirability and ability to be competitive within the regional market, even as the retail environment shifts and evolves. A need for additional options has been consistently stated throughout outreach events. As subarea plans are prepared, more detailed development programming and potential supportable uses will be identified.

![Retail Trends (2009-2018)](image-url)
Office

With just over 200,000 total square feet of space, Channahon does not have a significant presence in the office market and has not added additional space in a decade. Existing space, however, is almost fully occupied and average rents are the lowest in the region. By comparison, the regional average office rents in Channahon are currently below $10 per square foot, edging up slightly in the past year. Previously high rents may have been due to leases signed pre-recession that have subsequently terminated or been renegotiated. Office rents in Channahon are significantly lower than the average rents in the submarket and Chicago region. However, vacancy in both markets is between 8.1 percent and 12.3 percent; in comparison to Channahon’s at less than one percent.

While the Village has less than five percent of the total submarket inventory, there is demonstrated ability to support demand. Office potential related to a growing local economy will be addressed for the Village overall and in detail within the subarea plans.
Industrial

Channahon has nearly six million square feet of industrial space (which includes warehouse, distribution and manufacturing), more than double what it had in 2012 and over one million square feet more than in 2017. Industrial rents and occupancy trends in the Village have historically been consistent with those of the submarket. Recent indications of decline in occupancy in the Village will trend back upward as newly constructed space becomes occupied.

Channahon is becoming regionally and nationally recognized for its locational and logistical benefits. The Village has demonstrated its ability to compete with other communities leveraging similar assets. The amount of new state of the art space in the market should be catalyst for attracting further investment and development. The Comprehensive Plan will assess the Village’s ability to continue to attract and support new development in terms of market, physical capacity and infrastructure.
Multi-family Residential

The Village’s position as a largely residential community is well established and highlighted throughout the assessment of existing conditions, however the market has been dominated by the single-family detached housing. This section focuses specifically on the multi-family market.

Multi-family rents and occupancy in Channahon have, over the past several years, been lower than that of the submarket and Chicago region overall. There have not been any additional multi-family units added to the Village’s total inventory in the past decade, and while edging upward slightly, rents have consistently remained in the range of $1.20 per square foot.

National and regional trends are indicating increased demand and need for housing catering to a demographic range from singles and young professionals to retirees and empty-nesters. This trend presents opportunities for communities to further expand housing product where appropriate and market feasible.

The Comprehensive Plan and subarea plans will assess the need and development potential for all housing types and price points.
The issues and opportunities analysis creates the foundation for the planning process, pinpointing critical trends and influences within the Village of Channahon and the region that must be addressed in the Comprehensive Plan. The analysis takes into consideration past planning initiatives, demographic trends, community outreach, and extensive research and field reconnaissance to develop a holistic understanding of Channahon’s existing conditions. To best serve the planning process, analysis has been categorized into the following five sections, each encapsulating major themes that will guide development of the Re-Imagine Comprehensive Plan.

1. Land Use & Development
2. Transportation
3. Community Facilities
4. Parks, Open Space & Environmental Features
5. Image & Identity

Land Use & Development

A thorough analysis of how land is used and developed is essential to long-range planning and generally considered the core of the planning process. This includes evaluation of the regulations and ordinances that dictate the way in which land can be developed and the patterns of investment over time. To provide an essential foundation for the Re-Imagine Channahon Comprehensive Plan, a thorough analysis of land use and development within the Village’s planning area has been prepared. This is critical to ensuring that land use recommendations meet the current and future needs of residents and businesses, ensure a high quality of life, and allow for healthy growth of the community.

Existing Land Use

A holistic review of existing land use was conducted, guided by extensive field reconnaissance, research, and data analysis. Every parcel within Channahon was considered and organized into one of the following twelve land use categories.

Agriculture
This category consists of properties dedicated to the production of crops, livestock, and other associated activities. This includes structures and related uses which contribute to agriculture operations, such as single-family homes that serve as farmhouses.

Single-Family Attached
This category consists of residential properties that contain two or more units attached horizontally, with dedicated entrances for each dwelling unit. Common examples include duplexes, rowhouses and townhomes.

Multi-Family
This category consists of residential properties that contain two or more units which are vertically stacked and share entrances, hallways, and communal spaces. Common examples include apartment and condominium buildings.

Manufactured Home
This category consists of residential properties that contain a manufactured home, either on permanent or temporary foundations. This includes both stand-alone mobile homes as well as planned neighborhoods containing numerous units with dedicated infrastructure and other amenities.
Commercial
This category consists of commercial businesses that offer goods and services. This includes retail stores, as well as restaurants and establishments that sell food and drink. Hospitality uses such as hotels and motels are also included in this category. Commercial uses range in scale from stand-alone stores to strip malls with numerous tenants.

Office
This category consists of properties that contain office buildings for professional businesses and firms. This includes buildings dedicated to medical activities, such as clinics, outpatient centers, and private practices.

Industrial
This category consists of properties and structures dedicated to industrial businesses and operations. This includes both heavy- and light-industrial business, such as manufacturing, warehouse and distribution. In addition, higher intensity commercial uses that are similar or adjacent to industrial uses are included within this category, such as auto-repair garages and public storage facilities.

Public/Semi-Public
This category consists of properties that provide public services and/or amenities that support quality of life within the community. This includes municipal buildings, community facilities, schools and educational institutions, and places of worship.

Parks & Open Space
This category consists of properties that support active and passive recreation. This includes dedicated parks, preserved open spaces, forest preserves, and other areas intended to allow outdoor recreation or preserve environmental features. Golf courses and cemeteries are included within the category given similarities in how they are used and maintained.

Utility & Railroad
This category consists of properties that contain structures, facilities, or infrastructure that support utilities and railroad operations.

Undeveloped
This category consists of properties which are currently undeveloped and unutilized by any form of development. This includes vacant properties that have been prepared for development, properties for which previous structures have been removed or demolished, and uncleared properties that can be developed and are not preserved as open spaces.
Land Use Distribution

Agricultural uses are the largest land use category in Channahon and the Village’s planning jurisdiction, comprising 39.94 percent of the total area, over 10,000 acres. This is followed by parks and open space (16.76 percent), industrial (14.97 percent), undeveloped (11.02 percent), and single-family detached (10.25 percent). Of the remaining uses, none account for more than four percent of the total area, with the smallest (office, multi-family, single-family attached, and commercial) combining for just over one percent of all area.

Overall, this indicates a disproportionate distribution of land use, with the top five categories comprising over 90 percent of all land in the planning area. Residential uses in particularly are significantly uneven. While residential categories represent 10.62 percent of the planning area, 10.25 percent are single-family detached, which is over 2,500 acres more than single-family attached and multi-family combined. This is reflected by the breakdown of housing type within the Village, with 89 percent of housing units being single-family detached, compared to just 11 percent for single-family attached and multi-family combined.

Further, commercial uses account for just 0.56 percent of land use, which reflects community outreach where residents emphasized the lack of commercial businesses and need for additional shopping, dining and entertainment options. However, while land use is uneven, the availability of land within Channahon’s planning area indicates there is potential for growth and development to better accommodate desired market viable uses in the future.
Existing Land Use

- Agriculture
- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Manufactured Homes
- Commercial
- Office
- Industrial
- Public/Semi-Public
- Parks & Open Space
- Utility & Railroad
- Undeveloped
**Zoning & Development Regulations**

Channahon’s codes and ordinances provide the framework for the type of uses and development permissible within specifically defined areas of the Village. Land use in Channahon is regulated by Title XV: Land Usage of the Village’s Code of Ordinances and specifically by Chapter 156: Zoning Regulations. The chapter establishes 16 zoning districts and one overlay district, defining standards and requirements for how land within the districts can be utilized and developed.

