

FUTURE DEVELOPMENT POTENTIAL

Parkhurst Farm

66.8013± acres | Sections 24, 25 | Oswego Township | Kendall County Illinois



looking west toward IL Rt 71, 6.12.20



January 11, 2021

Ray L. Brownfield, ALC AFM
Accredited Land Consultant
Accredited Farm Manager
Designated Managing Broker | Owner
Land Pro LLC

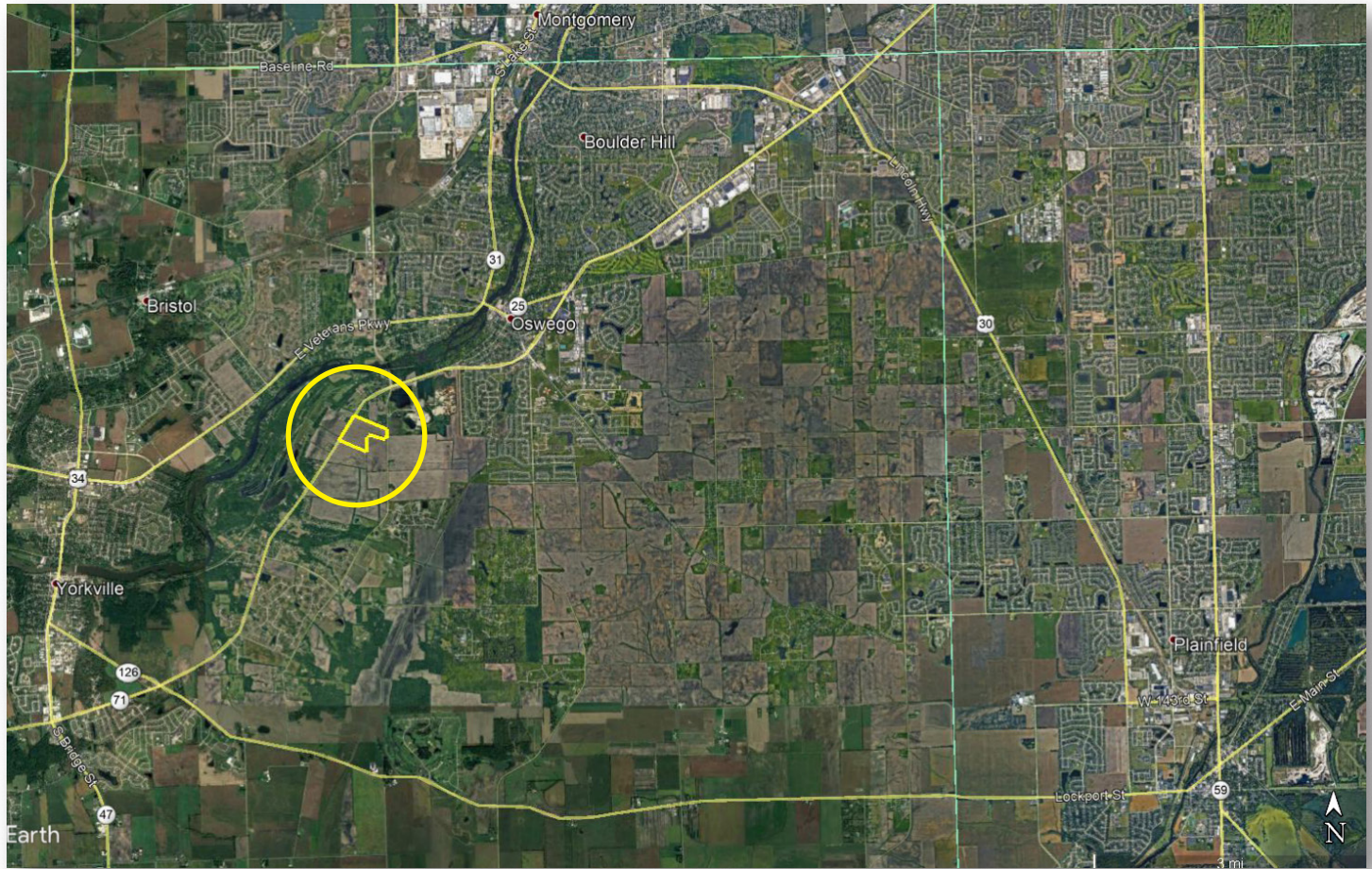
630.258.4800c | ray@landprollc.us
2681 US Hwy 34 | Oswego IL 60543
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Professional Land Specialists

Parkhurst Farm

66.8013± total acres | 62.44± tillable acres | Sections 24, 25 | Oswego Township | T.37N.-R.7E. | Kendall County Illinois

This information is from sources Land Pro deems reliable, but is not guaranteed. Property may be withdrawn from market or be subject to a price or terms change without notice. Duplication, copying or distribution, in whole or part, is expressly prohibited without written authorization.



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Land Pro LLC | 2681 US Hwy 34 | Oswego, IL 60543 | 630.258.4800 | ray@landprollc.us



Boundaries and acreages are approximate.

