

Appendix B: Zoning Ordinance Review

Single Family

All communities within the corridor permit single-family residential uses ranging from estate residential to more traditional residential neighborhood development. Each municipal zoning ordinance and development regulation along the corridor varied in definitions and requirements for single-family residential uses. For example, each community had their own terminology, definition, and categories for single-family residential uses. Some communities regulate density as a net density per acre, while other communities use gross density per acre.

Those communities that allow maximum densities over 5 units per acre will encourage the development of more traditional residential neighborhoods (6,000/7,000 square foot lots) which begin to support compact, mixed-use developments desired as identified in the Agency Workshop. Those densities that are less than 5 units per acre promote a rural setting, however, in most areas along the corridor this density

will typically lead to non-compact developments. The Village of Elburn for example, has the lowest maximum density allowed for single-family residential use with a density allowed ranging from 0.25 to 4 dwelling units per acre. Communities should consider their vision for the Corridor, and if a more compact development pattern is desired, they should examine their permitted densities to ensure that it will lead to their vision.

Community	Permitted	Density Range	Floor-Area-Ratio (FAR)	Parking Ratio	Notes
Hebron	●	1-4 du/ac	n/a	n/a	Includes Low and Mid-Density Residential Classifications
Woodstock	●	1-6 du/ac*	.1-.35	2 per unit	*Includes zones E, R, R1B, R1C, R1D
Crystal Lake	●	.33-5 du/ac*	.3-.8*	2 per unit	Includes zones E, RE, R-1, R-2
Lake in the Hills	●	.2-4 du/ac*	.25-.875*	2 per unit	*Includes zones RE-5, RE-2, RE-1, R-1A, R-1B, R-2
Huntley	●	1-5 du/ac*	.40-.80*	2 per unit	*Includes zones RE-1, RE-2, R-1, R-2
Hampshire	●	.25-4 du/ac*	.5	2 per unit	*Includes zones E-1, E-2, E-3, R-1, R-2
Pingree Grove	●	see notes	0.35	n/a	*includes R1 (200,000 min lot area, 30' fy sb), R2 (12,000 min lot area, 30' fy sb), R3 (9,500 min lot area, 30' fy sb), R4 (8,500 min lot area, 25' fy sb), SR (15,000, 30' fy sb)
Burlington	●	.5-5 du/ac	n/a	2 per unit	*Includes zones R-E, R-R, R-1, R-2
Elgin	●	1-3 du/ac*	see 19.25 of code	2 per unit	*Includes zones SFR1, SFR2
Lily Lake					
Campton Hills	●	n/a	n/a	2 per unit	
Elburn	●	.25-4 du/ac*	.30	2 per unit	*Includes zones R-E, R-R, R-1
Sugar Grove	●	1-4 du/ac*	.45	2 per unit	*Includes zones E-1, R-1, R-2
Montgomery	●	3-6 du/ac*	.35-.6*	2 per unit	*Includes zones E-R, R-1, R-2, R-3, R-4
Kane County	●	.25-4 du/ac*	n/a	2 per unit	*Includes zones, E-1, E-2, E-2A, E-3, R-1, R-2, R-3, R-4
McHenry County	●	.2-2 du/ac	n/a	2 per unit	

Multi - Family

All communities within the Corridor allow for multi-family uses. The comparison chart for this land use includes single-family attached, townhomes, apartments, and condominiums. Overall, most communities have zoning and development controls in place that allow for large scale multi-family developments such as apartment or condominium buildings. These developments may be part of mixed-use developments or consist of standalone buildings. Most communities allow for multi-family residential uses with densities between 6 and 10 dwelling units per acre. These permitted densities will generally result in townhome developments, or apartment and condominium complexes on larger parcels with large open space areas primarily dedicated to surface parking. The existing residential densities range from a low of 4 dwelling units per acre in Hebron to a high of 12 dwelling units per acre in Montgomery and Elburn.

Communities with higher densities are appropriate for compact, multi-family residential developments such as apartments and condominiums.

A review of the parking requirements for multi-family homes shows that most communities require two (2) parking spaces per unit. The City of Elgin is the exception within the Corridor, requiring one space per 500 square feet within a residential unit. This equates to a requirement of 3 parking spaces for a 1,500 square foot unit.

Consideration should be given to increasing the height, FAR, and densities of multi-family residential uses within communities, especially in those that desire a more urban compact development pattern.

Community	Permitted	Density Range	Floor-Area-Ratio (FAR)	Parking Ratio	Notes
Hebron	●	4-8 du/ac*	n/a	n/a	Includes Mid and High-Density Residential Classifications
Woodstock	●	6-10 du/ac*	.5-.6	2.5 per unit	
Crystal Lake	●	6.35-9 du/ac*	.6-.8	2 per unit	Includes zone R-3A, R-3B
Lake in the Hills	●	7-11 du/ac*	.8	2 per unit	*Includes zone R-3, R-4
Huntley	●	5.4-8 du/ac*	.4-.6	2 per unit	*Includes zones R-3, R-4, R-5
Hampshire	●	7-10 du/ac*	.5	2 per unit	*Includes zones R-3, R-4
Pingree Grove	●	see notes	n/a	n/a	Includes zone R-5 (2 family = 5,000sf/du, multi-family 4,000 sf/du for minimum lot area per principal building, front yard setback of 30', 1'1'>30' Ht., principal building height 35')
Burlington	●	10 du/ac	n/a	2.25 per unit	*Includes zone R-3
Elgin	●	see 19.25.500 - 19.25-800	see 19.25.500 - 19.25-800	2 per 1,000sf	*See Two Family Residence District and Multi-Family Residence District
Lily Lake					
Campton Hills	●	n/a	n/a	2 per unit	
Elburn	●	6-12 du/ac*	n/a	2 per unit	*Includes zones R-2, R-3, R-4
Sugar Grove	●	7-10 du/ac*	.45	2.25 per unit	*Includes zone R-3
Montgomery	●	6-12 du/ac*	.7-1.0*	1.5-2.25 per unit	*Includes zones R-5, R-6
Kane County	●	8 du/ac*	n/a	2 per unit	Includes zone R-9
McHenry County	●	n/a	n/a	2 per unit	

Commercial

All communities within the Corridor’s study area permit commercial and retail development. Each community has varying types and classifications of commercial uses permitted ranging from neighborhood commercial, to mixed-use development and larger regional shopping centers.

All communities permit mixed-use developments that will allow for residential units above ground floor retail and commercial businesses. Each community identifies a maximum height for buildings within this classification; however, no community indicates a maximum density permitted for mixed-use developments. To meet the intent of promoting compact developments that deter sprawl, typically mixed-use buildings should be a minimum of three (3) stories to create the economies of scale required by most developers to build mixed-use projects. Three-story buildings that allow two-stories of residential units above ground floor retail is most often needed to build a project large enough to support the mix of uses and its required parking. For example, larger buildings will provide the economies of scale necessary to construct underground parking or at-grade parking behind ground floor commercial uses. Typically, providing at-grade parking behind ground floor commercial uses requires a larger building footprint to accommodate both uses. Mixed-use developments should be discouraged from having large surface parking lots servicing the building.

Based upon densities permitted under the multi-family classification and the height requirements given in the commercial classification, it is implied that multi-family units are part of the mixed-use developments. For example, Crystal Lake permits a two-story building, which would allow one story of residential above, while Woodstock and Montgomery permit a four-story building, which would allow three stories of residential above. As discussed earlier, those communities that permit buildings with three stories of residential above retail will typically have a greater chance of attracting mixed-use development.

Frontyard setback requirements vary between each community, ranging from 0’ in Montgomery, to a minimum of 50’ in Elburn, and a maximum of 60’ in Burlington. To create a compact development pattern, and to promote smart growth principles, setbacks of 50’ and 60’ are too great. For areas that desire a more urban environment, the lower setbacks of Sugar Grove, and Montgomery are appropriate. If the community desires a more rural setting, the larger setbacks will allow for some parking and landscaping to be located within the frontyard setback. Each community should review their zoning and development controls for commercial uses to determine if their controls will result in the type of commercial development they desire.

Community	Permitted	# of Districts	Potential Undesirable Use	Front Setback	Maximum Height	Floor-Area-Ratio (FAR)	Parking Ratio	Commercial with Residential Above (Mixed-Use)
Hebron	●	1	n/a	n/a	n/a	n/a	n/a	●
Woodstock	●	4	Adult Business, Amusement Park, Public Utilities	30'-50'	48' or 4 stories	1.0	5 per 1,000sf	●
Crystal Lake	●	2	n/a	30'	28' or 2 stories	1.0-1.5	5 per 1,000sf	●
Lake in the Hills	●	5	Heliport, Amusement Park, Shooting Range	30'	35' or 3 stories	n/a	5 per 1,000sf	●
Huntley	●	3	Amusement Parks, Public Utilities,	30'-50'	35' or 3 stories	1.0-1.5	4 per 1,000sf	
Hampshire	●	2	Firearm and Gun Stores, Public Utilities	10' min	n/a	1.0-1.8	5 per 1,000sf	
Pingree Grove	●	1	Amusement Parks, Colleges and Universities including dormitories	30', 1'/1'>30' Ht.	45'	1st. 20, 2nd .30, 3rd .35	n/a	n/a
Burlington	●	2	Amusement Parks, Firearm Clubs/Ranges	35'-60'	35' or dependent upon permit	1.0	5 per 1,000sf	●
Elgin	●	6	Amusement Parks, Firearm Sales, Antenna Towers, Railroad Uses	see 19.12.400 of code	n/a	see 19.35 of code	4 per 1,000sf	●
Lily Lake								
Campton Hills	●	n/a	n/a	n/a	n/a	n/a	3.33 per 1,000sf	●
Elburn	●	1	Farm Implements, Bottled Gas Dealers	50' min	35'	n/a	5 per 1,000sf	●
Sugar Grove	●	3	n/a	10'-30' min	35' or 3 stories	1.5	5 per 1,000sf	●
Montgomery	●	3	Adult Entertainment Uses, Firearm Uses	0'-40'	45' or 4 stories	1.5	5 per 1,000sf	●
Kane County	●	7	Motor Vehicle Parking Lots, Antenna Towers, Firearms Range, Adult Business	n/a	n/a	n/a	3.33 per 1,000sf	●
McHenry County	●	3	Adult Business, Arena, Heliport, Recycling Center	n/a	35' or 2-2.5 stories	.7-.75	5 per 1,000sf	

Industrial

All of the communities within the Corridor's study area permit industrial use. In general, the floor area ratio requirements, and the large front yard setbacks identified for industrial uses promote low density, suburban business park developments. Although these requirements are designed to create rural/suburban industrial scaled projects, from a smart growth perspective these requirements are considered contributors to sprawl because low-density development requires a greater land area to construct a given industrial building.

Community	Permitted	# of Districts	Potential Undesireable Use	Front Setback	Maximum Height	Floor-Area-Ratio (FAR)	Parking Ratio	Notes
Hebron	●	1	n/a	n/a	n/a	n/a	n/a	
Woodstock	●	2	Public Utilities, Chemical Processing, Wastewater Treat-	25-30'	60' or 5 stories	1.0-1.5	2 per 1,000sf*	*Or 1 per employee, whichever is greater
Crystal Lake	●	2	Large Scale Entertainment Venue, Shooting Range	30'	45' or 3 stories	.75-1.0	1 per 2 employees*	*When maximum number employees employed are on premises
Lake in the Hills	●	2	Adult Entertainment, Aircraft Storage, Junk Yard,	30'	35' or 3 stories	1.5-1.8	1 per 1,000sf	
Huntley	●	2	Public Utilities, Airport, Parking Garage	30'	45' or 3 stories	.75	2 per 1,000sf	
Hampshire	●	3	Public Utilities, Animal Crematories, Chemical Processing	40'	n/a	.80-1.5	1 per 2 employees*	*When maximum number employees employed are on premises
Pingree Grove	●	1	Airport, Railroad Yards, Public Utilities,	30'. 1 1/2' > 30' Ht.	40'	0.4	n/a	Minimum lot area per principal building is 1 acre per free standing building
Burlington	●	1	Public Utility, Chemical Processing, Adult Uses, Railroad Uses	50'	40'	1.0	n/a	
Elgin	●	4	Public Utility, Machine Manufacturing	see 19.12.400 of code	n/a	see 19.40 of code	1 per 1,000sf**	
Lily Lake								
Campton Hills	●	n/a	n/a	n/a	n/a	n/a	1 per 2 employees	Incentives offered for Car-pooling Programs
Elburn	●	1	Animal Kennels, Adult Uses, Public Utility	40'	35'	n/a	1 per 1,000sf*	*Or 1 space per 1.25 employees, whichever is greater
Sugar Grove	●	2	Airport and Heliport, Chemical Processing, Railroad	40' min	40'	n/a	1 per 1,000sf*	*Or 1 space per 1.25 employees, whichever is greater
Montgomery	●	2	Sanitary Landfill, Sewage Treatment Plants,	25'	45' or 4 stories	1.5-3.0	.8 per 1,000sf	In addition, 1space / 300sf of designated office space
Kane County	●	3	n/a	100'	40' or 2 stories	n/a	1 per 2 employees*	*When maximum number employees employed are on premises
McHenry County	●	2	Adult Business, Public Utilities, Railroad Terminal, Slaughterhouse	n/a	40' or 2 stories	.8	1 per 3 employees	

Office

All communities within the Corridor permit office uses. The majority of the communities require a front yard setback of approximately 30'. In areas where a more rural setting is desired, some parking and landscaping should be located within the frontyard setback. For areas where a more urban setting is desired, the frontyard setback should be reduced to promote the principles of smart growth, which would potentially reduce the amount of land needed for the office building and create a streetwall. The Village of Montgomery is the only community within the Corridor that allows a 0' frontyard setback. The largest frontyard setback for offices in the Corridor is within the Village of Sugar Grove which requires 50" to 100'. Although this setback will create a rural office campus setting, from a smart growth perspective this is considered a contributor to sprawl.

office buildings is low compared to other requirements in the Corridor, especially when compared to other municipalities such as Woodstock, Hampshire, and Montgomery where office buildings are permitted to be a maximum of 4 stories. In addition to the height requirements, some communities utilize FAR for office uses. Where FAR is used, the requirements for each community ranges from 0.3 to 2.0. The Village of Hampshire's floor area ratio of 0.3/0.5 is the lowest FAR for office within the Corridor. While the Village allows for a four-story building within an office development, such a building could only be constructed on a large parcel with a significant amount of open space.