**Zoning Districts**

**A1 Agriculture**

Agricultural District encourages agricultural production, preserves fertile tillable soils, and provides vast open areas away from urban blight. It is comprised mainly of agricultural uses such as farming, horticulture, dairy farming, and domestic animal breeding. Residential uses like farm homesteads and single-family detached dwellings are allowed, as well as public facilities.

**A2 Rural Residential**

Rural Residence District allows residential development in rural areas where the land is unfit for long-term agricultural farming or urban development. This may be due to location, topography, soil characteristics, wetness, vegetation or other natural or man-made reasons.

**C1 Local Shopping**

Local Shopping District creates an area for retail or service establishments to provide surrounding residents with daily goods and personal services. It supports shopping, off-street parking, and local businesses.

**C2 Community Shopping**

Community Shopping District supports primary shopping areas for both the local and nearby communities, transients, and workers of business and industrial establishments. Almost all types of businesses, commercial enterprises, offices and service establishments are allowed.

**C3 General Business**

General Business District provides for a wide range of retail and service commercial uses. The market area extends beyond the local area attracting from the broader region as well as pass through traffic.

**C4 Automotive Service**

Automotive Service District – supports commercial uses that focus primarily on automotive service, such as auto-repair shops. Given this focus, the district is restricted to major roads where large and properly located parcels allow for sufficient setbacks, visibility, and safe ingress and egress.

**C5 Office/Transitional**

Office/Transitional District supports office and related uses that provide services to residents. This may include residential structures for both permanent and transient occupants as well as some commercial uses. The district allows both office buildings and larger homes used as office spaces, and is intended to serve as a buffer between residential and commercial areas.

**C6 Office & Research Park**

Office & Research Park District supports campus-styled office districts that incorporate attractive, landscaped areas and an abundance of green space with large office buildings, research activities, and specialized industrial uses. No properties are currently zoned within this district.

**C7 Day-Care & Professional Office**

Day-care & Professional Office District supports day-care and preschool facilities along with professional office services that abut neighborhoods. It is typically situated next to low volume traffic near or by residential districts.

**I1 Limited Industrial**

Limited Manufacturing District allows high quality, undisruptive manufacturing, transportation, warehousing, and wholesaling uses that can be intermixed with office and service uses. It does not permit any manufacturing actives that would be a nuisance to adjacent districts by means of noise pollution, smoke, vibration, toxic materials, dust, odors, explosion hazards, glare, or fire.

**I2 Intensive Industrial**

Intensive Industrial District allows high-intensity industrial uses, which includes heavy manufacturing, assembling, fabricating activities, and large scale or specialized operations that would be disruptive towards surrounding districts. Because it generally produces noise, glare, vibration, or odor, it is located far from residential areas.

**Overlay Districts**

**CP Channahon Proper**

Channahon Proper (CP) Overlay Zoning District – intended to preserve the historic value and character of the oldest part of Channahon and protect it from flood hazards. As an overlay district, it provides specific regulations that apply to the identified properties in addition to the underlying zoning.
Key Issues & Opportunities

Growth & Annexation

Based upon both the community’s regional position and the availability of land within the Village’s planning area, there is significant potential for growth and annexation in Channahon. This includes over 16,000 acres of unincorporated land in the Village’s ETJ, per existing boundary agreements. Further, the planning area contains over 2,700 acres of undeveloped land that is currently unused and available for investment. The sheer size of these areas, if incorporated, would have a significant impact on the future character of Channahon.

Preservation of the existing character and atmosphere of Channahon was a key theme from public engagement and must be considered when discussing growth. Understanding the potential for growth will require a careful balance between attracting the types of uses that benefit the community while protecting the assets and strengths most important to Channahon. As such, an inherent component of the Comprehensive Plan will be a dedicated strategy for growth, annexation, and future investment. This will aim to identify priority areas for investment, limit unnecessary sprawl, and ensure that growth is healthy for Channahon’s future.

Undeveloped Land

Critical to growth will be an analysis of land availability. The planning area contains a significant volume of undeveloped land; however, these sites are not always positioned to enable economic development opportunities and capitalize on investment. At the same time, there are many agricultural properties that are well-suited for long-term redevelopment, but this will mean taking productive land off-line for other, higher-intensity uses. Balancing these impacts will be an important element of the Comprehensive Plan to assist the Village in directing investment and development to appropriate areas of the Village.

Residential Infill

Of the 2,700 acres of undeveloped land identified within the planning area, approximately 200 acres are intended for residential development. This includes platted subdivisions which have not been developed as well as individual lots in existing constructed neighborhoods, comprising 657 properties prepared for residential construction. This wealth of undeveloped land that is already planned, and in many cases already prepped for construction, represents a considerable opportunity for infill development and more immediate growth. The Comprehensive Plan will directly address these areas and incorporate the potential for residential infill as it relates to growth and development.
Undeveloped Land

- Town Center
- Prepared for Residential
- Non-Designated Undeveloped

Village of Channahon | Issues & Opportunities Memorandum
Business Growth & Commerce

The need for business growth and expansion of commercial retail and services options in Channahon was a central theme identified through the community outreach process. This included the hope to see more options for shopping inside Channahon, more businesses that contribute to the local tax base, and more diverse uses that foster vitality and excitement in the Village. Currently, less than one percent of the total planning area comprises commercial uses. Residents frequently stated that they leave Channahon on a regular basis for shopping, noting that even basic necessities are often located outside the Village, such as the Jewel Grocery Store on Ridge Road which is in Minooka.

In addition, business owners and operators in the community indicated that the Village lacks the activity to support local business and draw in necessary customers, particularly in areas without Interstate access. It was also discussed that the absence of a major retailer or activity generator makes it difficult for the Village to attract other supporting businesses. Given the importance of business growth and economic development, the Comprehensive Plan will explore recommendations and programs to attract new business and foster an exciting, vibrant, and inclusive business community.

Industrial Impacts

Channahon’s regional position make it an opportune location for intermodal transportation, warehouses, and related industrial uses, with companies having access to I-55 and I-80 as well as waterway access to the Des Plaines, Kankakee, and Illinois Rivers; and through these, Lake Michigan and the Mississippi River. Recently, this has become a major driver for industrial development within the Village, particularly along I-55 and near the Des Plaines River. Specifically, numerous intermodal companies are located in Channahon and the surrounding area, which has resulted in a large amount of truck traffic. Currently, construction is on-going for a number of warehouses east of I-55, and market demand is growing for similar development elsewhere in the Village.

Concern for the impact of industrial growth was a critical theme of the outreach process, particularly as relates to the development of large warehousing facilities and truck traffic. Residents demonstrated a keen concern that the continuation of this kind of development will disrupt quality of life and make Channahon an unsafe and unfriendly place to live. However, it is important to note that these uses are a significant economic driver for the community and help to offset the residential tax base.

As a key component of the planning process, the Comprehensive Plan will identify best practices to mitigate the impacts of industrial investment and growth. The aim will be to provide a healthy and steady approach to industry that protects community character and residential neighborhoods by guiding industrial investment to appropriate sites. Further, the Plan will identify necessary programs, policies, and improvements to ensure truck traffic, construction, and warehousing does not impact the safety, appearance, or character of Channahon.
Addressing Key Areas

The Re-Imagine Channahon Comprehensive Plan will include three dedicated subarea plans, intended to provide more detailed and site-specific analysis of issues in each of these defined areas. The subarea plans will complement the broader focus of the Comprehensive Plan as a whole and provide an example of how overarching themes are applied at a smaller scale within the Village. The subarea plans will address the following three areas:

Town Center
The Town Center includes the area directly surrounding Channahon Village Hall along Navajo Drive and St. Elizabeth Drive. Originally a vacant site at the Village’s core, the area was first addressed by the 2002 Channahon Town Center Design Guidelines. This document provided the framework for an active and vibrant mixed-use district including offices, housing, and entertainment incorporated with public facilities and amenities. Utilizing the guidelines, an initiative to develop the site was started, including a proposed site plan; however, the 2008 national recession halted progress. Some components of the site plan have been constructed over time, including the municipal building, St. Ann’s church, roadway improvements, senior housing, single-family attached, and single-family detached residential units.