Parkhurst Farm

acres 66.8013± (62.44± tillable)
 2021 farm lease \$250/tillable acre
 productivity index 133.7 (Waupecan, Rush predominant soil types)
 description Part of the S½ of the SW¼ of Section 24, and part of the N½ of the NW¼ of Section 25, Oswego Township, T.37N.-R.7E., Kendall County, Illinois, EXCLUDES CELL TOWER
 price \$1,068,820 (\$16,000/ac)
 taxes (2019 est) \$2,500.00 (\$37.42/ac)
 current land use Farmland, zoned A-1
 PIN 02.24.300.014, 02.25.100.001, 02.25.200.001
 improvements sanitary sewer runs entire Minkler Road frontage
 buildings none
 FSA Farm 4561, Tract 3761
 frontage IL Rt 71 and Minkler Road
 GPS 41.664312, -88.377500



Parkhurst Farm Yields		
	Corn	Soybeans
2020	161.0	-
2019	-	67.0
2018	163.0	-
2017	225.0	-
2016	0	57.0

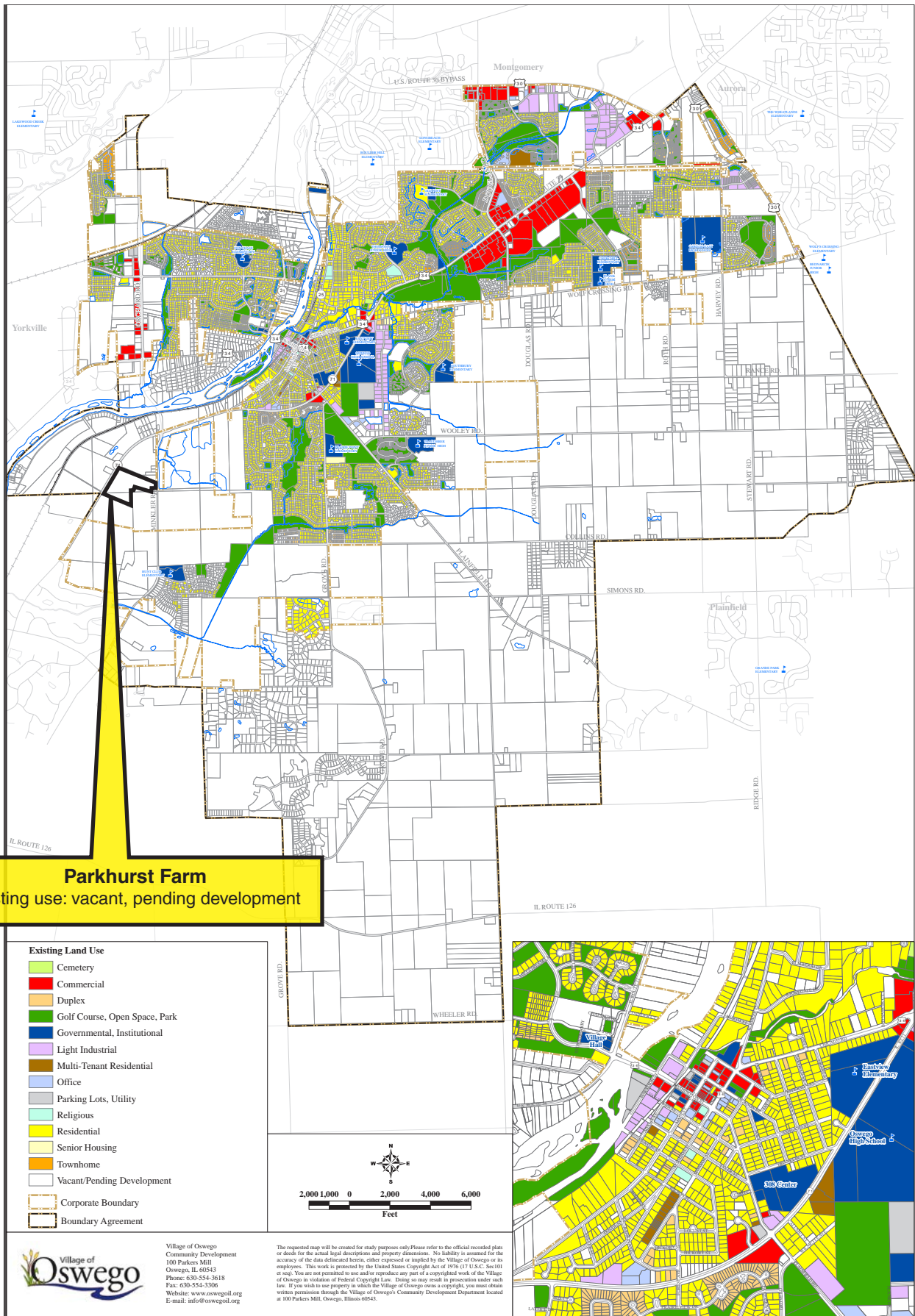
Oswego Demographics

school district Oswego Community Unit School District 308
 college Waubonsee Community College 516
 fire Oswego Fire Protection District
 population 35,237 (2018)
 household income \$103,352 (2018 - median)
 housing units 11,185 (2017)
 11,993 (2022 projection)
 home value \$233,900 (2017 - median)

source: village of Oswego, U.S. Census Bureau

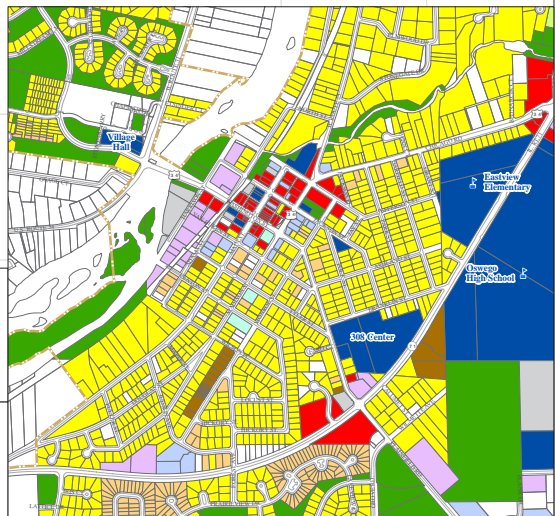
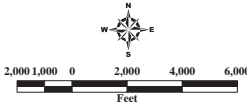
Minkler Road Frontage
 • sewer runs entire length
 • borders Oswego corporate limits