Another contributor to sprawl would be the low maximum height for offices in Crystal Lake of two-stories. A two-story maximum height for

Community	Permitted	# of Districts	Potential Undesirable Use	Front Setback	Maximum Height	Floor-Area-Ratio (FAR)	Parking Ratio	Office with Residential Above (Mixed-Use)
Hebron	●	1	n/a	n/a	n/a	n/a	n/a	●
Woodstock	●	1	Public Utilities, Wastewater Treatment	30'	48' or 4 stories	1.0	4 per 1,000sf*	●
Crystal Lake	●	1	n/a	30'	28' or 2 stories	1.0	4 per 1,000sf*	●
Lake in the Hills	●	5	Heliprot, Amusement Park, Shooting Range	30'	35' or 3 stories	n/a	3.33 per 1,000sf	●
Huntley	●	1	Public Utilities	30'	25' or 2 stories	1.0	3.5 per 1,000sf*	
Hampshire	●	2	Public Utilities, Amusement parks,	50'	40' or 4 stories	.30-.50	2 per 1,000sf	
Pingree Grove	●	1	Sewage and Treatment, Utility Substations	30'	n/a	.50	n/a	n/a
Burlington	●	1	n/a	n/a	45' or 3 stories	2.0	3 per 1,000sf*	●
Elgin	●		n/a	see 19.12.400 of code	n/a	see 19.35 of code	4 per 1,000sf	●
Lily Lake								
Campton Hills	●	n/a	n/a	n/a	n/a	n/a	2.5 per 1,000sf	●
Elburn	●	1	n/a	30'	35'	n/a	3 per 1,000sf*	●
Sugar Grove	●	1	Public and Private Universities incl. dormitories	50'-100'	n/a	1.5	3 per 1,000sf*	●
Montgomery	●	3	Adult Entertainment Uses, Firearm Uses	0'-40'	45' or 4 stories	1.5	3.33 per 1,000sf	●
Kane County	●	7	Motor Vehicle Parking Lots, Antenna Towers, Firearms Range, Adult Business	n/a	n/a	n/a	2.5 per 1,000sf	●
McHenry County	●	1	Festival Grounds, Heliprot, Public Utilities	n/a	35' or 2.5 stories	.875	4 per 1,000sf	

Appendix C: Inventory of Existing Open Space

The following is an inventory of the existing public and private open space that exists within the corridor by provider.

Forest Preserve District of Kane County

The Forest Preserve District of Kane County owns and manages 36 preserves totaling 18,262 acres within the IL 47 Corridor (both within the micro area and larger area of influence). The following is an inventory of the Kane County Forest Preserves within the corridor (each is identified on **Figure 5.2**):

1. Aurora West Forest Preserve
2. Barnes Forest Preserve
3. Big Rock Forest Preserve
4. Binnie Forest Preserve
5. Bliss Woods Forest Preserve
6. Burnidge/Paul Wolff Farm
7. Campton Forest Preserve
8. Culver Forest Preserve
9. Deer Valley Golf Course
10. Dick Young Forest Preserve
11. Elburn Forest Preserve
12. Fitchie Creek Forest Preserve
13. Freeman Kame Meagher Forest Preserve
14. Great Western Trail (crosses near Lily Lake)
15. Grunwald Farms Forest Preserve
16. Hampshire Forest Preserve
17. Hampshire South
18. Hannaford Woods Forest Preserve
19. Hughes Creek Golf Course
20. Johnson's Mounds Forest Preserve
21. Lake Run Forest Preserve
22. Leroy Oaks Forest Preserve
23. Meissner Corron Forest Preserve
24. Mill Creek Forest Preserve
25. Muirhead Springs
26. Otter Creek Forest Preserve
27. Pingree Grove Forest Preserve
28. Rutland Forest Preserve
29. Sauer Farm Prairie Kame
30. Underwood Prairie
31. Virgil Gilman Trail (crosses near Sugar Grove)

The above Kane County Forest Preserve land holdings consist primarily of undeveloped open space that is designed for preservation and passive recreation (trails). As the Corridor continues to develop, the importance of these areas to provide open space and recreation in the Corridor will increase.

McHenry County Conservation District

McHenry County Conservation District manages a total of 22,600 acres of open space (27 conservation areas). Six (6) conservation areas are located within the corridor. The following is an inventory of the open space owned by the Conservation District within corridor.

32. Brookdale Conservation Area
33. Dufield Pond Conservation Area
34. Exner Marsh Conservation Area
35. Huntley Union Marengo Trail
36. McHenry County Fairgrounds
37. Pleasant Valley Conservation Area

Municipality/Park District Open Space

Throughout the corridor, each municipality, either through their comprehensive plans, or their specific parks and recreation master plans, has inventoried existing open space and parks within their jurisdictions. Although a majority of the municipalities have long-range park acquisition plans, very few identify future parks adjacent to IL 47. Some future parks, and multi-use trails are located within proximity to the route, however, these tend to be within developments set back from IL 47. Many of the future park sites within the corridor are recommended to have trail access to the existing portions of the municipality to encourage pedestrian and bicycle transportation.

The following is an inventory of the public parks that exist within the Corridor:

38. Concorde Park
39. Della Street Park
40. Diecke Park (adjacent to IL 47 in Huntley)
41. Kishwaukee Park
42. Lion's Park
43. Normandie Park
44. Ol Timers Park
45. Olson Park
46. Pavilion Park
47. Raintree Park
48. Ryders Woods Park
49. Silver Creek Park (adjacent to IL 47 in Woodstock)
50. Strubler Park
51. Sundance Park

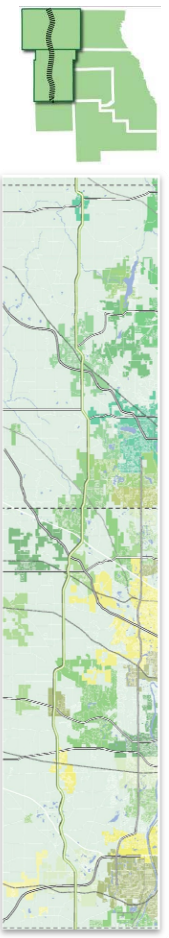
Existing Private Open Space

Private open space is located throughout the IL 47 Corridor, primarily in the form of golf courses. These areas add to the rural character of the corridor, however, it is important to recognize that the private open space areas have the potential to be developed. The following is an inventory of the private open space areas that exist along the IL 47 Corridor:

52. Bull Valley Golf Course
53. Craig Woods Golf Course
54. Crystal Woods Golf Course
55. Pinecrest Country Club
56. Prestbury Golf Course
57. Private Mini-Put, Go-Kart Business
58. Redtail Golf Club
59. Turnberry Country Club
60. Woodstock Country Club

Appendix D: Stakeholder Participation

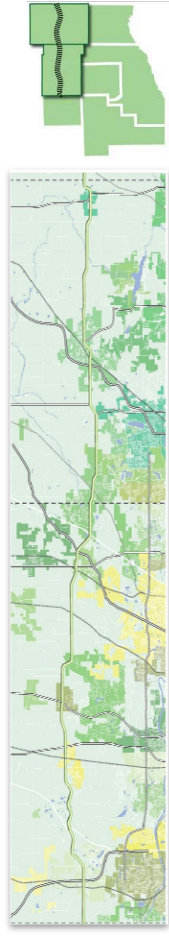
Illinois **47** Corridor Study a regional planning effort



Addendum Stakeholder Participation

- I. **Municipal Meetings (January – March 2009)**
Meetings or telephone conferences were held with municipalities with current or planned frontage along IL 47. The purpose of these meetings was to collect existing plans and relevant documents pertaining to IL 47, review the project scope, and introduce the project. Municipal representatives were asked to provide feedback on the current conditions of IL 47 near their municipality with respect to land use, transportation, and any planned improvements that were anticipated on IL 47 or any of its major intersecting roads.
- II. **IDOT Coordination Meeting (February 2009)**
A meeting was held with IDOT to review the background and purpose of the IL 47 Corridor Plan. IDOT was asked to provide feedback about the potential applicability of various design recommendations that would require coordination with IDOT prior to implementation.
- III. **Agency Workshop I (April 2009)**
The purpose of the Agency Workshop was to review the objectives of the IL 47 Corridor Plan with the municipalities. Presentations were given to summarize the Complete Streets approach to this study and the concept of context development zones as a means for summarizing corridor land use. Agency representatives provided feedback on the objectives and strategies for future conditions along IL 47. Feedback was obtained through facilitated group discussions.
- IV. **Agency Workshop II (November 2009)**
The purpose of the municipal workshop was to review the planning challenges and the toolbox of best practices. Agency representatives provided feedback on both the planning challenges and the toolbox, and were asked to suggest revisions, additions, or deletions to best reflect the needs of the municipalities. Feedback was obtained through two facilitated group discussions.


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I. **Municipal Meetings**

- Village of Campton Hills
January 22, 2009
- Village of Elburn
January 22, 2009
- City of Elgin
February 27, 2009
- Village of Hampshire
January 22, 2009
- Village of Hebron
January 23, 2009
- Village of Huntley
February 4, 2009
- Village of Lake in the Hills
February 20, 2009
- Village of Lakewood
January 23, 2009
- Village of Lily Lake
February 5, 2009
- Village of Montgomery
March 17, 2009
- Village of Pingree Grove
February 4, 2009
- Village of Sugar Grove
January 23, 2009
- City of Woodstock
January 23, 2009

Illinois **47** Corridor Study a regional planning effort



Village of Campton Hills Meeting
January 22, 2009

Meeting location:

- Village Hall, 40W115 Campton Crossings Drive, Unit B (southeast corner of Burlington Road/New La Fox Road and IL 64)

Attendees:

- Patsy Smith, Village President
- Chris Ranieri, Village
- Rolf Fredrick, Village Plan Commission
- Laura Anderson, Village Trustee
- Kai Tarum, Kane Co Development
- Craig Williams, T.Y. Lin International

Documents collected:

- Copy of Zoning Map, circa 2008
 - They use Kane Co's GIS files, and are not finished with updating the Zoning layer (shapefile). They will transmit a freeze frame of the current effort, and will transmit the final version due in March, 2009.
 - Note: Since the village has only been incorporated for less than 2 years (since 2007), some of the documents on the list have not yet been completed.
- Their website is fairly comprehensive, with all Village Ordinances, Resolutions and Village Code posted on the web

Municipal Participation

- They are very willing to place a link on their website to the project website.

Issues/Concerns

- IL 47 discussion emphasized their interest in not seeing 'another Randall Road'.
 - They were interested in boulevards, frontage roads, and roundabouts.

- They have very little frontage on IL 47 at present, with only about a mile in the vicinity of Burlington Road and McDonald Road.
- The Village is very concerned about the several areas along 47 that are identified in groundwater studies as groundwater recharge areas. These sensitive areas are needed to supply aquifers that provide water to the majority of homes in the village area. There are aquifers at 3 different depths: roughly 70 feet, 250 feet and 1000 feet depths.
 - Much of the village residential is built on 1 ¼ acre lots, which rely on well and septic systems. Only 1000 of 4800 residential lots are connected to a sewer system.
- They are aware of Elgin's strong interest in extending its boundaries to IL 47.