Today, the site stands as a visual reminder of the incomplete project, but also as a major opportunity. Throughout public engagement, stakeholders consistently discussed the Town Center as a priority project and crucial component of the Comprehensive Plan. While many different ideas were presented on what to do with the area, the need to address it was universal.

I-55 & Route 6 Interchange
This subarea includes properties directly adjacent to the I-55 and Route 6 interchange on all four sides. The interchange was recently the focus on an IDOT project in 2017 and early 2018, which included reconfiguration of on/off ramps, frontage roads, and rights-of-way as well as streetscaping and infrastructure improvements. In addition, parts of the subarea are included in a Tax Increment Financing (TIF) district. These districts are a funding mechanism used to support public improvements and investment in an area over a defined period of time.

Currently, the area features a mix of undeveloped properties, underutilized agricultural land, and industrial and commercial businesses that rely on immediate Interstate access. The Thorntons, located to the northeast of the interchange, is one of the Village’s latest development projects and demonstrates the potential for new investment in the area. This subarea acts as the primary gateway to Channahon and likely the Village’s greatest opportunity for commercial investment given the exposure and accessibility to the interstate.

Route 6 & Ridge Road Commercial District
This subarea comprises the commercial district surrounding the Route 6 and Ridge Road Intersection, including properties to the northeast, southeast, and southwest of the intersection. Properties to the northwest are located in Minooka, but will have an important impact on the subarea moving forward. Currently, the area features a mix of commercial retail and service businesses, undeveloped properties, medical offices, public facilities, and some residential homes.

This area is Channahon’s largest commercial district and includes the majority of retail and service offerings within the Village outside of those around the I-55 and Route 6 interchange. Combined with the synergy of adjacent properties in Minooka, it represents an important economic development opportunity for the Village.
Transportation & Infrastructure

Transportation and infrastructure are essential to providing access and mobility within a community and supporting a high quality of life. The Village of Channahon has a well-developed transportation network for several modes of travel. In addition to the established roadway network with excellent regional access, bicycle routes traverse most of the Village. The community is strategically situated along the Des Plaines, Kankakee, and DuPage Rivers and just southwest of both Interstate 80 (I-80) and Interstate 55 (I-55). To address critical concerns related to both transportation and infrastructure, the following analysis of these and related components within Channahon was completed.

An assessment of Channahon’s infrastructure and existing transportation network was conducted by Gewalt Hamilton Associates.

Existing Roadway Network

Mobility within Channahon is supported by the existing roadway network, which includes a few key routes through the community. The most prominent is US Route 6, which traverses the community east to west and is as a critical link across the DuPage River. US Route 6 is the Village’s primary roadway, and very few destinations within Channahon can be reached without traveling along the roadway.

Regional access to Channahon is supported by I-55 and I-80, which intersect to the north of the community. I-55 runs along the east side of the Village, with interchanges at US Route 6 and Bluff Road. I-80 runs north and west of the Village, with interchanges at Brisbin Road (connecting to Route 6) and Ridge Road (in Minooka). While these routes support access throughout the community, I-55 and Route 6 are considered a primary gateway into the community from the east. Speed limits vary from 25 miles per hour within most residential portions of the community to 35/45 mph along major and minor arterial routes.

Functional Classification

The roadways within the Village are classified by the Illinois Department of Transportation (IDOT) according to the character of service they are intended to provide. This functional classification process recognizes a hierarchy of roadways and the fact that they do not operate independently, but instead as a system-wide supportive network. Functional classification is often used as a measuring tool for roadway maintenance and snow plowing. Given projected population increases in Channahon and neighboring communities, the functional classification of local roads could change in the future.

According to IDOT, roadways in Channahon are classified as follows:
- Interstate
- Other Principal Arterial
  - US Route 6 – East of I-55
- Minor Arterial
  - US Route 6 – West of I-55
  - Ridge Road
- Major and Minor Collectors
  - Bluff Road
  - Navajo Drive/Sioux Drive
  - Ford Road/McEvily Road/Tyron Street
  - Tabler Road
  - McLinden Road
  - Brisbin Road
Transportation Classification

- Stoplights
- Interstate
- Arterial
- Major Collector
- Minor Collector
- Local Road

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Truck Routes

The Village of Channahon has well-defined truck routes that tend to direct heavy vehicles along the interstates around the Village unless their destination is within the Village limits. Illinois has three classes of routes, and truck drivers should be aware of how speed and weight limits may vary on these roads.

The Designated Truck Routes Exhibit illustrates the following roadways and streets:

- **Class 1 Route**: This is an interstate type of route, and it is approved for load widths of 8'6 or less.
  - I-80 and I-55

- **Class 2 Route**: This is a major roadway, and it is approved for load widths of 8'6 or less. Trucks may be longer on Class 2 routes, but they may not have a base greater than 55 feet.
  - US Route 6

- **Class 3 Route**: This is a local road, and the maximum allowable load width is 8'0. Also, the wheel base may not be greater than 55 feet.
  - Ridge Road

Major Class 1 trucks routes are along I-80 and I-55 which run along the outer northern (I-80) and eastern (I-55) edges of the Village. I-80 has an average of 12,750-15,300 trucks daily, whereas I-55 sees between 3,300 and 12,400, with 12,400 being further north near the I-80 interchange. Route 6 acts as the Village’s main east/west Class 2 truck route, which carries between 950 and 1,125 trucks daily.

This is a sizeable volume of trucks traversing through the Village of Channahon on any given day. It is of note that truck volume data is not available along Ridge Road or Minooka Road. Furthermore, Sherrill Road, Obrien Road, and McEvilly Road are listed as non-designated truck routes that local truck drivers may prefer. Moving forward in the planning process, truck volume data along Route 6 will be further analyzed as it was brought up as an issue throughout the public outreach process.
Traffic Volumes

Traffic volume is a key factor that helps define roadway operations. Volume measurements are taken in several ways, one standard being Annual Average Daily Traffic (AADT). Available IDOT published volume data was obtained for roads and streets throughout the Village, as depicted on the AADT exhibit. The highest AADT volumes are found on I-80 at about 61,900 vehicles per day (vpd) and I-55 with about 60,400 vpd. The AADT on US Route 6 ranged from 6,250 vpd west of Ridge Road to a high of 15,900 vpd near the I-55 interchange. Ridge Road sees an AADT of around 9,700 vpd on the north side of Route 6, while dropping to 1,250 vpd when heading south. Bluff Road and Ford Road, both serving as a Major Collectors, experience 6,600 vpd and 4,700 vpd, respectively. Bell Road, which runs along the line between Will and Grundy Counties, has 3,200 vpd.

In general, the traffic volumes within the Village of Channahon are moderate, with Route 6 being the exception. However, this roadway provides a five-lane pavement section (two lanes in each direction with left-turn lanes) east of the DuPage River to accommodate the higher AADT. As the planning process moves forward, the roadway network throughout Channahon should be seen as an advantage to stimulating growth.
Level of Service Definitions

Another important consideration regarding roadway operations is congestion and its impacts on the standard industry measurement tool for describing traffic flow; Level of Service (LOS). Average delay and speed, as well as other factors, are key components used in determining the LOS for a roadway. The LOS for various links of a roadway are determined based on the type of roadway, cross section, number of signalized intersections, AADT, and several other factors. A “link” is a section of roadway in between intersections. The various stages of LOS, as defined by the Highway Capacity Manual (HCM), the prominent industry standard for evaluating congestion and capacity, are as follows:

- Level of Service A can be described as free-flow operations. Traffic is generally travelling at or above the posted speed limit. There is complete mobility between travel lanes.
- Level of Service B is described as reasonably free-flow operations. Traffic is travelling at average speed, about 70 percent of the free-flow speed. Complete mobility between lanes is generally available.
- Level of Service C can be described as at or near free-flow operations. Mobility between travel lanes is more restricted in midblock locations. Travel speeds are generally maintained around the posted speed limit. This is the design LOS for most suburban and urban arterials.
- Level of Service D is described as decreasing free-flow levels. Speeds decrease as the volume and delay increase. Mobility between lanes is much more reduced and driver level of comfort decreases.
- Level of Service E is described as operations capacity. Flow is irregular, and speed varies rapidly, but rarely reaches the posted speed limit. There are virtually no useable gaps in traffic, making mobility between lanes challenging.
- Level of Service F is described as a breakdown in vehicular flow. Flow is forced, and every vehicle moves together, and frequent slowing is expected. Travel speeds are extremely low and significant queuing at signalized intersections is expected. Roadways operating at LOS F often have more demand than capacity.