Minkler Road looking northeast, 4.27.20



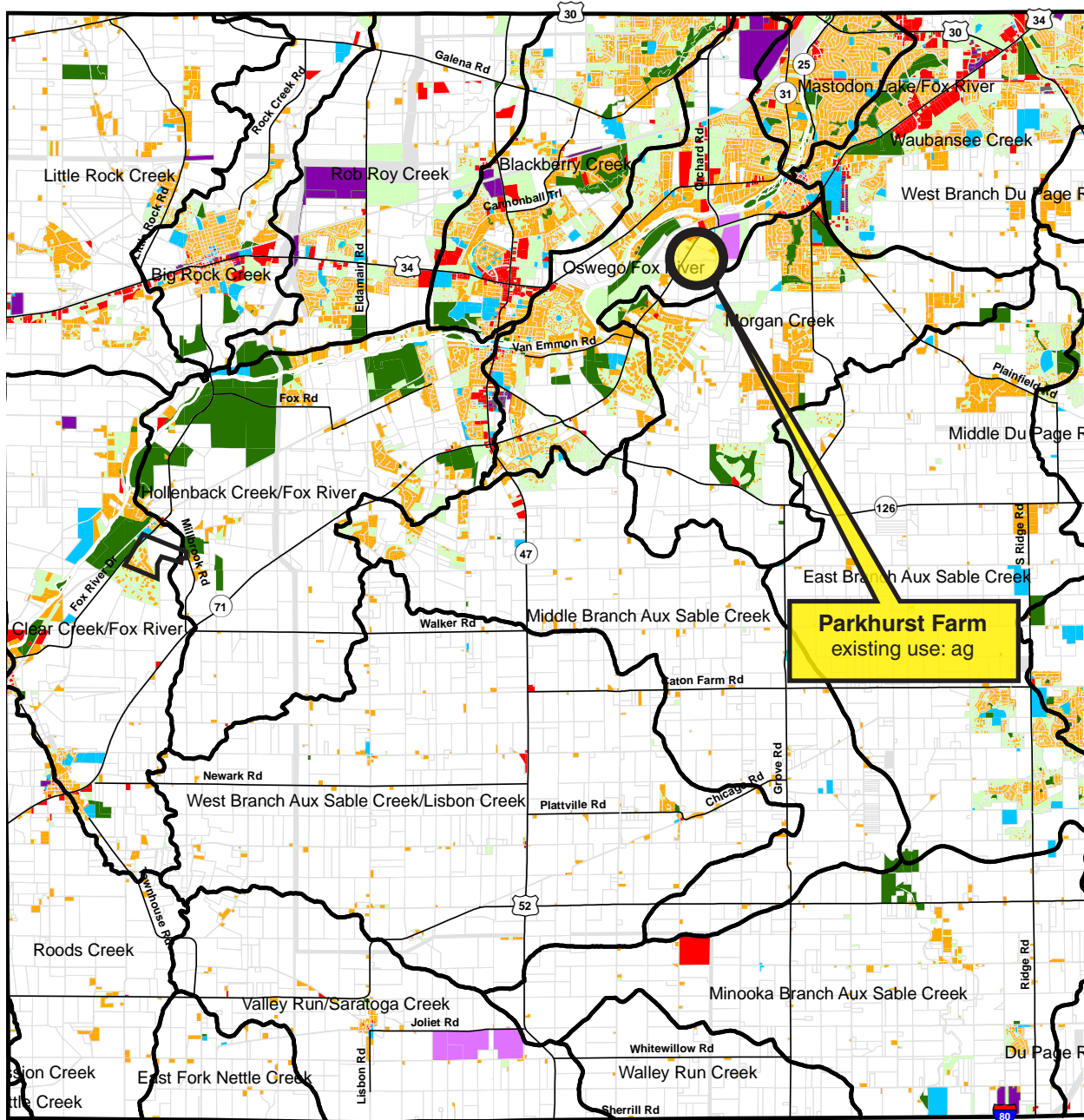
Parkhurst Farm
existing use: vacant, pending development

- Existing Land Use**
- Cemetery
 - Commercial
 - Duplex
 - Golf Course, Open Space, Park
 - Governmental, Institutional
 - Light Industrial
 - Multi-Tenant Residential
 - Office
 - Parking Lots, Utility
 - Religious
 - Residential
 - Senior Housing
 - Townhome
 - Vacant/Pending Development
 - Corporate Boundary
 - Boundary Agreement



Village of Oswego
Community Development
100 Parkers Mill
Oswego, IL 60543
Phone: 630-554-3618
Fax: 630-554-3396
Website: www.oswegoil.org
E-mail: info@oswegoil.org

The requested map will be created for study purposes only. Please refer to the official recorded plats or deeds for the actual legal descriptions and property dimensions. No liability is assumed for the accuracy of the data delineated herein, either expressed or implied by the Village of Oswego or its employees. This work is protected by the United States Copyright Act of 1976 (17 U.S.C. Sec.101 et seq.). You are not permitted to use and/or reproduce any part of a copyrighted work of the Village of Oswego in violation of Federal Copyright Law. Doing so may result in prosecution under such law. If you wish to use property in which the Village of Oswego owns a copyright, you must obtain written permission through the Village of Oswego's Community Development Department located at 100 Parkers Mill, Oswego, Illinois 60543.