Context

- Burlington Road and McDonald Roads intersection (very close together): Either Minor or Major Crossroads.
- Groundwater recharge areas - rural natural (protected) zones.
 - These are not within their boundaries, but the recharge area affects the water supply of the Village.

Sensitive areas

- Groundwater Recharge Areas (need to get study from Village)

Areas of IL 47 Influence


- IL 64
- IL 38

Alternate Routes

- NA

Prepared by: Craig Williams

Illinois **47** Corridor Study a regional planning effort



Village of Elburn
Meeting
January 22, 2009

- Elburn Village Hall, 301 E North Street

Attendees:

- David Morrison, Village Administrator, dmorris@elburn.il.us, 630-365-5062
- Erin Willrett, Community Development Director, ewillrett@elburn.il.us, 630-365-5062
- Steve Coffinbargar, KaneDOT
- Mike Sullivan, KaneDOT
- Craig Williams, T.Y. Lin International

Documents collected:

- Old Town Elburn Business District Development Plan, by Teska and Business Districts Inc, 2002
- Old Town Elburn Façade Improvement Program, by staff, circa 2002+/-.
- Land Use Plan map, by Planning Resources, 1990
- Zoning District Map (latest revision March 08)
- Bicycle Planning Map (no date but thought to be 2008)
- The Centre at Elburn Station development plan map (7/08 approved)
 - Map of revised plan from January '09 (not yet approved)
- Current Development Projects map (7/07)
- Very few documents are available on the Village's website or in PDF format

Municipal Participation

- Village is willing to provide link on Elburn website to IL47 project website

Issues/Concerns

- Their most recent Comp plan is dated 1993 (by Planning Resources), although the land use/zoning map was updated in 2003. Recent specific area land use maps were dated 2008.

- The addition of Metra to Elburn brings commuters from Sycamore and Dekalb, and even NIU buses on the weekends. The parking lot has a current capacity of 300 cars, which is often full. They plan to add another 300 cars in 2009. The ultimate capacity of the site is 1100 cars.
- Commuters using IL 47 turn onto Keslinger Road to access the station from south of the tracks. No access is provided from north of the tracks.
- The downtown business district is very important.
 - They have a Downtown Façade Program.
 - Teska had done a Business District Development Plan in 2002, but is awaiting a funding source.
 - They are concerned about any attempts to widen to 4 lanes through downtown, and the impacts to the historic center and historic district (7-8 blocks). They prefer a 3 lane section.
 - Concerned about walkability in the downtown area. There are NO crosswalks across IL 47, and pedestrians are frequently crossing at random locations.
 - ADT of IL 47 downtown is 12,700.
- The major traffic issues on IL47 are centered around freight trains. There are 75 UPRR freight trains daily, which cause significant backups throughout the day.
 - Metra runs an additional 40 trains/day, although they do not extend to IL 47, since the Metra station and yard are both east of IL 47 (1/2 and 1 mile respectively).
- There are two major intersections within Elburn:
 - IL 38 (Roosevelt Road)
 - Keslinger Road
 - Development (Keslinger Plaza) for the NW corner is under review, but pending developer moving ahead
 - Proposal includes full intersection reconstruction
- The major development in town is Elburn Station, an extensive project that wraps around the east end of town, from north of Roosevelt Rd, south to Keslinger Road.
 - The project hinges on the extension of Anderson Road south from Roosevelt to Keslinger Rd (and OVER the UPRR).
- KLOA had done a traffic study for the Village (need to request copy)
- IL47 runs though the entire length of Elburn (3 miles)
- The Village doesn't anticipate a need for boundary agreements with Lily Lake or Campton Hills (to the north and northeast)

View of context

- They view the 7-8 block long historic district as Urban Center.
- IL 38 intersection: Major Crossroads
- Keslinger Rd: Minor Crossroads
- North and south of these crossroads: Suburban

Sensitive areas

- Cemeteries (2)

Alternate Routes

- Anderson Road

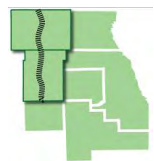
Growth

- Elburn appears to be relatively conservative with growth. New growth has largely encircled the core, mostly to the east, with an extension to the southeast.
- They view their boundaries as the natural greenway that surrounds the village.
- According to Morrison, that 'green box' could contain a population of about 25,000. Outside the box, they could grow to 50-60,000.

Prepared by: Craig Williams

Illinois **47** Corridor Study

a regional planning effort



Village of Hampshire
Meeting
January 22, 2009



Meeting location

- Hampshire Village Hall, 234 S State Street

Attendees:

- Eric Palm, Village Administrator
- Jeff Magnussen, Village President
- Brad Sanderson, Village Engineer (Engineering Enterprises, Inc)
- Steve Coffinbargar, Kane Co DOT
- Mike Sullivan, Kane Co DOT
- Craig Williams, T.Y. Lin International

Documents collected:

- Hampshire/Huntley/Pingree Grove Proposed Boundaries map (Final Sep '08)
- Future Land Use from Comp Plan map(8/04)
- FPA and Corporate Boundary map (7/08)
- Bicycle and Pedestrian Path System map(12/05)
- Check village website for additional documents
- Data contact person:
 - Brad Sanderson (EEI) will send .pdfs of documents

Municipal Participation

- They are very willing to place a link on their website to the project website

Background/Issues/Concerns

- Hampshire relies on IL47 for access, and views it roughly as their eastern boundary. Since the downtown is located between IL 62 and US 20, they don't appear to be directly influenced by IL 47. Presently, their IL 47 frontage is about 2,000 feet; under the boundary agreement, it grows to about 5,000 feet.
- They recently approved a boundary agreement (Sep '08) with Huntley and Pingree Grove. As a result, most of the IL47 frontage belongs to Pingree

Grove. Hampshire will have little frontage on the corridor (approximately 1.0 mile). Roughly half of the property that abuts 47 is zoned residential, the remainder is zoned Community Commercial.

- IL 47 SRA report (1991) called for realignment of US 20 at IL 47, but no action was ever taken.
- Have 2600 units (lots) zoned as residential (PRD), and 3200 units 'entitled'.
- There was discussion of a potential I-90 half interchange at Brier Road (between US 20 and IL 47)

Future Context

- Given the short frontage on IL 47, they view commercial use (Major Crossroads (perhaps with an Urban Center element)) at their corner of IL 47 and Big Timber Road.
- The residential zoned area south of the intersection would be described as Suburban or Rural

Areas of Influence on IL 47 corridor

- Big Timber Road

Alternate Parallel Routes


- Brier Hill Road

Smart Growth

- They support the concepts of smart growth

Prepared by: Craig Williams

Illinois **47** Corridor Study



a regional planning effort

Village of Lakewood
Meeting
January 22, 2009

Attendance
 Catherine Peterson, Village Administrator
 Paul Ruscko, Public Works Director
 Chalen Daigle, McHenry County Department of Transportation
 Jason Osborn, McHenry County Department of Transportation
 James Considine, T.Y. Lin International
 Patrick Pechnick, SEC Group
 Note: Julie Richardson, Village President was involved in a phone conference on January 20, 2009

Background
 Located immediately south of Crystal Lake near IL 47.
 Village is in a unique position as IL 47 is not heavily developed; opportunity exists for coordinated improvements along right-of-way.
 They feel that the Route 47/Kiswaukee River Corridor Study provides a very good model for how they would like to see the corridor developed.

Data Provided
 Comprehensive plan
 Zoning Code -The Village applies PUD on all development. They have a subdivision ordinance, but generally do not use it since PUD is more effective. The zoning ordinance is in the process of being updated.
 Village Newsletter - recent copy
 Route 47/Kiswaukee River Corridor Study
 Resolution if support of Sustainable Development and Transportation in the Route 47/Kiswaukee River Corridor

Municipal Participation
 They are willing to post a link to the project website and provide notification about the Community Workshop

Jurisdiction

The Village planning area is shown in the comprehensive plan. The future boundaries are based on the planning area which is also fixed by boundary agreements.

The Facility Planning Area for utilities is conterminous with the Village planning area as shown in the Comprehensive Plan.

Growth

They conducted a special census in 2008 and the population was 3,546. The Village is growing west towards IL 176

Future Context

The proposed context description could be used as follows:

Minor crossroads at Ballard, Conley and Foster

Major crossroad at 176

The remainder of the IL 47 through the Lakewood planning area could be described as arterial mixed use development.

Future Roadway

They are aware that IDOT has a Phase I study underway and that IL 47 will most likely be 4 lanes in the future.

Project Objectives Discussion

Lakewood feels that major development will occur at Route 176 in the near future. Now is an important time to plan improvements at that intersection.

They recognize that commercial land use should accompany higher density residential land use to encourage bicycling and walking.

There will need to be major consideration for getting people across IL 47.

ROW identification needs are an issue – It is not clear as to how much ROW should be set aside.

Development in unincorporated areas can be a problem. Development occurs; it is then annexed into the Village and does not meet their standards. They generally feel that most of the development should be focused with municipalities that can provide the facilities and services.

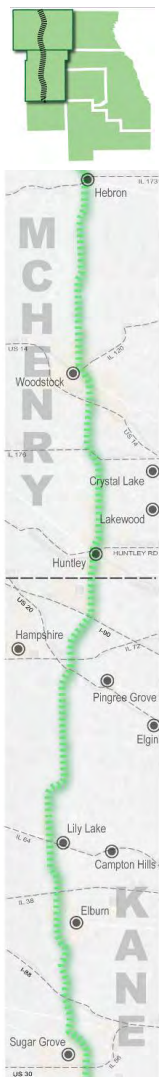
Connectivity issues:

They concur with the need to provide frontage roads along IL 47 with commercial development. Their comprehensive plan shows a parallel arterial and collector.

Other

We will contact Ders Anderson of Open Lands about a grant application for an IL 47 sidepath from Woodstock to Hebron.

Prepared by: James Considine



a regional planning effort

**Village of Hebron
Meeting
January 23, 2009**

Attendance
 Frank Beatty, Village President
 Harold Hooper, Superintendent of Public Works
 Randy Funk, Village of Hebron
 Mike Scheid, Hebron Township Highway Supervisor
 Jim Smith, Applied Technologies, Village Engineer
 Jason Osborn, McHenry County DOT
 Chalen Daigle, McHenry County DOT
 Pat Pechnick, SEC Group
 Jim Considine, T.Y. Lin International

Background
 The County and SEC explained the reason behind the study, the funding source and community participation. President Beatty expressed some dissatisfaction with planning processes in general being more interested in getting improvements constructed.

Data Provided
 Comprehensive Plan
 Contact Randy Funk (815/353-1722) to get copy of the zoning and subdivision ordinance.

Project Participation
 They are willing to notify the public about the community workshops. They have a newsletter that is published in March/April.

 Their web site is new. They are willing to post a link to the project website.

Growth
 They feel that truck traffic along 173 has quadrupled in recent years. They feel that it is because of the increased tolls on the tollways. There is a new truck terminal north of town. 850 platted lots in total. – It was not known how many are vacant.

Future Context Discussion
 There was some discussion about the context zones. It was thought that the current part of town could be described as a "Town Center". They wanted to could discuss the list of context zones internally and provide input later. Jim Kastner, who is a Village Trustee and the City Planner for Woodstock, was named as someone who would be instrumental in leading the discussion.

Note: Jim Considine later talked to Jim Kastner about this issue when another meeting was held in Woodstock.

Future Roadway
 They recognize that IL 47 will have to someday be 4 lanes from Woodstock to Hebron. Increasing the lanes and saving the downtown will be an important issue. They have planned for an IL 47 by-pass (Johnson Street) but is questionable about how effective it may be. There was some discussion about eliminating parking or making it 3 lanes through town.

There was discussion about roundabouts. They would like to consider them, and felt they could serve as important gateways to the community.

Future Roadway
 The Mayor suggested that a bridge at Algonquin Road may eventually be needed.

Municipal Jurisdiction
 Hebron does not have boundary agreements. There are no municipalities that are close enough to warrant them

Project Issues Discussion
 They feel that the Conservation District is not working with them. The Conservation District is purchasing land without consulting them. They would like to complete the roadway grid, but feel that it is not possible when the District purchases land without consulting them.

There was some discussion about the County using impact fees, but the County needs to have a population of 400,000 before they can be considered.