The existing Level of Service for the arterial links within the Village of Channahon was determined using a method prepared by the Florida Department of Transportation (and allowed for use by IDOT) in conjunction with the Highway Capacity Manual.

Level of Service Results

Typically, a roadway is designated as beginning to become congested if the level of service falls below LOS C. As noted above, LOS C is often used as the “design” standard and LOS D is considered the lower threshold of providing “acceptable” operations. Based on the AADT volumes shown on the previous exhibit, all roads and streets in Channahon operate at or better than the “design” standard LOS C.

However, that is not to say that there aren’t locations within the Village that experience congestion, and in particular, the busiest morning and evening peak periods when overall volumes are highest, and a significant amount of turns occur at signalized intersections. Route 6 at its intersections with I-55, Bluff Road, Ford Road/Tyron Street, and Ridge Road would be expected to experience the most congestion throughout the day. Furthermore, Route 6 would be more likely to encounter congestion due to higher truck volumes or increased bicyclists/pedestrians traffic due to the off-street path along the north side of the roadway.

Planned Improvements

Part of the IDOT multi-year Highway Improvement Program (FY 2019-2024) focuses on resurfacing roads around and within the Channahon vicinity, such as the Route 6 corridor, I-55, and I-80. I-55 south of I-80 to south of Weber Road in Will County (13.5 miles) is slated to be resurfaced during FY 2020-2024 at an estimated cost of $23.5 million. Bridge replacements along I-80 at River Road are also to be expected. Furthermore, per IDOT, resurfacing along Route 6 between Morris and Channahon is scheduled for FY 2020-2024 and will cost approximately $3.9 million.
Roadway Jurisdiction

Roadway jurisdiction is an important factor with regard to roadway function and maintenance. Some of the major roadways serving the Village are under the jurisdiction of the Illinois Department of Transportation (IDOT), Will County Division of Transportation, and/or the Grundy County Highway Department. The three primary routes under IDOT jurisdiction are US Route 6, I-55, and I-80. Bluff Road is under the jurisdiction of the Will County Division of Transportation, while River Road is under jurisdiction of the Grundy County Highway Department. All other routes throughout the Village are under local jurisdiction (Village of Channahon) or adjacent townships.

With major roads outside of the Village’s jurisdiction, its ability to make improvements, control access, or unify roadway character is a challenge and requires cooperation and coordination between agencies. These agencies should be heavily involved in the planning process moving forward to ensure that plan recommendations reflect the needs of the Village as well as the partner agencies responsible for implementation.
Roadway Cross Sections

The roadway widths, or cross sections, are determined by volumes, available right-of-way (ROW), and safety measures. Conversely, roadway widths and geometry are important in determining traffic capacity.

Generally, there are two types of cross sections found throughout the Village - rural and urban. These cross sections are located along all roadway types. Urban cross sections are found mostly along arterial roadways such as the eastern half Route 6, as well as most residential neighborhoods. Rural cross sections are more prominent on the western side of the Village and toward the periphery of its boundaries.

Definitions of these types of cross sections are as follows:

- Urban: An urban cross section generally contains the traveled way, curb and gutter, a parkway, and a sidewalk. Urban cross sections can be manipulated in many ways to fit into the surrounding area. Streetscape is an important feature of urban cross sections. Streetscape consists of anything from trees, lighting, pedestrian and bicycle accommodations, as well as other features.

- Rural: A rural cross section does not contain curb and gutter and provides a ditch that is used for necessary drainage. A rural cross section contains the traveled way, either a paved or unpaved shoulder, and a ditch.

Minor Arterials

Along the minor arterial corridors (US Route 6, Ridge Road), the cross section is a combination of urban and rural. Most intersections east of the DuPage River along Route 6 have an urban cross section, while most intersections west of the DuPage River have a rural cross section. The cross-section for the rural intersections is typically one through lane in each direction with at least one turn lane (three lane cross-section), whereas the cross-section for the urban intersections is typically two through lanes in each direction with a left turn lane (five lane cross-section). The five-lane cross-section is generally seen near all major intersections along Route 6 east of the DuPage River.

Residential Streets

Sections along residential streets are mixed between urban and rural. Generally, neighborhoods further toward the periphery of the Village have rural pavement sections.

Non-Auto Transportation Modes

Published information indicates that less than 1 percent of Channahon residents use public transportation. However, Channahon residents, employees, and visitors have the opportunity to use a variety of non-motorized transportation choices to provide access among neighborhoods, jobs, shopping, and services. This section summarizes the bicycle, pedestrian, and waterway systems throughout the Village.

Waterways

Channahon is significant in the fact that three rivers meet within the Village boundaries. The meeting of the DuPage, Des Plaines, and Kankakee Rivers forms the Illinois River in Channahon. With three rivers routing through the Village, waterway transportation can be utilized for businesses that require shipping of materials and resources. Evidence of this is the ExxonMobil Oil Corporation refinery located southeast across the Des Plaines River. It is important to note that Channahon is located at the crossroads of the four major river systems that provide mobility throughout the region.

This coupled with the nearby interstates (i.e. I-55 and I-80) has undoubtedly led to a prominent intermodal industry that involves both trucks and waterway transportation. The Village is situated in a highly advantageous location to benefit from its close proximity to these major transportation systems. Moving forward, this should be a key discussion point amongst stakeholders and one of the more prominent considerations of the plan.
Pedestrian Infrastructure & Bikeways

Although there are still some vital locations throughout Channahon, such as along Route 6, the majority of streets with an urban cross section have some pedestrian infrastructure, at least on one side. Most of the sidewalks in-place in Channahon are continuous and meet up with other sidewalk and path networks.

A bike path is in place along Route 6 along the north side of the road, traveling from the DuPage River to the interchange with I-55. Currently, this path is discontinuous near the DuPage River and resumes one mile later about 800 feet west of McKinley Woods Road. It then continues along the south side of the road to Channahon’s western border. To avoid the discontinuity of the Route 6 path, pedestrians and bicyclists can use the Illinois and Michigan Canal Trail to travel in between the two stopping points of the Route 6 path. However, unless residents want to follow the trail south along the DuPage/Des Plaines River they must head west along Bridge Street/Hansel Road in order to link back up with the Route 6 path.

The Route 6 path was funded through grants from the State of Illinois, and the Village is currently in the process of obtaining an additional grant to connect the two segments across the DuPage River. Once connected, this path will provide full east-west multi-modal mobility.

In addition, the Village is in the process of developing a bike path along Bridge Street which will connect paths along Route 6 just west of McKinley Woods Road to the I&M Canal bike path. The Village has received to date $1.4 million in Illinois Transportation Enhancement Program (ITEP) funding for the project.