Parkhurst Farm
existing use: ag

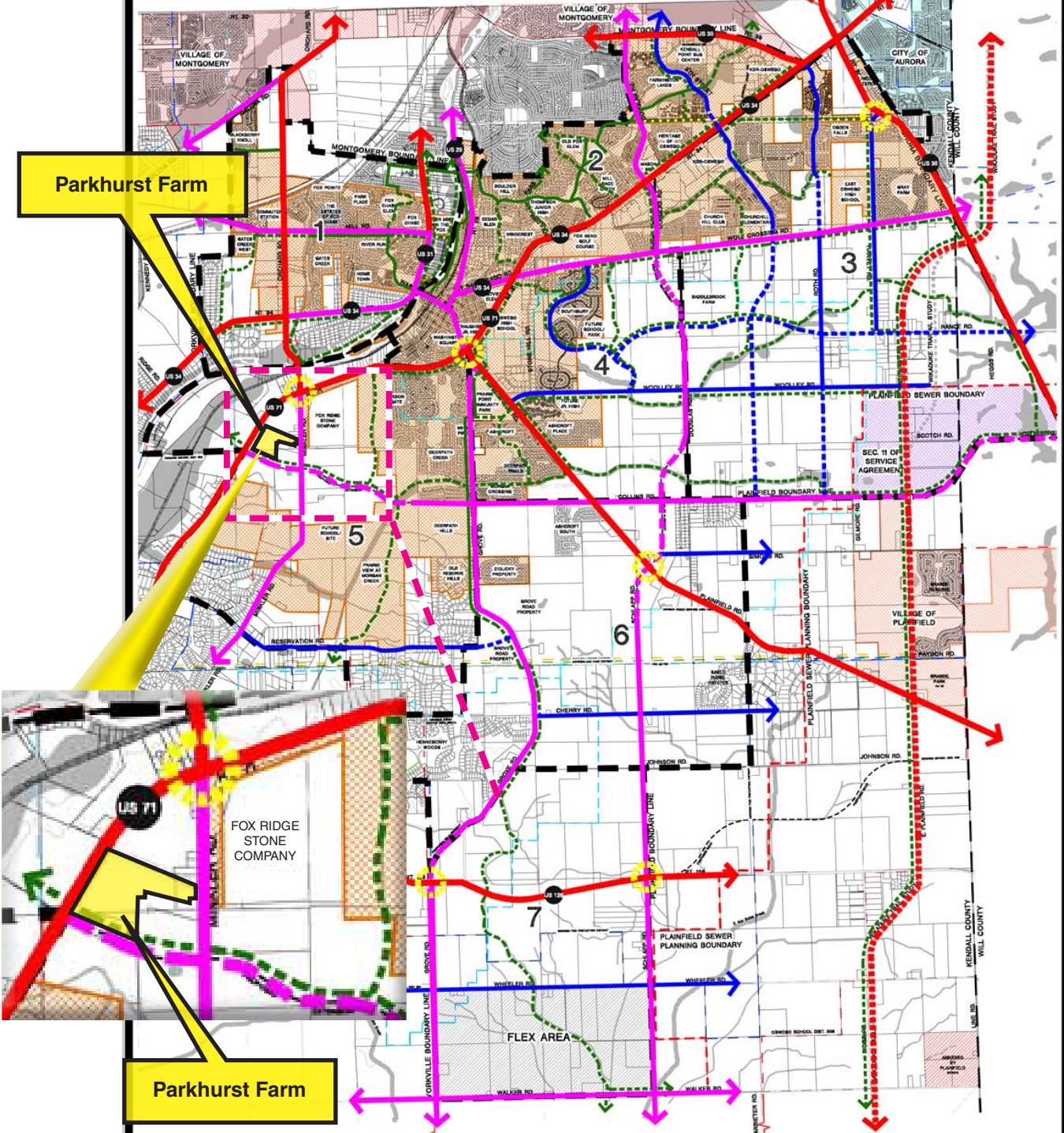
Land Use per Sub Watershed (Acres)

	Valley Run/Saratoga Creek	Walley Creek	W Br DuPage River	W Br Aux Sable Creek	Roods Creek	Rob Roy Creek	Oswego Fox River	Nettle Creek	Morgan Creek	Mission Creek	Minooka Br Aux Sable Creek	Mid DuPage River	Total
Ag	8681	3916	512	23907	7680	6292	3237	105	8039	85	14872	20	14872
Commercial	10	0	2	27	25	202	310	0	32	0	166	7	317
Industrial	0	0	0	0	8	365	312	0	0	0	84	0	761
Institutional	9	0	1	19	7	90	157	0	45	0	123	12	396
Mining	402	0	0	0	0	0	139	0	0	0	2	0	543
Open Public Space	4	0	0	8	4	176	388	0	436	0	191	10	1383
Trans/Commun/Util	142	17	141	324	230	683	2230	0	1533	5	288	34	6333
Vacant	132	42	0	270	0	710	120	0	9	0	71	0	2214
TOTALS (in acres)	9401	3975	661	24597	7988	9470	8646	105	10937	90	15945	28	14872