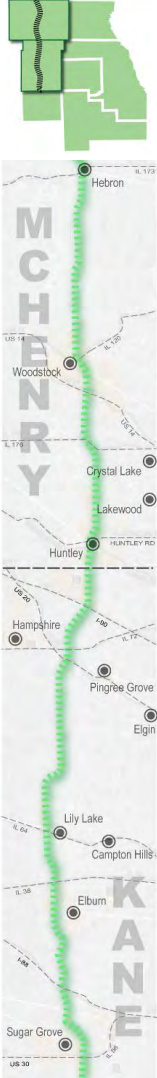
The Village would like to take a lead on access control. They agree with the concept of access management and would support limited future access to ¼ or ½ mile spacing depending on the context situation.

Other
 Most of the shopping is done in Woodstock or Lake Geneva.

The RR bridge in Woodstock is recognized as a constraint to the expansion of IL 47.

Prepared by: James Considine

Illinois **47** Corridor Study a regional planning effort



Village of Sugar Grove Meeting
January 23, 2009

Meeting location:

- Village Hall, 10 Municipal Drive

Attendees:

- Sean Michaels, Village President (VOSG)
- Mike Ferencak, Village Planner
- Richard Young, Community Development Director
- Brent Eichelberger, Village Administrator
- Tony Speciale, Director of Public Works
- David Burroughs, EEI
- Chris Aiston, Kane Co Economic Development Director
- Craig Williams, TY Lin International

Background

- Sugar Grove is the southern limit of the corridor study area. They represent the next wave of suburban growth to the west beyond Aurora, and, more recently, Montgomery.
- They have excellent highway access,
 - East-west, I-88 defines the northern boundaries (of their planning area). Since there is no interchange at IL 47, the IL 56 spur from I-88 provides a key linkage to central Sugar Grove at US 30.
 - IL 47 provides the north-south spine, and runs through the total length of the planning area of approximately 8 miles, from US 30/Baseline Road, north to north of I-88 at Nottingham Woods.
 - Approximately 3 ½ miles of IL47 is a 4-lane rural section, from the Burlington Northern RR underpass, north to Waubonsee College.

Documents collected:

- Comprehensive Plan, by URS/TPAP, 2005
- Land Use Plan map from Comp Plan, 2005.
- Zoning Map, 2008
- Zoning Regulations, 2006
- Their website has some additional information, such as Boundary Agreements, but is mostly oriented toward to resident use. Items such as

Village Ordinances, Resolutions and Village Code were NOT posted on the web.

Municipal Participation

- They are very willing to place a link on their website to the project website.

Issues/Concerns

- Like a number of communities along the corridor, Sugar Grove's spine is IL 47. The roadway has been upgraded to 4 lanes in the central section.
- VOSG reported there is a Phase 1 study underway to expand 47 to 6 lanes with dual lefts and dedicated right lanes (total 11 lanes at intersections).
 - Some discussion of pedestrian crossings ensued. The sentiment appeared to be that it was not a pedestrian-friendly environment and crossing IL47, in general, is not possible.
- A Town Center is planned in the large parcel at the northeast corner of IL47 and IL56/US30, bounded to the north by Galena Road, and the east by IL56.

Context

- They view context to be consistent with Land Use Plan
 - Refer to plan for appropriate context
- Speeds
 - They view 45 mph as appropriate throughout.

Sensitive areas


- Hannaford Woods Forest Preserve (north of Waubonsee Community College)
- Bliss Woods Forest Preserve
- Blackberry Creek (runs through Hannaford Woods and Bliss Woods)

Areas of IL 47 Influence

- US 30 West / IL 56
- US 30 East
- Waubonsee College

Alternate Routes

- Proposed north-south extension of Municipal Drive (3/4 mile west of 47) will connect to Lindsey Road south of Waubonsee College, and will connect to Mighell Road to the south.



City of Woodstock
Meeting
January 23, 2009

a regional planning effort

Attendance
 Dr. Brian Sager, Mayor
 Timothy Clifton, City Manager
 Derek Morefield, Deputy City Manager
 John Isbell, Director of Public Works
 Jason Osborn, McHenry County DOT
 Chalen Daigle, McHenry County DOT
 Jim Considine, T.Y. Lin International
 Pat Pechnick, SEC group

Background
 IL 47 in Woodstock faces major challenges and hurdles due to the developed nature of the community.

 IL 47 is a major issue for the community. The road widening at the UP/Metra Bridge is the most difficult/costly hurdle that they face.

 IDOT Phase I studies are underway, however, they will continue on much longer than this IL 47 Corridor Planning Study.

 The Mayor emphasized that this study should not be in conflict with the IDOT efforts to undertake the Phase I studies and widen IL 47.

Information Provided
 Comprehensive plan circulation map and land use map

Municipal Jurisdiction
 The Comprehensive Plan illustrated the City's growth area. It is only on the east and southeast sides of the City that growth would abut other municipalities. The Comprehensive Plan illustrates the boundary agreements with adjoining municipalities.

Future Context


- 176 North to between Judd Street and McHenry County Road as Arterial Mixed Use Development. It is primarily commercial with some resources conservation, and residential and industrial.
- North of the above to Charles Road would be general urban zone with these exceptions:
 - Ware and Il 47 would be Assigned District – This area contains the County Courthouse Complex.
 - Charles Road and IL 47 would be Major Crossroads

Future Roadway
 The City Council is committed to 4-lanes all the way through town. A bypass around Woodstock has been proposed to alleviate some of the traffic, however, a bypass would not be very effective at relieving congestion as confirmed in some traffic studies/modeling conducted by the City.

Issues Discussion
 Non-motorized travel is well supported in the community. Cross Access Agreements are already an important consideration with new development. Woodstock attempts to use them whenever they can. It was not clear, but there may be a specific policy or overlay district that discusses the need for cross access agreements.

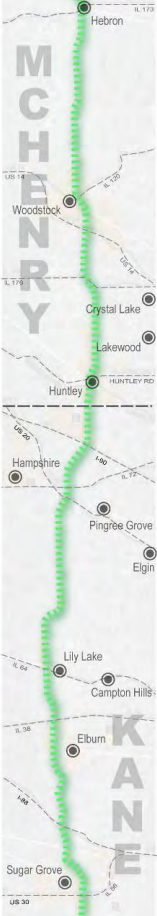
Other
 Mr. Isbell reiterated that one of the tasks in the IL 47 Corridor Study was to determine the traffic impacts on IL 47 through Woodstock if the I-90 @ IL 47 interchange is completed. (The I-90 interchange is currently missing ramp movements to/from the west.).

Illinois **47** Corridor Study



a regional planning effort

Village of Huntley
Meeting Notes
February 4, 2009



Attendance

David Johnson, Village Manager
Lisa Armour, Senior Assistant to Village Manager
William Geegan, P.E., Village Engineer
Chalen Daigle, McHenry County DOT
Heidi Files, Kane County DOT
James Considine, T.Y. Lin International
Trevor Dick, Houseal Lavigne

Background

The Village of Huntley has planned for, and constructed many large scale improvements to IL 47. Improvements cited included:
Widening to 5 lanes almost through the entire Village.

It is important that this Study not disrupt plans that are currently underway in the Village for IL 47, such as the widening to 5 lanes.

Data Provided

We will need to follow up with Village Staff to obtain copies of comprehensive plan and development codes.

Municipal Participation

The Village has a newsletter that can be used to notify the public about the community workshops.
The Village offered the use of the Village Board Room for the Community Workshop.
They are willing to post a link to the project website
They will consider working towards a resolution of support for the study.

Jurisdiction

The Village has boundary agreements, and has agreements that restrict the number of access points along IL 47. We need to confirm the boundary agreements they have.

Growth

The Village estimates the population of Huntley to be between 50,000 and 60,000 by 2030 (not 44,435 as previously estimated). The 2008 population was 22,600.

Future Context

The Village sees the intersection of IL 47 and I-90 as a Regional Employment Center. The rest of the corridor could be considered a thoroughfare that is the Village's chance to create sales tax. In terms of context zones, the Village stated that the corridor could be considered mixed-use, especially between the interstate and the "old town". Mixed-use was also considered appropriate north of the old town area.

They discussed their intentions to preserve the southwest corner of the IL 47 and Interstate intersection for preservation open space.

There are opportunities to adding residential uses within the Corridor. The Village mentioned a planned 400 row home development.

Future Roadway

A key issue, is as IL 47 comes through the old town area, how wide will it be, and how should pedestrians cross the road? They could see the speed of IL 47 lessened as it moves through old town. The Village said it is important to maintain the character of Old Town, and if IL 47 is widened, they estimate approximately 80 properties could be affected.

In the future all signalized intersections need to be coordinated.
The Village has requested from developers a 100' buffer from the IL 47 right-of-way. Although not currently used, in the future a bike trail may be an appropriate use within that buffer.

The Village liked the idea of providing frontage roads for cross-access. The Village engineer would prefer 12' lanes through the Village. There was also concern about inviting bicyclists to use on-street lanes along IL 47 with many large trucks using the corridor.
The I-90 interchange phase I study should be completed this summer.

Project Objectives Discussion


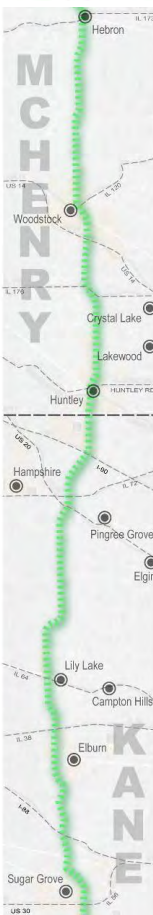
There should be general agreement in the Village with the smart growth principals expressed in the study objectives.

Other

The future Metra Station (site to be determined) will have an effect on the future of the corridor. They are currently looking at two sites. Mixed-Use TOD development is appropriate around the station.

Prepared by: Trevor Dick and James Considine

Illinois **47** Corridor Study

a regional planning effort

Village of Pingree Grove
Meeting Notes
February 4, 2009

Attendance
 Scott Hartmann, Village Manager
 Diana Kanysz, Village Engineer (LinTech Engineering)
 Jeramiah Yeksavich, Village Planner (Rolf Campbell & Associates)
 Kai Tarum, Kane County Division of Planning
 Heidi Files, Kane County Division of Transportation
 James Considine, T.Y. Lin International
 Trevor Dick, Houseal Lavigne Associates

Background
 The Village presented plans from their current Comprehensive Plan and their planned future developments that would have an effect on the corridor.
 They see IL 47 as their opportunity to locate uses along the corridor that generate retail sales tax.

Data Provided
 Table of proposed IL 47 Corridor improvements
 IL 47 Corridor Map
 Official Map and Land Use Plan map
 Table showing revised NIPC 2007 forecast for Kane County communities
 Development codes were not provided, however the Village feels they need to be rewritten.

Municipal Participation
 The Village would be willing to provide public notification of community workshops.
 They are willing to put a link on their website to the project website.
 They will work towards a support of resolution for the study results.

Jurisdiction

They have new boundary agreements with Hampshire and Huntley that affect future planning along IL 47. We need to confirm the boundary agreements that they have.

Growth
 The Village of Pingree Grove's 2030 population estimate from CMAP actually went lower. It was estimated at 16,908, but in 2006 it was estimated at 14,000. Their estimated current population is 4,000 (was 124 in 2000).
 The downtown is called the Heritage District.
 The Goebbert's property has the potential for future high-density developments, which someday may include a Village Square.
 The County identifies Pingree Grove as a priority place.
 One development, called the O&S Development, is waiting for the market to come around.

Future Context
 The Village sees the entire corridor as arterial mixed-use development. However, the Reinking Road intersection could be considered as minor crossroads. The Goebbert's property represents an area they would like to see a Town Center, which would be a multi-use development. This property is at the southeast corner of IL 47 and Reinking Road. The Town Center might be located off of or adjacent to IL 47. There is flexibility in the annexation agreement as to how the property could be developed.
 The Village would like to see big box retail available in the corridor as well as residential and open space.
 The area around the IL 72 and US 20 connection could be a major crossroads.
 There was discussion regarding the definition of mixed-use versus multi-use. One definition discussed by the Village was a mixture of uses located on the same property (multi-use). Another definition discussed was different uses within one building (mixed-use). The Village has been discussed multi-use for some of their developments. It is important that these definitions be clear for use throughout the project area.

Future Roadway
 There is currently a three (3) lane cross-section at the trestle along IL 47.
 Connections to IL 47 are important. They are planning a frontage road in the future along IL 47.
 They would like to see the intersection alignment of IL 47, Highway 20, and IL Route 72 improved.
 The Village has an issue with their understanding of IDOT requirements along IL Route 72. Their understanding is that if a connection is made to IL Route 72 (from a potential future IL 47 frontage road) that IDOT would require the widening and improvement of 72 through the Village.

Project Objectives Discussion

The Village should support the smart growth principals associated with this Project.