The Illinois and Michigan Canal Trail is a state operated path that begins at the south branch of the Chicago River at Bridgeport and extends 96 miles to the Illinois River at LaSalle. This path generally travels north-south through Channahon from the Village limits on the northern and southern borders. Together with the Route 6 path, they provide Channahon residents multi-modal access to most parts of the Village.
Infrastructure

Roadway Maintenance

The Channahon Public Works Department is responsible for the maintenance of the roadway network throughout the Village that is not under IDOT or Will/Grundy County jurisdiction. The Roadway Jurisdiction section earlier mentions which agencies control the jurisdiction of each major roadway. Constant coordination should be maintained among agencies to ensure that the residents of Channahon have safe and reliable access to all roadways.

Water Service

The Village of Channahon Public Works Department controls the water supply within the Village limits. Specifically, according to the Village, the Utilities Division within Public Works is to, “deliver safe and pleasing potable water to the residents of the Village of Channahon and to treat its wastewater to minimize the environmental impact and maintain sanitary living conditions. These services shall be done in an efficient, timely, reliable, and cost-effective manner in order to enhance the living and business conditions within the Village.”

The Village should aim to maintain efficient use of drinking water resources moving into the future. However, through the public outreach process, it was noted that current infrastructure capacity on the west side of town is discouraging development and growth. Increasing infrastructure through innovative methods should be explored on this side of town. Green infrastructure is an emerging practice that can help create more efficiencies for providing water to residents, while also removing the environmental impacts incurred inherent to that process. This method is discussed more in depth in the following section.

Another important concern is the future of Channahon’s public water supply. The Village currently obtains water using a deep aquifer well; however, state surveys have predicted that this aquifer may be depleted in the next 30 years. The Village’s public works department is currently in the process of exploring new water sources, such as a shallow well, and is coordinating with other communities in the area to address this regional issue. The Comprehensive Plan will support these efforts and explore other policies to ensure continued water service and quality in Channahon.
Stormwater Management & Sewer Service

The Village of Channahon maintains the local stormwater and sewer service. The FEMA Flood Hazards Exhibit provides the FEMA flood hazard map. As can be seen, minimal flood zones are found within the Village planning area and tend to focus solely along the three rivers.

The Village’s Development Ordinance implements the requirements for stormwater management, which is intended to manage and mitigate the effects of development on stormwater runoff. The Will County-Wide All Hazard Mitigation Plan requires adoption of the Federal Emergency Management Agency (FEMA) regulations to stay in compliance with the National Floodplain Insurance Program. The floodplain regulations would reduce/eliminate flood losses and conserve and protect the natural and beneficial functions of the Village’s water resources. The DuPage/Des Plaines/Illinois Rivers flow through the Village from northeast to southwest. These rivers, and portions of their adjacent areas, are within the FEMA mapped floodplain and floodway. Development and redevelopment near them should carefully considered, as preserving green space and enhancing natural resources is important. Special attention should be paid to stream bank stabilization and the restoration of native species and habitat when opportunities are available.

The stormwater system includes storm sewer pipes, inlets and manholes, ponds and lakes, paved and natural channels. All elements of the system require continued maintenance, and some of the stormwater infrastructure elements may be aged and require replacement or new construction. Moving into the future, green infrastructure represents an emerging approach to stormwater management that is cost-effective, sustainable, and environmentally friendly. Green infrastructure techniques utilize natural systems, or engineered systems that mimic natural landscapes, to capture, cleanse and reduce stormwater runoff. As a general principal, green infrastructure techniques use soils and vegetation to infiltrate, evapotranspire, and/or recycle stormwater runoff. Green Infrastructure is a stormwater management approach that saves money, supports sustainability, and more efficiently uses limited financial and natural resources. This process should be part of the planning discussion moving forward.
Community Facilities

Community Facilities provide the residents of Channahon with crucial services and amenities that enhance quality of life within the community and cultivate the desirability of the Village as a place to live. Overall, Channahon’s community facilities are of high quality and well-functioning, receiving positive feedback from residents and other community stakeholders. An analysis of existing facilities has been conducted to highlight positive elements that need to be maintained and identify any potential areas for improvement.

Local Government

The Village of Channahon is governed by the Village President, a six-member Board of Trustees, and the Administration Department. The Administration Department is responsible for planning, organizing, and steering all Village operations. The Village Administrator leads the department heads in recommending actions to the Board of Trustees, preparing the Village budget, and assuring the proper enforcement of Village laws and ordinances. The department is also in charge of municipal services including business licenses, permits, election services, and village resolutions. The Board of Trustees is the Village’s legislative body that executes all municipal powers which have not been allocated to a specific office, commission, committee, or board. Along with the president, trustees are elected for four-year terms with three members elected every two years.

Village departments are located at the Channahon Municipal Center at 24555 S Navajo Drive. In general, the Village government is well-functioning and no major concerns were identified through the outreach process. As such, the Comprehensive Plan will focus on long-term goals for the Village government to both preserve and enhance services and ensure continued quality of life in Channahon.

Library Services

Channahon residents are served by the Three Rivers Public Library District, which provides a large collection of resources, programs, technology, and services to residents. Until 1974, the Channahon area lacked a library, which promoted the creation of a local bookmobile by the Burr Oak Library System. Due to its great popularity, discussion of a permanent library grew. In 1975, a Friends for the Library organization was formed which worked towards making the new library a reality. After just one year, the Tri-County Library was built with the aid of the Burr Oak Library System and a Project Plus Grant, and the Tri-County Library District came to be. In 1977, the District changed its name to Three Rivers Public Library District and four years later expanded into the 9,200 square foot brick and redwood Channahon Library known to community members today. The District covers 62 square miles in Grundy, Will, and Kendall Counties, with a second location in Minooka.

Today, the Three Rivers Public Library District collectively circulates over 85,000 books, audiobooks, CDs, and magazines, with more than 75,000 downloadable resources. It is part of the Reaching Across Illinois Library System (RAILS) and the Prairie Cat consortium, an Illinois intergovernmental entity that supports the daily operation of the shared northern state catalog. The public gave high remarks about the District with over 69 percent giving the best rating. There are plans to renovate both library locations with possible additions to the buildings in the next three to 10 years, as the current size of the facilities are proving too small for the serviced population of 26,000 people. The Comprehensive Plan will work to maintain the continued success of this valued community asset and ensure all residents have access to library services.

Additional library services are provided to northern areas of the community by the Troy-Shorewood Public Library. The library is located just north of Jefferson Street in Shorewood and provides a range of media including online resources and materials.
Channahon is served by five fire districts which provide fire suppression and emergency medical services to the Village. The following districts include facilities both within and outside the municipal boundaries:

- **Channahon Fire Protection District (ISO 2)** (Serves central eastern Channahon)
  - Station #1: 2549 S Center Street, Channahon
  - Station #2: 23341 W McClintock Road, Channahon

- **Minooka Fire Protection District (ISO 2)** (Serves central western Channahon & Minooka)
  - Station #1: 7901 E Minooka Road, Minooka
  - Station #2: 28200 W Route 6, Channahon

- **Coal City Fire Protection District (ISO 3)** (Serves central southern Channahon & Coal City)
  - Station #1: 35 South DeWitt Place, Coal City
  - Station #2: 1455 S Berta Road, Coal City

- **Troy Fire Protection District (ISO 1)** (Serves northeastern Channahon & south Shorewood)
  - Station #1: 700 Cottage Street, Shorewood
  - Station #2: 25454 W Seil Road, Shorewood

- **Morris Fire Protection & Ambulance District (ISO 3)** (Serves western Channahon & Morris)
  - Station #1: 121 W Main Street, Morris
  - Station #2: 2301 Ashton Road, Morris

The Channahon Fire Protection District and the Minooka Fire Protection District are the main fire districts that serve the majority of Village residents. The Channahon Fire Protection District serves 11,079 residents within 40 square miles and has partnered with the Mutual Aid Box Alarm System (MABAS) and specialty groups like the Combined Area Response Team (C.A.R.T.) to ensure rapid response and quality protection. Interstate 55 and the Des Plains River can act as a barrier, however, for the district to access neighborhoods at the western or southern ends of its serviced area. The Troy Fire Protection District only serves a small section of Channahon that does not include any residential properties currently within the Village. However, this service area is included in the Village’s ETJ and could become incorporated in the future. If this were to occur, Interstate 55 and 80 may become a barrier to the district.