	Mid Br Aux Sable Creek	Mastodon Lake Fox River	Little Rock Creek	Hollenback Creek Fox River	E Fork Nettle Creek	E Br Aux Sable Creek	DuPage River	Clear Creek Fox River	Blackberry Creek	Waubansee Creek	Big Rock Creek	Count
Ag	15071	33	10200	10960	2558	17891	704	9335	2271	3768	3942	1561
Commercial	28	116	106	107	0	1	3	97	394	651	181	246
Industrial	0	105	65	20	0	0	0	31	77	76	21	116
Institutional	55	108	20	98	6	300	0	272	393	338	194	236



VILLAGE OF OSWEGO TRANSPORTATION PLAN



LEGEND					
	MAJOR ARTERIAL ROAD		PROPOSED MAJOR ARTERIAL ROAD		INTERSECTION IMPROVEMENT
	MINOR ARTERIAL ROAD		PROPOSED MINOR ARTERIAL ROAD		EXISTING RAIL LINE
	COLLECTOR ROAD		PROPOSED COLLECTOR ROAD		
	EXISTING BIKE/PEDESTRIAN TRAIL		PROPOSED BIKE/PEDESTRIAN TRAIL		

TRANSPORTATION PLAN

SCALE 1"=2000'

NORTH

Lannert Group
Landscape Architecture • Planning • Community Consulting

215 Fulton Street
Geneva, Illinois 60134

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VILLAGE OF OSWEGO

113 MAIN STREET
OSWEGO, ILLINOIS 60543

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

National Flood Hazard Layer FIRMette

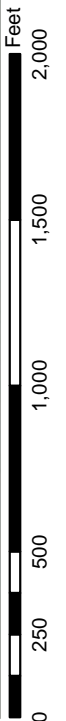


41°40'5.41"N



88°22'38.85"W

USGS The National Map: Orthoimagery. Data refreshed April, 2019. 41°39'38.53"N



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS

- Without Base Flood Elevation (BFE)
- With BFE or Depth Zone AE, AO, AH, VE, AR
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD

- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
- Future Conditions 1% Annual Chance Flood Hazard Zone X
- Area with Reduced Flood Risk due to Levee. See Notes, Zone X
- Area with Flood Risk due to Levee Zone D

OTHER AREAS

- Area of Minimal Flood Hazard Zone X
- Effective LOMRs
- Area of Undetermined Flood Hazard Zone D