Other

The Village mentioned the Soo Line Railroad that runs through the community. They would like to see Metra commuter service extended on the line. Jim Considine thought that a feasibility study for commuter rail extension had been performed. However, subsequent to the meeting it was confirmed that the study was done for the rail line to the south, Canadian National that goes to Burlington. It does not appear that any study has been undertaken to extend commuter rail service on the line that goes through the Village.

The Village has planning for and implemented green technologies. The Village currently uses bio-swales (located beneath fence lines) to control stormwater. The Village's new police station is LEED certified.

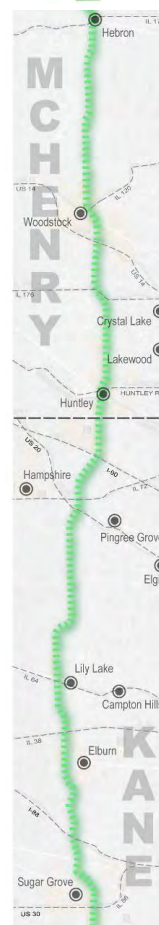
Prepared by: Trevor Dick and James Considine

Illinois **47** Corridor Study

a regional planning effort



Village of Lily Lake
Meeting Notes
February 5, 2009



Attendance

Jesse Heffernan, Village President
Erick Hoofnagle, Public Works Director
Steve, representative from Lily Lake
Kai Tarum, Kane County Planning
Jim Considine, T.Y. Lin International
Trevor Dick, Houseal Lavigne

Data Provided

They did not have a Comprehensive Plan available for distribution. A plan map was available that was used for discussion purposes.
A copy of the development ordinances was not available.

The Village is currently updating its Comprehensive Plan, however, it appears from discussions that their Plan and the Village as a whole has embraced Smart Growth principals.

Municipal Participation

The Village does not have a web site.
They have a newsletter that is generally published once a month.
They are willing to provide notification of the public workshops.
They will consider a resolution in support of the planning study.

Jurisdiction

The Village planning jurisdiction overlaps with Virgil to the west and Campton Hills to the east. These two municipalities and Lily Lake incorporated at approximately the same time. The Village does not have boundary agreements with these two municipalities. There are no municipalities to the north or south that would present jurisdiction overlap.

Growth

The Village is small (less than 1,000 residents), but is expected to double in size in the next 30 years. They are recently incorporated.

Proposed Development

They have a 20-acre development planned along IL 47. The project would come in as a Planned Unit Development. It may include commercial and some residential uses.

Future Context

There was a lot of discussion about context, but no firm conclusion drawn. The Village might be described as a hamlet – An incorporated area with scattered businesses along IL 47. However, the descriptions for suburban zone and main street are also somewhat applicable.

Given the location and population, the business in the area will be minimal. The Village has been promoting Traditional Neighborhood Design.

The IL 47 and IL 64 intersection would be a major crossroads. Any commercial would be in this area, but they could have scattered commercial along IL 47 north to Empire Road. The Comprehensive Plan Map shows a density of 4-6 dwelling units/acre along with the commercial in this areas. They see a mixed-use environment of 4-6 dwelling units, and light industrial uses that could be converted overtime as market demand increases.

The Village discussed the desire for a tradition neighborhood development (TND) development clustered around the Intersection of IL 47 and 64. There is also a desire for another commercial center clustered around IL 47, north of Empire, east of the school site. They would like to see slower traffic through these areas

Roadway

The community has a preference to not see IL 47 divide the community. They would like to see slow travel speed through the community.

There are future plans by IDOT for the IL 64/IL 47 intersection. The Village's understanding is that the project is stuck in land acquisition. They would like to see the intersection improved. They mentioned that they would like to see it improved in a similar fashion as 38 and 47.

The two lane road works now, however, they can see IDOT wanting to widen IL 47 to four lanes in the future. They are not sure if there is enough room to widen the road through the community.

Project Objectives Discussion

The community is a proponent of the smart growth principals of this project.

There was some discussion about roadway connectivity including collectors parallel to IL 47 and frontage roads. No definite opinions were reached, but it was agreed that measure to reduce traffic on IL 47 will be important.

The Village has had some discussion about planning an IL 47 by-pass on the west side of town, but it has not reached a point of formal approval.

There also was some discussion about traffic calming measures on residential streets including roundabouts and traffic circles.

They like the idea of frontage road and bike trails and have recommended both of those elements in future developments along the Corridor.

Other

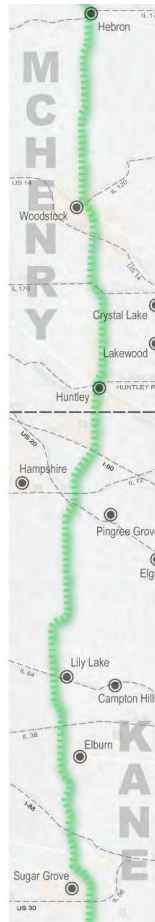
The Great Western bicycle trail goes through the community. They feel that this is an asset and they are working towards ensuring that neighborhoods have connections to the trail.

They are concerned about the school that is located immediately adjacent to IL 47.

Prepared by: Trevor Dick and James Considine



Lake in the Hills
Meeting Notes
February 20, 2009



Attendance

Dan Olson, Director of Community Development
Trevor Dick, Houseal Lavigne Associates (HLA)
Patrick Pechnick, SEC Group, Inc. (SEC)

Background

HLA and SEC provided an overview of the corridor study, its goals and objectives, and the upcoming agency workshop to be held in April.

Data Provided

Lake in the Hills has a Comprehensive Plan, including an IL 47 Subarea Plan, and IL 47 Design Guidelines. The 2002 Comprehensive Plan was prepared by Planning Resources. It was last amended in 2007.

The Village also provided us with copies of their zoning ordinance, boundary agreements and annexation agreements for properties near IL 47.

We were also provided a Zoning District Map, also created by SEC.

The Village is also currently working with IDOT on another study, and they were a participant in a 2003 Kishwaukee River Watershed Study.

Municipal Participation

The Village has a web site and they are willing to link to the project website.

They have a newsletter and they are willing to put notices and press releases in the newsletter. They are willing to provide notification of the public workshops.

They will consider a resolution in support of the planning study.

Jurisdiction

IL 47 is the far western boundary of the Village. The Village has boundary agreements with Huntley, Crystal Lake, Cary, Algonquin, and Lakewood. For the IL 47 Corridor, the boundary agreements with Huntley and Lakewood are most relevant.

Growth

After reviewing the CMAP population and employment forecasts, the Village was in general concurrence with the numbers, noting that their estimated population was about 1,000 more than CMAP's estimate based the remaining zoned residential areas to be build-out. In 2030 the CMAP population estimate is 30,532 (currently 23,152), and future employment is forecasted at 11,299 (currently 3,071).

Proposed Development

They provided annexation plans for much of the area near IL 47, however, due to the economy the project is on hold. It has received preliminary approval.

A proposed 72-acre development includes townhomes (57 lots and 286 units for a calculation of 3.63 DU/Acres). The plan realigns roads, and reserves space for 70-acres for future commercial along IL 47.

The Village has a trail plan created by SEC that identifies existing and proposed trail connections to the areas and future developments along IL 47.

The Village will be onboard with smart growth principals, and these are reflected in their Design Guidelines for IL 47. It is unlikely however that they will be looking for a "downtown" or town center type environment in the corridor since it is at the far western end of the Village. They are open though to a mix of uses, supporting walkability, and other smart growth principals, and may be open to some second story development if it is a high-quality project.

Future Context

There was a lot of discussion about context; however, it was difficult to put the future's portion of IL 47 into only one context zone. It may be between an Urban Center and Arterial Strip Development.

The Village definitely wants this corridor to be different than Randall Road. Their intention would be to provide retail along IL 47 but have a much lower impact on traffic. The Design Guidelines promote a commercial area with office and residential uses connected through pedestrian linkages.

Roadway


They would like to see traffic flow continue through the corridor, and do not need to see it slow down. The Village has plans to create a realigned Ackman Road to meet with IL 47.

Project Objectives Discussion
 To conclude, the community should be open to the smart growth principals of this project.

A future signalized intersection should meet warrants for the realigned Ackman Road and IL 47.

Prepared by: Trevor Dick

Illinois **47** Corridor Study



a regional planning effort

City of Elgin
 Meeting Notes
 February 26, 2009

Attendance
 Matthew Fitzgibbon, AICP, Assistant Director
 Sarosh B. Saher, Senior Planner
 Joe Evers, City Engineer
 Heidi Files, Kane County
 Steven Coffinbargar, Kane County
 Trevor Dick, Houseal Lavigne Associates
 James Considine, T.Y. Lin International

Background
 In addition to a telephone interview, due to the fact that the City's planning jurisdiction includes approximately a 4-mile section of IL 47, a meeting was set up and held with the Consultant Team.

Data Provided
 The City provided a copy of their 2005 Comprehensive Plan. The Comprehensive Plan is very detailed, and includes a plan for future land uses along the IL 47 Corridor as well as detailed Design Guidelines.
 The City stated that their development codes could be obtained of their website.

Municipal Participation
 The City, which has a web site, is willing to link to the project website.
 The City will consider a resolution in support of the planning study.

Jurisdiction
 IL 47 is currently outside of the City's limits. Only a small section of IL-47, approximately one-mile south of US 20, is within the City's extraterritorial planning jurisdiction. However, the City has a boundary agreement with Burlington that would place

approximately 4-miles of IL 47 from Plank Road south to Campton Hills within Elgin municipal limits.

The comprehensive plan also indicated that with the area along IL 47 they would be willing to move buildings toward the front of the property and put parking behind the buildings.

Future Context

According to staff, and the Comprehensive Plan, they can envision three (or possibly a fourth) mixed use nodes at major crossroads along IL 47. These nodes would contain a mix of uses, and they would be willing to consider slowing traffic in these areas. In-between the nodes, there would be a designation called employment centers. These employment centers could include office parks, may have large setbacks, may be close to the street, they may also be 4-5 stories.

Roadway

Staff was interested in the idea of slowing traffic down as it passed through potential mixed-use nodes within the Corridor. They also were interested in the concept of multi-modal transportation choices along this corridor as well as connecting it to trails.

Project Objectives Discussion

To conclude, the community is very interested in ecological planning and smart growth initiatives. They are currently beginning a 5-year Sustainability Plan for the City. The first year of the Sustainability Plan is focused upon education.

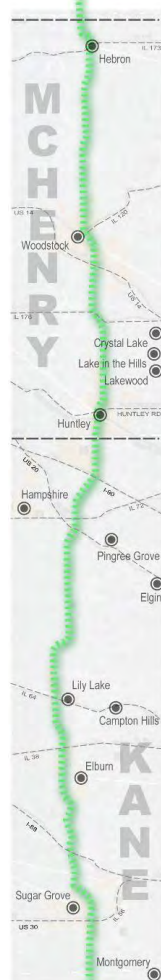
Prepared by: Trevor Dick

Illinois **47** Corridor Study

a regional planning effort



Village of Montgomery
Telephone Conference
March 17, 2009



Attendance

Jane Tompkins, Director of Community Development
Michael Brown, Planner
Heidi Files, Kane County
Trevor Dick, Houseal Lavigne
Tim Gustafson, T.Y. Lin International

Background

The Village's future western boundary includes IL 47 from Jericho Road to Galena Road. Boundary agreements are current as of 2008.

The Village views IL 47 as their western edge, currently has some commercial development (@ Jericho & IL 47) and views it potentially as a commercial corridor. They view the future IL 47 as similar to what IL 59 is in communities located to the north (e.g. Aurora)

Data Provided

Most documents already have been downloaded from the Village website; Tim Gustafson will follow up with Michael Brown for any additional material not obtained electronically.
- Aurora/Sugar Grove/Montgomery sub-area plan is available for review on the Village website

Municipal Participation

Village newsletter released quarterly; may provide opportunity to notify the public about upcoming meetings.

Village will provide a link to the project website on their website. (link to be provided)

Invitations have been sent for the Monday, April 6, 2009 agency stakeholder workshop to be held in Huntley.

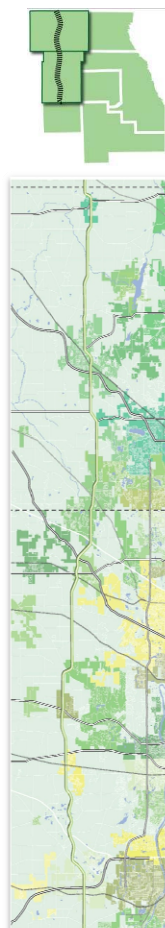
Future Context

Most of the corridor under the land use jurisdiction of Montgomery is expected to be commercial. They do not view IL 47 as part of a village center or a main street. However, they do feel that the corridor should provide for efficient movement of traffic but also to provide for pedestrian connectivity as well as bicycle improvements identified in the Village comprehensive plan. (Additional background can be found in the Comprehensive Plan and the Western sub-area Plan for the Village)

According to the boundary agreement, Rob Roy Creek passes through the jurisdiction of Montgomery.