Together with the Channahon Police Department, the fire services provided in Channahon are highly regarded by residents. Though existing water supply and distribution systems are considered adequate for firefighting operations, it was noted that specific areas within the Village are not fully served, such as the industrial area south of the Des Plaines River, and that static water supply to such areas would be more efficient than transporting mobile water. Multiple fire districts plan on undergoing a series of improvements and facility renovations within the coming years. The Comprehensive Plan will consider these and other improvements to ensure continued quality fire protection, as well as necessary coordination between a larger group of providers.
Police

The Village is protected by the Channahon Police Department which strives to create a safe living environment that is comfortable to community members. The Department is composed of multiple divisions including administration, community relations, domestic violence, patrol, investigations, school resources, and records. The office is located at the center of Channahon at the Municipal Center and currently employs 23 full-time police officers. Community outreach demonstrated that residents hold the Police Department in high regard and are satisfied with the quality of police services in Channahon.

In the next several years, the Channahon Police Department plans on growing its personnel, forming a dedicated truck traffic surveillance unit, and finding opportunities for officers to enter their associated law enforcement entities, such as Governors State University (GSU) and completing the Candidate Physical Ability Test (CPAT). Increased truck traffic was identified as a potential threat to public safety through community outreach, with residents noting that the increasing number of trucks are disrupting residential neighborhoods and creating unsafe driving conditions. Other issues include existing entry/exit points at the Police Department facility, the crowded evidence room, and limited employee parking. The Comprehensive Plan will address these issues and examine departmental improvements to maintain the comfort and security within Channahon.

Education

Public education in Channahon and the Village’s service area is provided by six school districts, including facilities both within and outside the community.

- Channahon District 17 (All facilities located in Channahon)
- NB Galloway Elementary School
- Pioneer Path Elementary School
- Three Rivers School
- Channahon Junior High School
- Troy Community Consolidated School District 30C
- Troy Craughwell School (Located in Joliet)
- Troy Cronin Elementary School (Located in Shorewood)
- Troy Heritage Trail Elementary School (Located in Joliet)
- Troy Hofer Elementary School (Located in Shorewood)
- Troy Shorewood Elementary School (Located in Shorewood)
- Joliet Township High School District 204
- Joliet Central High School (Located in Joliet)
- Minooka Community Consolidated District 201
- Aux Sable Elementary School (Located in Minooka)
- Jones Elementary School (Located in Joliet)
- Minooka Elementary School (Located in Minooka)
- Walnut Trails Elementary School (Located in Shorewood)
- Minooka Community High School District 111
- Minooka Community High School – Central Campus (Located in Minooka)
- Minooka Community High School – South Campus (Located in Channahon)
- Wilmington School District 209U
- Wilmington Middle School (Located in Joliet)
- Bruning Elementary (Located in Wilmington)

During community outreach, schools were ranked as the Village’s greatest strength and all educational programs were rated as “good” by the majority. As one of Channahon’s most valued assets, the Comprehensive Plan will reinforce the importance of quality schools and the continued collaboration between the School Districts and the Village.

Joliet Junior College

Joliet Junior College (JJC) is the predominate provider of higher education within close proximity to Channahon. Established in 1901, JJC is the first public community college in the United States, offering both pre-baccalaureate programs for students planning to transfer to a full, four-year institution as well as non-credit courses, adult education, and workforce programs. The college’s main campus is located in Joliet along Houbolt Road, with additional facilities in Joliet, Romeoville, Morris, and Frankfort. JJC is an important educational amenity for residents and students in Channahon and should be appropriately incorporated as part of the Comprehensive Planning process.

Future Facility Needs

Given Channahon has significant growth areas and a healthy housing market, the Village could see considerable investment that places greater demand on services and amenities. The western half of Channahon particularly, has an abundance of land available for growth and annexation. An increase in population will impact all community facilities and require a continual assessment of service demands. The Comprehensive plan will consider growth trends and provide recommendations to address community needs. Given the large number of separate districts and organizations providing services, intergovernmental coordination and cooperation will also be addressed.
Parks, Open Space & Environment Features

Parks, preservation areas, and environmental features are vital components for building the character and appeal of a community. Parks and open space are often closely tied to quality of life, as they provide recreation opportunities and places for people to enjoy nature and relax. The Village of Channahon boasts an impressive collection of parkland, open space, natural preserves, and water features that are cherished. The following section examines existing environmental features within the community. The analysis will create a basis for policies and recommendations to enhance the Village’s parks and natural environment for the long term.

Parks Analysis

The Channahon Park District manages the Village’s parks and recreational facilities with the vision to provide opportunities for socialization, recreation, and community building. The District maintains approximately 275 acres of dedicated parkland, including 17 parks and a forest preserve. In addition, the Park District owns and maintains eight special use facilities, including Heritage Crossing Field House, Skateland Recreation Center, Arrowhead Community Center, and Tomahawk Aquatic Center. Currently, there are prospective parks and recreational spaces being planned, such as McGowan Woods and Greenwald Bluffs Park, which will add further to the volume of greenspace within the community.

Parks Inventory

The National Recreation Parks Association (NRPA) is the recognized authority for parks and recreation planning in the United States. Based upon NRPA standards, each of Channahon’s parks have been classified according to size and function. This hierarchy creates a formal structure for assessing facilities, establishing the role and function of each park, and understanding how they serve the community. The hierarchy includes the following classifications:

Mini-Parks address a limited and small-scale recreational need and are generally smaller than one acre in size. They typically serve the local population that lives within a quarter-mile.

Neighborhood Parks are the basic unit of any park system and serve as the recreational and social focus of the neighborhood. They generally range from several acres to fifty acres in size. The NRPA recommends that each resident have access to a neighborhood park within a half-mile walk of their home, reflecting an average walk time of 10 minutes.

Community Parks serve both local neighborhoods as well as the larger population that drives to the park. They serve a larger geographic area and often have ball fields and trails, offering recreational activities beyond what is available in neighborhood parks. Their service area is two miles.

Special Use Facilities include facilities dedicated to specific recreational activities or uses. In Channahon, this includes Heritage Bluffs Public Golf Course, DuPage River access, Heritage Crossing Field House, Skateland Recreation Center, Tomahawk Aquatic Center, and Arrowhead Community Center.
Park Supply Evaluation

To evaluate the supply of parkland within a community, the NRPA has established an inventory of best practices and benchmarks for park facilities. These provide a baseline understanding of how existing parks serve the surrounding community. It is important to note that these standards are general and do not take into consideration individual communities’ unique characteristics and needs. As a result, NRPA standards should be used as guiding principles while incorporating local factors like demographic changes, land use context, the geographic setting, and funding sources. By doing this, Channahon can analyze its parks and open space and create its own requirements based on NRPA’s two major benchmarks: population-based standards and service area-based standards.