GENERAL STRUCTURES

- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

Cross Sections with 1% Annual Chance

- Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study

OTHER FEATURES

- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

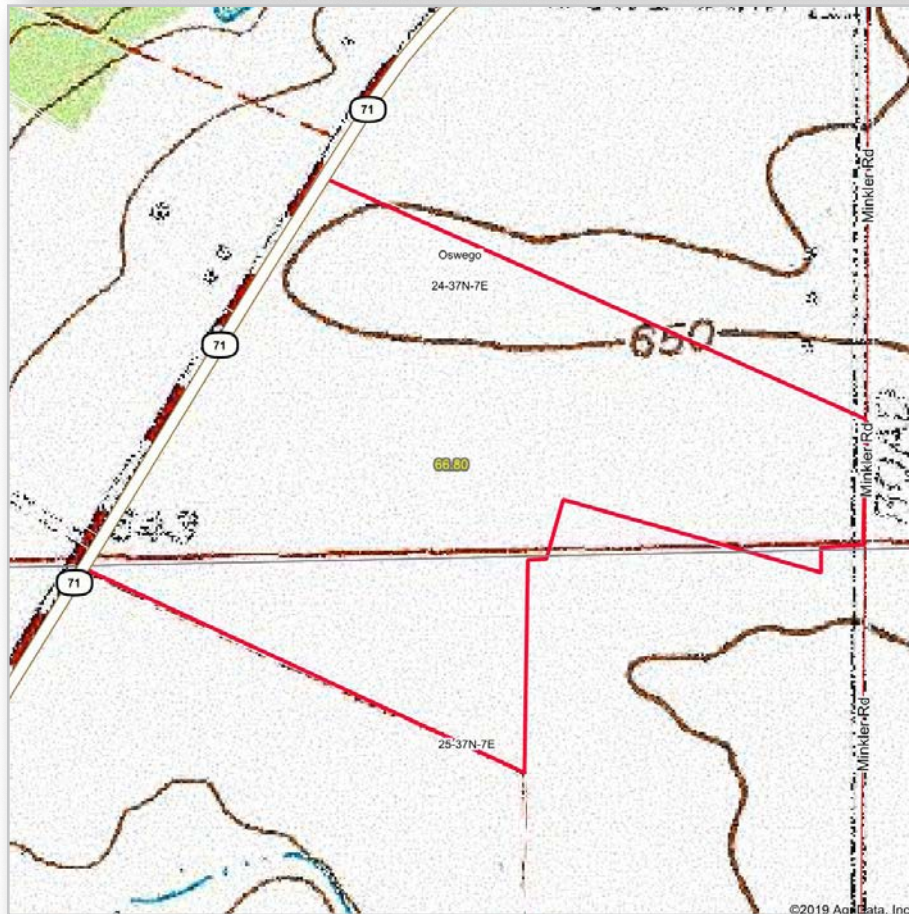
MAP PANELS

- Digital Data Available
- No Digital Data Available
- Unmapped

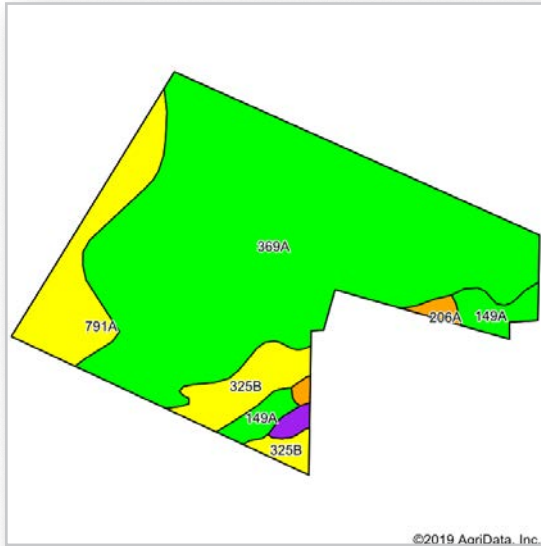
The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards. The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 5/29/2019 at 2:55:55 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



Boundaries and acreages are approximate.



Area Symbol: IL093. Soil Area Version: 16

Code	Soil Description	Acres	Percent of field	Il. State Productivity Index Legend	Subsoil rooting a	Corn Bu/A	Soybeans Bu/A	Wheat Bu/A	Alfalfa d hay, T/A	Grass-legume e hay, T/A	Crop productivity index for optimum management
369A	Waupecan silt loam, 0 to 2 percent slopes	50.42	75.5%		FAV	189	59	74	6.90	0.00	139
791A	Rush silt loam, 0 to 2 percent slopes	7.31	10.9%		FAV	176	48	58	3.88	0.00	109
**325B	Dresden silt loam, 2 to 4 percent slopes	4.66	7.0%		FAV	**156	**50	**60	**4.10	0.00	**115
149A	Brenton silt loam, 0 to 2 percent slopes	3.05	4.6%		FAV	195	60	74	0.00	5.64	141
206A	Thorp silt loam, 0 to 2 percent slopes	0.80	1.2%		FAV	170	55	66	0.00	5.14	126
**327C2	Fox silt loam, 4 to 6 percent slopes, eroded	0.56	0.8%		FAV	**142	**46	**56	**3.33	0.00	**104
Weighted Average						184.9	57.1	71	5.95	0.32	133.7

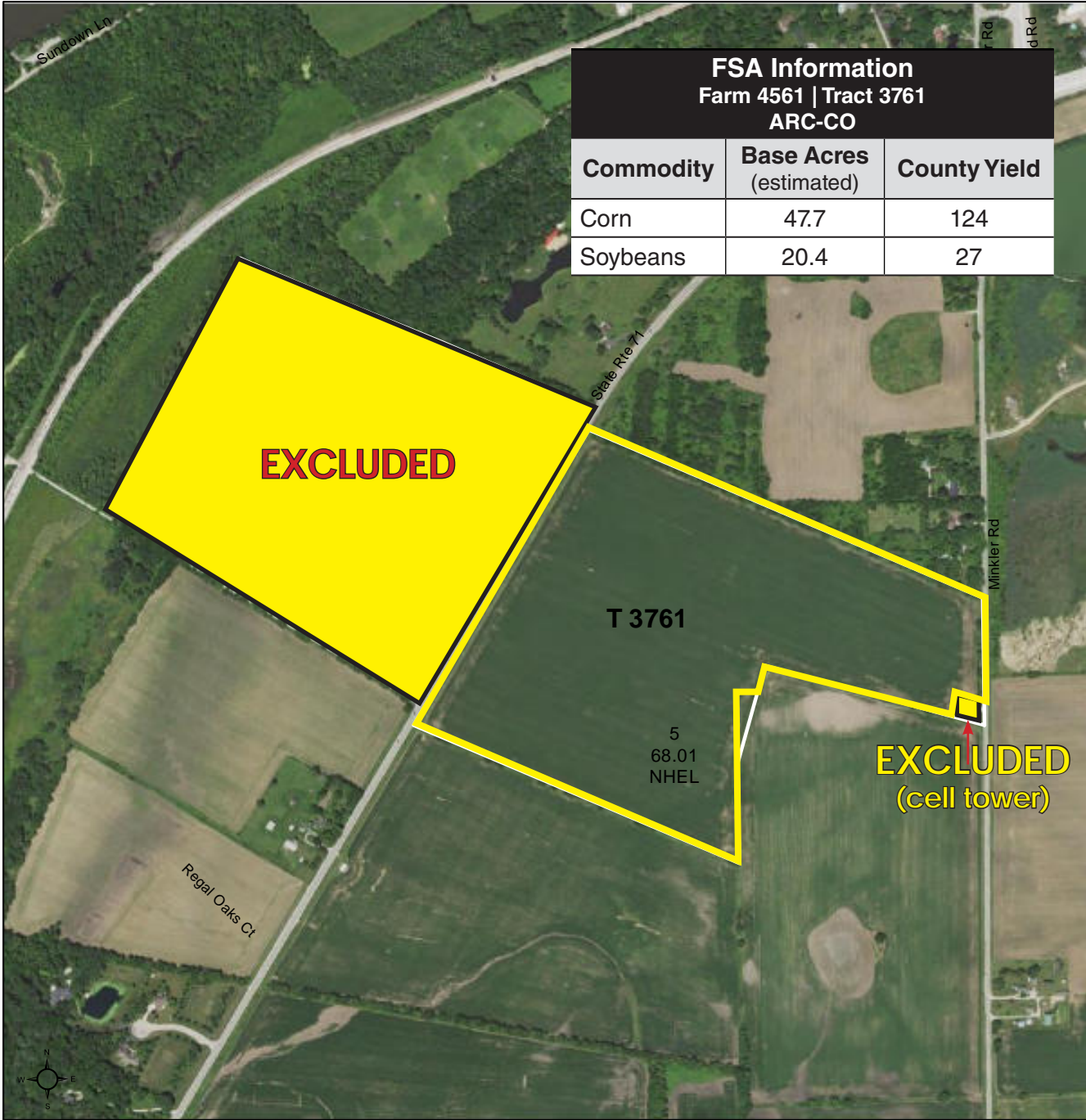
Table: Optimum Crop Productivity Ratings for Illinois Soil by K.R. Olson and J.M. Lang, Office of Research, ACES, University of Illinois at Champaign-Urbana. Version: 1/2/2012 Amended Table S2 B811
 Crop yields and productivity indices for optimum management (B811) are maintained at the following NRES web site: <http://soilproductivity.nres.illinois.edu/>
 ** Indexes adjusted for slope and erosion according to Bulletin 811 Table S3
 a UNF = unfavorable; FAV = favorable
 d Soils in the poorly drained group were not rated for alfalfa and are shown with a zero "0".
 e Soils in the well drained group were not rated for grass-legume and are shown with a zero "0".
 c: Using Capabilities Class Dominant Condition Aggregation Method
 Soils data provided by USDA and NRCS. Soils data provided by University of Illinois at Champaign-Urbana.

