



ILLINOIS 47 CORRIDOR PLANNING STUDY

SEPTEMBER 2010

Participants

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

Kane County
 McHenry County
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 Pace
 Illinois Tollway
 Illinois Department of Transportation
 Chicago Metropolitan Agency for Planning
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Acronyms

BDD	Business Development Districts
CMAP	Chicago Metropolitan Agency for Planning
EPW	Earnings Per Worker
FEMA	U.S. Federal Emergency Management Agency
FPA	Facility Planning Area
IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
ISTHA	Illinois State Toll Highway Authority
KDOT	Kane County Department of Transportation
L RTP	Long-Range Transportation Plan
MYP	Multi-Year Program
NHTS	National Household Travel Survey
PILOT	Payments in Lieu of Taxes
PUD	Planned Unit Development
RTA	Regional Transportation Authority
SAFETEA-LU	Safe Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users
SRA	Strategic Regional Arterial
SSA	Special Service Area
TCRP	Transit Cooperative Research Program
TIF	Tax Increment Financing
TND	Traditional Neighborhood Development
TOD	Transit Oriented Development
ULI	Urban Land Institute
UP-NW	Union Pacific Northwest Line
WHPA	Wellhead Protection Area

Terms

By-Right Zoning

Zoning that permits the development of a site based on predetermined regulations as identified in a municipal zoning and development code.

Complete Streets

A national movement that changes the approach to street design to encompass the needs of all users along a roadway. Complete Streets is a commitment made by public agencies to consider and plan facilities and opportunities for motorists, bicyclists, pedestrians, and transit users along a roadway.

Corridor Study Area

There is no hard boundary line for the study area, however, generally the width of the corridor can be defined as a micro area (properties adjacent to IL Route 47) and a macro area (those properties not immediately adjacent to IL Route 47 but yet are still influenced by IL Route 47). Together, the micro and macro areas form the study area for the Corridor.

Development Context

The combined appearance of the right-of-way and the built environment within the corridor. Categorized in broader terms than specific land uses, the development context describes the overall existing or desired vision of the corridor.

Edge Municipality

A municipality that currently is not located along IL 47 but has future boundaries that will extend to it.

Extraterritorial Jurisdiction

Extraterritorial jurisdiction or ETJ is the legal ability of a government to exercise authority beyond its normal boundaries. Municipalities in Illinois can plan for an EJT 1.5 miles from their current boundary, not including property incorporated into an adjacent community or past an agreed upon formal boundary agreement.

Facility Planning Area

An area approved by the Illinois Environmental Protection Agency that can be served by a wastewater treatment collection system.

Historic Municipality

A municipality that originally developed along IL 47 and treats IL 47 as one of its major thoroughfares.

Mixed-Use Development

A building with two or more uses (e.g. residential and retail commercial).

Multi-Use Development

Multiple or a horizontal mix of land uses in a single development.

Multimodal

Term to describe a roadway network, corridor, plan, or area that incorporates all modes of transportation.

Growth Node

An area identified to encourage growth. Actions will be taken to promote compact mixed-use development. The node may be an intersection, job center, bus stop, transit station or other designation.

Open Space

Undeveloped public or private land that is expressly set aside from development.

Placemaking

The process of creating spaces that will attract people because they are attractive or interesting. This includes variables such as a mix of land uses; the type built form and rhythm, as well as the placement of open spaces and landscape.

Priority Place

Identified by Kane County in the Kane County 2030 Transportation Plan, a priority place is a developed area where focused development that exemplifies smart growth principles is encouraged.

Regional Center

Regional centers have the most influence on the Corridor due to population, jobs, economic influence, and growth opportunities.

Right-of-way

The legal limits of a publicly-owned property that includes the roadway and all infrastructure under the jurisdiction of that public agency (e.g. State Department of Transportation (DOT), County Highway Department).

Roadside

The portion of the right-of-way that is outside the roadway but adjacent to the curbs or shoulders. This includes sidewalks, off-street trails, hydrants, utility poles, and streetscape.

Roadway

The portion of the right-of-way that is between the curbs or shoulders. This includes medians, traffic control devices, and regulatory or warning signage.

Strategic Regional Arterial

Roads that complement the Chicago regional expressway and Tollway system. These roads are designated by the Illinois Department of Transportation.

Streetwall

A smart growth principle where building walls are placed along the sidewalk to define a continuous and comfortable scale that is inviting for pedestrians.

Vertical Development

Development of a multi-story building, typically, that includes a mix of uses. Vertical development generally is characterized by development on a smaller footprint, or using less developed land area, than traditional suburban development.

Walkability

The Walkable and Livable Communities Institute presents the term walkability as the measure of the overall walking and living conditions in an area, defined as the extent to which the built environment is friendly to the presence of people walking, living, shopping, visiting, enjoying or spending time in an area.