PARK CLASSIFICATION

<table>
<thead>
<tr>
<th>Park Name</th>
<th>Acreage</th>
<th>Category</th>
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</thead>
<tbody>
<tr>
<td>Al Wood Park</td>
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</tr>
<tr>
<td>Amberleigh Park</td>
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</tr>
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<td>Bluff Park</td>
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<tr>
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<tr>
<td>Community Park</td>
<td>178</td>
<td>Community</td>
</tr>
<tr>
<td>Deer Path Park</td>
<td>7.8</td>
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</tr>
<tr>
<td>Diamond Park</td>
<td>1</td>
<td>Mini</td>
</tr>
<tr>
<td>DuPage Park</td>
<td>1.5</td>
<td>Neighborhood</td>
</tr>
<tr>
<td>Henneberry Park</td>
<td>5</td>
<td>Neighborhood</td>
</tr>
<tr>
<td>Highlands Overlook</td>
<td>11.7</td>
<td>Community</td>
</tr>
<tr>
<td>Louie Moorman Memorial Park</td>
<td>0.92</td>
<td>Mini</td>
</tr>
<tr>
<td>Potawatomi Park</td>
<td>0.78</td>
<td>Mini</td>
</tr>
<tr>
<td>Red Hawk Park</td>
<td>0.38</td>
<td>Mini</td>
</tr>
<tr>
<td>Ridge Park</td>
<td>7</td>
<td>Mini</td>
</tr>
<tr>
<td>Seneca Park</td>
<td>0.37</td>
<td>Mini</td>
</tr>
<tr>
<td>Swifton Park</td>
<td>2.6</td>
<td>Neighborhood</td>
</tr>
<tr>
<td>Yellow Pine Park</td>
<td>1.88</td>
<td>Neighborhood</td>
</tr>
<tr>
<td>Greenwald Bluffs Park</td>
<td>4.6 (estimate)</td>
<td>(Future park)</td>
</tr>
<tr>
<td>Whispering Oaks Park</td>
<td>2.6 (estimate)</td>
<td>(Future park)</td>
</tr>
<tr>
<td>Woods of Aux Sable Park</td>
<td>2.6 (estimate)</td>
<td>(Future park)</td>
</tr>
</tbody>
</table>

PARK EVALUATION

<table>
<thead>
<tr>
<th>Park Type</th>
<th>Existing Acreage</th>
<th>NRPA Recommended Acreage</th>
<th>Deficit/Surplus</th>
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</thead>
<tbody>
<tr>
<td>Mini Park</td>
<td>10.45</td>
<td>6.503</td>
<td>3.947</td>
</tr>
<tr>
<td>Neighborhood Park</td>
<td>25.93</td>
<td>26.012</td>
<td>-0.082</td>
</tr>
<tr>
<td>Community Parks</td>
<td>238.2</td>
<td>97.545</td>
<td>140.655</td>
</tr>
<tr>
<td>All Parkland</td>
<td>274.58</td>
<td>130.06</td>
<td>144.52</td>
</tr>
</tbody>
</table>
Population-Based Analysis

The NRPA suggests a standard of 10 acres of parkland for every 1,000 residents, not including school properties or golf courses. Channahon exceeds this criterion significantly by over 144 acres. However, it is important to note that Community Park, located east of I-55, accounts for 65 percent of the Village’s total parkland.

More specifically, it is suggested that a community have 0.5 acres of mini park space per 1,000 residents, 2.0 acres of neighborhood park space per 1,000 residents, and 7.5 acres of community park space per 1,000 residents. Channahon’s inventory of mini parks slightly exceeds NRPA standards and neighborhood parks are generally consistent with standards as well. On the other hand, the Village exceeds the amount of community parks by almost 1.5 times. The Park District has announced plans to add approximately ten more acres of parkland through developing three new parks: Whispering Oaks Park, Woods of Aux Sable Park, and Greenwald Bluffs Park. Overall, the Village is served well by its existing park space as it continues to expand its green space to provide residents with ample recreational opportunities.

Service Area Analysis

In addition to assessing park acreage, it is important to make sure the parks are dispersed equitably throughout the Village. Parks should be easily accessible to targeted populations and service areas should aim to collectively cover the entire Village. Using NRPA’s standards of 0.25 miles for mini parks, 0.5 miles for neighborhood parks, and 2.0 miles for community parks, services areas were projected for all parks within the Village, as shown on the Parks & Open Space Map.

Examining the service areas, it is evident that Channahon is spatially well served by existing community parks. There is opportunity, however, for additional mini and neighborhood parks, particularly in the central and northern regions. It should be noted that there are no parks in the western half of the Village; however, incorporated properties in this area are largely industrial in use. Future annexation and growth in this area could require new parkland investment.

In addition, the DuPage River forms a geographic barrier at the core of the community which can impede resident’s ability to access parks. For example, though residents may technically be located only a half mile from Swifton Park, they would have to walk or drive three times that distance to the next bridge to access the park. The Quarry subdivision at the southern end of Channahon across the Des Plaines River is underserved for this reason.

NRPA ACREAGE STANDARDS

<table>
<thead>
<tr>
<th>Type</th>
<th>Acres per 1,000 Residents</th>
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<tr>
<td>Park</td>
<td></td>
</tr>
<tr>
<td>Mini</td>
<td>0.5</td>
</tr>
<tr>
<td>Neighborhood</td>
<td>2.0</td>
</tr>
<tr>
<td>Community</td>
<td>7.5</td>
</tr>
</tbody>
</table>

NRPA SERVICE AREA STANDARDS

<table>
<thead>
<tr>
<th>Type</th>
<th>Buffer (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mini</td>
<td>0.25</td>
</tr>
<tr>
<td>Neighborhood</td>
<td>0.5</td>
</tr>
<tr>
<td>Community</td>
<td>2</td>
</tr>
</tbody>
</table>

In the table above, the buffer distances for mini, neighborhood, and community parks are provided. These standards ensure that parks are accessible and adequately serve the population.
Parks & Open Space

- Parks
  - Lou Vonn Field
  - Community Park
  - Prairie Wetland Trail
  - DuPage River Access
  - Seneca Park
  - Central Park
  - Louie Moorman Memorial Park
  - Ridge Park
  - Bluff Park
  - Trail Park
  - Arroyo Trails
  - Henneberry Park
  - Yellow Pine Park
  - Amerleigh Park
  - Deer Path Park
  - Red Hawk Park
  - Diamond Park
  - Lyondell Basell Recreation Area

- Preserves
  - Hastert-Bechstein Preserve
  - Bird Junction Marsh
  - Lower Rock Run Preserve
  - Lake Chaminwood Preserve
  - Channahon State Park
  - Briscoe Mounds
  - McKinley Woods
  - Illinois & Michigan Canal Trail
  - Goose Lake Prairie State Park

- Open Space
  - Community Park Service Buffer (2 miles)
  - Neighborhood Park Service Buffer (0.5 miles)
  - Mini Park Service Buffer (0.25 miles)

- Bike Network

- Golf Course
  - Heritage Bluffs
  - Public Golf Course

Village of Channahon | Issues & Opportunities Memorandum
Environmental Features

Open Space

Open space includes land that is not designated as park space or marked for preservation and remains undeveloped. Channahon does not have a significant amount of open space apart from small parcels scattered within residential communities or areas abutting the three major rivers. The Comprehensive Plan will take into consideration existing open space and examine strategies for conservation.

Tree City USA

Tree City USA is a program established by the Arbor Day Foundation in 1976 that aims to create greener communities across the country. The program presents a framework for cities and towns to manage and grow their public tree canopy. Over 3,400 communities have joined the movement to become a Tree City USA, including the Village of Channahon. As of 2018, the Village celebrated its 20th year as a participating community. There are four criteria that must be met: the maintenance of a tree board or department, incorporation of a community tree ordinance, disbursement of at least two dollars per capita on urban forestry, and celebration of Arbor Day. This achievement emphasizes the importance of trees and the natural environment in Channahon and will be appropriately supported and incorporated within the Re-Imagine Channahon Comprehensive Plan.

Hydrology

Channahon is located at the convergence of three major waterways for the State of Illinois:

- The DuPage River, which flows through the center of Channahon
- The Des Plaines River, which flows along the Village’s southern border
- The Kankakee River, which flows south of the Village

Within the area, the DuPage River flows into the Des Plaines River, which then converges with the Kankakee River to form the Illinois River to the west. These waterways are a major water route and connection between Lake Michigan and the Chicago region to the east and the Mississippi River to the west. As a result of proximity to these major waterways, a number of smaller streams and tributaries exist in the community.
Floodplains
As a result of the Village’s hydrology, the Village includes both 100-year and 500-year floodplains. These identify areas for which there is a one or 0.2 percent chance, respectively, of flooding in a given year. Floodplains are primarily located in the northern and central regions along the DuPage river, along tributaries leading into the DuPage and Des Plaines River, and the southwestern region of the Village.