adjacent to Oswego IL corp limits
 2.0± mi E of Yorkville, IL corp limits
 47.0± mi SW of Chicago, IL
 68.2± mi SE of Rockford, IL
 100.0± mi NE of Bloomington, IL
 126.0± mi NE of Moline, IL
 167.0± mi NE of Springfield, IL
 GPS 41.664312, -88.377500

8.4± mi SW of Aurora Transportation Center (Metra)
 9.7± mi S of Orchard Rd & I-88 interchange at Aurora IL
 12.8± mi SE of Waubensee Community College (Sugar Grove Campus)
 21.1± mi NE of IL Rt 47 & I-80 interchange at Morris IL
 36.7± mi SW of Midway Airport
 47.6± mi SW of O'Hare Airport



Kendall County, Illinois



FSA Information		
Farm 4561 Tract 3761		
ARC-CO		
Commodity	Base Acres (estimated)	County Yield
Corn	47.7	124
Soybeans	20.4	27

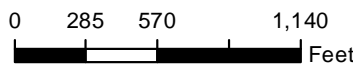
Common Land Unit

- Non-Cropland
- Cropland

Wetland Determination Identifiers

- Restricted Use
- Limited Restrictions
- Exempt from Conservation Compliance Provisions

Tract Boundary



2019 Program Year

Map Created April 10, 2019

Farm 4561
Tract 3761

IL093_T3761

Tract Cropland Total: 115.68 acres

United States Department of Agriculture (USDA) Farm Service Agency (FSA) maps are for FSA Program administration only. This map does not represent a legal survey or reflect actual ownership; rather it depicts the information provided directly from the producer and/or National Agricultural Imagery Program (NAIP) imagery. The producer accepts the data 'as is' and assumes all risks associated with its use. USDA-FSA assumes no responsibility for actual or consequential damage incurred as a result of any user's reliance on this data outside FSA Programs. Wetland identifiers do not represent the size, shape, or specific determination of the area. Refer to your original determination (CPA-026 and attached maps) for exact boundaries and determinations or contact USDA Natural Resources Conservation Service (NRCS).



Metra hires firm to design BNSF extension into Kendall County

Linda Girardi

The Beacon-News

May 19, 2019

Efforts to extend [Metra's](#) commuter rail service from [Aurora](#) into Kendall County are a little bit closer to reality. The Metra board of directors last week awarded a \$4.7 million engineering contract to a firm that will prepare conceptual designs for a potential extension of Metra's [Burlington Northern Santa Fe](#) Railway.

The engineering study will design the extension, lay out the future station sites, and project ridership numbers. In the end, we will finally know where the last stop will be on the line and the total cost of the extension, Oswego Village Administrator Dan Di Santo told The Beacon-News.

"This is a big step in bringing commuter rail service to Kendall County, which will provide a boon to the local economy and connect residents to the rest of the Chicago region through public transit," Di Santo said.

The contract was awarded to Chicago-based Alfred Benesch & Company. The Metra board in August issued a request for Letters of Interest and Qualification to firms in its vendor database. Five firms submitted responses.

"Metra and its stakeholders are interested in the potential extension of Metra's BNSF commuter rail service west of Aurora to a new terminus in Yorkville, Plano or Sandwich," stated a Metra board memo that discusses the recommendation to approve the contract. "New stations under consideration are in Montgomery, Oswego, Yorkville, Plano and Sandwich," the memo said.

Metra is examining the potential impact of an extension, including environmental, real estate, infrastructure and design. Expansion of the commuter service area would require track and signal improvements to the BNSF line both east and west of Aurora to add service capacity, according to the board documents.