Potential major crossroads that were mentioned:
US 30/ IL 47
US 34/ US 30
US 30/ Orchard Road

Prepared by Tim Gustafson



II. IDOT Coordination Meeting



February 26, 2009
IDOT District 1 Offices
Schaumburg, Illinois

Attendees

John Baczek, IDOT Bureau of Programming
Brain Carlson, IDOT Bureau of Programming
John Salley, IDOT Bureau of Programming
Tom Gallenbach, IDOT Bureau of Traffic

Steve Coffinbargar, Kane County Division of Transportation
Heidi Files, Kane County Division of Transportation
Chalen Daigle, McHenry County Division of Transportation
James Considine, T.Y. Lin International
Pat Pechnick, SEC Group

Illinois **47** Corridor Study a regional planning effort

IDOT Coordination Meeting
IDOT District 1 Office
Thursday, February 26, 2009

Draft Agenda

- I. Introductions
- II. Background & Purpose
- III. Information and Data Request
 - SRA Study
 - Data Verification – review of what we have and might need
- IV. Project Coordination
 - Phase I studies
 - IDOT Planned & Programmed Projects
 - Agency Workshop
- V. Issues Discussion
 - Future ROW Needs
 - Lane Widths
 - Design Speed
 - Bike Lanes
 - Complete Streets
 - On-Street Parking
 - Turning Radius
 - Access Management
 - Roundabouts
 - By-pass
- VI. Next Steps

IDOT Questions:


Study Background

The IL 47 study has the potential to define the future context of the Corridor. That context will be a broad picture of the urban form in regard to the roadway. How might our efforts work to the benefit of IDOT?

SRA


- Is there additional SRA documentation beyond the Advisory Panel Meeting No. 1 Briefing Booklet?
- It has been 15 years since the report was prepared. What is the status of the SRA programming overall? For IL 47?
- How will the SRA report influence the future of IL 47

Illinois **47** Corridor Study a regional planning effort



**IDOT Coordination Meeting
District 1 Office
Thursday, February 26, 2009**

Meeting Notes



Attendance
 John Baczek, IDOT Bureau of Programming
 Brain Carlson, IDOT Bureau of Programming
 John Salley, IDOT Bureau of Programming
 Tom Gallenbach, IDOT Bureau of Traffic
 Steve Coffinbargar, Kane County Division of Transportation
 Heidi Files, Kane County Division of Transportation
 Chalen Daigle, McHenry County Division of Transportation
 James Considine, T.Y. Lin International
 Pat Pechnick, SEC Group

Data Provided
 IDOT provide a copy of the IL 47 Strategic Regional Arterial Study. There was some discussion about the status of the SRA report. It was explained that it is a guide. Further definition of the SRA would be developed during the Phase I studies.

Pat Pechnick explained that the SRA cross sections are classified as urban, suburban or rural based on the surrounding residential density and planned land use at that time. The conditions surrounding these classifications may have changed since the SRA report was prepared in the early 1990's. The study team will review this as part of the project.

Chapter 46 from the IDOT Bureau of Design and Environment (BDE) Manual provides further clarification on SRA.

In terms of any data related to the Tollway Interchanges, the study team should deal with ISTHA.

Background & Purpose
 The background and purpose for the IL 47 project was discussed. The study area is from the Wisconsin State line south to Route 30 in Sugar Grove. There are 15 municipalities that currently or will have jurisdiction over the adjoining land use. It is intended to be a coordinated transportation and land use study. It will be an effort to bridge land use controls with design guidelines in the SRA report. A toolbox of land use and transportation guidelines will be developed for municipal use. Smart growth objectives are an important consideration for the toolbox guidelines.

Project Coordination

Illinois **47** Corridor Study a regional planning effort

The study is being funded through an IDOT Illinois Tomorrow Grant to the Counties of Kane and McHenry and the City of Woodstock. Highway Improvement Program for District 1 was presented by the Consultant Team. That lists remains current. The federal stimulus package may speed up some projects.

Planned Projects - There are three Phase I studies in McHenry County in various stages of development. A Context Sensitive Solution (CSS) approach will be taken to all of these projects. The CSS approach will involve an extensive public involvement process.

- Kreuzer to Reed Road has been completed. This project will be moving into design.
- Reed Road to Route 14 - this study started several months ago.
- Route 14 to Charles, just north of Woodstock - this study soon will be starting.

The IL-47 Corridor Study will include some Public Workshops. The study team will want to coordinate closely with IDOT to coordinate the public involvement workshops. Also, the study team recognizes that with the Phase I studies underway it will be necessary to not overlap these activities.

There is a Phase I study that is supposed to get underway at Starks Corner - the area at IL 72 and US 20.

There is a Phase I study that is supposed to be underway for IL 47 in Sugar Grove. That work will be done by District 3.

Agency Workshop - IDOT was asked to participate in the Agency Workshop that is tentatively scheduled for April 6, 2009. IDOT was asked to listen to the municipalities and provide input during the small group discussion. IDOT will not need to provide a speaking role.

Issues Discussion


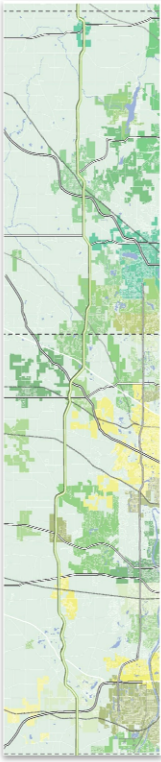
- Future ROW Needs - Some of the communities have mentioned a concern about how much right-of-way should be set aside and the appropriate building set back. The SRA report provides a guide for the ROW width based on the classification of urban, suburban or rural.
- Lane Widths - IDOT will consider an eleven foot lane in areas where pedestrian movement is to occur. However, a concern will be raised about truck traffic and safety.
- Design Speed - A speed study is needed to lower the speed. The 85th percentile based on current speed will be used in established the need for lower speed.
- Bike Lanes - IDOT will consider bike lanes. However, the primary consideration will be the extra costs associated with the additional pavement width. A shared route would be preferable. The BDE Manual provides guidance on this. An even more preferred method would be to include a sidepath. IDOT has recently begun to split the cost of such improvements with the local government agency.
- Complete Streets - Complete streets legislation is in development. The adoption of such legislation would likely affect how IDOT plans roadways.
- On-Street Parking - Generally, it can be left in place if it is already there serving businesses. However, IDOT would prefer if it was removed. On-street parking should not be provided with new development and roadway improvements.

Illinois **47** Corridor Study a regional planning effort

- Turning Radius – IDOT will consider smaller turning radii when pedestrian movement is a consideration. However, the more important consideration will be turns for trucks. In these cases it may be preferred to leave a larger turning radius and provide a pedestrian refuge island.
- Access Management –The study toolbox will recommend how the municipalities should control access to IL 47.
- Connectivity – The study toolbox will recommend how adjoining roadways should be planned to encourage local traffic from having to travel along IL 47.

Roundabouts – The City of Huntley had expressed a desire for a roundabout as an entranceway to the City. IDOT indicated that they are accepting of such ideas and will consider them.

Illinois **47** Corridor Study a regional planning effort

III. Agency Workshop I


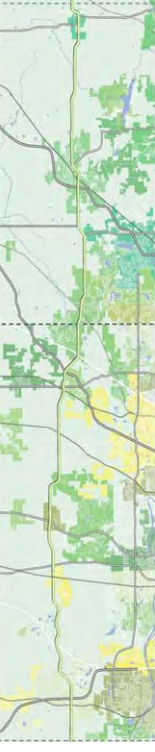
April 6, 2009
Huntley Village Hall
Huntley, Illinois

Agencies Participating

- Village of Burlington
- Village of Campton Hills
- City of Crystal Lake
- Village of Elburn
- Village of Lake in the Hills
- Village of Lily Lake
- Village of Hampshire
- Village of Huntley
- Village of Sugar Grove
- City of Woodstock

- Illinois Department of Transportation
- Illinois Tollway
- Kane County
- McHenry County
- Metra
- Regional Transportation Authority

Illinois **47** Corridor Study a regional planning effort

IL 47 Corridor Study
 Agency Stakeholder Workshop
 Draft Activity Outline for Discussion
 Date: Monday, April 6, 2009
 Village of Huntley

Purpose

- Explain the study objectives
- Confirm the context zones to be used
- Begin to develop the vision for the Corridor's future
- Review Next Steps

8:00 Registration, Coffee & Rolls

8:30 – 9:30 **Presentations**

- Kane County & McHenry Board Chairmen – Opening Statement
- Jim Considine, TYLI – Study Purpose, Workshop Activities & Summary of Municipal Meetings
- John Houseal, Houseal Lavigne Associates – Context Zone Classification
- Tom Murtha, CMAP – Complete Streets

9:30 – 10:30 Break-Out Sessions: Consensus on context classification

10:30 – 10:40 Jim Considine: Summary of Context Zone Discussion

10:40 – 11:30 Breakout Sessions – Creating Human Environments & Roadway Networks

- How should new development be focused to create human scale environments?
- Human scale = walking. Do we want people to walk across IL 47?
- How else do we encourage walking
- Creating roadway networks to take local traffic off IL 47

Illinois **47** Corridor Plan a regional planning effort

Break-Out Session I: Development Context Zones
 Discussion Guide (approx. 9:40 a.m. – 11:00 a.m.)

Discussion objective: Reach consensus on the existing and desired development context zones for Illinois 47

1. Select a group **LEADER**. He/she will help facilitate group discussion. Write the table number on the development zones map. (you will be marking your comments on the map directly for us to record)
2. As a **GROUP**, Review each of the development context zones. Mark changes to the development context zones regarding the following questions:

In general:

- a. Do you agree with the **types** of development concept zones identified?
- b. Do you agree with the **primary characteristics** of each development context zone?
- c. Are additional/fewer development concept zones or characteristics needed?

Specifically:

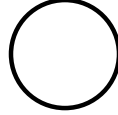
- a. Do you agree with the existing development context zones illustrated on the map?
- b. Do you agree with the preliminary desired development context zones illustrated on the map?

Group **LEADERS**, check on remaining time...

Break-Out Session II: Issues and Opportunities

Discussion Guide (approx. 11:00 – 11:30 a.m.)

Discussion objective: Create a “toolbox” of design treatments or strategies that will help promote smart growth along Illinois 47.

1. Select a group **LEADER**. He/she will facilitate discussion and present the group summary.
2. Write your table number here
(we will be using this sheet to record your comments) → 
3. **EVERYONE** should try to identify at least five strategies, (design, ordinance, incentives, marketing, etc.) that you would want to employ in order to promote...

Complete Streets

Compact Development

Connectivity

4. The **LEADER** should ask each member of the group to share their strategies to compile a **GROUP** list for each of the three categories. (use the back of this sheet or your agenda if you need more room)

5. **EVERYONE** should rank these strategies in each category in order of preference (1 = most preferred) and the **LEADER** will prepare one summary sheet of three ranked lists for each table.

-- Group **LEADERS**: Summarize your ranked lists (you should have three, even though some strategies may overlap) for the table. Each table will present any comments/changes to the group--



**Agency Stakeholder Workshop
April 6, 2009
Village of Huntley**

The following is a summary of the Agency Stakeholder Workshop that took place on April 6, 2009 for the IL 47 Corridor Planning assignment. Representatives from each of the municipalities along the corridor, IDOT, Pace, and the Tollway Authority were invited to participate in the workshop. After presentations from members of the Consultant Team, attendees were divided into eight (8) tables for group discussions.

There were two break-out sessions that took place during the Workshop. The first session was designed to reach a consensus on the existing and desired development context zones for IL 47. The second session's objective was to create a "toolbox" of design treatments or strategies that will help promote smart growth along IL 47.

This report provides a summary of each table's comments. The summary reflects the opinions and comments stated during the break-out sessions, and includes a summary of participants' responses to the Design Toolbox Discussion Guide.

Summary of Break-Out Sessions

The following is a summary of each of the two break-out sessions by table.

Table 1

Break-Out Session I

During Break-Out Session I, participants at Table 1 supported the inclusion of Smart Growth Principles in each of the Development Context Zones that would be present along IL 47 in upcoming years. Additionally, the following comments were discussed:

- The "Crossroads" Development Context Zone should be eliminated in future development of the Corridor.
- Only existing "Village Center ("Main Street")" Context Zones should be permitted to remain. No new areas should be created through new development.
- One larger mixed-use area should be developed as a gateway for the corridor, rather than having several, smaller mixed-

use areas isolated along the corridor as was illustrated in the Desired Development Context Zones map.