Overall, floodplains in the Village are well mitigated, and development within flood-prone areas has been avoided. In 2013, the Illinois Department of Natural Resources (IDNR) underwent mitigation projects that added an additional spillway to Channahon Dam on DuPage River and a new saddle dam adjacent to this spillway. Given both the importance and significance of the Village’s hydrology, the Comprehensive Plan will consider necessary policies to ensure continued flooding mitigation and address potential issues in the future.

Forest Preserves & Other Environmental Features
In addition to parks, the Channahon Park District maintains a series of trail systems which include Prairie Wetland, Arroyo Trails, and Hansel Road Greenway. The District also has plans to establish McGowan Woods, an 22-acre forest area on McGowan Woods Road, west of Ford Road.

Other natural features within Channahon are under the jurisdiction of separate governmental entities. This includes McKinley Woods, owned by the Forest Preserve District of Will County, which is a 524-acre preserve located at the southern region of Channahon where the Des Plaines River curves north. The preserve is part of the Des Plaines River preservation system and contains a variety of unique species, habitats, and recreational amenities. The land was originally used as a Civilian Conservation Corps camp before the District acquired the McKinley Woods between 1931 and 2004. Other preserves owned by the Forest Preserve District of Will County within or just outside the Village boundary include Briscoe Mounds, Lake Chaminwood Preserve, Rock Run Rookery Preserve, Birds Junction Marsh, and the two Lower Rock Run Preserve access points at the Illinois and Michigan Canal and McClintock Road.

In addition, the Illinois Department of Natural Resources maintains the Channahon State Park which serves as the trailhead of the Illinois and Michigan Canal State Trail. The canal is a historic waterway that underwent extensive clean-up after it closed in 1933 due to contaminated waters. The Channahon State Park now provides entry to a natural oasis supportive of recreational activities including camping, picnicking, and hiking.

South of Channahon lies Des Plaines State Fish and Wildlife Area, also managed by the Illinois Department of Natural Resources. The area extends over 5,000 acres with 200 acres of water, housing a variety of natural habitats including still water, swamp, woodland, and farmland, as well as waterfalls, picnic areas, and much wildlife. The Re-Imagine Comprehensive Plan will identify strategies to support the quality of these forest preserves and further connect the natural environments to the community members of Channahon.
Key Issues & Opportunities

Lack of Waterfront Access

Despite over 60 miles of riverfront along the DuPage, Des Plaines, and Kankakee Rivers within the Village’s planning area, only a few opportunities for waterfront access exist. Chief among these is the Four Rivers Environmental Education Center, Channahon State Park, McKinley Woods, and the Illinois and Michigan Canal Trail. However, where parks and open spaces are located along local rivers, they often are cut off by geography or do not include recreational activities that utilize waterways.

The lack of waterfront access was consistently discussed by residents as a critical concern, both in relation to providing residents with recreational opportunities along local waterways as well as leveraging the rivers to support investment and commercial activity. The Comprehensive Plan will consider opportunities to support waterfront development and recreational access while ensuring preservation of local hydrology as a significant community asset.

Activating Environmental Assets

Closely related to waterfront access was an overall concern from residents that Channahon’s environmental assets are not properly activated. Individuals highlighted the natural beauty, rural character, and numerous parks, preserves, and environmental features Channahon has to offer as a potential driver to support greater tourism and commercial investment in the Village. These amenities, however, are often difficult to access, not sufficiently marked, and not well publicized, leading many residents to indicate that visitors and new residents are surprised to learn about all there is to do in Channahon.

Understanding this potential, the Re-Imagine Channahon Comprehensive Plan will carefully consider and provide recommendations to better activate and utilize the local landscape.

Four Rivers Education Center

The Four Rivers Education Center is an important amenity for the Village that supports passive recreation, wildlife education, and tourism in Channahon. Owned and maintained by the Forest Preserve District of Will County, the facility was opened in 2009 and provides public and educational programs as well as private event rentals. In addition, the Education Center is located in McKinley Woods, supporting biking, hiking, fishing, canoeing, and other outdoor recreational activities in the immediate area. As an important asset for the community, the Four Rivers Education Center must be appropriately considered as part of the planning process. This will include efforts to better leverage the facility to attract greater tourism and improvements to ensure it remains a vital attraction and resource for the community.
A community’s image and identity inform how individuals understand that place and its inherent reputation on a local and regional scale. Collectively, the distinct image and character of different communities impacts where individuals chose to spend time, live, work, and invest. Channahon’s identity is well regarded locally, with residents consistently emphasizing their community pride and the inviting nature of the Village. However, on a larger scale, stakeholders noted concern that Channahon is not well known and lacks a larger presence amongst its regional partners. Given the potential for future growth and the importance of attracting new investment, a review of issues and opportunities related to image and identity was completed.

Community Character

Throughout the public engagement process, residents and stakeholders praised Channahon’s existing community character, noting the inviting and welcoming atmosphere, close-knit population, and beautiful rural landscape. There was a strong feeling that Channahon is a great place to live, demonstrated by many of the accolades the Village has recently won. This includes being named the 2nd Safest City in Illinois and the 13th Safest City in America by the National Council for Home Safety and Security; selected by WalletHub as one of the top communities in which to raise a family; and identified by SmartAsset as the 2nd Healthiest Housing Market in Illinois.

The current community character is not only a valuable asset, for local residents and those who frequent the Village, but it is also a foundation to support growth, future investment, and tourism. As a result, preservation of Channahon’s small-town character and rural landscape are essential. To support this, the Comprehensive Plan will provide policy to preserve and appropriately enhance Channahon’s community character while identifying opportunities to expand that image outward.
**Tourism, Events & Activities**

Residents often indicated that there are not enough ‘things to do’ in Channahon, and that many individuals leave the community for shopping or entertainment. Stakeholders hoped to see more uses and events that will attract visitors to the community and provide options for entertainment within Channahon, particularly for younger residents. In addition, many felt that efforts to better publicize and create awareness of existing amenities, such as environmental features or annual events, would make the Village a more active and exciting place to spend time. As part of fostering a greater regional image, the Comprehensive Plan will explore opportunities to renew and expand tourism and entertainment. This will include recommendations related to branding efforts and events.

**Regional Presence**

A key takeaway from discussion with residents was a concern that Channahon is not well known across the Chicago Region and lacks the presence and image to attract visitors and investment from outside the Village. This was closely related to a lack of entertainment and activities to attract visitors, as well as poor utilization of available assets within Channahon. Residents argued that the community has a great deal to offer, such as access to recreation and wildlife, quality homes and neighborhoods, an excellent park district, and the space to grow and invest. However, Channahon’s position on the periphery of the Chicago region has left it as a little-known secret, particularly as major transportation corridors make the Village an area people pass through rather than stop. To better elevate the Village’s regional position, the Comprehensive Plan will consider projects to make Channahon a prominent destination and more clearly indicate what the Village has to offer.

**Defining Channahon**

Channahon’s municipal boundaries are notably unusual and create a “tattered” effect, with many unincorporated pockets and extended arms of annexed area. This can make it difficult to understand what land is truly within Channahon and where the municipal boundaries begin or end. In addition, many of the primary entryways into Channahon lack clear, prominent signage to mark entrance into the community. As a result, individuals can travel into and through the Village without knowing they are in Channahon.

Efforts to more clearly define where Channahon is, both internally and externally, should help create greater regional presence and awareness of the community. The recently constructed gateway signage at the I-55 and Route 6 interchange as well as the existing wayfinding signage within the Village are quality examples of these kinds of physical improvements. To support and expand these efforts, the Comprehensive Plan will identify additional locations and methods to define Channahon’s physical location and prominently announce entry and establish gateways into the community.