Oswego officials are thrilled by Metra's move to authorize a contract for conceptual engineering

design. Di Santo said the contract will be paid through a federal earmark awarded in the mid-2000s. Local officials are also waiting for results of a feasibility study due at the end of the year.

"It's taken us more than a decade to get to this point, and we can now finally take the next step in this long-awaited process," Di Santo said.

There will be opportunities for residents' involvement throughout the process, he said. Oswego and Yorkville last year hired a firm for lobbying services to secure state transportation funds to pay for part of the commuter rail extension.

"The design is an important part of the process, and the funding is the lynchpin. We continue to work with our state representatives to secure \$100 million of funding in the state capital bill. All eight of our local legislators have signed letters of support to their caucus leaders to include the funding in the capital bill," Di Santo said.

"Once the project design is complete next year, and if we are successful with our state capital request, we put ourselves in prime position to apply for federal funding to help make this long-awaited project a reality."

The Metra board memo also said the extension of the BNSF line outside the [Regional Transportation Authority's](#) six-county metropolitan region would need "a stable funding mechanism" for operations and maintenance.

The RTA oversees Metra, [Pace](#) and the Chicago Transit Authority. Kendall County is the only collar county in the region that is not a member of the RTA. One option to join the RTA is to place a countywide referendum on the ballot to join the RTA, which means a 0.75 percent sales tax would be implemented in Kendall County like the other collar counties, Oswego village officials have said.

No decisions have been made to put a referendum on the ballot.

CHICAGO — A longstanding effort to extend Metra's BNSF line service beyond Aurora, Ill., west to Kendall County took a step forward last week as Metra's board of directors approved a \$4.7 million engineering study to address capital and operating costs.

The study, to be paid for from previously earmarked federal funds, will consider possible terminals in Yorkville, Plano, or Sandwich, as well as additional stations in Oswego and Montgomery, [the Daily Herald reports](#). Oswego has already purchased land for a station and parking lot.

The study will allow supporters of the expansion to know "how much funding they will need to secure to make it happen," Metra spokesman Michael Gillis told the paper.

Funding for the actual construction and operation faces significant barriers. Kendall County is not part of the six-county Regional Transportation Authority, Metra's parent agency; existing Metra service is funded in part by sales taxes collected in those counties. So Kendall County would have to find a source to fund the construction and its portion of the service.

source: trn.trains.com
May 22, 2019



Board Approves Parking Lot Plan For Proposed Metra Station

The proposed Metra station parking lot would be located on an 18.78 acre parcel and have spaces for 1,769 vehicles.

By Abhinanda Datta, Patch Staff
Aug 12, 2020 9:02 am CT

SITE CONCEPT DATA TABLE

Total Site: 98.46 Acres

- A** Wetlands: 2.47 AC
- B** Stormwater Management: 15.89
- C** Park: 2.0 AC
- D** Multi Family Housing: 20.55 AC
R-4 Zoning Standards
320 units (16.0 DU/AC)
30' min. front yard
40' min. rear yard
12' min. side yard
- E** Commercial Development: 4.28 AC
B-2 Zoning Standards
- F** Mixed-Use-Development: 12.39 AC
Potential for single-family attached row homes, apartments, condominiums, and integrated commercial
124 to 248 Units (10 to 20 DU/AC) and 10,000 to 20,000 sq. ft. of commercial
- G** Single-Family Lots: 22.10 AC
R-2 Zoning Standards
76 Lots (4.3 DU/AC)
6,000 sf. ft. minimum lot size
20' front and rear yard set-back
6' sideyard setback
60' min. lot width
- H** Commuter Parking Lot: 18.78 AC
1,769 spaces



The lot would be situated along the north side of the Burlington Northern-Santa Fe Railway tracks, immediately opposite the village's existing Metra Park-n-Ride parking lot. (Courtesy of Village of Oswego)

OSWEGO, IL — The village will get a parking lot for a proposed Metra commuter rail station on the west side. The Oswego Village Board approved the concept plan for about 100 acres of mixed-used development during its August 4 meeting. The plan, submitted by Melrose Holdings 7, LLC for the Tuscany Station subdivision planned at the southwest corner of Orchard Road and Tuscany Trail, calls for 320 multi-family residences to be developed on 20 acres; commercial development on 4.28 acres; mixed use development that would include residential and integrated commercial development on 12.39 acres; and 22.10 acres of single family homes. The proposed Metra station parking lot would be located on an 18.78 acre parcel and have spaces for 1,769 vehicles. The lot would be situated along the north side of the Burlington Northern-Santa Fe Railway tracks, immediately opposite the village's existing Metra Park-n-Ride parking lot. The parking site is larger than the 15 acres originally acquired by the village for the Metra site, but the parking lot layout is consistent with the recommended parking lot layout in the current Metra study, according to board documents. Daniel Di Santo, village administrator, said that Metra is studying the property as part of an extension of commuter rail service from downtown Aurora into Kendall County.

In a memo to the board, Natalie Zine, the village's community development planner, wrote: "Based on the adjacent residential uses, the potential for the Metra Station, the adjacency to Orchard Road, and previously approved concept plan designs for this area, staff feels the mix of higher density residential uses mixed with commercial/retail is generally appropriate and would fit the character of the site and serve the community's future needs."



Hunt Club Subdivision & Elementary School
across Minkler Road to the southwest



looking west toward IL Rt 71, 4.2720