Break-Out Session II

During Break-Out Session II, Table I identified five (5) strategies to promote complete streets, compact development, and connectivity. Strategies identified include:

- Education
- Community support
- Incentives
- Require planned developments
- Density
- In regards to Compact Development, the following strategies were identified:
 - Density allowances
 - Incentives
 - Local and regional transit
 - Zoning
 - Ordinance to permit verticality
- Strategies to promote connectivity include:
 - Regional transportation planning (Corridors)
 - Comprehensive Plans
 - Transit availability
 - Ordinances
 - Education (mobility and its benefits)

Additionally, Table 1 commented on the importance of commitment and reaching a consensus with each community to ensure that each of these strategies is implemented along the corridor. Adjacent municipalities must work together so that everyone's desires for the corridor are achieved.

Table 2

Break-Out Session I

Table 2 was comprised mainly of elected and appointed officials. Generally, the table was more in favor of promoting traditional suburban commercial and industrial development rather than mixed use. The following comments were mentioned:

- There was too much Arterial Mixed-Use shown on the desired IL 47 corridor, and it is unclear what Arterial Mixed-Use actually is.

- New residential areas should not be as established along IL 47 because residents will not want to live adjacent to a major thoroughfare.
- The Village of Campton Hills prefers no development along IL 47, but if development does occur residential could be considered.
- The City of Elgin had concern over the definition of the “Village Center (“Main Street”)” context zone. The City’s Land Use Plan identifies three (3) Neighborhood Mixed-Use Centers along IL 47, which are described as mixed use centers designed to meet the daily “convenience” goods and service needs of residents in immediately adjacent neighborhoods. They include small scale retail/service uses, a neighborhood park, and possibly an institutional use. The City has concern that their definition of “Neighborhood Mixed-Use” does not correspond to the “Village Center” context zone identified on the Desired Development Context Zones map.
- A new development context zone entitled “Rural Mixed-Use” is recommended. This context zone would provide for low density commercial.
- No new development should occur within 500 feet of IL 47.
- The “Natural Zone/Agricultural” context zone should not be present on IL47.

Break-Out Session II

During Break-Out Session II, Table 2 identified six (6) strategies to promote complete streets, compact development, and connectivity. Strategies identified include:

- ¼ Mile Spacing on intersecting roads
- Limit cul-de-sacs
- Maintain the street grid where possible
- Identify pre-determined signal locations along IL 47
- Implement 500 foot development setbacks in rural areas
- Existing downtowns and Village Centers should maintain complete streets

Additionally, Table 2 commented that compact development will preserve and allow additional open space.

Table 3

Break-Out Session I

During Break-Out Session 1, participants at Table 3 were satisfied with both the number and definition of the proposed Development Context Zones for IL 47, but offered several other recommendations:

- The overall study area should be widened to include adjacent areas. This will provide a better understanding of where the employment centers/regional amenities draw from.
- Residential zones should be more defined as to what type of residential such as single-family or multi-family.
- Regional Centers are desired at the intersections of IL 47 and I88, and IL 47 and I90. In these areas, the corridor should be widened so that these areas may be expanded.
- Like Table 1, they desired one larger, regional mixed-use area along the Corridor, rather than several smaller areas. The table felt that one area would provide for better investor relations, and generate more community support.
- Suburban Commercial, rather than Arterial Mixed-Use, is desired along IL 47, just north of I90 and south of Huntley.
- Some of the “Village Center (“Main Street”)” context zones should be eliminated – the table felt there were too many near or along IL 47.

Break-Out Session II

During Break-Out Session II, Table 3 identified strategies to promote complete streets, compact development, and connectivity. Strategies identified include:

- Creating IL 47 Corridor Design Guidelines
- Education
- Grants
- Public/Private partnerships
- Intergovernmental agreements
- In regards to promoting Compact Development, the following strategies were identified:
 - Have local governments adopt model ordinances and guidelines
 - Development incentives
 - Annexation agreements
 - Education (for government officials and developers)
 - Marketing
 - Strategies to promote connectivity include:
 - Requiring street connectivity as part of the development review process
 - Require street connectivity through ordinance (restrict cul-de-sacs)
 - Intergovernmental agreements for collector roads
 - Education

Table 4

Break-Out Session I

During Break-Out Session 1, participants at Table 4 offered many comments and recommendations for change on the Desired Development Context Zone map:

- Land around the intersection of IL47 and IL120 should be designated as commercial rather than residential.
- There was confusion in Crystal Lake, why the land around IL176 and IL47 was designated as Suburban Commercial when they were planning for Arterial Mixed Use.
- The intersection of IL 47 and I88 is desired to be a regional center similar to IL 47 and I90.
- There is concern on the land uses depicted near Hebron, and the Table wanted to ensure that existing residential uses would remain.
- South of Burlington the Table noted that there are rural hamlets.
- The table recommended a round-a-bout be constructed where IL 47 passes through Hebron.

Break-Out Session II

During Break-Out Session II, Table 4 identified strategies to promote complete streets, compact development, and connectivity. Strategies identified include:

- Ordinances requiring Complete Streets
- Design templates/guidelines for communities to use
- Coordination with transit agencies
- Traffic calming measures
- County and municipal regulations
- Education/training
- In regards to promoting Compact Development, the following strategies were identified:
 - Density bonuses for Compact/Mixed-Use Developments
 - Design templates for communities to use
 - Incorporate transit services into development
- Strategies to promote connectivity include:
 - Coordination through IDOT
 - Complementary land use design

Table 5

Break-Out Session I

During Break-Out Session 1, Table 5 emphasized the importance of having a unified approach to the future of IL 47. The table felt strongly that there be continuity between the different municipalities along the corridor, and that future land uses be cohesive with one another.

Connectivity was an important issue for the table as well. A desire for good connectivity within the street grid, along with public transit such as a Metra line, was expressed.

Like other tables, participants at Table 5 offered support for the use of Smart Growth Codes in each of the Development Context Zones desired along the IL 47 corridor, but they raised the question of how these codes could be implemented. The table also raised the question of how to make large commercial developments, such as “big boxes”, attractive to the surrounding area.

Comments regarding the desired context zone map included:

- A stronger presence of open space is desired, and could be used to increase continuity within the corridor.
- A regional center at the intersection of IL 47 and I88 is recommended.
- The regional center at IL 47 and I90 should be expanded.

Break-Out Session II

During Break-Out Session II, Table 5 identified strategies to promote complete streets, compact development, and connectivity; however, recommends that they should all be looked at together rather than as individual goals. Strategies identified to promote complete streets include:

- Require bike lanes on street shoulders
- Education (engineers, elected officials, residents)
- Require pedestrian access on neighborhood streets
- Require bus lanes on collector streets
- Fee credits
- In regards to promoting Compact Development, the following strategies were identified:
 - Fee credits – transportation, subdivision/zoning ordinance
 - Design Guidelines – training and education
 - Zoning Parameters – density, design, building height
 - Cluster development
 - Density bonus
- Strategies to promote connectivity include:
 - Limit cul-de-sacs and dead-end streets in ordinances
 - Install bike/pedestrian bridges over IL47 (overhead or underpass)
 - Plan for future road/transit connections
 - Require the submittal of pedestrian plans

Table 6

Break-Out Session I

Table 7**Break-Out Session I**

During Break-Out Session I, Table 7 commented on their surprise that most of the IL 47 Corridor was designated for land uses with built form, rather than the large agricultural areas currently in existence along the corridor. The table felt that agricultural land should not be viewed as vacant land due to its regional importance. Additionally, the table offered the following comments:

- The Village of Lily Lake would like to have an area for wind turbines, or another form of renewable energy to promote environmental stewardship.
- There is concern over transition zones and the “Sense of Place” IL 47 will have in the future. The Table recommends that a new development context zone called “Transitional Zone” be created to address this concern.
- Table 7 interpreted the “Village Center” context zone to be a newly developed area like Woodstock Square, and the “Compact Mixed-Use” context zone to be a traditional downtown. They felt more clarification was needed between the two.
- The Table questioned what could be done to draw IL 47 traffic to developments located off of IL 47.
- The southwest corner of IL 47 and I90 is planned as “Regional Center,” rather than “Natural Zone/Agricultural” as currently depicted.

Break-Out Session II

During Break-Out Session II, Table 7 identified strategies to promote complete streets, compact development, and connectivity. Strategies identified to promote complete streets include:

- Annexation agreements
- Education
- Landscaped medians
- Construct round-a-bouts
- Enforce lower speed limits
- Adequate right-of-way dedication for corridor preservation
- IDOT buy In
- Transit amenities
- In regards to promoting Compact Development, the following strategies were identified:
- Enforce compact development ordinances
- Encourage public/mass transit
- Implement form-based codes and flexible zoning
- Strategies to promote connectivity include:

Table 6 offered several comments and recommendations during Break-Out Session I regarding the Desired Development Context Zones map, including:

- A new development Context Zone, “Minor Regional Center,” should be created to address land uses similar to the McHenry County office buildings.
- The intersection of IL 47 and I88 should be categorized as a “Minor Regional Center.”
- South of IL72 and US20, there are existing rural hamlets that should be noted.
- The existing Del Webb residential development south of Huntley and north of I90 should be left as Residential, rather than changed to Arterial Mixed Use.
- Environmental centers/natural zones should be defined more clearly in the corridor.

Like Table 3, Table 6 felt that the overall study area should be widened to include adjacent areas. This way, there will be a better understanding of which areas the employment centers/regional amenities draw from.

Break-Out Session II

During Break-Out Session II, Table 6 identified strategies to promote complete streets, compact development, and connectivity. Strategies identified to promote complete streets include:

- Bike Paths should be installed separate from the roadway
- Creation of a Master Bike Plan
- Model Design Guidelines for trails
- Identify pedestrian crossings within corridor
- Landscaped medians
- Bike Lanes in right-of-way
- In regards to promoting Compact Development, the following strategies were identified:
- Nodal development vs. linear development
- Encourage vertical development within the appropriate Context
- Focus government and public services in Village and Employment Centers
- Land use development strongly responsive to transportation planning
- Strategies to promote connectivity include:
- Set aside right-of-way for mass transit
- Network of continuous, connecting streets and not cul-de-sacs
- Continuity between adjacent municipalities

- Frontage road/cross access/river access (and address these elements early on)
- Construct round-a-bouts
- Continuous bike/pedestrian linkages
- Access to properties in rear
- Address the situation sooner rather than later
- Subarea plan of the Comprehensive Plan

Table 8

Break-Out Session I

During Break-Out Session 1, participants at Table 3 were satisfied with both the number and definition of the proposed Development Context Zones for IL 47, but offered several other recommendations including:

- The Del Webb development south of Huntley and north of I90 should be shown as residential because it is an existing, established subdivision.
- More green space is desired along the IL 47 corridor.
- The intersection of Plank Road and IL 47 in Burlington should be designated as commercial.
- The southwest corner of I90 and IL 47 should be designated as "Regional Center," rather than Natural Zone/Agricultural.
- In addition to these comments, Table 8 questioned the practicality of the Town Center concept, and the economic difficulties developments like this endure.

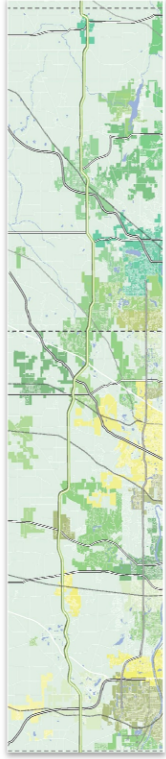

Break-Out Session II

During Break-Out Session II, Table 8 identified strategies to promote complete streets and connectivity. Strategies identified to promote complete streets include:

- Encourage frontage roads
- Install timed traffic signals for pedestrians
- Incorporate pedestrian amenities
- Raised, landscaped medians
- No parking should be permitted along IL 47
- Enforce more restrictive Village Ordinances
- Design templates/guidelines for communities to use
- Strategies to promote connectivity include:
 - Bus/Mass Transit
 - Continuous bike/pedestrian linkages
 - Cross access between developments

In regards to promoting compact development, Table 8 believes that Compact Development will not occur in the near future because of the complications with initial investments.

Illinois **47** Corridor Study a regional planning effort



IV. Agency Workshop II

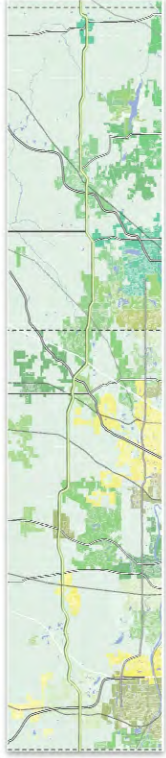

**November 10, 2009
Huntley Village Hall
Huntley, Illinois**

Agencies Participating

Village of Burlington
Village of Campton Hills
City of Crystal Lake
Village of Elburn
City of Elgin
Village of Hampshire
Village of Huntley
Village of Lakewood
Village of Lake in the Hills
Village of Montgomery
Village of Pingree Grove
Village of Sugar Grove

Chicago Metropolitan Agency for Planning
Illinois Department of Transportation
Kane County
Kane Kendall Council of Mayors
McHenry County
McHenry County Economic Development Corporation
Metra
Pace Bus

Illinois **47** Corridor Study a regional planning effort



Illinois Route 47 Corridor Plan Municipal Workshop

Tuesday November 10, 2009
Village of Huntley
2:00 – 4:00 p.m.

Agenda

1. Introduction presentation by Jim Considine of T.Y. Lin International
2. Review of planning challenges by John Houseal of Houseal Lavigne
Facilitated discussion
3. Introduction of toolbox by John Houseal of Houseal Lavigne
Facilitated discussion
4. Next steps

Notes

**ILLINOIS ROUTE 47 CORRIDOR STUDY
MUNICIPAL WORKSHOP**

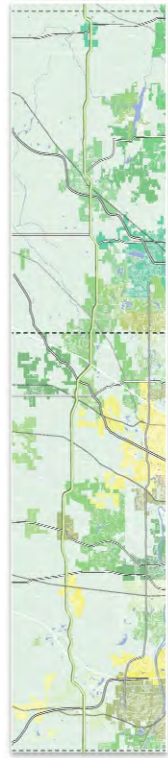
Facilitated Discussion Guide
Planning Challenges

1. Responses on the planning challenges revealed some were locally-focused and others existed at the regional level. *Discuss which ones were regional and ask the municipalities to explain. Open space preservation was a topic with varied results. Some communities feel they have a good parallel road network where others do not.*
2. Are there any planning challenges that may not be an issue today, but may cause concern in the next 30 years? *Regional centers were viewed as low importance, as were development densities that are supportive of transit. Access points were not a major concern in some communities now, but what about in 2040?*
3. Let's hear from some communities who did not feel that some of these planning challenges applied. How has your municipality addressed the issue?

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Facilitated Discussion Guide
Toolbox

1. Do you concur with the tools presented? *Listen to initial responses and focus on any tools that appear to be of interest by members at the table.*
2. Are any of the tools unnecessary? *Ask members to identify issues with any of the tools. We want to know if any are infeasible due to cost, political issues, etc.*
3. Should any other tools be added? *Ask members to describe and give a name to any additional tools that appear to be missing.*



**Summary of Municipal Workshop
November 10, 2009
Village of Huntley**

Representatives from each of the municipalities in the Corridor were invited to participate in a workshop to review planning challenges and the toolbox. Prior to the workshop, municipal representatives were asked to fill out a questionnaire to get feedback on the applicability and importance of several planning challenges that were derived from research of existing plans and documents as well as municipal meetings and phone conferences.

At the workshop, a presentation was given to briefly review the planning process and recount the tasks that led to the creation of the planning challenges and the toolbox. The planning challenges were explained and shown on slides for review.

Members of the project team were seated at tables to facilitate a structured discussion. Upon review of the planning challenges, the facilitators engaged municipal representatives in a discussion about the appropriateness and the applicability of planning challenges at the local as well as the regional level. Municipal representatives were asked to provide comments and feedback to help revise or amend the plan as necessary to reflect the concerns of the municipalities.

After the table discussions were stopped, a presentation was given on the toolbox as a means to achieve the seven objectives of the plan.

Again, table discussions were led using discussion questions provided by the facilitators to get feedback on the appropriateness and application of the various tools in the toolbox, as well as on the format in which they were presented.

Each table's discussion points are provided on the following pages.

Table 1

Planning Challenges

- Current challenges: Agriculture protection is a challenge as is the issue of allowing for each municipality to build commercial uses along 47, or preserving open space, but somehow getting a share of revenues from where development is allowed.
- Future planning challenges: the need to preserve open space, the need to install cross-access, the need to plan for and have developers install parallel collectors which are a mile or two off of IL 47 running north and south, the need to provide pedestrian connections between commercial developments fronting IL 47 and residential subdivisions right behind.
- Participants felt that all challenges applied.

Toolbox

- Participants concurred with all tools, however, the following suggestions were given:
 - List examples for each, such as Design Guidelines, either links or names of communities with successful ones.
 - For page 10, buffering and landscaping, emphasis that this is for existing developments, and that for new mixed use developments we do not want buffering or separation between different uses.
 - Consider ground water recharge areas as planning area boundaries, or worthy areas of preservation.
- No tools were seen as unnecessary
- Additions:
 - Appropriate truck turning movements should be part of design of new roads
 - Should consider Metro West as the agency (already existing) to lead the Corridor Planning Council.

Table 2

Pending Devin Lavigne notes

Table 3

Planning Challenges

- Hampshire stated that they had "antiquated zoning". President felt that they needed a revamp of their zoning. The problem is that many elected officials and plan commission members had an outdated view and still wanted estate zoning for all residential. President stated he wanted to see higher densities to promote transit. Hampshire said they have a bicycle plan.
- Montgomery is reacting to the Economic Downturn by changing their zoning codes as they go along. Corridor Character section is unique to each municipality (there is that local view again).
- Campton Hills said that their biggest challenge is the limitation of sewer and water. CH residents are anti-growth and that the municipality is pro-controlled growth.
- One Planning Challenge was highlighted by Crystal Lake – that State Roads are for moving cars, as many cars as possible".

- McHenry County – Bike/ped paths cost a lot of money – ROW, construction and then maintenance. McHenry County suggested that paths should be put into private property instead of public property (such as by a developer and maintained by a neighborhood association).
- Biggest Challenge identified by Kane County Dev. was how to maintain 50% of Kane land as agriculture if the plans show so much development.
- McHenry County stated that they have a good conservation design ordinance.
- Participants thought that the list was very comprehensive and appropriate. They didn't disagree with any of the challenges.

Toolbox

- The table “loves” the toolbox. Some thought they would have trouble convincing their Boards that Smart Growth was the appropriate way to develop.
- “Good tools, but it depends on what *each community* wants for their section of IL 47”. (local view again).
- Montgomery sees IL 47 as an opportunity for big box commercial.
- Hampshire wants to work together to attain more density for transit opportunities.
- **Can Kane County come out and give this presentation to the Board??**
- Existing developed areas have the sense of place already. **Some municipalities DON'T WANT IL 47 to have a sense of place.** They see IL 47 as an economic engine.
- **NEW TOOL - CONTEXT SENSITIVE SOLUTIONS** should be its own tool.
- Provide as many examples as possible in the toolbox. Maybe put examples of where these tools have been successfully implemented.
- IL 47 won't lend itself to a pedestrian friendly area because it is outside of the main downtown areas for many communities. E.g. Crystal Lake, Hampshire...IL 47 is at the edge of the communities.
- There was a discussion that development should pay for itself and municipalities should never offer up incentives.

Table 4

Planning Challenges

- Sense of Place is difficult to determine in each community. Each community is unique and has a different idea of “sense of place”. This could be a challenge. Walkability is different in each community. Walking in Woodstock is very different than walking along the corridor in Lake in the Hills.
- Our table felt that without proper planning, the corridor could become Randall Road – congested, full of big boxes and parking lots. Curb cuts could become an issue. Parkways should be considered rather than just a main thoroughfare. Land use control with IDOT could be an issue in the future. Traffic signal flows could become difficult from community to community.
- Everyone agreed with the challenges

Toolbox

- Everyone agreed that the toolbox was right on and very comprehensive.

- Form based codes could be difficult to determine in the toolbox. Each community is different. Our group was surprised roundabouts were considered along the corridor, but felt they should be included.
- A light rail and agriculture item should be added. Since the corridor is mainly rural, should healthy food/agriculture be included for the future.
- Another note that I am not sure where to put. Our group thought it was important that each community involved has to be on board to follow through with the plan/toolbox.

Table 5

Planning Challenges

- Working with IDOT was seen as a challenge, including IDOT's timeframe for projects. There was also concern that IDOT looks only at current conditions when they start the process for engineering and construction.
- Compatibility between adjacent communities including land uses and connectivity were additional challenges.
- Concern that advocating for alternative modes (esp. bike/walk) does not account for inclement weather.
- One challenge of bike facility connectivity was described as successfully overcome through partnerships with park districts and through connecting master plans between communities.
- The group agreed that the biggest challenge was finding a realistic balance between economic development and the other needs of the corridor such as parallel roads and connectivity.

Toolbox

- The group was in agreement that the TIF tool had some big limitations (not sure if these are already briefly discussed in the toolbox).
- Another tool would be to incorporate other tools with boundary agreements (such as impact fees). Wondered if White Elephant Ordinance could be set with intergovernmental agreements between communities so that big box wouldn't just locate in places without the ordinance.
- The group discussed a plan for regional economic development as a tool.

Table 6

Planning Challenges

- Pingree Grove – Goeberts is a destination, but will have a challenge to keep this destination in its present shape into the future as land is developed around it. Controlling access locations to IL 47 will also be challenging. Farmland owners see dollar signs. **Feels that the County and State both needs to step up and provide more funding towards costly roadway improvements that traditionally are paid for by developers to accommodate the additional traffic/trips they themselves are generating, instead of putting it all on the backs of the developers.**

<ul style="list-style-type: none"> McHenry County – Agreed agriculture preservation will be difficult. The high price tag to replace existing RR bridges along IL 47, such as in Huntley, is a barrier for roadway improvements. Traffic congestion is a huge problem. All agreed – Walkability and sales tax revenue competition between communities are planning challenges that will be of a greater concern over the next 30 years. <p>Toolbox</p> <ul style="list-style-type: none"> Pingree Grove - Parallel roads/frontage roads is a tool to assist with congestion. Traffic signal coordination/optimization is a great tool. All agreed – Corridor Planning Council is a great idea, but somewhat skeptical that given an opportunity to attract a retail giant, one or more communities may part ways with the Corridor Council in order to secure the deal. They concurred with all tools and didn't think that any were unnecessary. In regards to any tools to be added, suggested that not only Roundabouts, but other new &/or innovative interchange/intersection designs such as continuous flow interchanges should be included. CMAP – Suggested that future designated truck route planning throughout Kane County is needed, but not so much in McHenry at this time. <p>Objectives</p> <ul style="list-style-type: none"> CMAP – Suggested that all tools that are applicable to each Objective be listed. Keep Traffic Moving - suggested that Innovative Interchange/Intersection designs & Roundabouts be included as tools. Improve Economic Development – suggested that TOD and Mixed-Use development be included as tools. Encourage Growth Nodes – suggested that Complete Streets be included as a tool. <hr/> <p>Table 7</p> <p>Planning Challenges</p> <ul style="list-style-type: none"> Roadway setbacks were a concern for some communities (Elburn) because the traditional development context in the downtown doesn't have it and they like it that way. However, other areas have large setbacks and they are unsure how the transition from one context to the other will be addressed. Huntley mentioned having large setbacks and large portions of 47 are fully-developed. Now they have extra frontage that is too shallow to develop as another lot, and 47 won't get much wider...so what can they do with that space? Parallel roads were cited as a major issue because in many locations, the nearest alternative north-south road is 1.5 miles away or more. Stormwater retention was not seen as a major issue for any of the municipalities at Table 7. Transit challenges were seen as potentially important, but the municipalities at Table 7 did not view a density to support transit as a priority. Also, they felt that even if they did develop some areas at those densities, the distances between them would be too great and they were not confident that a transit route would be sustained in their municipality due to funding and ridership concerns. PUD as a practice was not viewed as a challenge; municipalities preferred to expand upon what can be done within PUD and admitted that density, setback, bulk, and
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<p>parking requirements are all variable within PUD, which also allows for a greater chance at mixed use.</p> <p>Toolbox</p> <ul style="list-style-type: none"> Tools that were of greatest interest were: <ul style="list-style-type: none"> White Elephant Ordinance: municipalities wanted to know how much the bond should be and if there were similar provisions for imposing this requirement on a lifestyle center developer to avoid anchor stores from sitting empty. Transit Oriented Development: municipalities that did not already have a Metra Station wanted one. They felt that this was a more desirable form of TOD and that bus transit was difficult due to the reasons mentioned in the planning challenges. Cross Access Agreements: These were often used already by the municipalities but they were interested in more persuasive ways to get them built. Roundabouts were discussed because Pingree Grove built one on Reinking Road near US 20 Everyone felt that the toolbox format worked well because they had options from which to choose
